

**ENVIRONMENTAL ASSESSMENT
WITH
FINDING OF NO SIGNIFICANT IMPACT**

FOR

**LA 42 WIDENING AND IMPROVEMENTS
US 61 TO APPROXIMATELY 1,500 FEET EAST OF LA 44
ROUTE LA 42
ASCENSION PARISH
STATE PROJECT NO. H.002370 (700-03-0125)
FEDERAL AID PROJECT NO. DE-0307(507)**

AUGUST 2011

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION**

AND

**LOUISIANA DEPARTMENT OF TRANSPORTATION AND
DEVELOPMENT**



FEDERAL HIGHWAY ADMINISTRATION

FINDING OF NO SIGNIFICANT IMPACT

FOR

F.A.P. NO. DE 0307(507)

STATE PROJECT NO. H.002370 (700-03-0125)

LA 42 WIDENING AND IMPROVEMENTS

ASCENSION PARISH

The FHWA has determined that this project will not have any significant impact on the human environment. This Finding of No Significant Impact (FONSI) is based on the Environmental Assessment which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an environmental impact statement is not required.

EXAMINED AND RECOMMENDED FOR
APPROVAL *Allen*
DATE 8/11/11

APPROVED
Carl M. Highsmith
CARL M. HIGHSMITH
PROJECT DELIVERY TEAM LEADER
FEDERAL HIGHWAY ADMINISTRATION
DATE 8-18-11

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P	Noise Analysis for Rue Village Berm
Q	List of Preparers

LIST OF ACRONYMS

LIST OF **ACRONYMS**

ACS	American Community Survey
ADT	Average Daily Traffic
APE	Area of Potential Effect
BFE	Base Flood Elevations
CPZ	Critical Protection Zone
CSRP	Conceptual Stage Relocation Plan
CSS	Context Sensitive Solutions
dBA	A-weighted Decibels
DTOE	District Traffic Operations Engineer
EA	Environmental Assessment
EIS	Environmental Impact Statement
ESA	Endangered Species Act
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
HSS	Historic Standing Structure
I-10	Interstate 10
LA 42	Louisiana Highway 42
LDEQ	Louisiana Department of Environmental Quality
LDOTD	Louisiana Department of Transportation and Development
LDWF	Louisiana Department of Wildlife and Fisheries
LNHP	LDWF Natural Heritage Program
LOS	Level of Service
LWCF	Land and Water Conservation Fund
MPO	Metropolitan Planning Organization
MUTCD	Manual on Uniform Traffic Control Devices
NAC	Noise Abatement Criteria
NEPA	National Environmental Policy Act
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
PUD	Planned Urban Development
RA	Rural Arterial
RCB	Reinforced Concrete Box culvert
ROW	Right-of-Way
UA	Urban Arterial
USACE	U.S. Army Corps of Engineers
USC	United States Code
USDOT	U.S. Department of Transportation
USEPA	U.S. Environmental Protection Agency
USFWS	U. S. Fish and Wildlife Service
UST	Underground Storage Tank

**LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
ENVIRONMENTAL DETERMINATION CHECKLIST**

STATE PROJECT NO: H.002370 (700-03-0125)
FEDERAL AID NO: DE-4906(500)
LA 42 WIDENING AND IMPROVEMENTS
ROUTE: LA 42
PARISH: ASCENSION

1. General Information

Status: Conceptual Layout Plan-in-Hand
 Line and Grade Preliminary Plans
 Survey Final Design

2. Class of Action

Environmental Impact Statement (E.I.S.)
 Environmental Assessment (E.A.)
 Categorical Exclusion (C.E.)
 Programmatic C.E. (as defined in letter of agreement dated 03/15/95, does not require FHWA approval)

3. Project Description (use attachment if necessary)

The proposed project would consist of the widening and improvement of LA 42 from US 61 to approximately 1,500 feet east of LA 44 in Ascension Parish. The widening would be along the existing alignment of the roadway. Additional right-of-way would be required on both sides and residential and business relocations would occur.

From US 61 to Ronald Road, the proposed project includes five 11-foot wide lanes with a 4-foot wide raised median and a 6-foot wide sidewalk on both sides of the roadway. Additional right-of-way would be required from Oak Grove Community Park, which is a publicly owned park, and from Oak Grove Baptist Cemetery.

From Ronald Road to existing LA 44, there would be four 11-foot wide lanes with an 18-foot wide raised median. On the north side of the roadway, a 6-foot wide sidewalk would be constructed. On the south side of the roadway, a 10-foot wide bicycle/pedestrian shared use path would be constructed. Additional right-of-way would be required from the Dixon House, which is listed on the National Register of Historic Places.

From existing LA 44 to approximately 910 feet east of the existing LA 44, there would be four 11-foot wide lanes with a raised median and a 6-foot wide sidewalk on both sides of the roadway. From approximately 910 feet to 1,450 feet east of existing LA 44, the roadway will taper down from four lanes to two lanes in order to tie into existing LA 42; there would be a 6-foot wide sidewalk on both sides of the roadway.

The LA 44 intersection would be shifted just to the east of its existing location along LA 42. Curb & gutter subsurface drainage with no open ditches would be installed along LA 42. The length of construction is approximately 3.7 miles.

LDOTD's Access Management Policy is proposed to be implemented through the use of raised medians; right-in / right-out only (i.e. no left-out turns) from residential and business driveways as well as adjacent roadways; and median openings allowing U-turns and left-in turns. In addition, right-of-way would be required for five bulb-outs which would provide the necessary turn radius to allow vehicles to make U-turns.

LDOTD's Complete Streets Policy is proposed to be implemented through the construction of sidewalks and a shared use bicycle/pedestrian path.

Additional construction activities include base course, Superpave Asphaltic Concrete pavement or Portland Cement Concrete Pavement, earthwork, drainage structures, and pavement markings.

4. Public Involvement

- Views were solicited on August 6, 2007. Responses are attached.
- No adverse comments were received.
- Comments are addressed in attachment.
- Views were not solicited.
- A Public Hearing (P/H)/Opportunity is not required.
- An opportunity for requesting a P/H will be afforded upon your concurrence.
- Opportunity was afforded, with no requests for P/H.
- Public Meetings were held on March 12, 2009 and October 14, 2010.
- A Public Hearing was held on June 28, 2011.

5. Real Estate

- | | NO | YES |
|--|-------------------------------------|---------------------------------------|
| a. Will additional right-of-way be required?..... | <input type="checkbox"/> | <input checked="" type="checkbox"/> 1 |
| b. Will any relocations be required?..... | <input type="checkbox"/> | <input checked="" type="checkbox"/> 2 |
| c. Are construction or drainage servitudes required?..... | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Will right-of-way be required from a Wetland Reserve Program (WRP) property?..... | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

6. Cultural and 106 Impacts

- | | NO | YES |
|--|-------------------------------------|---------------------------------------|
| a. Section 4(f) or 6(f) lands | | |
| Are any impacted by the project? (If so, list below)..... | <input type="checkbox"/> | <input checked="" type="checkbox"/> 3 |
| Are any adjacent to the project? (If so, list below)..... | <input type="checkbox"/> | <input checked="" type="checkbox"/> 3 |
| b. Known Historic sites/structures | | |
| Are any impacted by the project? (If so, list below)..... | <input type="checkbox"/> | <input checked="" type="checkbox"/> 4 |
| Are any adjacent to the project? (If so, list below)..... | <input type="checkbox"/> | <input checked="" type="checkbox"/> 4 |
| c. Known Archaeological sites | | |
| Are any impacted by the project? (If so, list site # below)..... | <input type="checkbox"/> | <input checked="" type="checkbox"/> 5 |
| Are any adjacent to the project? (If so, list site # below)..... | <input type="checkbox"/> | <input checked="" type="checkbox"/> 5 |
| d. Cemeteries | | |
| Are any impacted by the project? (If so, list below)..... | <input type="checkbox"/> | <input checked="" type="checkbox"/> 6 |
| Are any adjacent to the project? (If so, list below)..... | <input type="checkbox"/> | <input checked="" type="checkbox"/> 6 |
| e. Historic Bridges | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

7. Wetlands

- | | NO | YES |
|--|--------------------------|---------------------------------------|
| a. Are wetlands being affected?..... | <input type="checkbox"/> | <input checked="" type="checkbox"/> 7 |
| b. Are other waters of the U.S. being affected?..... | <input type="checkbox"/> | <input checked="" type="checkbox"/> 7 |
| c. Can C.O.E. Nationwide Permit be used?..... | <input type="checkbox"/> | <input checked="" type="checkbox"/> 7 |

8. Natural Environment

- | | NO | YES |
|---|---------------------------------------|-------------------------------------|
| a. Endangered/Threatened Species/Habitat..... | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Within 100 Year Floodplain?..... | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Is project a significant encroachment in Floodplain?..... | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. In Coastal Zone Management Area?..... | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Is the project consistent with the Coastal Management Program?..... | <input type="checkbox"/> | <input type="checkbox"/> |
| Will a Coastal Use Permit be required?..... | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Coastal Barrier Island (Grand Isle only)..... | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. Farmlands (use form AD 1006 if necessary)..... | <input checked="" type="checkbox"/> 8 | <input type="checkbox"/> |
| f. Is project on Sole Source Aquifer?..... | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Is coordination with EPA necessary?..... | <input type="checkbox"/> | <input type="checkbox"/> |
| g. Natural & Scenic Stream Permit required?..... | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| h. Is project impacting a waterway?..... | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Has navigability determination been made?..... | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Will a US Coast Guard permit or amended permit be required?..... | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

9. Physical Impacts

		NO	YES
a.	Is a noise analysis warranted (Type I project)?.....	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Are there noise impacts based on violation of the (NAC)?.....	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Are there noise impacts based on the 10 dBA increase?.....	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Are noise abatement measures reasonable and feasible?.....	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Is an air quality study warranted?.....	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Do project level air quality levels exceed the NAAQS for CO?.....	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Is project in a non-attainment area for Carbon monoxide (CO), Ozone (O ₃), Nitrogen dioxide (NO ₂), or Particulates (PM-10)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	Is project in an approved Transportation Plan, Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP)?.....	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	Are construction air, noise, & water impacts major?.....	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f.	Are there any known waste sites or U.S.T.s?.....	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Will these sites require further investigation prior to purchase?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

10. Social Impacts

		NO	YES
a.	Land use changes	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Churches and Schools		
	Are any impacted by the project? (If so, list below).....	<input type="checkbox"/>	<input checked="" type="checkbox"/> ¹⁰
	Are any adjacent to the project? (If so, list below).....	<input type="checkbox"/>	<input checked="" type="checkbox"/> ¹⁰
c.	Title VI Considerations	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	Will any specific groups be adversely affected (i.e., minorities, low-income, elderly, disabled, etc.)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	Hospitals, medical facilities, fire, police		
	Are any impacted by the project? (If so, list below).....	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Are any adjacent to the project? (If so, list below).....	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f.	Transportation pattern changes	<input type="checkbox"/>	<input checked="" type="checkbox"/> ¹¹
g.	Community cohesion	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h.	Are short-term social/economic impacts due to construction considered major?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i.	Do conditions warrant special construction times (i.e., school in session, congestion, tourist season, harvest)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j.	Were Context Sensitive Solutions considered? (If so explain below).....	<input type="checkbox"/>	<input checked="" type="checkbox"/>
k.	Will the roadway/bridge be closed? (If yes, answer questions below).....	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Will a detour bridge be provided?.....	<input type="checkbox"/>	<input type="checkbox"/>
	Will a detour route be signed?.....	<input type="checkbox"/>	<input type="checkbox"/>

11. Other (Use this space to explain or expand answers to questions above.)

¹Section 5(a) – Approximately 18.71 acres of additional right-of-way would be required.

²Section 5(b) – Five (5) residences and seven (7) businesses within the proposed right-of-way are anticipated to be relocated. Drainage improvements in the vicinity of Oak Grove Baptist Church will impact church property; however, no relocation of the structure is anticipated. **SEE LIST OF ANTICIPATED RELOCATIONS APPENDIX F**

³Section 6(a) – One recreational resource would be impacted by the proposed project; approximately 0.1445 acres of right-of-way would be required from Oak Grove Community Park. FHWA has determined that the required ROW from the Oak Grove Community Park will fall under a De Minimus 4(f). **SEE SECTION 4(f) CORRESPONDENCE APPENDIX H and SECTION 4(f) EVALUATION APPENDIX I**

⁴Section 6(b) – One property listed on the National Register of Historic Places, the Dixon House, is located within the proposed project area; approximately 0.0561 acres of right-of-way would be required from the historic property. However, SHPO has concurred that there will be no adverse effect to the historic property. FHWA has determined that the required ROW from the Dixon House will fall under a De Minimus 4(f). **SEE SECTION 106 CORRESPONDENCE APPENDIX G and SECTION 4(f) EVALUATION APPENDIX I**

⁵**Section 6(c)** – Two archaeological sites are located within the proposed project area; however, SHPO has concurred that these sites are not eligible for listing to the NRHP. **SEE ATTACHED SECTION 106 CORRESPONDANCE APPENDIX G**

⁶**Section 6(d)** – The proposed project would require approximately 0.0378 acres of additional right-of-way from the Oak Grove Baptist Cemetery. **SEE SUMMARY OF PERMITS, MITIGATION, AND COMMITMENTS and SECTION 4.1.8**

⁷**Section 7(a,b,c)** – Approximately 0.533 acres of jurisdictional wetlands and 0.105 acres of Other Waters of the US would be impacted. **SEE WETLANDS ANALYSIS REPORT APPENDIX K**

⁸**Section 8(e)** – The NRCS has determined that the proposed construction areas are within urban areas and the proposed project is exempt from the Farmland Protection Policy Act. The NRCS does not believe there will be an adverse effect on the surrounding environment provided appropriate erosion control measures are taken during construction. **SEE NRCS CORRESPONDANCE APPENDIX M**

⁹**Section 9(f)** – The Phase I Environmental Site Assessment indicates the presence of "recognized environmental conditions," identified as the presence of underground storage tanks; however, there are no sites with leaking USTs or potentially leaking USTs within the project limits. There may have been a cow tick-dipping vat on some of the required right-of-way between North Lake Drive and Ronald Road. The information for this potential dipping vat will be handled in accordance with LADOTD's Underground Storage Tank and Contaminated Site Policy.

¹⁰**Section 10(b)** – There are six church facilities, all of which are located within the limits of constructions of the project: Oak Grove Baptist Church, Philippians Church, Broussard Grove Baptist Church, Bon Lieu Church of God, Little Prairie Baptist Church, and Kingdom Hall Jehovah's Witness. Right-of-way would be required from all of the church properties. Drainage improvements in the vicinity of Oak Grove Baptist Church will impact church property; however, no relocation of the structure is anticipated.

¹¹**Section 10(f)** – LADOTD has adopted an Access Management Policy for the construction of new roadways. The Policy would be implemented through the use of raised medians; right-in / right-out only from residential and business driveways as well as adjacent roadways; and median openings allowing U-turns and left turns.

Preparer: Cyndi Bowman
Title: Environmental Impact Specialist
Department: LADOTD/Environmental Section
August 1, 2011

Attachments

- S.O.V. and Responses
- Wetlands Finding
- Project Description Sheet
- Conceptual Stage Relocation Plan
- Noise Analysis
- Air Analysis
- Exhibits and/or Maps
- 4(f) Evaluation
- Form AD 1006 (Farmlands)
- 106 Documentation
- Other _____

SUMMARY OF PERMITS, MITIGATION, AND COMMITMENTS

A permit will be required from the U.S. Army Corps of Engineers, New Orleans District. Approximately 0.533 acres of jurisdictional wetlands and 0.105 acres of Other Waters of the US will be potentially impacted (see Appendix K) within the proposed project limits. This recommendation is sent to the US Army Corps of Engineers, which has the ultimate responsibility as to whether or not it is jurisdictional. Impacts to jurisdictional wetlands will be mitigated, if any are found within the project limits, as part of the permit process.

A Parish/State Agreement between Ascension Parish and LDOTD regarding a required new wastewater collection system must be in place before the project can be let for construction. The agreement should state that the Parish will pay for the design and all construction costs associated with these wastewater collection systems and will assume all future liabilities. Because the design of the Build Alternative includes subsurface drainage, wastewater collection systems must be in place before Phase II of construction is complete (see Section 4.2 of this EA).

LDOTD's Complete Streets Policy is proposed to be implemented through the construction of sidewalks and a shared-use bicycle/pedestrian path. Maintenance and liability for sidewalks and bicycle paths outside the limits of the curb or shoulder would be the responsibility of the local jurisdiction. An agreement between LDOTD and Ascension Parish will be required for the construction and maintenance of the sidewalks and the shared-use bicycle/pedestrian path.

The Oak Grove Baptist Cemetery (HSS #03-00168) will be affected by the proposed project, which will require approximately 0.0378 acres of additional right-of-way from the cemetery. Marked burials that may be affected by the project will be treated in a respectful manner and in accordance with state regulations that apply to maintained non-public cemeteries. If any unmarked burials associated with the cemetery are encountered during the project, the treatment of the burials will be in accordance with the Louisiana Unmarked Human Burials Site Preservation Act (R.S.8:671-681). The current plans for the project do not directly affect the graves, but the distance between graves and the required ROW is approximately one foot. Consultation with Oak Grove Baptist Church will take place prior to any construction activity at the cemetery. An archaeological monitor will be present during any construction involving ground disturbance (i.e. utility work, excavation, etc.) in the vicinity of the Oak Grove Baptist Church Cemetery.

At the time of the Cultural Resources Survey, one lot was not accessible. This property will be surveyed for cultural resources and an addendum report will be submitted to the SHPO after ROW acquisition and before the project is let for construction.

Oak Grove Community Park has received Land and Water Conservation Fund (LWCF) grant assistance and is protected under Section 6(f). Approximately 0.1445 acres of additional right-of-way will be required from the park for the proposed project. A conversion process in accordance with requirements of the LWCF Act will be required before authorization will be given for construction. Ascension Parish, as owner of the park, is currently handling the coordination of the replacement property. The Parish is dedicated to providing the necessary replacement property for the impacted area of the Oak Grove Park that addresses all requirements of the LWCF to achieve an acceptable mitigation.

SUMMARY OF PERMITS, MITIGATION, AND COMMITMENTS

Thirteen trees were identified as being significant according to the LDOTD Significant Tree Policy. The Design Section will indicate significant trees on the plans and implement a context sensitive design to accommodate these trees where practical. Prior to construction authorization, a professional arborist licensed in the State of Louisiana will be retained by the LDOTD District or the LDOTD contractor to ensure protection of the significant trees.

When cutting, trimming, or removing a significant tree or a group of significant trees located within or adjacent to the required ROW, the stakeholders and local government will be informed by the LDOTD District or the LDOTD contractor three (3) days prior to those actions.

The LDOTD Floodplain Management Coordinator stated during and after the project, consideration must be given for the occurrence of a base flood inundation. At this time, consideration should also be given to the responsibility for clearing debris and keeping the area cleared so as not to interfere with its function.

A storm water discharge permit will be obtained from LDEQ for the project prior to construction authorization and best management practices will be implemented to manage runoff and prevent pollution.

The contractor will be required to adhere to the provisions of the Louisiana Standard Specifications for Roads and Bridges. Other federal, state, and local permits may be required.

EXECUTIVE SUMMARY

This Environmental Assessment (EA) document summarizes the anticipated impacts resulting from the proposed LA 42 Widening and Improvements project from US 61 to approximately 1,500 feet east of LA 44, Route LA 42, Ascension Parish, State Project No. H.002370 (700-03-0125), Federal Aid Project No. DE-0307(507). The FHWA-approved logical termini for the study area of the proposed project are along LA 42 from the US 61 intersection to the LA 932 (Joe Sevario Road) intersection. The limits of construction along LA 42 are proposed from the US 61 intersection to approximately 1,500 feet east of the LA 44 intersection.

The existing roadway is primarily a two lane roadway with 11-foot wide travel lanes from the intersection of LA 42 and LA 73 to the intersection of LA 42 and LA 932. This section is considered an urban arterial road. This roadway serves as a major commuter link for Ascension Parish residents. The Level of Service (LOS) on LA 42 between US 61 and LA 73 is classified as LOS F and between LA 73 and LA 44 as LOS E.

One Build Alternative was selected to move forward for further consideration:

From US 61 to Ronald Road, the proposed project includes five 11-foot wide lanes with a 4-foot wide raised median and a 6-foot wide sidewalk on both sides of the roadway. Additional right-of-way will be required from Oak Grove Community Park, which is a publicly owned park, and from Oak Grove Baptist Cemetery.

From Ronald Road to existing LA 44, there would be four 11-foot wide lanes with an 18-foot wide raised median. On the north side of the roadway, a 6-foot wide sidewalk would be constructed. On the south side of the roadway, a 10-foot wide bicycle/pedestrian shared use path would be constructed. Additional right-of-way would be required from the Dixon House, which is listed on the National Register of Historic Places.

From existing LA 44 to approximately 910 feet east of existing LA 44, there would be four 11-foot wide lanes with a raised median and a 6-foot wide sidewalk on both sides of the roadway. From approximately 910 feet to 1,450 feet east of existing LA 44, the roadway will taper down from four lanes to two lanes in order to tie into existing LA 42; there would be a 6-foot wide sidewalk on both sides of the roadway.

The LA 44 intersection would be shifted just to the east of its existing location along LA 42.

LDOTD's Access Management Policy is proposed to be implemented through the use of raised medians; right-in / right-out only (i.e. no left-out turns) from residential and business driveways as well as adjacent roadways; and median openings allowing U-turns and left-in turns. In addition, ROW will be required for seven bulb-outs which will provide the necessary turn radius to allow vehicles to make U-turns.

Current LDOTD policy allows for construction of left turn lanes only at full access median openings, which are utilized only at locations that coincide with intersecting public roads. However, in order to mitigate impacts to safety performance and improve traffic flow along LA 42, LDOTD has agreed to incorporate left turn lanes at all median openings where a U-turn bulb-out would be located.

Curb and gutter with subsurface drainage would be installed for the length of the project along LA 42. There would be no open ditches along this portion of the LA 42 roadway.

EXECUTIVE SUMMARY

The Build Alternative was evaluated for its impacts upon the environment. The Wetland Report indicates that approximately 0.533 acres of jurisdictional wetlands and 0.105 acres of Other Waters of the US would be impacted. The Phase I Environmental Site Assessment indicates the presence of “recognized environmental conditions,” identified as the presence of underground storage tanks; however, there are no sites with leaking USTs or potentially leaking USTs within the project limits. The Traffic Noise Study indicated noise impacts to numerous receptors from the Build Alternative; however, noise abatement measures were not found to be reasonable or feasible.

A total of approximately 18.71 acres of additional right-of-way will be required for the proposed project. One recreational resource, the Ascension Parish Oak Grove Community Park (0.1445 acres ROW); one property listed on the National Register of Historic Places, the Dixon House (0.0561 acres ROW); and one cemetery, the Oak Grove Baptist Cemetery (0.0378 acres ROW) will be impacted. Five (5) homes and seven (7) businesses within the proposed ROW are anticipated to be relocated. Drainage improvements in the vicinity of Oak Grove Baptist Church will impact church property; however, no relocation of the structure is anticipated. No minority and/or low income populations would be disproportionately adversely impacted. No threatened or endangered species would be impacted. No violations of the CO thresholds for air quality would be expected with the proposed project.

The project corridor does not contain any known wetland reserves or scenic streams within the project limits. The EPA’s review concluded that the project does not lie within the boundaries of a designated sole source aquifer. There are not anticipated to be any negative impacts to the flood plain as a result of the proposed Build Alternative. Encroachments upon the floodplains would not increase the BFE to a level that would violate applicable floodplain regulations. The NRCS has determined that the proposed construction areas are within urban areas and the proposed project is exempt from the Farmland Protection Policy Act.

Project costs were estimated for construction of the Build Alternative for the widening and improvement of LA 42 from US 61 to approximately 1,500 feet east of LA 44. The Build Alternative is estimated to cost approximately \$44,293,177.

In addition, the No-Build Alternative was evaluated. Under the No Build Alternative, no construction would take place along the existing highway. The roadway would remain as is with open ditches, 2-foot wide narrow shoulders, and two 11-foot wide travel lane. Neither future capacity concerns nor safety concerns would be addressed. No residential or business relocations would be required, and no potential impacts to public lands or wetlands would occur. No utility relocations would be needed. The short-term adverse impacts due to construction activity would be avoided. No subsurface drainage would be installed and the installation of the wastewater system would likely not occur. The No Build Alternative would result in continued degradation of the level of service, which is currently at LOS F.

1. Introduction

LA 42 passes through the northern part of the community of Prairieville, LA. It serves as a connector to Baton Rouge for both Ascension and Livingston Parishes. The Louisiana Department of Transportation and Development (LDOTD), the Federal Highway Administration (FHWA), and Ascension Parish are proposing to widen and improve LA 42 from US 61 to approximately 1,500 feet east of LA 44 in Ascension Parish, Louisiana. The widening would be along the existing center line of the roadway with additional required right-of-way on both sides. Residential and business relocations will occur. The widening of LA 42 from two lanes to four lanes, the addition of a shared-use bicycle/pedestrian path and sidewalk, and traffic access management measures comprise the proposed project. The total length of construction of the proposed project is approximately 3.7 miles. Figure 1 is a Project Location Map.

LDOTD's Complete Streets Policy is proposed to be implemented through the construction of sidewalks and a shared-use bicycle/pedestrian path. Maintenance and liability for sidewalks and bicycle paths outside the limits of the curb or shoulder would be the responsibility of the local jurisdiction. An agreement between LDOTD and Ascension Parish will be required for the construction and maintenance of the sidewalks and the shared-use bicycle/pedestrian path.

LDOTD has adopted an Access Management Policy for the construction of new roadways. Access Management is the control of access connections on a roadway to mitigate impacts to safety performance. Access connections can include driveways, streets, and other means of connecting to a roadway. The policy would be implemented through the use of raised medians; right-in / right-out only (i.e. no left-out turns) from residential and business driveways as well as adjacent roadways; and median openings allowing U-turns and left-in turns. In addition, ROW will be required for seven bulb-outs which will provide the necessary turn radius to allow vehicles to make U-turns.

Current LDOTD policy allows for construction of left turn lanes only at full access median openings, which are utilized only at locations that coincide with intersecting public roads. However, in order to mitigate impacts to safety performance and improve traffic flow along LA 42, LDOTD has agreed to incorporate left turn lanes at all median openings where a U-turn bulb-out would be located.

This document is an Environmental Assessment (EA) prepared to evaluate the effects that the proposed project would have on the natural and human environment.

1.1 What is an Environmental Assessment?

The National Environmental Policy Act (NEPA) directs federal agencies to conduct environmental reviews to consider the potential impacts from proposed federal undertakings. The NEPA process requires coordination with local, state, and federal agencies throughout planning and project development decision-making.

FHWA and LDOTD are committed to the examination and minimization of potential impacts to the social and natural environment when considering approval of proposed transportation projects. NEPA project development considers a range of alternatives that would serve the purpose of the project while balancing the potential impacts on the human and natural environment with the public's need for safe and efficient transportation.

The NEPA process must be clearly documented to ensure transparency. Potentially affected communities and other stakeholders are offered the opportunity to ask questions and provide comments about proposals, alternatives, and environmental impacts. Public input is formalized in the document as are the responses to public concerns and the choices made about the project.

When the significance of impacts from a proposed transportation project is uncertain, an EA is prepared. Unlike an Environmental Impact Statement (EIS) that is prepared when significant impacts are known, an EA is a concise public document that presents sufficient evidence and analysis for determining whether the impacts from the proposed action warrant further analysis in an EIS, or whether a Finding Of No Significant Impact (FONSI) is appropriate.

1.2 Where is the Proposed Project in the Development Process?

LDOTD, in conjunction with FHWA, established the conceptual design and studied the feasibility for the improvements for LA 42. The Stage 0 Feasibility Study was prepared in May 2007 and a Supplemental to the Stage 0 Feasibility Study was prepared in February 2008.

The purpose and need for the project has been documented and a reasonable, feasible alternative has been developed to address the need. This EA document will evaluate the effects of the Build Alternative to the community and the environment. Federal demonstration funds provided through legislation were obtained by Ascension Parish and are being utilized for the environmental process.

Prior to commencement of the EA, LDOTD sent out preliminary project information and preliminary purpose and need to federal, state, and local agencies and officials along with other potential stakeholders requesting their views regarding the project.

FHWA approved the logical termini, i.e., the end points of the project study area, as US 61 to the west and LA 932 (Joe Sevario Road) to the east, for a total length of 4.5 miles. The limits of construction, i.e., the segment of roadway where widening is proposed, extends from US 61 to approximately 1,500 feet east of LA 44 (Figure 1), for a construction length of approximately 3.7 miles.

A Public Hearing was held after this EA was approved by FHWA for public distribution. Following the environmental process, the project will proceed when funding becomes available.

2. Project Purpose and Need

The focus of this EA is the portion of LA 42 located in northern Ascension Parish, Louisiana, near the unincorporated community of Prairieville. This roadway is an important commuter link for residents of Ascension and Livingston Parishes traveling to Baton Rouge and numerous industrial plants along the Mississippi River. For purposes of this study, the emphasis is on the portion beginning at the intersection of LA 42 with US 61 and ending at the intersection of LA 42 with LA 932 (Figure 1).

2.1 Why is the Project Needed?

The Prairieville community, located southeast of the city of Baton Rouge, has experienced and continues to experience substantial commercial and residential growth with accompanying traffic congestion. This portion of LA 42 is the main east-west connector road in northern Ascension Parish and over the past

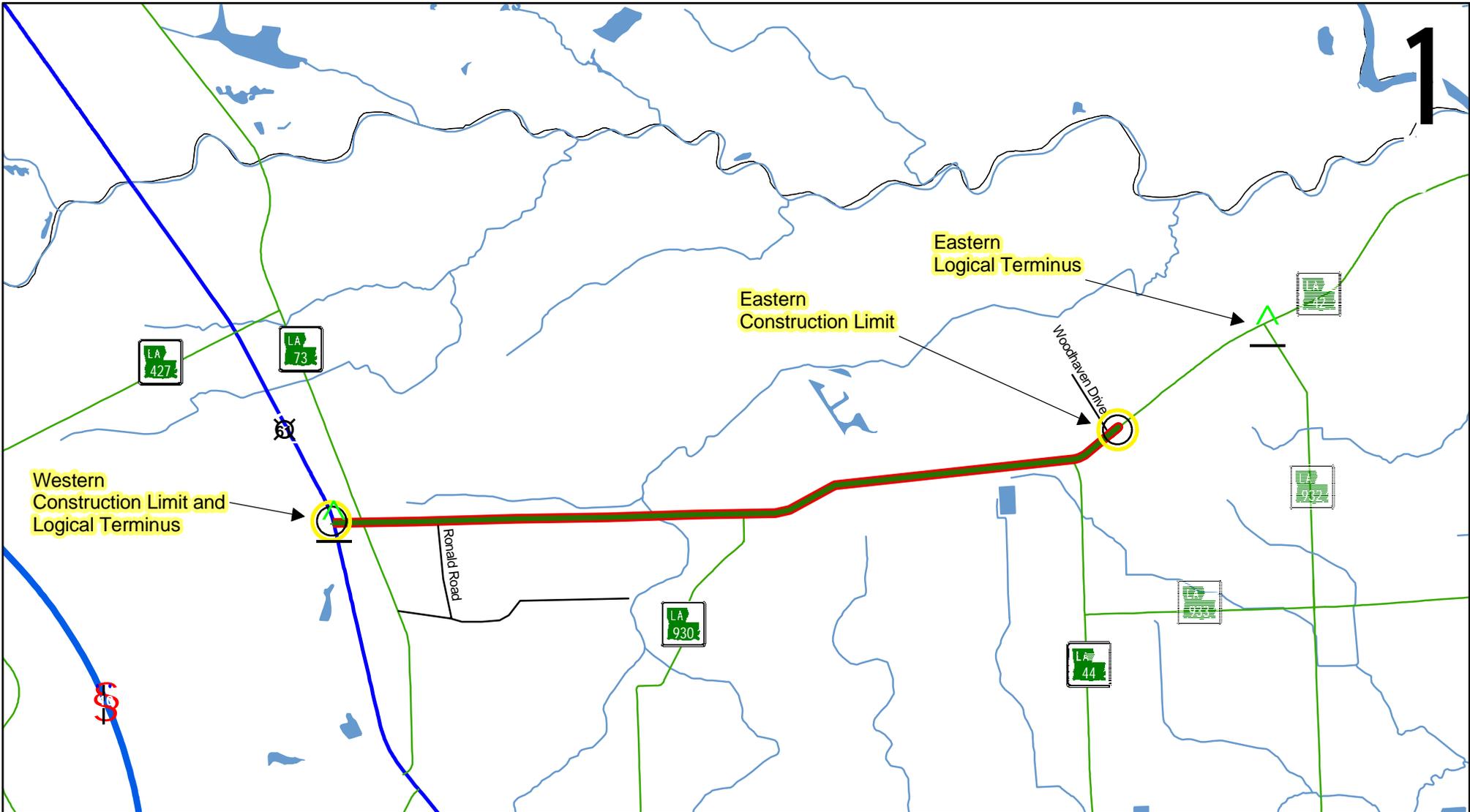


FIGURE NO: 1



PROJECT LOCATION

LA 42 WIDENING AND IMPROVEMENTS
 US 61 TO APPROXIMATELY 1,500 FEET EAST OF LA 44
 ROUTE LA 42
 ASCENSION PARISH

SP# H.002370 (700-03-0125)
 FAP# DE-0307(507)

LEGEND

- Limits of Construction
- Logical Terminus
- Project Corridor



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several years has seen a tremendous increase in traffic congestion in the morning and afternoon peak traffic volumes and in the amount of daily traffic volumes. At the two Public Meetings and at the Public Hearing, in written comments, residents have expressed concerns regarding the safety of the roadway and the number of traffic accidents that have occurred, especially in the curve located between LA 930 and LA 929.

2.2 What is the Purpose of the Project?

The purpose of the project is to increase the capacity of the roadway to improve traffic flow, mitigate impacts to safety performance along the route, account for projected traffic growth within the immediate area, and improve the quality of life of the people in the community. To accomplish these purposes, the project proposes to widen the roadway and upgrade LA 42 in accordance with current design criteria.

Based on the LDOTD highway functional systems, LA 42 is classified as an urban arterial road. It has varying right-of-way widths, overhead utilities, underground utilities, telephone cable crossings, and gas pipeline utilities within the rights-of-way. Currently, from US 61 to LA 73, the existing roadway consists of four 11-foot wide asphaltic concrete travel lanes with concrete curb and gutter on each side of the centerline and multiple roadside catch basins with subsurface drainage. From the intersection at LA 73 eastward, LA 42 consists of two travel lanes that are 11 feet wide with 2-foot wide shoulders and open ditches for the majority of the route.

A traffic study was conducted for the proposed project in May 2007 to evaluate existing traffic conditions and evaluate future transportation impacts associated with upgrading LA 42. The Traffic Study is provided in Appendix C. Traffic volume data was collected in 2006; the build year was determined to be 2010 and the design year was selected as 2030. Traffic counts measured existing average daily traffic (ADT), and a growth rate of 3.5 percent was used to project future traffic. The 2006 base year ADT on LA 42 east of US 61 was 20,440 and is projected to surpass 49,000 by 2030. The 2006 base year ADT on LA 42 east of LA 44 was 9,950 and is projected to exceed 23,800 by 2030. The existing and future ADT along the project corridor is provided in Table 2.1.

Table 2.1 Existing and Future Average Daily Traffic

LA 42 Roadway Segment	Existing Year (2006)	Design Year (2030)
East of US 61	20,440	49,010
West of LA 929	15,740	37,750
East of LA 44	9,950	23,880

Within the project limits, there are four signalized intersections. These traffic signals operate as fully-actuated. The other five key intersections are controlled by side street stop signs. Vehicle classification counts for the project corridor reveal that heavy vehicles make up approximately 7 percent of the ADT. The posted speed limit on this portion of LA 42 is 45 miles per hour.

2.2.1 Capacity

A capacity analysis, the most commonly accepted method for evaluating the quality of service of highway and street facilities, was prepared for the project and is detailed in the traffic analysis. Level of Service (LOS) is a qualitative measure describing operational conditions within a traffic stream, based on service measures such as speed and travel time, freedom to maneuver, traffic interruptions, comfort, and convenience.

Depending on these operational conditions, the roadway is assigned a grade of A through F. An “A” represents free flow traffic and an “F” represents operational failure, with ease of traffic movement becoming increasingly difficult as the volume of traffic increases.

The LOS was calculated using the traffic projections prepared by LDOTD for the design year 2030. Currently, the segment between US 61 and LA 73 operates at a LOS F. The remaining segments along LA 42 between LA 73 and LA 44 operate at a LOS E. For the proposed Build Alternative, the projected LOS would remain LOS F for the segment between US 61 and LA 73, would be LOS D for the segment between LA 73 and LA 929, and would be LOS C for the segments between LA 929 and LA 44. For the “No-Build” alternative, LOS from US 61 to LA 929 would be LOS F and from LA 929 to LA 44, the LOS would be LOS E. LOS grades for the roadway segments are listed in Table 2.2.

The majority of the road is currently at or near failure, as defined by Levels of Service (LOS) of E or F. The roadway segment between US 61 and LA 73 is projected to remain at LOS F even if the Build Alternative is constructed. This projection is due to method that the software module uses to calculate the level of service. The two main variables used in the calculation are distance and running time. Thus, the substantial delays experienced for this segment on LA 42 between US 61 and LA 73 are primarily due to the close proximity (approximately 800 feet) of two high traffic volume signalized intersections.

Table 2.2 Roadway Capacity Analysis: Existing and Future Conditions

Segment (Both Directions)		US 61 to LA 73	LA 73 to LA 929	LA 929 to LA 44
		LOS	LOS	LOS
Without Project	Existing Year (2006)	F	E	E
	Design Year (2030)	F	F	E
With Project	Design Year (2030)	F	D	C

2.2.2 System Linkage

This portion of the LA 42 roadway segment is the main east-west connector road in northern Ascension Parish. This roadway is a priority commuter link for residents of Ascension and Livingston Parishes traveling to Baton Rouge and numerous industrial plants along the Mississippi River. In addition, this section links the popular Amite River boating and recreation areas, the community of Galvez at LA 44, and numerous villages in eastern Ascension Parish and Livingston Parish to the interstate system at I-10. It is the direct route for the community of Prairieville to Baton Rouge. LA 44, which bisects the project corridor at the community of Galvez, is the most direct route to the city of Gonzales. LA 42 to LA 63 or to LA 447 is an alternate route between I-10 and I-12 that is used by residents as well as sportsmen and tourists.

2.2.3 Social Demands or Economic Development

As an interchange on I-10 at the midpoint between Baton Rouge and New Orleans, the Prairieville area of Ascension Parish has developed at a steady pace. Land use along this portion of LA 42 has been converted from rural to commercial, and Planned Urban Developments (PUDs) and residential subdivisions have been established in this area. Some of the land around LA 42 has been subdivided into small lots suitable for residential and commercial development; however, there remain some large tracts of land that are used for agriculture and livestock. At numerous locations along LA 42, new residential subdivisions and commercial businesses are being developed. It is anticipated that this growth will increase the demand for additional highway capacity. Improvements to the LA 42 corridor will also improve the ability of tourist, recreational, and commercial vehicles to move along the corridor more efficiently. Such efficiency is an important economic factor for these industries, which are very important to the economy in Ascension Parish.

3. Alternatives Considered

NEPA requires that reasonable alternatives which could address the identified needs and purposes be considered, including a No Build Alternative. A range of alternatives were identified and examined against the established need for the project. Some alternatives were eliminated because they did not meet the established objectives. Those that were determined to meet the project need and purpose were carried forward for further study.

3.1 Which Alternatives Were Initially Considered?

3.1.1 Traffic Management Systems

One way to deal with capacity issues is to implement systems such as traffic signals that manage the flow and movement of traffic within the existing facility. Traffic signals can provide better flow of traffic, increase capacity, create necessary gaps, and reduce certain types of accidents. However, traffic signals do not answer all traffic-related problems at intersections. In some instances, such as when a signal is not warranted, conditions can actually worsen and become a safety hazard.

Signalization at required left turns from LA 42 would not improve the LOS on the LA 42 roadway, but would cause regular delays even when there was no turning traffic. The proposed project would include the addition of turn pockets within the median to provide queuing space for vehicles turning left outside the through lanes on LA 42. This means of dealing with the capacity issue would avoid the expense of installing, operating, and maintaining a signal. Therefore, a traffic management alternative using signals was eliminated from further consideration.

3.1.2 Design Alternatives

A range of alternatives was considered in the development of this project as described in "LA 42 Improvements: LA Department of Transportation and Development Stage 0 Feasibility Study and Supplemental to the Stage 0 Feasibility Study," February, 2008. Numerous configurations were evaluated, including retaining the two-lane, bi-directional roadway and adding intersection capacity, adding a center turn lane, creating four lanes with a continuous center median, or various four-lane facilities with raised medians. The considered alternatives used the same highway alignment, and differed in roadway configuration. The existing highway alignment was considered generally acceptable.

Because the purpose of the project is to increase the capacity, improve traffic flow, and mitigate impacts to safety performance of LA 42, the alternatives that were determined to be reasonable included versions of the four-lane, divided or raised median roadway. Within that concept, three alignments were originally considered:

Concept A-5, Scenario 1, with a UA-2 roadway classification, 30-foot wide median, 15 feet of horizontal clearance, approximately 128 feet from ROW to ROW; designated **Alternative 1** for purposes of this study;

Concept A-5, Scenario 2, with a UA-2 roadway classification, 30-foot wide median, 6 feet of horizontal clearance, approximately 110 feet from ROW to ROW; designated **Alternative 2** for purposes of this study;

Concept A-5, Scenario 2a, with a UA-2 roadway classification, 18-foot wide median, 6 feet of horizontal clearance, approximately 98 feet from ROW to ROW; designated **Alternative 3** for purposes of this study.

For all alternatives, the amount of required right-of-way varies throughout the project due to differences in limits of construction, toe of slope, amount of grading, and other similar factors. An average of 10 feet of required ROW was estimated for each side. For all alternatives, additional right-of-way would need to be obtained, and utilities would need to be relocated. All of the alternatives would have an impact on side streets, and temporary drives would need to be installed. The initial alternatives differed in the combination of median width and required right-of-way, which affected the extent of impacts.

The three preliminary design alternatives have been dropped from further analysis because they do not fulfill all aspects of the purpose and need of the proposed project and they do not comply with LDOTD's Complete Streets or Access Management policies. The Build Alternative is the Selected Alternative.

The Access Management Policy was enacted to increase safety. The preliminary design alternatives do not mitigate safety impacts to the extent that the Build Alternative is projected to do. None of these three alternatives include sidewalks or a shared use path, in accordance with the Complete Streets Policy, which would be expected to improve the quality of life of the people in the community. The No Build Alternative will result in continued degradation of the level of service, which is currently at LOS F.

3.2 Build Alternative

The Build Alternative was chosen to move forward through the EA process because it addresses all of the aspects of the project purpose and need. The Build Alternative (illustrated on Plates 1 -15 in Appendix A) includes the Complete Streets Policy and the Access Management Policy, both of which have been adopted by LDOTD for the construction of new roadways.

3.2.1 The Build Alternative

The existing LA 42 was previously classified as a rural major collector roadway and was reclassified as an urban arterial road in 2006. The proposed design criteria for the road are considered to be Urban Arterial 2. Typical features of a UA 2 include:

- Design speed of 45 mph
- Level of Service = C
- Travel lane width: 11 – 12 feet
- Minimum horizontal clearance, from edge of travel lane: 6 – 22 feet from back of curb

The alignment of LA 42 will remain essentially the same for the Build Alternative. The Build Alternative would result in an improved roadway designed in accordance with current criteria. Traffic flow and traffic capacity would be increased. Typical cross sections of the proposed roadway are shown in Appendix B. Under the Complete Streets Policy, the roadway would improve the quality of life for residents of the community by providing a shared use path and sidewalks. By using the Access Management Policy, safety impacts resulting from increased capacity will be mitigated. The Safety Analysis for the Build Alternative can be found in Appendix D.

From US 61 to Ronald Road, the proposed project includes five 11-foot wide lanes with a 4-foot wide raised median and a 6-foot wide sidewalk on both sides of the roadway. Additional right-of-way will be required from Oak Grove Community Park, which is a publicly owned park, and from Oak Grove Baptist Cemetery.

From Ronald Road to existing LA 44, there would be four 11-foot wide lanes with an 18-foot wide raised median. On the north side of the roadway, a 6-foot wide sidewalk would be constructed. On the south side of the roadway, a 10-foot wide bicycle/pedestrian shared use path would be constructed. Additional right-of-way would be required from the Dixon House, which is listed on the National Register of Historic Places.

From existing LA 44 to approximately 910 feet east of existing LA 44, there would be four 11-foot wide lanes with a raised median and a 6-foot wide sidewalk on both sides of the roadway. From approximately 910 feet to 1,450 feet east of existing LA 44, the roadway will taper down from four lanes to two lanes in order to tie into existing LA 42; there would be a 6-foot wide sidewalk on both sides of the roadway.

The LA 44 intersection would be shifted just to the east of its existing location along LA 42.

Due to the Access Management Policy, several driveways may be removed at locations that currently have more than one driveway with direct access to LA 42. A list of proposed driveways to be removed is located in Appendix E.

The width of the Build Alternative, which would have a UA-2 roadway classification, would vary from approximately 108 feet to 130 feet from ROW to ROW; however, at the bulb-out locations the width would be approximately 165 feet from ROW to ROW. From the existing ROW, approximately 10 feet to 30 feet of additional ROW will be required for each side (approximately 90 feet at bulb-out locations). The amount of required right-of-way varies throughout the project due to differences in limits of construction, toe of slope, amount of grading, bulb-out placement, right turn lanes, and other similar factors. A total of approximately 18.71 acres of additional right-of-way would be required for the proposed project.

3.2.2 Complete Streets Policy

In July 2010, LDOTD adopted a Complete Streets Policy for the State of Louisiana as mandated by the State Legislature. The Complete Streets Policy seeks to create a comprehensive, integrated, connected transportation network that balances access, mobility, health, and safety needs of motorists, transit users, bicyclists, and pedestrians for all ages and abilities, which includes users of wheelchairs and mobility aids.

The benefits of adopting the Complete Streets Policy include safety improvement, mobility and safety for children, mobility for people with disabilities, mobility for older people, promotion of active living, support of environmental policies aimed at reducing emissions, support for economic development, and lower household transportation costs.

According to the provisions of the Complete Streets Policy, on all new and reconstruction roadway projects, LDOTD will plan, fund, and design sidewalks and other pedestrian facilities determined by the context of the roadway and LDOTD will provide bicycle accommodations appropriate to the context of the roadway.

LDOTD's Complete Streets Policy is proposed to be implemented through the construction of sidewalks and a shared-use bicycle/pedestrian path. Maintenance and liability for sidewalks and bicycle paths outside the limits of the curb or shoulder will be the responsibility of the local jurisdiction. An agreement between LDOTD and Ascension Parish will be required for the construction and maintenance of the sidewalks and the shared-use bicycle/pedestrian path. Exceptions for not accommodating bicyclists, pedestrians, and transit users in accordance with this policy will require approval of the LDOTD Chief Engineer. For exceptions on Federal-aid highway projects, concurrence from the FHWA must also be obtained. When an MPO or local jurisdiction is not in agreement with LDOTD's accommodation for bicyclists or pedestrians, they can introduce a formal appeal by means of a resolution adopted by the local governing body or board. The resolution must be submitted to the Chief Engineer for review and consideration prior to the final design approval. This appeal process would apply if either the local government or MPO was of the opinion that the proposed facility is not needed, if they are unable to meet the maintenance burden, or if it does not go far enough to address the safety needs of the non-motorized transportation users.

3.2.3 Access Management Policy

LDOTD has adopted an Access Management Policy for the construction of new roadways. Access management is the systematic control of the location, spacing, design, and operation of driveways, median openings, and street connections of roadways in order to improve safety. The policy would be implemented through the use of raised medians; right-in / right-out only (i.e. no left-out turns) from residential and business driveways as well as adjacent roadways; and median openings allowing U-turns and left-in turns. In addition, ROW will be required for seven bulb-outs which will provide the necessary turn radius to allow vehicles to make U-turns.

A raised median is a non-traversable area constructed between opposing traffic lanes on a roadway. This area may be paved or may have natural ground covering. Medians vary in width. At appropriate intervals are openings which facilitate the passage of vehicles in order to access the other side. Medians provide safety benefits, increased capacity, and aesthetic improvements.

Medians help by providing many positive benefits. Safety is greatly increased because conflict points are minimized. Less conflict points translate into a reduced potential for crashes. When a raised median is present, there are fewer crashes than when an undivided roadway is present and fewer crashes than when a two-way center turn lane is present. Medians also offer turn lanes with protected storage as well as a refuge to pedestrians.

It is the policy of LDOTD that all multi-lane roadways, independent of their roadway classification, shall be designed with a median as defined below:

a. Directional U-turn Opening is defined as one median opening that serves one or both directions where only U-turns are allowed. These U-turns are to be separated to allow for adequate sight distances and shall be designed with a turn lane.

b. Partial Median Opening is defined as a median opening that allows for lefts from the mainline and right-in and right-out from the side street (driveway). This opening does not allow for left or thru

traffic from the side street (driveway). This opening shall be designed with a left turn lane and the storage lengths shall be verified by the District Traffic Operations Engineer (DTOE).

c. Full Access Median Opening is defined as a median opening that allows all directions of movement including lefts, thru, rights and possibly U-turns when necessary.

In the design of median openings on roadways where a median did not exist prior to the current project (i.e. 2 lane to 4 lane divided), median openings shall be spaced at least ½ mile (2,640 ft) and shall be directional U-turns (see definition above). Full access median openings shall be designed only for public roadways that meet MUTCD Traffic Signal Warrant 1A (100%) and shall be spaced ½ mile (2,640 ft) from another median opening. Full access median openings shall be designed with left turn lanes where the storage lengths have been verified by the DTOE.

Left turns from LA 42 onto the following roadways would be provided: LA 73, Ronald Road, Chenier Drive, John Broussard Road, Levern Stafford Road, Les Chenier, McCrory Road, LA 930, Manchac Acres Road, Cully Broussard Road, LA 929, Lake Harbor Lane, Marseilles Blvd, Autumn Leaves Drive, Autumn View Drive, Little Prairie Road, and LA 44.

Current LDOTD policy allows for construction of left turn lanes only at full access median openings, which are utilized only at locations that coincide with intersecting public roads. However, in order to mitigate safety impacts and improve traffic flow along LA 42, LDOTD has agreed to incorporate left turn lanes at all median openings where a U-turn bulb-out would be located.

The five median openings to the west of LA 929 (Stations 123+50, 153+00, 163+50, 171+00, and 201+50) will be designed to accommodate a tractor-trailer with a maximum wheelbase (WB) of 67 feet. The two median openings to the east of LA 929 (Stations 232+25 and 254+00) will be designed to accommodate a vehicle no larger than a passenger car. The DTOE shall approve the design vehicle used for each opening. A waiver on median and median openings may be granted, but must be recommended by the LDOTD District Administrator and approved by the LDOTD Chief Engineer.

3.3 No Build Alternative

In addition to the Build Alternative, the alternative of taking no action is also evaluated in detail. A No Build Alternative is required by NEPA to be studied for purposes of comparison and for consideration in cases where adverse impacts to the environment might outweigh the benefits derived from addressing the need and purpose. The resulting environmental effects from taking no action will be compared with the effects of permitting the proposed action. Where a choice of “no action” by the agency would result in predictable actions by others, these actions are considered to be consequences of the No Build Alternative and are included in the analysis. Other planned and programmed activities, such as road and ROW maintenance, and other regional improvements would be performed as scheduled under the No Build Alternative.

Under the No Build Alternative, no construction would take place along the existing highway. The roadway would remain as is with open ditches, 2-foot wide narrow shoulders, and two 11-foot wide travel lane. Neither future capacity concerns nor safety concerns would be addressed. No residential or business relocations would be required, and no potential impacts to public lands or wetlands would occur. No utility relocations would be needed. The short-term adverse impacts due to construction activity would be avoided. No subsurface drainage would be installed and the installation of the wastewater system would likely not occur. The No Build Alternative would result in continued degradation of the level of service, which is currently at LOS F.

4. Environmental Resources, Impacts, and Mitigation

This section presents a discussion of environmental resources that have the potential to be affected by the activities related to the Build Alternative. A description of resources found within the corridor and how they shape the human, built, and natural environments is provided as a baseline condition. How these resources could be changed by the proposed action is the foundation of the NEPA decision-making process. In cases where adverse effects cannot be avoided, consideration must be given to minimizing and mitigating them.

4.1 Environmental Resources Within the Project Corridor and How They Might Be Affected

4.1.1 Land Use and Community Character

The termini of the study area lie within the community of Prairieville. The western terminus of the project corridor is located at US 61 and encompasses a number of local businesses, such as retail stores, gas stations, and fast-food establishments. Approximately 2.4 miles east of US 61 where LA 929 intersects the corridor, there is another section of commercial development, including a grocery store and a pharmacy under construction. Near the eastern terminus of the proposed construction, where LA 44 intersects the corridor, is located another area of commercial and residential development.

Surrounding these clusters of commercial development, the character of the corridor is residential. Land use is agricultural, commercial, and residential. The acres surrounding the corridor that are not commercial are split fairly evenly between residential subdivisions and pasture area. Houses are generally visible from the roadway, located on many tracts of land that were once undeveloped pasture land. Land use and development is regulated by ordinances. The majority of the corridor (approximately 95%) is now zoned for commercial use.

All the blocks that contain the corridor were designated as rural in the 2000 Census. In that year, the population in Prairieville, which is unincorporated, averaged 457 persons per square mile compared to 2,965 in the city of Baton Rouge, which is designated as urban, and 476 in Gonzales, which is designated as rural. Population density by census blocks in the general area of the project is illustrated on Figure 2.

Commercial development along LA 42 would be expected to expand eastward along the corridor and a number of properties could lose a portion of their right-of-way along LA 42. The intersections of US 61, LA 929, and LA 44 would be expected to continue as commercial centers, with the potential for an increase in the number of retail locations and housing units than are currently located at these intersections. The 3-mile section between Ronald Road and LA 44, where there would be a raised median and turn lanes, would impact the residential context by creating a more urban look and feel.

The Build Alternative is not expected to limit accessibility to community activities, induce substantial changes in neighborhood character, or result in a major disruption of neighborhood cohesion. Long-term negative social impacts on the area for the Build Alternative result mainly from the proposed relocations.

The No Build Alternative would result in on-going deterioration of the level of service. The proposed design improvements would not be made, traffic would be projected to increase, and safety would continue to deteriorate.

4.1.2 Economic Activities

There are approximately 70 businesses in the corridor, including some home-based businesses and occupations. Some of these businesses include four branch banks, four gas stations/stores, two self-storage facilities, two local grocery stores, six hair/nail salons, an industrial complex, several fast food restaurants, three veterinarians, three physician/dental offices, two plant nurseries, and two day care facilities for children. There are several other various types of businesses also included along this portion of the LA 42 corridor.

Acquisition of the required ROW would affect businesses by reducing the amount of frontage. It is anticipated that seven business relocations would occur. Located at approximately Station 246+40, six of the businesses to be displaced are contained within a strip mall complex and consist of a church, a notary, a law firm, a hair salon, a gold exchange, and a pet store. There are also two vacant suites available for lease in the strip mall. One of the businesses, a nail salon located at approximately Station 248+90, is a free-standing building. A listing of anticipated relocations is provided in Appendix F.

Canopies, dispenser islands, and underground storage tanks (USTs) of the affected gas stations would be impacted; the main buildings, which operate as convenience stores, would not be affected.

The proposed project would affect access patterns. Left turns would be limited to approximately every 0.5 mile where turn lanes cross the median, which could change the way businesses are accessed. The addition of two lanes would improve traffic flow and would be expected to offset any impacts from the left turn limitations.

It is expected that the proposed construction project would produce short-term adverse impacts during the construction phase as is typical during most highway construction projects. Persons who use the roadway would be temporarily inconvenienced during the construction phase due to construction activity.

There are expected to be major expenditures required for extension of wastewater utilities, since individual wastewater treatment plants are typically used in the area. Because the design of the Build Alternative includes subsurface drainage, wastewater collection systems must be in place before Phase II (see Section 4.2 of this EA) of construction is complete.

A Parish/State Agreement between Ascension Parish and LDOTD regarding a required new wastewater collection system must be in place before the project can be let for construction. The agreement should state that the Parish will pay for the design and all construction costs associated with these wastewater collection systems and will assume all future liabilities. Once the Parish's consultant designs plans for the new sewer system, those plans will be incorporated into the roadway plans. The sewer system will be constructed under the LDOTD construction contract and the Parish will reimburse LDOTD.

Existing entities that currently discharge wastewater via individual wastewater treatment systems will need to be connected to the new system and will be charged a monthly fee by Ascension Parish Water Company.

4.1.3 Relocations of Homes and Businesses

The ROW required for the proposed project would impact between 160 and 170 properties by taking a portion of the frontage for the new travel lanes, for the shared-use path, and for the "clear zone," which is an unobstructed, relatively flat area beyond the edge of the roadway that allows a driver to stop safely or regain control of a vehicle that leaves the roadway. The sidewalks are located within the clear zone. The acquisition of ROW does not necessarily constitute a relocation impact.

The ROW width currently owned by LDOTD along this portion of LA 42 varies between 30 to 40 feet with a 10-foot utility servitude on either side of the road. Most structures are set back from the roadway by a sufficient distance to put them outside the limits of the ROW required for the proposed project. However, five (5) homes and seven (7) businesses within the proposed ROW on both sides of the existing roadway are anticipated to be relocated. Drainage improvements in the vicinity of Oak Grove Baptist Church will impact church property; however, no relocation of the structure is anticipated. The exact number of displacements will be determined during the final roadway design and during the right-of-way acquisition process.

The availability of replacement housing and land for residential and business displacements was examined. It was determined that at the time of report preparation, replacement home sites were available. Some new construction may be necessary to replace some of the structures displaced by construction of the realigned roadway. A listing of anticipated relocations is provided in Appendix F.

4.1.4 Demographics and Environmental Justice

Growth in Ascension Parish has been steady. From 1990 to 2000, the population grew at a rate of 31.6 percent compared to 5.9 percent for the state. The U.S. Census Bureau estimated that the parish population reached 98,471 in 2009, a 28.5 percent increase since 2000 compared to a 1.3 percent decrease in the state population for the same period. Approximately one-third of all parish residents live in the community of Prairieville and much of the growth from 2000-2009 is estimated to have occurred within its boundaries.

According to the U.S. Census, in 2000 (the last year for which census data at the block level are available) there were 4,039 persons living within the 19 census blocks of Census Tracts 302.03 and 302.04 that contain the limits of construction of the project identified on Figure 2.

However, as shown on Figure 2, these census block geographies are large and bounded by more than one roadway; therefore, it can be deduced that not all of the individuals counted in the blocks in 2000 lived along the corridor within the limits of construction. Utilizing aerial photography, it is possible to estimate that there are approximately 98 households in residences within or adjacent to the project corridor between the limits of construction. According to the 2005-2009 American Community Survey 5-Year Estimates (U.S. Census 2009), the average number of persons per household in Ascension Parish was 2.87. Therefore, a reasonable estimate of the approximate number of persons that would be directly affected by the proposed project is 281.

Environmental justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, educational level, or income with respect to the development, implementation, and enforcement of environmental laws. Environmental justice seeks to ensure that minority and low-income communities have access to public information relating to human health and environmental planning, regulations, and enforcement. Environmental justice ensures that no population, especially the elderly and children, are forced to shoulder a disproportionate burden of the negative human health and environmental impacts of pollution or other environmental hazard.

Title VI of the Civil Rights Act (42 United States Code [USC] 2000) and Executive Order 12898 - Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (1994), require an environmental justice review, which entails a thorough evaluation of project effects to persons belonging to the low-income populations and the following minority groups at a minimum:



FIGURE NO: **2**



2000 CENSUS BLOCK DATA

**LA 42 WIDENING AND IMPROVEMENTS
US 61 TO APPROXIMATELY 1,500 FEET EAST OF LA 44
ROUTE LA 42
ASCENSION PARISH**

**SP# H.002370 (700-03-0125)
FAP# DE-0307(507)**

Source: US Census Bureau, Census 2000, SF1

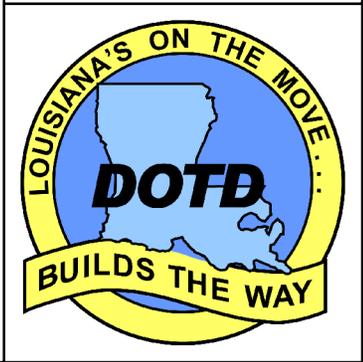
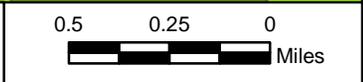
LEGEND

POPULATION DENSITY

- Less than 15
- 15 -- 49
- 50 -- 149
- 150 -- 249
- 250 -- or more

5008 Census Block

- Limits of Construction
- Logical Terminus
- Project Corridor



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- Black;
- Asian;
- American Indian and Alaskan Native;
- Native Hawaiian or Other Pacific Islander (added by the Office of Management and Budget in its Bulletin No. 00-02, "Guidance on Aggregation and Allocation of Data on Race for Use in Civil Rights Monitoring and Enforcement," issued March 9, 2000); and
- Hispanic (of any race).

The project should not affect any known unique social groups. There is no information to suggest that any person's civil rights will be violated, as set forth in the U.S. Department of Transportation (US DOT) regulations relating to Title V of the Civil Rights Act of 1964. There are no known disproportionately high or adverse effects borne by minority and/or low-income populations. Access opportunities for handicapped or non-literate individuals are not expected to be adversely impacted due to the proposed project. For pedestrians and persons who do not drive in the area, the proposed project does not decrease access opportunities. Currently, there is no known ongoing bicycle or pedestrian use of the roadway.

A review of the race and ethnicity data for the census blocks identified in Figure 2 was undertaken to ascertain whether any minority groups would be disproportionately affected by adverse impacts from the proposed project. Results of the review are provided in Table 4.1.

Table 4.1 Race and Ethnicity by Project Corridor Census Block

Census Geography		Number of Persons	Black	American Indian and Alaskan Native	Asian	Native Hawaiian or Other Pacific Islander	Hispanic
Census Tracts 302.03 and 302.04 Blocks that Contain the Limits of Construction (2000)	Block 1000	123	4.9%	0%	0%	0%	0.8%
	Block 1013	18	0%	0%	0%	0%	0%
	Block 1014	810	5.4%	0.2%	0.2%	0%	3.2%
	Block 1016	44	11.4%	0%	0%	0%	4.5%
	Block 1017	231	0%	0.4%	0.4%	0%	0%
	Block 1018	145	0.7%	0%	0%	0%	2.1%
	Block 2001	432	3%	0.5%	0%	0%	1.2%
	Block 2008	44	4.5%	0%	0%	0%	0%
	Block 3000	246	1.6%	0%	0%	1.6%	3.3%
	Block 5002	445	2%	0%	2%	0%	0.9%
	Block 5008	442	2.3%	0.5%	1.6%	0%	1.1%
	Block 5019	4	25%	0%	0%	0%	0%
	Block 5023	74	14.9%	0%	0%	0%	2.7%
	Block 5024	124	0%	0%	0%	0%	0%
	Block 5026	20	0%	0%	0%	0%	10%
	Block 6007	311	4.2%	0.6%	0%	0%	0.6%
	Block 6008	279	0.4%	0%	0%	0.7%	2.2%
Block 6012	77	10.4%	0%	0%	0%	1.3%	
Block 6013	170	0%	0%	0%	0%	0.6%	
All Blocks	4,039	3.2%	0.2%	0.5%	0.2%	1.7%	
Ascension Parish (2000)		76,627	20.3%	0.3%	0.3%	0%	2.5%
Ascension Parish (2005-2009) ¹		98,471	20.9%	0.3%	0.8%	0%	4%
Louisiana (2000)		4,468,978	32.5%	0.6%	1.2%	0%	2.4%
Louisiana (2005-2009) ¹		4,411,546	31.9%	0.6%	1.4%	0%	3.3%

Source: U.S. Census Bureau, Census 2000 Summary File 1 (SF 1) 100-Percent Data and 2005-2009 American Community Survey (ACS).

¹Because the Census is conducted only once every 10 years, the farther away from the decennial year, the more out-of-date the data become. Therefore, FHWA (2009) recommends ACS as another source for environmental justice review.

According to the 2000 Census, most residents within the limits of construction of the corridor were not members of any minority. Blacks were represented in 14 of the 19 census blocks of the corridor. They numbered 128 persons or 3.2 percent of the corridor population. American Indians and Native Alaskans represented 0.2 percent of the population, Asians represented 0.5 percent of the population, and Native Hawaiians or Other Pacific Islanders represented 0.2 percent of the population in the corridor. Hispanics were identified in 14 of the census blocks, numbering 68 persons or 1.7 percent of the resident population.

An environmental justice review is also required for persons of low income. Income data are not available for census block geographies, but are available for census block groups, which are groupings of blocks within a census tract. Two of the three block groups that comprise Census Tract 302.03 and all three of the block groups that comprise Census Tract 302.04 include the limits of construction of the project corridor. The poverty and income data from the U.S. Census Bureau for these groups are provided in Table 4.2.

The small percentage of minorities and low-income persons within the corridor census blocks and block groups reduces the probability that the proposed project would cause adverse impacts to a disproportionate number of individuals in these groups. Generalized adverse impacts such as noise and the loss of some rural character would be shared equally among all residents. However, displacements from the taking of a home structure, business, or community facility could directly affect one particular group more than another.

Table 4.2 Poverty and Income Data for Census Tracts 302.03 and 302.04

Census Geography		Median Household Income	Households with Income below the Poverty Level	Households with Income below \$10,000
Census Tract 302.03 and 302.04 Block Groups (1999)	5	\$53,750	3.5%	5.8%
	6	\$51,895	8.7%	3.1%
	1	\$60,669	5.3%	3.2%
	2	\$60,593	4.1%	5.4%
	3	\$57,321	2.4%	2.4%
	All Block Groups	\$56,846 ¹	4.8%	4.0%
Ascension Parish (1999)		\$44,288	12.6%	9.8%
Ascension Parish (2005-2009)		\$60,874	10.6%	6.0%

Source: U.S. Census Bureau, Census 2000 Summary File 3 (SF 3) Sample Data and 2005-2009 American Community Survey.

¹Calculated from Census 2000 SF 3 Data.

Estimated displacements were studied in detail and data about the estimated income and minority status of the individuals who would be relocated were reviewed to determine if any minority or low-income groups would be disproportionately affected. No minority groups are represented in the one estimated residential relocation for the Build Alternative. One minority group is represented (as a worker) in one of the seven estimated business relocations for the Build Alternative. As demonstrated by these numbers, the Build Alternative would not cause any minority or low-income group to be disproportionately affected by adverse impacts from the proposed project.

4.1.5 Cultural Resources

Historic properties and archaeological sites are physical resources that also represent cultural values and human history. Special consideration must be given to the effects of the proposed project upon any district, site, building, structure, or object that is included or eligible for inclusion in the National Register of Historic Places (NRHP) as required by Section 106 of Public Law 89-665; 80 Stat. 915; 16 USC 470 as amended, also known as the National Historic Preservation Act. These properties are also afforded protection under Section 4(f) of the USDOT Act of 1966. In order to meet the requirements of these acts, a Cultural Resources investigation was undertaken in October 2008 and December 2010. The investigations were performed in accordance with guidelines provided by the Louisiana Division of Archaeology and the Louisiana Office of Historic Preservation within an Area of Potential Effect (APE), which is coincident with the project corridor.

The October 2008 and the December 2010 Cultural Resources Surveys were carried out to determine whether there were standing structures or archaeological deposits of National Register eligibility in the project area. Approximately 18.71 acres (7.64 hectares) of additional right-of-way will be required for the proposed project. This portion of the project area will also be considered the APE. Systematic shovel testing was limited because of the location of numerous underground utility lines (telecommunication, gas, water, and pipelines) as well as recent home development, construction, and landscape modification.

One historic property was identified within the required ROW. The Dixon House (HSS #03-00149) is listed on the National Register of Historic Places (NRHP) under architectural significance at a local level. The amount of ROW that will be required from the historic property is approximately 0.0561 acres along LA 42. No portion of the house or any contributing element will be affected by construction of the proposed project. Two of the large oak trees that are part of the oak allée (HSS #03-00170) and original to the house are located outside of the existing NRHP boundary of the historic property. These two oak trees are within existing LDOTD ROW and will be removed for the widening of LA 42.

Even though it will be necessary to acquire some ROW from the Dixon House to accommodate the features of the new roadway, several adjustments have been made to the design to minimize the impacts. A narrower median width was used from the beginning of the project until just past the Dixon House to minimize the roadway footprint. The vertical alignment was re-designed to ensure that the limits of construction tie to the existing ground as quickly as possible. A left turn lane for North Lake Drive was avoided to prevent the median from widening, thus reducing the project footprint at this location. The U-turn locations along the project were placed so that one would not be required in the immediate vicinity of the Dixon House.

Ten standing structures greater than 50 years old were identified adjacent to the project area. One standing structure (HSS #03-00169) that was surveyed in the early 1980s has since been destroyed. The oak allée (HSS #03-00170) at the Dixon House (HSS #03-00149) is referred to as a support structure (dependency) present at the Dixon House and is not considered a contributing element to the Dixon House; therefore, the allée is not eligible for inclusion on the NRHP.

The Oak Grove Baptist Cemetery (HSS #03-00168) will be affected by the proposed project, which will require approximately 0.0378 acres of additional right-of-way from the cemetery. This is a small community and church cemetery that has notable monuments with an east-west orientation. The earliest recorded grave is 1916. Marked burials that may be affected by the project will be treated in a respectful manner and in accordance with state regulations that apply to maintained non-public cemeteries. If any unmarked burials

associated with the cemetery are encountered during the project, the treatment of the burials will be in accordance with the Louisiana Unmarked Human Burials Site Preservation Act (R.S.8:671-681).

Two archaeological sites were identified within the Project area.

At the time of the Cultural Resources Survey, one lot was not accessible. The property was gated and locked, and the property owner could not be reached to gain access. This property will be surveyed for cultural resources and an addendum report will be submitted to the SHPO after ROW acquisition and before the project is let for construction.

Coordination with the Louisiana State Historic Preservation Officer was carried out regarding the effect of the proposed project on these sites. In their letter dated March 7, 2011, SHPO concurred that the two archaeological sites are not eligible for listing to the NRHP. In their letter dated April 1, 2011, SHPO concurred with the determination that there will be no adverse effect to the historic Dixon House. The concurrence letters are located in Appendix G.

4.1.6 Section 4(f) Resources

Some resources are grouped by legislative protections. Section 4(f) of the USDOT Act of 1966 stipulated that FHWA and other USDOT agencies mandate consideration of publicly owned parks, recreational areas, wildlife and waterfowl refuges, or public and private historic sites. Within the limits of the project, there are two Section 4(f) Resources. Both sites are located within the limits of construction and would be impacted. The first is a publicly owned park, Oak Grove Community Park, located at the intersection of LA 42 and LA 73 (Jefferson Highway). Approximately 0.1445 acres of ROW would be required from the park property. The second is a cultural resource site, the Dixon House, located on LA 42 at North Lake Drive, which is listed on the NRHP. Approximately 0.0561 acres of ROW would be required from the historic property.

FHWA has determined that the use of the Dixon House and the Oak Grove Community Park properties, including measures to minimize harm which have been committed to by the applicant, will have a de minimis impact. Additional information is located in Appendix H and Appendix I.

4.1.7 Section 6(f) Resources

Another legislative initiative requires that parks and other recreational resources funded by Section 6(f) of the Land and Water Conservation Fund established in 1965 be given special consideration. Within the limits of the project, there is one publicly owned park, Oak Grove Community Park which has received Section 6(f) funds. Approximately 0.1445 acres of ROW would be required from the park property. Coordination is currently being carried out with Ascension Parish, the owner of the park, and the Louisiana Office of State Parks, the agency administering Section 6(f) funds, to locate suitable replacement property to mitigate for the amount of ROW required from the park property.

4.1.8 Community Facilities, Services, and Social Resources

There are few essential services and community facilities within the corridor, but all are within driving distance of the project corridor. Most community institutions are located in the city of Gonzales about 10 miles south of the eastern terminus. Public schools in the community of Prairieville include two elementary schools and one middle school. The Ascension Parish Library Galvez Branch is located along the project corridor. Besides

Oak Grove Community Park, there are few venues within the corridor that provide space for community activities. There are six church facilities, all of which are located within the limits of construction of the project. ROW would be required from all of the church properties.

There is one cemetery located adjacent to the proposed project. A small portion of the Oak Grove Baptist Cemetery is located within the required right-of way and approximately 0.0378 acres of additional right-of-way will be required from the cemetery. No gravesites are anticipated to be disturbed by the proposed project. This cemetery appears to have served primarily the late 1800's to mid 1900's, with the latest interment identified as 1966. The site is well maintained. The construction of improvements is not anticipated to impact three notably large live oak trees located near the limits of construction (see Appendix N).

Avoiding the cemetery completely would result in substantially greater impacts and takings to Oak Grove Community Park and the historic Dixon House; however, adjustments have been made to the design to minimize the impacts to the cemetery. A narrower median width was used from the beginning of the project until just past the Dixon House to minimize the roadway footprint. The vertical alignment was re-designed to ensure that the limits of construction tie to the existing ground as quickly as possible.

The current plans for the project do not directly affect the graves, but the distance between graves and the required ROW is approximately one foot. Consultation with Oak Grove Baptist Church will take place prior to any construction activity in regards to the proposed project's affect on the existing graves. It is recommended that an archaeological monitor be present during any construction in the vicinity of Oak Grove Cemetery.

Along the proposed route are several churches and structures of community use, including the following:

- 1) Oak Grove Baptist Church and Cemetery at 17450 Old Jefferson Highway
 - a. Location: Station 108+00 – North side of LA 42, approximately 0.1 miles east of US 61
Exactly at the northeast corner of the LA 73 / LA 42 intersection
 - b. 60 feet from center line to side of church
- 2) Philippians Church at 38498 Highway 42
 - a. Location: Station 156+00 – North side of LA 42, approximately 1.0 mile east of US 61
 - b. 125 feet from center line to front of church
- 3) Broussard Grove Baptist Church at 39258 Highway 42
 - a. Location: Station 195+00 – North side of LA 42, approximately 1.7 miles east of US 61
 - b. 70 feet from center line to front of church
- 4) Bon Lieu Church of God at 18010 Cully Broussard Road
 - a. Location: Station 225+00 – North side of LA 42, approximately 2.3 miles east of US 61
Exactly at the northeast corner of the LA 929 / LA 42 intersection
 - b. 55 feet from center line to front of church
- 5) Ascension Parish City of Galvez Library at 40300 Highway 42
 - a. Location: Station 254+00 – North side of LA 42, approximately 2.9 miles east of US 61
 - b. 55 feet from center line to edge of parking; 162 feet from center line to edge of building
- 6) Little Prairie Baptist Church at 40497 Highway 42
 - a. Location: Station 274+00 – South side of LA 42, approximately 3.2 miles east of US 61
Exactly at the southwest corner of the LA 44 / LA 42 intersection
 - b. 60 feet from center line to edge of parking; 100 feet from center line to edge of building
- 7) Kingdom Hall Jehovah's Witness at 4150 Highway 42
 - a. Location: Station 295+00 – North side of LA 42, approximately 3.6 miles east of US 61
 - b. 70 feet from center line to front of building

There are two pharmacies, several fast food restaurants, two daiquiri bars, two day care centers, two grocery stores, three veterinarians, and a fitness center along the proposed route. The proposed improvements to the roadway are expected to enhance community access and utilization of these resources.

4.1.9 Wildlife and Protected Species

Section 7 of the Endangered Species Act (ESA) of 1973 requires federal agency actions (e.g., project approvals, funding, other actions) to be implemented so that species listed as protected are not jeopardized in terms of their existence or habitat. The U.S. Fish and Wildlife Service (USFWS) is charged with implementing this law and maintaining a list of protected plants and animals and their protection status. The Louisiana Natural Heritage Program (LNHP) maintains sighting records of federally protected species and species of state concern.

According to the USFWS, Ascension Parish provides habitat for endangered and threatened species. The rare species known to exist in Ascension Parish include the four-toed salamander (*Hemidactylium scutatum*) and the eastern spotted skunk (*Spilogale putorius*). The inflated heelsplitter mussel (*Potamilus inflatus*) and the Gulf sturgeon (*Acipenser oxyrinchus desotoi*) are considered to be threatened. The American alligator (*Alligator mississippiensis*) is considered threatened throughout the State. Finally, the bald eagle (*Haliaeetus leucocephalus*), formerly endangered, is now delisted. However, according to the USFWS, there are no known threatened or endangered species located within the project area.

According to the LNHP, Ascension Parish contains several "Natural Communities" including bottomland hardwood forest, cypress swamp, and cypress tupelo swamp. A database review indicated no impacts to rare, threatened, or endangered species or critical habitats are anticipated within the areas of the project. No state or federal parks, wildlife refuges, scenic streams, or wildlife management areas are known at the specified project site.

4.1.10 Wetland Reserve Program

The project corridor does not contain any known property in the Natural Resources Conservation Service Wetland Reserve Program.

4.1.11 Wetlands and Other Waters

Section 404 of the Clean Water Act requires that anyone interested in depositing dredged or fill material into waters of the U.S., including wetlands, must receive authorization for such activities. The USACE has been assigned responsibility for administering the Section 404 permitting process and makes the determination of whether or not wetlands fall under their jurisdiction.

A field study was undertaken to determine the presence of wetlands and other waters within the project corridor. All wetlands located in the survey were delineated using the three parameters (dominant vegetation, soil characteristics, and hydrology) and methods described within the *Interim Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Atlantic and Gulf Coastal Plain Region* (October 2008). The *Corps of Engineers Wetlands Delineation Manual* (USACE 1987) was also consulted for the wetland delineation effort.

The land located within the project limits was evaluated for the presence of areas that are considered to be “jurisdictional wetlands” as defined under Section 404 of the Clean Water Act. The Build Alternative crosses Muddy Creek which is considered to be “waters of the United States” or “other waters” as defined under Section 10 of the Rivers and Harbors Act. In order to determine the amount of jurisdictional wetlands and location of “other waters,” field investigations were conducted on December 21, 2010.

Potential jurisdictional wetlands were found to be associated with the area directly adjacent to Muddy Creek located along LA 42. The U.S. Army Corps of Engineers will make the final determination as to whether this area will be considered jurisdictional wetlands. A total of 0.533 acres were determined to be potentially jurisdictional wetlands. Additionally, the road crossing at Muddy Creek would impact approximately 0.105 acres of “other waters” as defined by the U.S. Army Corps of Engineers regulations.

Mitigation requirements for wetland loss may require creation of acreage off-site, in an approved wetland mitigation area. The final mitigation acreage requirements will be determined based upon the functions and values of the impacted wetlands, as well as the characteristics of any mitigation banks or projects available at the time of permitting. The Wetland Finding can be found in Appendix K.

4.1.12 Floodplains

Floodplains are areas flooded during storm events. The 100-year floodplain is defined as the area that would be inundated by a precipitation event that has a 1-in-100 chance of occurring every year. Floodplains are protected by Executive Order 11988, Floodplain Management; 23 Code of Federal Regulations Part 650, *Location and Hydraulic Design of Encroachments on Floodplains*; and U.S. Department of Transportation (USDOT) 5650.2, Floodplain Management and Protection. These regulations require that encroachments within the 100-year floodplain are minimized and that land development inconsistent with floodplain values is avoided.

The existing LA 42 generally follows the higher elevations in the area. There are a few areas that LA 42 traverses that are considered to be within the 100-year flood plain. The mapped flood plains are associated with the small creeks and bayous that provide drainage. None of the waterways crossed by the proposed project has a regulated floodway. The 100-year flood is also known as the base flood and the water levels that occur within the area of the flood or floodplain are called the base flood elevations (BFE). Locations where the proposed project will cross, or encroach upon, the floodplain are illustrated on Figure 3.

4.1.13 Coastal Resources and Essential Fish Habitat

The project corridor is outside the coastal zone and does not contain any marine or estuarine habitats.

4.1.14 Subsurface Water

The USEPA defines a sole source aquifer as an underground water source that supplies at least 50 percent of the drinking water consumed in the area overlying the aquifer. These areas have no alternative drinking water source(s) that could physically, legally, and economically supply all those who depend upon the aquifer for drinking water. The USEPA’s review concluded that the project does not lie within the boundaries of a designated sole source aquifer.

4.1.15 Scenic Rivers

The Louisiana Natural and Scenic River Act was passed in the early 1970's, creating one of the nation's largest, oldest, most diverse and unique state river protection initiatives. The Act seeks to preserve a river's or stream's aesthetic, scenic, recreation, fish, wildlife, ecological, archaeological, geological, botanical, and other natural and physical features. No streams in the project corridor are designated as scenic by the National Wild and Scenic Rivers System or the Louisiana Natural and Scenic Rivers System.

4.1.16 Navigable Waterways

The proposed project crosses Muddy Creek which is considered to be "waters of the United States" or "other waters" as defined under Section 10 of the Rivers and Harbors Act. It was determined by FHWA that the waterway is not used and is not susceptible to use in its natural condition or by any reasonable improvements as a means to transport interstate or foreign commerce and is non-tidal, or if tidal is used only by recreational boating, fishing, and other smaller vessels less than 21 feet in length.

The USCG concurred that the project is exempt under the Surface Transportation Authorization Act (STAA) from Coast Guard Permitting. The Coast Guard accepts FHWA's determination that the bridge over Muddy Creek meets the criteria for the STAA and is exempt for Coast Guard Bridge Administration purposes. In addition, the USCG stated that the statute which requires the establishment, maintenance, and operation of Coast Guard required lights and signals on fixed structures, including bridges, is not applicable to this project. Copies of the concurrence letters and email confirmation are provided in Appendix L.

4.1.17 Farmland

Farmland is a natural resource that is a major factor in rural economics. The Farmland Protection Policy Act of 1981 requires federal agencies to minimize adverse effects of federal actions related to irreversible conversion of farmland to nonagricultural uses. Farmlands of concern include prime farmland, unique farmland, and land of statewide or local importance. The Natural Resources Conservation Service (formerly the Soil Conservation Service) has determined that there are prime farmlands throughout the project route. The Build Alternative will affect this designated feature.

Two types of prime farmland soils were identified within the project corridor: Calhoun silt loam and Olivier silt loam. These soils are found on level to very gently sloping areas. A Farmland Conversion Impact Rating Form for Corridor Type Projects (Form NRCS-AD-1006) was submitted to the Natural Resources Conservation Service (NRCS) for the Build Alternative. The NRCS has determined that the proposed construction areas are within urban areas and the proposed project is exempt from the Farmland Protection Policy Act. The NRCS does not believe there will be an adverse effect on the surrounding environment provided appropriate erosion control measures are taken during construction. Copies of the concurrence letter and the Farmland Conversion Rating Form are provided in Appendix M.

4.1.18 Significant Trees

The LDOTD Landscape Architectural staff was consulted during the environmental phase regarding the location of potential significant trees located within or adjacent to the required ROW for the proposed project. Thirteen live oak trees (*Quercus virginiana*) were identified as being significant according to the LDOTD Significant Tree Policy. The Design Section will indicate significant trees on the plans and implement a

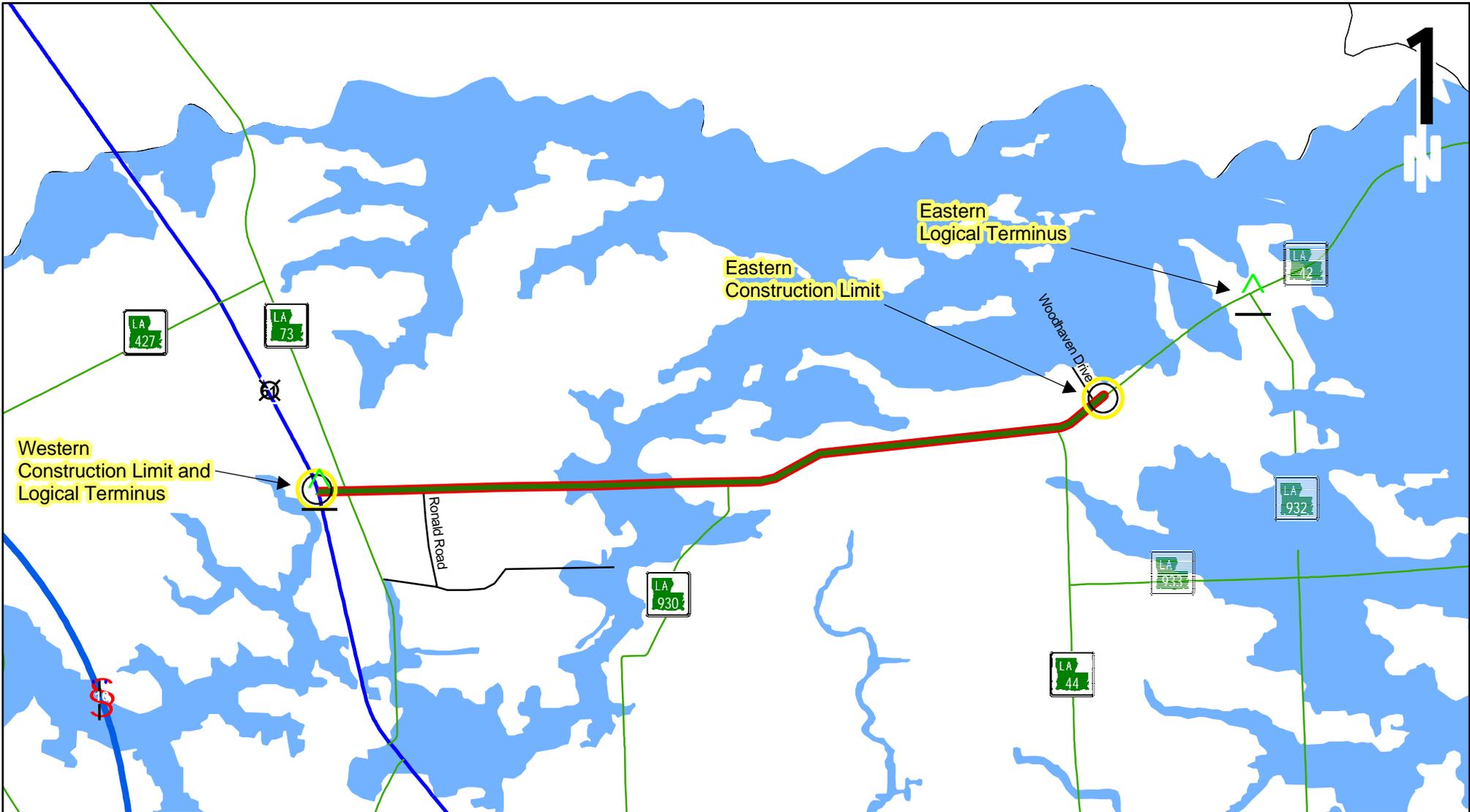
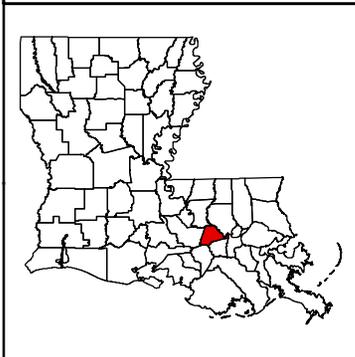


FIGURE NO: **3**



FEMA 100-YEAR FLOOD ZONE

LA 42 WIDENING AND IMPROVEMENTS
 US 61 TO APPROXIMATELY 1,500 FEET EAST OF LA 44
 ROUTE LA 42
 ASCENSION PARISH

SP# H.002370 (700-03-0125)
 FAP# DE-0307(507)

LEGEND

- Limits of Construction
- Logical Terminus
- FEMA 100-Yr Flood Zone
- Project Corridor



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context sensitive design (i.e. preservation, specified limited impact, or special treatment) to accommodate these trees where practical. Any tree protection fencing is to be installed on LDOTD property only. Significant trees outside the required ROW, but with overhanging branches within the required ROW lower than 16', will be trimmed by a professional arborist licensed in the State of Louisiana. A professional arborist licensed in the State of Louisiana will be retained by the LDOTD District or the LDOTD contractor to ensure protection of the significant trees. When cutting, trimming, or removing a large tree or a group of trees located within or adjacent to the required ROW, the stakeholders and local government will be informed regarding those actions. Sufficient time will be given to those involved to respond or voice any concerns. The draft EA was available for public review at least 30 days before the Public Hearing. Those involved were afforded the opportunity to comment verbally or in writing at the Public Hearing or in writing up to 10 days after the hearing.

There are three live oak trees located at Oak Grove Baptist Church on LA 42 and LA 73 (Station 107+00). These three trees are located outside the required ROW and are not within the limits of construction; however, drainage work associated with the road project would impact a significant portion of the roots within the Critical Protection Zone (CPZ) as described in LD-02. If it is determined the required pipe cannot be bored at a depth sufficient to preserve the root systems (> 48") or that option is not feasible due to budget restraints, then a pay item for mechanical root pruning and tree protection must be added to the summary of itemized quantities. In any case, a note in the plan and profile sheets at this location must refer the trees to the tree protection detail LD-02 and the associated specifications (Appendix N).

There are two live oak trees in front of the Dixon House, which is listed on the NRHP, located on the corner of LA 42 and North Lake Drive (Station 119+00). These two trees are currently located within existing ROW and would be removed as they are located in a proposed travel lane. The two live oaks have been damaged by improper pruning, soil compaction, and serve only to hide the more desirable trees on the historic property. The removal of these two trees would enhance the existing oak allée. No additional protection is needed for the live oaks located outside the required ROW.

There is one live oak located at Station 145+00 that is outside of the required ROW but close enough to the limits of construction to warrant tree protection measures. Drainage work associated with the road project would impact a significant portion of the roots within the Critical Protection Zone (CPZ) as described in LD-02. If it is determined the required pipe cannot be bored at a depth sufficient to preserve the root systems (> 48") or that option is not feasible due to budget restraints, then a pay item for mechanical root pruning and tree protection must be added to the summary of itemized quantities. In any case, a note in the plan and profile sheets at this location must refer the tree to the tree protection detail LD-02 and the associated specifications (Appendix N).

There are six live oaks in the adjacent lot located from Station 147+00 to Station 148+00 that are also outside the required ROW but are far enough outside the limits of construction to not require any additional protection.

There is one registered live oak located at 39540 Highway 42 (Station 223+50), which is the northwest corner of LA 42 and Cully Broussard Road. Although owned by LDOTD, the tree was registered with the Live Oak Society as the Thompson Oak by the owner of the adjacent property. This oak is located within a proposed future travel lane and would be removed.

The LDOTD Significant Tree Policy, the findings of the LDOTD Landscape Architectural report, the Tree Protection Detail LD-02, and the Tree Protection and Mechanical Root Pruning technical specifications can be found in Appendix N.

4.1.19 Noise

Noise by definition is an unwanted sound and would not be considered a resource, but rather a condition that potentially affects both the human and natural environment. It is emitted from many sources, including airplanes, factories, railroads, power generating plants, and highway vehicles. The dominant noise source in the LA 42 corridor is existing traffic, which is usually a composite of noises from engine exhausts, drive trains, and tire-roadway interaction. Noise increases as the source moves closer to the receiver; therefore, the widening of LA 42 could affect those areas that would be closer to the new travel lanes. A noise study was performed to establish the magnitude of the potential impact on the ambient levels from existing and future traffic noise.

The specific location of an outdoor area where frequent human activity occurs that might be impacted by highway traffic noise is known as a sensitive receiver, or receptor. Both the Build Alternative and the No Build Alternative will have some impacts on receptors.

Table 4.4 Noise Abatement Criteria by Activity Category for Noise Receptors

Activity Category	Hourly A-Weighted Decibels*	Description of Activity Category
A	56 (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 area is to continue to serve its intended purpose.
B	66 (exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	71 (exterior)	Developed lands, properties, or activities not included in categories A or B above.
D	--	Undeveloped lands.
E	51 (interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

NA – not applicable to the noise study for this project.

*A-weighted decibel (dBA) is the traditional measurement unit for environmental noise or unwanted sound that reflects what the typical human ear can hear.

In accordance with LDOTD criteria, traffic noise impacts occur when the predicted traffic noise levels equal or exceed the LDOTD Noise Abatement Criteria (see Table 4.4), or when the predicted traffic noise levels exceed the existing noise levels by 10 decibels (dBA). The Noise Abatement Criteria (NAC) is measured in hourly A-weighted decibels (dBA).

The most recent version of the Traffic Noise Model (2.5) was used to model current and future noise impacts. The study identified 139 receptors in the project corridor. Currently, thirteen receivers are impacted with noise levels ranging from 66.0 to 71.6 dBA. Impacted receivers include three churches (Oak Grove Baptist Church, Broussard Grove Baptist Church, and Bon Lieu Church of God), nine residences, and a gas

station (pump station/awning). The majority of the impacted receivers are Category B (66 dBA); only the gas station is considered to be Category C (71 dBA).

The analysis of the No Build Alternative in the 2030 design year resulted in determining that forty-nine receivers will be impacted with noise levels ranging from 66.1 to 74.6 dBA. Noise level increases over existing conditions range from 2.1 to 8.3 dBA, with the majority of receivers experiencing a less than 3 dBA increase. Two additional churches (Kingdom Hall Jehovah’s Witness and Autumn View Church), thirty-two additional residences, and two additional commercial facilities, Sonic Restaurant and Correfab, Inc., will be impacted.

The results of the noise study determined that construction of this project will result in an increase in traffic-generated noise over the No Build environment at some receiver units and a slight reduction at others. The Build Alternative will impact a total of 62 receivers, including 4 churches (Oak Grove Baptist Church, Broussard Grove Baptist Church, Bon Lieu Church of God, and Autumn View Church), 54 residences, and four businesses (Sonic, OLOL Afterhours, Bayhop Carwash, and a gas station). Table 4.5 summarizes the results of the impact determination for the No Build and the Build Alternatives. For No Build conditions in 2030, a detailed noise assessment has determined that 49 dwelling units (41 residential units, 3 commercial units, and 5 churches) will be impacted. For the Build Alternative in 2030, 62 dwelling units approach or exceed the NAC (54 residential units, 4 commercial units, and 4 churches).

Table 4.5 Traffic Noise Levels (dBA) by Alternative

	2009 Existing Conditions	2030 Design Year No Action Alternative	2030 Design Year Build Alternative
Total Number of Receivers	139	139	139
Total Impacted Receivers	13	49	62

dBA A-weighted decibels.
 LDOTD Louisiana Department of Transportation and Development.
 NAC Noise Abatement Criteria.

As shown in Table 4.5, the existing exterior noise levels equal or exceed NAC at thirteen receivers, which include nine residential, three churches (Oak Grove Baptist, Broussard Grove Baptist Church, and Bon Lieu Church of God), and one commercial site.

In the context of the future year No Build and Build conditions, the corridor improvements along LA 42 will result in an increase in the number of impacted receivers. Noise abatement measures were evaluated for the impacted dwellings; however, because of factors related to, but not limited to, the isolated nature of the impacted receiver units and a series of intersecting driveways, none of the measures were found to be reasonable or feasible.

4.1.20 Air Quality

Air quality is a natural resource issue considered for the EA. The USEPA established criteria for evaluating air quality in accordance with the 1990 Clean Air Act Amendments. The standards set by the EPA are known as the National Ambient Air Quality Standards (NAAQS). The USEPA and LDEQ regulate air quality

in Louisiana. Air sheds that do not meet the NAAQS are known as non-attainment areas and require special consideration.

Ascension Parish is designated as a moderate nonattainment parish for 8-hour ozone. Due to Ascension Parish’s status as an air quality nonattainment area, a comparative study was done with the Perkins Road widening project (SP No: 700-17-0159) in East Baton Rouge Parish. Use of past carbon monoxide (CO) analyses as a historical database may be used in lieu of modeling to determine possible impacts to air quality. This was authorized in the March 30, 2004 memorandum from FHWA to LDOTD.

The 1999 Perkins Road widening project in East Baton Rouge Parish is one of the most recent project for which a CO analysis was performed. This project widened Perkins Road (LA 427) from two lanes to four lanes with an undivided turn lane. It was widened between Essen Lane and Siegen Lane, approximately 2.8 miles. The LA 42 widening project will widen LA 42 from two lanes to four lanes with a raised median and access management. The proposed project will start at US 61 and end approximately 0.1 miles east of Woodhaven Drive (approximately 3.7 miles). The existing and future peak traffic volume for LA 42 is less than the existing and future peak volume for Perkins Road.

Table 4.3 Peak Traffic Volumes for Perkins Road and LA 42 and Modeled Carbon Monoxide Concentrations for Perkins Road

Location	Existing Peak Volume (veh/hr)	Future Peak Volume (veh/hr)	Modeled Worst-Case CO Conc. (ppm)					
			Existing		2020 No Build		2020 Build	
			1-hour	8-hour	1-hour	8-hour	1-hour	8-hour
Perkins: Essen-Hyacinth	2,745	4,630	4.8	4.7	6.7	6.7	5.8	6.0
Perkins: Hyacinth to Bluebonnet	2,115	3,265	3.6	3.8	5.7	6.0	4.1	4.9
Perkins: Bluebonnet to Siegen	1,990	3,410	3.8	4.0	5.3	5.7	3.1	5.3
LA 42: Airline-Old Jefferson HWY	1,390	3,285						
LA 42: Old Jefferson to LA 930	1,911	4,517						
LA 42: LA 930 to LA 929	1,655	3,911						
LA 42: LA 929 to LA 44	1,300	3,072						
LA 42: East of LA 44	1,166	2,755						

NAAQS	
1-hour	8-hour
35.0	9.0

As Table 4.3 shows, the existing and predicted peak traffic volume for Perkins Road is greater than LA 42. The modeled carbon monoxide concentrations for the Build Alternative are less than the No Build Alternative and are significantly less than the NAAQS. Since no violations of the CO thresholds were modeled for the Perkins Road project, which had greater projected traffic volumes than the proposed project, no violations of the thresholds would be expected with the proposed project.

Air quality impacts due to construction operations for the proposed highway improvement project are expected to be short-term, minor, and localized. These impacts are anticipated to be minimized by following the procedures outlined in the Louisiana Department of Environmental Quality Air Quality Regulations governing fugitive emissions of particulate matter during road construction activities (LAC 33:III.1305). The proposed project is in the current conforming Metropolitan Transportation Plan and in the Transportation Improvement Program for the Baton Rouge Metropolitan Planning Area.

4.1.21 Potential Hazardous Waste Sites

A separate Phase I Environmental Site Assessment was conducted for the proposed project right-of-way for all alternatives. A potential “recognized environmental condition” (REC) is defined by the American Society for Testing and Materials (ASTM) as follows:

“The presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures, on the property or into the ground, groundwater, or surface water of the property. The term includes hazardous substances or petroleum products even under conditions in compliance with laws. The term is not intended to include de minimis conditions that generally do not present a material risk of harm to public health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. Conditions determined to be de minimis are not recognized environmental conditions (ASTM E1527-05).”

Based on this definition, properties that currently contain underground storage tanks (USTs), or contained them in the past, are considered to be “recognized environmental conditions.” During the Phase I Site Assessment, several sites containing current USTs and sites suspected to contain USTs in the past were found. The sites with leaking USTs or potentially leaking USTs are outside of the project limits.

While talking with some local property owners, it was discovered that there may have been a dipping vat on some of the required right of way between North Lake Drive and Ronald Road. In the early 1900’s, to fight the spread of Texas Tick Fever, farmers constructed pits or vats in the ground and filled them with an arsenic based solution. They would dip their cattle in the solution in order to eradicate the ticks. After the discontinuation of this practice, the remnants of these vats may not have been properly removed leading to the remainder of the arsenic solution in the soil. The information for this potential dipping vat will be handled in accordance with LDOTD’s Underground Storage Tank and Contaminated Site Policy.

There are several structures, primarily residences, which may be impacted by the Build Alternative. Due to the age of the structures, it is likely that both lead paint and some asbestos-containing materials may be associated with the standing homes and businesses that may be displaced by the Build Alternative; however, these issues are not considered to be “recognized environmental conditions.” Detailed information on the Phase I Environmental Site Assessment can be found in the technical report.

4.1.22 Travel Patterns

Travel patterns along LA 42 would not be expected to change for through traffic such as commuter traffic and others, but travel for residents, customers, and employees destined for homes and businesses on the proposed project corridor would be affected by the restriction on left-turns imposed by the median.

Travelers would be allowed to make left turns only at median openings that shall be spaced at least ½ mile (2,640 feet) apart.

4.2 Constructability

The Build Alternative, which is a roadway widening project, was analyzed to determine the most appropriate sequencing of construction to minimize impacts to local traffic on LA 42. The proposed sequence of construction being adopted was recommended as a result of the Value Engineering Study. All existing lanes would be maintained and the section of LA 42 from US 61 to LA 73 would be constructed one lane at a time. Minimal traffic management at the intersections and tie-in points would be necessary.

During Phase I, the new LA 44 intersection would be constructed just to the east of the existing intersection while maintaining traffic on the existing LA 44.

During Phase II, traffic would be shifted to the newly constructed LA 44. The outside eastbound lane of LA 42, the subsurface drainage system, and the necessary segments of the RCB culvert over Muddy Creek would be constructed from beginning of project to end of project.

During Phase III, eastbound traffic would be shifted to the newly constructed eastbound lane. Westbound traffic would be shifted to the existing LA 42 eastbound lane. The existing LA 42 westbound lane would be removed. Both new westbound lanes of LA 42, drainage structures, and the necessary segments of the RCB culvert over Muddy Creek would be constructed from beginning of project to end of project.

During Phase IV, all traffic would be shifted to the newly constructed westbound lanes. The existing LA 42 eastbound lane would be removed. The inside eastbound lane of LA 42, the median, drainage structures, turn lanes, and the necessary segments of the RCB culvert over Muddy Creek would be constructed from beginning of project to end of project.

4.3 Indirect Effects

The purpose of the project is to increase the capacity of the roadway and improve safety along the route. As an indirect benefit, it is also expected to enhance economic development, improve access for tourists, and improve access to recreational activities. Meeting these goals would also encourage the conversion of agricultural and sparsely developed land to more intense uses. This change would be expected to alter the rural character of the corridor. New development would eventually cause environmental impacts from the loss of prime farmland, open space, and natural habitat. Offsetting these adverse indirect effects are the economic benefits that would be derived from new development and increased land values.

4.4 Cumulative Impacts

If the proposed project is built, it may increase the trend of development toward the east. It may also improve connectivity to other area recreation destinations, such as the Amite River, thereby attracting more visitors.

Cumulative impacts may be most pronounced on prime farmlands and natural habitat because these resources may be converted for commercial or residential development. All of these factors may increase the impact on the rural character of the corridor over time.

4.5 What Can be Done to Mitigate Adverse Impacts?

An approach toward planning and development of road projects has evolved from the early NEPA practices of FHWA and the state transportation agencies. Called Context Sensitive Solutions (CSS), it is a philosophy that grew out of the realization that no transportation facility can be efficiently developed without consideration of site-specific issues. Just like the NEPA process, CSS is a process that examines multiple alternatives and results in consensus (AASHTO/FHWA 2007). It responds to concerns over community values as well as social, economic, and environmental constraints through a creative and sensitive application of design criteria guidelines and standards (TRB 2002).

As discussed in Section 3, the identification, evaluation, and selection of the Build Alternative focused on mitigating impacts by consistently choosing ways to reduce the amount of ROW that will be needed for the proposed project. For example, the median will be kept to four feet until approximately Ronald Road in order to minimize ROW taking from Oak Grove Baptist Cemetery, The Dixon House, and the power substation. Even more critical to the minimization of ROW impacts was the decision by LDOTD to reduce the median width from 30 feet to 18 feet for the remainder of the project.

The objective of the development of the Build Alternative was to avoid all structures to the greatest extent possible and to reduce the amount of ROW by adjusting design features. Another objective was to implement LDOTD's Access Management Policy in order to increase safety. At the same time, the project corridor will be enhanced by the addition of sidewalks and a shared-use path. The alignment of the Build Alternative locates the new median and lanes where they would cause the fewest overall impacts. This CSS strategy includes building a completely new highway on both sides of the existing centerline.

Current LDOTD policy allows for construction of left turn lanes only at full-access median openings, which are utilized only at locations that coincide with intersecting public roads. However, in order to increase safety and improve traffic flow along LA 42, LDOTD has agreed to incorporate left turn lanes at all median openings where a U-turn bulb-out would be located.

The Build Alternative, also known as the NEPA-derived consolidated alternative and illustrated on Plates 1 - 15 in Appendix A, would require removal of the existing roadway with construction of four new lanes and a median to replace it. In addition, adjustments to the standard design of the roadway were necessary to minimize the ROW needs. These features include the addition of subsurface drainage as well as adjustments to the slopes and profiles of the highway.

The CSS approach recognizes that the benefits of a contextual solution sometimes outweigh cost considerations and that it is a proactive way to avoid adverse impacts that would otherwise have to be mitigated. For those impacts that cannot be avoided, mitigation measures, as described below, would be implemented.

4.5.1 Acquisition of Right-of-Way and Relocations

The number of impacts from relocations can be mitigated by reducing the amount of required ROW and by aligning the roadway to avoid as many structures as possible. From the outset, LDOTD and FHWA understood the need to minimize the ROW requirements by considering its design elements. By reducing the proposed project median width from 30 feet to 18 feet, the number of affected structures was reduced. Because of this alignment, the Build Alternative is also described as the "NEPA-derived" alternative, meaning that it implements the NEPA directive of minimizing the number of adverse impacts to the natural

and human environments. This is one of the principle factors in designating the Build Alternative as the selected alternative. A listing of anticipated relocations is provided in Appendix F.

Acquisition of ROW and relocation activities are governed by the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Relocation Act). Relocation programs available through LDOTD to displaced residents can include relocation assistance, moving payments, and replacement housing payments, as well as rent supplements. Acquisition of ROW and relocations will be handled in accordance with LDOTD's Acquisition of Right-of-Way and Relocation Assistance Program.

During ROW acquisition, each property with a taken structure will be assigned a relocation officer from LDOTD. The relocation officer will be the point of contact for the residents and businesses during transition from existing to new properties. No person or family will be displaced until comparable replacement housing has been offered or provided to the displaced resident within a reasonable time prior to displacement.

In some instances, only a portion of the commercial or residential property will be taken and it may be possible for the business or residential structure to be relocated to the remainder. This option is particularly attainable in rural or semi-rural areas, where properties are large. The number of available properties in rural areas also provides a greater opportunity for relocation in the general area of the displacement.

It is anticipated that sufficient replacement home lots and housing units are available in the region to accommodate the potential residential relocation. If comparable replacement housing is not available at the time of negotiations, or if the displaced resident cannot afford it, LDOTD may use the Last Resort Housing program, which provides flexibility in the relocation program to ensure all displaced residents are provided decent, safe, and sanitary housing.

4.5.2 Wetlands and Other Waters

In order to comply with the federal policy of ensuring that there is no net loss of wetlands acres, unavoidable wetlands impacts along the corridor would be compensated according to an approved mitigation plan that will be coordinated during the permit process.

To mitigate impacts from erosion and nonpoint source pollution from runoff into surface waters from the construction activities for the proposed project, it would be required that best management practices be implemented.

4.5.3 Floodplains

Drainage structures included in the design for the proposed project would mitigate any impacts to the floodplain.

4.5.4 Noise

The *LDOTD Highway Traffic Noise Policy* (2009) requires that if a noise impact is identified, abatement measures must be considered. Only noise abatement measures deemed reasonable and feasible will be proposed for the project. When noise abatement measures are being considered, every effort will be made to obtain a noise reduction of at least 8 dBA. At least one receptor must receive an 8-dBA reduction for the abatement measure to be feasible.

The impacted receivers for the Build Alternative were evaluated for the feasibility of noise barriers. The impacted residential, business, and church sites have individual driveways connecting them to the highway. To maintain access, the noise barrier would have to incorporate openings, which would prevent it from achieving an 8-dBA reduction in noise. Therefore, it was determined that noise barriers would not be feasible for any receptors within the project corridor.

Non-barrier measures such as traffic management, alterations of horizontal and/or vertical alignments, and buffer zones would not be suitable for abatement of noise for the proposed project.

One of the most effective noise abatement measures is local land use planning implemented by effective zoning controls to minimize future impacts. Noise contours for undeveloped lands around the proposed project are illustrated on the figures in Appendix O of the technical report. Any Category A or B receptor built inside the ≥ 66 dBA contour would be affected by noise in the year 2030. Any Category C receptor built inside the ≥ 71 dBA contour would be affected by noise in the year 2030. These contours can be used by local officials and property owners in making appropriate land use decisions that would avoid traffic noise impacts in future development.

4.5.5 Potential Waste Sites

Any further investigation of the sites identified in Section 4.1.2.3 will be handled in accordance with the Secretary's Policy and Procedure Memorandum No. 48: Underground Storage Tank (UST) and Contaminated Site Policy.

4.5.6 Traffic Disruptions

A construction sequencing plan will be developed and followed to minimize the traffic disruptions during construction. Congestion would be expected to increase temporarily during this period, but the sequencing plan would ensure that traffic continues to flow.

5. Public Comments and Agency Coordination

5.1 Solicitation of Views

Information on the proposed project was sent to federal, state, and local agencies and officials in August 2007. The Solicitation of Views information and the associated responses are included in Appendix J of this draft EA. A list of agencies consulted and a summary of their comments are provided in Table 5.1.

Table 5.1 Summary of Responses to the Solicitation of Views

Date of Comment	Agency/Tribe	Comment Format	Comment Summary
14-Jan-08	US ACOE New Orleans	Letter	Wetlands and other waters of the US exist within the proposed alignment; delineation will be required.
13-Aug-07	US FWS	Letter	Proposed project will have no effect on resources.
23-Apr-08	SHPO	Letter	Proposed project will have no adverse affect on historic properties (general stamp).
17-Sep-07	LDEQ	Letter	Ascension Parish is a nonattainment parish. This project is subject to the State's transportation conformity regulations. If it is deemed regionally significant, it must be included in a conforming metropolitan transportation plan.
19-Sep-07	LDOTD/NFIP	Letter	Contact the Floodplain Administrator for Ascension Parish to assure compliance with NFIP requirements.
13-Sep-07	LDNR	Letter	No active oil, gas, or injection wells. There are two plugged wells in the proximity of the project. The project may have an adverse effect on some registered water wells along LA 42.
21-Aug-07	LDWF NHP	Letter	No impacts to rare, threatened, or endangered species or critical habitats; no state or federal parks, wildlife refuges, scenic streams, or WMAs.
28-Aug-07	NRCS	Letter	Soils present on the majority of the site are prime/unique farmland. Wetlands may be impacted. No adverse effect on environment if appropriate erosion control measures are taken during construction.
7-Oct-10	NRCS	Letter	Some of the soils in the project area are Prime Farmland. A farmland conversion impact rating is required.
17-Aug-07	CRPC	Letter	Supports the project.
5-Mar-09	US EPA	Letter	Project does not lie within the boundaries of a designated sole source aquifer.
26-Jan-09	US EPA	Letter	Project does not lie within the boundaries of a designated sole source aquifer.
14-Aug-07	Senator Jody Amedee	Letter	In favor of improvements to LA 42.
16-Aug-07	State Rep. M.J. Mert Smiley	Letter	Urges consideration of adequate left turn lanes in design due to high probability of increased commercial development after construction.
10-Aug-07	State Rep. Eddie Lambert	Letter	Urges consideration of adequate left turn lanes due to high probability of more commercial development after construction.
17-Sep-07	Desirables Home Furnishings	Letter	Urge consideration of turning lane with access from both directions for customers.
7-Sep-07	A. L. Robbins	Letter	Urges consideration of adequate left turn lanes due to high probability of more commercial development after construction. Speaks of loss of business because of access issues.
7-Jul-10	Office of State Parks	Letter	Oak Grove Park has received Land and Water Conservation Fund grant assistance and is protected under Section 6(f).

CRPC Capital Region Planning Commission
 LDEQ Louisiana Department of Environmental Quality
 LDNR Louisiana Department of Natural Resources
 LDOTD Louisiana Department of Transportation and Development
 LDWF Louisiana Department of Wildlife & Fisheries
 NFIP National Flood Insurance Program
 NHP National Heritage Program

NRCS Natural Resources Conservation Service
 SHPO State Historic Preservation Office
 US ACOE U.S. Army Corps of Engineers
 USCG U.S. Coast Guard
 US EPA U.S. Environmental Protection Agency
 US FWS U. S. Fish and Wildlife Service

5.2 Public Meetings – Public Involvement in the Environmental Process

Two open house public meetings were held for the project. The first public meeting was held on March 12, 2009, at the Oak Grove Community Center. The meeting notice was published in the Ascension Section of the *Advocate* on February 26 and March 5, 2009, to announce the meeting. The public meeting time was from 6 p.m. to 8 p.m. At the first public meeting, four alternatives were presented: Alternative 1, Alternative 2, Alternative 3, and the No Build Alternative. These three preliminary design alternatives have been dropped from further analysis for reasons described in Section 3.1.2.

Because of substantial revisions to the original alternatives presented at the first public meeting, a second public meeting was held on October 14, 2010, at Oak Grove Primary School. The meeting notice was published in the Ascension Section of the *Advocate* on September 30 and October 7, 2010, and in the *Gonzales Weekly Citizen* on October 1 and 8, 2010, to announce the meeting. In addition, 11 radio and television stations were asked to announce the meeting. Attendees who signed in at the first public meeting were mailed a copy of the meeting notice. The public meeting time was from 5 p.m. to 7:30 p.m.

Both public meetings provided an opportunity to view the corridor, ask questions of the project team, and provide written and verbal comments for consideration.

The meetings were organized in an open house format with a continuous PowerPoint presentation that ran during the course of the meeting. Meeting handouts included a project description and a comment form as well as an explanation of the other exhibits. At the first meeting, 15 households and individuals registered on the sign-in sheets. At the second meeting, 43 households and individuals registered on the sign-in sheets.

In addition to the comment form, a transcriber was available during the course of the first meeting to record verbal comments. Ten comments were received at the meeting and recorded by the transcriber. One additional comment was received by email within this period. Comments received by March 25, 2009, became part of the transcript of this public meeting.

In addition to the comment form, a tape recorder was available during the course of the second meeting to record verbal comments. Seven written comments were received at the meeting, and one verbal comment was recorded by the tape recorder. Four additional comments were received by mail within this period. Comments received by October 25, 2010, became part of the transcript of this public meeting.

5.3 What Comments and Suggestions Were Received following the March 12, 2009, Public Meeting and How Were They Addressed?

Of the eleven comments received, one stated opposition to the project. Most of the comments were opposed to Alternative 1, which proposed the greatest amount of ROW and number of takings required. Five comments indicated that something should be done to fix the curve located between LA 930 and LA 929. Three individuals were concerned about impacts to large live oak trees located on their property. Two individuals were concerned about left turns, one about access and one about safety. One individual was in favor of a bike path and sidewalk and one individual suggested the need for a noise abatement wall. Three individuals questioned the need for the project if the loop became a reality.

The comments received after the first public meeting and LDOTD's responses are summarized in Table 5.3.

Table 5.3 Comments and Responses (First Public Meeting)

Comment	Response
<p>Concerned about the worst case ROW (Alternative 1) and the number of takings; concerned about double curve west of LA 929; questions need of project if loop is built.</p>	<p>At the time of the first public meeting, Alternative 3 was the preferred alternative. Alternative 3 required the least amount of ROW and minimized potential impacts to the greatest extent possible.</p> <p>The Build Alternative was developed to minimize impacts and to minimize the number of residential and business relocations as much as practicable while still achieving the need and purpose of the proposed project and meeting the requirements of LDOTD design criteria.</p> <p>The existing curve radius does not exceed design criteria for the speed of the roadway; however, the existing curve radius will be flattened even more to the greatest extent possible.</p> <p>The LA 42 Widening project is a separate and independent utility project. The primary purpose of the widening project is to increase capacity between LA 44 and US 61, which is warranted even if a loop around Baton Rouge is constructed in the future.</p>
<p>Very concerned about impact to six grand live oak trees (emphatic about not giving them up); Prefers Alternative 3 because requires the least amount of ROW; concerned about grandmother's gas meter being very close to the road; concerned about funding sources and time line; neighbor is also against losing trees.</p>	<p>The six live oaks located from Station 147+00 to Station 148+00 are outside the required ROW and are far enough outside the limits of construction to not require any additional protection.</p> <p>The live oak located at Station 145+00 is outside of the required ROW but close enough to the limits of construction to warrant tree protection measures. Drainage work associated with the road project would impact a significant portion of the roots within the CPZ. If it is determined the required pipe cannot be bored at a depth sufficient to preserve the root systems (>48") or that option is not feasible due to budget restraints, then a pay item for mechanical root pruning and tree protection must be added to the summary of itemized quantities. In any case, a note in the plan and profile sheets at this location must refer the tree to the tree protection detail LD-02 and the associated specifications (Appendix N).</p> <p>If the meter is located within the required ROW, then it will be relocated by the utility company at the onset of construction. If it is outside of our required ROW, it will remain in place.</p> <p>Comments noted.</p>
<p>Registered live oak (#3097 Thompson Oak, girth 10 feet) located on property; dangerous curve located west of LA 929 should be addressed; does not want to relocate.</p>	<p>This oak is located within existing ROW and within a proposed future travel lane and would be removed. With the current road alignment, there are no options at this point to preserve this tree.</p> <p>The existing curve radius does not exceed design criteria for the speed of the roadway; however, the existing curve radius will be flattened even more to the greatest extent possible.</p>
<p>Concerned about safety of curve located west of LA 929; is opposed to widening; concerned about Bon Lieu Church parking lot and narrow ROW; questions need of project if loop is built.</p>	<p>The existing curve radius does not exceed design criteria for the speed of the roadway; however, the existing curve radius will be flattened even more to the greatest extent possible.</p> <p>Concern noted about church parking; it is not known how many parking spaces would be taken. See Section 4.5.1 for information on ROW acquisition.</p> <p>The LA 42 Widening project is a separate and independent utility project. The primary purpose of the widening project is to increase capacity between LA 44 and US 61, which is warranted even if a loop around Baton Rouge is constructed in the future.</p>

Comment	Response
<p>Concerned about amount of ROW required and number of takings; concerned about timing of project; concerned about turning left across two lanes of traffic.</p>	<p>The Build Alternative was developed to minimize impacts and to minimize the number of residential and business relocations as much as practicable while still achieving the need and purpose of the proposed project and meeting the requirements of LDOTD design criteria.</p> <p>LDOTD's Access Management Policy is proposed to be implemented through the use of raised medians; right-in / right-out only from residential and business driveways as well as adjacent roadways; and median openings allowing U-turns and left turns. In addition, ROW will be required for five bulb-outs which will provide the necessary turn radius to allow vehicles to make U-turns.</p>
<p>Prefers all ROW to be taken from south of LA 42; concerned about raised median and access impacts for ice trucks which leave his business 7 days/week; wants a left turn for his business; concerned about curve to the west of LA 929; concerned about improvements to LA 42 near Airline – wants to improve the flow of vehicles onto Airline Hwy; states that project should have been done years ago.</p>	<p>The utility and ROW real estate costs for an alignment where ROW was taken primarily to the south were evaluated by LDOTD. The utility relocation costs would be reduced by \$0.7 million and the real estate costs would increase by \$6.7 million. The utility relocation and ROW costs for this alignment are \$6.0 million more than the Build Alternative, which is attributed to the increase in the number of relocations required.</p> <p>Median openings shall be spaced at least ½ mile apart and shall be directional U-turns. Full access median openings shall be designed only for public roadways and shall be spaced ½ mile from another median opening. The four median openings to the west of LA 929 (Stations 123+50, 153+00, 171+00, and 201+50) will be designed to accommodate a tractor-trailer with a maximum wheelbase (WB) of 67 feet. The one median opening to the east of LA 929 (Station 254+00) will be designed to accommodate a vehicle no larger than a passenger car.</p> <p>The existing curve radius does not exceed design criteria for the speed of the roadway; however, the existing curve radius will be flattened even more to the greatest extent possible.</p>
<p>Suggested the need for a noise abatement wall; concerned about curve to the west of LA 929.</p>	<p>The berm located at Rue Village was modeled. The current conditions were modeled with and without the berm. The results of the Noise Analysis on the berm are located in Appendix P. The model shows that the berm provides between 0.5 and 2.6 dBA of noise reduction. A noise difference (increase or decrease) of 3 dBA is barely perceptible. Furthermore, because of the intersection of LA 42 and Ronald Road to the west and the driveways connecting to LA 42 to the east, any noise barrier would not be long enough to be effective. Noise abatement measures were not found to be reasonable or feasible.</p> <p>The existing curve radius does not exceed design criteria for the speed of the roadway; however, the existing curve radius will be flattened even more to the greatest extent possible.</p>
<p>Concerned about amount of ROW required; questioned how project will affect existing MODAD/septic tank systems.</p>	<p>The Build Alternative was developed to minimize impacts and to minimize the number of residential and business relocations as much as practicable while still achieving the need and purpose of the proposed project and meeting the requirements of LDOTD design criteria.</p> <p>The project current design includes subsurface drainage and a new sewer system, which will eliminate all MODADs and septic tanks that currently have an outfall into roadside ditches. Residents will be required to tie into the new sewer system.</p>
<p>Raised concerns about other congested locations along LA 42 which are not within the project limits; expressed opposition to the loop.</p>	<p>Comment noted.</p> <p>The LA 42 Widening project is a separate and independent utility project. The primary purpose of the widening project is to increase capacity between LA 44 and US 61, which is warranted even if a loop around Baton Rouge is constructed in the future.</p>
<p>Concerned about number of takings, amount of time before project goes to construction, and time to construct.</p>	<p>The Build Alternative was developed to minimize impacts and to minimize the number of residential and business relocations as much as practicable while still achieving the need and purpose of the proposed project and meeting the requirements of LDOTD design criteria.</p> <p>Comment noted.</p>

Comment	Response
Opposed to 30' median (Alternate 1) due to increased ROW, cost, and maintenance; in favor of continuous center turn lane; in favor of sidewalk/bike path.	At the time of the first public meeting, Alternative 3 was the preferred alternative. Alternative 3 required the least amount of ROW and minimized potential impacts to the greatest extent possible. LDOTD's Access Management Policy is proposed to be implemented through the use of raised medians; right-in / right-out only from residential and business driveways as well as adjacent roadways; and median openings allowing U-turns and left turns.

5.4 What Comments and Suggestions Were Received following the October 14, 2010, Public Meeting and How Were They Addressed?

Of the twelve comments received, one stated opposition to the project. Most of the comments suggested various design changes. Three individuals expressed concern that that proposed design would not accommodate large tractor trailer trucks along this portion of LA 42, which is zoned commercial. These three individuals suggested changes in the size and location of proposed bulb outs. Three individuals were very concerned about impacts to large live oak trees located on their property and one individual was concerned about the removal of an existing noise abatement berm. One individual suggested evaluating an additional alternative alignment where property would be acquired primarily along the south side of LA 42 with the rationale that there would be cost savings with less time required for construction and fewer utilities requiring relocation.

The comments received after the second public meeting and LDOTD's responses are summarized in Table 5.4.

Table 5.4 Comments and Responses (Second Public Meeting)

Comment	Response
States that Manchac Acres Road needs left-in access from LA 42.	The number and location of left-in turns will be determined during final design and will be based on LDOTD design guidelines and policies.
Proposes that all ROW be taken from south of LA 42 rather than both sides; propose that existing roadway remain and only construct two new lanes; suggests would save time and cost.	The utility and ROW real estate costs for an alignment where ROW was taken primarily to the south were evaluated by LDOTD. The utility relocation costs would be reduced by \$0.7 million and the real estate costs would increased by \$6.7 million. The utility relocation and ROW costs for this alignment are \$6.0 million more than the Build Alternative, which is attributed to the increase in the number of relocations required.
Request for notification of future meetings.	Names and addresses for all persons who signed in at the Public Meeting were included in the Public Meeting transcript. All attendees listed in the transcript will be sent a notification of future meetings and/or hearing.
Agrees with access locations and turn around design; suggests connecting Cully Broussard Road to Manchac Acres Road to improve function; suggests raised median on LA 44 to protect turn lane; suggests 9" barrier curb in areas where 4' wide median is required to prevent vehicles crossing over.	Connecting Cully Broussard Road to Manchac Acres Road is not within the limits of this project and would be the responsibility of Ascension Parish. The curve height in the median between US 61 and Sta. 120+00 is 4", which meets LDOTD minimum design guidelines and policy. An increase in curb height would reduce vehicular control and recovery.
In favor of Build Alternative; request project begin as soon as possible.	Comment noted.

Comment	Response
<p>Notes apparent lack of consideration for large truck access along LA 42; notes lack of left turn access for large trucks; suggests locations of left turn bulb outs is arbitrary and locations of bulb outs will determine a business' success or failure.</p>	<p>The number and location of bulb outs were addressed during the 95% preliminary plans review. A total of four bulb outs designed for WB67 commercial trucks are to be located along LA 42 at Stations 123+50 (north), 153+00 (south), 171+00 (south), 201+50 (north, relocated from Sta. 192+00), 254+00 (south). This number is an increase from the one single-unit commercial truck bulb out presented at the public meeting.</p>
<p>Request additional bulb out for Station 155+00 to 160+00 that would accommodate 18-wheeler as this area is highly commercial; concerned that Oak Grove Market will lose gas pumps; suggests three driveways servicing Roy's Ice be reduced to two.</p>	<p>The number and location of bulb outs were addressed during the 95% preliminary plans review. A total of four bulb outs designed for WB67 commercial trucks are to be located along LA 42 at Stations 123+50 (north), 153+00 (south), 171+00 (south), 201+50 (north, relocated from Sta. 192+00), 254+00 (south). This number is an increase from the one single-unit commercial truck bulb out presented at the public meeting.</p> <p>Median openings shall be spaced at least ½ mile apart and shall be directional U-turns. Full access median openings shall be designed only for public roadways and shall be spaced ½ mile from another median opening. The four median openings to the west of LA 929 (Stations 123+50, 153+00, 171+00, and 201+50) will be designed to accommodate a tractor-trailer with a maximum wheelbase (WB) of 67 feet. The one median opening to the east of LA 929 (Station 254+00) will be designed to accommodate a vehicle no larger than a passenger car.</p>
<p>Request that aerials with proposed improvements be posted online.</p>	<p>All project aerials are available for public review on LDOTD's website at www.dotd.louisiana.gov</p>
<p>Determination that the proposed project will not adversely impact agency operations or delivery of services; no objections offered.</p>	<p>Comment noted.</p>
<p>Concerned about the removal of an existing noise abatement berm in front of a retirement community located at Station 126 to Station 129; requests that new noise abatement wall be constructed to replace existing dirt berm and sidewalk remain 4' wide until after retirement community.</p>	<p>The berm located at Rue Village was modeled. The current conditions were modeled with and without the berm. The results of the Noise Analysis on the berm are located in Appendix P. The model shows that the berm provides between 0.5 and 2.6 dBA of noise reduction. A noise difference (increase or decrease) of 3 dBA is barely perceptible. Furthermore, because of the intersection of LA 42 and Ronald Road to the west and the driveways connecting to LA 42 to the east, any noise barrier would not be long enough to be effective. Noise abatement measures were not found to be reasonable or feasible.</p> <p>The shared use path is required to terminate at a logical terminus. At this time, Ronald Road is the only logical terminus in this vicinity because it connects LA 42 with LA 73 and provides the user with a continuous pathway.</p>

Comment	Response
<p>Feels that previous concerns were not taken into consideration; feels that ROW should be taken equally on both sides of LA 42; strongly opposes bike path and sidewalks because of increased ROW required; extremely concerned about 6 large live oak trees in front yard; ventures that residents' concerns are being pushed aside in order to increase commercial locations along the corridor; feels residents on the south side of LA 42 are bearing the brunt of the impacts; included previous comments that feels were not addressed: Proposes that LA 42 be widened only to 3 lanes; very concerned about "significant trees" in front yard; suggests that ROW should be taken from both sides of LA 42.</p>	<p>The Build Alternative calls for the taking of ROW equally from both sides of LA 42 from US 61 to Ronald Road. Approximately 8 feet more is taken from the south side of LA 42 from Ronald Road to just east of LA 44 in order to account for the 10-foot bicycle/pedestrian shared use path.</p> <p>LDOTD's Complete Streets Policy is proposed to be implemented through the construction of sidewalks and a shared-use bicycle/pedestrian path. Exceptions for not accommodating bicyclists, pedestrians, and transit users in accordance with this policy will require approval of the LDOTD Chief Engineer. See Section 2.2.4</p> <p>The six live oaks located from Station 147+00 to Station 148+00 are outside the required ROW and are far enough outside the limits of construction to not require any additional protection.</p> <p>The live oak located at Station 145+00 is outside of the required ROW but close enough to the limits of construction to warrant tree protection measures. Drainage work associated with the road project would impact a significant portion of the roots within the CPZ. If it is determined the required pipe cannot be bored at a depth sufficient to preserve the root systems (>48") or that option is not feasible due to budget restraints, then a pay item for mechanical root pruning and tree protection must be added to the summary of itemized quantities. In any case, a note in the plan and profile sheets at this location must refer the tree to the tree protection detail LD-02 and the associated specifications (Appendix N).</p>
<p>Extremely concerned about ability of exiting their driveway with a large truck and horse trailer; also concerned with access for large volume of traffic required for business; requests information on similar access plans from other states and information on accident numbers for LA 44 between LA 42 and US 61 where it is 4 lanes; concerned with ability of semi trucks being able to turn left and danger of crossing oncoming traffic; request meeting to discuss safety aspects of proposed project.</p>	<p>Traffic safety is a primary concern of LDOTD and is being incorporated into the design of this project through the Department's Access Management Policy. By having a divided median with left turn-in only and the use of right turns out followed by U-turns to go left, the safety of vehicular traffic is substantially increased. The proposed design would reduce the chance of an accident by 62 percent as compared with a continuous center turn lane and allowing left turns out without a signal. This design also offers the best solution to the capacity requirements for the area.</p> <p>The number and location of bulb outs were addressed during the 95% preliminary plans review. A total of four bulb outs designed for WB67 commercial trucks are to be located along LA 42 at Stations 123+50 (north), 153+00 (south), 171+00 (south), 201+50 (north, relocated from Sta. 192+00), 254+00 (south). This number is an increase from the one single-unit commercial truck bulb out presented at the public meeting.</p> <p>Median openings shall be spaced at least ½ mile apart and shall be directional U-turns. Full access median openings shall be designed only for public roadways and shall be spaced ½ mile from another median opening. The four median openings to the west of LA 929 (Stations 123+50, 153+00, 171+00, and 201+50) will be designed to accommodate a tractor-trailer with a maximum wheelbase (WB) of 67 feet. The one median opening to the east of LA 929 (Station 254+00) will be designed to accommodate a vehicle no larger than a passenger car.</p>

5.5 Public Hearing – Public Involvement in the Environmental Process

A public hearing was held for the project on June 28, 2011, at Oak Grove Primary School. The hearing notice was published in the Metro Section of the Baton Rouge *Advocate* on Sunday, May 29, 2011, and in the Ascension Section of the Baton Rouge *Advocate* on Thursday, June 23, 2011. The hearing notice was also published in the Section A News of the Gonzales Weekly *Citizen* on Friday, June 3, and Friday, June 17, 2011. In addition, 11 radio and television stations were asked to announce the hearing and the hearing notice was posted on the LDOTD website at www.dotd.louisiana.gov. A copy of the hearing notice was mailed to attendees who signed in at the public meetings and to the SOV mailing list. The public hearing time was from 4:00 p.m. to 7:00 p.m.

The public hearing provided an opportunity to view the corridor, ask questions of the project team, and provide written and verbal comments for consideration.

The hearing was organized in an open house format; there was no formal presentation. A continuous PowerPoint presentation was run during the course of the hearing, which included a voice-over that explained the project, the alternatives analysis, the selection of a preferred alternative, and the purpose of the public hearing. The presentation also provided information about relocation assistance and right-of-way acquisition with a verbatim recording of the Public Hearing Right-of-Way Script. Aerial photographs of the proposed Build Alternative were displayed across the full extent of the proposed project corridor. Right-of-Way Acquisition brochures containing information on real estate were also available for viewing. Exhibits of typical cross sections and other project information were displayed. Hearing handouts included a project description, a comment form as well as an explanation of the other exhibits, and a copy of the Public Hearing Right-of-Way Script. At the hearing, 70 households and individuals registered on the sign-in sheets.

In addition to the comment form, a tape recorder was available during the course of the hearing to record verbal comments. Fourteen (14) verbal comments were recorded by the tape recorder. A total of nineteen (19) written comments were received at the hearing, by email, or by standard mail within 10 days after the public hearing date. Comments received by July 9, 2011, became part of the transcript of this public hearing.

5.6 What Comments and Suggestions Were Received following the June 28, 2011 Public Hearing and How Were They Addressed?

Of the comments received, three comments were clearly in support of the project. The majority of the remaining comments did not express opposition to the project as a whole, but rather concerns with certain aspects of the project. Some of the comments suggested various design changes, including suggestions to reduce cost.

Seven individuals and/or businesses requested the relocation or addition of left-turn access, or a change to the location of bulb outs. Two individuals expressed concern that that proposed design would not accommodate large vehicles along this portion of LA 42. Four individuals questioned the need for sidewalks and the shared-use bike path; two individuals were in favor of the sidewalks. One individual questioned the need for concrete sidewalks as opposed to asphalt sidewalks. Four individuals were very concerned about impacts to large live oak trees located on their properties. Two individuals were opposed to the width of the proposed median and that it is proposed to be a raised median.

Six individuals requested the addition of a barrier wall to replace an existing earthen berm along LA 42 at the Rue Village and the Village at Willow Lakes subdivisions citing concerns about security, noise, and privacy. However, these individuals were not necessarily opposed to the project. Parish President Tommy Martinez also expressed a desire to mitigate the removal of the berm.

One individual was opposed to the possible relocation of Bon Lieu Church. One individual requested to be relocated, but was not opposed to the project. Two businesses that each have two existing driveways expressed concerns with the removal of one of the driveways at each location. One individual requested an access driveway to an existing sign be included in the proposed plans.

The comments received after the public hearing and LDOTD's responses are summarized in Table 5.6.

Table 5.6 Comments and Responses (Public Hearing)

Comment	Response
Request for fairness during ROW acquisition; in favor of progress. (Written comment)	ROW acquisition will be carried out in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Relocation Act) and DOTD's Acquisition of Right-of-Way and Relocation Assistance Program. Comment noted.
Suggests fewer bulb-outs could reduce project costs. (Written comment)	Seven bulb-outs are proposed along the 3.5 mile long widening project; five are designed to accommodate a WB-67 tractor-trailer truck and two are designed for a passenger car. Approximately 95% of the properties located along this corridor are zoned commercial and the Parish has designated it as a commercial corridor. Though the elimination of a bulb-out would reduce the project costs slightly, the added benefit to existing and future business is substantial. Large commercial trucks delivering supplies to these businesses warrant the need for these U-turns. The number of bulb-outs was designed to handle the truck traffic and they were strategically positioned to provide the least damage to existing structures.
Concerned that there may not be enough space to have the same lot design due to the ROW required. Requests that 2 houses be removed so the subdivision can have the same design. Submitted pictures of the brick entrance to The Reserve subdivision. Questions why a sidewalk is being built with the heavy traffic and accidents. (Written and verbal comment)	The two homes cannot be removed to provide space for replacement of a subdivision entrance wall. Due to proximity to the required ROW, these first two homes along LA 42 in the Reserve Subdivision are being considered anticipated relocations. DOTD's Complete Streets Policy is proposed to be implemented through the construction of sidewalks and a shared-use bicycle/pedestrian path. Exceptions for not accommodating bicyclists, pedestrians, and transit users in accordance with this policy will require approval of the LDOTD Chief Engineer. See Section 3.2.2.
Concerned about lack of 18-wheeler access to home due to required ROW, with safety due to proximity of required ROW to driveway, and having enough parking for family's vehicles; prefers to be relocated. (Verbal comment)	Due to proximity to the required ROW, this home in The Reserve subdivision is being considered as an anticipated relocation.
Concerned about inability to turn motor home and boat around in their driveway to access LA 42; concerned with the removal of live oaks, shrubbery, and cypress tree which protect house from accidents. (Verbal comment)	Due to proximity to the required ROW, this home is being considered as an anticipated relocation.
Requesting a left turn from LA 42 into the Galvez Commons commercial development comprised of several businesses, including a restaurant. (Written and verbal comment)	Current LDOTD policy allows for construction of left turn lanes only at full access median openings, which are utilized only at locations that coincide with intersecting public roads. However, in order to mitigate safety impacts and improve traffic flow along LA 42, LDOTD has agreed to incorporate left turn lanes at all median openings where a U-turn bulb-out would be located. U-turns will be permitted at both Autumn View Drive (approx. 700' east) and Little Prairie Road (approx. 1300' east) for eastbound vehicles that wish to enter the businesses. Similarly, a U-turn bulb-out will be constructed approximately 200' west of the development's driveway for vehicles leaving the development and wishing to head eastbound.

Comment	Response
<p>Supports any efforts to make this road safer; however, U-turns must be in practical locations. Noted concerns with some U-turn locations: 1) suggests distance of the U-turn in order for Lake Harbor Lane to travel east is excessive; 2) suggests relocation of U-turn in front of library to between Lake Harbor Lane and LA 929; 3) suggests the need for a U-turn between the library and LA 44.(Written comment)</p>	<p>An additional passenger car bulb-out will be provided at approximately Station 232+25 to provide a U-turn for westbound traffic wishing to go eastbound prior to the LA 42/LA 929 intersection. This will remove the U-turning vehicles from that intersection and allow the traffic signals to function more efficiently. Comment noted.</p>
<p>Requesting a left turn from LA 42 into the main entrance of their commercial property, with no U-turn allowed, that would accommodate a WB-67 or equivalent, preferably with striping in lieu of extended raised curb; located at approximately Station 188+50. (Written comment)</p>	<p>Current LDOTD policy allows for construction of left turn lanes only at full access median openings, which are utilized only at locations that coincide with intersecting public roads. However, in order to mitigate safety impacts and improve traffic flow along LA 42, LDOTD has agreed to incorporate left turn lanes at all median openings where a U-turn bulb-out would be located. A commercial U-turn bulb-out will be constructed at Station 201+75 approx. 1300' east of property entrance for eastbound vehicles that wish to enter the property. Similarly, a commercial U-turn bulb-out will be constructed at Station 171+00 approx. 1900' west of the property entrance for vehicles leaving the property and wishing to head eastbound.</p>
<p>Requesting a left turn from LA 42 into the entrance of their commercial nursery property. (Written comment)</p>	<p>Current LDOTD policy allows for construction of left turn lanes only at full access median openings, which are utilized only at locations that coincide with intersecting public roads. However, in order to mitigate safety impacts and improve traffic flow along LA 42, LDOTD has agreed to incorporate left turn lanes at all median openings where a U-turn bulb-out would be located. Access for westbound vehicles wishing to enter the nursery is provided by a left turn onto LA 930 and a U-turn bulb-out approximately 2300' west of the nursery's driveway. Similarly, U-turns in front of Broussard Grove Baptist Church (approx. 250' east) and left-outs from LA 930 will be permitted for vehicles leaving the nursery and wishing to head westbound.</p>
<p>Concerned with the proposed removal of one of two existing driveways which access his business (Galvez Hardware) which may result in the relocation of his propane tanks; concerned with staying in compliance with parish zoning ordinance, fire code restrictions, and insurance requirements. (Written comment)</p>	<p>The second driveway located closest to Vallee Court was removed due to safety distance requirements with the intersection. A permit for a second driveway onto Vallee Court is preferred and will require relocating the two horizontal LP tanks. The tank owner will be compensated for relocating the tanks as part of the damage assessment during the ROW acquisition phase.</p>
<p>Requesting that the left turn lane from LA 42 onto McCrory Road be moved to the Les Chenier entrance. (Written comment)</p>	<p>A left turn lane from LA 42 onto Les Chenier will be incorporated into the design of the project. The left turn lane onto McCrory Road will remain.</p>
<p>Requests access driveway to an existing billboard at Station 236+00 be included in the proposed plans. (Written comment)</p>	<p>The topographic survey does not show a driveway in this area. Also, the billboard at this location is within the required ROW and will be removed. The billboard owner will be compensated for relocating the billboard as part of the damage assessment during the ROW acquisition phase.</p>
<p>Questions if there will be a left turn signal from LA 42 westbound onto LA 929. (Verbal comment)</p>	<p>There will be a traffic signal at the intersection of LA 42 and LA 929 with a left turn lane provided for traffic turning southbound onto LA 929.</p>

ENVIRONMENTAL ASSESSMENT WITH FONSI

Comment	Response
<p>Opposes removal of any live oak tree with trunk more than 10 inches in diameter; if necessary, then requests replacement of same size tree be planted along the road as mitigation. Opposes raised curb median; prefers a striped surface median (center turn lane). States that Department safety studies need more data and are unconvincing. States that additional travel to U-turn required by raised curb median results in increased automobile emissions. Opposes concrete sidewalks/paths; states that asphalt is cheaper and more sensible, as these areas will have only minimal use by the public. (Written comment)</p>	<p>LDOTD Significant Tree Policy states that a significant tree is a Live Oak that is considered aesthetically important, 18" or greater in diameter at breast height, and having a form that separates it from the surrounding vegetation or is considered historic. Thirteen live oak trees were identified by the LDOTD Landscape Architectural staff as being significant according to the LDOTD Significant Tree Policy. The complete policy can be found in Appendix N.</p> <p>LDOTD will follow its Significant Tree Policy with regards to significant species. More information on trees identified as significant can be found in Section 4.1.18 of this EA document.</p> <p>LDOTD has adopted an Access Management Policy for the construction of new roadways. Access Management is the control of access connections on a roadway to mitigate impacts to safety performance along the route. The policy would be implemented through the use of raised medians; right-in / right-out only (i.e. no left-out turns) from residential and business driveways as well as adjacent roadways; and median openings allowing U-turns and left-in turns.</p> <p>The Ascension Parish government will be responsible for the liability and maintenance of the complete streets facilities and have elected to use concrete in lieu of asphalt. Concrete was selected by the Parish government due to savings in the long term.</p>
<p>Is not convinced of the necessity of widening LA 42 to a four-lane highway with raised center medians and a bike path / sidewalk; prefers a four-lane highway such as between LA 44 and Black Bayou Road. Feels that the few residential homes (due to commercialization) on LA 42 would not benefit from a bicycle path or sidewalk; opposes the additional ROW required by the inclusion of the raised median, bike path, and sidewalk; feels that ROW is not being taken equally on both sides of LA 42; concerned with potential loss of significant live oak trees in front yard. Included an article about tree loss on Staring Lane Widening Project. Does not support any plan which includes unnecessary features. (Written comment)</p>	<p>DOTD's Complete Streets Policy is proposed to be implemented through the construction of sidewalks and a shared-use bicycle/pedestrian path. Exceptions for not accommodating bicyclists, pedestrians, and transit users in accordance with this policy will require approval of the LDOTD Chief Engineer. See Section 3.2.2.</p> <p>The Build Alternative calls for the taking of ROW equally from both sides of LA 42 from US 61 to Ronald Road. Approximately 8 feet more is taken from the south side of LA 42 from Ronald Road to just east of LA 44 in order to account for the 10-foot bicycle/pedestrian shared use path.</p> <p>The project is being designed along the existing horizontal alignment; therefore, the land needed for the roadway widening is the same on each side. It was determined to place the shared use path on the south side of LA 42 due to the following:</p> <ol style="list-style-type: none"> 1. Avoided gravesites on the north side of the roadway. 2. Minimized impacts to the electric substation on the north side of LA 42. 3. Ronald Road connects to LA 73 and provides a more logical terminus for the shared use path. <p>The six live oaks located from Station 147+00 to Station 148+00 are outside the required ROW and are far enough outside the limits of construction to not require additional protection. The live oak located at Station 145+00 is outside of the required ROW but close enough to the limits of construction to warrant tree protection measures. Drainage work associated the road project would impact a significant portion of the roots within the critical protection zone (CPZ). If it is determined the required pipe cannot be bored at a depth sufficient to preserve the root systems (>48") or that option is not feasible due to budget restraints, than a pay item for mechanical root pruning and tree protection must be added to the summary of itemizes quantities. In any case, a note in the plan and profiles sheets at this location must refer the tree to the tree protection detail LD-02 and the associated specifications (Appendix N).</p> <p>The Staring Lane Widening project located in East Baton Parish is not a part of this project. Article noted.</p>
<p>General comment disapproving of the project. (Verbal comment)</p>	<p>Comment noted.</p>

Comment	Response
<p>No sold on the necessity of bike or walking path; does agree that LA 42 needs to be widened; concerned about trash being thrown into yard; concerned about the six very large live oak trees in his front yard being killed; if trimming to his trees is required, requests to be present; questions why an 18-foot wide raised median is necessary and not 6 to 8 feet. (Written comment)</p>	<p>DOTD's Complete Streets Policy is proposed to be implemented through the construction of sidewalks and a shared-use bicycle/pedestrian path. Exceptions for not accommodating bicyclists, pedestrians, and transit users in accordance with this policy will require approval of the LDOTD Chief Engineer. See Section 3.2.2.</p> <p>The six live oaks located from Station 147+00 to Station 148+00 are outside the required ROW and are far enough outside the limits of construction to not require additional protection. The live oak located at Station 145+00 is outside of the required ROW but close enough to the limits of construction to warrant tree protection measures. Drainage work associated the road project would impact a significant portion of the roots within the critical protection zone (CPZ). If it is determined the required pipe cannot be bored at a depth sufficient to preserve the root systems (>48") or that option is not feasible due to budget restraints, than a pay item for mechanical root pruning and tree protection must be added to the summary of itemizes quantities. In any case, a note in the plan and profiles sheets at this location must refer the tree to the tree protection detail LD-02 and the associated specifications (Appendix N).</p> <p>The stakeholders and local government will be informed by the LDOTD District or the LDOTD contractor three (3) days prior to cutting, trimming, or removing a significant tree.</p> <p>The original 30-foot median width has reduced to 18 feet to minimize impacts and relocations; 18' is the minimum width needed to accommodate left turn bays. If the median width was reduced further, the roadway would have to be widened for each turn lane.</p>
<p>Expressed noise, security, and safety concerns due to the proposed removal of an existing earthen berm along LA 42 at Rue Village subdivision; requests a concrete wall be constructed as a replacement; requests that the shared-use path begin after the subdivision, using the money saved to build the concrete wall. (Written comment)</p>	<p>The berm located at Rue Village was modeled. The current conditions were modeled with and without the berm. The results of the Noise Analysis on the berm are located in Appendix P. The model shows that the berm provides between 0.5 and 2.6 dBA of noise reduction. A noise difference (increase or decrease) of 3 dBA is barely perceptible. Furthermore, because of the intersection of LA 42 and Ronald Road to the west and the driveways connecting to LA 42 to the east, any noise barrier would not be long enough to be effective. Noise abatement measures were not found to be reasonable or feasible.</p> <p>Possible options for this request can and will be addressed during the ROW negotiation process.</p>
<p>Requests that a berm or fence be constructed at Rue Village subdivision to prevent cross traffic and pedestrian traffic. (Written comment)</p>	<p>The berm located at Rue Village was modeled. The current conditions were modeled with and without the berm. The results of the Noise Analysis on the berm are located in Appendix P. The model shows that the berm provides between 0.5 and 2.6 dBA of noise reduction. A noise difference (increase or decrease) of 3 dBA is barely perceptible. Furthermore, because of the intersection of LA 42 and Ronald Road to the west and the driveways connecting to LA 42 to the east, any noise barrier would not be long enough to be effective. Noise abatement measures were not found to be reasonable or feasible.</p> <p>Possible options for this request can and will be addressed during the ROW negotiation process.</p>
<p>Concerned about removal of an existing earthen berm and pampas grass at Village at Willow Lake, an age-qualified subdivision; concerned about safety, privacy, noise, and pedestrian traffic coming into the subdivision; requests that a fence or sound barrier be installed. Concerned about opening north end of subdivision to public access. (Written and verbal comment)</p>	<p>The berm located at Rue Village was modeled. The current conditions were modeled with and without the berm. The results of the Noise Analysis on the berm are located in Appendix P. The model shows that the berm provides between 0.5 and 2.6 dBA of noise reduction. A noise difference (increase or decrease) of 3 dBA is barely perceptible. Furthermore, because of the intersection of LA 42 and Ronald Road to the west and the driveways connecting to LA 42 to the east, any noise barrier would not be long enough to be effective. Noise abatement measures were not found to be reasonable or feasible.</p> <p>Possible options for this request can and will be addressed during the ROW negotiation process.</p> <p>No additional entrance is being proposed as part of this project.</p>

ENVIRONMENTAL ASSESSMENT WITH FONSI

Comment	Response
<p>Requests the construction of a sound wall at Village at Willow Lakes Subdivision to reduce traffic noise. (Written comment)</p>	<p>The berm located at Rue Village was modeled. The current conditions were modeled with and without the berm. The results of the Noise Analysis on the berm are located in Appendix P. The model shows that the berm provides between 0.5 and 2.6 dBA of noise reduction. A noise difference (increase or decrease) of 3 dBA is barely perceptible. Furthermore, because of the intersection of LA 42 and Ronald Road to the west and the driveways connecting to LA 42 to the east, any noise barrier would not be long enough to be effective. Noise abatement measures were not found to be reasonable or feasible.</p> <p>Possible options for this request can and will be addressed during the ROW negotiation process.</p>
<p>Identified the address for Bon Lieu Church of God as 40008 Hwy 42; concerned with the amount of ROW required from the church and is opposed to moving the church from this location. Feels that the project is too expansive with extra sidewalks on each side; agrees with the U-turn lanes, but questions the area allowed for acceleration back onto LA 42. (Written comment)</p>	<p>The address for the potential relocation (formerly 40004 Hwy 42) listed in the Draft EA has been corrected to 40115 Hwy 42 in this EA document.</p> <p>ROW acquisition will be carried out in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Relocation Act) and DOTD's Acquisition of Right-of-Way and Relocation Assistance Program.</p> <p>DOTD's Complete Streets Policy is proposed to be implemented through the construction of sidewalks and a shared-use bicycle/pedestrian path. Exceptions for not accommodating bicyclists, pedestrians, and transit users in accordance with this policy will require approval of the LDOTD Chief Engineer. See Section 3.2.2.</p> <p>Bulb-outs are not designed as acceleration lanes. Their purpose is to provide the minimum turning radius for WB-67 vehicles to execute a U-turn.</p>
<p>Fully supports the project; however, prefers to be relocated from the corner of LA 42 and Chenier Drive. Concerned with safety of child, increased noise levels, access to LA 42 from driveway, loss of boat storage area, parking of personal vehicles, and resale value due to the proximity of the required ROW; enclosed photos of recent auto accident. (Written comment)</p>	<p>Due to proximity to the required ROW, this home in The Reserve subdivision is being considered as an anticipated relocation.</p>
<p>Concerned about the removal of the berm along LA 42 at the Rue Village subdivision; requests that the sound and noise be mitigated when berm removed. Concerned about opening north end of subdivision to public access. (Verbal comment)</p>	<p>The berm located at Rue Village was modeled. The current conditions were modeled with and without the berm. The results of the Noise Analysis on the berm are located in Appendix P. The model shows that the berm provides between 0.5 and 2.6 dBA of noise reduction. A noise difference (increase or decrease) of 3 dBA is barely perceptible. Furthermore, because of the intersection of LA 42 and Ronald Road to the west and the driveways connecting to LA 42 to the east, any noise barrier would not be long enough to be effective. Noise abatement measures were not found to be reasonable or feasible.</p> <p>Possible options for this request can and will be addressed during the ROW negotiation process.</p> <p>No additional entrance is being proposed as part of this project.</p>
<p>Concerned about opening north end of Rue Village subdivision to public access; requests that security of one entrance and one exit be maintained. Concerned about the removal of the existing sound barrier. (Verbal comment)</p>	<p>The berm located at Rue Village was modeled. The current conditions were modeled with and without the berm. The results of the Noise Analysis on the berm are located in Appendix P. The model shows that the berm provides between 0.5 and 2.6 dBA of noise reduction. A noise difference (increase or decrease) of 3 dBA is barely perceptible. Furthermore, because of the intersection of LA 42 and Ronald Road to the west and the driveways connecting to LA 42 to the east, any noise barrier would not be long enough to be effective. Noise abatement measures were not found to be reasonable or feasible.</p> <p>No additional entrance is being proposed as part of this project.</p>

Comment	Response
<p>Concerned about the removal of the existing berm at the end of Rue Village subdivision. Concerned about opening north end of subdivision to public access; requests sound barrier or large fence be installed. (Verbal comment)</p>	<p>The berm located at Rue Village was modeled. The current conditions were modeled with and without the berm. The results of the Noise Analysis on the berm are located in Appendix P. The model shows that the berm provides between 0.5 and 2.6 dBA of noise reduction. A noise difference (increase or decrease) of 3 dBA is barely perceptible. Furthermore, because of the intersection of LA 42 and Ronald Road to the west and the driveways connecting to LA 42 to the east, any noise barrier would not be long enough to be effective. Noise abatement measures were not found to be reasonable or feasible.</p> <p>Possible options for this request can and will be addressed during the ROW negotiation process.</p> <p>No additional entrance is being proposed as part of this project.</p>
<p>Concerned with sidewalk being so close to the front of her house and litter from pedestrians; requests the sidewalk be placed on other side of LA 42 where there are no houses. (Verbal comment)</p>	<p>DOTD's Complete Streets Policy is proposed to be implemented through the construction of sidewalks and a shared-use bicycle/pedestrian path. Exceptions for not accommodating bicyclists, pedestrians, and transit users in accordance with this policy will require approval of the LDOTD Chief Engineer. See Section 3.2.2.</p> <p>The Build Alternative calls for the taking of ROW equally from both sides of LA 42 from US 61 to Ronald Road. Approximately 8 feet more is taken from the south side of LA 42 from Ronald Road to just east of LA 44 in order to account for the 10-foot bicycle/pedestrian shared use path.</p> <p>The project is being designed along the existing horizontal alignment; therefore, the land needed for the roadway widening is the same on each side. It was determined to place the shared use path on the south side of LA 42 due to the following:</p> <ol style="list-style-type: none"> 1. Avoided gravesites on the north side of the roadway. 2. Minimized impacts to the electric substation on the north side of LA 42. 3. Ronald Road connects to LA 73 and provides a more logical terminus for the shared use path.
<p>Concerned with removal of one of two driveways at Prairieville Animal Hospital; multiple 18-wheelers deliver supplies daily which requires a second driveway access. (Verbal comment)</p>	<p>In keeping with LDOTD Access Management Policy, redundant driveways are proposed to be eliminated. For safety reasons, the driveway closest to the carwash driveway was selected to be removed. If the owner prefers, a larger commercial driveway can be provided to better accommodate larger vehicles.</p>
<p>Concerned with taking property only from one side of LA 42; approves of no open ditches and sidewalks / shared-use path. (Verbal comment)</p>	<p>The Build Alternative calls for the taking of ROW equally from both sides of LA 42 from US 61 to Ronald Road. Approximately 8 feet more is taken from the south side of LA 42 from Ronald Road to just east of LA 44 in order to account for the 10-foot bicycle/pedestrian shared use path.</p> <p>Comment noted.</p>
<p>Requests a left turn out from his property onto LA 42 to go eastbound towards Port Vincent; concerned that he will be unable to perform a U-turn while pulling an 18-foot trailer. (Verbal comment)</p>	<p>LDOTD has adopted an Access Management Policy which controls the location, spacing, design, and operation of driveways, median openings, and street connections of roadways in order to improve safety. The policy would be implemented through the use of raised medians; right-in / right-out only (i.e. no left-out turns) from residential and business driveways as well as adjacent roadways; and median openings allowing U-turns and left-in turns.</p> <p>Five median openings to the west of LA 929 (Stations 123+50, 153+00, 163+50, 171+00, and 201+50) will be designed to accommodate a tractor-trailer with a maximum wheelbase (WB) of 67 feet and provide the necessary turn radius to allow vehicles to make U-turns.</p>

6. Comparison and Selection of the Build Alternative

A comparison of quantifiable project impacts is provided in Table 6.1, offering a basis for discussion and selection of the build alternative.

Table 6.1 Comparison of Impacts by Alternative

Evaluation Measure	Units	No Action	Build
Relocation Impacts			
Residential Relocations	Each	0	5
Commercial Relocations	Each	0	7
Community Relocations	Each	0	0
Vacant/Unused Structures	Each	0	2
Other Relocations	Each	0	0
Frontage Impacts			
Residential Properties	Each	0	98
Commercial Properties	Each	0	70
Community Properties	Each	0	2
Potential Environmental Risk Sites			
Underground Storage Tanks with Known Owner	Each	0	0
HREC with Known Owner	Each	0	1
Inactive without Known Owner	Each	0	2
Oil and Gas Wells	Each	0	0
Dipping Vat	Each	0	1
Natural Environment			
Wetlands	Acres	0	0.533
Other Waters of the US	Acres	0	0.105
Scenic Streams	Each	0	0
Stream Crossings	Each	0	1
Sole Source Aquifer Impacts	Acres	0	0
Protected Species	Each	0	0
Prime and Unique Farmland	Acres	0	0
Coastal Resources and Essential Fish Habitat	Each	NA	NA
Cultural Resources			
Properties Eligible for or Listed on NRHP	Each	0	1
Properties Not Eligible for NRHP	Each	0	2
Section 6(f) Properties	Each	0	1
Noise			
Category B Receptors Impacted in 2035	Each	46	58
Category C Receptors Impacted in 2035	Each	3	4

HREC Historical Recognized Environmental Condition
 NA Not Applicable

NRHP National Register of Historic Places
 TBD To Be Determined

An opinion of estimated costs was compiled for the Build Alternative and the values are detailed in Table 6.2. The estimates include construction costs, ROW acquisition and relocation costs, and utility relocation costs.

Table 6.2 Estimated Costs of Build Alternative

	Build Alternative
Construction Costs	\$30,593,177
Right-of-Way and Relocation Costs	\$11,100,000
Utility Relocation Cost	\$ 2,600,000
Total	\$44,293,177

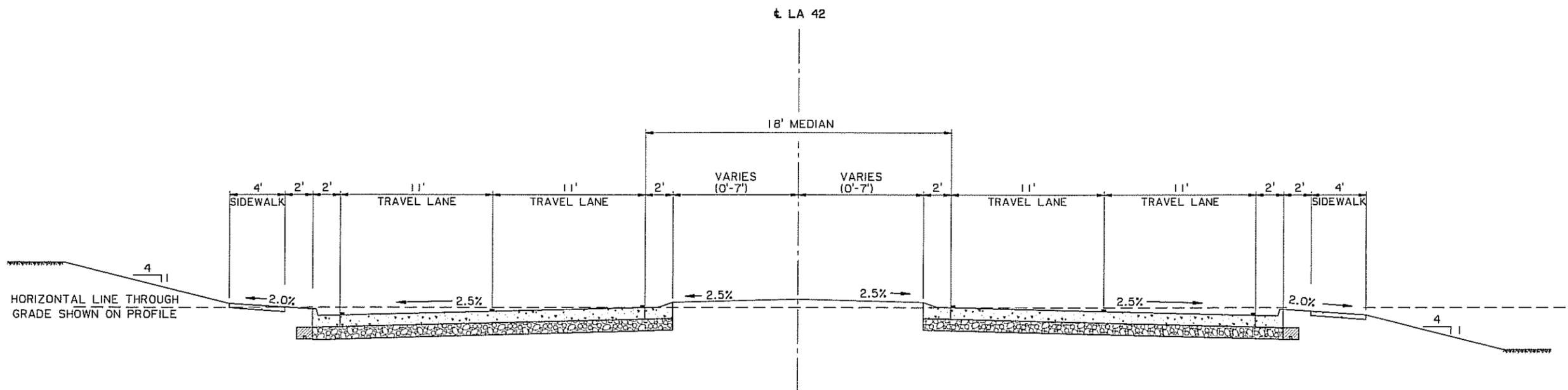
Appendix A

Plates

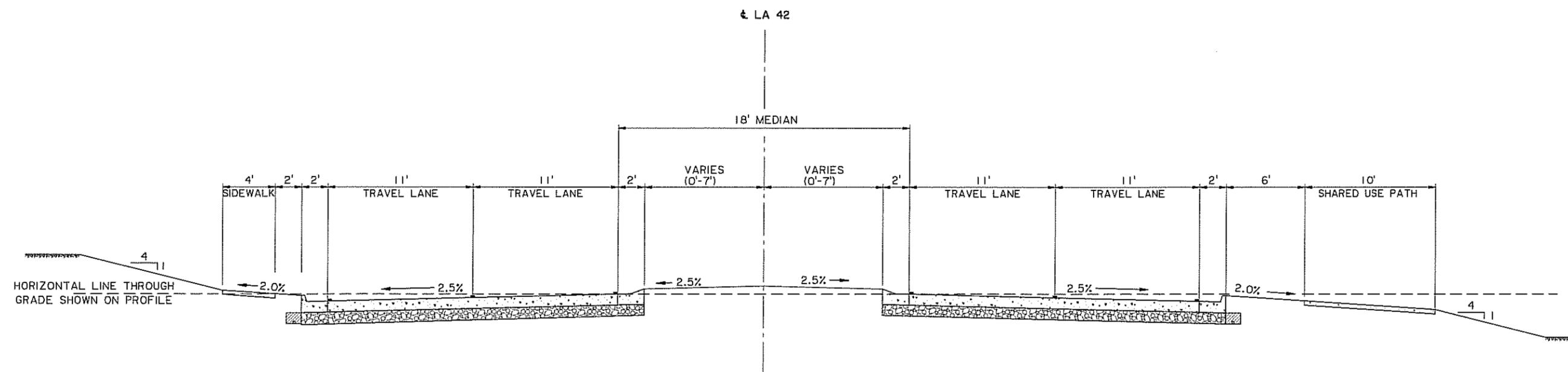
Aerial Plates with
Plan & Profile sheets
superimposed are
located on the main
page of the LA 42
Project website in the
Proposed Layout
section.

Appendix B

Typical Cross Sections

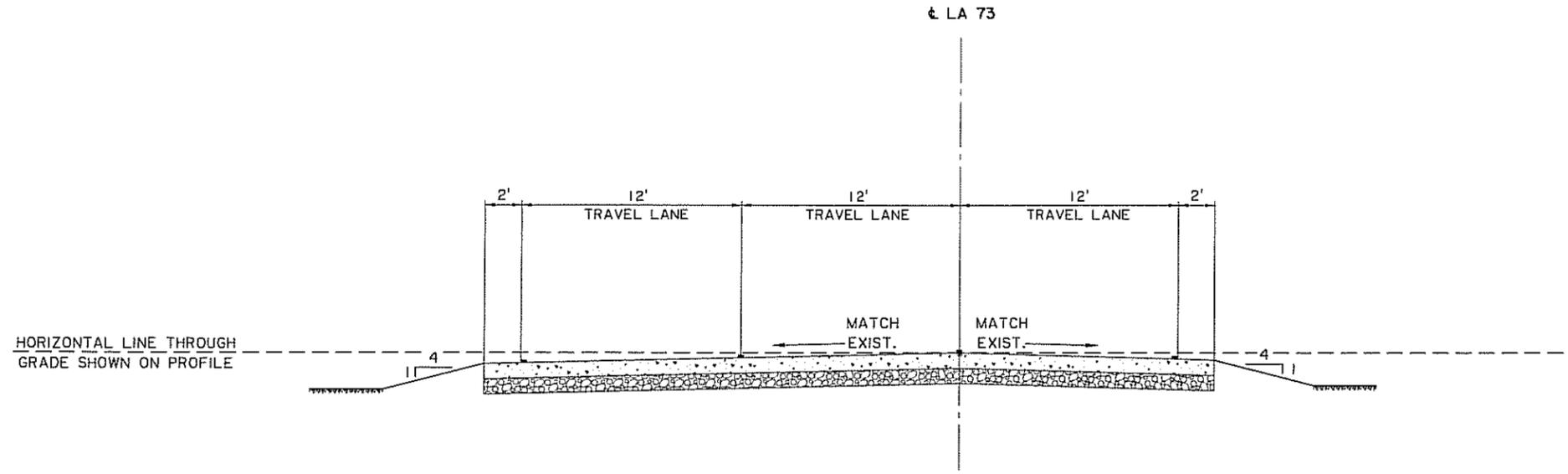


TYPICAL FINISHED SECTION (N.T.S.)
 APPLIES STA. 120+00.00 TO 121+12.72

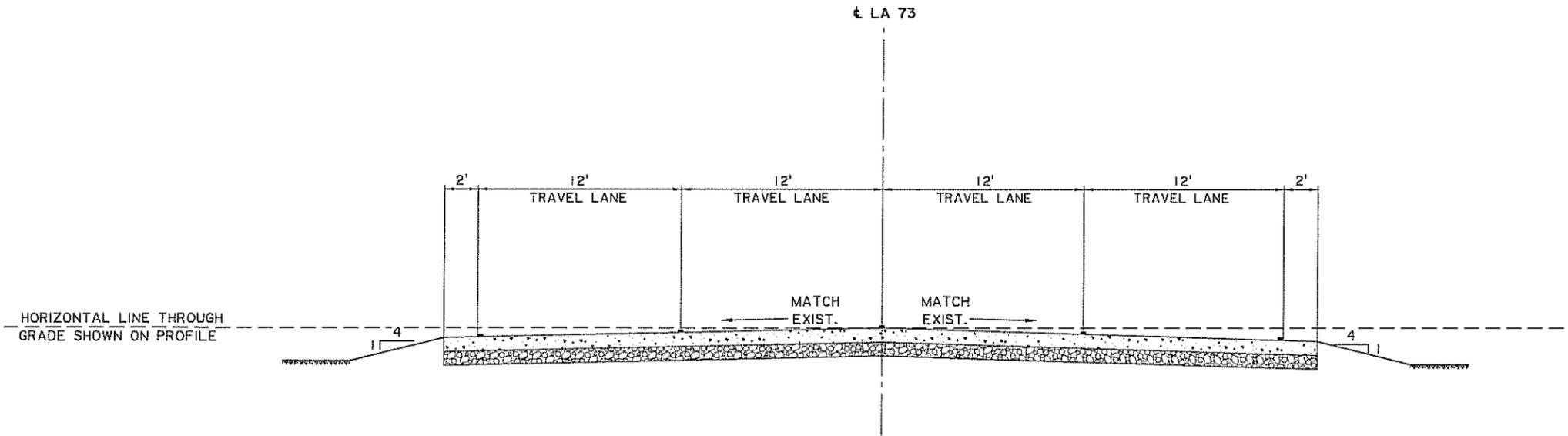


TYPICAL FINISHED SECTION (N.T.S.)
 APPLIES STA. 121+12.72 TO STA. 290+47.67

SHEET NUMBER		ASCENSION	
DESIGNED	J. TISDALE	PARISH	ASCENSION
CHECKED	J. LACOMBE	FEDERAL PROJECT	
DATE	JAN. 2011	STATE PROJECT	260-01-0026
SHEET	2 OF 6		
NO.		REVISION DESCRIPTION	
DATE			
 PROPOSED TYPICAL SECTIONS LA 42 WIDENING & IMPROVEMENTS			
 ROAD DESIGN			

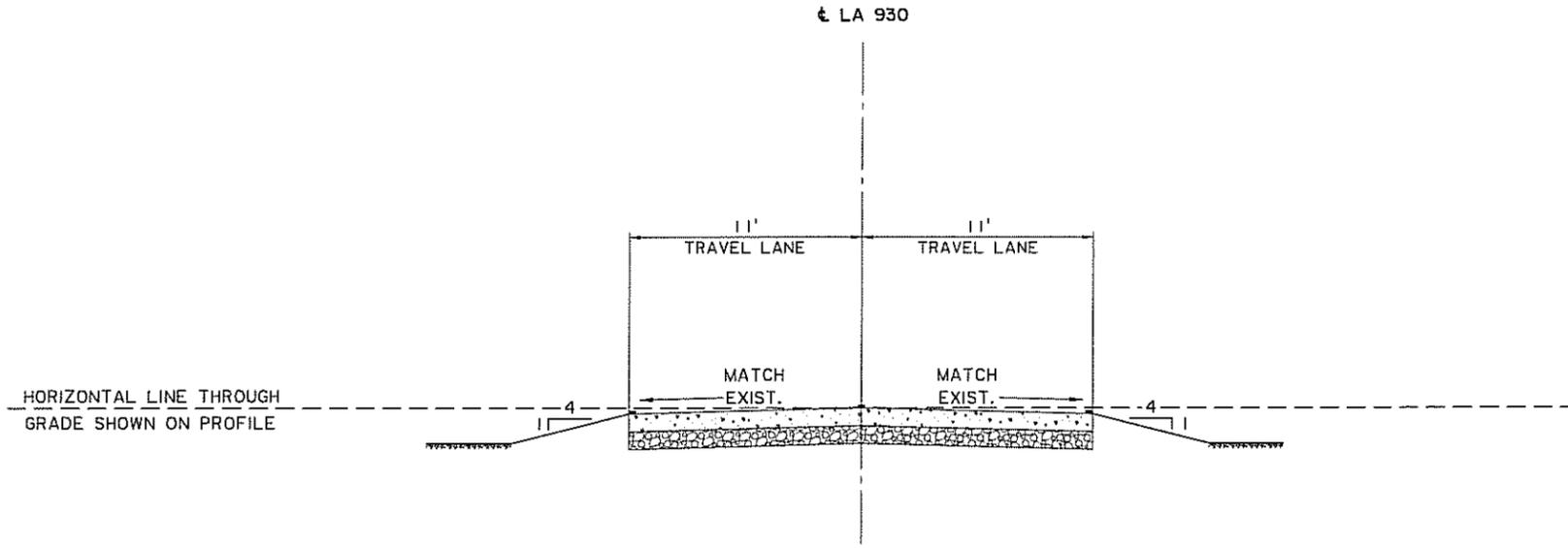


TYPICAL FINISHED SECTION (N.T.S.)
 APPLIES STA. 50+22.37 TO STA. 51+52.75

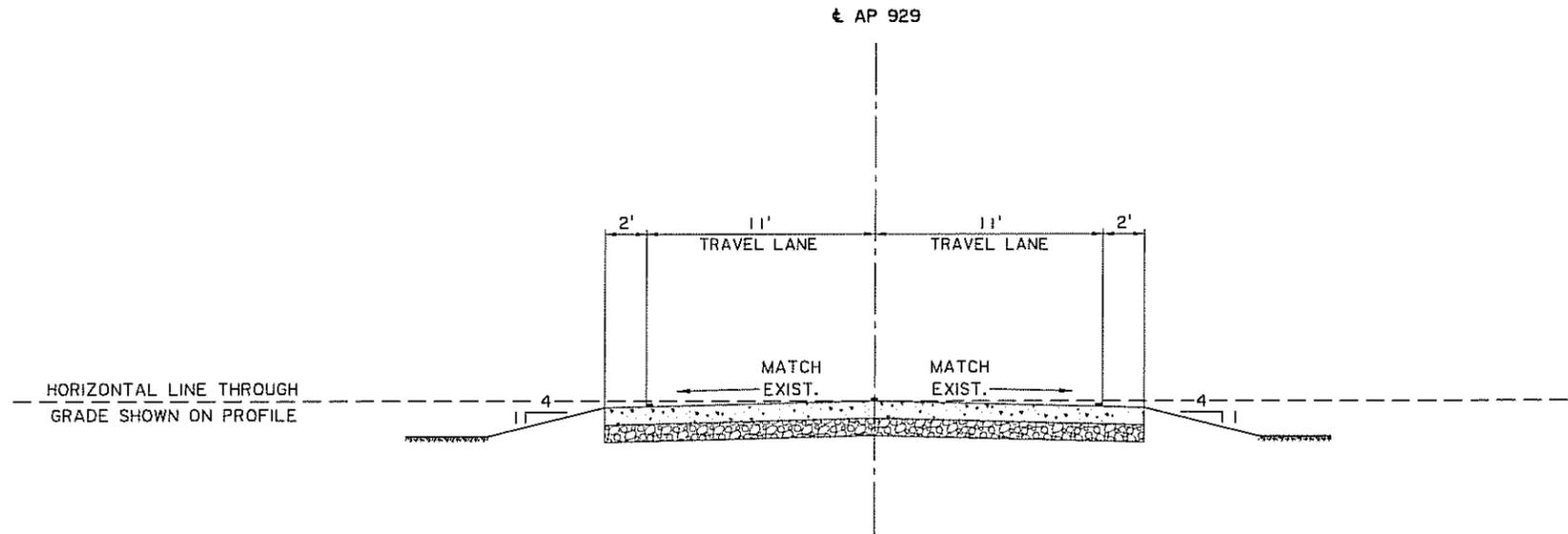


TYPICAL FINISHED SECTION (N.T.S.)
 APPLIES STA. 48+00.00 TO STA. 49+59.58

SHEET NUMBER		ASCENSION	
DESIGNED	J. TISDALE	FEDERAL PROJECT	260-01-0026
CHECKED	J. LACOMBE	STATE PROJECT	
DATE	JAN. 2011	SHEET	4 OF 6
REVISION DESCRIPTION			
NO.		DATE	
		PROPOSED TYPICAL SECTIONS LA 42 WIDENING & IMPROVEMENTS	
		ROAD DESIGN	

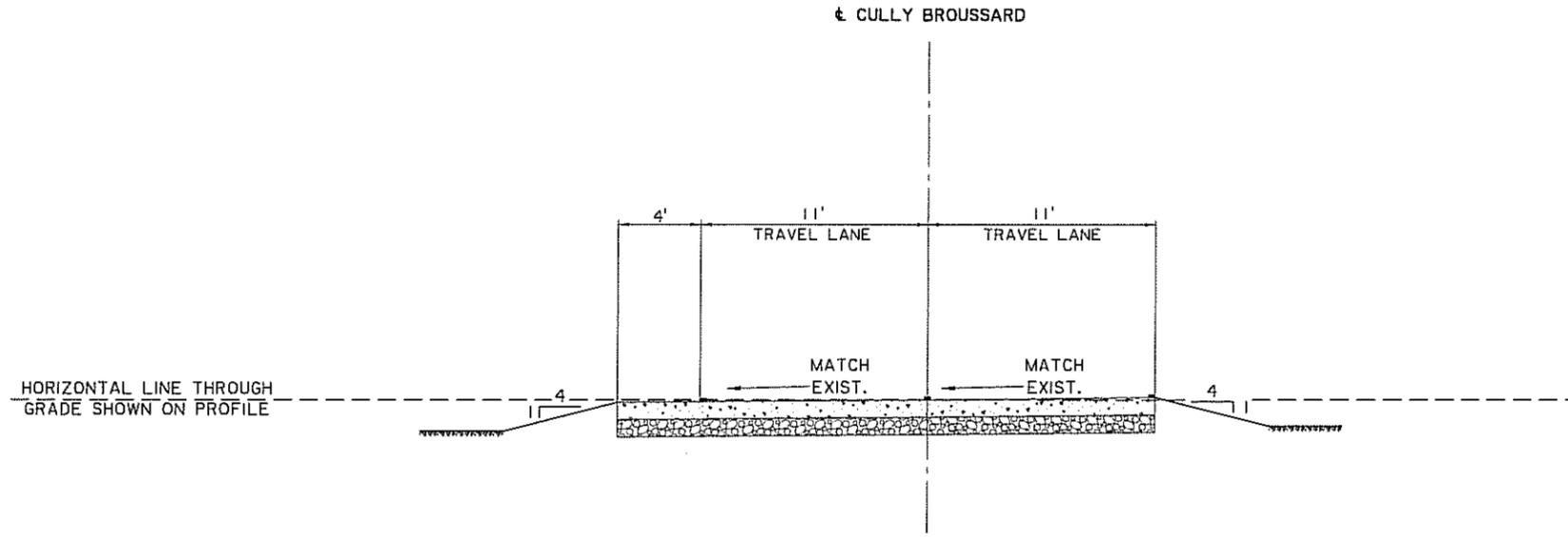


TYPICAL FINISHED SECTION (N.T.S.)
APPLIES STA. 290+25.00 TO STA. 292+12.48

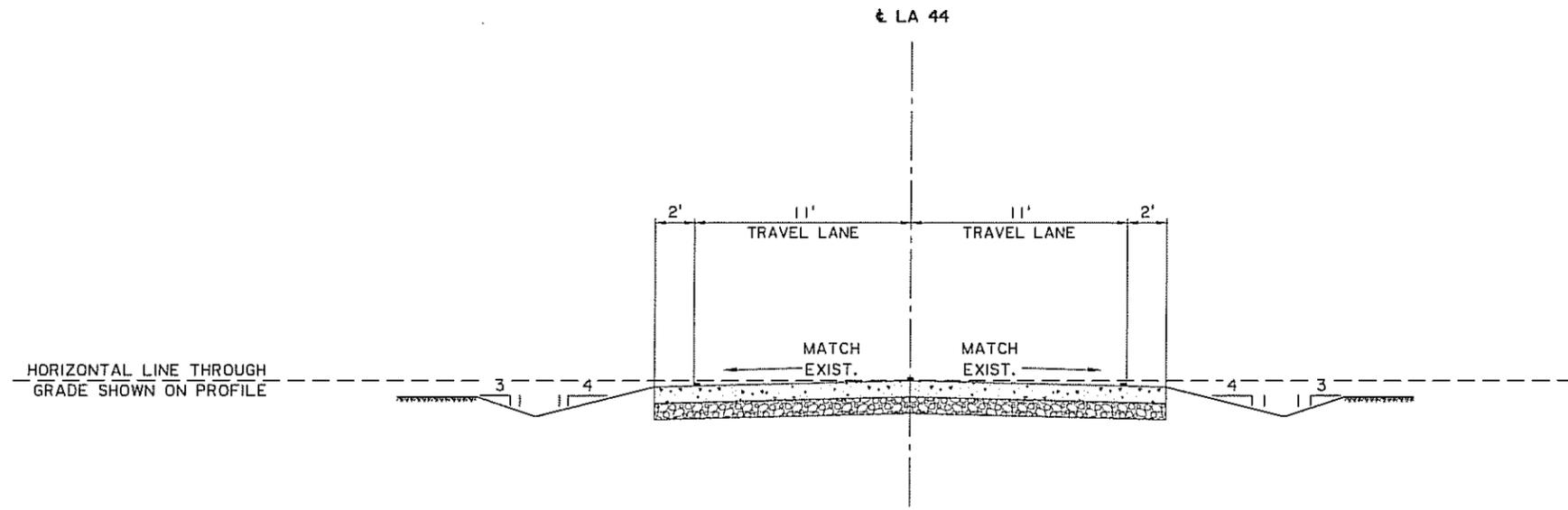


TYPICAL FINISHED SECTION (N.T.S.)
APPLIES STA. 47+00.00 TO STA. 49+68.70

SHEET NUMBER		PARISH	ASCENSION	FEDERAL PROJECT	
DESIGNED	J. TISDALE	CHECKED	J. LACOMBE	DATE	JAN. 2011
REVISION DESCRIPTION		DATE	BY	SHEET	5 OF 6
TID.		DATE		PROJECT	260-01-0026
PROPOSED	TYPICAL SECTIONS				
	LA 42 WIDENING & IMPROVEMENTS				
ROAD DESIGN					



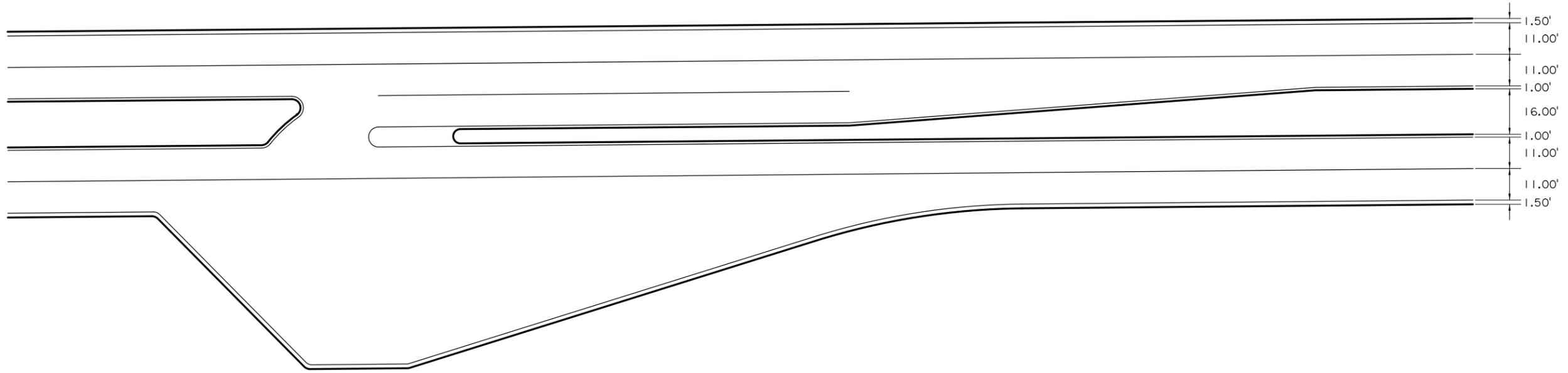
TYPICAL FINISHED SECTION (N.T.S.)
APPLIES STA. 50+31.00 TO STA. 51+37.35



TYPICAL FINISHED SECTION (N.T.S.)
APPLIES STA. 42+31.96 TO STA. 49+68.40

SHEET NUMBER		PARISH	ASCENSION	GENERAL PROJECT	STATE PROJECT
DESIGNED	J. TISDALE	CHECKED	J. TISDALE	DATE	JAN. 2011
REVISION	NO.	DESCRIPTION	BY	DATE	SHEET
6	OF	6	6	6	6
PROPOSED TYPICAL SECTIONS LA 42 WIDENING & IMPROVEMENTS					
ROAD DESIGN					

U-TURN LAYOUT



LEGEND

- FACE OF CURB
- EDGE OF TRAVEL LANE

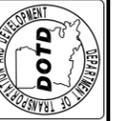
PRELIMINARY PLANS

<p>PRELIMINARY NOT TO BE USED FOR CONSTRUCTION, BIDDING, RECORDATION, CONVEYANCE, SALES OR AS THE BASIS FOR THE ISSUANCE OF A PERMIT.</p>	<p>Louisiana Department of Transportation and Development</p>
	<p>ENGINEER: JARED RAY LICENSE #: 35611 DATE: FEBRUARY 2011</p>

DESIGNED	J. RAY	PARISH	ASCENSION	SHEET NUMBER	I
CHECKED	J. RAY	FEDERAL PROJECT			
DATE	FEB. 2011	STATE PROJECT	260-01-0026		
REVISION DESCRIPTION					
NO.					
DATE					
BY					



U-TURN DEMO LAYOUT
 L.A. 42 WIDENING & IMPROVEMENTS



ROAD DESIGN

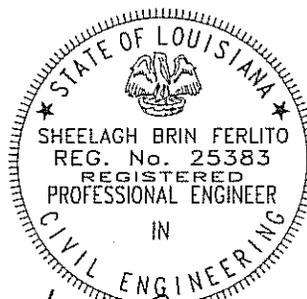
Appendix C

Traffic Study

**Improvements to LA 42
Stage 0 Feasibility and Environmental Inventory
Traffic Study
Ascension Parish, Louisiana**

**State Project No. 700-03-0120
F.A.P. No. DE-4906 (500)**

For



Sheelagh Brin Ferlito
5-21-07

May 2007

1.0 Traffic Study

1.1 Introduction/Overview

1.1.1 Project Purpose

This project is proposed by the Louisiana Department of Transportation and Development (DOTD) in cooperation with the Federal Highway Administration (FHWA) and will be developed in coordination with federal and state resource agencies. The purpose of this project is to develop a preliminary description of the transportation problems and needs for LA 42 between U.S. 61 and LA 44.

1.1.2 Project Background

The portion of the LA 42 corridor to be upgraded extends between U.S. 61 (Airline Highway) and LA 44 in Ascension Parish. **Exhibit T-1** shows the study limits and the nine intersections evaluated as part of this study. A previous feasibility study and environmental inventory document entitled "LA Hwy. 42 Widening and Extension Study", dated September 1998, was reviewed as part of this study. This study was performed to evaluate the feasibility of upgrading LA 42 to a five lane urban arterial roadway. In addition, this study evaluated the extension of LA 42 from U.S. 61 to a potential new interchange at I-10 through various alternate corridors.

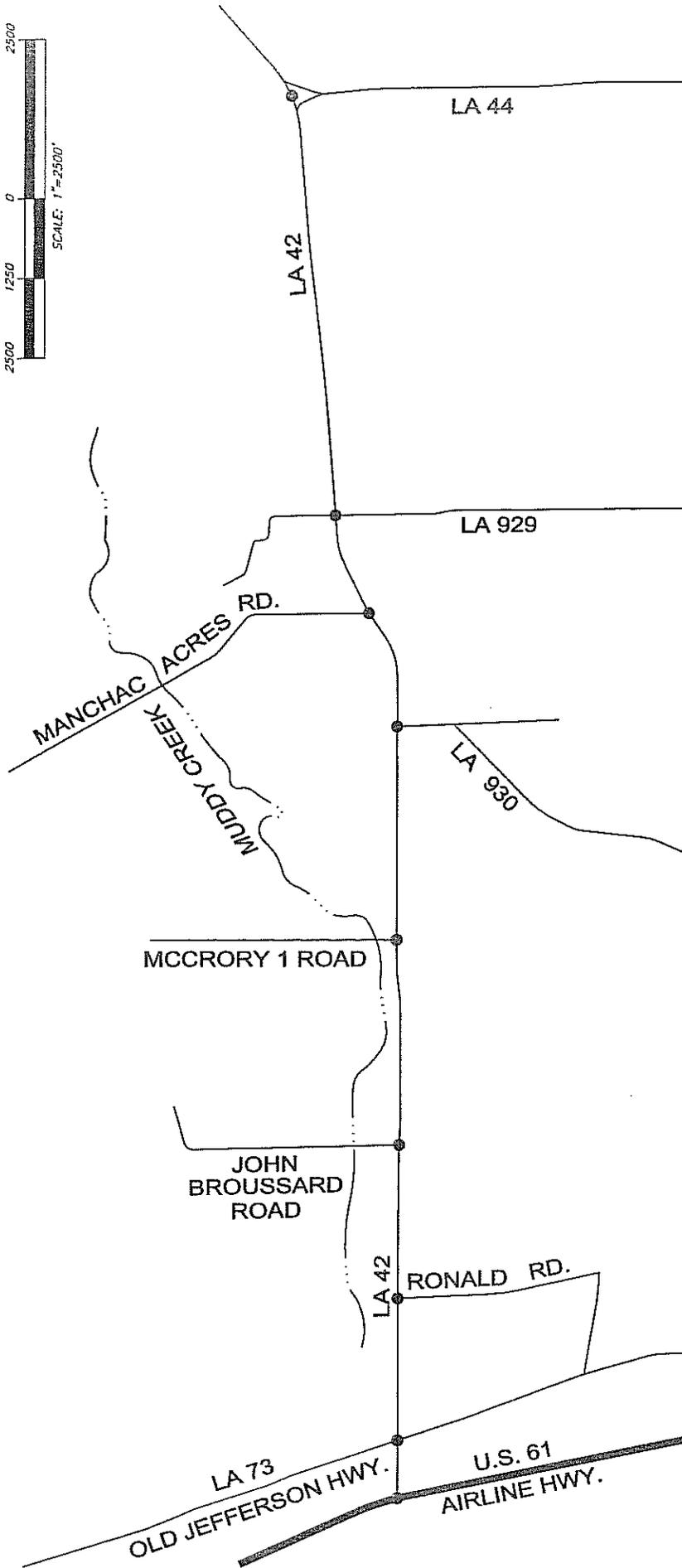
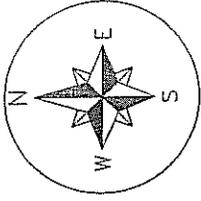
1.1.3 Study Purpose

The purpose of this *Traffic Study* is to supplement the *LA 42 Stage "0" Feasibility Study and Environmental Inventory*. The Traffic Study documents existing traffic conditions and assesses future transportation impacts associated with upgrading LA 42. This report analyzes nine (9) intersections and five (5) roadway segments associated along LA 42 within the study area.

1.1.4 Study Area

The study area includes a 3.2 mile segment of the LA 42 corridor between U.S. 61 (Airline Highway) and LA 44 in Ascension Parish. **Exhibit T-1** shows the study limits and the nine (9) intersections evaluated as part of this study.

VICINITY MAP
PRAIRIEVILLE, LOUISIANA



● - INTERSECTIONS EVALUATED

LA 42 STAGE 0 FEASIBILITY TRAFFIC STUDY
U.S. 61 TO LA 44
EXHIBIT T-1

The focus of this study involves an analysis of existing and future conditions at nine (9) intersections along LA 42. These intersections and their respective traffic control are as follows:

- | | |
|-----------------------|--------------|
| • U.S. 61 | Signalized |
| • LA 73 | Signalized |
| • Ronald Road | Unsignalized |
| • John Broussard Road | Unsignalized |
| • McCrory 1 | Unsignalized |
| • LA 930 | Unsignalized |
| • Manchac Acres Road | Unsignalized |
| • LA 929 | Signalized |
| • LA 44 | Signalized |

1.1.5 Scope of Work

The scope of work conducted as part of this study included an identification of base year (2006) and design year (2030) corridor and intersection volumes. Also included within the scope were intersection and roadway capacity analyses. Finally, Level of Service (LOS) determinations were performed. The following data were collected to successfully perform these tasks:

- Existing and projected average daily traffic (ADT)
- Existing and projected peak hour turning movement counts
- Traffic Signal Inventory (TSI) records
- Field inventories and observations
- TRANPLAN model network and data files

The aforementioned tasks were conducted for the corridor as a whole. In addition site visits were made to confirm intersection geometry, travel characteristics, safety and access. The interaction between roadway design and traffic related issues were necessary in order to develop recommended intersection geometry for the nine previously listed intersections.

Twenty-four (24) hour forecast volumes were developed using the Ascension Parish Travel Demand Model which is a TransCad software model provided by LADOTD.

Neel-Schaffer, Inc. collected existing 2006 traffic volume data for each of the nine (9) intersections and five (5) roadway segments. The 2010 and 2030 year roadway and intersection volume projections were estimated using the Ascension Parish Travel Demand Model.

1.1.6 Study Analysis Period

For planning purposes, it is anticipated construction of LA 42 will be completed by the year 2010. The design year for a roadway facility is generally defined as 20 years from the date of construction completion which would establish 2030 as the design year for this project. The traffic analysis for the entire corridor was based on this 2030 design year. All analyses presented in this report are based on the (PM) peak hour.

1.2 Facility Conditions

1.2.1 Existing Conditions

1.2.1.1 Physical Features

LA 42 is a four-lane roadway with 11 foot lanes between U.S. 61 and LA 73. LA 42 narrows down to a two lane roadway with 11 foot lanes east of LA 73 and continues as a two lane roadway to LA 44. According to LADOTD Summary Log dated 2001, this segment of LA 42 is classified as a rural major collector.

Within the study limits of LA 42, the current Average Daily Traffic (ADT) volumes range from 20,440 near U.S. 61 to 9,950 near LA 44.

Classification counts along LA 42 indicate that the ADT is composed of approximately 7% heavy vehicles.

The posted speed limit on LA 42 is 45 miles per hour (MPH).

Within the project limits, there are four signalized intersections. These traffic signals operate as fully actuated. The other five key intersections are controlled by side street stop signs.

1.2.2 Proposed Facilities

Five concepts were evaluated as part of this study. They are as follows:

- Concept A-1: Improve intersections only. Maintain the existing two-lane, bi-directional roadway facility, and expand intersection capacity by adding turning lanes at existing intersections that warrant improvement.;
- Concept A-2: Improve intersections and widen the existing 2-lane roadway to a 3-lane roadway with open drainage ditches. Add a continuous center turn lane to the existing two-lane, bi-directional roadway facility with adjacent roadside drainage ditches, and expand intersection capacity by adding turning lanes at existing intersections that warrant improvement.;
- Concept A-3: Improve intersections and widen the existing 2-lane roadway to a 3-lane roadway with subsurface drainage. Add a continuous center turn lane to the existing two-lane, bi-directional roadway facility with subsurface drainage, and expand intersection capacity by adding turning lanes at existing intersections that warrant improvement.;
- Concept A-4: Improve intersections and widen the existing 2-lane roadway to a 5-lane roadway with subsurface drainage. Improve the existing roadway facility to a four-lane facility with a continuous center turn lane with subsurface drainage, and expand intersection capacity by adding turning lanes at existing intersections that warrant improvement.; and
- Concept A-5: Improve intersections and widen the existing 2-lane roadway to a 4-lane divided roadway with median breaks and with subsurface drainage. Improve the existing roadway facility to a four-lane facility with a divided raised center median, install subsurface drainage, and expand intersection capacity by adding turning lanes at existing intersections that warrant improvement.

Due to similar intersection configurations and traffic volumes, traffic analyses for Concepts A-1 thru A-3 were evaluated as similar concepts. Concepts A-4 and A-5 were also evaluated as similar concepts due to similar intersection configurations and traffic volumes.

Concept A-5 differs from Concept A-4 in that a divided raised median with dedicated left turn lanes will be used in lieu of a continuous center turn lane. The divided median concept will include a median opening for U-Turns in order to minimize the number of U-Turn maneuvers at the major intersections. Various median opening types may include conventional, directional, 3-legged/4-legged, mid-block, left-turn lanes, jug handles and loons. Some of these median opening types are defined in the NCHRP Report 524.

Mid-block median openings are safer than a 3-legged/4-legged opening as mentioned in NCHRP Report 420 and should be considered for LA 42. In addition, large turning radii should be considered at the median openings to accommodate large trucks. Median widths shown in Exhibit 9-92 Minimum Designs for U-Turns (on page 711 of the AASHTO Geometric Design of

Highways and Streets) should be considered for large trucks at these median openings. However, if a maximum thirty (30) foot median width is required by LADOTD, the turning radii needed for large trucks may be accomplished by having a flare, jughandle or loon and should be considered for LA 42. In addition, left turn lanes on LA 42 at these median openings may be considered to reduce the potential for rear-end collisions between U-turn vehicles and following through vehicles if right-of-way is available.

Roadway analyses for Concepts A-1 thru A-5 were evaluated. In addition, detailed intersection analyses were performed at each of the nine (9) key intersections defined in the scope. The analyses included geometry, peak hour volumes, and traffic control measures. Based on these criteria, LOS were determined at each location.

1.3 Traffic Volumes

1.3.1 Volume Purpose

In order to identify existing roadway capacity constraints and to define future capacity requirements, an estimate of base year and design year traffic volumes was necessary. Both roadway link ADT and intersection AM and PM peak hour volumes were determined. The base year 2006 ADT link volumes are shown in Exhibit T-2.

1.3.2 Volumes Forecasting (Projection) Methodology

The Ascension Parish Travel Demand Model network and data files were obtained from LADOTD. The data files available from the Ascension Parish Travel Demand Model network were the 2004 base year model and the 2025 financially constrained year model.

With the 2004 demographic data, the TransCad model was run for the existing conditions. The model was then run with the forecast demographic data for the 2010 and 2030 No Build and Build Concepts.

2010 and 2030 No Build traffic volumes were developed based on LADOTD traffic count trends and the 2004 base year model. 2010 and 2030 Concepts A-1 thru A-3 traffic volumes were developed based on LADOTD traffic count trends and the 2004 base year model. 2010 and 2030 Concepts A-4 and A-5 traffic volumes were based on traffic volumes interpolated from the 2004 base year model and the 2025 financially constrained year model.

Based on the models, a 2 percent growth rate was calculated for forecast years 2010 and 2030 No Build and 2030 Concepts A-1 thru A-3 traffic volumes. A 3 ½ percent growth rate was calculated for forecast 2030 Concepts A-4 and A-5 traffic volumes.

These growth rates were applied to existing 2006 traffic volumes to develop 2010 and 2030 No Build volumes as well as 2010 and 2030 Build volumes for each concept.

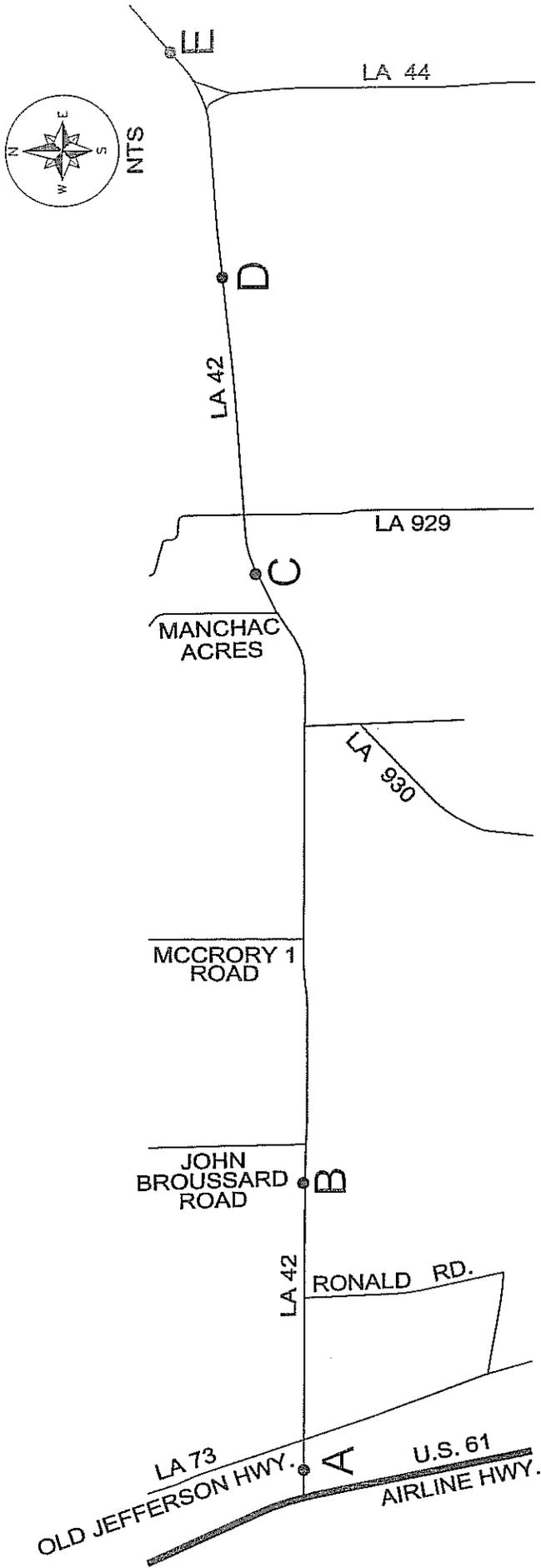
1.3.3 Average Daily Traffic (ADT)

Travel volumes for LA 42 throughout the corridor are presented in Exhibit T-2. Existing and forecast two-way average daily traffic volumes are provided for the following years and build conditions:

- 2006 (Existing)
- 2030 (No Build forecast)
- 2030 (Concepts A-1 thru A-3)
- 2030 (Concepts A-4 and A-5)

The base year ADT on LA 42 east of U.S. 61 is approximately 20,440 and is projected to surpass 33,500 by 2030 No Build as well as 2030 Concepts A-1 thru A-3. The ADT forecast for 2030 Concepts A-4 and A-5 at this location is expected to exceed 49,000. The base year ADT east of LA 44 is approximately 9,950 and is projected to exceed 16,300 in 2030 No Build as well as 2030 Concepts A-1 thru A-3. The ADT forecast for 2030 Concepts A-4 and A-5 at this location is expected to exceed 23,800.

AVERAGE DAILY TRAFFIC (ADT) VOLUMES



	A ADT	B ADT	C ADT	D ADT	E ADT
2006 NO BUILD	20,440	19,660	15,740	15,310	9,950
2030 NO BUILD	33,530	32,260	25,830	25,120	16,330
2030 CONCEPTS A-1 thru A-3	33,530	32,260	25,830	25,120	16,330
2030 CONCEPTS A-4 and A-5	49,010	47,150	37,750	36,720	23,880

LA 42 STAGE 0 FEASIBILITY TRAFFIC STUDY
 U.S. 61 TO LA 44
 EXHIBIT T-2

1.4 Roadway Segment Analysis

1.4.1 Purpose

Roadway segment analyses were conducted to evaluate existing conditions, identify operational deficiencies, and to define future facility requirements. This analysis included the identification of peak hour traffic volumes, capacity, and level of service. Various roadway segments along LA 42 were evaluated with respect to base year (2006), No Build (year 2030 without proposed improvements) and design year (2030) Build conditions.

1.4.2 Methodology

The roadway analyses conducted in fulfillment of this study included the following subtasks:

- Field observations
- Compilation of peak hour volumes
- Roadway capacity analyses

Field observations were conducted in order to collect data relevant to existing roadway, traffic and intersection control parameters. Roadway information gathered included, but is not limited to the following, lane widths, lane assignments, and posted speed limits. Volume data, vehicle composition, and directional distribution were several traffic variables analyzed. The analyses within this study analyzed the following roadway segments:

- LA 42 (Between U.S. 61 and LA 73)
- LA 42 (Between LA 73 and LA 930)
- LA 42 (Between LA 930 and LA 929)
- LA 42 (Between LA 929 and LA 44)
- LA 42 (East of LA 44)

Traffic data was collected by Neel-Schaffer, Inc. These counts were obtained to identify actual travel demand and travel patterns within the corridor. From this data, AM and PM peak hour traffic volumes were derived for the base year conditions. These counts were collected during early May of 2006, and therefore reflect school season driving conditions.

As previously mentioned, a 2 percent growth rate was utilized to calculate forecast years 2010 and 2030 No Build and 2030 Concepts A-1 thru A-3 traffic volumes. A 3 ½ percent growth rate utilized to calculate forecast 2030 Concepts A-4 and A-5 traffic volumes.

The task performed as part of the roadway segment analyses involved capacity and level of service analyses. The analyses of roadway segments were performed using the *Highway Capacity Software (HCS), Version 4.1f*. This computer program models the methodologies described in the *2000 Highway Capacity Manual Special Report*. These analyses were performed for both 2006 conditions and 2030 conditions.

1.4.3 Roadway Capacity Analysis

As described within the *2000 Highway Capacity Manual*, “vehicle capacity represents the maximum number of vehicles that can pass a given point during a specified period under prevailing roadway, traffic and control conditions,” for a given facility. Levels of service identify ranges of operation conditions. The concept of levels of service is defined as “qualitative measures that characterize operational conditions within a traffic stream and their perception by motorists and passengers. These operational conditions include such factors and travel time, freedom to maneuver, traffic interruption, comfort and convenience, and safety.”

“Six levels of service are defined for each type of facility. They are given letter designations, from A to F, with level-of-service A (LOS A) representing the best operating conditions and level-of-service F (LOS F) the worst.” Utilizing *HCS* computer program, capacity and levels of service analyses were performed along LA 42.

The detailed findings of the analyses are summarized in Exhibit T-3. These findings relate to the PM peak period flows, as the PM peak typically is more concentrated than the AM peak. However, it can be assumed that reverse AM peak period movements would experience similar findings relating to morning reverse traffic flows and levels of service.

The base year roadway analyses were performed for various locations along LA 42 as shown in Exhibit T-3. The *HCS* Analyses are included in a supplemental appendix to this report.

The segment between U.S. 61 and LA 73 currently operates at a LOS F. The remaining segments along LA 42 between LA 73 and LA 44 operate at a LOS E.

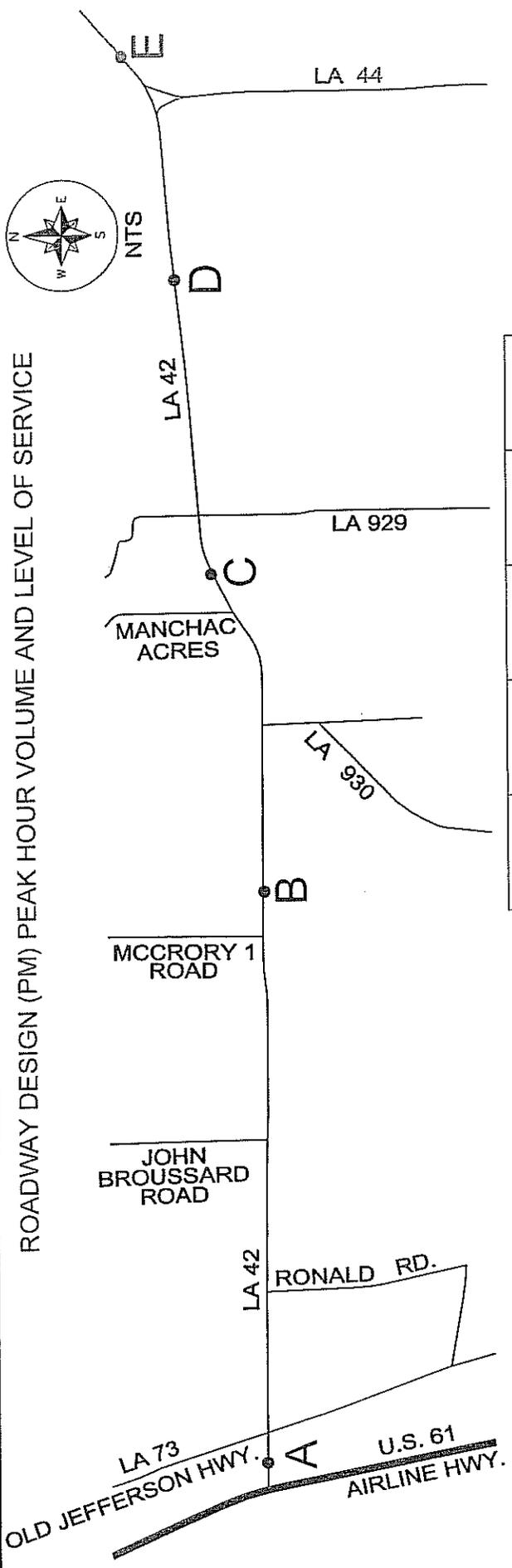
The No Build Year 2030 roadway analyses indicate a LOS F for the segments between U.S. 61 and LA 929 and a LOS E for the segments between LA 929 and LA 44.

The Year 2030 Concepts A-1 thru A-3 roadway analyses indicate a LOS F for the segments between U.S. 61 and LA 929 and a LOS E for the segments between LA 929 and LA 44.

The Year 2030 Concepts A-4 and A-5 analyses indicate a LOS F for the segment between U.S. 61 and LA 73; a LOS D for the segments between LA 73 and LA 929; and a LOS C for the segments between LA 44.

The *HCS Urban Street* software module was used to calculate the level of service between U.S. 61 and LA 73. The two main variables to calculate level of service for the Urban Street analyses are distance and running time. Thus, the significant delays experienced for the segment on LA 42 between U.S. 61 and LA 73 are primarily due to the close proximity (approximately 800 feet) of two high traffic volume signalized intersections.

ROADWAY DESIGN (PM) PEAK HOUR VOLUME AND LEVEL OF SERVICE



	A ¹		B ²		C ²		D ²		E ²	
	VEH/HR	LOS								
2006 EASTBOUND	896	F	1321	E	1140	E	843	E	791	E
2006 WESTBOUND	494	N/A ³	590	N/A ⁴	515	N/A ⁴	457	N/A ⁴	375	N/A ⁴
2030 NO BUILD EASTBOUND	1470	F	2167	F	1870	F	1383	E	1298	E
2030 NO BUILD WESTBOUND	811	N/A ³	968	N/A ⁴	845	N/A ⁴	750	N/A ⁴	615	N/A ⁴
2030 BUILD CONCEPTS A-1 thru A-3 EASTBOUND	1470	F	2167	F	1870	F	1383	E	1298	E
2030 BUILD CONCEPTS A-1 thru A-3 WESTBOUND	811	N/A ³	968	N/A ⁴	845	N/A ⁴	750	N/A ⁴	615	N/A ⁴
2030 BUILD CONCEPTS A-4 and A-5 EASTBOUND	2118	F	3122	D	2694	D	1992	C	1869	C
2030 BUILD CONCEPTS A-4 and A-5 WESTBOUND	1167	N/A ³	1395	B	1217	B	1080	B	886	A

¹ SEGMENT A BASED ON HCM URBAN STREET ANALYSES. (LOS F DUE TO CLOSELY SPACED SIGNALIZED INTERSECTIONS.)
² SEGMENTS B,C,D,E BASED ON HCM TWO-WAY TWO-LANE HIGHWAY ANALYSES FOR YEARS 2005, 2030 NO BUILD AND 2030 CONCEPTS A-1 THRU A-3. AND HCM MULTILANE HIGHWAY ANALYSES FOR YEAR 2030 CONCEPTS A-4 AND A-5.
³ LEVEL OF SERVICE FOR HCM URBAN STREET SEGMENT ANALYSES BASED ON THROUGH MOVEMENT.
⁴ LEVEL OF SERVICE FOR HCM WO-WAY TWO-LANE HIGHWAY ANALYSES BASED ON HIGHEST DIRECTIONAL VOLUME.



1.5 Intersection Analysis

1.5.1 Purpose

Intersection analyses were conducted to evaluate existing conditions, identify operational deficiencies, and to define future facility requirements. These analyses include the identification of design (PM) peak hour traffic volumes, capacity, delay, and intersection level of service. Nine (9) intersections along LA 42 were evaluated with respect to base year (2006) and design year (2030) No Build and Build conditions.

1.5.2 Methodology

The intersection analyses conducted in fulfillment of this study included the following subtasks:

- Field observations
- Compilation of AM and PM peak hour turning movement counts
- Intersection capacity analyses

Field observations were conducted in order to collect data relevant to existing roadway, traffic, and intersection control parameters. Roadway information gathered included lane widths, lane assignments, and posted speed limits. Volume data, vehicle composition, and directional distribution were among the several traffic variables analyzed. Traffic control data reviewed included type of intersection control and also traffic signal timing and phasing. Intersection geometry was further refined based on anticipated design year traffic impacts and results of intersection capacity analyses.

Traffic data was collected by Neel-Schaffer, Inc. These counts were obtained to identify actual travel demand and travel patterns within the corridor. Intersection turning movement counts were collected at nine (9) intersections over a three hour period during the morning and afternoon. From this data, AM and PM peak hour traffic volumes were derived for the base year conditions. These counts were collected during early May of 2006, and therefore reflect school season driving conditions.

As previously mentioned, a 2 percent growth rate was utilized to calculate forecast years 2010 and 2030 No Build and 2030 Concepts A-1 thru A-3 traffic volumes. A 3 ½ percent growth rate utilized to calculate forecast 2030 Concepts A-4 and A-5 traffic volumes.

Existing and projected 2030 No Build and Build design (PM) peak hour turning movement volumes and geometrics for each intersection are shown in the following exhibits:

INTERSECTION

- U.S. 61
- LA 73
- Ronald Road
- John Broussard Road
- McCrory 1
- LA 930
- Manchac Acres Road
- LA 929
- LA 44

EXHIBIT NUMBERS

- T-4 thru T-7
- T-8 thru T-11
- T-12 thru T-15
- T-16 thru T-19
- T-20 thru T-23
- T-24 thru T-27
- T-28 thru T-31
- T-32 thru T-35
- T-36 thru T-39

The task performed as part of the intersection analyses involved capacity, delay and level of service analyses. The analyses of signalized intersections were performed utilizing the *HCS2000, Version 4.1f*, highway capacity software program. The analyses of unsignalized intersections were performed utilizing the *Highway Capacity Software (HCS), Version 4.1f*. This computer program models the methodologies described in the *2000 Highway Capacity Manual*. These analyses were performed for both 2006 conditions and 2030 No Build and Build conditions. Intersection analyses are included in a supplemental appendix to this report.

1.5.3 Intersection Capacity Analysis

As described within the *2000 Highway Capacity Manual*, “vehicle capacity represents the maximum number of vehicles that can pass a given point during a specified period under prevailing roadway, traffic and control conditions,” for a given facility. “Levels of service identify ranges of operation conditions. The concept of levels of service is defined “as a qualitative measures that characterize operational conditions within a traffic stream and their perception by motorists and passengers. These operational conditions include such factors and travel time, freedom to maneuver, traffic interruption, comfort and convenience, and safety.”

“Six levels of service are defined for each type of facility. They are given letter designations, from A to F, with level-of-service A (LOS A) representing the best operating conditions and level-of-service F (LOS F) the worst.” Utilizing *HCS2000* computer program, capacity and levels of service analyses were performed at each LA 42 intersection. The results are presented below in Table T-1. Movements having either an LOS of E or F are entered in ***bold italic***.

The following LA 42 intersections and their respective traffic control are as follows:

- U.S. 61 Signalized
- LA 73 Signalized
- Ronald Road Unsignalized
- John Broussard Road Unsignalized
- McCrory 1 Unsignalized
- LA 930 Unsignalized
- Manchac Acres Road Unsignalized
- LA 929 Signalized
- LA 44 Signalized

**TABLE T-1
INTERSECTION DESIGN (PM) PEAK HOUR LEVEL OF SERVICE**

LA 42 Intersections		Base Year-2005		Design Year 2030 NO BUILD		Design Year 2030 BUILD Concepts A-1 thru A-3		Design Year 2030 BUILD Concepts A-4 and A-5	
Location	Control	LOS	Critical Movement	LOS	Critical Movement	LOS	Critical Movement	LOS	Critical Movement
U.S. 61	S	C	Overall	<i>F</i>	Overall	<i>F</i>	Overall	<i>F</i>	Overall
LA 73	S	C	Overall	<i>F</i>	Overall	<i>F</i>	Overall	<i>F</i>	Overall
Ronald Rd.	U	D	NB	<i>F</i>	NB	<i>F</i>	NB	<i>F</i>	NB Left
John Broussard Rd.	U	<i>E</i>	SB	<i>F</i>	SB	<i>F</i>	SB Left	<i>F</i>	SB Left
McCrory 1 Rd.	U	<i>F</i>	SB Left	<i>F</i>	SB Left	<i>F</i>	SB Left	<i>F</i>	SB Left
LA 930	U	<i>E</i>	NB	<i>F</i>	NB	<i>F</i>	NB Left	<i>F</i>	NB Left
Manchac Acres Rd	U	<i>F</i>	SB Left	<i>F</i>	SB Left	<i>F</i>	SB Left	<i>F</i>	SB Left
LA 929	S	B	Overall	<i>F</i>	Overall	D	Overall	C	Overall
LA 44	S	B	Overall	<i>E</i>	Overall	D	Overall	C	Overall

Overall - indicates the level of service for the entire intersection

S - Signalized Control

U - Unsignalized Control

NB - Northbound

SB - Southbound

EB - Eastbound

WB - Westbound

In summary, the levels of service for the four (4) existing signalized intersections operate at a level of service B or C for the existing 2006 conditions. By the year 2030 No Build and Build Concepts, U.S 61 and LA 73 are expected to experience heavy delay with a LOS F. LA 929 and LA 44 are expected to experience heavy delay with a LOS D for 2030 Concepts A-1 thru A-3 and a LOS C for Concepts A-4 and A-5.

With exception to the Ronald Road unsignalized intersection which currently operates at a LOS D, the remaining four (4) unsignalized intersections operate at a LOS E or F. By the year 2030 No Build and Build Concepts, all unsignalized intersections are expected to operate at a LOS F.

Existing and future traffic volumes were reviewed for each unsignalized intersections to determine if a traffic signal would be warranted to improve the side street delay. None of the existing and future side street volumes were high enough to warrant a traffic signal. Thus there is little to be done to improve the level of service. However, by adding a left turn lane on LA 42 to create a refuge area for one side street turning vehicle, the delay did improve but the LOS remained an F.

1.5.4 Storage Length Analyses

In addition to the intersection LOS analyses, storage length recommendations were calculated and based on the following equations:

$$\text{(Signalized Intersections)} = \frac{\text{volume}}{\text{cycle / hour}} \left[1 + \left(\frac{\% \text{Trucks}}{100} \right) \right] (1.5)(25')$$

- Volume - number of turning vehicles in peak hour per lane
- Cycle/hour - number of signal cycles per hour
- 1.5 - factor to account for peaks within the peak
- 25' - accounts for vehicle length

(Unsignalized Intersections) = Estimated based on the number of left turning vehicles likely to arrive in an average two (2) minute period within the peak hour. AASHTO, A Policy on Geometric Design of Highway and Streets, 2004, page 714

All storage lane recommendations are shown on Exhibits T-4 thru T-39. In some cases, left turn lanes were recommended for Concepts A-1 thru A-5, but due to building structures, they were omitted from the final layouts. Those cases are as follows:

- U.S. 61 Concepts A-1 thru A-3 Add exclusive WBL lane on LA 42
- LA 73 Concepts A-1 thru A-5 Add exclusive WBR lane on LA 42
- LA 939 Concepts A-1 thru A-3 Add double NBL lane on LA 939

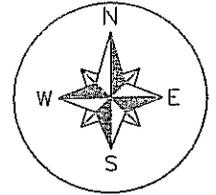
1.6 Summary

In summary, based on the analyses performed as part of this study, existing and future demands indicate that LA 42 should be upgraded to a five lane facility (Concept A-4) or a four lane facility with a divided raised median with dedicated left turn lanes and median openings (Concept A-5). Median openings for Concept 5-A are recommended to be mid-block with left turn lanes on LA 42 and radii for large trucks to maneuver a U-Turn.

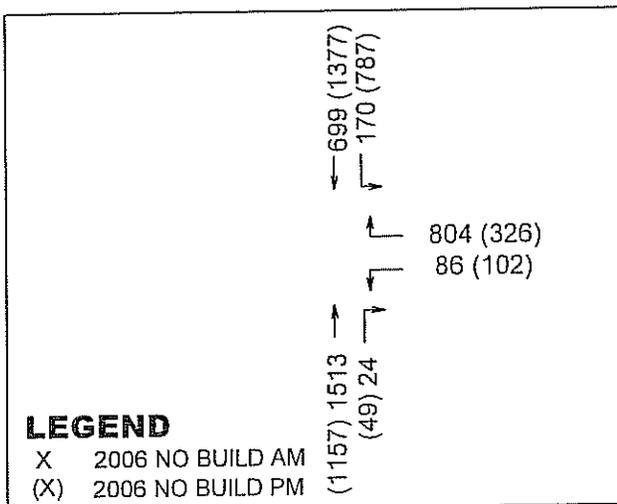
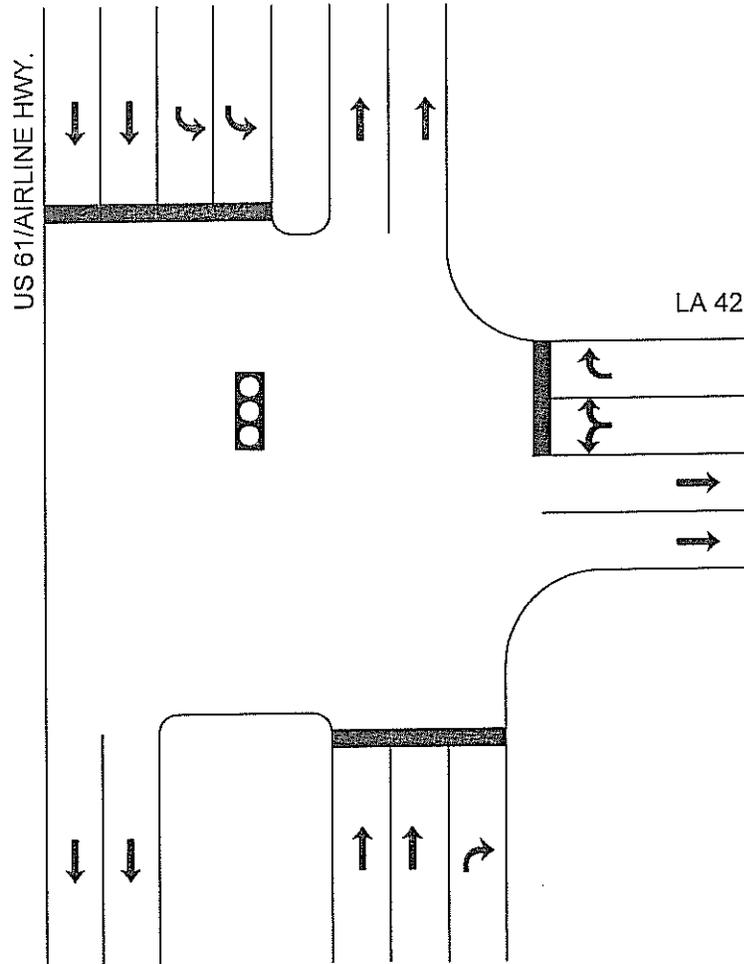
While Concepts A-4 and A-5 will provide the needed capacity on LA 42, minor side streets will continue to experience delays as unsignalized intersections during the peak periods. Although the left turning vehicles from the minor side streets will experience significant delay, the side street traffic volumes are not high enough to warrant a traffic signal as defined in the *Manual of Uniform Traffic Control Devices (MUTCD)*.

Excluding I-10, U.S. 61 (Airline Highway) and LA 73 (Jefferson Highway) are the only two (2) north south corridors in Ascension Parish east of I-10 that cross Bayou Manchac. Significant delays occur on LA 42 at the intersections of U.S. 61 and LA 73 due to the close proximity to each other. Further study is recommended to evaluate the extension of LA 42 from U.S. 61 to a potential new interchange at I-10 to redistribute some of the traffic onto I-10 and Airline Highway in Ascension and East Baton Rouge Parish.

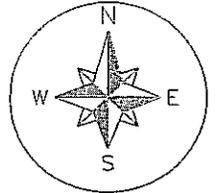
US 61/AIRLINE HWY. AT LA 42
PRAIRIEVILLE, LOUISIANA



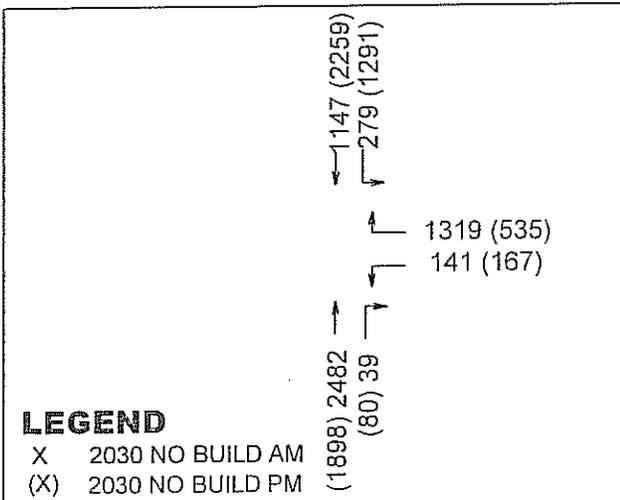
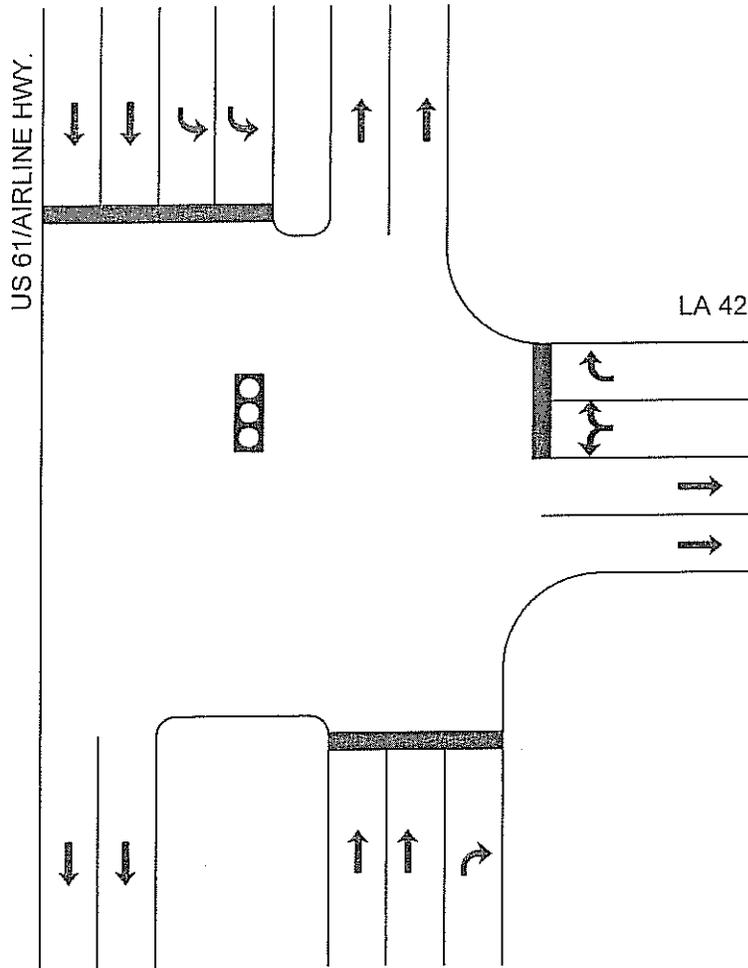
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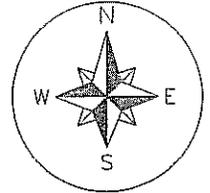
US 61/AIRLINE HWY. AT LA 42
PRAIRIEVILLE, LOUISIANA



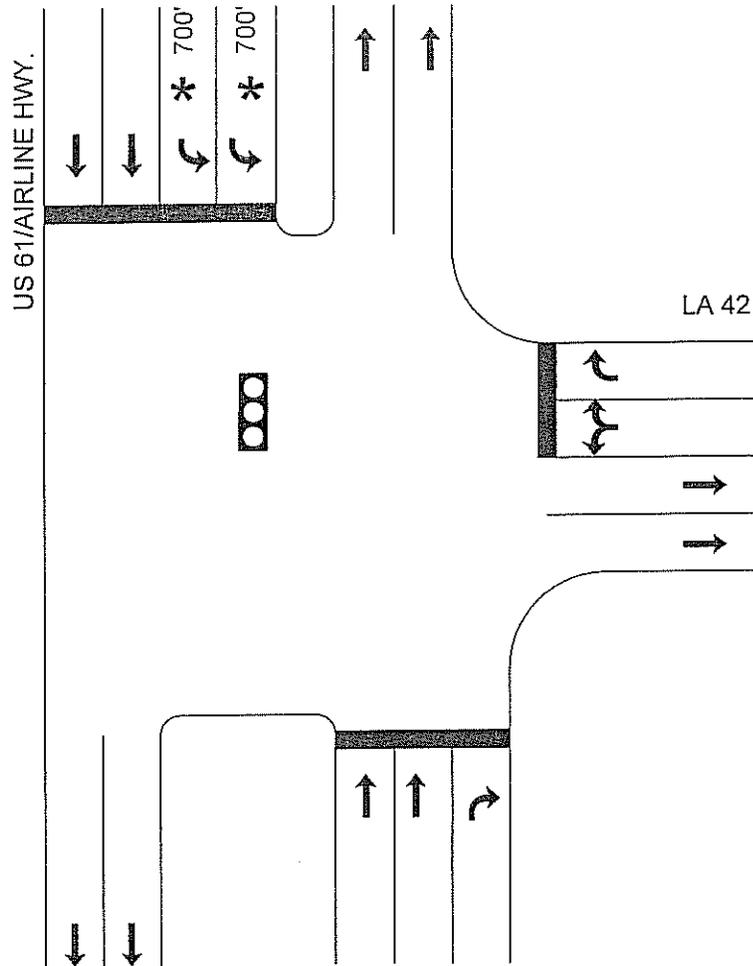
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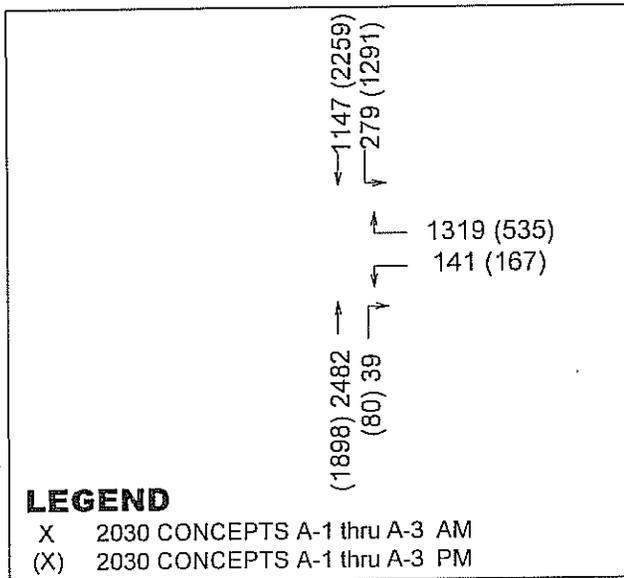
US 61/AIRLINE HWY. AT LA 42
 PRAIRIEVILLE, LOUISIANA



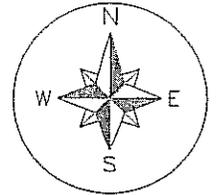
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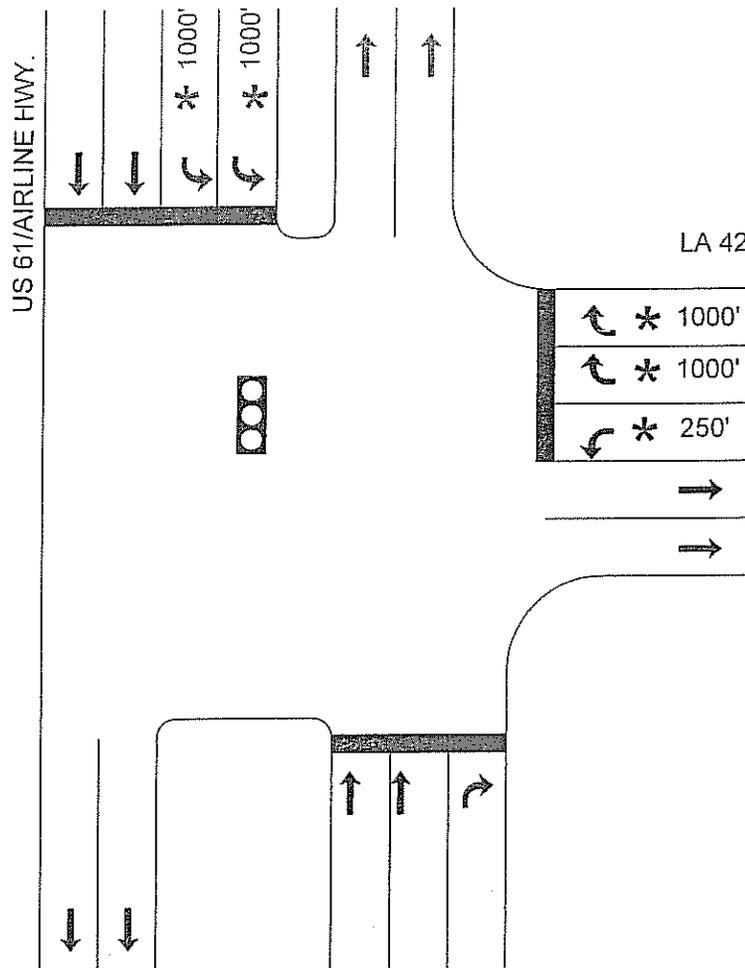
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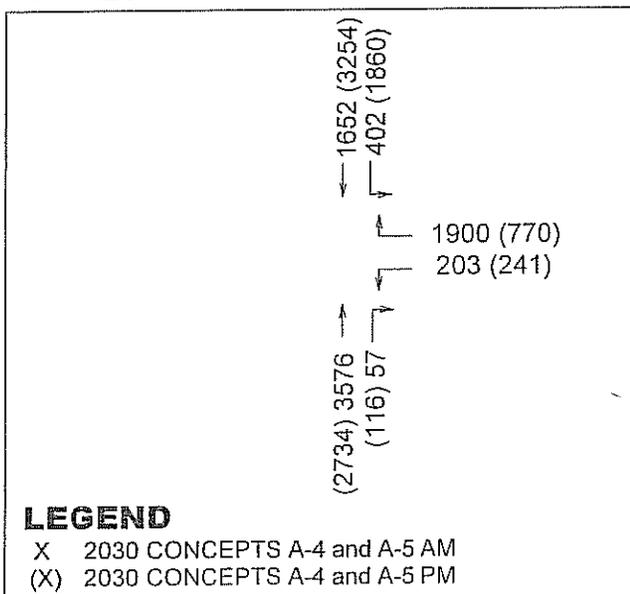
US 61/AIRLINE HWY. AT LA 42
PRAIRIEVILLE, LOUISIANA



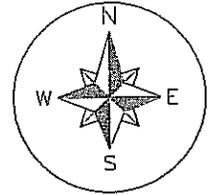
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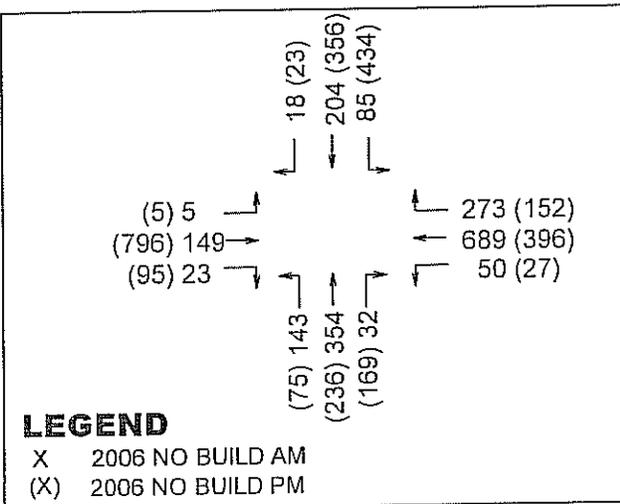
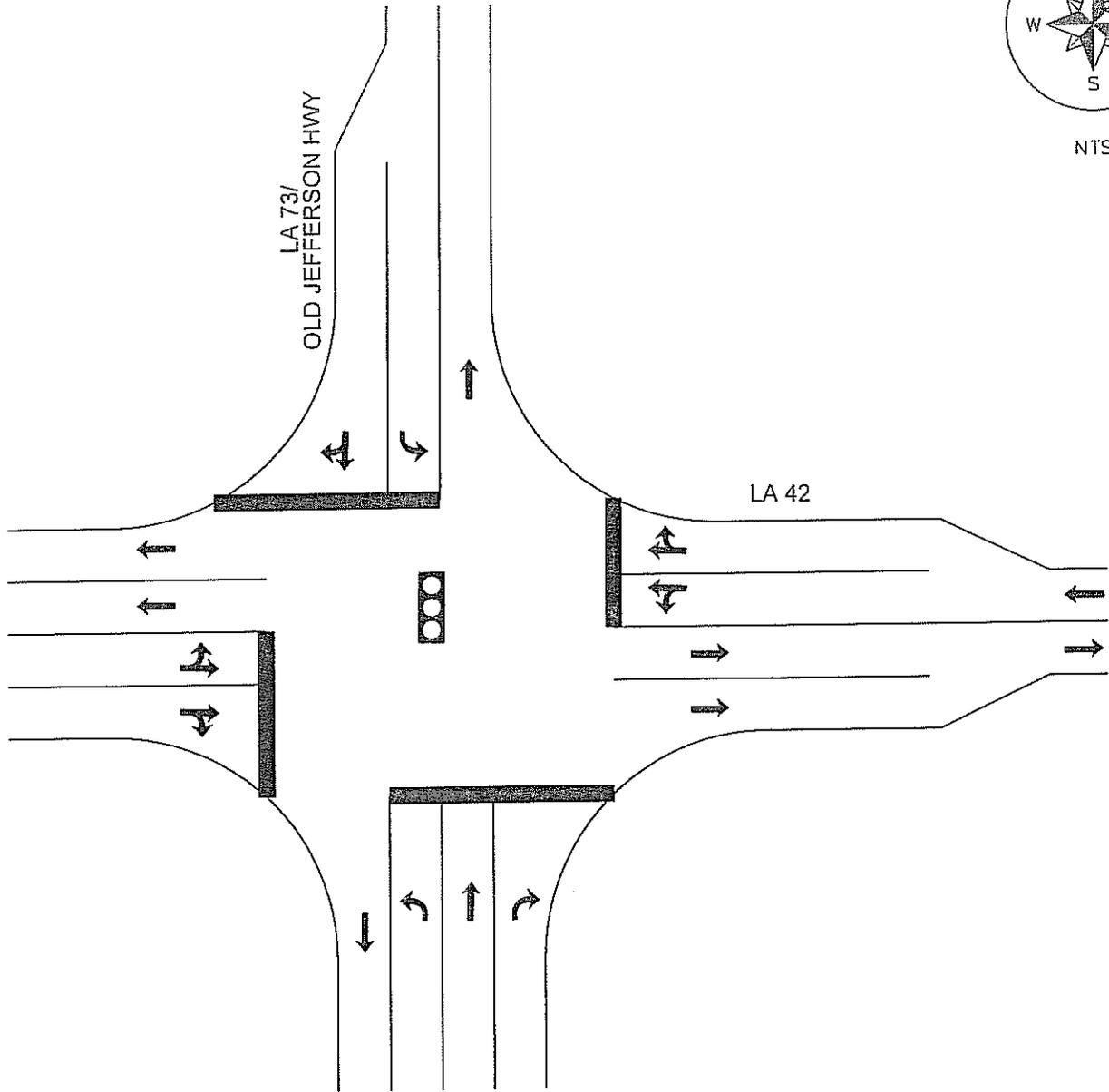
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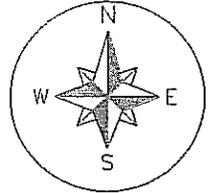
LA 42 AT LA 73/OLD JEFFERSON HWY.
PRAIRIEVILLE, LOUISIANA



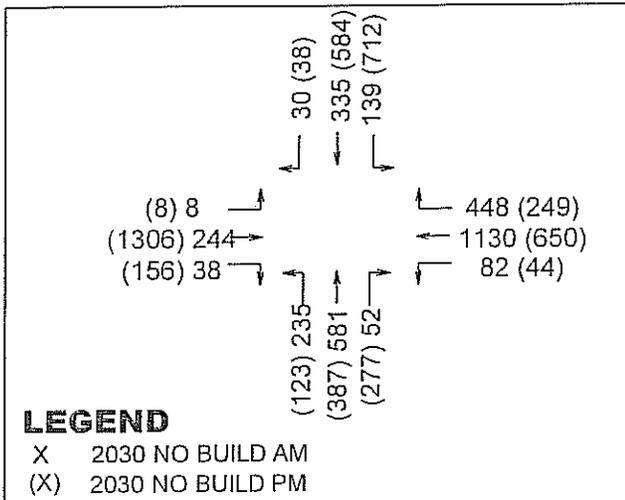
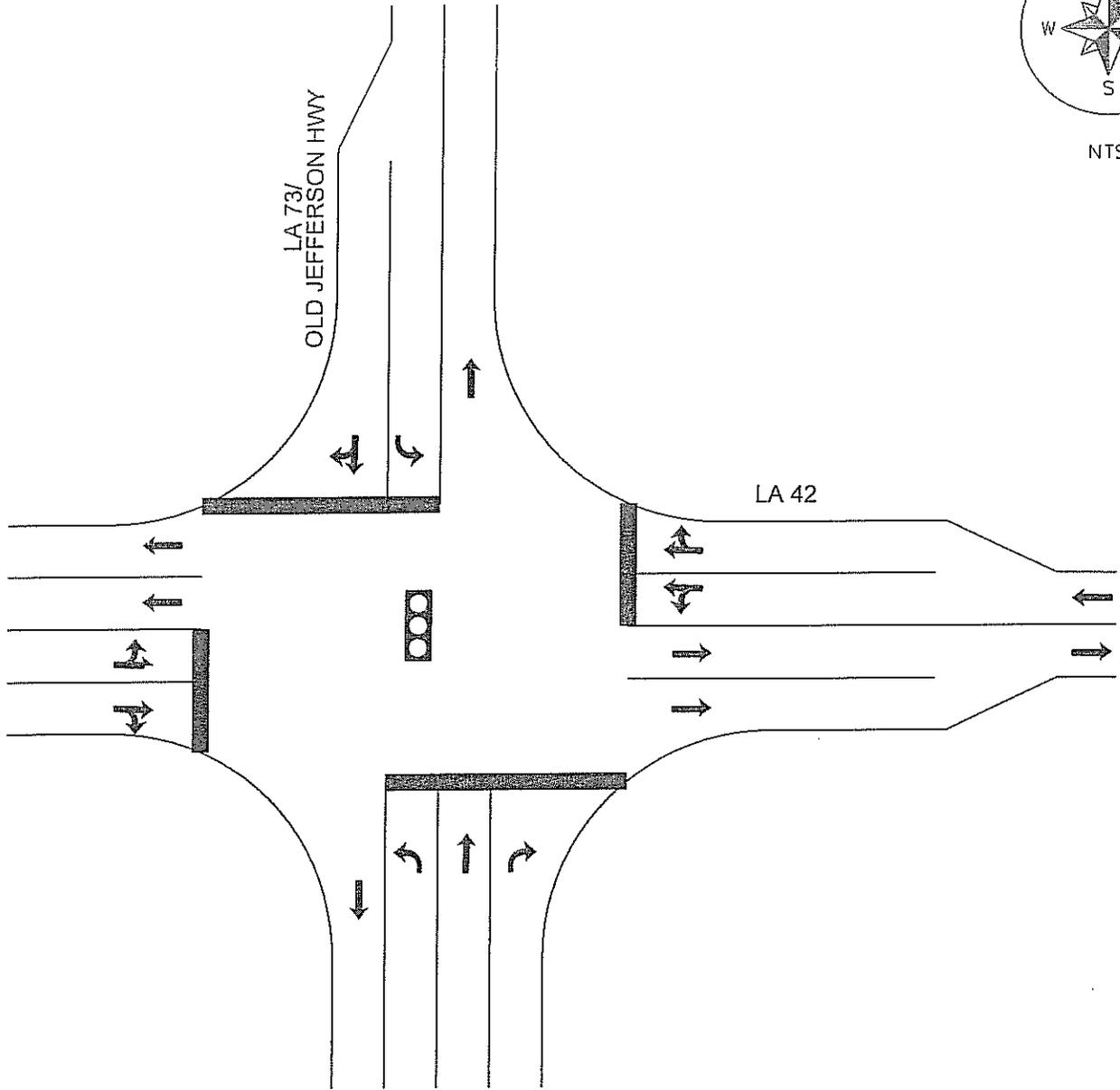
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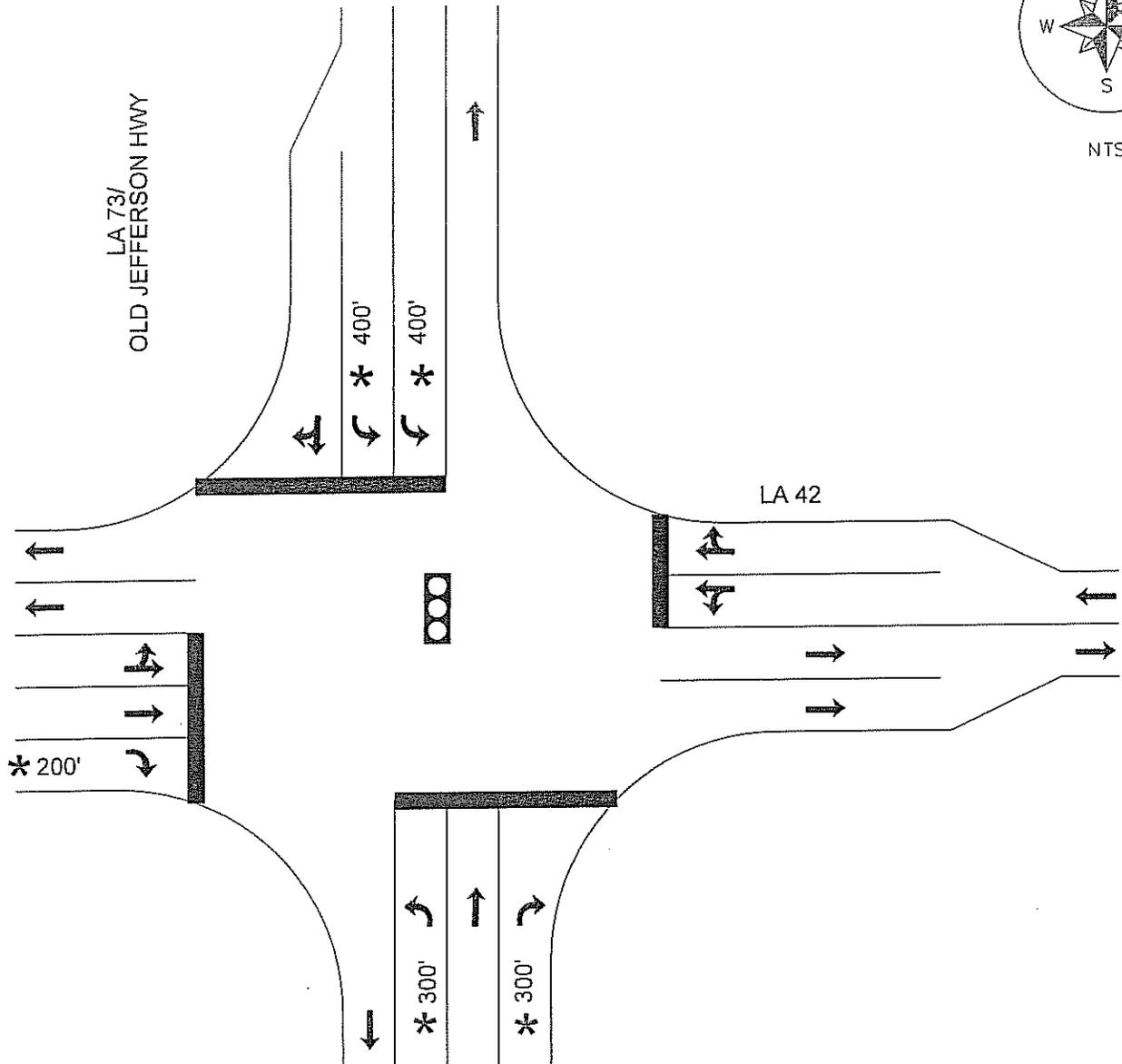
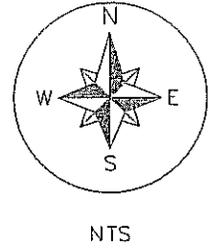
LA 42 AT LA 73/OLD JEFFERSON HWY.
PRAIRIEVILLE, LOUISIANA



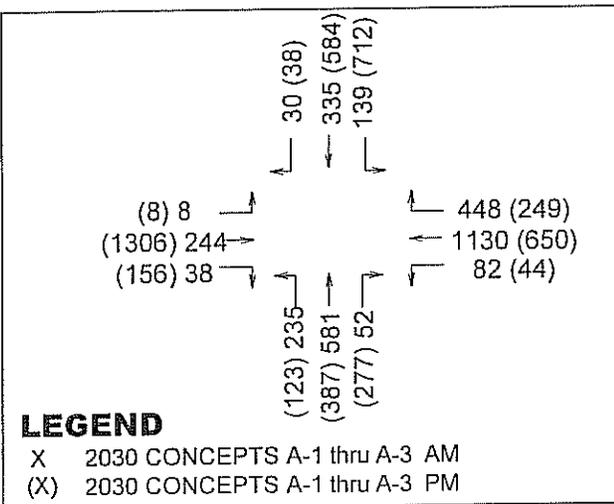
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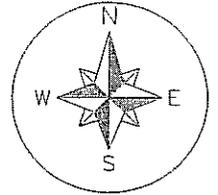
LA 42 AT LA 73/OLD JEFFERSON HWY.
PRAIRIEVILLE, LOUISIANA



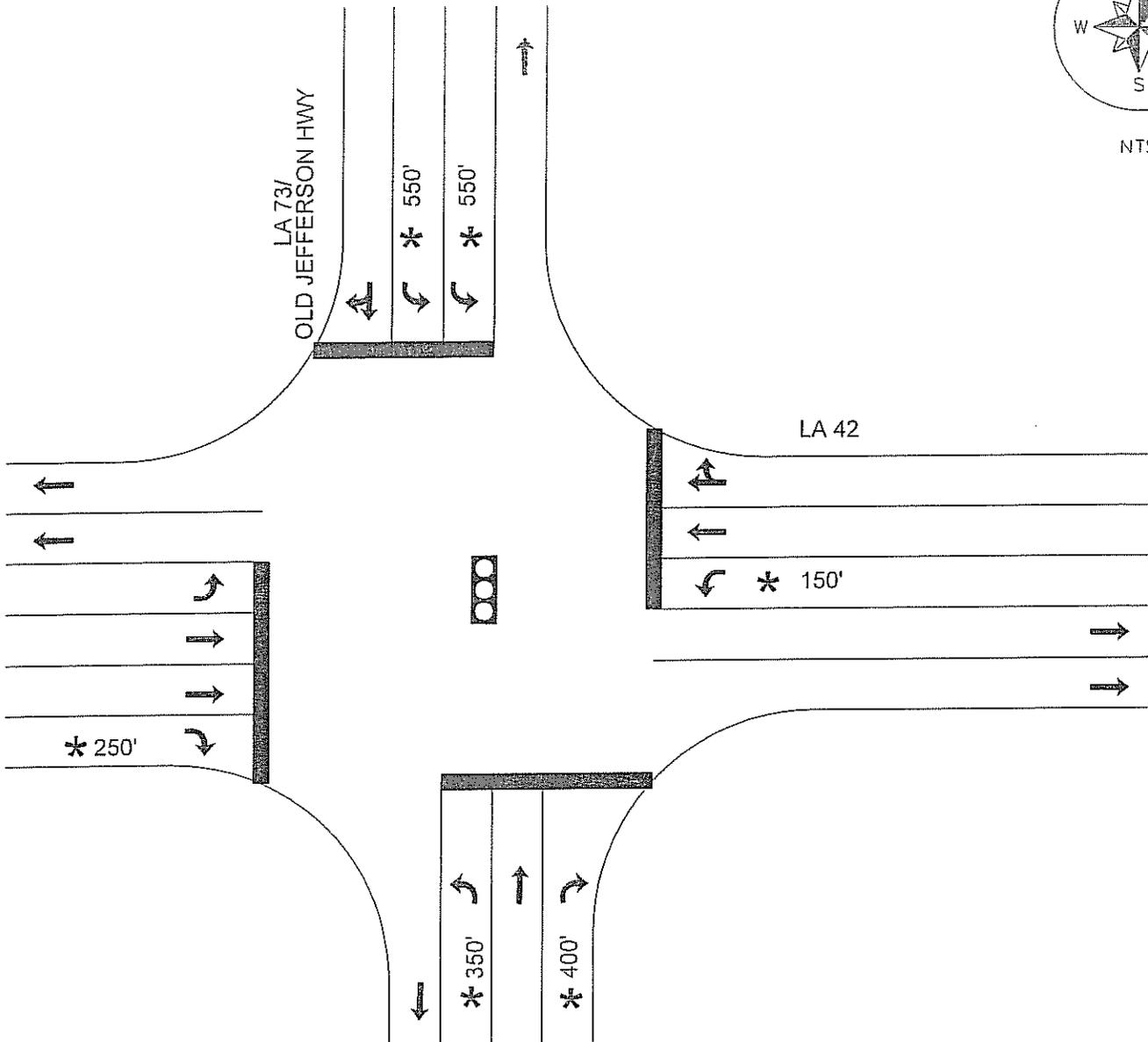
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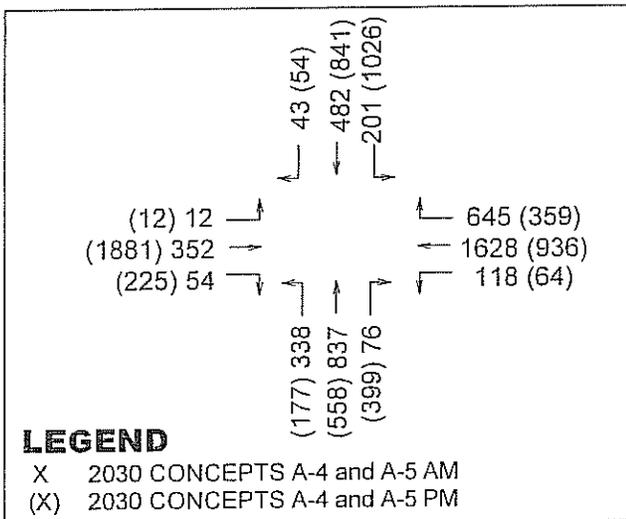
LA 42 AT LA 73/OLD JEFFERSON HWY.
PRAIRIEVILLE, LOUISIANA



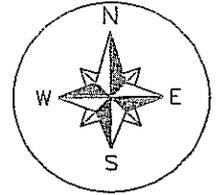
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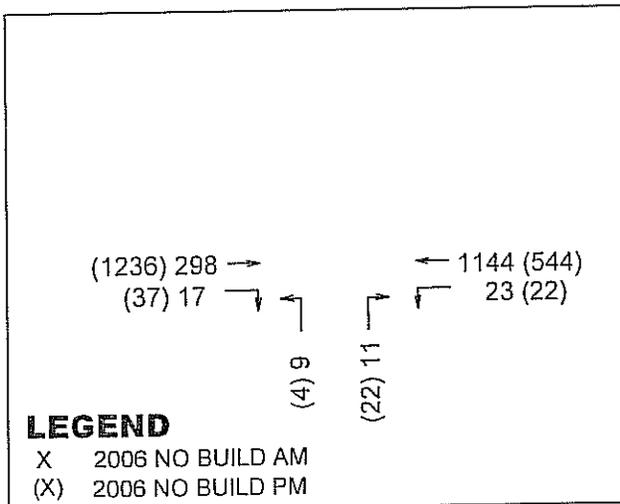
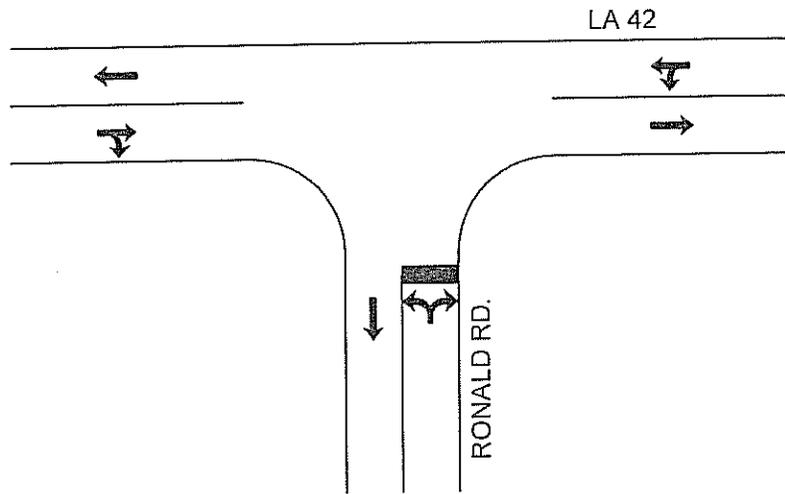
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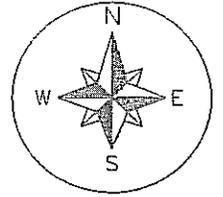
LA 42 AT RONALD RD.
PRAIRIEVILLE, LOUISIANA



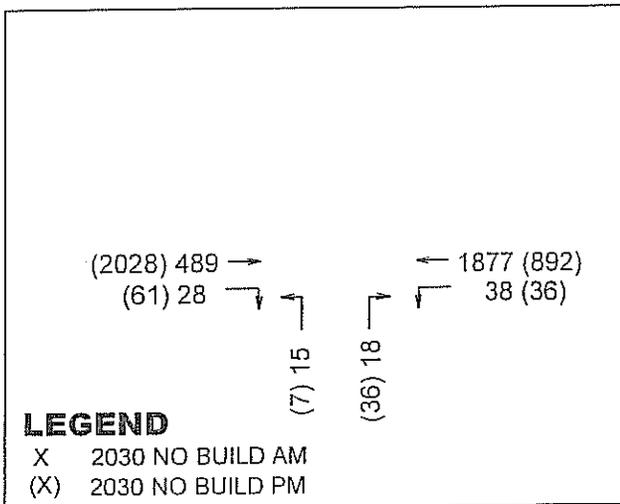
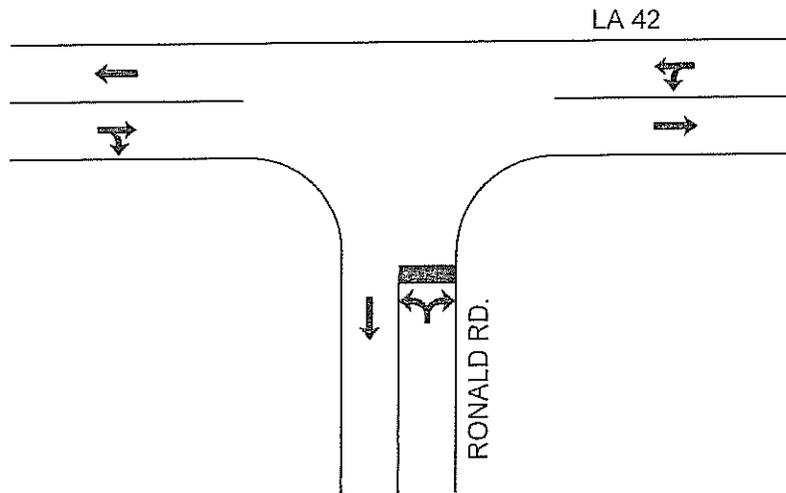
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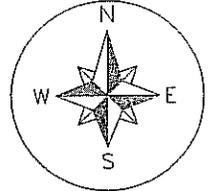
LA 42 AT RONALD RD.
PRAIRIEVILLE, LOUISIANA



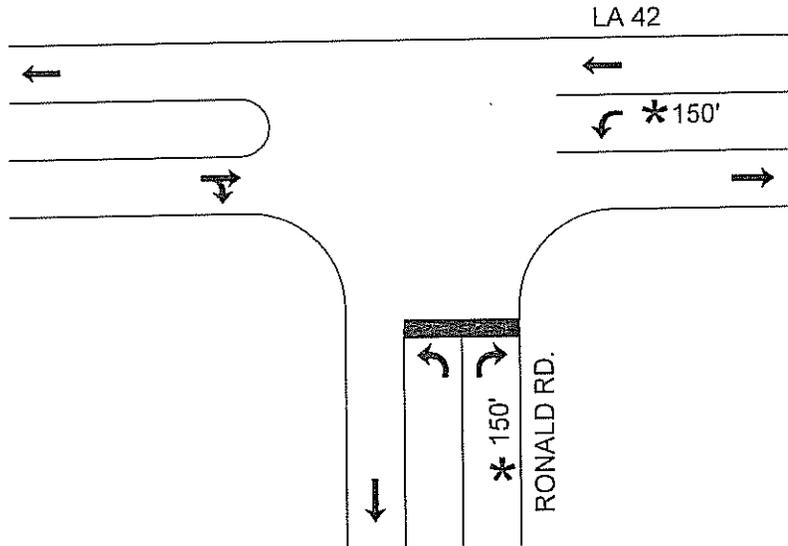
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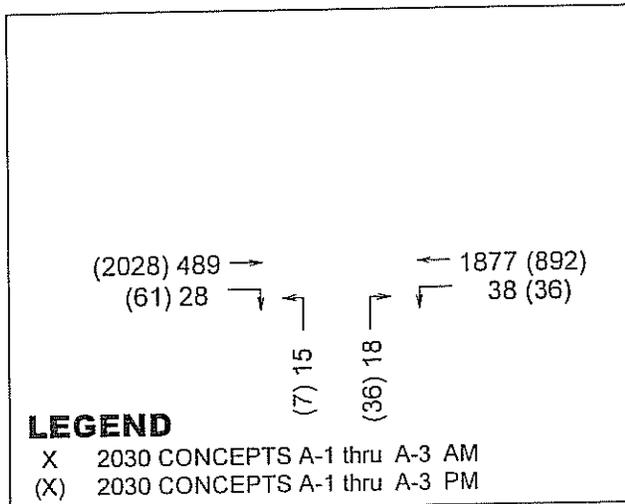
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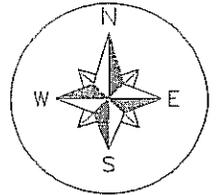
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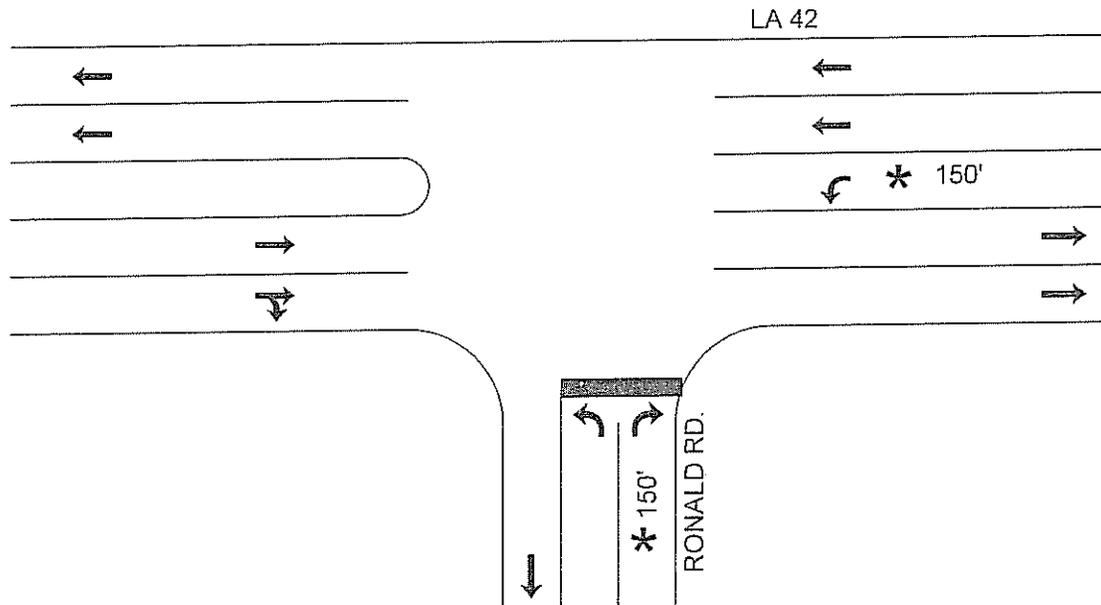
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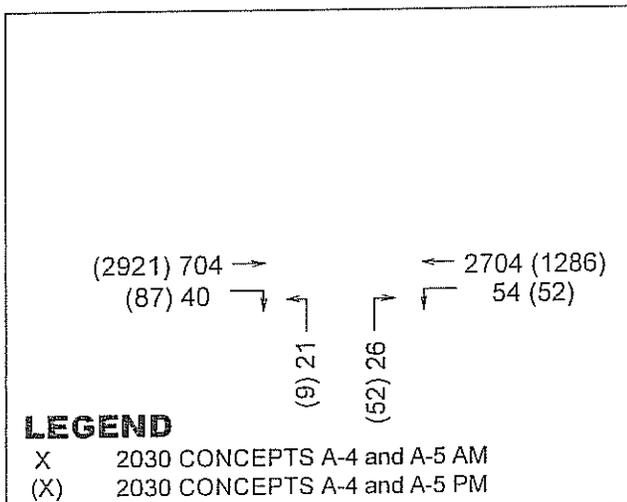
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PRAIRIEVILLE, LOUISIANA



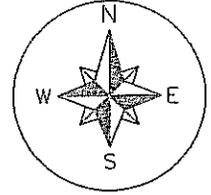
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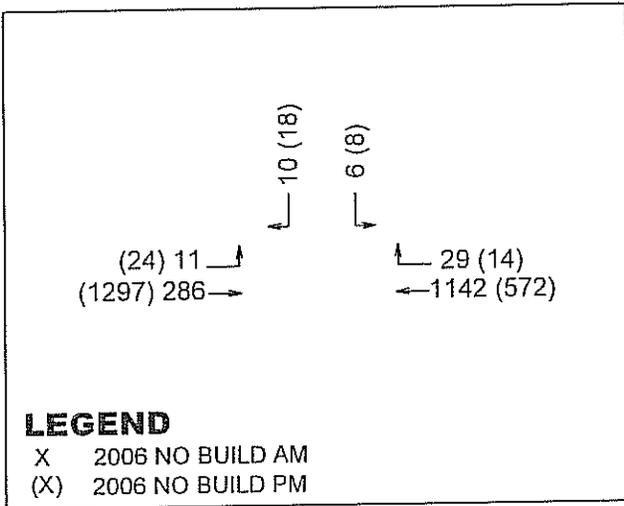
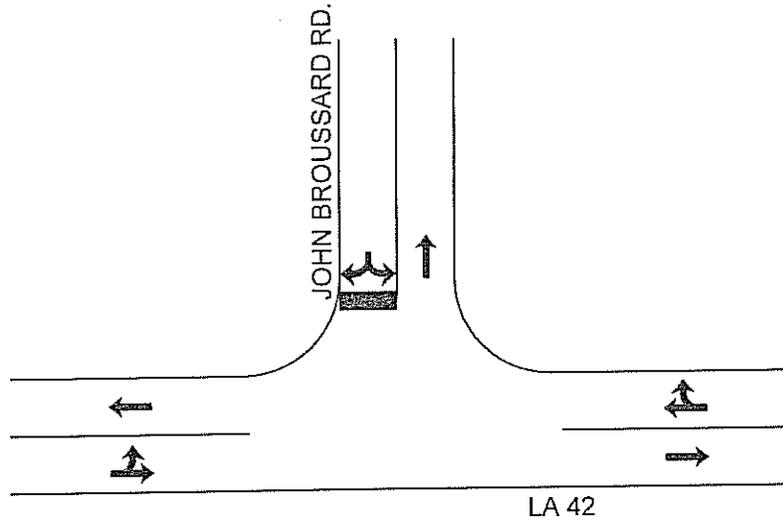
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PRAIRIEVILLE, LOUISIANA



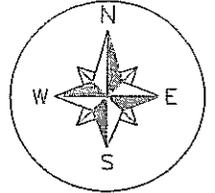
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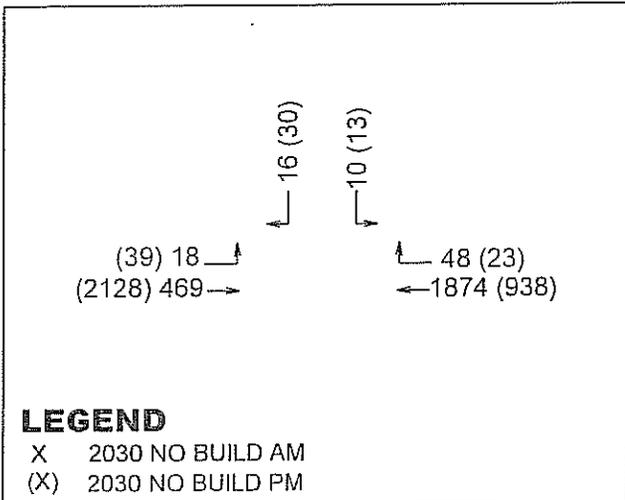
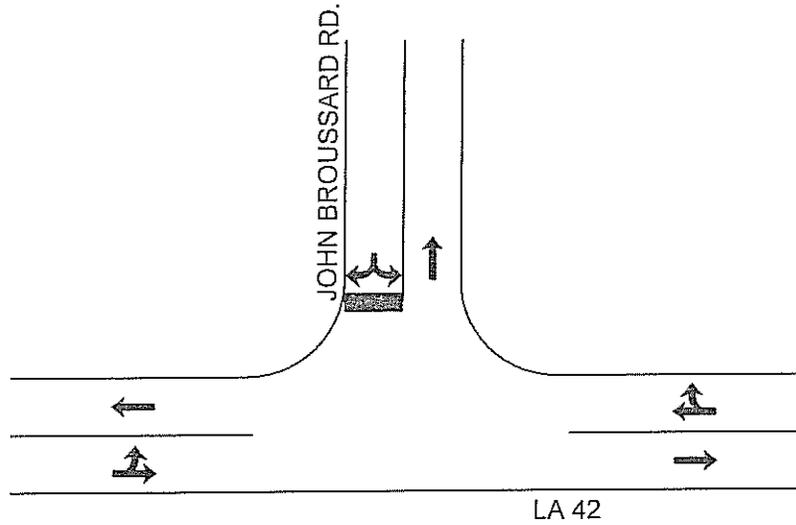
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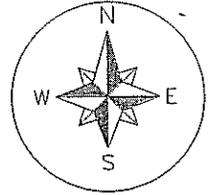
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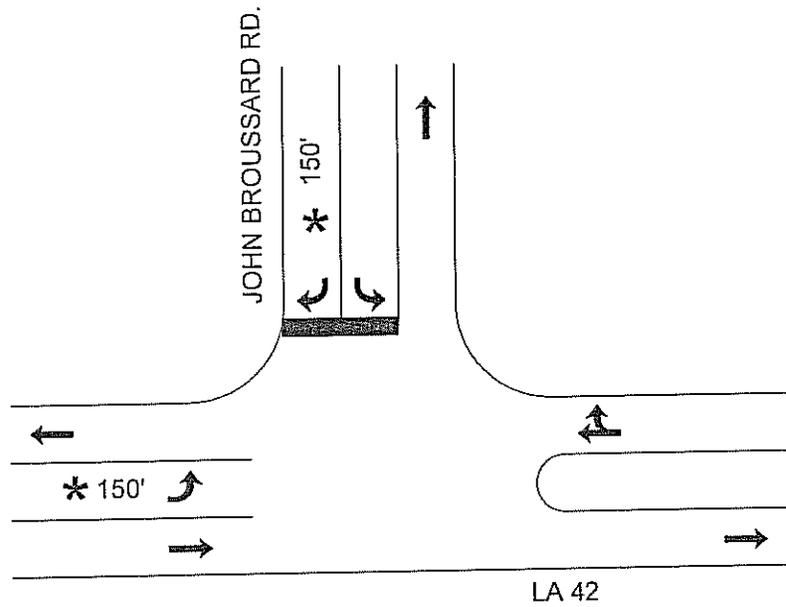
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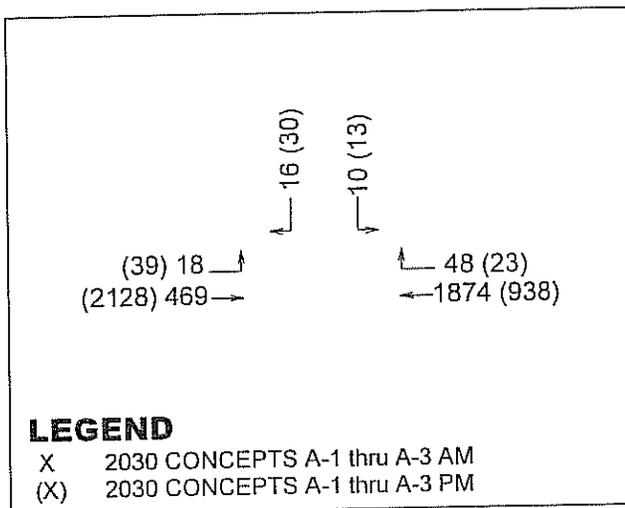
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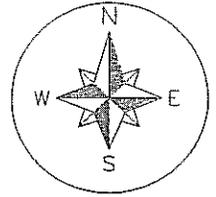
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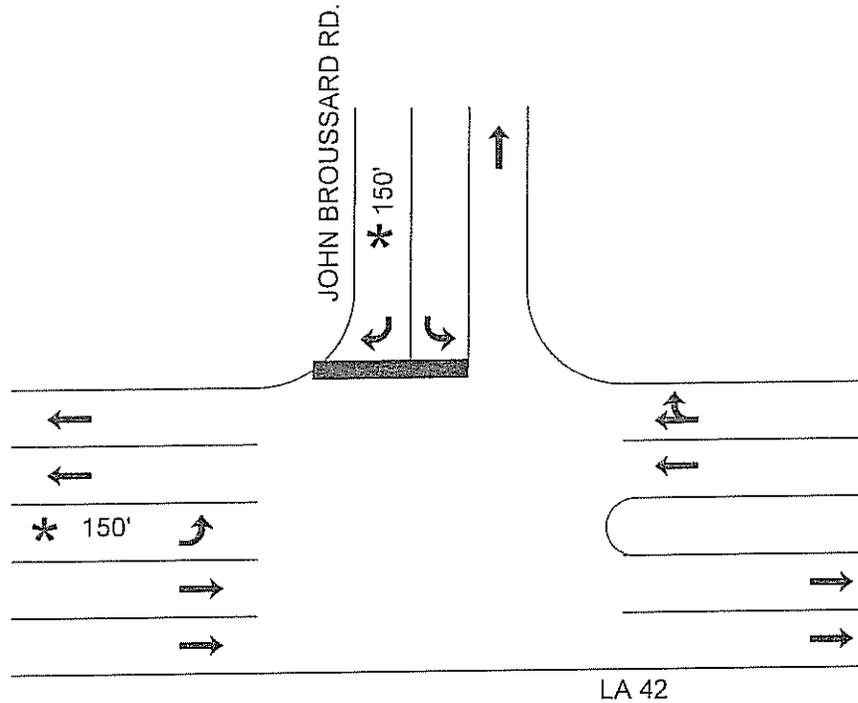
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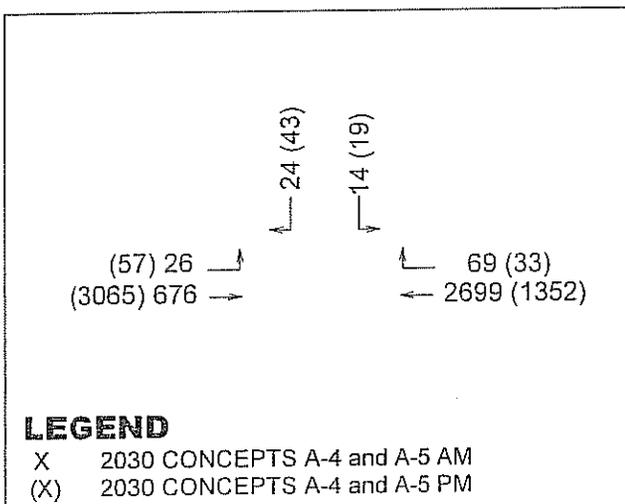
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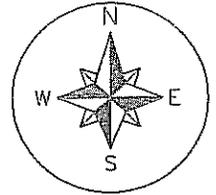
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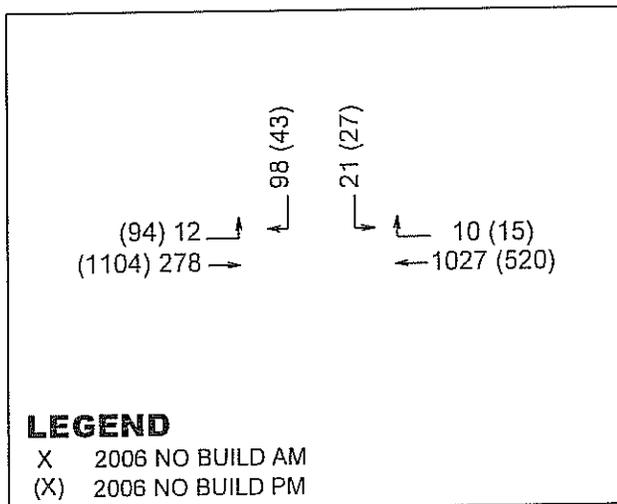
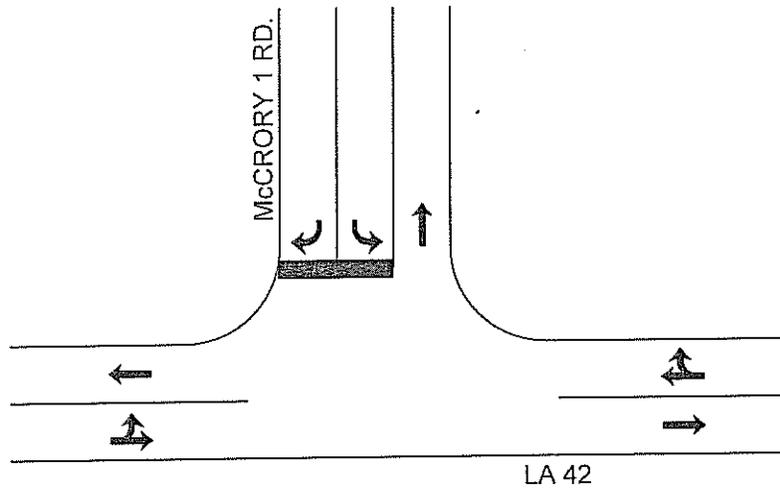
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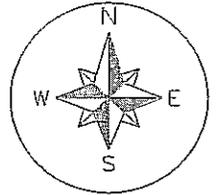
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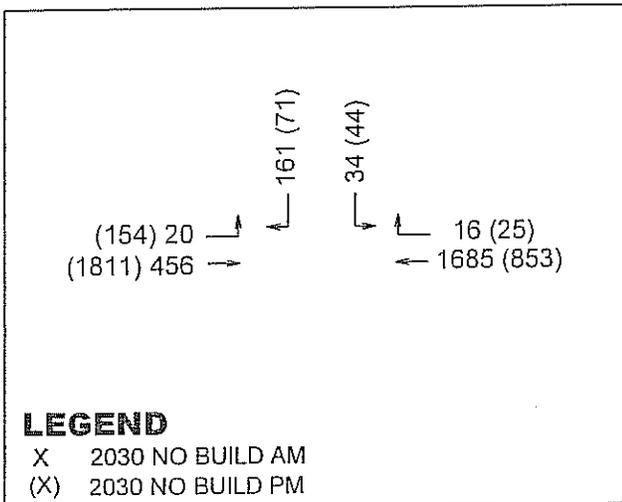
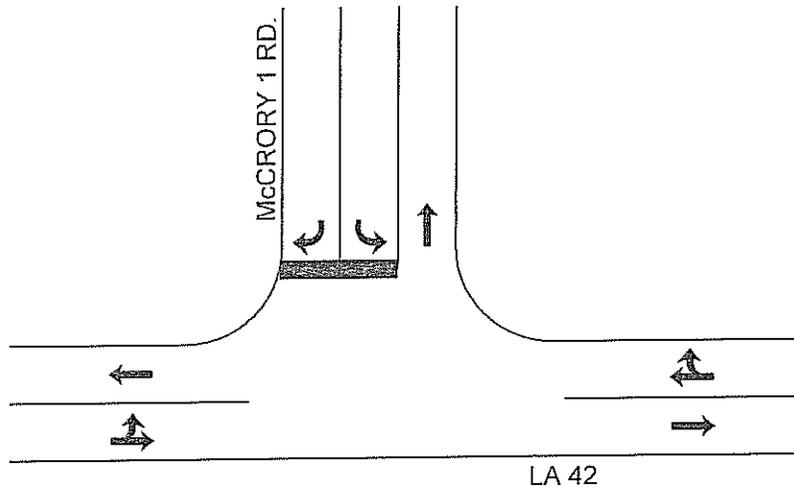
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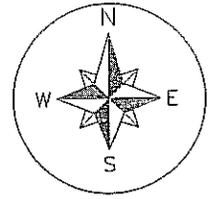
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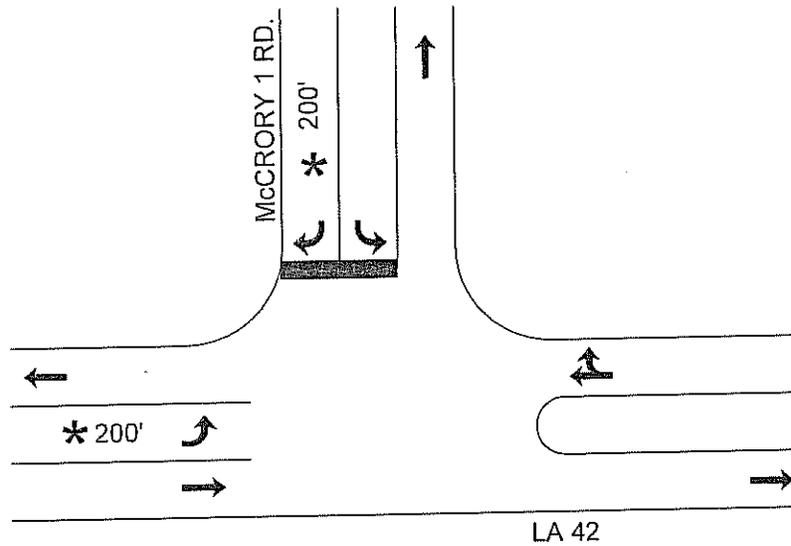
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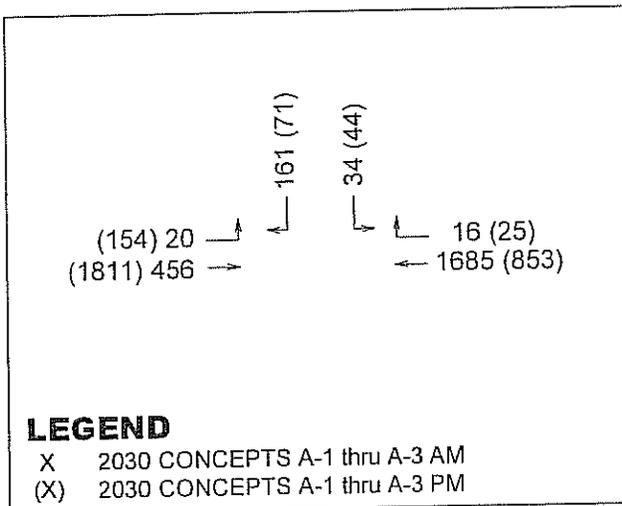
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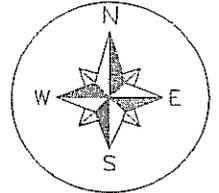
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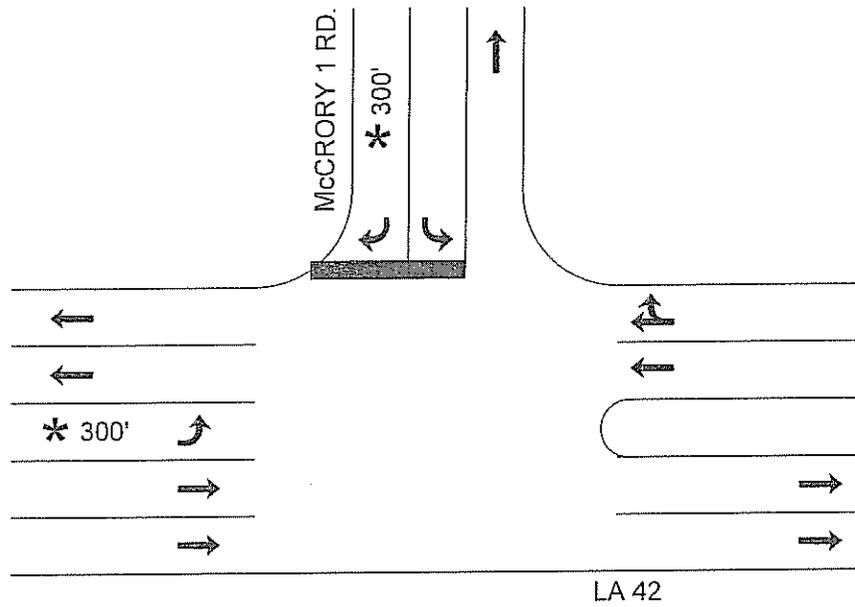
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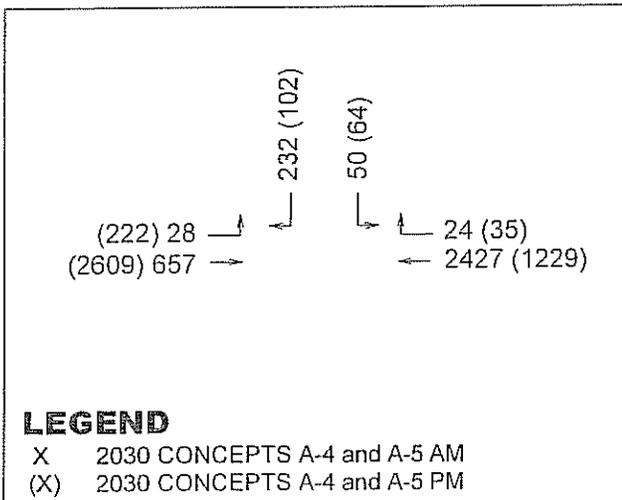
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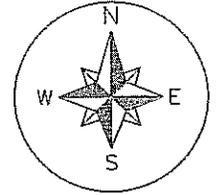
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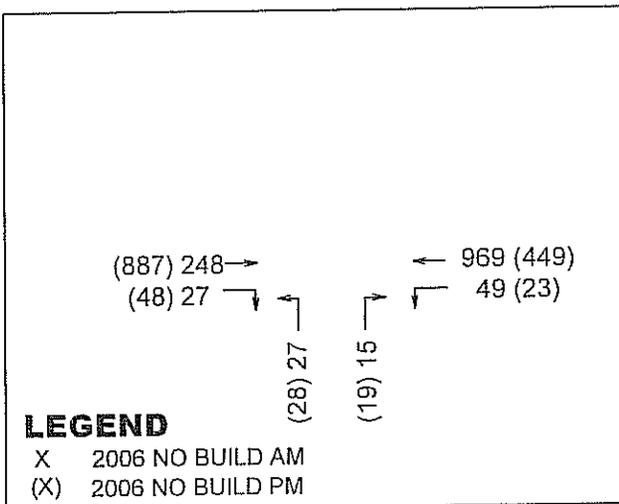
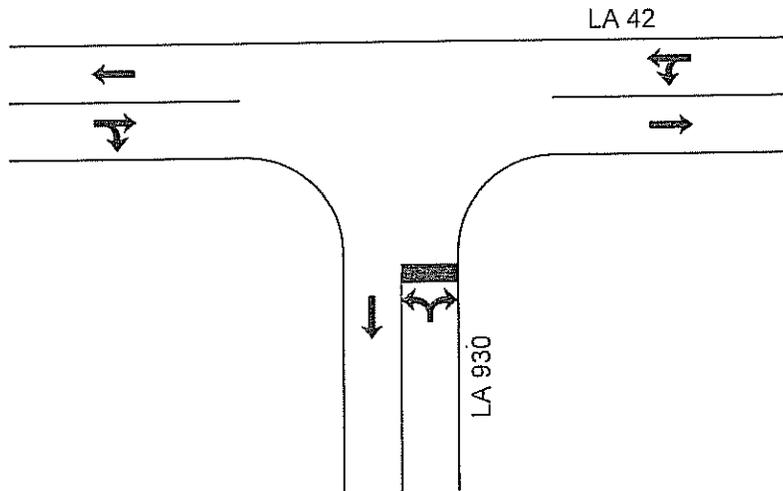
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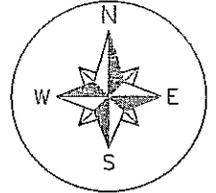
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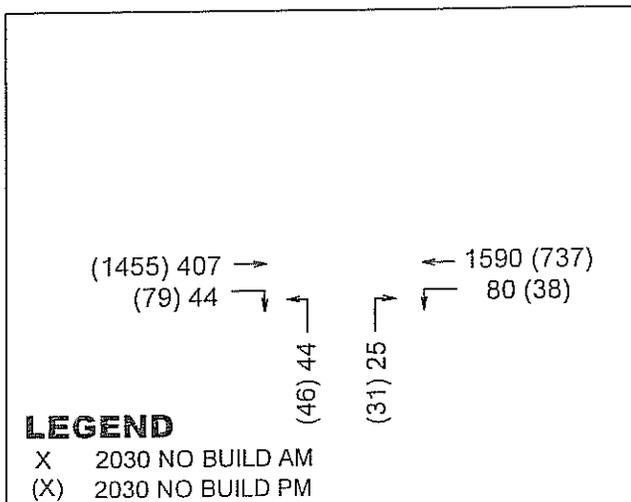
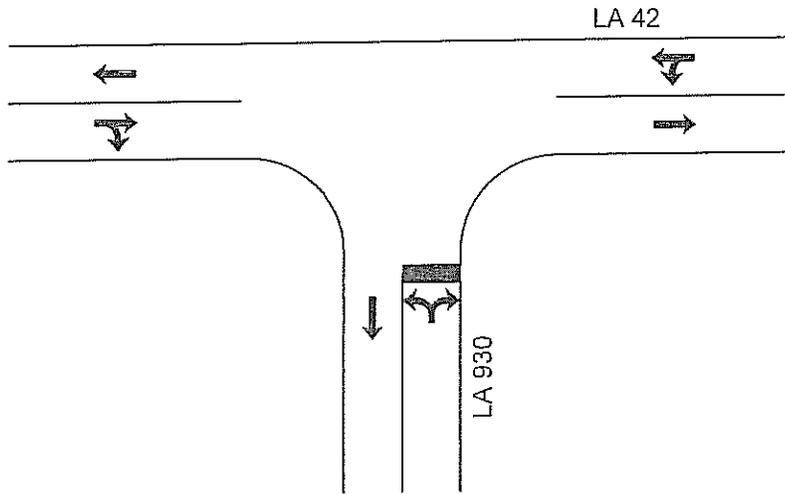
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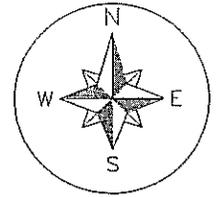
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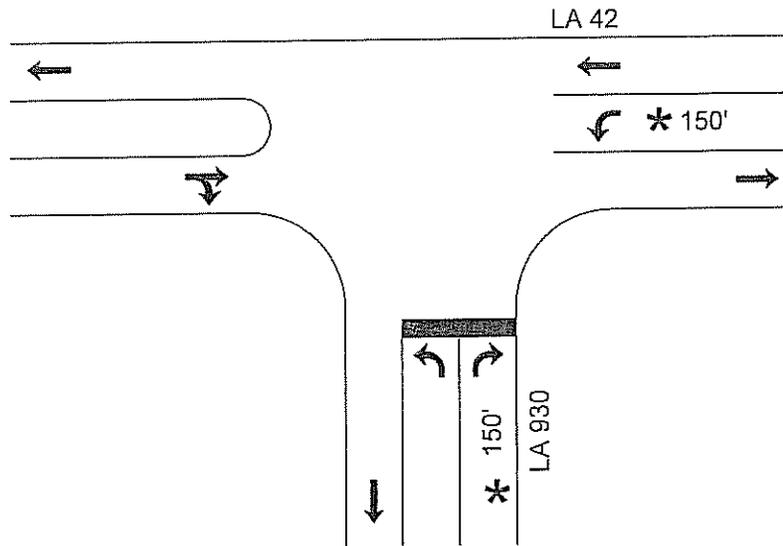
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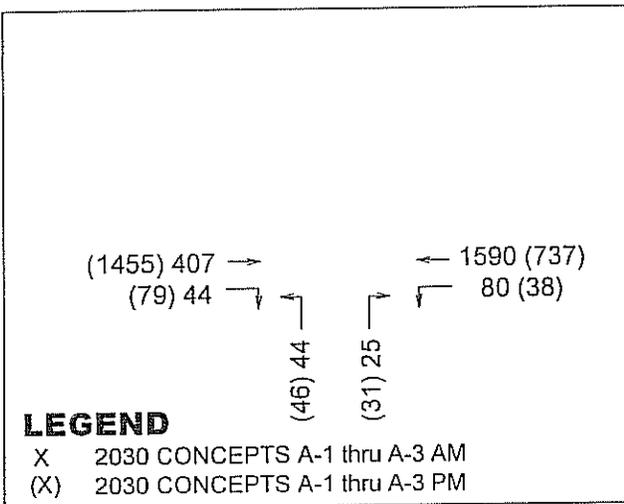
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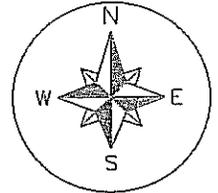
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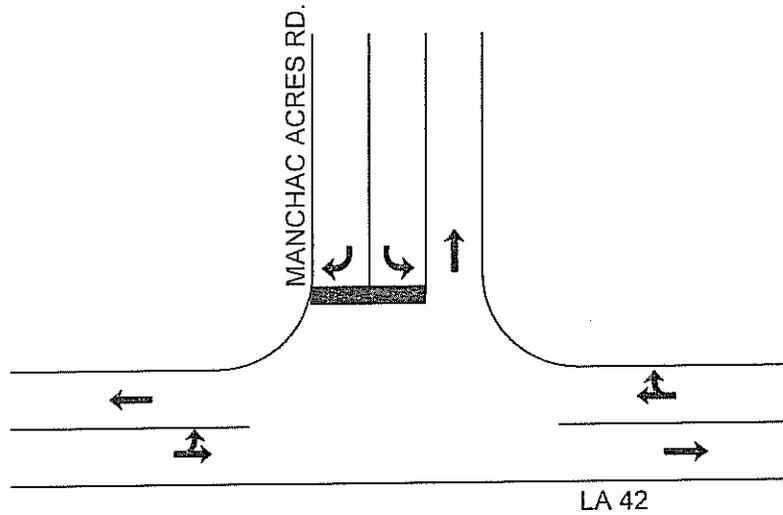
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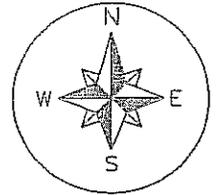
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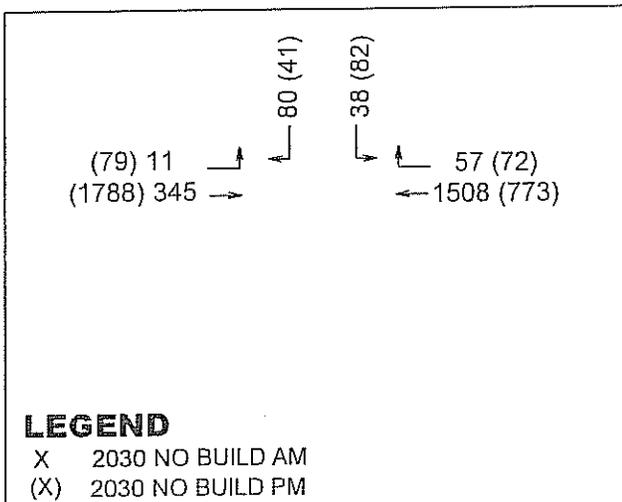
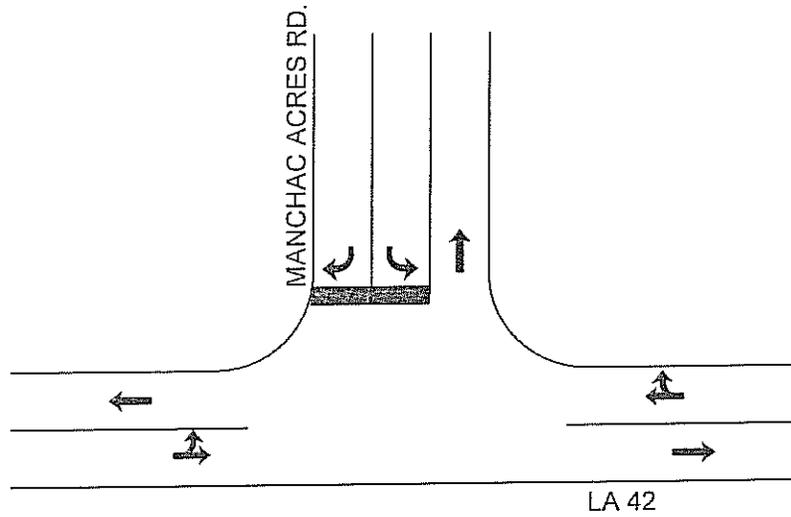
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(48) 7	↑	↓	35 (44)
(1090) 210	→	←	919 (471)
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LA 42 AT MANCHAC ACRES RD.
 PRAIRIEVILLE, LOUISIANA



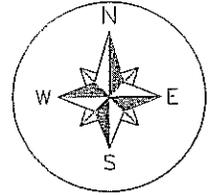
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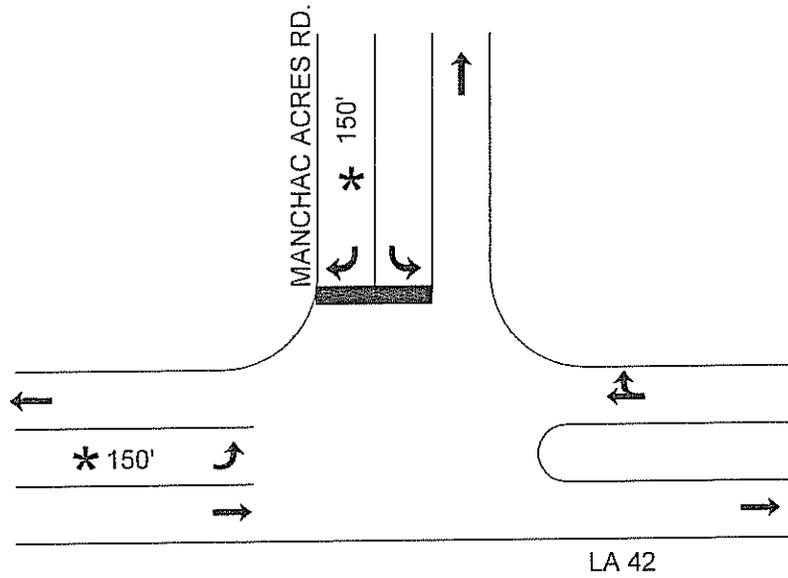
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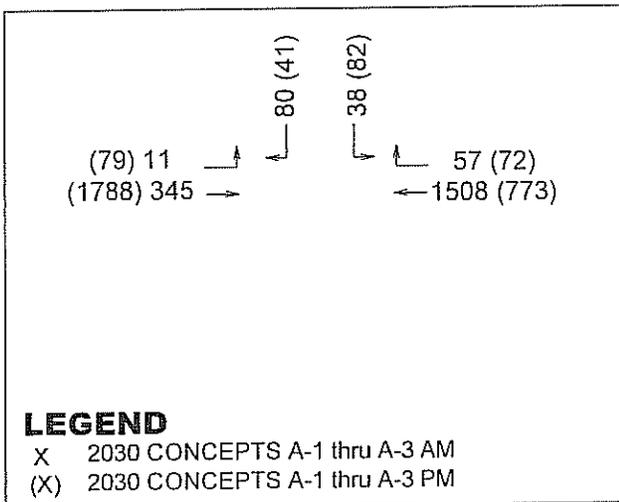
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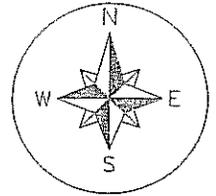
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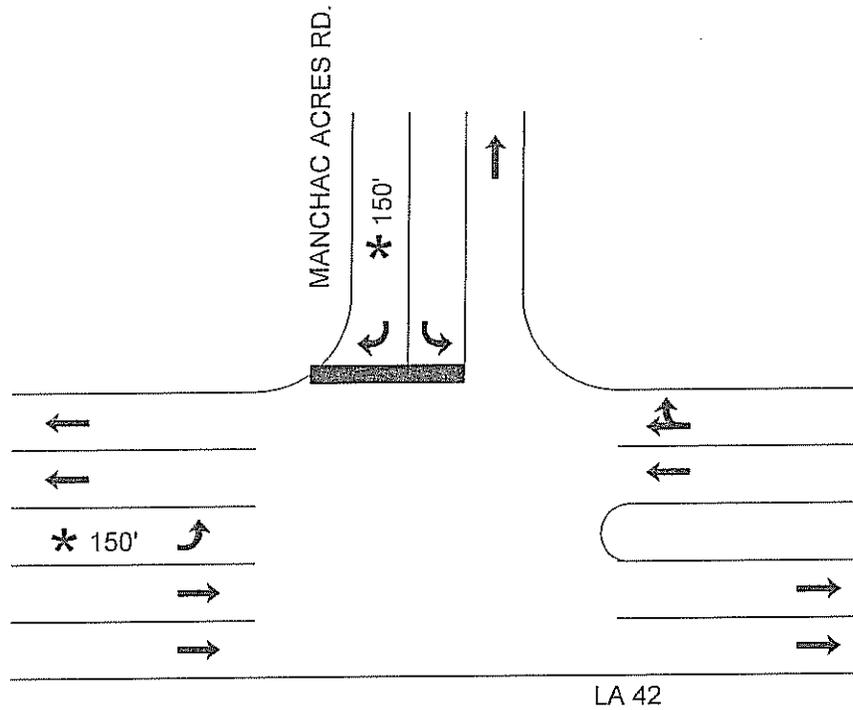
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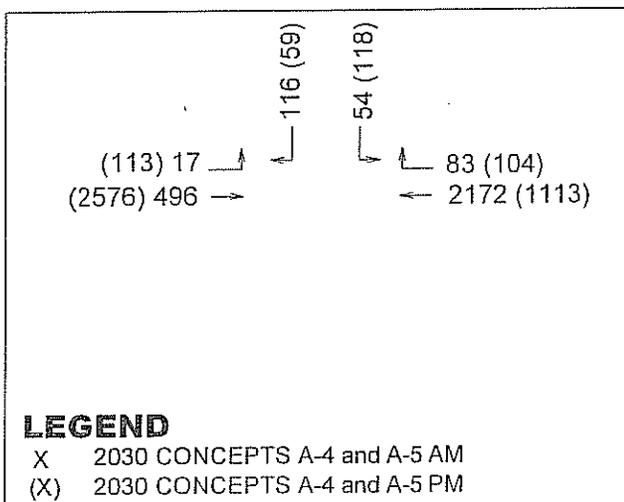
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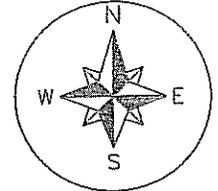
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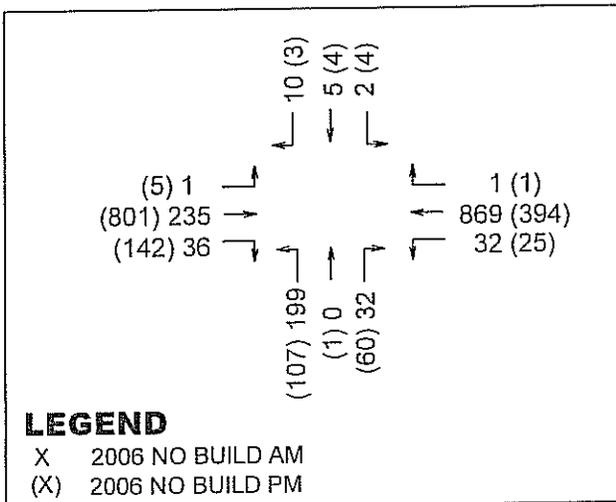
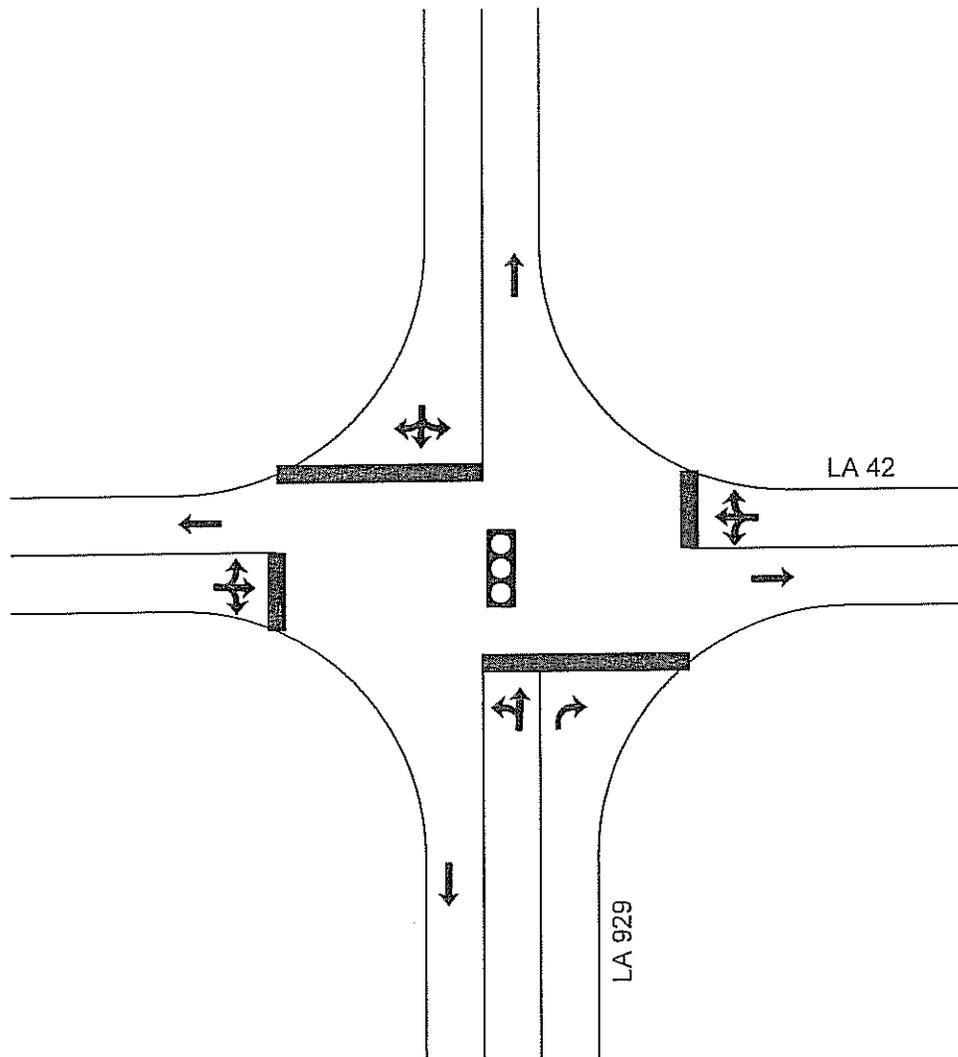
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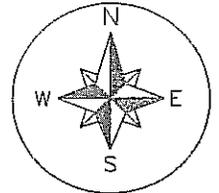
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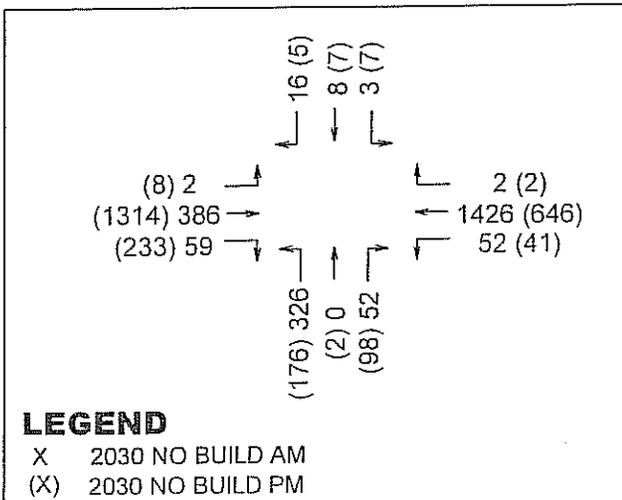
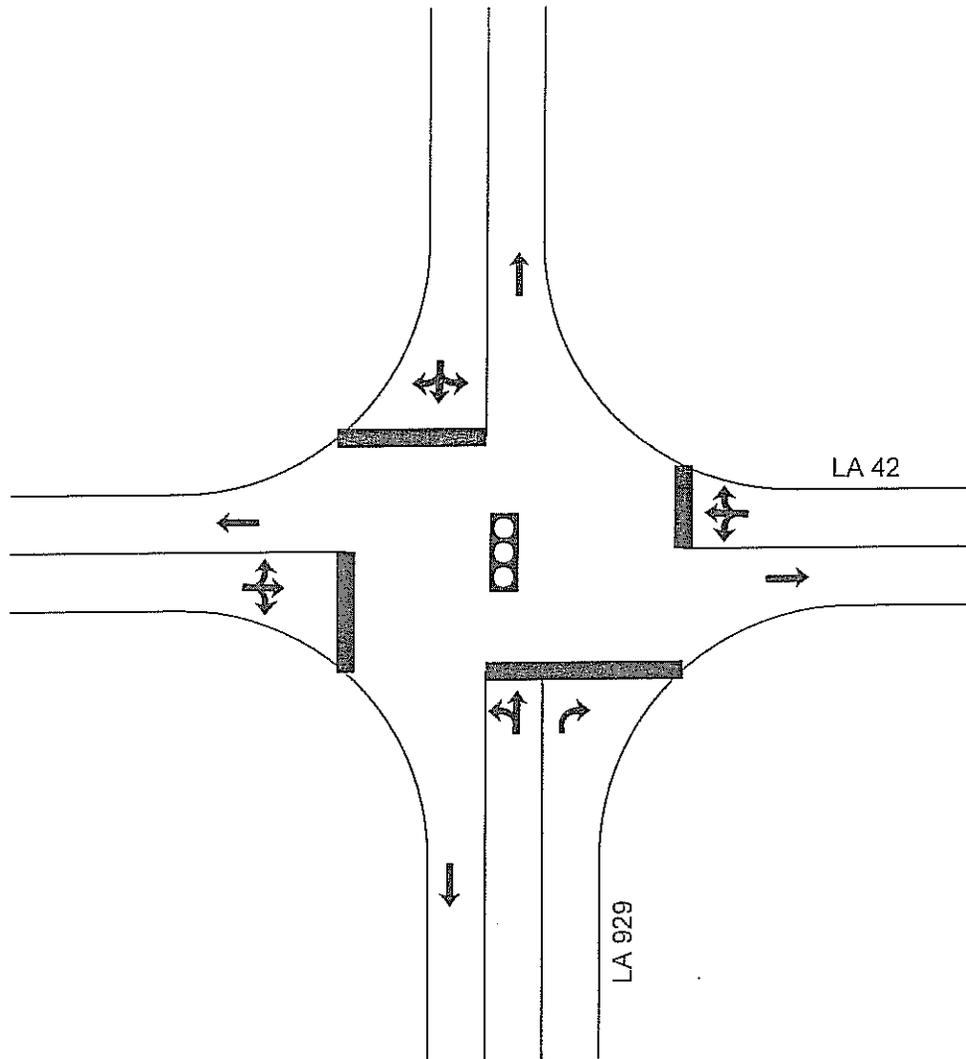
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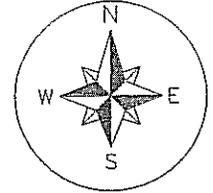
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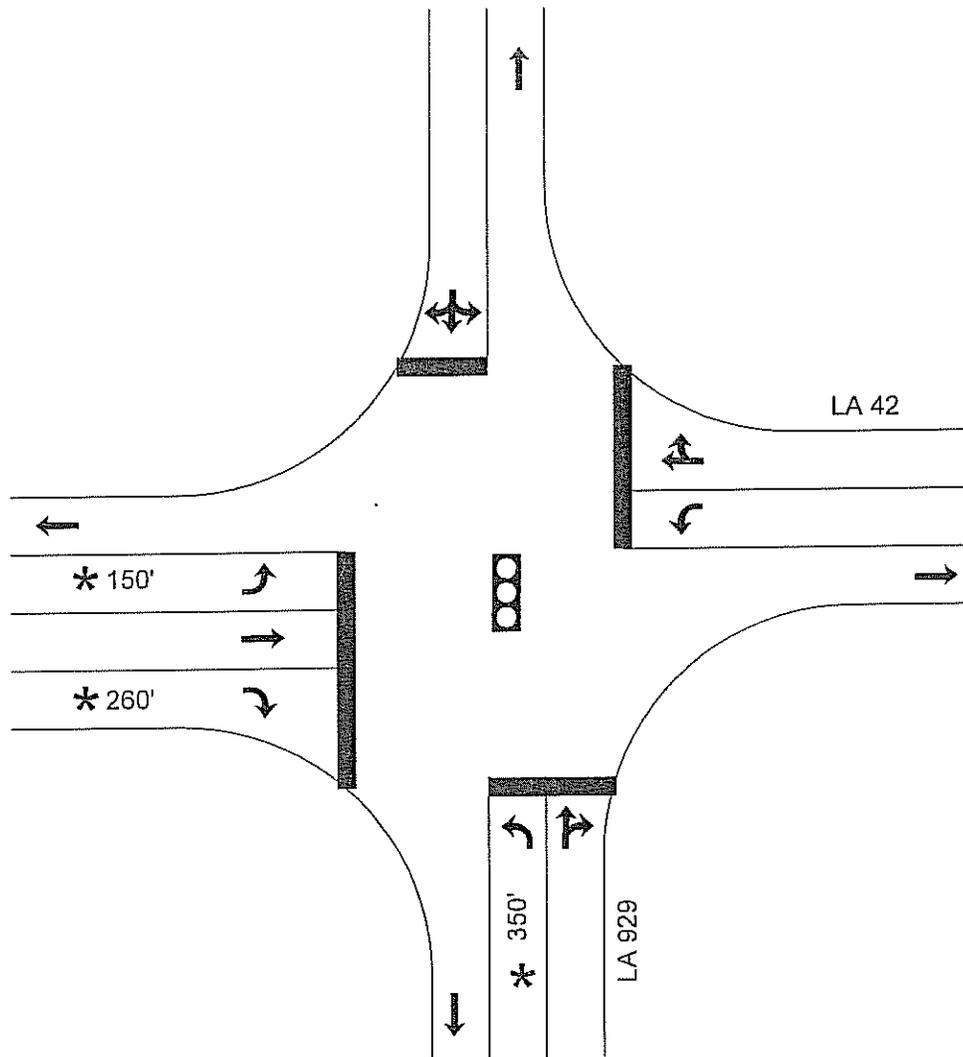
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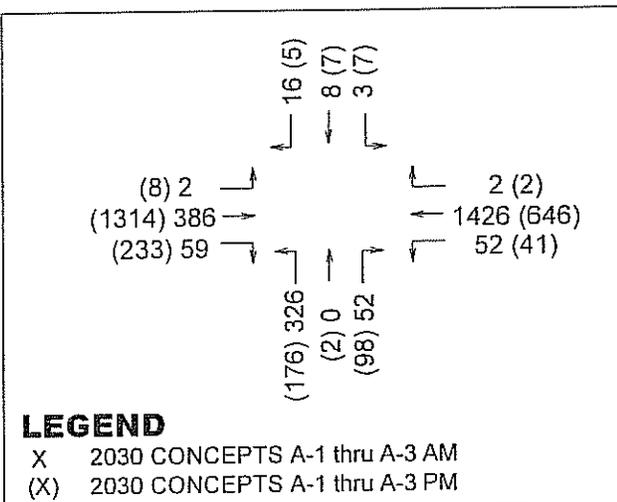
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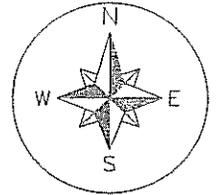
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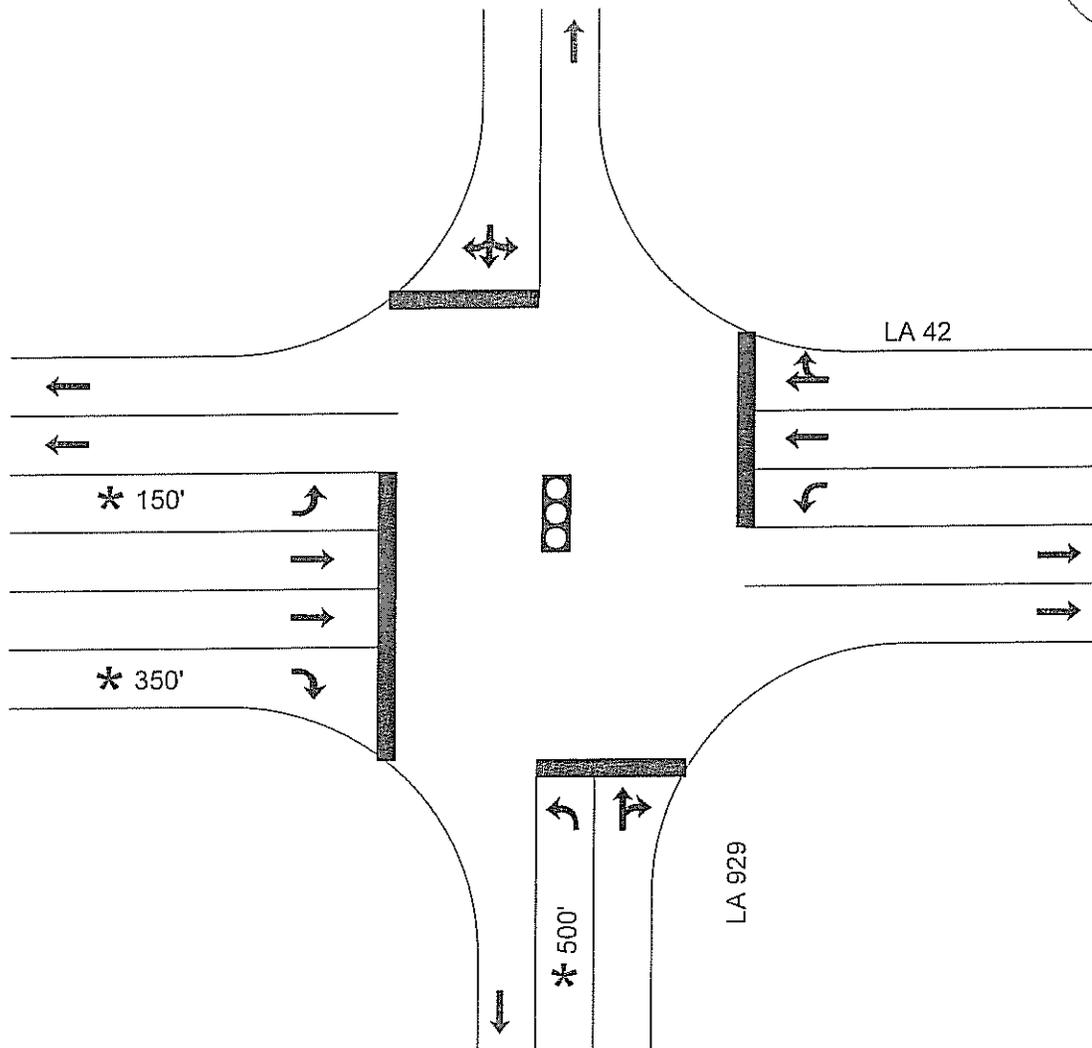
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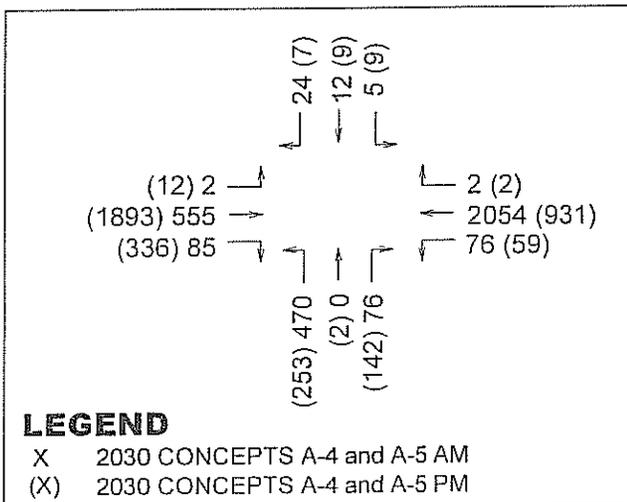
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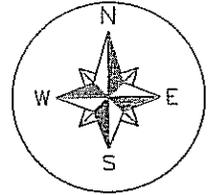
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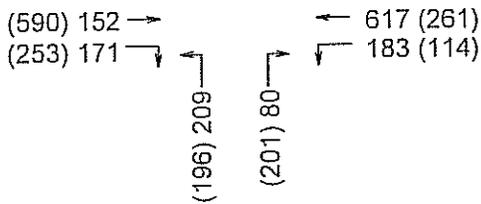
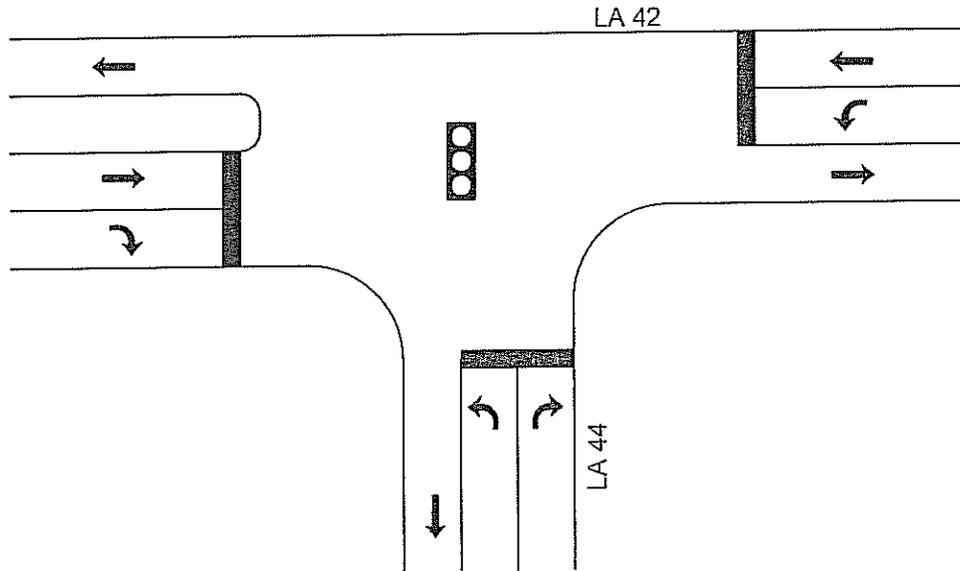
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LA 42 AT LA 44
PRAIRIEVILLE, LOUISIANA



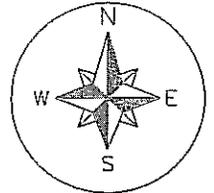
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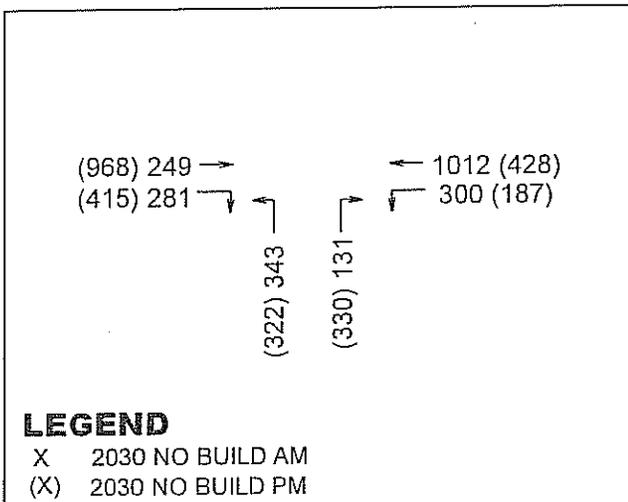
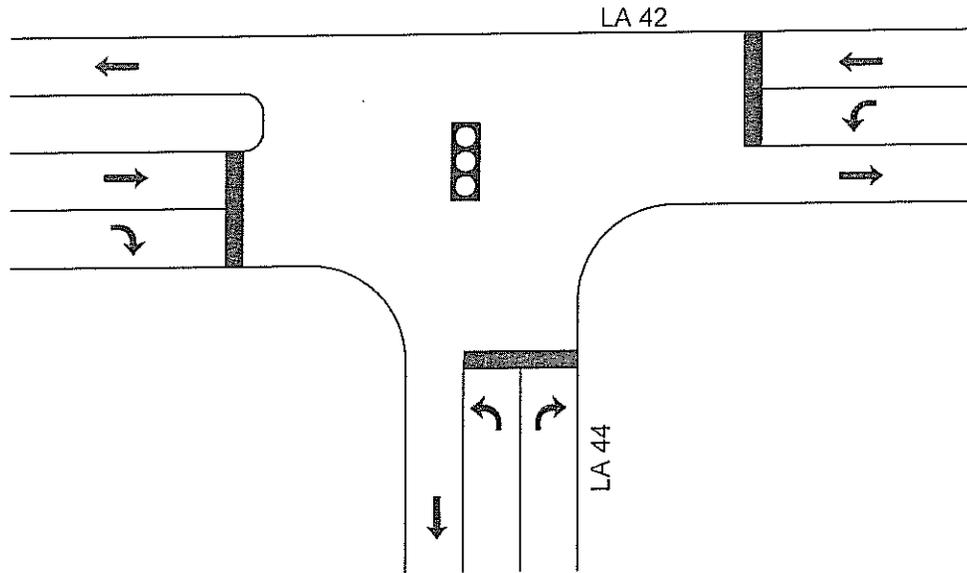
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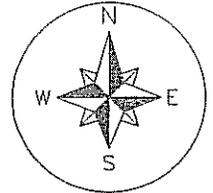
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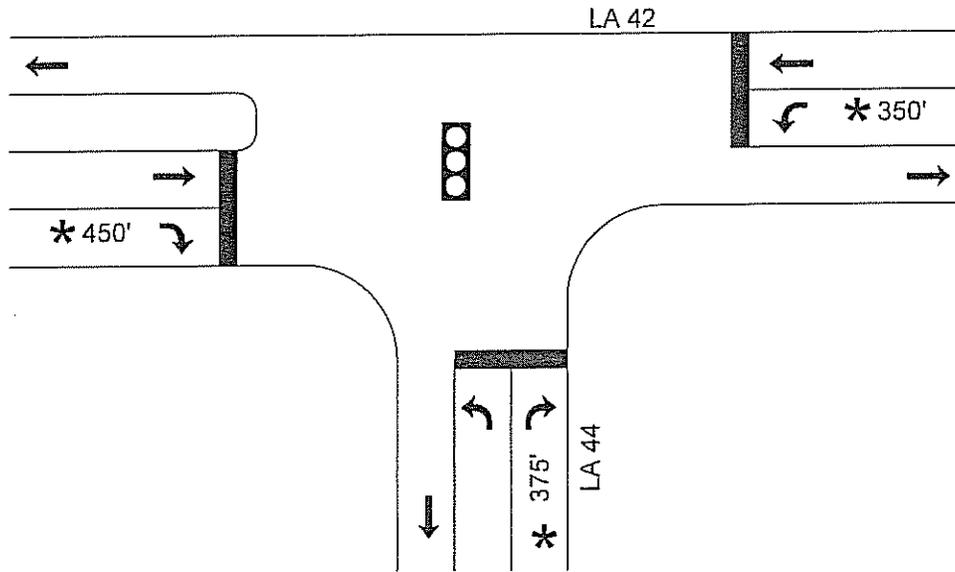
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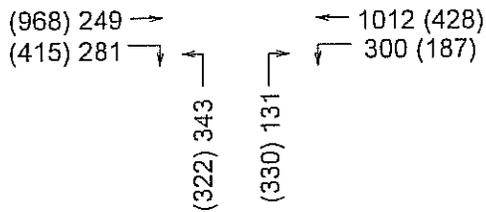
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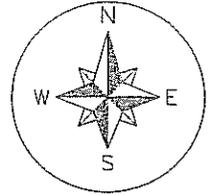
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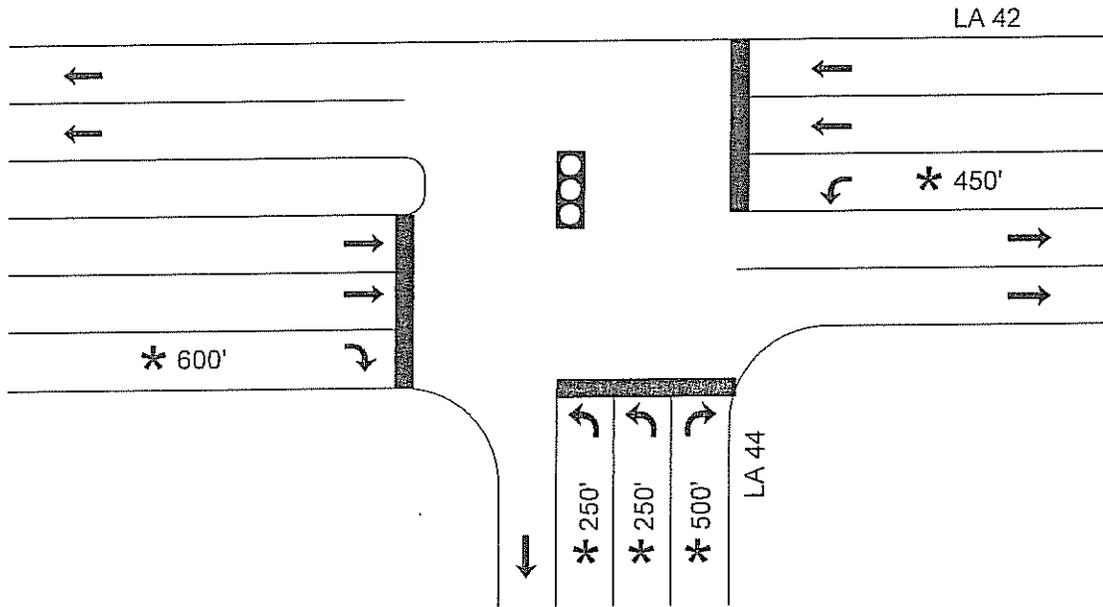
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- (X) 2030 CONCEPTS A-1 thru A-3 PM

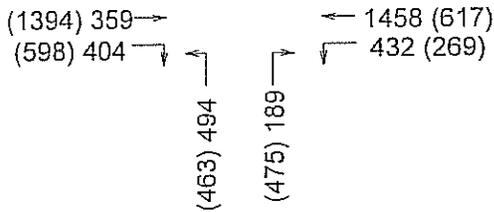
LA 42 AT LA 44
PRAIRIEVILLE, LOUISIANA



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* RECOMMENDED STORAGE LENGTH



LEGEND

- X 2030 CONCEPTS A-4 and A-5 AM
- (X) 2030 CONCEPTS A-4 and A-5 PM

Appendix D

Safety Analysis on Build Alternative

Section 3.2 Safety

The purpose of the project is to increase capacity, improve traffic flow, and mitigate impacts to safety performance. In almost all cases, a two-lane roadway converted to a multilane facility experiences an increase in crashes. However, the increasing demand for capacity necessitates the conversion. In order to mitigate the increase in crash frequency, LDOTD's Access Management Policy was implemented through the use of raised medians, right-in/right-out access only, and median openings allowing u-turns and left-in turns only.

The Highway Safety Manual estimates a reduction of 84% in total crashes when a limited access median is installed to replace a continuous two-way left turn lane on a 5-lane roadway. For example, a 5-lane roadway with an average daily traffic (ADT) of 20,000 vehicles per day averages 26.3 crashes per mile. For the same volume of traffic, a 4-lane divided roadway with left turn lanes averages 8.6 crashes per mile. Lastly, if the 4-lane roadway was divided with a limited access median, the average crash frequency would be reduced to 4.2 crashes per mile.

Louisiana DOTD's Complete Streets policy ensures our commitment to the development of a fully integrated transportation system that considers the safety needs of motorists, transit users, bicyclists, and pedestrians of all ages and abilities, which includes users of wheelchairs and mobility aids. The threat of being injured or killed while bicycling or walking across and along the roadway is a serious concern for many individuals and sometimes a very real problem that communities must face. In order to accommodate these concerns, a four-foot wide sidewalk with a two-foot buffer will be constructed on the north side of LA 42 and a 10-foot side shared use path will be constructed on the south side, both separated by barrier curb. A transportation system that is conducive to bicycling and walking can reap many benefits in terms of reduced traffic congestion and improved quality of life. Economic rewards both to the individual and to society are also realized through reduced health care costs and reduced dependency on auto ownership (and the resulting insurance and maintenance costs).

A portion of the project is currently considered an abnormal section, meaning that the crash rate is at least twice the statewide average for that type of roadway. If no action is taken, this section will most likely remain abnormal.

Appendix E

Driveways Proposed To Be Removed

LIST OF PROPOSED DRIVEWAY REMOVALS AND ADJUSTMENTS

Station	Side of Roadway	Action
101+00.00	LT	Removed – site has multiple driveways, removed driveway nearest to US 61 intersection
115+20.00	LT	Removed – site has multiple driveways, removed driveway nearest to other driveways
143+00.00	LT	Removed – site has multiple driveways, removed driveway nearest to John Broussard intersection
155+50.00	LT	Removed – site has multiple driveways, removed driveway nearest to other driveways
158+50.00	LT	Removed – site has multiple driveways, removed driveway nearest to Lavern Staffard intersection
225+00.00	RT	Removed – site has multiple driveways, removed driveway nearest to AP 929 intersection
231+00.00	RT	Removed – site has multiple driveways, removed driveway nearest to other driveways
235+00.00	RT	Removed – the residence at this location is an anticipated relocation
246+50.00	RT	Removed – the business at this location is an anticipated relocation
247+75.00	RT	Removed – the business at this location is an anticipated relocation
249+15.00	RT	Moved – this driveway will be moved to sta. 250+00.00 to allow access to this site
267+00.00	LT	Removed – site has multiple driveways, removed driveway nearest to Autumn View intersection
270+00.00	LT	Removed – site has multiple driveways, removed driveway nearest to other driveways
281+00.00	RT	Removed – combined to a single, shared driveway at 282+00. The existing driveways for the Sonic (282+25) and the gas station (281+25) were combined into a single shared driveway at 282+00. The location of this driveway will permit access to these sites and conform to the existing traffic flow patterns of these sites.
285+00.00	RT	Removed – site has multiple driveways, removed driveway nearest to Vallee Ct. intersection

Appendix F

List of Anticipated Relocations

Listing of Anticipated Relocations Build Alternative

Station Number	RESIDENTIAL	NON-RESIDENTIAL	
	Address	Name	Address
138+25	17261 Chenier Drive Prairieville, LA		
140+00	17260 Chenier Drive Prairieville, LA		
232+70	40087 Highway 42 Prairieville, LA		
235+50	40115 Highway 42 Prairieville, LA		
236+45	17333 Marseilles Blvd Prairieville, LA		
246+40		Strip Mall	40235 Highway 42 Prairieville, LA
246+40		Christ Church*	40235 Highway 42 Suite A & B Prairieville, LA
246+40		Bayou Notary*	40235 Highway 42 Suite C Prairieville, LA
246+40		Reynolds Law Firm*	40235 Highway 42 Suite D Prairieville, LA
246+40		Vacant*	40235 Highway 42 Suite E Prairieville, LA
246+40		Sophisticuts Hair Salon*	40235 Highway 42 Suite F Prairieville, LA
246+40		Vacant*	40235 Highway 42 Suite G Prairieville, LA
246+40		Art of the Goldsmith*	40235 Highway 42 Suite H Prairieville, LA
246+40		Cinderella's Pet Palace*	40235 Highway 42 Suite I Prairieville, LA
248+90		Happy Nails	40255 Highway 42 Prairieville, LA

*businesses located within listed strip mall

Appendix G

Section 106 Correspondence



BOBBY JINDAL
GOVERNOR

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

P.O. Box 94245
Baton Rouge, Louisiana 70804-9245

www.dotd.la.gov

May 11, 2011



SHERRI H. LEBAS, P.E.
SECRETARY

STATE PROJECT NO.: 700-30-0125/H.002370
F.A.P. NO.: 0307(506)/H.002370
LA 42 WIDENING FROM US 61 TO JUST EAST OF LA 44
ROUTE LA 42
ASCENSION PARISH

Ms. Pam Breaux
State Historic Preservation Officer
Department of Culture, Recreation and Tourism
Office of Cultural Development
P.O. Box 44247, Capitol Station
Baton Rouge, LA 70804

SUBJECT: Finding of No Adverse Effect and De Minimis 4(f) Finding

Dear Ms. Breaux:

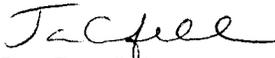
We have received your response dated April 1, 2011, in which you concur with the Federal Highway Administration's (FHWA) Finding of No Adverse Effect for the proposed captioned project.

The purpose of this letter is to notify you that FHWA intends to make a De Minimis 4(f) finding based upon your concurrence with this Section 106 determination.

If we can be of further assistance, please contact me at (225)242-4509 or at Jan.Grenfell@la.gov.

Sincerely,

Noel Ardoin
Environmental Engineer Administrator


Jan Grenfell
Environmental Impact Manager

NA/JG
cc: FHWA



BOBBY JINDAL
GOVERNOR

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
P.O. Box 94245
Baton Rouge, Louisiana 70804-9245
www.dotd.la.gov
225-242-4502



SHERRI H. LEBAS, P.E.
SECRETARY

April 15, 2011

STATE PROJCT NO. 700-03-0125/ H.002370.2
F.A.P. NO. 0307(506)
NAME: LA 42
ROUTE: LA 42
PARISH: Ascension

The Final Report has been reviewed and accepted.
Pam Breaux 5-24-11
Pam Breaux Date
State Historic Preservation Officer

Ms. Pam Breaux
State Historic Preservation Officer
Department of Culture, Recreation and Tourism
Office of Cultural Development
P.O. Box 44247, Capitol Station
Baton Rouge, LA 70804

SUBJECT: Final Phase I Cultural Resources Survey Report (22-3720)

Dear Ms. Breaux:

Enclosed are two hard copies and a PDF version of the final report titled "*Phase I Cultural Resources Survey of the Proposed Expanded Right-of-Way of LA 42 from U.S. 61 to LA 44, Ascension Parish, Louisiana*", prepared by the Louisiana Department of Transportation and Development (LADOTD) and SURA, Inc. for the above-captioned project. If you have any questions or comments, please call Stacie Palmer at (225) 242-4514.

Sincerely,

Stacie Palmer
Noel Ardoin
Environmental Engineer Administrator

Enclosures
NA/sp

cc: SHPO File
FHWA (with enclosure 1 copy)
Cynthia Bowman

APR 19 2011



JAY DARDENNE
LIEUTENANT GOVERNOR

State of Louisiana
OFFICE OF THE LIEUTENANT GOVERNOR
DEPARTMENT OF CULTURE, RECREATION & TOURISM
OFFICE OF CULTURAL DEVELOPMENT

CHARLES R. DAVIS
DEPUTY SECRETARY

PAM BREAU
ASSISTANT SECRETARY

April 1, 2011

Ms. Noel Ardoin
Environmental Engineer Administrator
LDOTD
P.O. Box 94247
Baton Rouge, LA 70804-4247

Re: State Project No. 700-03-0125/H.0023702
F.A.P. 0307(506)
Draft Phase I Cultural Resources Report (22-3720)
Proposed Expanded Right-of-Way of LA 42 from
U.S. 61 to LA 4
Ascension Parish, LA

Dear Ms. Ardoin:

In our letter to you of March 7, 2011, we were of the opinion that the proposed removal of the two live oaks from the LA Hwy 42 right-of-way portion of the Dixon House historic allée could be considered an adverse effect to the Dixon House, a property listed on the National Register of Historic Places. Based on the additional information concerning road alignment provided in our meeting of March 10, 2011, we have reassessed our evaluation of effect and believe that no adverse effect would exist from the tree removal. The major of the allée remains intact and still compliments the historic rural setting of the Dixon House.

If you have any questions, please contact Mike Varnado in the Division of Historic Preservation at (225) 219-4596.

Sincerely,

Pam Breau
State Historic Preservation Officer

PB:MV:s



JAY DARDENNE
LIEUTENANT GOVERNOR

State of Louisiana
OFFICE OF THE LIEUTENANT GOVERNOR
DEPARTMENT OF CULTURE, RECREATION & TOURISM
OFFICE OF CULTURAL DEVELOPMENT

CHARLES R. DAVIS
DEPUTY SECRETARY

PAM BREAU
ASSISTANT SECRETARY

March 7, 2011

Ms. Noel Ardoin
Environmental Engineer Administrator
LDOTD
P.O. Box 94247
Baton Rouge, LA 70804-4247

Re: State Project No. 700-03-0125/H.0023702
F.A.P. 0307(506)
Draft Phase I Cultural Resources Report (22-3720)
Proposed Expanded Right-of-Way of LA 42 from
U.S. 61 to LA 4
Ascension Parish, LA

Dear Ms. Ardoin:

Thank you for your letter of February 1, 2011, transmitting the above-referenced report. We concur with your recommendation that archaeological sites 16AN83 and 16AN85 are not eligible for listing to the National Register of Historic Places (NRHP). We agree with your recommendation that an archaeological monitor be present during the work near the Oak Grove Baptist Cemetery.

However, we disagree with your determination of effect assessment that the historic live oak allée does not contribute to the Dixon House's status as a National Register of Historic Places (NRHP) property and the trees removal would not cause an Adverse Effect. Though the allée was not listed as a historic element of the Dixon House at the time of its NRHP listing in 1999, we are of the opinion that it directly contributes to the Dixon House NRHP status and any allée tree removal should be avoided in the LA Hwy 42 expansion.

As such, we invite you to consult further with our office as prescribed in the Section 106 Regulations (36 CFR Part 800.5(ii)) in order to discuss ways in which to avoid adversely affecting this historic property. However, we had no edits concerning format but at this time, we cannot finalize this report. If you have any questions, please contact Mike Varnado in the Division of Historic Preservation at (225) 219-4596.

Sincerely,

Phil Boggan
Deputy State Historic Preservation Officer

PB:MV:s



BOBBY JINDAL
GOVERNOR

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

P.O. Box 94245
Baton Rouge, Louisiana 70804-9245

www.dotd.la.gov
225-242-4502



SHERRI H. LEBAS, P.E.
SECRETARY

February 1, 2011

STATE PROEJCT NO. 700-03-0125/ H.002370.2
F.A.P. NO. 0307(506)
NAME: LA 42
ROUTE: LA 42
PARISH: Ascension

Mr. Phil Boggan
Deputy State Historic Preservation Officer
Department of Culture, Recreation and Tourism
Office of Cultural Development
P.O. Box 44247, Capitol Station
Baton Rouge, LA 70804

SUBJECT: Draft Phase I Cultural Resources Survey Report

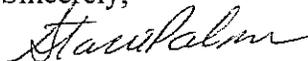
Dear Mr. Boggan:

Enclosed are two copies for your review and comment of the draft report titled "Phase I Cultural Resources Survey of the Proposed Expanded Right-of-Way of LA 42 from U.S.61 to LA 4, Ascension Parish, Louisiana," prepared by the Louisiana Department of Transportation and Development (LADOTD) and SURA, Inc. for the above-captioned project.

Two archaeological sites were encountered. Ten standing structures were also identified during the study. These sites, as well as the structures, are not considered eligible for inclusion on the National Register of Historic Places (NRHP). One listed property was identified adjacent to the project corridor (Dixon House). A small portion of the property will be affected by the widening of LA 42. No contributing elements of the property will be affected and it is the opinion of the LADOT that the project will not be an adverse effect on the property.

In conjunction with FHWA, we believe that no historic properties will be adversely affected by this project, as proposed. We request your concurrence. If you have any questions or comments, please call Stacie Palmer at (225) 242-4514.

Sincerely,


Noel Noel Ardoin
Environmental Engineer Administrator

Enclosures
NA/sp

cc: SHPO File
FHWA
Cynthia Bowman

Appendix H

Section 4(f) Correspondence

Public Park

Historic Property

PARISH OF ASCENSION

ENGINEERING DEPARTMENT



Tommy Martinez
Parish President

May 16, 2011

FHWA
5304 Flanders Drive, Suite A
Baton Rouge, LA 70808
Attn: Charles "Wes" Bolinger, Division Administrator

PROJECT NAME: Hwy 42 Widening Project
DPW PROJECT NO: DPW-10-004

SUBJECT: Oak Grove Park – 4(f) “*de minimis*” Impact

The Parish has determined that the additional right-of-way needed for the proposed LA 42 Widening project from Oak Grove Park will not adversely affect the activities, features, or attributes that qualify the park for protection under *de minimis* requirements of Section 4(f) of the U.S. Department of Transportation Act.

While the proposed widening will require the taking of approximately 0.1445 acres (6,294 sf) of existing park area, potentially temporarily reducing the available parking, the Parish and LaDOTD are working to mitigate the impacts. Oak Grove Park, having received Federal funding in the past, is protected under Section 6(f)(3) of the Land and Water Conservation Fund (LWCF) Act. Section 6(f)(3) states that “No property acquired or developed with assistance under this section shall, without approval of the Secretary, be converted to other than public outdoor recreation uses.”

A delayed conversion from the State Parks Department has been requested in order to reduce the potential of delaying the proposed Hwy 42 widening. The proposed improvements to LA Hwy 42 are important to meeting the needs of the growing population in this area, as is the preservation of recreational areas for that growing population. The Parish is dedicated to providing the necessary replacement property for the impacted area of the Oak Grove Park that addresses all requirements of the LWCF to achieve an acceptable mitigation and ensure the continued viability and functionality of the park.

The Parish is seeking concurrence from the FHWA of the *de minimis* impact finding based on our dedication to mitigating the impacts under the LWCF and the fact that the project will not adversely affect the activities, features, and attributes that qualify the park for Section 4(f) protection.

PARISH OF ASCENSION

ENGINEERING DEPARTMENT



Tommy Martinez
Parish President

In the ongoing planning and design process being headed by LaDOTD, the public will be given adequate amount of time and opportunity to review and comment on the effects of the project on the protected activities, features, and attributes of Oak Grove Park. LaDOTD and the Parish will continue to work towards ensuring the project, does not adversely affect the activities, features, and attributes of this public facility.

Sincerely,



Tommy Martinez, Parish President

TPM/bcl

Cc: Brian Kendrick – LaDOTD
Jan Grenfell - LaDOTD

Attachments:

Copy of Oak Grove Park – 6(f) delayed conversion request letter



BOBBY JINDAL
GOVERNOR

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

P.O. Box 94245
Baton Rouge, Louisiana 70804-9245

www.dotd.la.gov
May 11, 2011



SHERRI H. LEBAS, P.E.
SECRETARY

STATE PROJECT NO.: 700-30-0125/H.002370
F.A.P. NO.: 0307(506)/H.002370
LA 42 WIDENING FROM US 61 TO JUST EAST OF LA 44
ROUTE LA 42
ASCENSION PARISH

Ms. Pam Breaux
State Historic Preservation Officer
Department of Culture, Recreation and Tourism
Office of Cultural Development
P.O. Box 44247, Capitol Station
Baton Rouge, LA 70804

SUBJECT: Finding of No Adverse Effect and De Minimis 4(f) Finding

Dear Ms. Breaux:

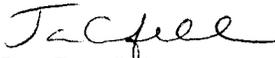
We have received your response dated April 1, 2011, in which you concur with the Federal Highway Administration's (FHWA) Finding of No Adverse Effect for the proposed captioned project.

The purpose of this letter is to notify you that FHWA intends to make a De Minimis 4(f) finding based upon your concurrence with this Section 106 determination.

If we can be of further assistance, please contact me at (225)242-4509 or at Jan.Grenfell@la.gov.

Sincerely,

Noel Ardoin
Environmental Engineer Administrator


Jan Grenfell
Environmental Impact Manager

NA/JG
cc: FHWA

Appendix I

Section 4(f) Evaluations

Public Park

Historic Property

SECTION 4(f) EVALUATION FOR PUBLIC PARK

APPLICABILITY

The Louisiana Department of Transportation and Development (LDOTD), the Federal Highway Administration (FHWA), and Ascension Parish are proposing to widen and improve LA 42 from US 61 to approximately 1,500 feet east of LA 44 in Ascension Parish, Louisiana. The widening would be along the existing center line of the roadway with additional required right-of-way on both sides. The widening of LA 42 from two lanes to four lanes, the addition of a shared-use bicycle/pedestrian path and sidewalk, and traffic access management measures comprise the proposed project. The total length of construction of the proposed project is approximately 3.7 miles.

One recreational resource which is a publicly owned park is located within the project area. The Oak Grove Community Park, located at the southwest corner of the intersection of LA 42 and LA 73 (Jefferson Highway), is owned by Ascension Parish. The amount of additional right-of-way that will be required from the park property is approximately 0.1445 acres along LA 42.

The amount and location of the required land will not impair the use of the remaining park for its intended purpose. The total size of the Section 4(f) property is 1.925 acres and the size of the required land is 0.1445 acres. The amount required is 7.5 percent of the total property site.

The proximity impacts of the proposed project on the remaining Section 4(f) land will not impair the use of the land for its intended purpose. Because the proposed project includes a shared-use bicycle / pedestrian path as part of LDOTD's Complete Streets Policy, it is anticipated that the proposed project will increase the accessibility and usage of the park.

Coordination is currently being carried out with Ascension Parish, the owner of the park, and the Louisiana Office of State Parks, the agency administering Section 6(f) funds, to locate suitable replacement property to mitigate for the amount of ROW required from the park property.

ALTERNATIVES

Because the purpose of the project is to increase the capacity, improve traffic flow, and improve the safety of LA 42, the alternatives that were determined to be reasonable included versions of the four-lane, divided or raised-median roadway. Within that concept, three alignments were originally considered. These three preliminary design alternatives are proposed to be dropped from further analysis because they do not fulfill all aspects of the purpose and need of the proposed project and they do not comply with LDOTD's Complete Streets or Access Management policies. The Build Alternative has since been developed.

Even though it will be necessary to acquire some ROW from the Oak Grove Community Park to accommodate the features of the new roadway, several adjustments have been made to the design to minimize the impacts.

A narrower median width was used from the beginning of the project until just past the Dixon House to minimize the roadway footprint. In addition, the shared-use path was replaced with a sidewalk from the beginning of the project until just past the Dixon House to minimize the roadway footprint. The vertical alignment was re-designed to ensure that the limits of construction tie to the existing ground as quickly as possible to reduce the amount of required ROW. The subsurface drainage system would be placed under the travel lane, which allows utilities to be placed under the sidewalk rather than behind the sidewalk. The sight flare area required for signal pole placement along LA 73 was reduced to the minimum needed, which reduced the amount of ROW required from the park along LA 73.

FINDINGS

Under the No Build Alternative, no construction would take place along the existing highway. The roadway would remain as is with open ditches, 2-foot wide narrow shoulders, and two 11-foot wide travel lane. Neither future capacity concerns nor safety concerns would be addressed. No residential or business relocations would be required, and no potential impacts to public lands or wetlands would occur. No utility relocations would be needed. The short-term adverse impacts due to construction activity would be avoided. No subsurface drainage would be installed and the installation of the wastewater system would likely not occur. The No Build Alternative would result in continued degradation of the level of service, which is currently at LOS F.

Improvement without using the adjacent 4(f) land is not feasible or prudent due to the need to meet LDOTD criteria for roadway design and safety.

Alternatives on new location are not feasible and prudent to avoid the Section 4(f) land because the new location would not improve safety, would result in substantial adverse impacts, and would substantially increase the project costs.

FHWA has determined that the use of the Oak Grove Community Park property, including measures to minimize harm which have been committed to by the applicant, will have a de minimis impact.



0.1445 Acres Required



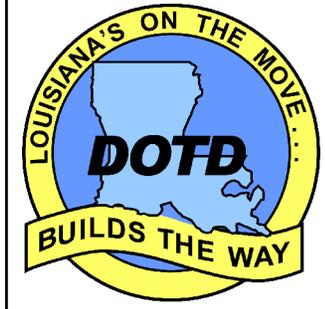
OAK GROVE COMMUNITY PARK RIGHT-OF-WAY IMPACTS

LA 42 WIDENING AND IMPROVEMENTS
US 61 TO APPROXIMATELY 1,500 FEET EAST OF LA 44
ROUTE LA 42
ASCENSION PARISH

SP# H.002370 (700-03-0125)
FAP# DE-0307(507)

LEGEND

-  Lane Lines
-  Sidewalk/Bike Path
-  Curb & Gutter
-  Limits of Construction
-  Property Line
-  Existing Right-of-Way
-  Required Right-of-Way



SECTION 4(f) EVALUATION FOR HISTORIC PROPERTY

APPLICABILITY

The Louisiana Department of Transportation and Development (LDOTD), the Federal Highway Administration (FHWA), and Ascension Parish are proposing to widen and improve LA 42 from US 61 to approximately 1,500 feet east of LA 44 in Ascension Parish, Louisiana. The widening would be along the existing center line of the roadway with additional required right-of-way on both sides. The widening of LA 42 from two lanes to four lanes, the addition of a shared-use bicycle/pedestrian path and sidewalk, and traffic access management measures comprise the proposed project. The total length of construction of the proposed project is approximately 3.7 miles.

One property listed on the *National Register of Historic Places* (NRHP) is located within the project area. The Dixon House (HSS #03-00149) is listed on the NRHP under architectural significance at a local level. The amount of additional right-of-way that will be required from the historic property is approximately 0.0561 acres along LA 42. No portion of the house or any contributing element will be affected by construction of the proposed project. Two of the large oak trees that are part of the oak allée (HSS #03-00170) and original to the house are located outside of the existing NRHP boundary of the historic property. These two oak trees are within existing LDOTD right-of-way and will be removed for the widening of LA 42.

ALTERNATIVES

Because the purpose of the project is to increase the capacity, improve traffic flow, and improve the safety of LA 42, the alternatives that were determined to be reasonable included versions of the four-lane, divided or raised-median roadway. Within that concept, three alignments were originally considered. These three preliminary design alternatives are proposed to be dropped from further analysis because they do not fulfill all aspects of the purpose and need of the proposed project and they do not comply with LDOTD's Complete Streets or Access Management policies. The Build Alternative has since been developed.

Even though it will be necessary to acquire some ROW from the Dixon House to accommodate the features of the new roadway, several adjustments have been made to the design to minimize the impacts. A narrower median width was used from the beginning of the project until just past the Dixon House to minimize the roadway footprint. The vertical alignment was re-designed to ensure that the limits of construction tie to the existing ground as quickly as possible. A left turn lane for North Lake Drive was avoided to prevent the median from widening, thus reducing the project footprint at this location. The U-turn locations along the project were placed so that one would not be required in the immediate vicinity of the Dixon House.

FINDINGS

Under the No Build Alternative, no construction would take place along the existing highway. The roadway would remain as is with open ditches, 2-foot wide narrow shoulders, and two 11-foot wide travel lanes. Neither future capacity concerns nor safety concerns would be addressed. No residential or business relocations would be required, and no potential impacts to public lands or wetlands would occur. No utility relocations would be needed. The short-term adverse impacts due to construction activity would be avoided. No subsurface drainage would be installed and the installation of the wastewater system would likely not occur. The No Build Alternative would result in continued degradation of the level of service, which is currently at LOS F.

Improvement without using the adjacent Section 4(f) land is not feasible or prudent due to the need to meet LDOTD criteria for roadway design and safety.

Alternatives on a new location are not feasible and prudent to avoid the Section 4(f) land because the new location would not improve safety, would result in substantial adverse impacts, and would substantially increase the project costs.

CONCURRENCE

Coordination with the Louisiana State Historic Preservation Officer was carried out regarding the effect of the proposed project on this structure. In their letter dated April 1, 2011, SHPO concurred with the determination that there will be no adverse effect to the historic property. The concurrence letter is located in Appendix E.

FHWA has determined that the use of the Dixon House property, including measures to minimize harm which have been committed to by the applicant, will have a de minimis impact.

Appendix J

Solicitation of Views Correspondence



KATHLEEN BABINEAUX BLANCO
GOVERNOR

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

P.O. Box 94245
Baton Rouge, Louisiana 70804-9245

www.dotd.louisiana.gov

(225) 242-4502

August 6, 2007



JOHNNY B. BRADBERRY
SECRETARY

STATE PROJECT NUMBER 701-65-0672
FEDERAL AID PROJECT NUMBER DE-9905(550)
US 61 TO LA 44
IMPROVEMENTS TO LA 42
ASCENSION PARISH

To: Solicitation of Views Mailing List

Subject: 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.

Due to the earliness of this request for your views, very limited data concerning the proposed project exists. We have, however, attached a sketch map showing the general location of the project, along with a preliminary project description.

It is requested that you review the attached information and furnish us with your views and comments by **September 17, 2007**. 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.

Sincerely,

for Noel Ardoin
Environmental Engineer Administrator

NA/lj
Attachments
cc: District Administrator

PRELIMINARY PROJECT DESCRIPTION
STATE PROJECT NUMBER 701-65-0672
FEDERAL AID PROJECT NUMBER DE-9905(550)
US 61 TO LA 44
IMPROVEMENTS TO LA 42
ASCENSION PARISH

The Louisiana Department of Transportation and Development (LADOTD) and Ascension Parish are proposing to improve LA 42 from US 61 to LA 44 in Ascension Parish, Louisiana as shown on the attached map. The purpose of this project is to relieve traffic congestion along LA 42 between US 61 and LA 44. It is anticipated that federal demonstration fund will be used for this project.

Existing LA 42, between US 61 and LA 73, consists of four 11-foot wide asphaltic concrete travel lanes with concrete curb and gutter on each side of the centerline and multiple roadside catch basins with subsurface drainage. The existing average daily traffic (ADT) for this section of LA 42 is 20,440 vehicles per day. Existing LA 42, between LA 73 and LA 44, converges to a two-lane, bi-directional asphalt road with open drainage ditches with a posted speed limit of 45 miles per hour. This section of LA 42 contains 11-foot wide travel lanes with 2-foot shoulders. The existing ADT for this section LA 42 ranges from 19,660 to 15,310 vehicles per day.

Five Build concepts were considered in the Feasibility Study. All five concepts call for expanding intersection capacity by adding turning lanes at various existing intersections that warrant improvement. All five concepts require additional right-of-way. Residential and business relocations are also anticipated. The difference among the five concepts are as follow: Concept A-1: Maintain the existing two-lane roadway facility; Concept A-2: Add a continuous center turn lane to the existing two-lane roadway facility with adjacent roadside drainage ditches; Concept A-3: Add a continuous center turn lane to the existing two-lane roadway facility with subsurface drainage; Concept A-4: Improve the existing roadway facility to a four-lane facility with a continuous center turn lane with subsurface drainage; Concept A-5: Improve the existing roadway facility to a four-lane facility with a divided raised center median, installing subsurface drainage.

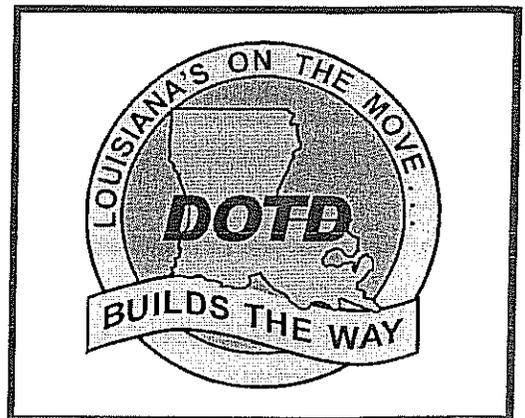
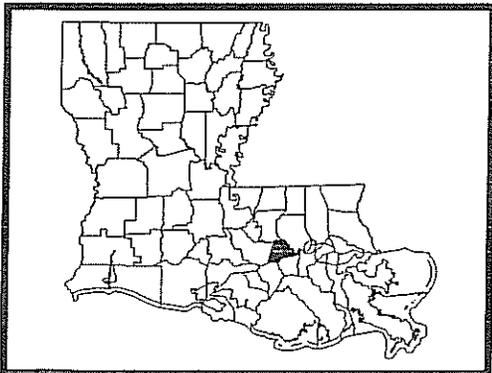
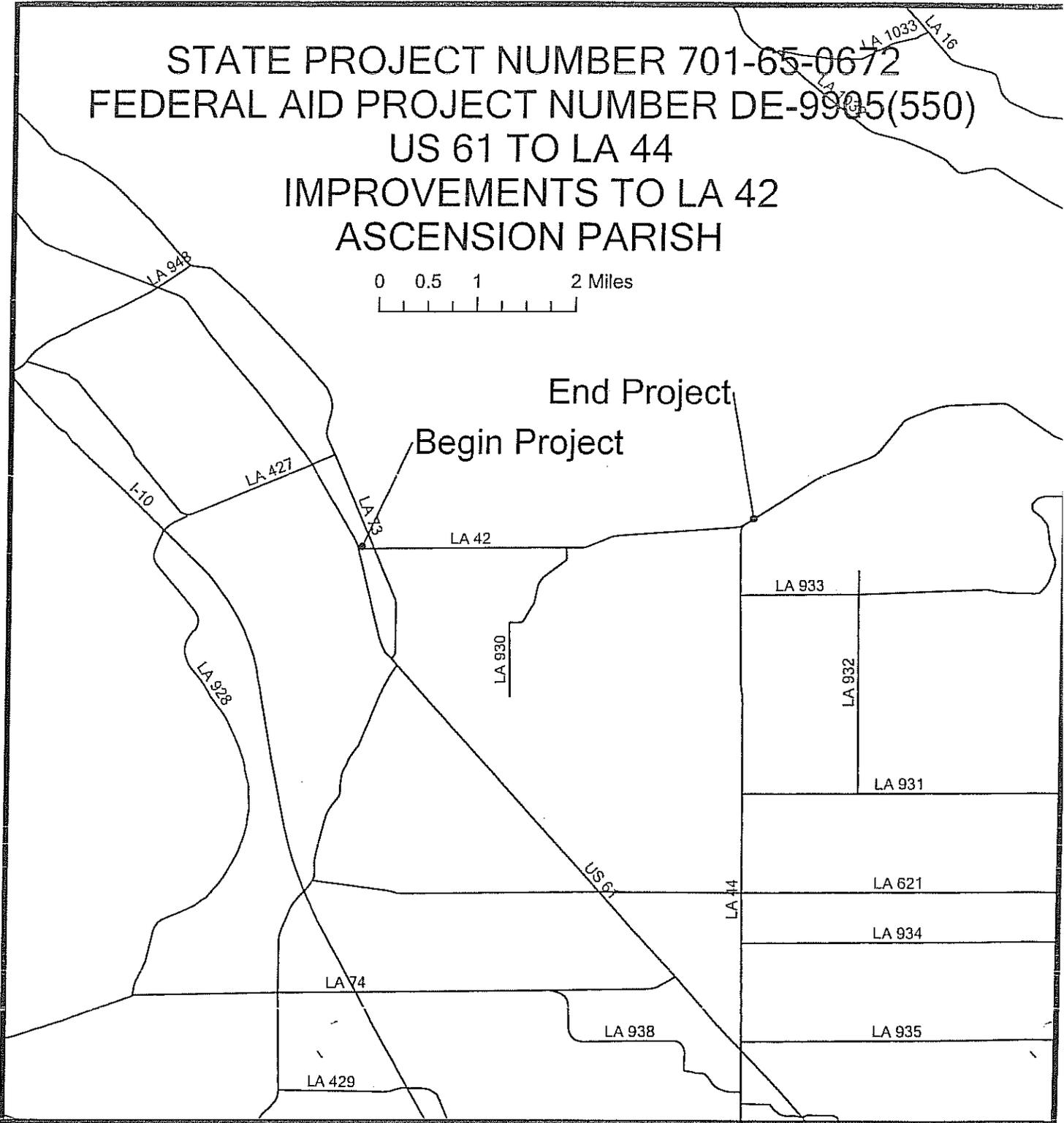
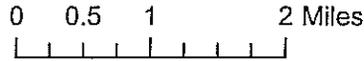
The Feasibility Study concluded that Concept A-1, A-2, A-3 are inadequate for future traffic. Concept A-4 is no longer under consideration. The Feasibility Study recommends that Concept A-5 proceed to the Environmental Assessment stage. It is anticipated that alternatives, such as widening to the left, right or symmetrically will be developed around Concept A-5 in the Environmental Assessment stage. The No-Build Alternative will also be assessed in the Environmental Assessment.

The methodology anticipated to be used to screen alternatives for this proposed project will include the use of readily available GIS information, aerial photographs, and/or site visits. Impacts and benefits will be identified and weighed to focus on a preferred alternative. Analyses will include wetlands, threatened and endangered species, cultural resources, business and residential relocations, community, environmental justice, noise, air, and contamination concerns.

During the environmental process for this project, it is anticipated that a public meeting and a public hearing would be held. Other public involvement activities may include agency meeting(s) and an additional public meeting. It is anticipated that the Environmental Assessment for this project would be completed in twelve months.

In addition to your comments on the project in general, we respectfully request your comments on the preliminary purpose and need, screening methodology, range of alternatives, and planned coordination efforts. This information will be helpful in the development of the Environmental Assessment for this proposed project.

STATE PROJECT NUMBER 701-65-0672
FEDERAL AID PROJECT NUMBER DE-9905(550)
US 61 TO LA 44
IMPROVEMENTS TO LA 42
ASCENSION PARISH



STATE MAILING LIST
UPDATED January 16, 2008

DEPT OF TRANSPORTATION
FEDERAL AVIATION
ATTN: ASW-472
FT WORTH, TX 76193

HONORABLE CHARLIE MELANCON
US HOUSE OF REPRESENTATIVE
(DISTRICT) 3
423 LAFAYETTE STREET, SUITE 107
HOUMA LA 70360

DEPT ECONOMIC DEVELOPMENT
OFFICE OF BUSINESS DEVELOPMENT
PO BOX 94185
BATON ROUGE, LA 70804-9185

EXECUTIVE DIRECTOR
LA FORESTRY ASSOC
PO DRAWER 5067
ALEXANDRIA, LA 71301

HONORABLE JIM MCCRERY
LA HOUSE OF REPRESENTATIVES
(DISTRICT) 4
6425 YOUREE DRIVE, SUITE 350
SHREVEPORT LA 71105

DEPT OF AGRI & FORESTRY
OFFICE OF FORESTRY
PO BOX 1628
BATON ROUGE, LA 70821

HON.CHARLES W BOUSTANY, JR
US HOUSE OF REPRESENTATIVES
(DISTRICT) 7
700 RYAN STREET
LAKE CHARLES LA 70821

FEDERAL ACTIVITIES BR (6E-F)
US ENVIRONMENTAL PROTECTION AGENCY
1445 ROSS AVE
DALLAS, TX 75202-2733

DEPT OF AGRICULTURE & FORESTRY
OFFICE OF SOIL/WATER CONSERV
PO BOX 3554
BATONROUGE, LA 70821-3554

HONORABLE RODNEY ALEXANDER
US HOUSE OF REPRESENTATIVES
(DISTRICT) 5
1900 STUBBS AVENUE, SUITE B
MONROE LA 71201

HONORABLE VACANT
US HOUSE OF REPRESENTATIVES
3525 NORTH CAUSEWAY BLVD
SUITE 1020 **(DISTRICT) 1**
METAIRIE LA 70002

DEPT OF CULTURE RECREATION &
TOURISM
DIVISION OF ARCHAEOLOGY
P O BOX 44247
CAPITOL ANNEX 3RD
BATON ROUGE LA 70804

DEPT OF PUBLIC SAFETY
HIGHWAY SAFETY COMMISSION
PO BOX 66336
BATON ROUGE, LA 70896

HONORABLE RICHARD H BAKER
US HOUSE OF REPRESENTATIVES
(DISTRICT) 6
5555 HILTON AVENUE, SUITE 100
BATON ROUGE LA 70808

MS SHERI ARCENEUX
OFFICE OF MANAGEMENT & FINANCE
P O BOX 4303
BATON ROUGE LA 70821

HONORABLE WILLIAM J JEFFERSON
US HOUSE OF REPRESENTATIVES
1012 HALE BOGGS FEDERAL BLDG
500 POYDRAS STREET **(DISTRICT) 2**
NEW ORLEANS LA 70130

LA DEPT OF NATURAL RESOURCES
OFFICE OF CONSERVATION
PO BOX 94275
BATON ROUGE, LA 70804-9275

LA GOOD ROADS ASSOCIATION
ATTN: PRESTON EGGERS
646 NORTH ST
BATON ROUGE, LA 70802

DONALD GOHMERT
NATURAL RESOURCES CONS SERVICE
3737 GOVERNMENT ST
ALEXANDRIA, LA 71302

REGION ENVIRONMENTAL OFFICER
US DEPT OF HOUSING/URBAN DEV
P O BOX 2905
FORT WORTH TX 76113

LA NATURAL HERITAGE PROGRAM
LA DEPT OF WILDLIFE & FISHERIES
P O BOX 98000
BATON ROUGE, LA 70898

MR MICHAEL P JANSKY
6ENXP
ENVIRONMENTAL PROTECTION AGCY
1445 ROSS AVE
DALLAS, TX 75202-2733

US DEPT OF INTERIOR
NATIONAL PARK SERVICE
100 ALABAMA STREET, SW
NPS/ATLANTA FEDERAL CENTER
ATLANTA GA 30303

LA STATE MINERAL BOARD
P O BOX 2827
BATON ROUGE LA 70821-2827

DIVISION OF ADMINISTRATION
STATE LAND OFFICE
P O BOX 44124
BATON ROUGE LA 70804

US DEPT OF THE INTERIOR
OFFICE OF ENVIRONMENTAL
POLICY & COMPLIANCE
P O BOX 26567 (MC-9)
ALBUQUERQUE NM 87125-6567

DEPT OF THE INTERIOR
GEOLOGICAL SURVEY
3535 SOUTH SHERWOOD FOREST, SUITE 120
BATON ROUGE, LA 70806

LA STATE ATTORNEY GENERAL
PO BOX 94095
BATON ROUGE, LA 70804-9095

SENATOR MARY LANDRIEU
(CLASS) II
UNITED STATES SENATE
707 FLORIDA BLVD
BATON ROUGE LA 70801

US FISH & WILDLIFE SERVICE
646 CAJUNDOME BLVD, SUITE 400
LAFAYETTE, LA 70506

MR GREG SOLVEY
FEMA REGION VI
800 NORTH LOOP 288
DENTON, TX 76209

SENATOR DAVID VITTER
UNITED STATES SENATE
2800 VETERANS MEMORIAL BLVD
SUITE 201 **(CLASS) III**
NEW ORLEANS LA 70301

ENVIRONMENTAL ASSESSMENT
SIERRA CLUB / DELTA CHP
PO BOX 19469
NEW ORLEANS, LA 70179-0469

OFFICE OF STATE PARKS
DEPT OF CULTURE REC & TOURISM
PO BOX 44426
BATON ROUGE, LA 70804

US DEPT OF COMMERCE
ECONOMIC DEVELOPMENT ADMN
504 LAVACA STREET, SUITE 1100
AUSTIN, TX 78701-2858
TENNEY SIBLEY
DHH / OPH/ SANITARIAN
PO BOX 4489
BATON ROUGE LA 70821

DISTRJCT COMMANDER
8TH COAST GUARD DISTRICT
HALE BOGGS FEDERAL BUILDING
500 POYDRAS
NEW ORLEANS, LA 70130

LOUISIANA STATE UNIVERSITY
SEA GRANT LEGAL PROGRAM
170 LAW CENTER, LSU
BATON ROUGE LA 70803

DEPT OF HEALTH & HOSPITALS
DIVISON OF ENVIRONMENTAL HEALTH
ATTN: DOUG VINCENT, CHIEF ENGINEER
P O BOX 4489
BATON ROUGE, LA 70821

DR MARK FORD
COALITION TO RESTORE COASTAL LA
P O BOX 1827
BATON ROUGE LA 70821

MS JOANNA GARDNER
OFFICE OF THE SECRETARY
LA DEPT OF ENVIRONMENTAL QUALITY
P O BOX 4301
BATON ROUGE LA 70821

GREGG GOTHREAU /LAF ECON
211 DEVALCOURT ST
LAFAYETTE, LA 70506-4121

A CYNTHIA LEON
US DEPT OF HOUSING / URBAN DEV
801 CHERRY STREET
FORT WORTH, TX 76102

GUS C RODEMACHER
LA STATE MINERAL BOARD
PO BOX 2827
BATON ROUGE, LA 70804

CHARLES ST ROMAIN
DIVISION OF ADMINISTRATION
STATE LAND OFFICE
PO BOX 44124
BATON ROUGE, LA 70804

JAMES G WILKINS
ADVISORY SERVICE
LOUISIANA STATE UNIVERSITY
227B SEA GRANT BUILDING
BATON ROUGE, LA 70803

FLOODPLAIN MANAGEMENT PGM
DOTD – ROOM 430
PO BOX 94245
BATON ROUGE, LA 70804-9245

MR MARK S DAVIS
EXECUTIVE DIRECTOR
6160 PERKINS ROAD
SUITE 225
BATON ROUGE, LA 70808

OFFICE OF INDIAN AFFAIRS
JOEY STRICKLAND, DIRECTOR
365 N FOURTH ST
PO BOX 94004
BATON ROUGE, LA 70804-9004

INTER-TRIBAL COUNCIL OF LA, INC
MONA KOHEL, DIRECTOR
5723 SUPERIOR DR, S.B-1
BATON ROUGE, LA 70816

MR RANDY THIGPEN
3247 EMILY DRIVE
PORT ALLEN LA 70767

ASCENSION PARISH MAILING LIST
UPDATED March 16, 2005

ASCENSION PARISH POLICE JURY
P O BOX 351
DONALDSONVILLE LA 70346

LOWER DELTA SOIL & WATER
CONSERVATION DIST OF LA
2274 HIGHWAY 70 #C
DONALDSONVILLE LA 70346-8861

ASCENSION PARISH SCHOOL BOARD
P O BOX 189
DONALDSONVILLE LA 70346

LUTCHER PLANNING COMMISSION
CHAIRMAN
P O BOX 456
LUTCHER LA 70071

MS. AMY POWELL
DEPT OF THE ARMY – TECH SUPPORT
P O BOX 60267
NEW ORLEANS LA 70538

ASCENSION PARISH SHERIFF
675 GOVERNMENT STREET
DONALDSONVILLE LA 70346

NEW RIVER SOIL AND WATER
CONSERVATION DIST OF LA
P O BOX 72
CONVENT LA 70723

CHAMBER OF COMMERCE
DONALDSONVILLE AREA
P O BOX 646
DONALDSONVILLE LA 70346

CAPITAL REGION PLANNING
COMM-333 N 19TH STREET
P O BOX 3355
BATON ROUGE LA 70821

HON KAREN GAUDET ST GERMAIN
LA HOUSE OF REPRESENTATIVES
(DISTRICT 60)
58025 MERIAM
PLAQUEMINE LA 70764

FLOODPLAIN ADMINISTRATOR
ASCENSION PARISH POLICE JURY
P O BOX 351
GONZALES LA 70737

HONORABLE EDDIE J LAMBERT
LA HOUSE OF REPRESENTATIVES
(DISTRICT 59)
P O BOX 241
GONZALES LA 70707

BATON ROUGE BICYCLE CLUB
P O BOX 253
BATON ROUGE LA 70821

GREATER BATON ROUGE PORT
COMMISSION
P O BOX 380
PORT ALLEN LA 70767-0380

HONORABLE ROY QUEZAIRE JR
LA HOUSE OF REPRESENTATIVES
(DISTRICT 58)
PO DRAWER 269
DONALDSONVILLE, LA 70346

HONORABLE JOHN BERTHERLOT
MAYOR OF GONZALES
120 S IRMA BOULEVARD
GONZALES LA 70737

ASCENSION CHAMBER OF
COMMERCE
P O BOX 1204
GONZALES LA 70737

BAYOU LAFOURCHE FRESH
WATER DISTRICT
1018 ST MARY STREET
THIBODAU LA 70301

LOUISIANA STATE POLICE
TROOP A
17801 HIGHLAND ROAD
BATON ROUGE LA 70810

HONORABLE M J "MERT" SMILEY, JR
LA HOUSE OF REPRESENTATIVES
(DISTRICT 88)
18590 HWY 16
SUITE 5
PORT VINCENT LA 70726

HONORABLE "JODY" AMEDEE
THE STATE SENATE
(DISTRICT 18)
2109 S BURNSIDE AVE
SUITE A
GONZALES LA 70737



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

January 14, 2008

REPLY TO
ATTENTION OF

Operations Division
Operations Manager,
Completed Works

Mr. Noel Ardoin
State of Louisiana
Department of Transportation and Development
Post Office Box 94245
Baton Rouge, Louisiana 70804-9245

Dear Mr. Ardoin:

This is in response to your Solicitation of Views request dated August 6, 2007, concerning the improvements to LA Highway 42 from US Highway 61 to LA Highway 44 in Ascension Parish, Louisiana (State Project Number 701-65-0672).

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 review of recent maps, aerial photography, soils data, and information you provided our office, we have determined that wetlands and other waters of the United States subject to Corps of Engineers jurisdiction exist within the alignment of the your proposed highway expansion. However, these areas cannot be accurately delineated without a field investigation. If an accurate delineation is needed, please furnish us with the field data concerning vegetation, soils, and hydrology that we require for all jurisdictional decisions. A Department of the Army (DA) permit under Section 404 of the Clean Water Act will be required prior to the deposition or redistribution of dredged or fill material into these areas.

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.

Please contact Dr. John Bruza, of our Regulatory Branch by telephone at (504) 862-1288, or by e-mail at John.D.Bruza@usace.army.mil for questions concerning wetlands determinations or need for on-site evaluations. Questions concerning regulatory permit requirements may be addressed to Mr. Martin Mayer by telephone at (504) 862-2276 or by e-mail at Martin.S.Mayer@usace.army.mil.

Future correspondence concerning this matter should reference our account number MVN-2008-00100-SH. This will allow us to more easily locate records of previous correspondence, and thus provide a quicker response.

We apologize for missing the target date of September 17, 2007 listed in your request. Thank you for your patience in this matter.

Sincerely,

Karen L. Oberlies
Solicitation of Views Manager



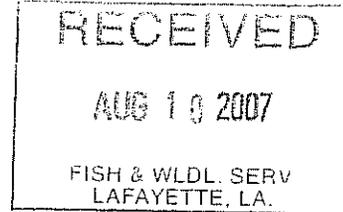
KATHLEEN BABINEAUX BLANCO
GOVERNOR

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



JOHNNY B. BRADBERRY
SECRETARY

(225) 242-4502
August 6, 2007



STATE PROJECT NUMBER 701-65-0672
FEDERAL AID PROJECT NUMBER DE-9905(550)
US 61 TO LA 44
IMPROVEMENTS TO LA 42
ASCENSION PARISH

To: Solicitation of Views Mailing List

Subject: Solicitation of Views

SITE MAY CONTAIN WETLANDS. Contact the U.S. Army Corps of Engineers for a jurisdictional determination.
District: New Orleans
Telephone No. 504-862-1288

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.

Due to the earliness of this request for your views, very limited data concerning the proposed project exists. We have, however, attached a sketch map showing the general location of the project, along with a preliminary project description.

It is requested that you review the attached information and furnish us with your views and comments by **September 17, 2007**. 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.

This project has been reviewed for effects to Federal trust resources under our jurisdiction and currently protected by the Endangered Species Act of 1973 (Act). The project, as proposed,
 Will have no effect on those resources
 Is not likely to adversely affect those resources.

This finding fulfills the requirements under Section 7(a)(2) of the Act.

[Signature] Aug 13 2007
Acting Supervisor
Louisiana Field Office
U.S. Fish and Wildlife Service

Sincerely,

[Signature]

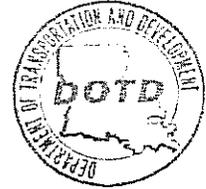
Noel Ardoin
Environmental Engineer Administrator

NA/lj
Attachments
cc: District Administrator



BOBBY JINDAL
GOVERNOR

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



WILLIAM D. ANKNER, P.E.
SECRETARY

(225) 242-4502
August 6, 2007

STATE PROJECT NUMBER 701-65-0672
FEDERAL AID PROJECT NUMBER DE-9905(550)
US 61 TO LA 44
IMPROVEMENTS TO LA 42
ASCENSION PARISH

To: Solicitation of Views Mailing List

Subject: Solicitation of Views

Date: 8-23-07
We concur that the proposed undertaking will have no adverse effect on historic properties. This effect determination could change should new information come to our attention.
Pam Breaux: Pam Breaux
State Historic Preservation Officer

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.

Due to the earliness of this request for your views, very limited data concerning the proposed project exists. We have, however, attached a sketch map showing the general location of the project, along with a preliminary project description.

It is requested that you review the attached information and furnish us with your views and comments by **September 17, 2007**. 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.

Sincerely,

Noel Ardoin
Environmental Engineer Administrator

NAV/j
Attachments
cc: District Administrator

Noel A
Ardoin/section28/ladotd/us
09/18/2007 08:00 AM

To Lei L Jin/section28/ladotd/us@ladotd
cc Dan Broussard/section85/ladotd/us@ladotd, Jan H
Grenfell/section28/ladotd/us@ladotd
bcc
Subject Fw: DEQ SOV: STATE PROJECT NO. 701-65-0672

DEQ's SOV response

----- Forwarded by Noel A Ardoin/section28/ladotd/us on 09/18/2007 07:59 AM -----



Joanna Gardner
<Joanna.Gardner@LA.GOV>
09/17/2007 04:06 PM

To "NoelArdoin@dotd.la.gov" <NoelArdoin@dotd.la.gov>
cc
Subject DEQ SOV: STATE PROJECT NO. 701-65-0672

September 17, 2007

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

RE: STATE PROJECT NO. 701-65-0672
FEDERAL AID PROJECT NO. DE-9905(550)
US 61 TO LA 44
IMPROVEMENTS TO LA 42
ASCENSION PARISH

Dear Ms. Ardoin:

The Air Quality Assessment Division of the Office of Environmental Assessment has reviewed the project information provided in DOTD's letter of August 6, 2007, for the captioned project. Please be advised that Ascension Parish is one of five nonattainment parishes that comprise the Baton Rouge "marginal" 8-hour ozone nonattainment area. Since this federal action is proposed for construction in a nonattainment area, this highway project is subject to the State's transportation conformity regulations as promulgated under *LAC 33:III.14 .B* .

If this project is deemed regionally significant it must be included in a conforming metropolitan transportation plan, i.e., included in a comprehensive regional emissions analysis which demonstrates conformity to the State Implementation Plan for control of ozone.

Should you have any questions regarding state rules and regulations pertaining to transportation conformity, please contact me at (225) 219-3556. Thank you for affording us the opportunity to comment on this transportation project.

Sincerely,

Teri F. Lanoue

Environmental Scientist Manager
Air Quality Assessment Division

lw
701-65-0672/2135

Joanna Gardner
Performance Management
Louisiana Department of Environmental Quality
Office of the Secretary
PO Box 4301
Baton Rouge, LA 70821-4301
FAX 225.325.8208
225.219.3958
joanna.gardner@la.gov



DEPARTMENT OF ENVIRONMENTAL QUALITY

KATHLEEN BABINEAUX BLANCO

GOVERNOR

MIKE D. McDANIEL, Ph.D.

SECRETARY

August 10, 2007

Ms. Noel Ardoin, EEA
La. DOTD
P. O. Box 94245
Baton Rouge, LA 70804-9245

Re: Solicitation of Views (SOV)
State Project No. 701-65-0672
US 61 to LA 44
Improvements to LA 42
Ascension Parish

Dear Ms. Ardoin:

We have received your request dated August 6, 2007 for LDEQ's comments on the above referenced project. Your request has been forwarded to Ms. Joanna Gardner in the Office of the Secretary. The Contracts & Grants section is no longer the single point of contact for these requests.

Please forward all future SOV requests to the following:

Ms. Joanna Gardner
Office of the Secretary
Louisiana Department of Environmental Quality
P. O. Box 4301
Baton Rouge, LA 70821-4301
(225) 219-3958

If you have any questions concerning this letter, feel free to contact me at (225) 219-3815.

Sincerely,

Sharon Schexnayder
Contracts/Grants Supervisor

ss/vn

cc: Joanna Gardner
Office of the Secretary

MANAGEMENT & FINANCE
: PO BOX 4303, BATON ROUGE, LA 70821-4303
P:225-219-3840 F:225-219-3846
WWW.DEQ.LOUISIANA.GOV



KATHLEEN BABINEAUX BLANCO
GOVERNOR

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

P.O. Box 94245
Baton Rouge, Louisiana 70804-9245

www.dotd.louisiana.gov
Floodplain Management

September 19, 2007



JOHNNY B. BRADBERRY
SECRETARY

STATE PROJECT NO: 701-65-0672
F.A.P. NO: DE-9905(550)
NAME: IMPROVEMENTS TO LA 42, BETWEEN US 61 AND LA 44
ROUTE: LA 42
PARISH: ASCENSION

Ms. Noel Ardoin
Environmental Engineer Administrator
LADOTD
P.O. Box 94245
Baton Rouge, LA 70804-9245

Subject: Solicitation of Views

Dear Ms. Ardoin,

Enclosed is a copy of the Flood Insurance Rate Map (FIRM) for Ascension Parish indicating the proposed project area.

During and after the project, consideration must be given for the occurrence of a base flood inundation. At this time, consideration should also be given to the responsibility for clearing debris and keeping the area cleared so as not to interfere with its function.

In order to assure compliance with Ascension Parish's requirements for the National Flood Insurance Program (NFIP), and ensure that appropriate permits are obtained, please contact the floodplain administrator for Ascension Parish. The contact person is: Ms. June Delaune, P.O. Box 1659, Gonzales, LA., 70737-1659 and telephone no. 225-621-5700.

We thank you for the opportunity to comment on this project. If you need additional information, please contact our office, (225) 274-4354.

Sincerely,

Susan Veillon
Floodplain Management Program Coordinator

pc: Ms. June Delaune



MAP SCALE 1" = 1000'
0 1000 2000 Feet

FIRM FLOOD INSURANCE RATE MAP ASCENSION PARISH, LOUISIANA AND INCORPORATED AREAS

PANEL 30 OF 250
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)
CONTAINS:
COMMUNITY NUMBER 220013
PANEL SUFFIX 0030 E
ASCENSION PARISH

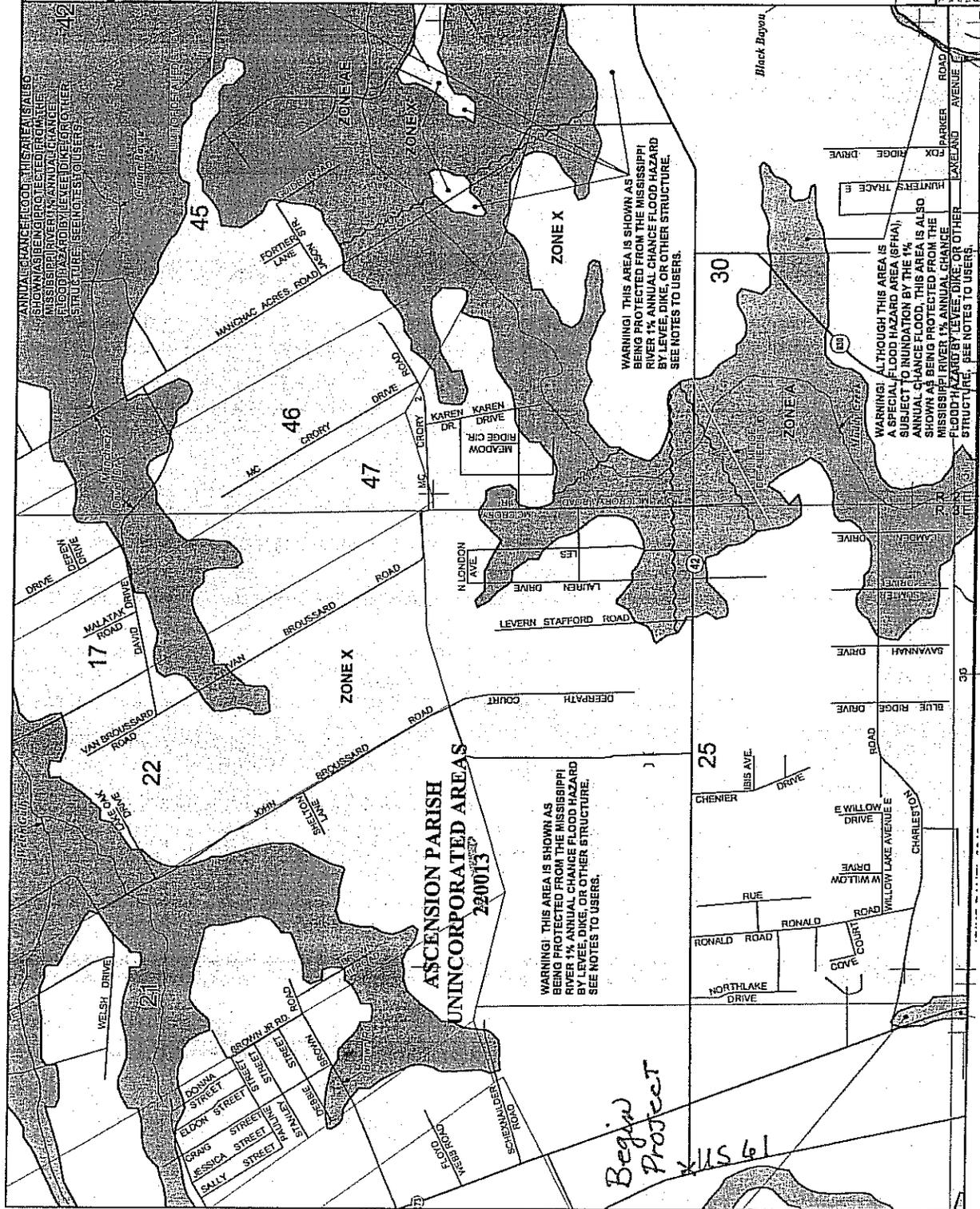
Notice to Users: The Map Number shown below should be used when placing map orders. The Community Number shown above should be used on insurance applications for the subject community.

MAP NUMBER 22005C0030E
EFFECTIVE DATE AUGUST 16, 2007



Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood maps. It was extracted using FIRM On-Line. This map does not reflect changes made to the maps since the time of the last update. For the most current information on the status of the maps, please check the FEMA Flood Map Store at www.fema.gov.



Joins Panel 030

MA-1



MAP SCALE 1" = 1000'
 0 1000 2000 FEET

PANEL 0030E

FIRM
FLOOD INSURANCE RATE MAP
ASCENSION PARISH,
LOUISIANA
AND INCORPORATED AREAS

PANEL 30 OF 250
 (SEE MAP INDEX FOR FIRM PANEL LAYOUT)
 CONTAINS:
 COMMUNITY NUMBER 220013
 PANEL SUPERX
 ASCENSION PARISH 0030 E

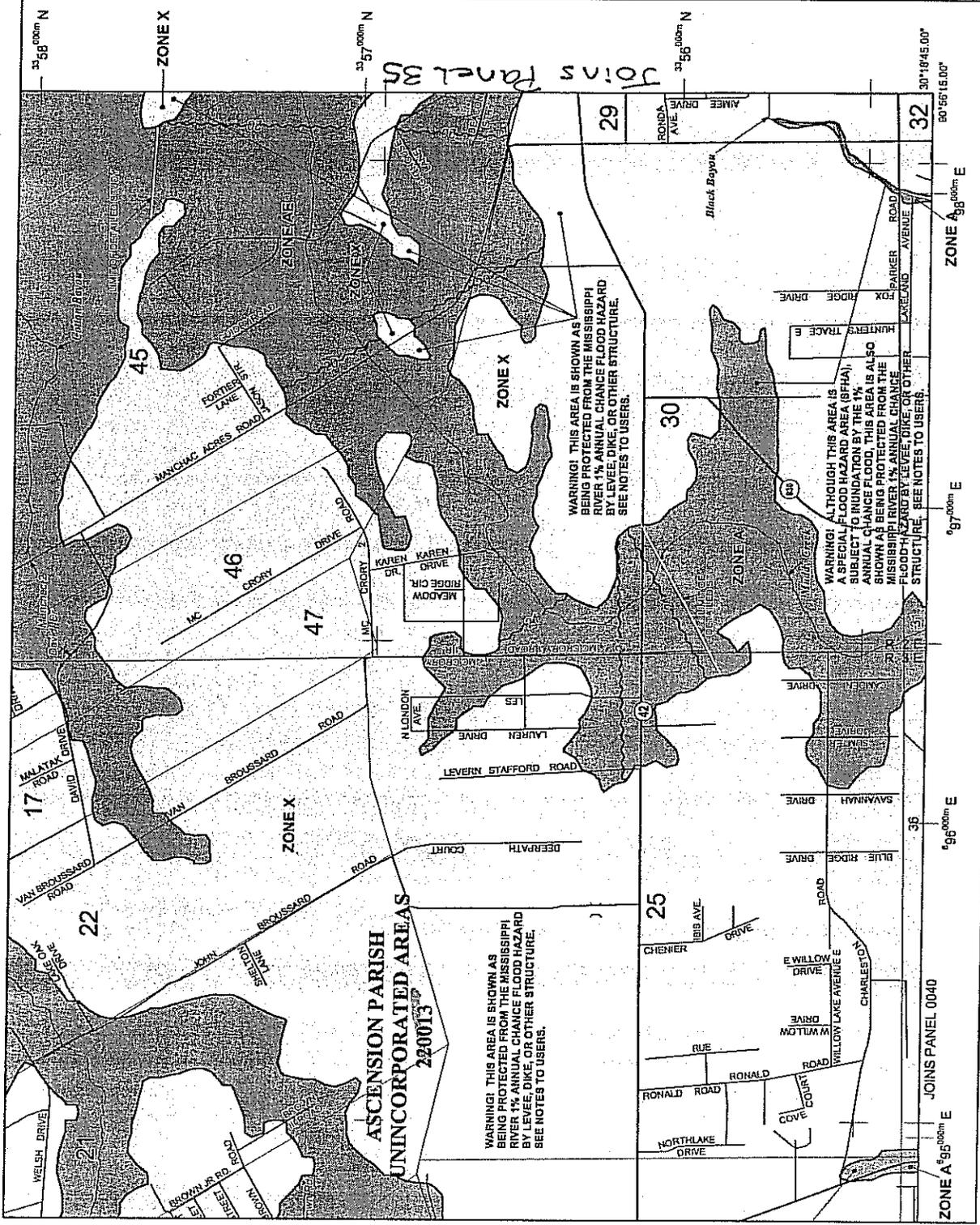
Notes to User: The Map Number shown below should be used in conjunction with the map index. This map does not reflect changes made subsequent to the date on the title block. For the latest information on the subject community, please check the FEMA Flood Map User's Guide at www.fema.gov.



MAP NUMBER
 22005C0030
 EFFECTIVE DATE
 AUGUST 16, 2000

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using FIRM Cut-Line. This map does not reflect changes made subsequent to the date on the title block. For the latest information on the subject community, please check the FEMA Flood Map User's Guide at www.fema.gov.



JOINS PANEL 35

MAP 2

State of Louisiana



KATHLEEN BABINEAUX BLANCO
GOVERNOR

SCOTT A. ANGELLE
SECRETARY

JAMES H. WELSH
COMMISSIONER OF CONSERVATION

DEPARTMENT OF NATURAL RESOURCES
OFFICE OF CONSERVATION

September 13, 2007

TO: LA DOTD
Environmental Engineer Administrator
P. O. Box 94245
Baton Rouge, LA 70804-9245
Attention: Ms. Noel Ardoin

RE: STATE PROJECT NO.: 701-65-0672
FEDERAL AID PROJECT NO.: DE-9905 (550)
US 61 TO LA 44
IMPROVEMENTS TO LA 42
ASCENSION PARISH

Dear Ms. Ardoin:

In response to your letter dated August 6, 2007, concerning the referenced matter, please be advised that the Office of Conservation collects and maintains many types of information regarding oil and gas exploration, production, distribution, and other data relative to the petroleum industry as well as related and non-related injection well information, surface mining and ground water information and other natural resource related data. Most information concerning oil, gas and injection wells for any given area of the state, including the subject area of your letter can be obtained through records search via the SONRIS data access application available at:

<http://www.dnr.state.la.us/CONS/Conserv.ssi>

A review of our computer records for the referenced project area indicates no active oil, gas or injection wells in and adjacent to the project area. However, there are two plugged wells (Serial Nos. 125545 and 177329) in the proximity of the area. Additionally, we find that the project may have an adverse effect on some of the registered water wells located along Highway LA 42. Due care must be taken to accurately locate any other wells

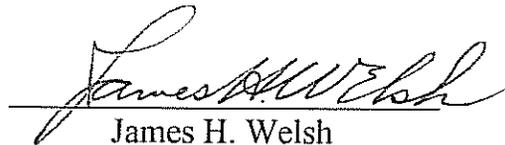
that may have been installed before registration was required.

The Office of Conservation maintains records of all activities within its jurisdiction in either paper, microfilm or electronic format. These records may be accessed during normal business hours, Monday through Friday, except on State holidays or emergencies that require the Office to be closed. Please call 225-342-5540 for specific contact information or for directions to the Office of Conservation, located in the LaSalle Building, 617 North Third Street, Baton Rouge, Louisiana. For pipelines and other underground hazards, please contact Louisiana One Call at 1-800-272-3020 prior to commencing operations. Should you need to direct your inquiry to any of our Divisions, you may use the following contact information:

<u>Division</u>	<u>Contact</u>	<u>Phone No.</u>	<u>E-mail Address</u>
Engineering	Jeff Wells	225-342-5638	JeffW@dnr.state.la.us
Pipeline	Michael Peikert	225-342-2989	MichaelP@dnr.state.la.us
Injection & Mining	Laurence Bland	225-342-5515	LaurenceB@dnr.state.la.us
Geological	Mike Kline	225-342-3335	MikeKl@dnr.state.la.us
Ground Water	Tony Duplechin	225-342-5528	TonyD@dnr.state.la.us

If you have difficulty in accessing the data via the referenced website because of computer related issues, you may obtain assistance from our technical support section by selecting "Help" on the SONRIS tool bar and submitting an email describing your problems and including a telephone number where you may be reached.

Sincerely,



James H. Welsh

 Commissioner of Conservation

JHW:MBK



KATHLEEN BABINEAUX BLANCO
GOVERNOR

State of Louisiana
DEPARTMENT OF WILDLIFE AND FISHERIES
OFFICE OF WILDLIFE

BRYANT O. HAMMETT, JR.
SECRETARY
L. BRANDT SAVOIE
DEPUTY ASSISTANT SECRETARY

Date August 21, 2007

Name Noel Ardoin

Company LA DOTD

Street Address P.O. Box 94245

City, State, Zip Baton Rouge, LA 70804

Project Proposed Improvements to LA 42 between US 61 & LA 44
State Project # 701-65-0672
Ascension Parish

Invoice Number 07082107

Personnel of the Habitat Section of the Fur and Refuge Division have reviewed the preliminary data for the captioned project. After careful review of our database, no impacts to rare, threatened, or endangered species or critical habitats are anticipated for the proposed project. No state or federal parks, wildlife refuges, scenic streams, or wildlife management areas are known at the specified site within Louisiana's boundaries.

The Louisiana Natural Heritage Program (LNHP) has compiled data on rare, endangered, or otherwise significant plant and animal species, plant communities, and other natural features throughout the state of Louisiana. Heritage reports summarize the existing information known at the time of the request regarding the location in question. The quantity and quality of data collected by the LNHP are dependent on the research and observations of many individuals. In most cases, this information is not the result of comprehensive or site-specific field surveys; many natural areas in Louisiana have not been surveyed. This report does not address the occurrence of wetlands at the site in question. Heritage reports should not be considered final statements on the biological elements or areas being considered, nor should they be substituted for on-site surveys required for environmental assessments. LNHP requires that this office be acknowledged in all reports as the source of all data provided here. If at any time Heritage tracked species are encountered within the project area, please contact the LNHP Data Manager at 225-765-2643. If you have any questions, or need additional information, please call 225-765-2357.

Sincerely,

Gary Lester for
Gary Lester, Coordinator
Natural Heritage Program



KATHLEEN BABINEAUX BLANCO
GOVERNOR

State of Louisiana
DEPARTMENT OF WILDLIFE AND FISHERIES
OFFICE OF WILDLIFE

BRYANT O. HAMMETT, JR.
SECRETARY
L. BRANDT SAVOIE
DEPUTY ASSISTANT SECRETARY

INVOICE

RETAIN THIS COPY FOR YOUR RECORDS

<i>Date</i>	August 21, 2007
<i>Invoice Number</i>	07082107
<i>Project</i>	Proposed Improvements to LA 42 between US 61 & LA 44 State Project # 701-65-0672 Ascension Parish
<i>Name</i>	Noel Ardoin
<i>Company</i>	LA DOTD
<i>Street Address</i>	P.O. Box 94245
<i>City, State, Zip</i>	Baton Rouge, LA 70804
<i>Number of Quads Reviewed</i>	1
<i>Total Due</i>	\$0.00

Payment should be made to "Louisiana Department of Wildlife & Fisheries" within 30 days of the date of this invoice. Please include the invoice number on your check and return a copy of this invoice with your remittance to the following address:

Louisiana Department of Wildlife & Fisheries
Attn: Nancy Hunter
P.O. Box 80399
Baton Rouge, LA 70898-0399

Should you have any questions regarding this invoice, for review of the Louisiana Natural Heritage database for information on known sensitive elements at a charge of \$20.00 per quad reviewed, please contact LNHP at (225) 765-2357.



KATHLEEN BABINEAUX BLANCO
GOVERNOR

State of Louisiana
DEPARTMENT OF WILDLIFE AND FISHERIES
OFFICE OF WILDLIFE

BRYANT O. HAMMETT, JR.
SECRETARY
L. BRANDT SAVOIE
DEPUTY ASSISTANT SECRETARY

INVOICE

RETURN THIS COPY OF INVOICE WITH PAYMENT

Date August 21, 2007

Invoice Number 07082107

Project Proposed Improvements to LA 42 between US 61 & LA 44
State Project # 701-65-0672
Ascension Parish

Name Noel Ardoin

Company LA DOTD

Street Address P.O. Box 94245

City, State, Zip Baton Rouge, LA 70804

Number of Quads Reviewed 1

Total Due \$0.00

Payment should be made to "Louisiana Department of Wildlife & Fisheries" within 30 days of the date of this invoice. Please include the invoice number on your check and return a copy of this invoice with your remittance to the following address:

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Baton Rouge, LA 70898-0399

Should you have any questions regarding this invoice, for review of the Louisiana Natural Heritage database for information on known sensitive elements at a charge of \$20.00 per quad reviewed, please contact LNHP at (225) 765-2357.

United States Department of Agriculture



Natural Resources Conservation Service
3737 Government Street
Alexandria, LA 71302

August 28, 2007

Mr. Noel Ardoin
Assistant Environmental Engineer
LA Dept. of Transportation and Development
P. O. Box 94245
Baton Rouge, Louisiana 70804-9245

Dear Mr. Ardoin:

RE: **SP #701-65-0672**
 FAP # DE-9905 (550)
 US 61 TO LA 44
 IMPROVEMENTS TO LA 42
 ASCENSION PARISH

Thank you for providing our agency with the opportunity to respond to your letter wherein you requested views and comments regarding the above project.

You have stated in the project description that additional right of way will be required for each of the five concepts. Our Soil Survey indicates that the soils present on the majority of the project site are prime/unique farmland soil. If federal funds are involved, a determination of the "prime" farm land conversion impact, if any, will have to be made in accordance with the provisions of the Farmland Protection Policy Act of 1981.

One small portion of the project site near US 61 contains soils classified as hydric. Wetlands may be impacted. The sponsor should contact the US Army Corps of Engineers for further determination.

It does not appear that the project will affect any of NRCS activity in the immediate vicinity. Further, we do not believe there will be an adverse effect on the surrounding environment provided appropriate erosion control measures are taken during construction.

Should you have questions regarding the above comments, please feel free to contact Amanda York, District Conservationist in our Donaldsonville Field Office, at (225) 473-7638.

Sincerely,

A handwritten signature in black ink, appearing to read "E. J. Giering III".

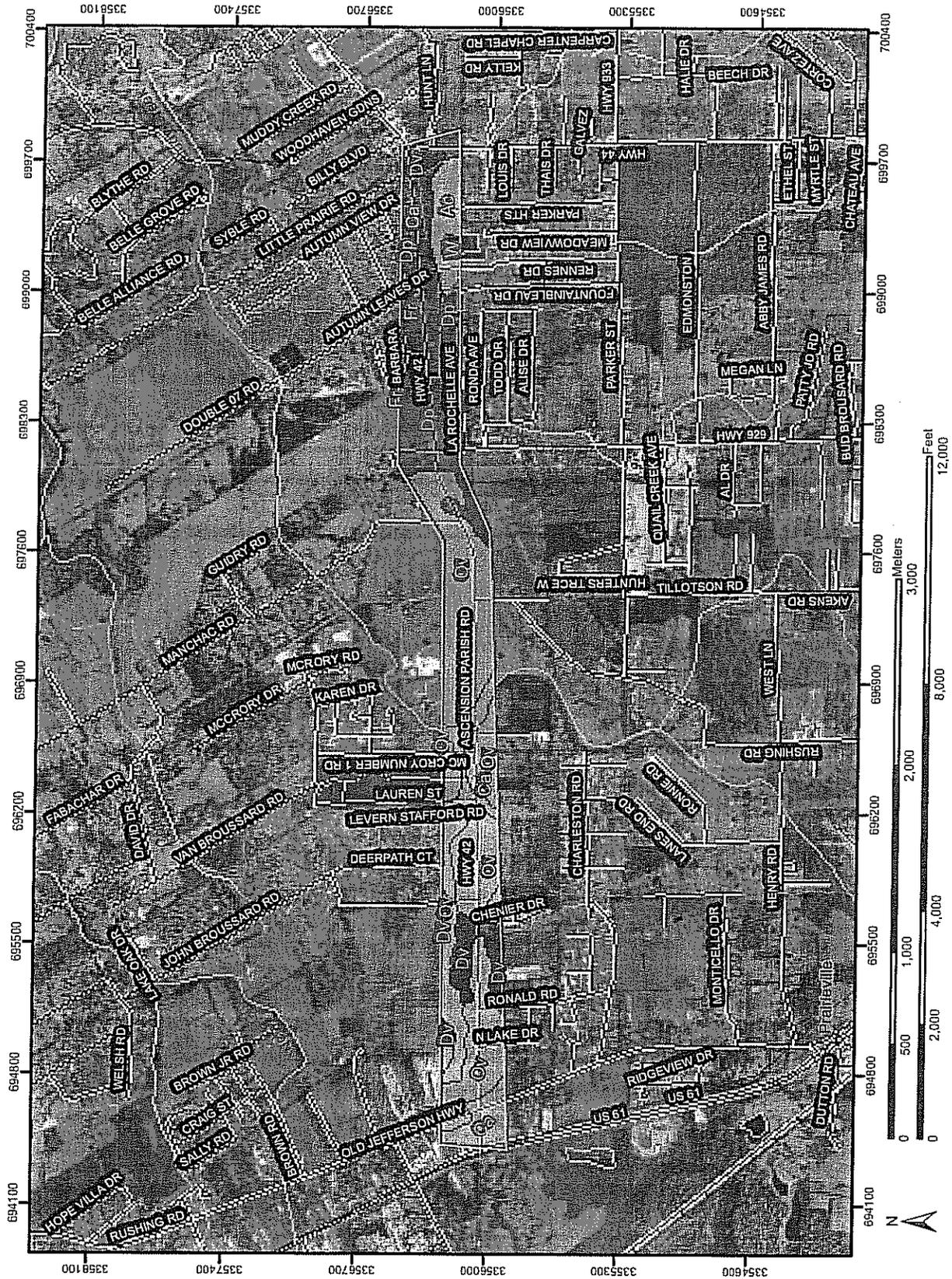
E. J. Giering III, P.E.
State Conservation Engineer

cc: Amanda York, District Conservationist, Donaldsonville Field Office

Helping People Help the Land

An Equal Opportunity Provider and Employer

Farmland Classification—Ascension Parish, Louisiana
(Improvements to LA 42)



Natural Resources
Conservation Service

Web Soil Survey 2.0
National Cooperative Soil Survey

MAP LEGEND

- Area of Interest (AOI)**
 Area of Interest (AOI)
- Soils**
 Soils
- Soil Map Units**
 Soil Map Units
- Soil Ratings**
 Not prime farmland
 All areas are prime farmland
 Prime farmland if drained
 Prime farmland if protected from flooding or not frequently flooded during the growing season
 Prime farmland if irrigated
 Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season
 Prime farmland if irrigated and drained
 Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season
- Prime farmland if subsoiled, completely removing the root inhibiting soil layer**
 Prime farmland if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60
 Prime farmland if irrigated and reclaimed of excess salts and sodium
 Farmland of statewide importance
 Farmland of local importance
 Farmland of unique importance
 Not rated or not available
- Political Features**
Municipalities
 Cities
 Urban Areas
- Water Features**
 Oceans
 Streams and Canals
- Transportation**
 Rails
 Roads
 Interstate Highways
 US Routes
 State Highways
 Local Roads
 Other Roads

Original soil survey map sheets were prepared at publication scale. Viewing scale and printing scale, however, may vary from the original. Please rely on the bar scale on each map sheet for proper map measurements.

Source of Map: Natural Resources Conservation Service
 Web Soil Survey URL: <http://websoilsurvey.nrcs.usda.gov>
 Coordinate System: UTM Zone 15N

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Ascension Parish, Louisiana
 Survey Area Data: Version 5, Apr 12, 2007

Date(s) aerial images were photographed: 1998

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Farmland Classification

Farmland Classification— Summary by Map Unit — Ascension Parish, Louisiana				
Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
Ac	Acy silt loam	All areas are prime farmland	23.7	5.7%
Ca	Calhoun silt loam	All areas are prime farmland	62.3	15.1%
Dp	Deerford-Patoutville complex	Not prime farmland	24.6	6.0%
Dv	Deerford-Verdun complex	Not prime farmland	123.9	30.0%
Fr	Frost silt loam	All areas are prime farmland	0.5	0.1%
Ov	Olivier silt loam	All areas are prime farmland	175.4	42.4%
W	Water	Not prime farmland	3.0	0.7%
Totals for Area of Interest (AOI)			413.3	100.0%

Description

Farmland classification identifies map units as prime farmland, farmland of statewide importance, farmland of local importance, or unique farmland. It identifies the location and extent of the soils that are best suited to food, feed, fiber, forage, and oilseed crops. NRCS policy and procedures on prime and unique farmlands are published in the "Federal Register," Vol. 43, No. 21, January 31, 1978.

Rating Options

Aggregation Method: No Aggregation Necessary

Tie-break Rule: Lower



Natural Resources Conservation Service
3737 Government Street
Alexandria, LA 71302

318-473-7751
318-473-7626

October 7, 2010

Noel Ardoin
LA DOTD
P.O. Box 94245
Baton Rouge, Louisiana 70804-9245

RE: LA 42 Improvements, State Project No. 700-03-0125

Noel Ardoin:

I have reviewed your request for comments relative to impacts to Prime Farmland or Farmland of Statewide Importance for the following project in Ascension parish, Louisiana:

1. LA 42 Improvements, State Project No. 700-03-0125

The Farmland Protection Policy Act (FPPA)-Subtitle I of Title XV, Section 1539-1549 of PL 97-98, final rules and regulations were published in the Federal Register on June 17, 1994. These rules state that projects are subject to FPPA requirements if they may irreversibly convert farmland (directly or indirectly) to nonagricultural use and are completed by a federal agency or with assistance from a federal agency. For the purpose of FPPA, farmland includes prime farmland, unique farmland, and land of statewide or local importance. Farmland subject to FPPA requirements does not have to be currently used for cropland. It can be forest land, pastureland, cropland, or other land, but not water or urban built-up land.

NRCS policy clarifies the Rule by stating that activities not subject to FPPA include:

- Construction within an existing right-of-way purchased on or before August 4, 1984.

Some of the soils ('Ca' & 'Ov') on the La. Hwy. 42 Improvements project area are Prime Farmland, therefore, any additional right-of-ways that are required, if federal funds are involved, will require a farmland conversion impact rating. The assessment is completed on form AD-1006, Farmland Conversion Impact Rating. The sponsoring agency completes the site assessment portion of the AD-1006, which assesses non-soil related criteria such as the potential for impact on the local agricultural economy if the land is converted to non-farm use and compatibility with existing agricultural use. Agencies can obtain form AD-1006 from the NRCS.

Noel Ardoin
Page 2
October 7, 2010

Further, we do not believe there will be an adverse effect on the surrounding environment provided appropriate erosion control measures are taken during construction.

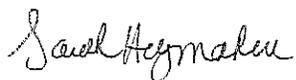
NRCS has no objection to this project and it does not appear that it will affect any of our work in the immediate vicinity.

Our Soil Survey also indicates that there are hydric soils ('Ca') present in some areas of the proposed project site. There may be a slight alteration to wetlands during construction. Mitigation may be required. NRCS recommends that the Project Sponsor contact the U. S. Army Corps of Engineers for determination of any requirements, or if any additional right-of-ways that are required.

Based on the preliminary information provided, the project area does contain soils that are classified as prime farmland. However, the final determination of impact to prime farmland is reserved until more planning detail is given. Should prime/unique farmland be impacted, and if federal funds are involved, a determination of the "prime" farm land conversion impact will have to be made in accordance with the provisions of the Farmland Protection Policy Act of 1981.

Please direct all future correspondence to me at the address shown above.

Respectfully,

 ACTING FOR

Kevin D. Norton
State Conservationist



Capital Region Planning Commission
Staff Review Form
E. O. 12372 Process

Contact Person: Mr. Noel Ardoin, LADOTD,
Environmental Engineer
Administrator

Ph.: #: (225) 242-4502

Date: 08/13/07

Applicant: State of Louisiana, Department of Transportation and Development,
Environmental Engineer Administrator
Project Title: "State Project Number 701-65-0672, Federal Aid Project Number DE-9905(550),
US 61 to LA 44, Improvements to LA 42, Ascension Parish"
EIN:
SAI:
CFDA:
Total \$:

Does the project conflict with any region-wide plans? Yes No
Is the project redundant with other federally funded projects? Yes No

The Capital Region Planning Commission (CRPC) staff on 08/13/07, has reviewed the above referenced project and offers the following comments:

- The CRPC staff supports the above referenced project.
The CRPC staff has neutral comments toward the above referenced project.
The CRPC staff has negative comments regard the above referenced project. (See comments below)

cc: Mr. James P. Antoon,
U.S., EPA
The Honorable Ronnie Hughes,
President, Parish of Ascension

Don W. Neisler
Executive Director



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

March 5, 2009

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

Dear Ms. Ardoin:

We have received your February 26, 2009, letter requesting our evaluation of the potential environmental impacts which might result from the following project:

STP No. 700-03-0125
FAP No. DE 4906(500)
Improvements to LA 42
Ascension Parish
Prairieville, Louisiana

In administering the sole source aquifer (SSA) program under Section 1424 of the Safe Drinking Water Act our Office performs evaluations of projects with federal financial assistance which are located over a designated sole source aquifer.

Based on the information provided, we have concluded that the projects do not lie within the boundaries of a designated sole source aquifer and is thus not eligible for review under the SSA program.

If you did not include the Parish/County; a legal description; project location and the latitude and longitude if available, please do so in future Sole Source Aquifer correspondence. If you have any questions on this letter or the sole source aquifer program please contact me at (214) 665-7133.

Sincerely yours,

A handwritten signature in cursive script that reads "Michael Bechdol".

Michael Bechdol, Coordinator
Sole Source Aquifer Program
Ground Water/UIC Section

cc: Howard Fielding, LDEQ



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

January 26, 2009

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

Dear Ms. Ardoin:

We have received your January 16, 2009, letter requesting our evaluation of the potential environmental impacts which might result from the following project:

**Louisiana Road Improvement
STP No. 700-03-0125
FAP No. DE 4906(500)
LA 42
LA 42 to US 61
Ascension Parish**

In administering the sole source aquifer (SSA) program under Section 1424 of the Safe Drinking Water Act our Office performs evaluations of projects with federal financial assistance which are located over a designated sole source aquifer.

Based on the information provided, we have concluded that the projects do not lie within the boundaries of a designated sole source aquifer and is thus not eligible for review under the SSA program.

If you did not include the Parish/County; a legal description; project location and the latitude and longitude if available, please do so in future Sole Source Aquifer correspondence. If you have any questions on this letter or the sole source aquifer program please contact me at (214) 665-7133.

Sincerely yours,

A handwritten signature in black ink that reads "Michael Bechdol".

Michael Bechdol, Coordinator
Sole Source Aquifer Program
Ground Water/UIC Section

cc: Howard Fielding, LDEQ Internet Address (URL) • <http://www.epa.gov>



SENATE
STATE OF LOUISIANA

JODY AMEDEE

State Senator
District 18
2109 S. Burnside, Ste. A
Gonzales, Louisiana 70737
225/644-1526
Fax: 225/644-7392

COMMITTEES:

Transportation, Highways & Public Works Vice-Chair
Commerce
Environmental Quality
Select Committee on Homeland Security

August 14, 2007

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

Re: State Project No. 701-65-0672

Gentlemen,

I am in receipt of your solicitation of view letter dated August 6, 2007. This project is the most important issue facing my district at this time. While I don't agree with concept A-5, I am glad that something is being done to improve this road. I think concept A-4 would have been the best scenario in this situation, due to the probable increase in businesses on this highway.

Ascension and Livingston Parishes are growing at an unpredicted rate and we all need to work hard to eliminate any delays in this process. Please let me know if I can be of any assistance in the future. I look forward to seeing you all next week at the meeting concerning this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Jody Amedee".

Jody Amedee

JA/sr

LOUISIANA HOUSE OF REPRESENTATIVES

18590 Highway 16, Suite 5
Port Vincent, LA 70726
Email: larep088@legis.state.la.us
Phone: 225.698.9694
225.622.6750
800.553.2897
Fax: 225.698.6779



House and Governmental Affairs
Judiciary
Transportation, Highways and Public Works

M.J. "MERT" SMILEY, JR.
State Representative - District 88

August 16, 2007

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

RE: State Project No. 701-65-0672

Gentlemen:

This will acknowledge receipt of your letter dated August 6, 2007, Soliciting Views on Improvements to LA Hwy 42 in Ascension Parish. LA Hwy 42 is a very heavy traveled artery that links a large portion of North Ascension as well as Southern Livingston to US 61 and I-10. The traffic on LA Hwy 42 be expanded for both congestion and safety reasons. Once the project is completed I would expect the adjoining property to move from residential to high intensity commercial. A number of businesses will locate to LA Hwy 42 due to the high traffic volume. As a result of the commercial development on the highway, there will need to be adequate left turn lanes for people to make u-turns to reach businesses located on the other side of the median. The failure to install these turn lanes will cause cars to pile up in the median and create a traffic hazard. I strongly urge you to take this into account in your design since the five-lane approach has been abandoned.

This project is of the utmost concern to Ascension Parish and Southern Livingston and it needs to proceed as expeditiously as possible.

Very truly yours,

A handwritten signature in cursive script, reading "M. J. Smiley, Jr.", written in dark ink.

M. J. "Mert" Smiley, Jr.
La House of Representatives
District 88

MS/lm

LOUISIANA HOUSE OF REPRESENTATIVES

P. O. Box 88
Gonzales, LA 70707
Phone: 225.647.9788
Fax: 225.647.8037



Municipal, Parochial and Cultural Affairs
Natural Resources
Transportation, Highways and Public Works

EDDIE J. LAMBERT
State Representative - District 59

August 10, 2007

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

RE: State Project No. 701-65-0672

Gentlemen:

This will acknowledge receipt of your letter dated August 6, 2007 Soliciting Views on Improvements to La Hwy 42 in Ascension Parish. LA Hwy 42 is a very heavy traveled artery that links a large portion of North Ascension as well as Southern Livingston to US 61 and I-10. The traffic on LA Hwy 42 at rush hour is bumper to bumper. It is crucial that LA Hwy 42 be expanded for both congestion and safety reasons. Once the project is completed I would expect the adjoining property to move from residential to high intensity commercial. A number of businesses will locate to LA Hwy 42 due to the high traffic volume. As a result of the commercial development on the highway, there will need to be adequate left turn lanes for people to make u-turns to reach businesses located on the other side of the median. The failure to install these turn lanes will cause cars to pile up in the median and create a traffic hazard. I strongly urge you to take this into account in your design since the five-lane approach has been abandoned.

This project is of the utmost concern to Ascension Parish and Southern Livingston and it needs to proceed as expeditiously as possible.

Sincerely,

A handwritten signature in cursive script that reads "Eddie J. Lambert".

Eddie J. Lambert
Representative, District 59

EJL/map

September 17,2007

To: ATTENTION: Lie Jin
State of La. Dept. Transportation and Development
State Project #701-65-0672
Federal Aid Project # 9905(550)
US 61 to La 44
Improvements to La 42
Asc. Parish

Re: Turning Lane request for Hwy. 42
Desirables Home Furnishings And Accessories, Inc.
40069 Hwy. 42
Prairieville, La. 70769
(225) 622-3044 or 673-3321 or cell 235-9080

Please consider in your development plan that our business will need a turning lane with access from both ways for my customers to access our retail business, Desirables Home Furnishings And Accessories, Inc. on Hwy. 42 in Prairieville.

My business depends on the access by my customers.

Thanks you for considering this information in the early planning stages of Hwy. 42.

Sincerely, Connie Rachal
David Rachal
Marilyn Stelly
Lionel Stelly



A. L. Robbins
38501 Hwy.42 Ste. E
Prairieville, LA 70769
225-673-8700

Sept. 7, 2007

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

RE: State Project No. 701-65-0672

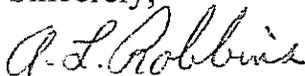
Gentlemen:

LA. Hwy. 42 in Ascension Parish is a very heavy traveled artery that links a large portion of North Ascension as well as Southern Livingston to U.S. 61 and I-10. The traffic on LA Hwy 42 is bumper to bumper. It is crucial that LA Hwy 42 be expanded for both congestion and safety reasons. Once the project is completed, I would expect the adjoining property to move more to high intensity commercial. A number of businesses will locate to LA Hwy 42 due to the high traffic volume.

As a result of the commercial development on the highway, there will need to be adequate left turn lanes for people to make U-turns to reach businesses located on the other side of the median. The failure to install these turn-lanes will cause cars to pile up in the median and create a traffic hazard. I strongly urge you to take this into account in your decision since the five-lane approach has been abandoned.

The reason I feel so strongly this way because I own a business on LA Hwy. 42 now and people have a very difficult time getting out of my parking lot. I have lost lots of business due to this fact.

Sincerely,



A.L. Robbins



SCOTT ANGELLE
LIEUTENANT GOVERNOR

State of Louisiana
OFFICE OF THE LIEUTENANT GOVERNOR
DEPARTMENT OF CULTURE, RECREATION & TOURISM
OFFICE OF STATE PARKS

PAM BREUX
SECRETARY
STUART JOHNSON, PH.D.
ASSISTANT SECRETARY

July 7, 2010

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

Re: State Project No. 701-65-0672
Improvements to LA 42
Ascension Parish

To Whom It May Concern:

I am in receipt of the solicitation of views request for improvements to LA 42 from Airline Highway (US 61) to LA 44.

The Division of Outdoor Recreation in the Louisiana Office of State Parks administers the Land and Water Conservation Fund program for Louisiana. In this capacity we compile an inventory of recreational sites within the state for publication in the Statewide Comprehensive Outdoor Recreation Plan (SCORP) published periodically. The most recent SCORP was published for the period of 2009-2014 with an inventory developed in 2009.

One recreational facility is in proximity to the planned roadway improvements. Oak Grove Park at the southwest intersection of LA 42 and LA 73 has received Land and Water Conservation Fund grant assistance and, as such, is protected under Section 6(f) and must remain an outdoor recreation facility in perpetuity. Any infringement on the established boundary of this park will require a conversion process in accordance with requirements of the Land and Water Conservation Fund Act. However, it should be noted that LA 42 between Airline Highway and LA 73 is already a four-lane facility and it might not be necessary to infringe upon the boundaries of Oak Grove Park.

As plans for this project move forward, our office will be ready and available to assist in determination of any conversion requirements that might be necessary and provide instructions to all parties concerned on the actions necessary to ensure compliance is upheld.

Sincerely,

A handwritten signature in black ink, appearing to read "Cleve Hardman".

Cleve Hardman
Director of Outdoor Recreation

Appendix K

Wetlands and Other Waters

WETLAND ANALYSIS REPORT

**STATE PROJECT NO. H.003791 (700-03-0125)
FEDERAL AID PROJECT NO. BR-5701(501)
LA 42 WIDENING AND IMPROVEMENTS
US 61 TO JUST EAST OF LA 44
ROUTE LA 42
ASCENSION PARISH**

Introduction

The following wetland report is prepared in accordance with Executive Order 11990 and D.O.T. Order 5660.1. The *Army Corps of Engineers' 1987 Manual and Atlantic and Gulf Coastal Plain Region Interim Regional Supplement* (with subsequent clarification memoranda) along with on-site field investigations were utilized to determine the presence of jurisdictional wetlands within the project termini, and to delineate the wetland boundaries, if present. A field survey was conducted by staff biologists of the LA DOTD environmental section on December 21, 2010.

The proposed project calls for the widening and improvement of LA 42 from US 61 to approximately 1,500 feet east of LA 44 in Ascension Parish, Louisiana. The widening would be along the existing center line of the roadway with additional required right-of-way on both sides. Most of the area located within the required right-of-way is pastureland or mowed and maintained residential property.

LA 42 traverses a rural area with pastures, maintained lawns, home sites, commercial businesses and residential subdivisions located along both sides of the highway for much of the route. A large part of the project area is made up of pasturelands and open residential yards with St. Augustine, Bermuda, and Bahia grasses dominating the herbaceous growth. These areas have limited canopy and understory growth, which is mostly found along the fence lines and yard boundaries.

The project site is located in Ascension Parish in southeast Louisiana in an area experiencing rapid and sustained growth in housing and commercial entities. The terrain is level or nearly level Pleistocene Age terrace uplands in the project area. It is dissected by small drainage ways such as Muddy Creek, Black Bayou, and Henderson Bayou. The topography in the area is primarily flat, with elevations ranging from 10 to 23 feet above sea level along most of the project route. Drainage is by roadside ditches, sloping topography, Muddy Creek, and drainage ditches that lead north and south from the roadway. The majority of the roadside and drainage ditches drain the property to the north into Bayou Manchac, which flows east into the Amite River. The soils consist mainly of Olivier silt loams, Deerford series, and some Calhoun silt loam. Of these, the Calhoun silt loam is considered a hydric soil. Much of the land along LA 42 has been devoted to agriculture and small homesteads in the past and a significant portion has been converted to residential and commercial activities. As a result of the drainage modifications instituted in the past, the absence of hydric soils, and the alteration of the soils resulting from construction and agriculture, there are few areas that contain soils that are capable of supporting wetland vegetation. As a result, the potential jurisdictional wetlands are associated with the area directly adjacent to Muddy Creek. The U.S. Army Corps of Engineers has ultimate authority to determine whether this area is considered jurisdictional wetlands.

The bridge over Muddy Creek (Structure No. 61032600101311) is located in Township T08S, Range R03E, Section 30; Longitude 90°57'14.78"W, Latitude 30°19'14.09"N. The existing bridge is 38 feet long with a 28-foot clear roadway consisting of two 11-foot travel lanes and minimal shoulders. Constructed in 1982, the existing structure is a two-span Precast Concrete Slab Span bridge. The structure has a sufficiency rating of 70.3. The project calls for replacement with a new structure that meets current design criteria.

According to the plans, the existing would be replaced with two 10' x 10' x 144' reinforced concrete box culverts. The proposed new structure would have a 66-foot clear roadway consisting of four 11-foot travel lanes, an 18-foot median, and two 2-foot shoulders. The proposed project would be constructed along the existing alignment, but will require approximately 18.71 acres of additional right-of-way. Traffic will be maintained through intermittent lane closures during construction. Overall project length will be approximately 3.7 miles and will encompass approximately 52.56 acres.

Additional construction work would consist of grading, earthwork, drainage structures, concrete curb & gutter, Class II base course, and Superpave Asphaltic Concrete. Excavation in the stream would be necessary and additional right-of-way would be required. There are no National Register of Historic Places properties in the area of the bridge replacement. This creek is not included on the Louisiana Natural and Scenic Streams System. No endangered or threatened wildlife species are known to exist within the project site.

Method

U.S. Geological Survey (USGS) topographic quadrangle maps and aerial photographs were reviewed prior to the initiation of field work to identify the potential extent of wetlands present along the proposed alignment. The *Soil Survey of Ascension Parish* produced by the USDA was utilized to determine what type of soils might be expected at the proposed site. The approximate centerline of the alignment was traversed to insure adequate coverage. Sites with wetland potential were investigated.

Routine Wetland Determination Data Forms, as approved by Headquarters, U.S. Army Corps of Engineers 1/09 Interim Version, were completed for each plant community encountered along the proposed alignments. These data forms contain sufficient information regarding the presence or absence of hydric soils, hydrophytic vegetation, and wetland hydrology, to support the demarcation of a wetland boundary.

Dominant vegetation was recorded on the data forms along with the indicator status as listed in the *National List of Plant Species Occurring in Wetlands (Region 2)* published by the U.S. Fish and Wildlife Service. Once dominant vegetation was recorded and evaluated, if more than 50 percent of the dominant vegetation had an indicator status of FAC, FACW, or OBL, the hydrophytic vegetation criterion was recorded as met.

A soil pit was excavated to a depth of approximately 16 inches at each sample site. The pit remained open for at least 15 minutes to allow the pit to fill with water, if present. Soils were sampled directly below the A horizon, or 10 inches, whichever was shallower. Information recorded on the data forms included soil colors (hue, value, and chroma as per the 1992 revised edition of the Munsell Color Chart), size, abundance, and depth of mottles, as well as the soil texture. Soil texture was determined using the "texture by feel" analysis.

Wetland hydrology indicators were also recorded at each sample site as per the data form requirements. If a sample site indicated the presence of at least one primary or two secondary hydrology indicators, the area was assumed to have wetland hydrology.

Photographs were taken at potential wetlands sites, as well as at potential other waters of the US sites. These photographs show vegetation in each plant stratum (tree, sapling/shrub, and herbaceous vegetation when present) and a representative soil profile.

Muddy Creek, located within the Amite Watershed HUC Code 08070202, drains into Bayou Manchac, which drains into the Amite River, which drains into Lake Maurepas.

Results

Most of the land along LA 42 is pasturelands and home sites with residential yards. There is one small area along the corridor that is undeveloped lowland hardwood. The changes from pastureland to residential yards can be seen on the aerial photo of the proposed project site. Due to the many similarities with the soil and ecological systems on site, three Sample Sites were chosen along the project corridor. The Sample Sites were selected to represent the four different environments found within the required right-of-way of the proposed project. The environments encountered along LA 42 were in the upland pasture (Sample Site 1), lowland hardwoods (Sample Site 2), and residential maintained yards (Sample Site 3).

SAMPLE SITE 1 – This site represents all of the open upland pastures found along LA 42. Site 1 was selected within a well-drained pasture to the north of the roadway. The majority of the property along LA 42 is dominated by large cattle and hay pasture areas. They are dominated by upland grass species such as Bahia and St. Augustine grasses with a few mature trees scattered along the fence lines. These areas are regularly maintained by bush hogging. The natural slope and drainage features along the roadway drain these areas very well. The soils have a brown chroma and are well-drained.

SAMPLE SITE 2 – This site represents the bottomland hardwood understory along the roadway. Only one small area with hardwood understory was found along LA 42 within the project limits. Site 2 was selected within a small wooded area located next to Muddy Creek. The proposed project crosses a water body (Muddy Creek) of the U.S. The bridge (Structure No. 61032600101311) is located in Township T08S, Range R03E, Section 30; Longitude 90°57'14.78"W, Latitude 30°19'14.09"N.

The woody understory is dominated by mostly sweet gum, sugarberry, Chinese tallow, and Chinese privet. The limited emergent growth within these areas is dominated by vines, young understory species, and grass species. One hundred percent (100%) of the dominant species have wetland indicators. Wetland hydrology indicators include drainage patterns, sediment deposits, saturation, and the FAC-Neutral Test. The matrix of the lower soil layers displayed low-chroma colors, which is indicative of a depleted matrix. The area meets all three requirements indicating that wetlands are present. The proposed project is estimated to impact approximately 0.533 acres (23,207 ft²) of jurisdictional wetlands and approximately 0.105 acres (4,579 ft²) of Other Waters of the U.S.

SAMPLE SITE 3 – This site represents the maintained residential yards found along LA 42. Sample Site 3 was selected within a large open yard that is well-drained by a good sloping topography. Residential yards are found along the entire length of the roadway. The yards are dominated by upland grass species such as Bermuda and St. Augustine grasses with mature trees, ornamental shrubs, and landscape gardens spread throughout the yards. The natural slope and drainage features along the roadway drain these areas very well.

Following a thorough examination of the available project information and the proposed project site, it is the professional opinion of LA DOTD biologists that a portion of the site satisfies the criteria to be jurisdictional wetlands pursuant to the Army Corps of Engineers' 1987 Manual (or Interim Regional Supplement) with subsequent clarification memoranda and pursuant to confirmation by the ACOE. The roadside ditches were determined not to be jurisdictional because they are contained within and drain wholly uplands. It is our conclusion that the proposed project will impact approximately 0.533 acres of jurisdictional wetlands and approximately 0.105 acres of Other Waters of the U.S. Water is clean and water quality is relatively good. No oil film on the surface or pollutants were observed.

Mitigation

The Department will mitigate the wetland being impacted by construction activities for this project by minimizing impacts as listed in the Department's Standard Specification and mitigate for lost wetland habitats by reseeded with the appropriate plants and seedlings. In addition, the Department will coordinate appropriate mitigation planned with the Corps of Engineers.

In an effort to minimize damages resulting from the proposed action, the Louisiana Standard Specifications for Roads and Bridges, 2006 edition, requires that the contractor take certain measures toward reducing environmental (wetland) damages. These measures are described in, but not limited to, the following sections:

1. Scope of Work - Section 104
2. Control of Work - Section 105
3. Legal Relations and Responsibility to Public - Section 107
4. Clearing and Grubbing -Section 201
5. Removal or Relocation of Structures and Obstructions - Section 202
6. Excavation and Embankment - Section 203
7. Temporary Erosion Control - Section 204

It has been determined that there is no practicable alternative to the proposed construction involving wetlands and the proposed action includes all practicable measures to minimize harm to wetlands which may result from this project.


Cyndi Bowman
Environmental Impact Specialist
Environmental Section/LA DOTD
January 4, 2011

Site Photographs



SAMPLE SITE 1 – Soil Pit Test



SAMPLE SITE 1 – Representative Vegetation



SAMPLE SITE 1 – Typical View of Representative Site (looking east)



SAMPLE SITE 2 – Muddy Creek Bridge (looking east)



SAMPLE SITE 2 – Muddy Creek Bridge (looking north)



SAMPLE SITE 2 – Muddy Creek (looking southeast)



SAMPLE SITE 2 – Soil Pit Test



SAMPLE SITE 2 – Representative Wetland Vegetation (looking east)



SAMPLE SITE 2 – Representative Wetland Vegetation (looking west)



SAMPLE SITE 2 – Representative Wetland Vegetation (looking east)



SAMPLE SITE 3 – Soil Pit Test



SAMPLE SITE 3 – Representative Vegetation



SAMPLE SITE 3 – Typical View of Representative Site (looking east)



SAMPLE SITE 3 – Typical View of Representative Site (looking west)

WETLAND DETERMINATION DATA FORM – Atlantic and Gulf Coastal Plain Region

Project/Site: H.003791 (700-03-0125) City/County: ASCENSION Sampling Date: 12/21/10
 Applicant/Owner: LA DOTD State: LA Sampling Point: SITE 1
 Investigator(s): CYNDI BOWMAN Section, Township, Range: Township T08S, Range R03E, Section 30
 Landform (hillslope, terrace, etc.): _____ Local relief (concave, convex, none): _____ Slope (%): _____
 Subregion (LRR or MLRA): LRR P / MLRA 134 Lat: 30°19'14.23"N Long: 90°58'1.39"W Datum: _____
 Soil Map Unit Name: OLIVIER Thermic Aquic Fragiudalfs NWI classification: _____

Are climatic / hydrologic conditions on the site typical for this time of year? Yes No _____ (If no, explain in Remarks.)
 Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes No _____
 Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes _____ No <input checked="" type="checkbox"/> Hydric Soil Present? Yes _____ No <input checked="" type="checkbox"/> Wetland Hydrology Present? Yes _____ No <input checked="" type="checkbox"/>	Is the Sampled Area within a Wetland? Yes _____ No <input checked="" type="checkbox"/>
Remarks: No wetlands or other waters present.	

HYDROLOGY

Wetland Hydrology Indicators: Primary Indicators (minimum of one is required; check all that apply)	Secondary Indicators (minimum of two required)
<input type="checkbox"/> Surface Water (A1) <input type="checkbox"/> Water-Stained Leaves (B9) <input type="checkbox"/> High Water Table (A2) <input type="checkbox"/> Aquatic Fauna (B13) <input type="checkbox"/> Saturation (A3) <input type="checkbox"/> Marl Deposits (B15) (LRR U) <input type="checkbox"/> Water Marks (B1) <input type="checkbox"/> Hydrogen Sulfide Odor (C1) <input type="checkbox"/> Sediment Deposits (B2) <input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3) <input type="checkbox"/> Drift Deposits (B3) <input type="checkbox"/> Presence of Reduced Iron (C4) <input type="checkbox"/> Algal Mat or Crust (B4) <input type="checkbox"/> Recent Iron Reduction in Tilled Soils (C6) <input type="checkbox"/> Iron Deposits (B5) <input type="checkbox"/> Thin Muck Surface (C7) <input type="checkbox"/> Inundation Visible on Aerial Imagery (B7) <input type="checkbox"/> Other (Explain in Remarks)	<input type="checkbox"/> Surface Soil Cracks (B6) <input type="checkbox"/> Sparsely Vegetated Concave Surface (B8) <input type="checkbox"/> Drainage Patterns (B10) <input type="checkbox"/> Moss Trim Lines (B16) <input type="checkbox"/> Dry-Season Water Table (C2) <input type="checkbox"/> Crayfish Burrows (C8) <input type="checkbox"/> Saturation Visible on Aerial Imagery (C9) <input type="checkbox"/> Geomorphic Position (D2) <input type="checkbox"/> Shallow Aquitard (D3) <input type="checkbox"/> FAC-Neutral Test (D5)

Field Observations: Surface Water Present? Yes _____ No <input checked="" type="checkbox"/> Depth (inches): <u>0</u> Water Table Present? Yes _____ No <input checked="" type="checkbox"/> Depth (inches): _____ Saturation Present? (includes capillary fringe) Yes _____ No <input checked="" type="checkbox"/> Depth (inches): _____	Wetland Hydrology Present? Yes _____ No <input checked="" type="checkbox"/>
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Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

VEGETATION – Use scientific names of plants.

Sampling Point: SITE 1

<u>Tree Stratum</u> (Plot sizes: _____)	<u>Absolute % Cover</u>	<u>Dominant Species?</u>	<u>Indicator Status</u>	Dominance Test worksheet:
1. _____	_____	_____	_____	Number of Dominant Species That Are OBL, FACW, or FAC: <u>1</u> (A) Total Number of Dominant Species Across All Strata: <u>2</u> (B) Percent of Dominant Species That Are OBL, FACW, or FAC: <u>50</u> (A/B)
2. _____	_____	_____	_____	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
5. _____	_____	_____	_____	
6. _____	_____	_____	_____	
7. _____	_____	_____	_____	
_____ = Total Cover				Prevalence Index worksheet:
<u>Sapling Stratum</u> (_____)				Total % Cover of: _____ Multiply by: _____ OBL species _____ x 1 = _____ FACW species _____ x 2 = _____ FAC species _____ x 3 = _____ FACU species _____ x 4 = _____ UPL species _____ x 5 = _____ Column Totals: _____ (A) _____ (B) Prevalence Index = B/A = _____
1. _____				Hydrophytic Vegetation Indicators: <input type="checkbox"/> Dominance Test is >50% <input type="checkbox"/> Prevalence Index is ≤3.0 ¹ <input type="checkbox"/> Problematic Hydrophytic Vegetation ¹ (Explain)
2. _____				
3. _____				
4. _____				
5. _____				
6. _____				
7. _____				
_____ = Total Cover				¹ Indicators of hydric soil and wetland hydrology must be present.
<u>Shrub Stratum</u> (_____)				
1. _____				
2. _____				
3. _____				
4. _____				
5. _____				
6. _____				
7. _____				
_____ = Total Cover				Definitions of Vegetation Strata: Tree – Woody plants, excluding woody vines, approximately 20 ft (6 m) or more in height and 3 in. (7.6 cm) or larger in diameter at breast height (DBH). Sapling – Woody plants, excluding woody vines, approximately 20 ft (6 m) or more in height and less than 3 in. (7.6 cm) DBH. Shrub – Woody plants, excluding woody vines, approximately 3 to 20 ft (1 to 6 m) in height. Herb – All herbaceous (non-woody) plants, including herbaceous vines, regardless of size. Includes woody plants, except woody vines, less than approximately 3 ft (1 m) in height. Woody vine – All woody vines, regardless of height.
<u>Herb Stratum</u> (<u>30 ft radius</u>)				
1. <u>Paspalum notatum</u> Bahia Grass	<u>65</u>	<u>yes</u>	<u>FACU</u>	
2. <u>Stenotaphrum secundatum</u> St. Augustine Gr	<u>20</u>	<u>yes</u>	<u>FAC</u>	
3. <u>Rubus betulifolius</u> Blackberry	<u>10</u>	<u>no</u>	<u>FAC</u>	
4. <u>Andropogon gerardii</u> Big Bluestem	<u>5</u>	<u>no</u>	<u>FAC</u>	
5. _____				
6. _____				
7. _____				
8. _____				
9. _____				
10. _____				
11. _____				
12. _____				
_____ = Total Cover				
<u>Woody Vine Stratum</u> (_____)				
1. _____				
2. _____				
3. _____				
4. _____				
5. _____				
_____ = Total Cover				Hydrophytic Vegetation Present? Yes _____ No <input checked="" type="checkbox"/>

Remarks: (If observed, list morphological adaptations below).

SOIL

Sampling Point: SITE 1

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0-16	10 Y/R 4/3						Silt Loam	

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. ²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- Histosol (A1)
- Histic Epipedon (A2)
- Black Histic (A3)
- Hydrogen Sulfide (A4)
- Stratified Layers (A5)
- Organic Bodies (A6) (LRR P, T, U)
- 5 cm Mucky Mineral (A7) (LRR P, T, U)
- Muck Presence (A8) (LRR U)
- 1 cm Muck (A9) (LRR P, T)
- Depleted Below Dark Surface (A11)
- Thick Dark Surface (A12)
- Coast Prairie Redox (A16) (MLRA 150A)
- Sandy Mucky Mineral (S1) (LRR O, S)
- Sandy Gleyed Matrix (S4)
- Sandy Redox (S5)
- Stripped Matrix (S6)
- Dark Surface (S7) (LRR P, S, T, U)

- Polyvalue Below Surface (S8) (LRR S, T, U)
- Thin Dark Surface (S9) (LRR S, T, U)
- Loamy Mucky Mineral (F1) (LRR O)
- Loamy Gleyed Matrix (F2)
- Depleted Matrix (F3)
- Redox Dark Surface (F6)
- Depleted Dark Surface (F7)
- Redox Depressions (F8)
- Marl (F10) (LRR U)
- Depleted Ochric (F11) (MLRA 151)
- Iron-Manganese Masses (F12) (LRR O, P, T)
- Umbric Surface (F13) (LRR P, T, U)
- Delta Ochric (F17) (MLRA 151)
- Reduced Vertic (F18) (MLRA 150A, 150B)
- Piedmont Floodplain Soils (F19) (MLRA 149A)
- Anomalous Bright Loamy Soils (F20) (MLRA 149A, 153C, 153D)

Indicators for Problematic Hydric Soils³:

- 1 cm Muck (A9) (LRR O)
- 2 cm Muck (A10) (LRR S)
- Reduced Vertic (F18) (outside MLRA 150A,B)
- Piedmont Floodplain Soils (F19) (LRR P, S, T)
- Anomalous Bright Loamy Soils (F20) (MLRA 153B)
- Red Parent Material (TF2)
- Very Shallow Dark Surface (TF12) (LRR T, U)
- Other (Explain in Remarks)

³Indicators of hydrophytic vegetation and wetland hydrology must be present.

Restrictive Layer (if observed):

Type: _____
 Depth (inches): _____

Hydric Soil Present? Yes _____ No

Remarks:

WETLAND DETERMINATION DATA FORM – Atlantic and Gulf Coastal Plain Region

Project/Site: H.003791 (700-03-0125) City/County: ASCENSION Sampling Date: 12/21/10
 Applicant/Owner: LA DOTD State: LA Sampling Point: SITE 2
 Investigator(s): CYNDI BOWMAN Section, Township, Range: Township T08S, Range R03E, Section 30
 Landform (hillslope, terrace, etc.): _____ Local relief (concave, convex, none): _____ Slope (%): _____
 Subregion (LRR or MLRA): LRR P / MLRA 134 Lat: 30°19'14.09"N Long: 90°57'14.78"W Datum: _____
 Soil Map Unit Name: CALHOUN Thermic Typic Glossaqualfs NWI classification: _____

Are climatic / hydrologic conditions on the site typical for this time of year? Yes No _____ (If no, explain in Remarks.)
 Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes No _____
 Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes <input checked="" type="checkbox"/> No _____ Hydric Soil Present? Yes <input checked="" type="checkbox"/> No _____ Wetland Hydrology Present? Yes <input checked="" type="checkbox"/> No _____	Is the Sampled Area within a Wetland? Yes <input checked="" type="checkbox"/> No _____
Remarks: Approximately 0.533 acres (2,578.5 cubic yds; 23,207 sqft) of wetlands present. Approximately 0.105 acres (508.7 cubic yds; 4,579 sqft) of other waters present.	

HYDROLOGY

Wetland Hydrology Indicators: Primary Indicators (minimum of one is required; check all that apply)	Secondary Indicators (minimum of two required)
<input type="checkbox"/> Surface Water (A1) <input type="checkbox"/> Water-Stained Leaves (B9) <input type="checkbox"/> High Water Table (A2) <input type="checkbox"/> Aquatic Fauna (B13) <input checked="" type="checkbox"/> Saturation (A3) <input type="checkbox"/> Marl Deposits (B15) (LRR U) <input type="checkbox"/> Water Marks (B1) <input type="checkbox"/> Hydrogen Sulfide Odor (C1) <input checked="" type="checkbox"/> Sediment Deposits (B2) <input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3) <input type="checkbox"/> Drift Deposits (B3) <input type="checkbox"/> Presence of Reduced Iron (C4) <input type="checkbox"/> Algal Mat or Crust (B4) <input type="checkbox"/> Recent Iron Reduction in Tilled Soils (C6) <input type="checkbox"/> Iron Deposits (B5) <input type="checkbox"/> Thin Muck Surface (C7) <input type="checkbox"/> Inundation Visible on Aerial Imagery (B7) <input type="checkbox"/> Other (Explain in Remarks)	<input type="checkbox"/> Surface Soil Cracks (B6) <input type="checkbox"/> Sparsely Vegetated Concave Surface (B8) <input checked="" type="checkbox"/> Drainage Patterns (B10) <input type="checkbox"/> Moss Trim Lines (B16) <input type="checkbox"/> Dry-Season Water Table (C2) <input type="checkbox"/> Crayfish Burrows (C8) <input type="checkbox"/> Saturation Visible on Aerial Imagery (C9) <input type="checkbox"/> Geomorphic Position (D2) <input type="checkbox"/> Shallow Aquitard (D3) <input checked="" type="checkbox"/> FAC-Neutral Test (D5)

Field Observations: Surface Water Present? Yes _____ No <input checked="" type="checkbox"/> Depth (inches): <u>0</u> Water Table Present? Yes _____ No <input checked="" type="checkbox"/> Depth (inches): <u>0</u> Saturation Present? (includes capillary fringe) Yes <input checked="" type="checkbox"/> No _____ Depth (inches): <u>< 2 inches</u>	Wetland Hydrology Present? Yes <input checked="" type="checkbox"/> No _____
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Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

VEGETATION – Use scientific names of plants.

Sampling Point: SITE 2

	Absolute % Cover	Dominant Species?	Indicator Status		
Tree Stratum (Plot sizes: <u>30 ft radius</u>)					
1. <u>Liquidambar styraciflua</u> Sweetgum	40	yes	FAC	Dominance Test worksheet: Number of Dominant Species That Are OBL, FACW, or FAC: <u>9</u> (A) Total Number of Dominant Species Across All Strata: <u>9</u> (B) Percent of Dominant Species That Are OBL, FACW, or FAC: <u>100</u> (A/B)	
2. <u>Celtis laevigata</u> Sugarberry	40	yes	FACW		
3. <u>Ulmus americana</u> American Elm	30	yes	FACW		
4. <u>Carya cordiformis</u> Bitternut Hickory	20	no	FAC		
5. _____					
6. _____					
7. _____					
	130	= Total Cover		Prevalence Index worksheet: Total % Cover of: _____ Multiply by: _____ OBL species _____ x 1 = _____ FACW species _____ x 2 = _____ FAC species _____ x 3 = _____ FACU species _____ x 4 = _____ UPL species _____ x 5 = _____ Column Totals: _____ (A) _____ (B) Prevalence Index = B/A = _____	
Sapling Stratum (_____)					
1. _____					
2. _____					
3. _____					
4. _____					
5. _____					
6. _____					
7. _____					
		= Total Cover		Hydrophytic Vegetation Indicators: <input checked="" type="checkbox"/> Dominance Test is >50% <input type="checkbox"/> Prevalence Index is ≤3.0 ¹ <input type="checkbox"/> Problematic Hydrophytic Vegetation ¹ (Explain)	
Shrub Stratum (<u>30 ft radius</u>)					
1. <u>Sambucus canadensis</u> Elderberry	40	yes	FACW		
2. <u>Ligustrum sinense</u> Chinese Privet	40	yes	FAC		
3. <u>Carva cordiformis</u> Bitternut Hickory	25	yes	FAC		
4. _____					
5. _____					
6. _____					
7. _____					
	105	= Total Cover		Definitions of Vegetation Strata: Tree – Woody plants, excluding woody vines, approximately 20 ft (6 m) or more in height and 3 in. (7.6 cm) or larger in diameter at breast height (DBH). Sapling – Woody plants, excluding woody vines, approximately 20 ft (6 m) or more in height and less than 3 in. (7.6 cm) DBH. Shrub – Woody plants, excluding woody vines, approximately 3 to 20 ft (1 to 6 m) in height. Herb – All herbaceous (non-woody) plants, including herbaceous vines, regardless of size. Includes woody plants, except woody vines, less than approximately 3 ft (1 m) in height. Woody vine – All woody vines, regardless of height. Hydrophytic Vegetation Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
Herb Stratum (<u>30 ft radius</u>)					
1. <u>Solidago gigantea</u> Giant Goldenrod	35	yes	FACW		
2. <u>Sabal minor</u> Palmetto	25	yes	FACW		
3. <u>Juncus effusus</u> Soft Rush	25	yes	FACW		
4. <u>Rubus betulifolius</u> Blackberry	15	no	FAC		
5. <u>Ampelopsis arborea</u> Pepper Vine	10	no	FAC		
6. <u>Smilax glauca</u> Cat Greenbriar	10	no	FAC		
7. _____					
8. _____					
9. _____					
10. _____					
11. _____					
12. _____					
	120	= Total Cover			
Woody Vine Stratum (_____)					
1. _____					
2. _____					
3. _____					
4. _____					
5. _____					
		= Total Cover			

Remarks: (If observed, list morphological adaptations below).

SOIL

Sampling Point: SITE 2

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0-5	10 Y/R 3/2							
5-10	10 Y/R 4/3							
10-16	10 Y/R 6/2		10 Y/R 4/6		RM	M	CLAY	

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. ²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- Histosol (A1)
- Histic Epipedon (A2)
- Black Histic (A3)
- Hydrogen Sulfide (A4)
- Stratified Layers (A5)
- Organic Bodies (A6) (LRR P, T, U)
- 5 cm Mucky Mineral (A7) (LRR P, T, U)
- Muck Presence (A8) (LRR U)
- 1 cm Muck (A9) (LRR P, T)
- Depleted Below Dark Surface (A11)
- Thick Dark Surface (A12)
- Coast Prairie Redox (A16) (MLRA 150A)
- Sandy Mucky Mineral (S1) (LRR O, S)
- Sandy Gleyed Matrix (S4)
- Sandy Redox (S5)
- Stripped Matrix (S6)
- Dark Surface (S7) (LRR P, S, T, U)

- Polyvalue Below Surface (S8) (LRR S, T, U)
- Thin Dark Surface (S9) (LRR S, T, U)
- Loamy Mucky Mineral (F1) (LRR O)
- Loamy Gleyed Matrix (F2)
- Depleted Matrix (F3)
- Redox Dark Surface (F6)
- Depleted Dark Surface (F7)
- Redox Depressions (F8)
- Marl (F10) (LRR U)
- Depleted Ochric (F11) (MLRA 151)
- Iron-Manganese Masses (F12) (LRR O, P, T)
- Umbric Surface (F13) (LRR P, T, U)
- Delta Ochric (F17) (MLRA 151)
- Reduced Vertic (F18) (MLRA 150A, 150B)
- Piedmont Floodplain Soils (F19) (MLRA 149A)
- Anomalous Bright Loamy Soils (F20) (MLRA 149A, 153C, 153D)

Indicators for Problematic Hydric Soils³:

- 1 cm Muck (A9) (LRR O)
- 2 cm Muck (A10) (LRR S)
- Reduced Vertic (F18) (outside MLRA 150A,B)
- Piedmont Floodplain Soils (F19) (LRR P, S, T)
- Anomalous Bright Loamy Soils (F20) (MLRA 153B)
- Red Parent Material (TF2)
- Very Shallow Dark Surface (TF12) (LRR T, U)
- Other (Explain in Remarks)

³Indicators of hydrophytic vegetation and wetland hydrology must be present.

Restrictive Layer (if observed):

Type: _____
 Depth (inches): _____

Hydric Soil Present? Yes No

Remarks:

Soil was saturated to the surface.

WETLAND DETERMINATION DATA FORM – Atlantic and Gulf Coastal Plain Region

Project/Site: H.003791 (700-03-0125) City/County: ASCENSION Sampling Date: 12/21/10
 Applicant/Owner: LA DOTD State: LA Sampling Point: SITE 3
 Investigator(s): CYNDI BOWMAN Section, Township, Range: Township T08S, Range R03E, Section 30
 Landform (hillslope, terrace, etc.): _____ Local relief (concave, convex, none): _____ Slope (%): _____
 Subregion (LRR or MLRA): LRR P / MLRA 134 Lat: 30°19'22.24"N Long: 90°55'58.98"W Datum: _____
 Soil Map Unit Name: DEERFORD-PATOUTVILLE Thermic Albic Glossic Natraqualfs NWI classification: _____

Are climatic / hydrologic conditions on the site typical for this time of year? Yes No _____ (If no, explain in Remarks.)
 Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes No _____
 Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes _____ No <input checked="" type="checkbox"/> Hydric Soil Present? Yes _____ No <input checked="" type="checkbox"/> Wetland Hydrology Present? Yes _____ No <input checked="" type="checkbox"/>	Is the Sampled Area within a Wetland? Yes _____ No <input checked="" type="checkbox"/>
Remarks: No wetlands or other waters present.	

HYDROLOGY

Wetland Hydrology Indicators: Primary Indicators (minimum of one is required; check all that apply)	Secondary Indicators (minimum of two required)
<input type="checkbox"/> Surface Water (A1) <input type="checkbox"/> Water-Stained Leaves (B9) <input type="checkbox"/> High Water Table (A2) <input type="checkbox"/> Aquatic Fauna (B13) <input type="checkbox"/> Saturation (A3) <input type="checkbox"/> Marl Deposits (B15) (LRR U) <input type="checkbox"/> Water Marks (B1) <input type="checkbox"/> Hydrogen Sulfide Odor (C1) <input type="checkbox"/> Sediment Deposits (B2) <input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3) <input type="checkbox"/> Drift Deposits (B3) <input type="checkbox"/> Presence of Reduced Iron (C4) <input type="checkbox"/> Algal Mat or Crust (B4) <input type="checkbox"/> Recent Iron Reduction in Tilled Soils (C6) <input type="checkbox"/> Iron Deposits (B5) <input type="checkbox"/> Thin Muck Surface (C7) <input type="checkbox"/> Inundation Visible on Aerial Imagery (B7) <input type="checkbox"/> Other (Explain in Remarks)	<input type="checkbox"/> Surface Soil Cracks (B6) <input type="checkbox"/> Sparsely Vegetated Concave Surface (B8) <input type="checkbox"/> Drainage Patterns (B10) <input type="checkbox"/> Moss Trim Lines (B16) <input type="checkbox"/> Dry-Season Water Table (C2) <input type="checkbox"/> Crayfish Burrows (C8) <input type="checkbox"/> Saturation Visible on Aerial Imagery (C9) <input type="checkbox"/> Geomorphic Position (D2) <input type="checkbox"/> Shallow Aquitard (D3) <input type="checkbox"/> FAC-Neutral Test (D5)

Field Observations: Surface Water Present? Yes _____ No <input checked="" type="checkbox"/> Depth (inches): <u>0</u> Water Table Present? Yes _____ No <input checked="" type="checkbox"/> Depth (inches): _____ Saturation Present? (includes capillary fringe) Yes _____ No <input checked="" type="checkbox"/> Depth (inches): _____	Wetland Hydrology Present? Yes _____ No <input checked="" type="checkbox"/>
---	---

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

VEGETATION – Use scientific names of plants.

Sampling Point: SITE 3

<u>Tree Stratum</u> (Plot sizes: _____)	Absolute % Cover	Dominant Species?	Indicator Status	
1. _____	_____	_____	_____	Dominance Test worksheet: Number of Dominant Species That Are OBL, FACW, or FAC: <u>1</u> (A) Total Number of Dominant Species Across All Strata: <u>2</u> (B) Percent of Dominant Species That Are OBL, FACW, or FAC: <u>50</u> (A/B)
2. _____	_____	_____	_____	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
5. _____	_____	_____	_____	
6. _____	_____	_____	_____	
7. _____	_____	_____	_____	
_____ = Total Cover				Prevalence Index worksheet: Total % Cover of: _____ Multiply by: _____ OBL species _____ x 1 = _____ FACW species _____ x 2 = _____ FAC species _____ x 3 = _____ FACU species _____ x 4 = _____ UPL species _____ x 5 = _____ Column Totals: _____ (A) _____ (B) Prevalence Index = B/A = _____
<u>Sapling Stratum</u> (_____)				
1. _____	_____	_____	_____	
2. _____	_____	_____	_____	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
5. _____	_____	_____	_____	
6. _____	_____	_____	_____	
7. _____	_____	_____	_____	
_____ = Total Cover				Hydrophytic Vegetation Indicators: <input type="checkbox"/> Dominance Test is >50% <input type="checkbox"/> Prevalence Index is ≤3.0 ¹ <input type="checkbox"/> Problematic Hydrophytic Vegetation ¹ (Explain)
<u>Shrub Stratum</u> (_____)				
1. _____	_____	_____	_____	
2. _____	_____	_____	_____	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
5. _____	_____	_____	_____	
6. _____	_____	_____	_____	
7. _____	_____	_____	_____	
_____ = Total Cover				Definitions of Vegetation Strata: Tree – Woody plants, excluding woody vines, approximately 20 ft (6 m) or more in height and 3 in. (7.6 cm) or larger in diameter at breast height (DBH). Sapling – Woody plants, excluding woody vines, approximately 20 ft (6 m) or more in height and less than 3 in. (7.6 cm) DBH. Shrub – Woody plants, excluding woody vines, approximately 3 to 20 ft (1 to 6 m) in height. Herb – All herbaceous (non-woody) plants, including herbaceous vines, regardless of size. Includes woody plants, except woody vines, less than approximately 3 ft (1 m) in height. Woody vine – All woody vines, regardless of height. Hydrophytic Vegetation Present? Yes _____ No <input checked="" type="checkbox"/>
<u>Herb Stratum</u> (<u>30 ft radius</u>)				
1. <u>Cynodon dactylon</u> Bermuda Grass	<u>60</u>	<u>yes</u>	<u>FACU</u>	
2. <u>Stenotaphrum secundatum</u> St. Augustine Gr	<u>40</u>	<u>yes</u>	<u>FAC</u>	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
5. _____	_____	_____	_____	
6. _____	_____	_____	_____	
7. _____	_____	_____	_____	
8. _____	_____	_____	_____	
9. _____	_____	_____	_____	
10. _____	_____	_____	_____	
11. _____	_____	_____	_____	
12. _____	_____	_____	_____	
_____ = Total Cover				
<u>Woody Vine Stratum</u> (_____)				
1. _____	_____	_____	_____	
2. _____	_____	_____	_____	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
5. _____	_____	_____	_____	
_____ = Total Cover				
Remarks: (If observed, list morphological adaptations below).				

SOIL

Sampling Point: SITE 3

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0-16	10 Y/R 4/3						Silt Loam	

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. ²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- Histosol (A1)
- Histic Epipedon (A2)
- Black Histic (A3)
- Hydrogen Sulfide (A4)
- Stratified Layers (A5)
- Organic Bodies (A6) (LRR P, T, U)
- 5 cm Mucky Mineral (A7) (LRR P, T, U)
- Muck Presence (A8) (LRR U)
- 1 cm Muck (A9) (LRR P, T)
- Depleted Below Dark Surface (A11)
- Thick Dark Surface (A12)
- Coast Prairie Redox (A16) (MLRA 150A)
- Sandy Mucky Mineral (S1) (LRR O, S)
- Sandy Gleyed Matrix (S4)
- Sandy Redox (S5)
- Stripped Matrix (S6)
- Dark Surface (S7) (LRR P, S, T, U)

- Polyvalue Below Surface (S8) (LRR S, T, U)
- Thin Dark Surface (S9) (LRR S, T, U)
- Loamy Mucky Mineral (F1) (LRR O)
- Loamy Gleyed Matrix (F2)
- Depleted Matrix (F3)
- Redox Dark Surface (F6)
- Depleted Dark Surface (F7)
- Redox Depressions (F8)
- Marl (F10) (LRR U)
- Depleted Ochric (F11) (MLRA 151)
- Iron-Manganese Masses (F12) (LRR O, P, T)
- Umbric Surface (F13) (LRR P, T, U)
- Delta Ochric (F17) (MLRA 151)
- Reduced Vertic (F18) (MLRA 150A, 150B)
- Piedmont Floodplain Soils (F19) (MLRA 149A)
- Anomalous Bright Loamy Soils (F20) (MLRA 149A, 153C, 153D)

Indicators for Problematic Hydric Soils³:

- 1 cm Muck (A9) (LRR O)
- 2 cm Muck (A10) (LRR S)
- Reduced Vertic (F18) (outside MLRA 150A,B)
- Piedmont Floodplain Soils (F19) (LRR P, S, T)
- Anomalous Bright Loamy Soils (F20) (MLRA 153B)
- Red Parent Material (TF2)
- Very Shallow Dark Surface (TF12) (LRR T, U)
- Other (Explain in Remarks)

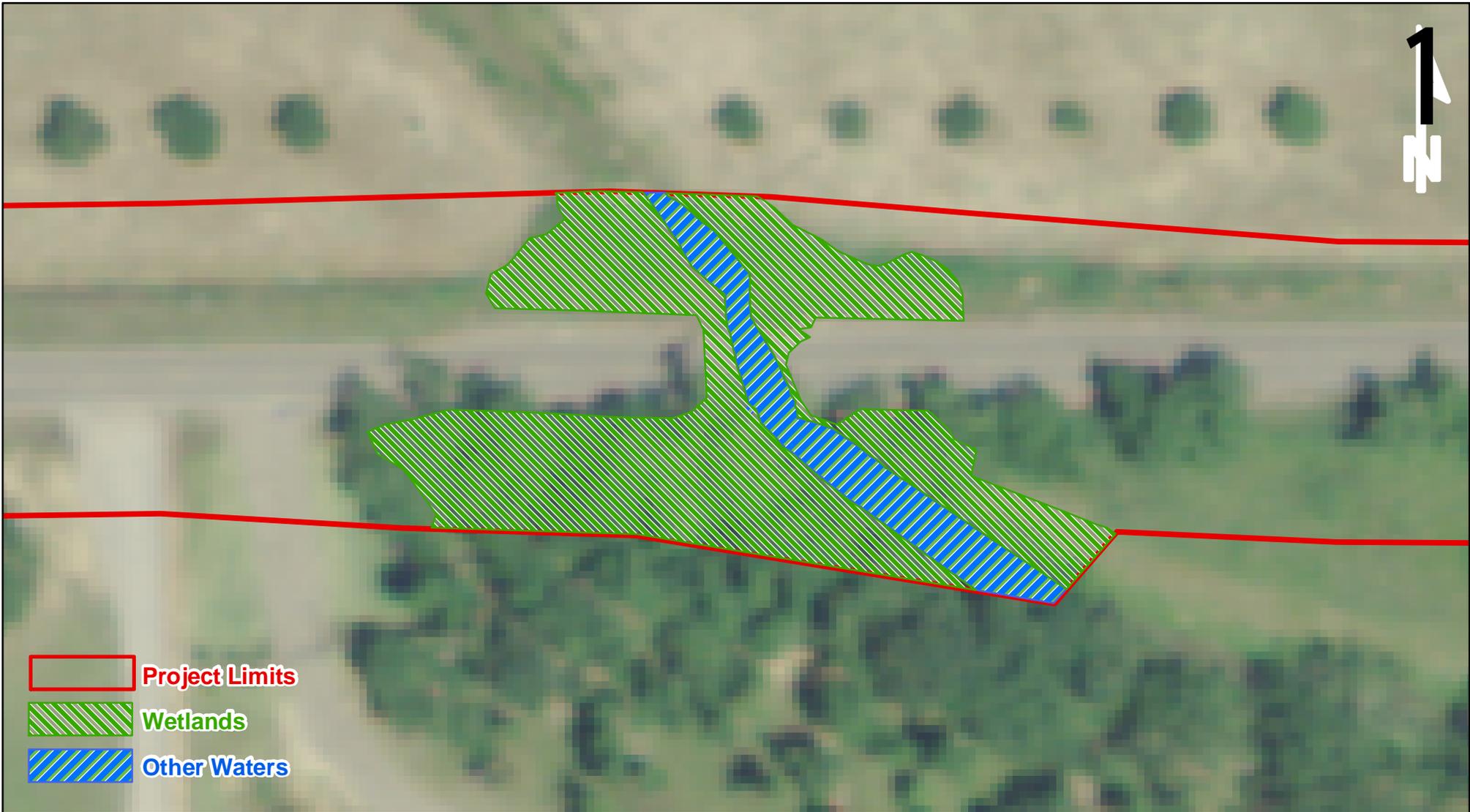
³Indicators of hydrophytic vegetation and wetland hydrology must be present.

Restrictive Layer (if observed):

Type: _____
 Depth (inches): _____

Hydric Soil Present? Yes _____ No

Remarks:



-  **Project Limits**
-  **Wetlands**
-  **Other Waters**



**WETLANDS AND
OTHER WATERS IMPACTS
2009 NAIP IMAGERY**

**LA 42 WIDENING AND IMPROVEMENTS
US 61 TO JUST EAST OF LA 44
ROUTE LA 42
ASCENSION PARISH
SP# H.003791 (700-03-0125)
FAP# DE-4906(500)**



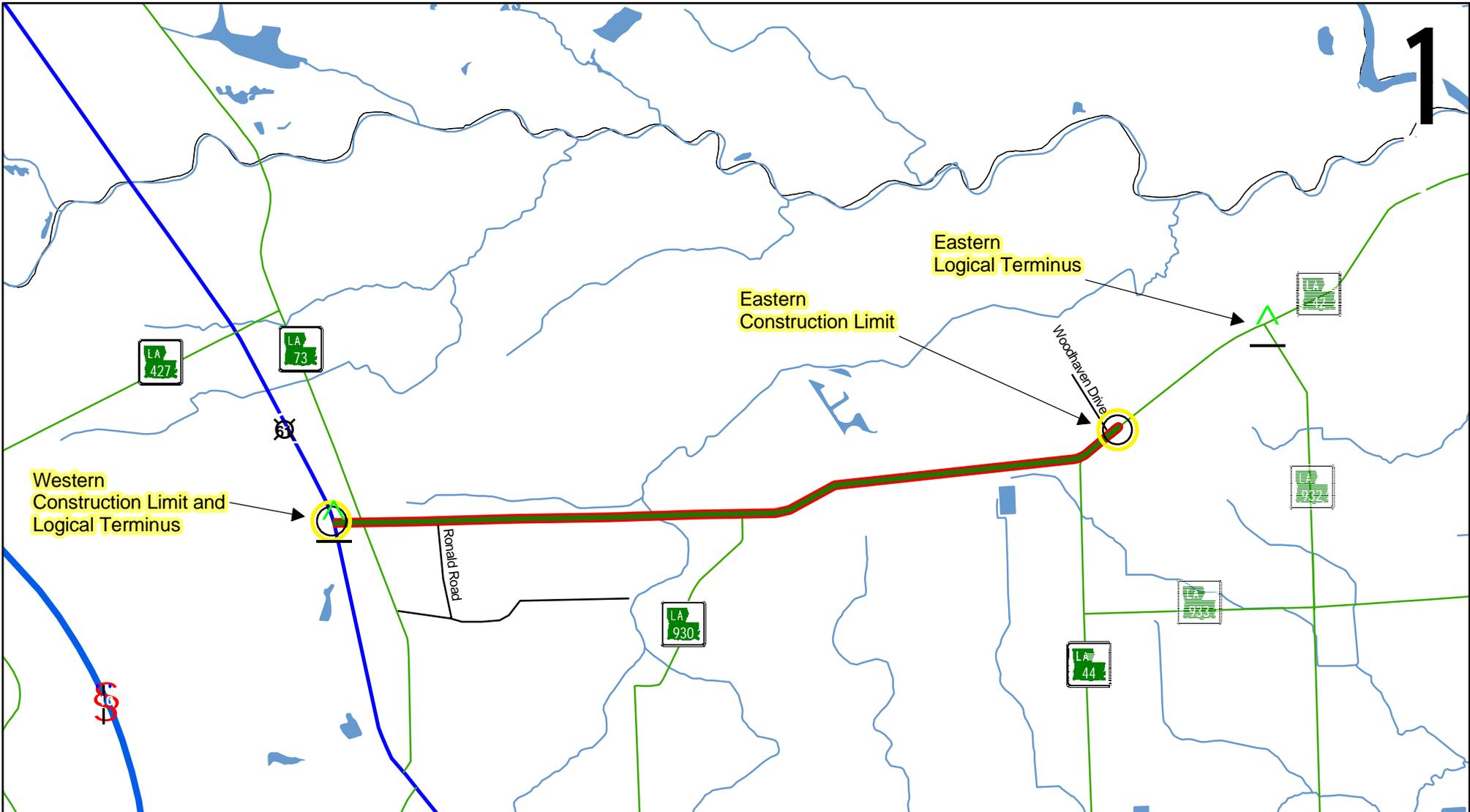


FIGURE NO: **1**



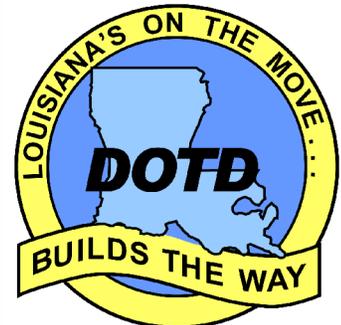
PROJECT LOCATION

LA 42 WIDENING AND IMPROVEMENTS
 US 61 TO JUST EAST OF LA 44
 ROUTE LA 42
 ASCENSION PARISH

SP# H.003791 (700-03-0125)
 FAP# DE-4906(500)

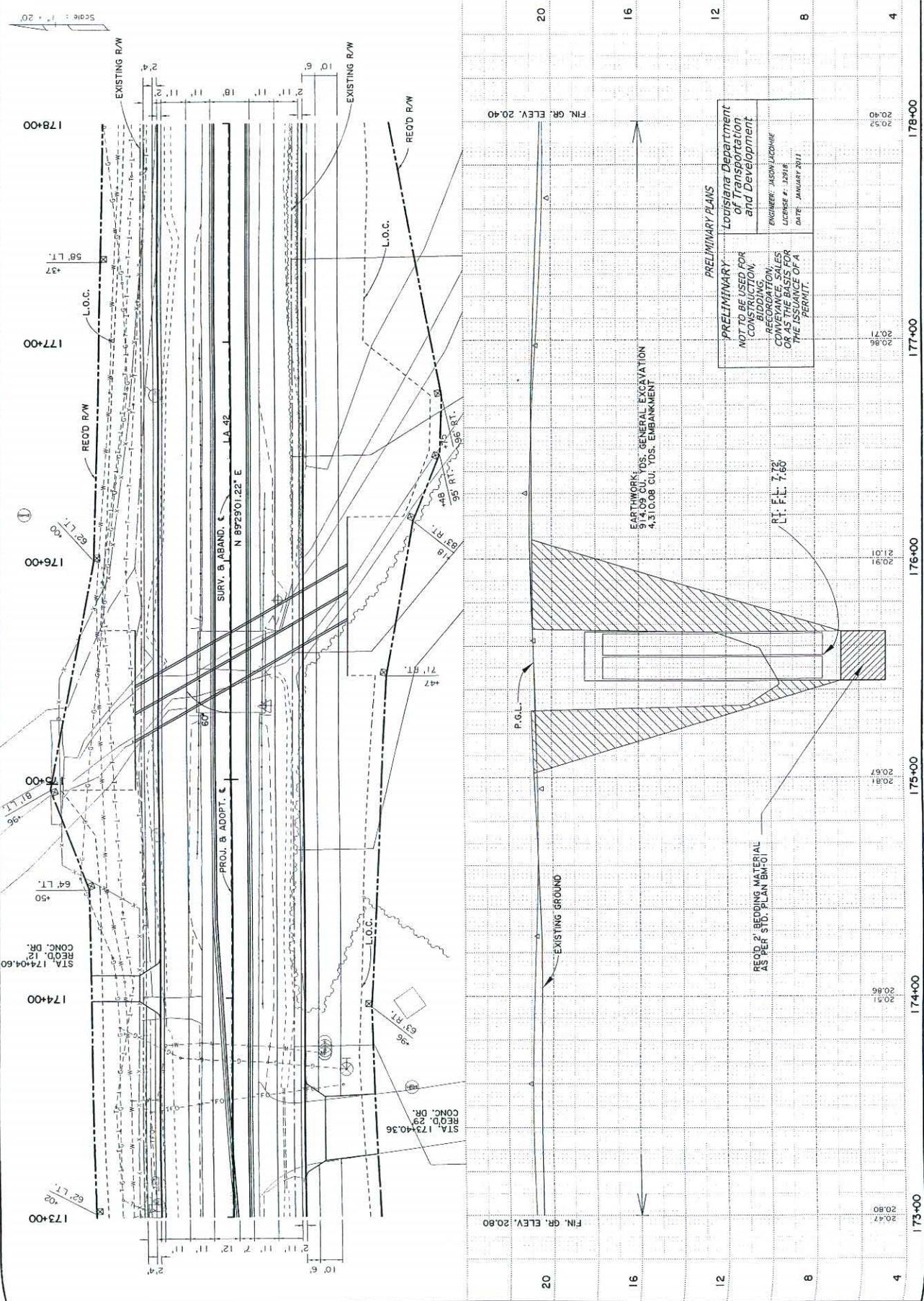
LEGEND

- Limits of Construction
- Logical Terminus
- Project Corridor





PLAN AND PROFILE SHEET



PRELIMINARY PLANS
 Louisiana Department of Transportation and Development
 ENGINEER: JASON LUCASHE
 LICENSE #: 32916
 DATE: JANUARY 2011

NOT TO BE USED FOR CONSTRUCTION, BIDDING, RECORDATION, CONVEYANCE, SALES OR AS THE BASIS FOR THE ISSUANCE OF A PERMIT.

EARTHWORKS:
 914.09 CU. YDS. GENERAL EXCAVATION
 4,310.08 CU. YDS. EMBANKMENT

RECD. 2' BEDDING MATERIAL AS PER STD. PLAN BM-01

Appendix L

Navigable Waterways

U.S. Department of
Homeland Security

United States
Coast Guard



Commandant
United States Coast Guard
Hale Boggs Federal Building

500 Poydras Street, Room 1313
New Orleans, LA 70130-3310
Staff Symbol: dpb
Phone: (504) 671-2128
Fax: (504) 671-2133

16591C
19 February 2009

MEMORANDUM

From: 
David M. Frank
CGD EIGHT (dpb)

To: Carl M. Highsmith, Program Operations Manager
Federal Highway Administration

Subj: STA ACT CONCURRENCE

- 1) You have determined by letter dated January 6, 2009 that the following proposed project over Muddy Creek in Ascension Parish, Louisiana, referenced as State Project No. 700-03-0125; F.A.P. No. DE-4906(500) is exempt under the Surface Transportation Authorization Act (STAA) from Coast Guard Permitting. We concur with your findings.
- 2) FHWA has the responsibility for the STAA and based on the information provided by LDOTD, the Coast Guard accepts your determination that this bridge project meets the criteria for the STAA and is exempt for Coast Guard Bridge Administration purposes. Plans for the proposed bridge construction project should provide for navigational clearances to accommodate any recreational boating that may exist at high water and should be at an appropriate elevation to pass floodwaters.
- 3) However, the bridge is not exempt from the Coast Guard required lights and other signals as the subject Act which amended Title 23 U.S. Code, to include 23 U.S.C. 144(h), did not exclude this category of bridges from the application of 14 U.S.C. 85. The later statute requires the establishment, maintenance, and operation of Coast Guard required lights and signals on fixed structures, including bridges. The owner, in this case, the Louisiana Department of Transportation and Development (LDOTD) must request the lighting exemption and provide the reason, the only exemption being Title 33 CFR 118.40(b). The statement of the reason for the exemption must fulfill the requirements of this section. Specifically, if it is determined that no significant nighttime navigation occurs at the bridge sites a statement to this effect is required before a decision can be made. Once we receive the required information from the bridge owner, we will evaluate the specified conditions and respond accordingly.
- 4) If we could be of further assistance, please contact this office.

#

Copy: ✓
LDOTD, Ms. Noel Ardoin
LDOTD, Ms. Traci Johnson

From: [Traci Johnson](mailto:Traci.Johnson)
To: ["Donna.Gagliano@uscg.mil"](mailto:Donna.Gagliano@uscg.mil)
Cc: ["David.M.Frank@uscg.mil"](mailto:David.M.Frank@uscg.mil); [Cynthia Bowman](#); [Robert Lott](#)
Subject: SP#260-01-0026 - La 42 Widening and Improvements - Bridge to be replaced with Box Culvert
Date: Wednesday, November 17, 2010 1:23:46 PM

Donna,

As per our conversation this afternoon, this email is confirmation that the bridge replacement for the above project will be a 10' X 10' Reinforced Concrete Box Culvert and that Item #3, of your concurrence letter found at dog:D8Shares:dpb:\Surface Transportation Act\STAA – LA\Muddy Creek, Ascension Parish 2-19-09, is not applicable. Thank you for the clarification.

Thanks,

Traci T. Johnson, B.Arch., NREMT-B

LaDOTD Federal Permit Coordinator

Engineering Tech DCL - Environmental

Emergency Response Team Member

Section 28 - Gang 002

Work: (225) 379-1317

Fax: (225) 242-4500

Email: traci.johnson@la.gov





U.S. Department
of Transportation
Federal Highway
Administration

Louisiana Division

5304 Flanders Drive
Suite A
Baton Rouge, LA 70808

February 6, 2009

IN REPLY REFER TO:

FAP: DE-4906(500)
SP: 700-03-0125
Improvements to LA 42
Route: LA 42
Ascension Parish

William D. Ankner, Ph.D.
Secretary
Louisiana Department of Transportation
and Development
Baton Rouge, Louisiana

Attention: Ms. Traci Johnson, DOTD Bridge Design

Dear Dr. Ankner:

We have determined under provisions of Section 144(h) of Title 23 U.S. Code that a USCG permit is not needed for the subject project since the waterway is not used and is not susceptible to use in its natural condition or by reasonable improvements as a means to transport interstate or foreign commerce and is non-tidal, or if tidal is used only by recreational boating, fishing, and other small vessels less than 21 feet in length. By copy of this letter we are requesting that the USCG concur in our determination under provision of Title 23 U.S.C. Section 144(h).

Should you have any questions, please contact Mr. Scott Nelson at 757-7619.

Sincerely yours,

CMH/s/ Carl M. Highsmith

Carl M. Highsmith
Project Delivery Team Leader

cc: Ms. Noel Ardoin, LDOTD
Ms. Traci Johnson, LDOTD
Mr. Marcus N. Redford, w/encl
Chief, Bridge Administration Branch
U.S. Coast Guard

**AMERICAN
ECONOMY**

Appendix **M**

Farmland Conversion Rating Form

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)	Date Of Land Evaluation Request 1/7/11
Name Of Project LA 42 WIDENING AND IMPROVEMENTS	Federal Agency Involved FEDERAL HIGHWAY ADMINISTRATION
Proposed Land Use LA 42 WIDENING AND IMPROVEMENTS	County And State ASCENSION, LOUISIANA

PART II (To be completed by NRCS)		Date Request Received By NRCS 2/18/11	
Does the site contain prime, unique, statewide or local important farmland? <i>(If no, the FPPA does not apply – do not complete additional parts of this form).</i>		Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Major Crop(s)		Acres Irrigated	Average Farm Size
Farmable Land In Govt. Jurisdiction Acres: _____ %		Amount Of Farmland As Defined in FPPA Acres: _____ %	
Name Of Land Evaluation System Used	Name Of Local Site Assessment System	Date Land Evaluation Returned By NRCS 2/22/11	

PART III (To be completed by Federal Agency)	Alternative Site Rating			
	Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly				
B. Total Acres To Be Converted Indirectly				
C. Total Acres In Site	0.0	0.0	0.0	0.0

PART IV (To be completed by NRCS) Land Evaluation Information	Site A	Site B	Site C	Site D
A. Total Acres Prime And Unique Farmland				
B. Total Acres Statewide And Local Important Farmland				
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted				
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value				

PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)	0	0	0	0
--	---	---	---	---

PART VI (To be completed by Federal Agency) Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))	Maximum Points	Site A	Site B	Site C	Site D
1. Area In Nonurban Use					
2. Perimeter In Nonurban Use					
3. Percent Of Site Being Farmed					
4. Protection Provided By State And Local Government					
5. Distance From Urban Builtup Area					
6. Distance To Urban Support Services					
7. Size Of Present Farm Unit Compared To Average					
8. Creation Of Nonfarmable Farmland					
9. Availability Of Farm Support Services					
10. On-Farm Investments					
11. Effects Of Conversion On Farm Support Services					
12. Compatibility With Existing Agricultural Use					
TOTAL SITE ASSESSMENT POINTS	160	0	0	0	0

PART VII (To be completed by Federal Agency)	Maximum Points	Site A	Site B	Site C	Site D
Relative Value Of Farmland (From Part V)	100	0	0	0	0
Total Site Assessment (From Part VI above or a local site assessment)	160	0	0	0	0
TOTAL POINTS (Total of above 2 lines)	260	0	0	0	0

Site Selected:	Date Of Selection	Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input type="checkbox"/>
----------------	-------------------	---

Reason For Selection:

STEPS IN THE PROCESSING THE FARMLAND AND CONVERSION IMPACT RATING FORM

Step 1 – Federal agencies involved in proposed projects that may convert farmland, as defined in the Farmland Protection Policy Act (FPPA) to nonagricultural uses, will initially complete Parts I and III of the form.

Step 2 – Originator will send copies A, B and C together with maps indicating locations of site(s), to the Natural Resources Conservation Service (NRCS) local field office and retain copy D for their files. (Note: NRCS has a field office in most counties in the U.S. The field office is usually located in the county seat. A list of field office locations are available from the NRCS State Conservationist in each state).

Step 3 – NRCS will, within 45 calendar days after receipt of form, make a determination as to whether the site(s) of the proposed project contains prime, unique, statewide or local important farmland.

Step 4 – In cases where farmland covered by the FPPA will be converted by the proposed project, NRCS field offices will complete Parts II, IV and V of the form.

Step 5 – NRCS will return copy A and B of the form to the Federal agency involved in the project. (Copy C will be retained for NRCS records).

Step 6 – The Federal agency involved in the proposed project will complete Parts VI and VII of the form.

Step 7 – The Federal agency involved in the proposed project will make a determination as to whether the proposed conversion is consistent with the FPPA and the agency's internal policies.

INSTRUCTIONS FOR COMPLETING THE FARMLAND CONVERSION IMPACT RATING FORM

Part I: In completing the "County And State" questions list all the local governments that are responsible for local land controls where site(s) are to be evaluated.

Part III: In completing item B (Total Acres To Be Converted Indirectly), include the following:

1. Acres not being directly converted but that would no longer be capable of being farmed after the conversion, because the conversion would restrict access to them.
2. Acres planned to receive services from an infrastructure project as indicated in the project justification (e.g. highways, utilities) that will cause a direct conversion.

Part VI: Do not complete Part VI if a local site assessment is used.

Assign the maximum points for each site assessment criterion as shown in § 658.5 (b) of CFR. In cases of corridor-type projects such as transportation, powerline and flood control, criteria #5 and #6 will not apply and will be weighed zero, however, criterion #8 will be weighed a maximum of 25 points, and criterion #11 a maximum of 25 points.

Individual Federal agencies at the national level, may assign relative weights among the 12 site assessment criteria other than those shown in the FPPA rule. In all cases where other weights are assigned relative adjustments must be made to maintain the maximum total weight points at 160.

In rating alternative sites, Federal agencies shall consider each of the criteria and assign points within the limits established in the FPPA rule. Sites most suitable for protection under these criteria will receive the highest total scores, and sites least suitable, the lowest scores.

Part VII: In computing the "Total Site Assessment Points" where a State or local site assessment is used and the total maximum number of points is other than 160, adjust the site assessment points to a base of 160. Example: if the Site Assessment maximum is 200 points, and alternative Site "A" is rated 180 points:

Total points assigned Site A = $180 \times 160 = 144$ points for Site "A."

Maximum points possible 200



Natural Resources Conservation Service
3737 Government Street
Alexandria, LA 71302

318-473-7751
318-473-7626

February 22, 2011

Noel Ardoin
LA DOTD
P.O. Box 94245
Baton Rouge, Louisiana 70804-9245

RE: LA 42, State Project No. 700-03-0125

Noel Ardoin:

I have reviewed your request for comments relative to impacts to Prime Farmland or Farmland of Statewide Importance for the following project in Ascension parish, Louisiana:

- LA 42, State Project No. 700-03-0125

The Farmland Protection Policy Act (FPPA)-Subtitle I of Title XV, Section 1539-1549 of PL 97-98, final rules and regulations were published in the Federal Register on June 17, 1994. These rules state that projects are subject to FPPA requirements if they may irreversibly convert farmland (directly or indirectly) to nonagricultural use and are completed by a federal agency or with assistance from a federal agency. For the purpose of FPPA, farmland includes prime farmland, unique farmland, and land of statewide or local importance. Farmland subject to FPPA requirements does not have to be currently used for cropland. It can be forest land, pastureland, cropland, or other land, but not water or urban built-up land.

NRCS policy clarifies the Rule by stating that activities not subject to FPPA include:

1. Federal permitting and licensing
2. Projects planned and completed without assistance of a federal agency
3. Projects on land already in urban development or used for water storage
4. Construction within an existing right-of-way purchased on or before August 4, 1984.
5. Construction for national defense purposes
6. Construction of on-farm structures needed for farm operations
7. Surface mining, where restoration to agricultural use is planned
8. Construction of new minor secondary structures, such as a garage or storage shed.

These exceptions apply to this project:

- Projects on land already in urban development or used for water storage
- Construction within an existing right-of-way purchased on or before August 4, 1984.

The project maps submitted with your request indicate that the proposed construction areas are within urban areas. Therefore the third exception item listed above can be cited as reason to determine that both the proposed project(s) are exempt from the rules and regulations of the Farmland Protection Policy Act (FPPA)—Subtitle I of Title XV, Section 1539-1549.

However, there are Prime/Unique Farmland soils in this project area (see the map in the attachment). Right-of-ways that will be acquired, that are Prime/Unique Farmland soils, if federal funds are involved, will require a farmland conversion impact rating if the converted land is not already in urban use (has not already been converted). The assessment has been completed and is attached.

We do not believe there will be an adverse effect on the surrounding environment provided appropriate erosion control measures are taken during construction.

Our Soil Survey also indicates that there are hydric soils present in some areas of the proposed project site. If wetlands are present, there may be a slight alteration to them during construction. Mitigation may be required. It is recommended that the Project Sponsor contact the U. S. Army Corps of Engineers, for determination of any requirements; or the local NRCS Field Office for the determination on agricultural lands. NRCS has no objection to this project and it does not appear that it will affect any of our work in the immediate vicinity.

Please direct all future correspondence to me at the address shown above.

Respectfully,

 ACTING FOR

Kevin D. Norton
State Conservationist

Attachments

*Lafayette Office
337-291 3050
Dan Didiay*

Appendix N

Significant Trees

Significant Tree Policy

Significant Tree Report

Tree Protection Detail LD-02

Tree Protection Technical
Specifications

Mechanical Root Pruning Technical
Specifications

Engineering Directives and Standards

EDSM No:	I.1.1.21	Volume: I Chapter: 1 Section: 1 Directive: 21
Subject:	TREATMENT OF SIGNIFICANT TREES IN DOTD RIGHT-OF-WAY	
Effective:		Last Revision: 09/03/2004

1. PURPOSE:

The purpose of this directive is to establish a general policy governing the treatment of significant trees by the Department within the highway right-of-way, zone of construction or operational influence.

2. DEFINITION:

For the purposes of this policy, a significant tree is a Live Oak, Red Oak, White Oak, Magnolia or Cypress that is considered aesthetically important, 18" or greater in diameter at breast height (4'-6" above the ground), and having a form that separates it from the surrounding vegetation or is considered historic. A historic tree is a tree that stands at a place where an event of historic significance occurred that had local, regional, or national importance. A tree may also be considered historic if it has taken on a legendary stature to the community; mentioned in literature or documents of historic value; considered unusual due to size, age or has landmark status. Significant trees must be in good health and not in a declining condition.

3. DESIGN CONSIDERATIONS:

The Landscape Architectural staff, and District Roadside Development Coordinators shall be consulted during the scoping and/or environmental phase. The Landscape Architectural staff shall identify significant trees during the scoping and/or environmental phase. The Design Section shall indicate significant trees on the plans and implement a context sensitive design (i.e. preservation, specified limited impact, or special treatment) to accommodate these trees where practical.

4. CONSTRUCTION AND MAINTENANCE CONSIDERATIONS:

The Project Engineer or the Maintenance Engineer shall ensure that the contractor's or maintenance staff's operations, respectively, are sensitive to the

treatment indicated in the plans or the situation. Construction and maintenance considerations may include but are not limited to temporary fencing to protect trees from construction equipment, avoidance of root zones, care of overhanging branches, safety issues where the tree must be removed, installing guard rail etc.

Significant tree issues arising on construction and/or maintenance projects shall be managed by the District Roadside Development Coordinators, who shall seek the guidance of the Landscape Architectural staff when questions arise.

5. CONSIDERATIONS FOR UTILITY COMPANIES:

Utility operators shall not prune trees identified as significant by the Department. Alternate construction methods such as changing the alignment will be required to avoid impacting the significant tree(s). Removal of significant trees may be necessary when electrical utility lines cannot be aligned to avoid removal. Consideration will be given to boring to place utilities under only significant Live Oaks or trees of historical significance where all other means of avoiding the trees have failed.

6. OTHER ISSUANCES AFFECTED:

This directive supersedes EDSM I.1.1.21 issued 05/31/2002.

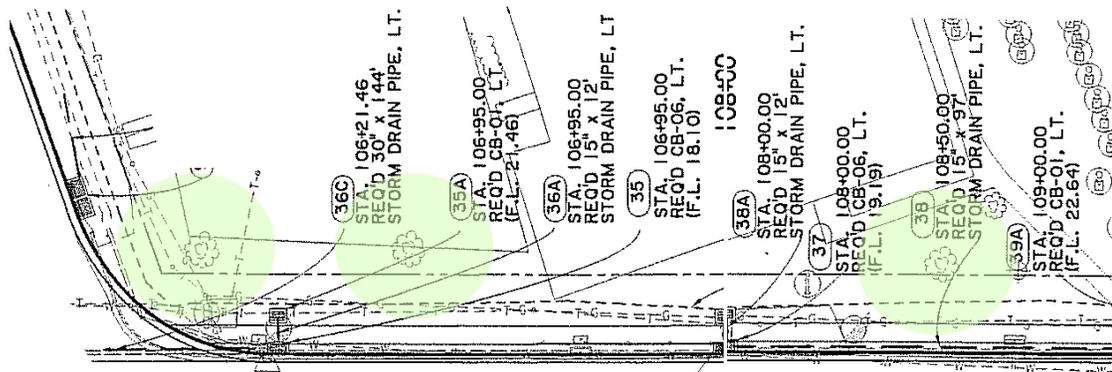
8. EFFECTIVE DATE:

This policy becomes effective upon receipt.



Significant Tree Report

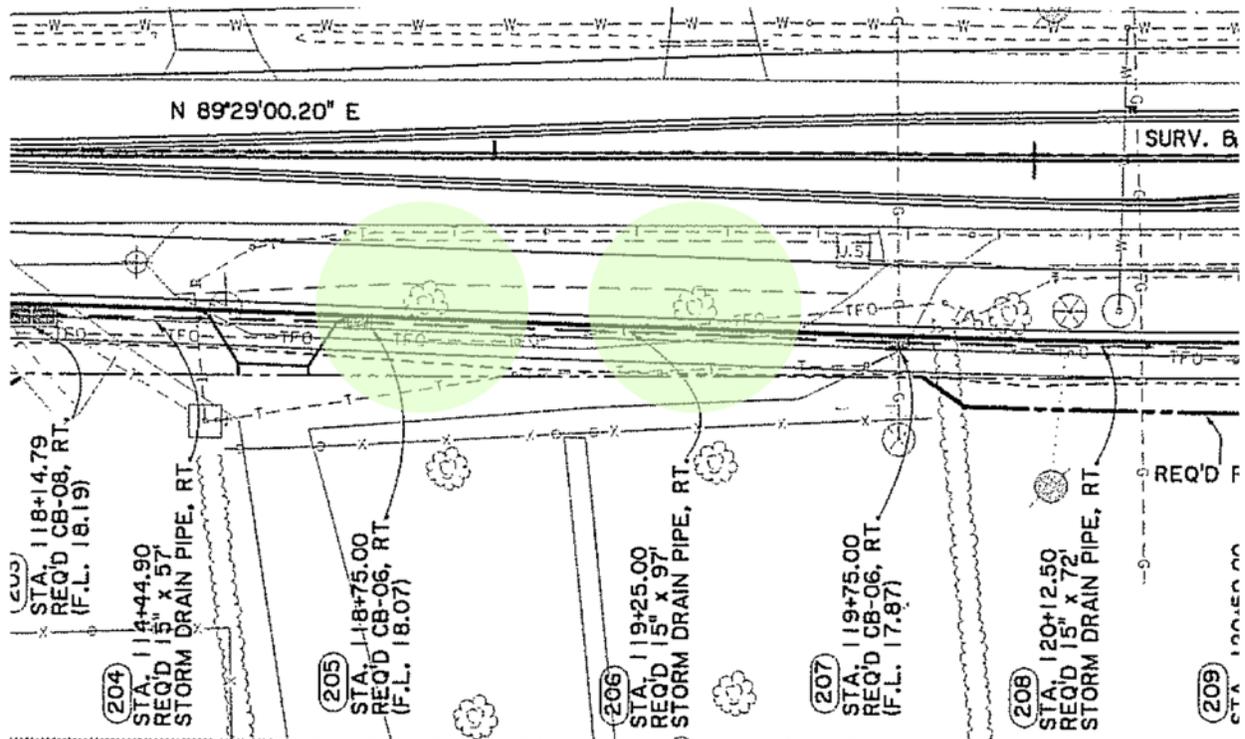
The trees located at Oak Grove Baptist Church on LA 42 and LA 73 (Station 107+00), are located outside LDOTD ROW and therefore not within the limits of construction, however drainage work associated with the road project will impact a significant portion of the roots within the Critical Protection Zone (CPZ) as described in LD-01. If it is determined the required pipe cannot be bored at a depth sufficient to preserve the root systems (> 48") or that option is not feasible due to budget restraints, then a pay item for mechanical root pruning and tree protection must be added to the summary of itemized quantities. In any case a note in the plan and profile sheets at this location must refer the trees to the tree protection detail LD-01 and the associated specifications.



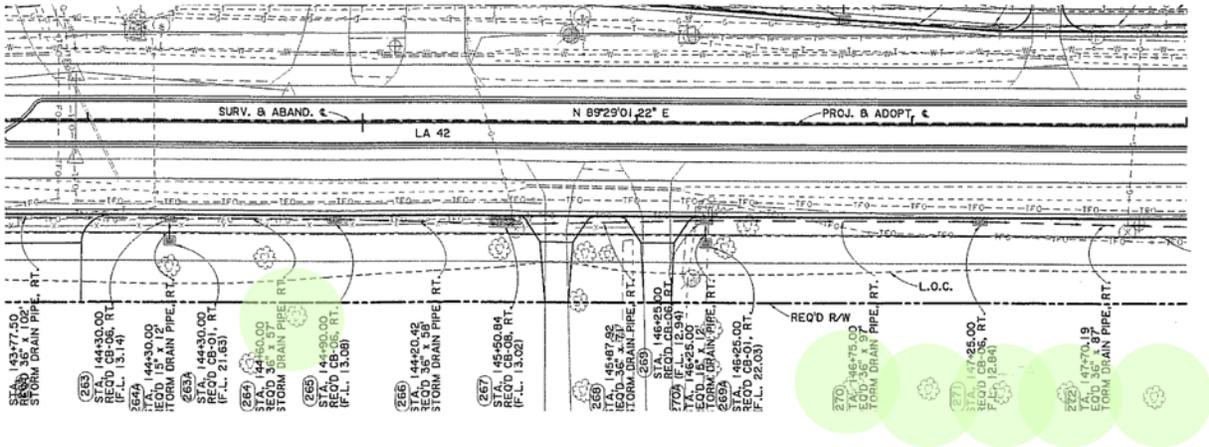
(37A)
STA. 108+00.00
REQ'D CB-01, LT.
(F.L. 22.11)



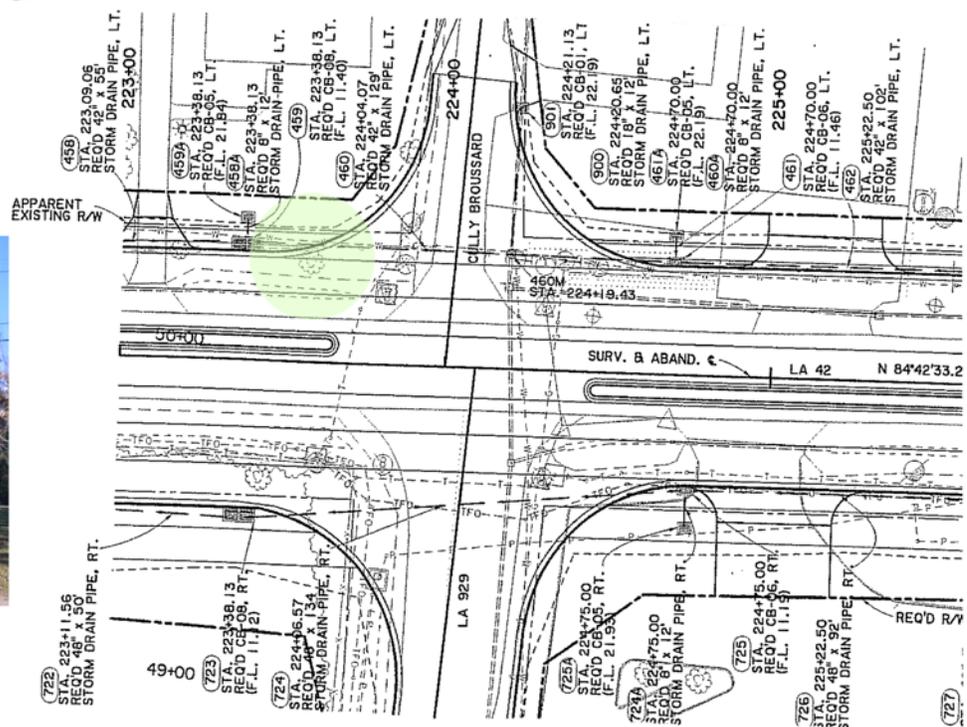
The two oaks in front of the Dixon House on the corner of LA 42 and N. Lake Drive (Station 119+00), are within existing LDOTD ROW and are to be removed as they are located in the future travel lane. The removal of these trees will enhance the existing oak allée as they have been damaged by improper pruning, soil compaction, and serve only to hide the more desirable trees on the private property. No additional protection is needed for the oaks located outside LDOTD ROW.



There is one Live Oak at station 145+00 that is outside the DOTD ROW but close enough to the limits of construction to warrant the tree protection measures as described above for the Oak Grove Baptist Church trees. The 6 Live Oaks in the adjacent lot east at Stations 147+00 to 148+00 are also outside the LDOTD ROW and do not require any additional protection.



There is a registered live oak at 39540 Highway 42 (corner of Cully Broussard). Although owned by LDOTD, it was registered as the Thompson Oak in the Live Oak Society by the owner of the adjacent property, Dorothy Thompson. This oak is located within the future travel lane and is to be removed. With the current road alignment there are no options at this point to preserve this tree.



General notes concerning the treatment of significant trees (trees to remain): The Landscape Architectural staff and District Roadside Development Coordinators shall be consulted during the scoping and/or environmental phase. The Landscape Architectural staff shall identify significant trees during the scoping and/or environmental phase. The Design Section shall indicate significant trees on the plans and implement a context sensitive design (i.e. preservation, specified limited impact, or special treatment) to accommodate these trees where practical. Any tree protection fencing is to be installed on LDOTD property only. Significant trees outside LDOTD ROW but with overhanging branches within LDOTD ROW lower than 16' shall be trimmed according to the General Construction Requirements as described within section 201 Clearing and Grubbing. If there is not a pay item included for Clearing and Grubbing in the project, a NS-ENH item for tree trimming must be added. When cutting or trimming a large tree or a group of trees within the LDOTD ROW or not, the appropriate LDOTD personnel must inform the stakeholders and local government regarding those actions. Sufficient time must be given to those involved to respond or voice any concerns.

ITEM NS-ENH-20050, TREE PROTECTION: This item consists of supplying, installing, maintaining, and removal of tree protection fencing.

Materials: Materials for tree protection fencing shall conform to Section 1010 of the Standard Specifications.

Installation, Maintenance and Removal: Tree protection fencing shall be installed as per the details in the plans and at the locations shown in the plans or as directed by the engineer. The tree protection fencing shall be installed prior to the commencement of construction activities in accordance with the tree protection detail LD-02, or as far from the trunk of the tree as possible within the DOTD right-of-way as determined by the project engineer . The contractor shall be responsible for maintaining the fencing through the duration of the project. At the completion of construction activities, the tree protection fencing shall be removed and disposed of beyond the DOTD right of way.

Payment: Payment will be made for supplying, installing, maintenance and removal of the tree protection fencing at the contract unit price for each location.

Payment will be made under:

ITEM NS-ENH-20050, Tree Protection, per each.

ITEM NS-EHN-xxxxx, MECHANICAL ROOT PRUNING:

Description: This item consists of trimming the roots of trees that are to be saved in areas where excavation takes place for such purposes as grade changes, utilities installation or foundation work.

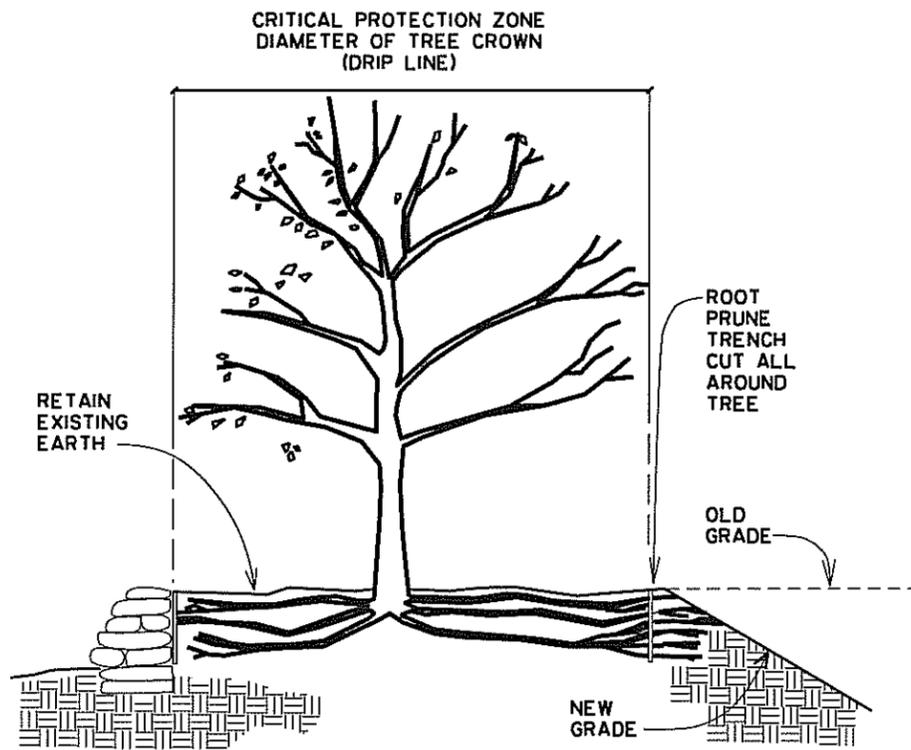
Construction Requirements: All work shall be performed or supervised by an ISA Certified Arborist with a minimum of 5 years experience in arboriculture to clean, cut and trim roots. Using a mechanical trenching device, the Arborist will first excavate a trench, then follow up by hand-pruning any exposed roots greater than 1” in diameter in order to make clean cuts allowing for the callusing of necessary wounds and healthy re-growth of lost root systems. The trench is then backfilled using the excavated material and compacted. Root pruning closer than three trunk diameters from the tree base is not recommended due to increased injury/infection at pruning site and to increased danger of treefall from impaired anchorage. Consult the Project Engineer for location and length of trench

. Bidders must submit documentation proving that the tree trimmer/tree climber has a minimum of three (3) years full-time experience in tree removal and pruning operations, along public roads, and near energized wires. The Department reserves the right to request a new crew to be assigned to perform the work if needed. All work shall be performed in compliance with current A.N.S.I. Z-133 and International Society of Arboriculture (ISA) standards which are incorporated herein by reference. In addition, the Arborist(s) shall maintain an arborist license and insurances in the State of Louisiana during the course of the project in accordance with standards set forth by the Horticulture Commission of Louisiana which are incorporated herein by reference. The Department reserves the right to require additional insurances

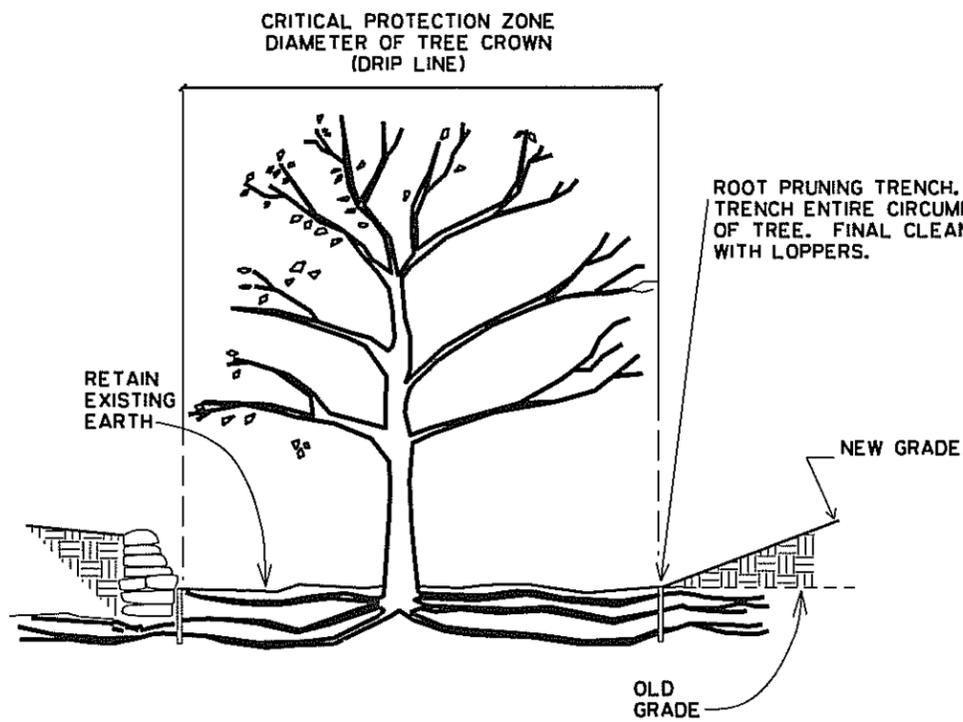
Arborist Services shall also include, but is not limited to; Supervision, Consultation and Recommendations to the Project Engineer, for arboricultural work associated with maintaining the health of the surrounding trees during the course of the project, at no direct pay.

Payment: Payment will be made for trenching, hand pruning, and backfilling at the contract unit price for each location.

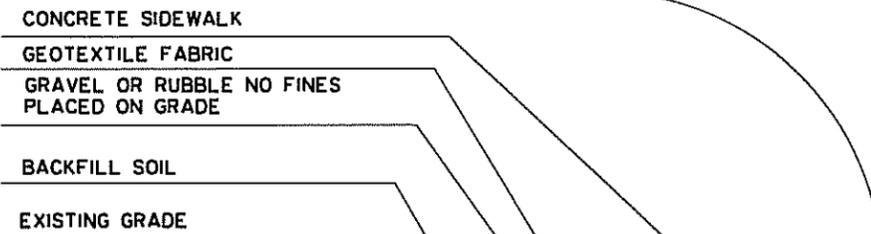
Payment will be made under:
Item **ITEM NS-EHN-xxxxx**, Mechanical Root Pruning, per each



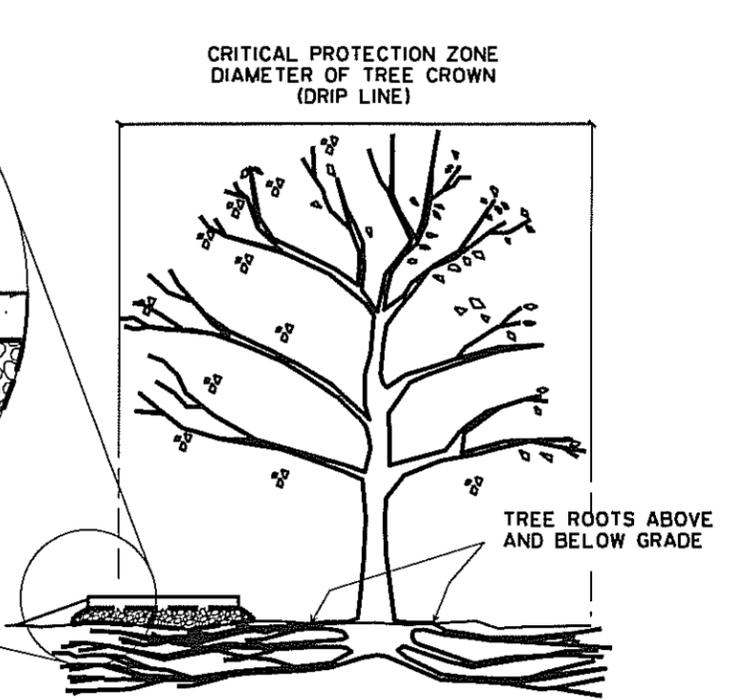
CUTTING GRADE AROUND EXISTING TREE



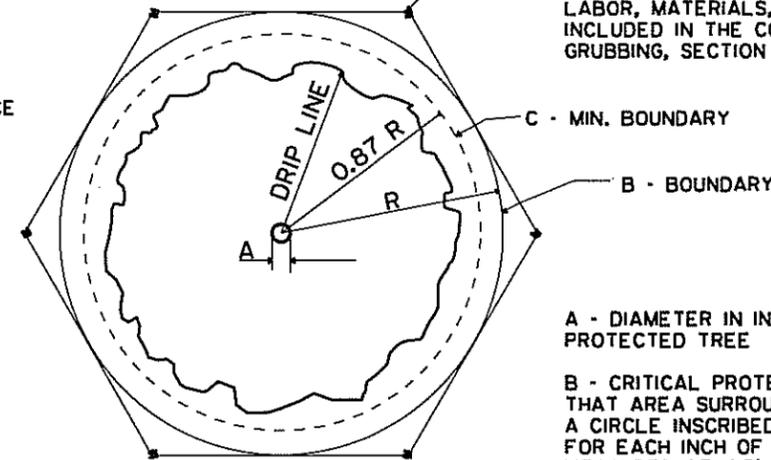
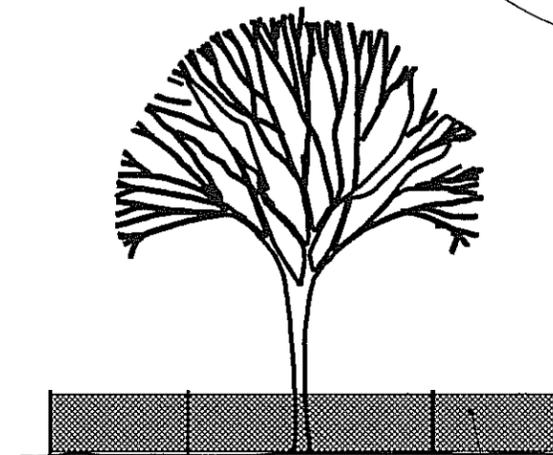
FILLING GRADE AROUND EXISTING TREE



ENLARGED AREA



SIDEWALK WITHIN CRITICAL PROTECTION ZONE



CONSTRUCTION/BARRIER FENCING TO BE MIN. 4' HT. & ANCHORED WITH "U" OR "T" STYLE STEEL FENCE POSTS. THE BARRICADES SHALL BE PLACED TO ENCOMPASS THE CRITICAL PROTECTION ZONE (CPZ) OF THE TREE. (ALL LABOR, MATERIALS, AND INCIDENTALS SHALL BE INCLUDED IN THE COST OF CLEARING AND GRUBBING, SECTION 201)

A - DIAMETER IN INCHES 4.5' ABOVE GRADE OF PROTECTED TREE

B - CRITICAL PROTECTION ZONE (CPZ) THAT AREA SURROUNDING A TREE WITHIN A CIRCLE INSCRIBED BY A RADIUS OF ONE FOOT FOR EACH INCH OF THE TREE'S DIAMETER MEASURED AT 4.5' ABOVE GRADE

C - MIN. 75% OF B AREA

CONSTRUCTION/BARRIER FENCING FOR TREE PROTECTION OF CRITICAL PROTECTION ZONE

NOTE:

GREAT CARE MUST BE TAKEN NOT TO COMPACT, CUT, OR FILL THE EARTH WITHIN THE DRIP LINE OF EXISTING TREES. MOST TREE ROOTS ARE LOCATED IN THE TOP 6 TO 18 INCHES OF THE SOIL AND OFTEN SPREAD FARTHER THAN THE DRIP LINE OF THE TREE. COMPACTION CAN CAUSE SEVERE ROOT DAMAGE AND REDUCE THE MOVEMENT OF WATER AND AIR THROUGH THE SOIL. TO AVOID COMPACTING THE EARTH, DO NOT OPERATE EQUIPMENT OR STORE MATERIALS WITHIN THE DRIP LINE.

TREE PROTECTION DETAILS FOR CONSTRUCTION AROUND EXISTING TREES

SHEET NUMBER		PARISH		DESIGNED R.A.P.		CHECKED R.A.P.		R.D.	
		FEDERAL PROJECT		DETAILED R.A.P.		CHECKED R.A.P.			
		STATE PROJECT		DATE		10-6-03		BY	
				REVISION DESCRIPTION					
		8-30-07		ADDED SIDEWALK DETAIL					
				DATE					
				ID.					
				TREE PROTECTION DETAILS FOR CONSTRUCTION AROUND EXISTING TREES					
				LD - 02					
				LANDSCAPE DESIGN					

Appendix O

Noise Analysis for Proposed Project

TRAFFIC NOISE ANALYSIS

FOR

**LA 42 IMPROVEMENTS (US 62 – LA 44)
STATE PROJECT NO. 700-03-0125 (H.003791)
FEDERAL AID PROJECT NO. DE-0307(507)
ROUTE LA 42 – ASCENSION PARISH**

December 2010

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
AND
LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT**



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6	Existing 2-Lane Station 240+00–270+00
7	Existing 2-Lane Station 270+00–300+00
8	Existing 2-Lane Station 300+00–End of Project
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10	30 Year No Build 2-Lane 130+00–170+00
11	30 Year No Build 2-Lane 170+00–210+00
12	30 Year No Build 2-Lane 210+00–240+00
13	30 Year No Build 2-Lane 240+00–270+00
14	30 Year No Build 2-Lane 270+00–300+00
15	30 Year No Build 2-Lane 300+00–End of Project
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18	Improved 4-Lane Alternative 170+00–210+00
19	Improved 4-Lane Alternative 210+00–240+00
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Table 1:	DOTD Noise Abatement Criteria Hourly A-Weighted Sound Level- Decibels (dBA)
Table 2:	Noise Model Calibration Results
Table 3:	Existing Noise Levels
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EXECUTIVE SUMMARY

This Noise Report was prepared to evaluate the Louisiana Department of Transportation and Development and Federal Highway Administration's proposed improvements at LA Hwy 42 from US 61 to LA 44, near Prairieville, in Ascension Parish, Louisiana. Sensitive site selections were determined and in-field monitoring was conducted in accordance with the State of Louisiana Department of Transportation and Development Highway Traffic Noise Policy, March 2004 (Amended August 2009). Impacts were examined for the existing traffic levels, the 2030 year "no build" condition and the 2030 build conditions according to the noise abatement criteria using the TNM 2.5 Noise Model.

It is concluded that 13 sites (receivers) were found to be impacted in the existing condition, while 49 sites were impacted in the 2030 "No Build" alternative, and under the Build Alternative, 62 sites are impacted. Five receivers that were impacted under the 2030 "No Build" condition were not impacted with the Build Alternative.

No feasible noise abatement measures were identified. The trend toward commercial development will displace mostly impacted residential receivers as the corridor continues to develop.

1.0 INTRODUCTION

1.1 *Project Description*

Louisiana Highway 42 (LA 42) in Ascension Parish is a major east-west roadway connecting US 61 near Prairieville to LA 16 near Port Vincent, Louisiana, and continues through French Settlement where it terminates at Highway 22 in Springfield, Louisiana. This project addresses that portion of LA 42 extending from Airline Hwy (US-61) to Woodhaven Drive (near LA 44), a populated and developing corridor connecting Prairieville to Galvez, Louisiana, as shown in Figure 1. At the present time, the roadway has 11-foot wide travel lanes, minimal to no paved shoulders, and does not meet current design standards. Recent growth and development in south-eastern Louisiana have made highway improvements more critical for LA 42. A Master Plan Study for the Development of the LA 42 corridor was completed by Neel-Schaffer in March 2007. The next step in improving the roadway is to complete an Environmental Assessment (EA) for improvements to LA 42.

This project will develop an environmental assessment for future improvements to LA 42, emphasizing the portion of the roadway from US 61 to LA 44, a distance of 3.2 miles. As part of this assessment, the anticipated traffic noise from the roadway improvements was examined. The results of this study are contained herein.

1.2 *DOTD Policy*

This traffic noise analysis was performed in accordance with the State of Louisiana Department of Transportation and Development Highway Traffic Noise Policy, March 2004 (Amended August 2009). This policy established procedures for noise studies and abatement measures to help protect the public health and welfare, to supply criteria for the identification of highway traffic noise impacts and to provide local officials with information for use in the planning development adjacent to highways. A copy of DOTD's Highway Traffic Noise Policy is included in Appendix A of the Technical Report.

The LA 42 Improvements project is a Type I project. A Type I project is a proposed Federal-aid highway project for the construction of a highway at a new location or the physical

alternation of an existing highway which significantly changes either the horizontal or vertical alignment or increases the number of through-travel lanes.

1.3 Land Use

The land use in the LA 42 area includes single-family and multi-family residential home sites, silviculture, pasture land, and commercial development. The roadway itself is used extensively by area residents and residents of Ascension Parish. A large portion of the population in Ascension Parish travel to and from work in the Baton Rouge area. LA 42 is the primary roadway used to enter and exit Baton Rouge and to reach Airline Hwy (US-61) and I-10. Also, a majority of the congestion along LA 42 is caused from vehicles entering and exiting businesses and residences directly off the roadway.

2.0 PROCEDURES AND METHODOLOGY

2.1 *Alternatives Examined*

The LA 42 Improvements Environmental Assessment will examine the effects of improving the roadway for two alternatives: the “no-build” case and build alternative. The “no-build” case will examine the environmental impacts to the public if no improvements are made to the roadway. The build alternative will use the same highway alignment, and differ only in roadway configuration. The “build” alternative will be a four-lane divided highway that features 11-foot wide travel lanes in each direction with varying median widths and horizontal clearances. No significant alignment changes are planned in any of the “build” alternatives; only “smoothing” of existing curves. The total right-of-way for the build alternate is approximately 108 feet.

In accordance with DOTD’s policy, the traffic noise was examined for the existing condition and for the build alternative. For the LA 42 project, this involved modeling the existing two-lane roadway (“no build” alternative) and the proposed four-lane alternative. The “no build” alternative was modeled for the existing condition (2009) and design (2030) years. Specifically, the 2009 existing condition corresponds to the comprehensive traffic data available.

2.2 *Definition of Terms*

Design Year – the future year used to estimate the probable traffic volume for which a highway is designed. The design year will normally be 20 years from the start of project construction. The design year for the LA 42 project is 2030.

Existing Noise Levels – the noise, resulting from the natural and mechanical sources and human activity, usually present in a particular area. In noise studies, this will be the level predicted to occur in the year of initial project construction.

L_{eq} – the equivalent steady-state sound level which in a stated period of time contains the same acoustic energy as a time-varying sound level during the same period.

L_{eq} (h) – the hourly value of L_{eq}.

Receiver – a building or structure within the immediate vicinity of the road where noise levels were measured. Specifically for the TNM model, the receiver is located the point on the structure or building that is closest to the roadway for noise measurements.

Sensitive Receiver – One of the types of examples contained in the “Description of Activity Category” column shown in Table 1.

Traffic Noise Impacts – impacts which occur when the predicted traffic noise levels equal or exceed the DOTD Noise Abatement Criteria (see Table 1), or when the predicted traffic noise levels exceed the existing noise levels by 10 dBA.

**Table 1:DOTD Noise Abatement Criteria
Hourly A-Weighted Sound Level - Decibels (dBA)**

Activity Category	$L_{eq}(h)$	Description of Activity Category
A	56 (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 area is to continue to serve its intended purpose.
B	66 (Exterior)	Picnic areas, recreational areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries and hospitals.
C	71 (Exterior)	Developed lands, properties, or activities not included in Categories A or B above.
D	-----	Undeveloped lands.
E	51 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals and auditoriums.

2.3 Traffic Noise Model

The Federal Highway Administration (FHWA), Office of Natural and Human Environment, released the FHWA Traffic Noise Model, version 2.5 (TNM), in 2004 as the latest version of their state-of-the-art computer model for highway traffic noise prediction and analysis. In the TNM program, a predicted traffic noise level is computed through a series of adjustments to a reference sound level. A wide range of variables are taken into account when calculating traffic noise, including vehicle speed, vehicle type, roadway layout, terrain layout, terrain type and receiver layout. TNM version 2.5 was used to calculate projected traffic noise levels for the current year (2009), the future no build (2030) and future build (2030) alternatives.

The subject roadway is 3.2 miles long. Aerial photographs of the sections are shown in Figures 2 through 8. For all practical purposes in the TNM program, a right-of-way of 108 feet was assumed in all the figures and runs in the program.

A system was developed to denote the particular case being examined under the TNM runs. The existing roadway is called “Existing Roadway Conditions” while the “30 year no build” and “30 year four-lane alternative” are called just that respectively.

2.3.1 Inputs – Roadway Data

Roadway alignment data was input to the TNM directly from plan sheets by importing data from DXF (AutoCAD) files. Elevation data was input in tabular fashion, using elevations taken from Global Mapper 9.0©. Two flow control features which affect vehicle speed are present in the model. One stoplight was positioned at the intersection of LA 73 (Jefferson Hwy) and LA 42. The other stoplight was located at the intersection of LA 44 and LA 42. Average pavement type has been used in accordance with FHWA guidelines.

All data input is included in Appendix B of the Technical Report for the existing roadway, Appendix C of the Technical Report for the 2030 No Build Alternative, and in Appendix D of the Technical Report for the 2030 proposed four lane roadway.

2.3.2 Inputs - Traffic Data

The TNM input included five classes of vehicular traffic. The five vehicular classes are defined as:

Automobiles (A) -	Vehicles with 2 axles and four wheels and designed for nine or fewer passengers (automobiles) or transportation of cargo (light trucks). Generally, the gross weight is less than 9,900 pounds.
Medium trucks (MT) -	All vehicles with two axles and six wheels designed for the transportation of cargo. Generally, the gross vehicle weight will be greater than 9,900 pounds but less than 26,400 pounds.
Heavy Trucks (HT) -	Vehicles having three or more axles and designed for the transportation of cargo. Generally the gross weight is greater than 26,400 pounds.
Buses (B) -	All vehicles designed to carry more than nine passengers.
Motorcycles (M) -	All vehicles with two or three tires and an open-air driver/passenger compartment.

For the LA 42 project, peak hourly traffic volume was developed by Neel-Schaffer under the direction of the Traffic Section of DOTD. The traffic counts in the traffic study were separated into specific vehicle counts (automobiles, trucks, etc.) using data collected by Compliance Consultants, Inc. (CCI) for noise model calibration purposes. The traffic volume for the peak hour, necessary for the TNM program, was calculated by multiplying the percentage of vehicles CCI recorded per class and the vehicles per hour Neel Schaffer recorded. From the collected traffic data, over 97% were automobiles, 1.5% was considered medium trucks, and the remaining percentage was distributed among heavy trucks, buses, and motorcycles. Existing speed limits of 45 mph were used for the vehicular speed.

2.3.3 Inputs - Receivers

The receivers in the LA 42 area were identified using aerial photographs and verified in the field. For modeling purposes, the ground elevation of the receivers was assumed to be the same as the elevation of the nearest portion of the roadway. The TNM determines the receiver elevation to be 5.00 feet above the receiver ground elevation. No sound level adjustment factors

are used. DOTD noise abatement criteria were used to define impact criteria. Potential receivers determined to be located in the required highway right-of-way were not included in the TNM model for the four-lane alternative. Some additional receivers were added for informational purposes.

2.3.4 Inputs – Tree Zones

No tree zones were input into the TNM.

2.3.5 Inputs – Barriers, Building Rows, Terrain Lines, Ground Zones, and User-defined Vehicles

No barriers, building rows, terrain lines, or user-defined vehicle inputs were used. A median was placed in the four-lane alternative as a grassy ground zone.

2.3.6 TNM Defaults

TNM default inputs are used wherever applicable. These include all inputs that have not been specified, including temperature (68°F) relative humidity (50%), and average pavement type.

2.4 *Future Construction*

As of April 2009, several permits have been issued along LA 42 for future construction. Plans for a water spray park, at the corner of Jefferson Hwy and LA 42, have been approved and clearing has taken place. Also, there are plans for a development of a residential subdivision on the south side of LA 42 and LA 44. Lastly, unknown construction and clearing are currently underway at the corner of LA 42 and LA Hwy 930.

2.5 *Field Measurements*

Monitoring was conducted using a Casella CEL 480 Type 2 Sound Level Meter. The meter was mounted on a tripod at a height of 5.0 ft. The microphone was a Casella CEL 485 attached directly to the Casella CEL 480 noise meter. The meter was calibrated before and after the two monitoring periods using CEL 480 Sound level calibrator that came with the kit. More details on equipment are presented in Appendix H of the Technical Report.

The monitor measured and recorded the 15-minute L_{eq} levels over a 2-hour period from 6 to 8 a.m. for the morning rush hour and a 2-hour period from 4:30 to 6:30 p.m. for the evening rush hour on January 27-29, 2009.

Traffic counts were conducted in 15 –minute intervals over the 2-hour testing period. The counts were classified by vehicle type in accordance with the DOTD requirements. The counts from four 15-minute periods in each hour were then averaged to produce an hourly count. The actual traffic counts for each 15-minute interval are presented in Appendix H of the Technical Report.

Meteorological conditions were estimated by the observer. The temperature, wind and sky cover were all recorded. The observed meteorological conditions are presented in Appendix H of the Technical Report on the Field Data Sheets.

2.6 Noise Model Calibration

Traffic and noise field measurement readings were used to calibrate the noise model. Calibration was conducted by importing observed vehicle counts into the TNM model, and using TNM to predict noise levels for the sound level measurement locations used in the field. The averaged L_{eq} field measurements taken by CCI were then compared with the receiver output L_{eq} noise data provided by the TNM 2.5 noise model. The model was confirmed calibrated when the noise field measurements were all within 2 dBA of the results from the TNM 2.5 calibration run using the traffic data collected by CCI in January.

Table 2: Noise Model Calibration Results

Noise Monitoring Sites	Avg Recorded Noise (dBA)	TNM Noise Outputs (dBA)	Difference in Noise
Broussard Grove Baptist Church	64.98	63.3	1.68
Kingdom Hall of Jehovah’s Witness	62.1	61.5	0.6

3.0 RESULTS

3.1 TNM Noise Level Impacts

The TNM sound levels for the existing roadway, the no build alternative, and for the four-lane alternative are included in Appendices E, F, and G respectively. Results are presented for each section of the roadway for the existing, “no build” (2030) and design (2030) years.

3.1.1 Existing Noise Levels and Impacts

The existing noise levels for impacted receivers calculated by the TNM model are presented below in Table 2. Thirteen receivers are impacted with noise levels ranging from 66.0 to 71.6 dBA. Impacted receivers include three churches (Oak Grove Baptist, Broussard Grove Baptist, and Bon Lieu Church of God), ten residences, and a gas station (pump station\awning). The majority of the impacted receivers are Category B (66 dBA); only the gas station is considered to be Category C (71 dBA). The distribution of impacted receivers along the study corridor is presented in Figures 2 through 8.

Table 3: Existing Noise Levels

Receiver I.D. No. from Model	Type, Location or Address	Activity Category and NAC Leq(h)	Existing Noise Level, Leq(h) dBA
4	Oak Grove Baptist Church	B(66)	70.3
11	39258 LA Hwy 42 Broussard Grove Baptist Church	B(66)	66.1
16	40008 LA Hwy 42 Church of God	B(66)	67.5
21	18012 Cecil James Rd, Residence	B(66)	66.2
22	40192 LA Hwy 42, Residence	B(66)	69.4
31	40372 LA Hwy 42, Residence	B(66)	68.3
55	17276 Rue Village, Residence	B(66)	66.1
59	17261 Chennier Dr, Residence	B(66)	66
60	17260 Chennier Dr, Residence	B(66)	66.2
64	38502 LA Hwy 42, Gas Station Awning	C(71)	71.6
70	39501 LA Hwy 42, Residence	B(66)	66.3
80	40201 LA Hwy 42, Residence	B(66)	67.9
83	40255 LA Hwy 42, Residence	B(66)	67.2

3.1.2 2030 No Build Noise Levels and Impacts

The “no build” 2030 design year noise levels for impacted receivers are presented below in Table 3. Forty-nine receivers are impacted with noise levels ranging from 66.1 to 74.6 dBA. Noise level increases over existing conditions range from 2.1 to 8.3 dBA, with the majority of receivers experiencing a <3 dBA increase. Two additional churches (the Jehovah’s Witnesses and Autumn View Church), thirty-two additional residences, and two additional commercial facilities (Sonic restaurant and Correfab Inc.) are impacted. Impacted receivers are shown in Figures 9 through 15.

Table 4: 2030 No Build vs. Existing Noise Levels

Receiver I.D. No. from Model	Type, Location or Address	Activity Category and NAC Leq(h)	Existing Noise Level, Leq(h) dBA	Predicted 2030 No Build Noise Level Leq(h) dBA	Noise Increase dBA
4	Oak Grove Baptist Church	B(66)	70.3	72.4	2.1
11	39258 LA Hwy 42 Broussard Grove Baptist Church	B(66)	66.1	68.3	2.2
14	39522 LA Hwy 42 Residence	B(66)	60.3	67.3	7.0
15	39540 LA Hwy 42 Residence	B(66)	61.8	67.3	5.5
16	40008 LA Hwy 42 Church of God	B(66)	67.5	70	2.5
18	40092 LA Hwy 42 Residence	B(66)	64.9	67.1	2.2
21	18012 Cecil James Rd Residence	B(66)	66.2	68.4	2.2
22	40192 LA 42 Residence	B(66)	69.4	71.5	2.1
23	40204 LA Hwy 42 Residence	B(66)	64.2	66.4	2.2
24	40214 LA Hwy 42 Residence	B(66)	64.0	66.1	2.1
25	40222 LA Hwy 42 Residence	B(66)	65.7	67.8	2.1
26	40234 LA Hwy 42 Residence	B(66)	64.3	66.5	2.2
27	40244 LA Hwy 42 Residence	B(66)	64.1	66.3	2.2
28	40266 LA Hwy 42 Residence	B(66)	64.7	66.8	2.1
31	40372 LA Hwy 42 Residence	B(66)	68.3	70.4	2.1
35	18014 Autumn View Dr Plaza	B(66)	65.7	67.8	2.1
39	40534 LA Hwy 42 Residence	B(66)	64.9	68.2	3.3
43	41150 LA Hwy 42 Jehovah's Witnesses	B(66)	63.4	67	3.6
46	41220 LA Hwy 42 Correfab Inc	C(71)	67.4	72.2	4.8
49	41280 LA Hwy 42 Residence	B(66)	62.4	66.4	4.0
55	17276 Rue Village Residence	B(66)	66.1	68.3	2.2
59	17261 Chennier Dr Residence	B(66)	66.0	68.2	2.2

60	17260 Chennier Dr Residence	B(66)	66.2	68.3	2.1
64	38502 LA Hwy 42 Gas Station Awning	C(71)	71.6	73.8	2.2
70	39501 LA Hwy 42 Residence	B(66)	66.3	74.6	8.3
71	39509 LA Hwy 42 Residence	B(66)	62.6	69.4	6.8
74	40097 LA Hwy 42 Residence	B(66)	64.7	66.8	2.1
76	17333 Marselleis Blvd Residence	B(66)	65.1	67.2	2.1
78	40165 LA Hwy 42 Residence	B(66)	64	66.1	2.1
80	40201 LA Hwy 42 Residence	B(66)	67.9	70	2.1
81	40231 LA Hwy 42 Residence	B(66)	65.9	68	2.1
83	40255 LA Hwy 42 Residence	B(66)	67.2	69.3	2.1
84	40257 LA Hwy 42 Residence	B(66)	64.2	66.4	2.2
85	40273 LA Hwy 42 Residence	B(66)	64.9	67.1	2.2
86	40291 LA Hwy 42 Residence	B(66)	64.8	66.9	2.1
88	40317 LA Hwy 42 Residence	B(66)	64.5	66.7	2.2
93	40363 LA Hwy 42 Residence	B(66)	64.4	66.5	2.1
94	40377 LA Hwy 42 Residence	B(66)	64	66.1	2.1
96	40397 LA Hwy 42 Residence	B(66)	64.9	67	2.1
97	40429 LA Hwy 42 Residence	B(66)	64.2	66.3	2.1
99	40447 LA Hwy 42 Residence	B(66)	64.8	67	2.2
103	40497 LA Hwy 42 Autumn View Church	B(66)	64.4	66.6	2.2
105	41027 LA Hwy 42 Sonic Restaurant	C(71)	69.1	72.2	3.1
115	41231 LA Hwy 42 Residence	B(66)	62.9	66.3	3.4
129	17295 Ronald Rd. Residence	B(66)	63.8	66	2.2
130	Residence Near 17276 Rue Village	B(66)	64.6	66.8	2.2
132	38175 LA Hwy 42 Residence	B(66)	64.8	67.1	2.3
140	18003 Wood Haven Dr	B(66)	63.5	67.8	4.3
141	Near 18003 Wood Haven Drive	B(66)	63.3	66.6	3.3

3.1.3 2030 Four-Lane Noise Levels and Impacts

The 2030 four-lane alternative has 62 total impacted receivers. The noise levels for the impacted receivers that are presented below in Table 4. Impacted receivers include Prairieville Animal Hospital, OLOL After Hours, and Autumn View Church, and 54 residences. The Jehovah’s Witnesses, as well as three residential receivers impacted under the future “no build” case, are not impacted in this four-lane alternative. Noise levels range from 65.8 dBA at the Ascension Parish Library and 65.5 at the Oak Grove Community Center, to a high of 77.2 dBA. The impacted receivers are shown in Figures 16 through 22.

Table 5: 2030 4-Lane Build vs. Existing Noise Levels

Receiver I.D. No. From Model	Type, Location or Address	Category and NAC Leq(h)	Existing Noise Level, Leq(h) dBA	2030 Build Noise Level Leq(h) dBA	Noise Increase dBA
4	17450 LA Hwy 42 Oak Grove Baptist Church	B(66)	70.3	73.7	3.4
6	38094 LA Hwy 42 Prairieville Animal Hospital	C(71)	67.6	71.2	3.6
11	39258 LA Hwy 42 Broussard Grove Baptist Church	B(66)	66.1	69.9	3.8
14	39522 LA Hwy 42 Residence	B(66)	60.3	68.9	8.6
15	39540 LA Hwy 42 Residence	B(66)	61.8	68.7	6.9
16	40008 LA Hwy 42 Church of God	B(66)	67.5	72.3	4.8
18	40092 LA Hwy 42 Residence	B(66)	64.9	69.2	4.3
19	40104 LA Hwy 42 Residence	B(66)	63.4	67.5	4.1
21	18012 Cecil James Rd Residence	B(66)	66.2	70.4	4.2
22	40192 LA 42 Residence	B(66)	69.4	73.9	4.5
23	40204 LA Hwy 42 Residence	B(66)	64.2	67.2	3
24	40214 LA Hwy 42 Residence	B(66)	64.0	66.8	2.8
25	40222 LA Hwy 42 Residence	B(66)	65.7	69.4	3.7
26	40234 LA Hwy 42 Residence	B(66)	64.3	67.6	3.3
27	40244 LA Hwy 42 Residence	B(66)	64.1	67.5	3.4
28	40266 LA Hwy 42 Residence	B(66)	64.7	69.2	4.5
31	40372 LA Hwy 42 Residence	B(66)	68.3	72.5	4.2
35	18014 Autumn View Dr Plaza	B(66)	65.7	70.3	4.6
39	40534 LA Hwy 42 Residence	B(66)	64.9	69.3	4.4
55	17276 Rue Village Residence	B(66)	66.1	70.2	4.1
59	17261 Chennier Dr Residence	B(66)	66.0	70.1	4.1
60	17260 Chennier Dr Residence	B(66)	66.2	70.4	4.2
64	38502 LA Hwy 42 Gas Station Awning	C(71)	71.6	77.2	5.6

66	38561 LA Hwy 42 Residence	B(66)	62.9	68	5.1
67	39281 LA Hwy 42 Residence	B(66)	61.5	66.4	4.9
68	39463 LA Hwy 42 Residence	B(66)	57.5	66.3	8.8
71	39509 LA Hwy 42 Residence	B(66)	62.6	72.2	9.6
73	40087 LA Hwy 42 Residence	B(66)	63.6	69	5.4
74	40097 LA Hwy 42 Residence	B(66)	64.7	70.2	5.5
75	40015 LA Hwy 42 Residence	B(66)	63.5	68.9	5.4
76	17333 Marselleis Blvd Residence	B(66)	65.1	71.1	6
78	40165 LA Hwy 42 Residence	B(66)	64.0	68.8	4.8
79	40195 OLOL After Hours	C(71)	68.5	73.9	5.4
80	40201 LA Hwy 42 Residence	B(66)	67.9	73.2	5.3
81	40231 LA Hwy 42 Residence	B(66)	65.9	71.1	5.2
83	40255 LA Hwy 42 Residence	B(66)	67.2	72.9	5.7
84	40257 LA Hwy 42 Residence	B(66)	64.2	70	5.8
85	40273 LA Hwy 42 Residence	B(66)	64.9	70.6	5.7
86	40291 LA Hwy 42 Residence	B(66)	64.8	70.3	5.5
87	40307 LA Hwy 42 Residence	B(66)	63.8	69.2	5.4
88	40317 LA Hwy 42 Residence	B(66)	64.5	70.1	5.6
89	40327 LA Hwy 42 Residence	B(66)	62.4	67.2	4.8
90	40337 LA Hwy 42 Residence	B(66)	62.2	67.1	4.9
92	40355 LA Hwy 42 Residence	B(66)	62.2	66.9	4.7
93	40363 LA Hwy 42 Residence	B(66)	64.4	69.3	4.9
94	40377 LA Hwy 42 Residence	B(66)	64.0	68.8	4.8
95	40387 LA Hwy 42 Residence	B(66)	63.8	68.3	4.5
96	40397 LA Hwy 42 Residence	B(66)	64.9	70	5.1
97	40429 LA Hwy 42 Residence	B(66)	64.2	68.6	4.4
98	40437 LA Hwy 42 Residence	B(66)	63.4	67.8	4.4
99	40447 LA Hwy 42 Residence	B(66)	64.8	70.1	5.3
100	40457 LA Hwy 42 Residence	B(66)	63.3	67.9	4.6
101	40467 LA Hwy 42 Residence	B(66)	62.4	66.2	3.8
103	40497 LA Hwy 42 Autumn View Church	B(66)	64.4	69.9	5.5
105	41027 LA Hwy 42 Sonic Restaurant	C(71)	69.1	75.7	6.6
125	17181 N. Lake Drive Residence	B(66)	63	67.1	4.1
129	17295 Ronald Rd. Residence	B(66)	63.8	66.9	3.1
130	Residence Near 17276 Rue Village	B(66)	64.6	68.2	3.6
132	38175 LA Hwy 42 Residence	B(66)	64.8	68.4	3.6
138	Residence Near 39435 LA Hwy 42	B(66)	59.2	66.5	7.3
140	18003 Wood Haven Dr	B(66)	63.5	68.5	5
141	Near 18003 Wood Haven Drive	B(66)	63.3	66.2	2.9

3.2 Noise Abatement Options

LA DOTD requires that noise abatement must be considered at any receiver where a traffic noise impact is indicated as a result of a project. Table 5 (below) presents a comparison of impacted receiver noise levels. Forty-nine of the impacted receivers will still be impacted, even if the project is not built, simply due to the predicted increases in traffic. The 2030 build project effectively moves two travel lanes closer to receivers, but it also moves the other two travel lanes further from receivers, resulting in only a very slight increase in noise levels over the “no-build” case. However, three receivers benefit with noise reductions from the construction of the four-lane road.

Table 6: Comparison of Noise Level Impacts

Receiver	Type, Location or	Existing	2030	2030
I.D. No.	Address	Noise	NO	4 Lane
From		Level	Build	Build
TNM		Impact	Impact	Impact
4	17450 LA Hwy 42 Oak Grove Baptist Church	70.3	72.4	73.7
6	38094 LA Hwy 42 Prarieville Animal Hospital	67.6	69.7	71.2
11	39258 LA Hwy 42 Broussard Grove Baptist Church	66.1	68.3	69.9
14	39522 LA Hwy 42 Residence	60.3	67.3	68.9
15	39540 LA Hwy 42 Residence	61.8	67.3	68.7
16	40008 LA Hwy 42 Church of God	67.5	70	72.3
18	40092 LA Hwy 42 Residence	64.9	67.1	69.2
19	40104 LA Hwy 42 Residence	63.4	65.5	67.5
21	18012 Cecil James Rd Residence	66.2	68.4	70.4
22	40192 LA 42 Residence	69.4	71.5	73.9
23	40204 LA Hwy 42 Residence	64.2	66.4	67.2
24	40214 LA Hwy 42 Residence	64.0	66.1	66.8
25	40222 LA Hwy 42 Residence	65.7	67.8	69.4
26	40234 LA Hwy 42 Residence	64.3	66.5	67.6
27	40244 LA Hwy 42 Residence	64.1	66.3	67.5
28	40266 LA Hwy 42 Residence	64.7	66.8	69.2
31	40372 LA Hwy 42 Residence	68.3	70.4	72.5
35	18014 Autumn View Dr Plaza	65.7	67.8	70.3
39	40534 LA Hwy 42 Residence	64.9	68.2	69.3
43	41150 LA Hwy 42 Jehovah's Witnesses	63.4	67	65.7
46	41220 LA Hwy 42 Correfab Inc	67.4	72.2	70.7
49	41280 LA Hwy 42 Residence	62.4	66.4	65

55	17276 Rue Village Residence	66.1	68.3	70.2
59	17261 Chennier Dr Residence	66.0	68.2	70.1
60	17260 Chennier Dr Residence	66.2	68.3	70.4
64	38502 LA Hwy 42 Gas Station Awning	71.6	73.8	77.2
66	38561 LA Hwy 42 Residence	62.9	65.1	68
67	39281 LA Hwy 42 Residence	61.5	63.8	66.4
68	39463 LA Hwy 42 Residence	57.5	64.1	66.3
70	39501 LA Hwy 42 Residence	66.3	74.6	---
71	39509 LA Hwy 42 Residence	62.6	69.4	72.2
73	40087 LA Hwy 42 Residence	63.6	65.8	69
74	40097 LA Hwy 42 Residence	64.7	66.8	70.2
75	40015 LA Hwy 42 Residence	63.5	65.7	68.9
76	17333 Marselleis Blvd Residence	65.1	67.2	71.1
78	40165 LA Hwy 42 Residence	64.0	66.1	68.8
79	40195 OLOL After Hours	68.5	70.7	73.9
80	40201 LA Hwy 42 Residence	67.9	70	73.2
81	40231 LA Hwy 42 Residence	65.9	68	71.1
83	40255 LA Hwy 42 Residence	67.2	69.3	72.9
84	40257 LA Hwy 42 Residence	64.2	66.4	70
85	40273 LA Hwy 42 Residence	64.9	67.1	70.6
86	40291 LA Hwy 42 Residence	64.8	66.9	70.3
87	40307 LA Hwy 42 Residence	63.8	65.9	69.2
88	40317 LA Hwy 42 Residence	64.5	66.7	70.1
89	40327 LA Hwy 42 Residence	62.4	64.5	67.2
90	40337 LA Hwy 42 Residence	62.2	64.3	67.1
92	40355 LA Hwy 42 Residence	62.2	64.4	66.9
93	40363 LA Hwy 42 Residence	64.4	66.5	69.3
94	40377 LA Hwy 42 Residence	64.0	66.1	68.8
95	40387 LA Hwy 42 Residence	63.8	65.9	68.3
96	40397 LA Hwy 42 Residence	64.9	67	70
97	40429 LA Hwy 42 Residence	64.2	66.3	68.6
98	40437 LA Hwy 42 Residence	63.4	65.6	67.8
99	40447 LA Hwy 42 Residence	64.8	67	70.1
100	40457 LA Hwy 42 Residence	63.3	65.5	67.9
101	40467 LA Hwy 42 Residence	62.4	64.6	66.2
103	40497 LA Hwy 42 Autumn View Church	64.4	66.6	69.9
105	41027 LA Hwy 42 Sonic Restaurant	69.1	72.2	75.7
115	41231 LA Hwy 42 Residence	62.9	66.3	65.3
125	17181 N. Lake Drive Residence	63	65	67.1
129	17295 Ronald Rd. Residence	63.8	66	66.9
130	Residence Near 17276 Rue Village	64.6	66.8	68.2
132	38175 LA Hwy 42 Residence	64.8	67.1	68.4

138	Residence Near 39435 LA Hwy 42	59.2	64.5	66.5
140	18003 Wood Haven Dr	63.5	67.8	68.5
141	Near 18003 Wood Haven Drive	63.3	66.6	66.2
TOTAL		13	49	62

Legend:

---	No Value due to model constraints
66	Impacted Receiver

For the impacted receivers, noise abatement options must be considered. Options typically include traffic control such as reducing speed limits, restricting heavy trucks, re-routing the road away from receivers, changing the elevation of the roadway or building barriers. The speed limit is already low (45 mph). Heavy truck traffic is also low at less than one percent of the traffic mix. Re-routing is not a practical option because more receivers may be impacted and would have to be relocated. Also, barriers are not feasible because they wouldn't be effective due to openings required for driveways. The LADOTD requires that noise at one or more of the impacted receivers must be abated by a minimum of 8 dBA for the barrier to be feasible. This level of abatement is not possible when there are driveway openings in the barrier. The trend toward commercial development will displace mostly impacted residential receivers as the corridor continues to develop.

3.3 Construction Noise

Construction will occur primarily during the daylight hours when traffic noise is highest. The distance between construction activities and the nearest residences will vary throughout the project such that this full range of levels could be expected at the majority of receivers in the study area. However, these high levels will be intermittent and of short duration since the equipment typically only operates at full load for brief periods. Control of noise will primarily be the responsibility of the contractors who will be required to use equipment that meets the original manufacturer's noise specifications with no modifications that may increase noise levels. They will also limit construction activities, to the extent feasible, to daylight hours.

3.4 Future Planning

Approximate locations of the 66 and 71 dBA contour lines were calculated in order to aid officials with future planning. Future residential construction should be located outside of the 66

dBA contour and future commercial construction should be located outside of the 71 dBA contour line. The 66 dBA contour varied (due to variations in traffic) between 118 and 137 feet from the centerline of the roadway. The 71 dBA contour varied (due to variations in traffic) between 71 and 84 feet from the centerline of the roadway. To be conservative, 84 feet (71 dBA) and 137 feet (66 dBA) will be used. For diagrams, please see Appendix I of the Technical Report.

REFERENCES

Site Survey and Field Measurements

GlobalMapper 9.0©

DOTD Highway Traffic Noise Policy (March 2004)

FHWA Traffic Noise Model, version 2.5 (TNM)

Neal Schaffer, Inc. Traffic Study (March 2007)

DOTD Stage O Feasibility Study (May 2007)

DOQQ Maps from LSU Atlas Library

Google Earth®

FIGURES

2500' 1250' 0' 2500'



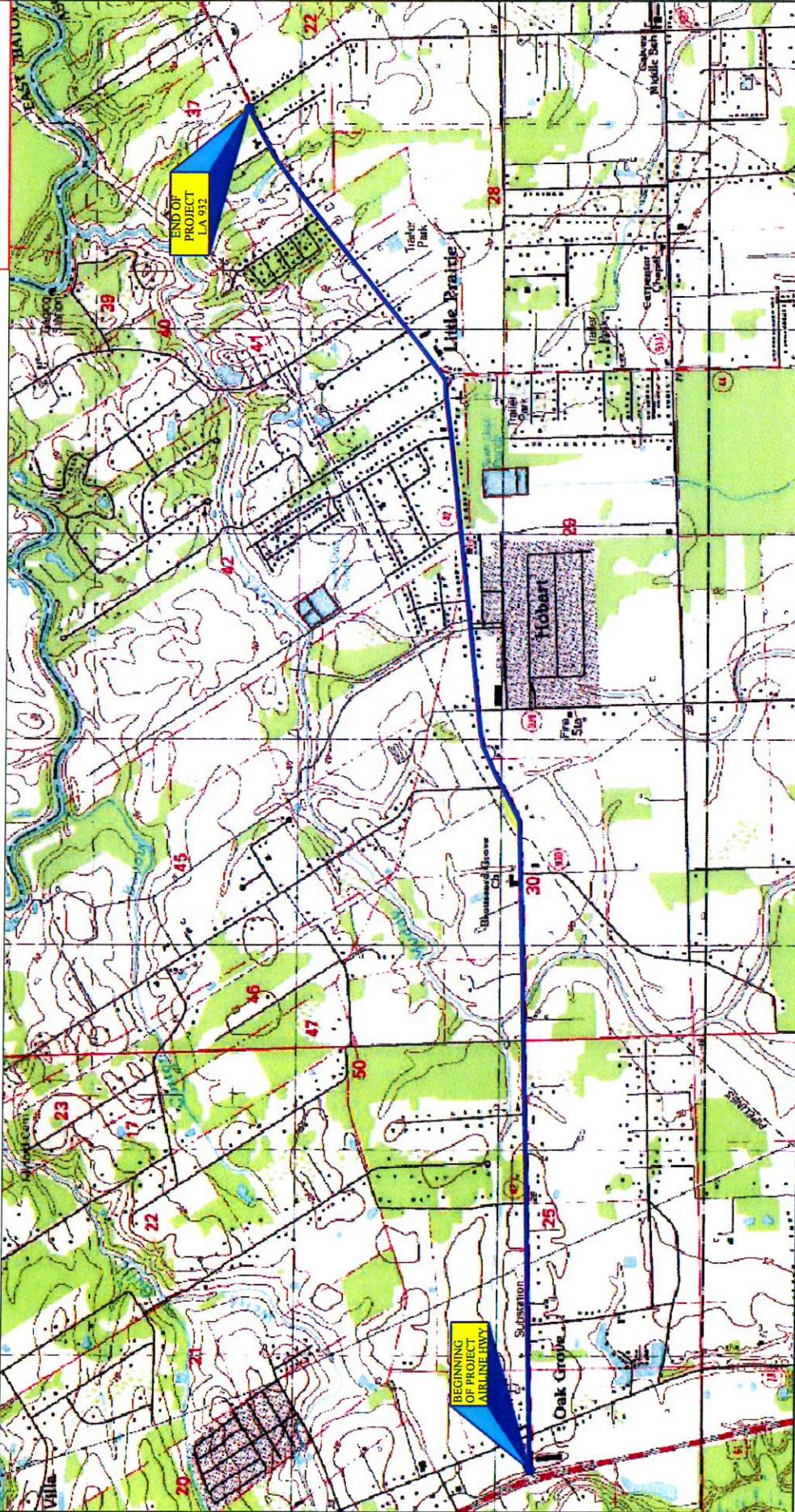
GRAPHIC SCALE: 1" = 2500'



SITE

LOUISIANA

NOT TO SCALE



COMPLIANCE CONSULTANTS, INC.
Civil & Environmental Engineering

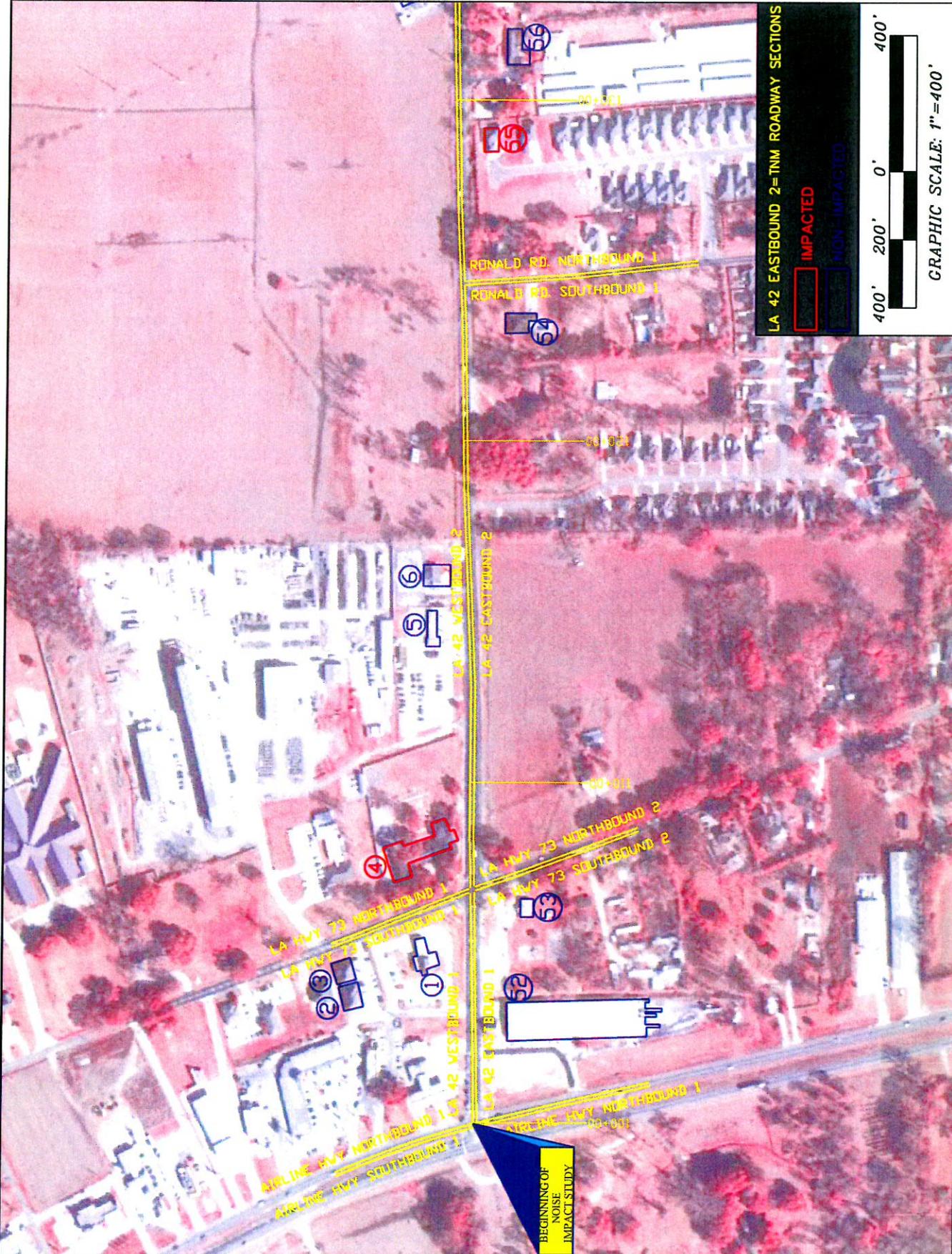
LA HWY 42 IMPROVEMENTS
NOISE IMPACT STUDY

SITE LOCATION
MARCH 2009

FIGURE
1



MATCH LINE STA. 130+00



LA 42 EASTBOUND 2=TNM ROADWAY SECTIONS

IMPACTED

NON-IMPACTED

400' 200' 0' 400'

GRAPHIC SCALE: 1"=400'

FIGURE 2

EXISTING 2-LANE
STATION 0-130+00

LA HWY 42 IMPROVEMENTS
NOISE IMPACT STUDY

COMPLIANCE CONSULTANTS, INC.
Civil & Environmental Engineering

MATCH LINE STA. 170+00

MCCORDY RD. NORTHBOUND

MCCORDY RD. SOUTHBOUND

60+821

LA 42 EASTBOUND 2=1NM ROADWAY SECTIONS

IMPACTED

NON-IMPACTED



GRAPHIC SCALE: 1"=400'

FIGURE

3

EXISTING 2-LANE

STATION 130+00-170+00

LA HWY 42 IMPROVEMENTS
NOISE IMPACT STUDY

COMPLIANCE CONSULTANTS, INC.
Civil & Environmental Engineering



MATCH LINE STA. 130+00

JOHN BROSSARD RD. NORTHBOUND

JOHN BROSSARD RD. SOUTHBOUND

LA 42 WESTBOUND 3

LA 42 EASTBOUND 3

1+00+00

60+051

60+091

57

58

59

60

61

62

63

64

65

66



COMPLIANCE CONSULTANTS, INC.
 Civil & Environmental Engineering

LA HWY 42 IMPROVEMENTS
 NOISE IMPACT STUDY

EXISTING 2-LANE
 STATION 170+00-210+00

FIGURE
 4



LA 42 EASTBOUND 2=1NM ROADWAY SECTIONS

IMPACTED

NON-IMPACTED

400' 200' 0' 400'

GRAPHIC SCALE: 1"=400'



COMPLIANCE CONSULTANTS, INC.
Civil & Environmental Engineering

LA HWY 42 IMPROVEMENTS
NOISE IMPACT STUDY

EXISTING 2-LANE
STATION 210+00-240+00

FIGURE
5

MATCH LINE STA. 240+00



MATCH LINE STA. 270+00



LA HWY 42 IMPROVEMENTS
NOISE IMPACT STUDY

EXISTING 2-LANE
STATION 240+00-270+00

FIGURE
6

MATCH LINE STA. 300+00



LA 42 EASTBOUND 2=TNM ROADWAY SECTIONS

IMPACTED

NON-IMPACTED

300' 150' 0' 300'

GRAPHIC SCALE: 1"=300'

NOISE TESTING SITE 2

MATCH LINE STA. 270+00

FIGURE 7

EXISTING 2-LANE
STATION 270+00-300+00

LA HWY 42 IMPROVEMENTS
NOISE IMPACT STUDY

COMPLIANCE CONSULTANTS, INC.
Civil & Environmental Engineering





MATCH LINE STA. 300+00

AUTOCAD FILE: 9/20/2010 LA-42 EXPANSION/NOISE MODELING AND SENSITIVE SITES/NOISE MODEL FIGURES/BASE.DWG



COMPLIANCE CONSULTANTS, INC.
Civil & Environmental Engineering

LA HWY 42 IMPROVEMENTS
NOISE IMPACT STUDY

EXISTING 2-LANE
STATION 300+00-END OF PROJECT

FIGURE
8

ATCAD FILES\00700 LA-42 EXPANSION\NOISE MODELING AND SENSITIVE SITES\NOISE MODEL FIGURES\BASE.DWG



MATCH LINE STA. 130+00



LA 42 EASTBOUND 2-INM ROADWAY SECTIONS

■ IMPACTED
■ NOT IMPACTED

400' 200' 0' 400'

GRAPHIC SCALE: 1" = 400'

FIGURE 9

30 YR. NO BUILD 2-LANE
STATION 0-130+00

LA HWY 42 IMPROVEMENTS
NOISE IMPACT STUDY

COMPLIANCE CONSULTANTS, INC.
Civil & Environmental Engineering

MATCH LINE STA. 170+00

MECRORY RD. NORTHBOUND 1
MECRORY RD. SOUTHBOUND 1

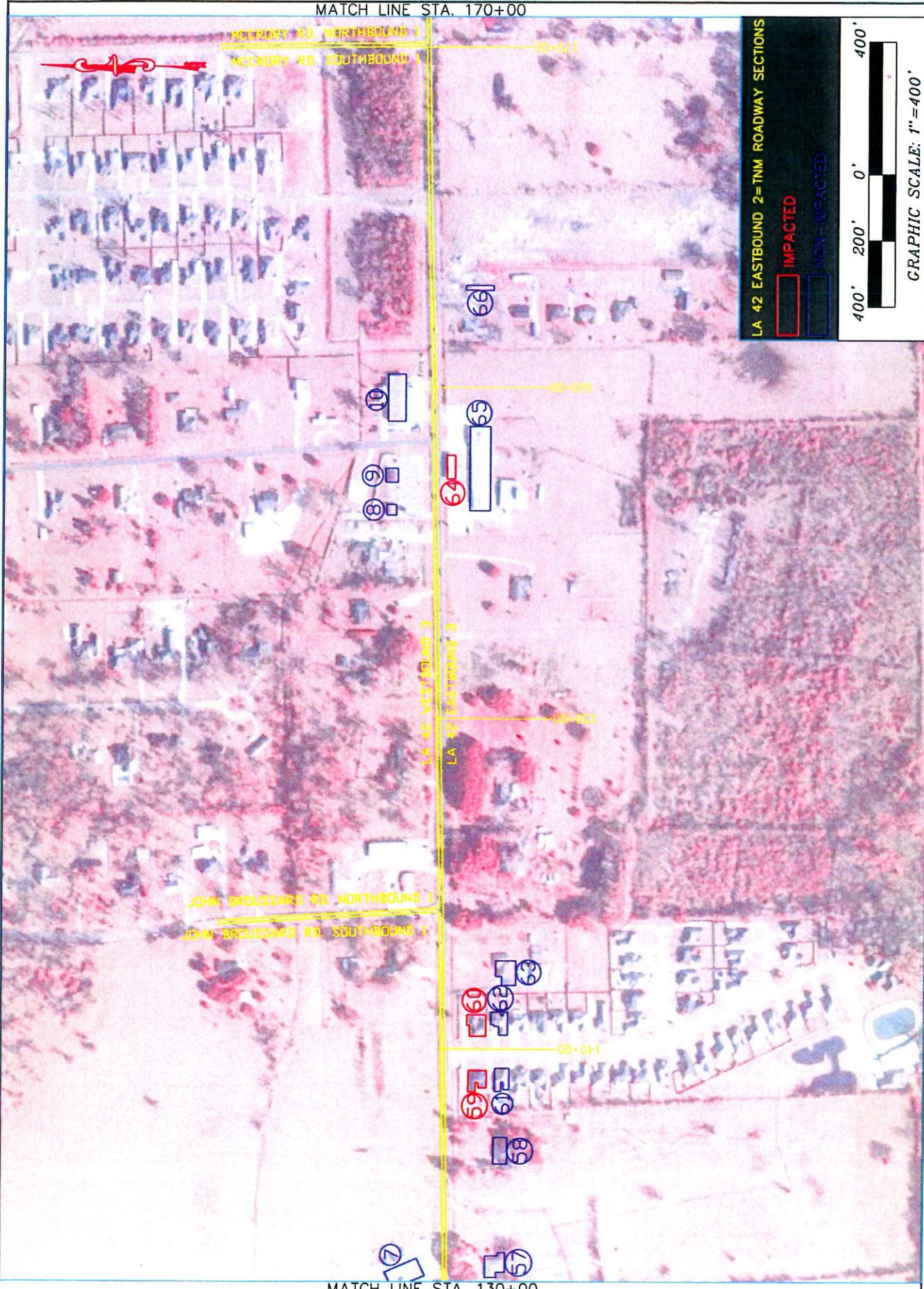
LA 42 EASTBOUND 2-TNM ROADWAY SECTIONS

IMPACTED (Red outline)

NOA-IMPACTED (Blue outline)

400' 200' 0' 400'

GRAPHIC SCALE: 1"=400'



MATCH LINE STA. 130+00

COMPLIANCE CONSULTANTS, INC.
Civil & Environmental Engineering



LA HWY 42 IMPROVEMENTS
NOISE IMPACT STUDY

30 YR. NO BUILD 2-LANE
STATION 130+00-170+00

FIGURE
10



 <p>COMPLIANCE CONSULTANTS, INC. Civil & Environmental Engineering</p>	<p>LA HWY 42 IMPROVEMENTS NOISE IMPACT STUDY</p>	<p>30 YR. NO BUILD 2-LANE STATION 170+00-210+00</p>	<p>FIGURE 11</p>
--	--	---	-----------------------------

MATCH LINE STA. 240+00



MATCH LINE STA. 210+00

LA-42 EXPANSION/IMPROVEMENTS MODELING AND SENSITIVE SITE-SPECIFIC MODELING FOR THE PROJECT



LA HWY 42 IMPROVEMENTS
NOISE IMPACT STUDY

30 YR. NO BUILD 2-LANE
STATION 210+00-240+00

FIGURE
12



MATCH LINE STA. 300+00



MATCH LINE STA. 270+00

AUTOCAD PLOT: 001001-LA-42 EXPANSION/NOISE MODELING AND SENSITIVE SITES/NOISE MODEL FIGURES/BASE.DWG



COMPLIANCE CONSULTANTS, INC.
Civil & Environmental Engineering

LA HWY 42 IMPROVEMENTS
NOISE IMPACT STUDY

30 YR. NO BUILD 2-LANE
STATION 270+00-300+00

FIGURE
14



LA 42 EASTBOUND 2=1NM ROADWAY SECTIONS

IMPACTED
 NON-IMPACTED

400' 200' 0' 400'

GRAPHIC SCALE: 1" = 400'

FIGURE
15

30 YR. NO BUILD 2-LANE
STATION 300+00-END OF PROJECT

LA HWY 42 IMPROVEMENTS
NOISE IMPACT STUDY

COMPLIANCE CONSULTANTS, INC.
Civil & Environmental Engineering

MATCH LINE STA. 300+00

AUTOPAD PLETS\0801001 LA-42 EXPANSION\NOISE MODELING AND SENSITIVE SITES\NOISE MODEL FIGURES\BASE.DWG

MATCH LINE STA. 130+00



FIGURE 16

IMPROVED 4-LANE ALTERNATIVE
STATION 0-130+00

LA HWY 42 IMPROVEMENTS
NOISE IMPACT STUDY

 **COMPLIANCE CONSULTANTS, INC.**
Civil & Environmental Engineering

AUTOCAD PLOT FILE: 001001.LA-42 EXPANSION/NOISE MODELING AND SENSITIVE SITES/NOISE MODEL PLOTS/IMPACT STUDY

MATCH LINE STA. 170+00

ACCORDY RD. NORTHBOUND
ACCORDY RD. SOUTHBOUND

10+00

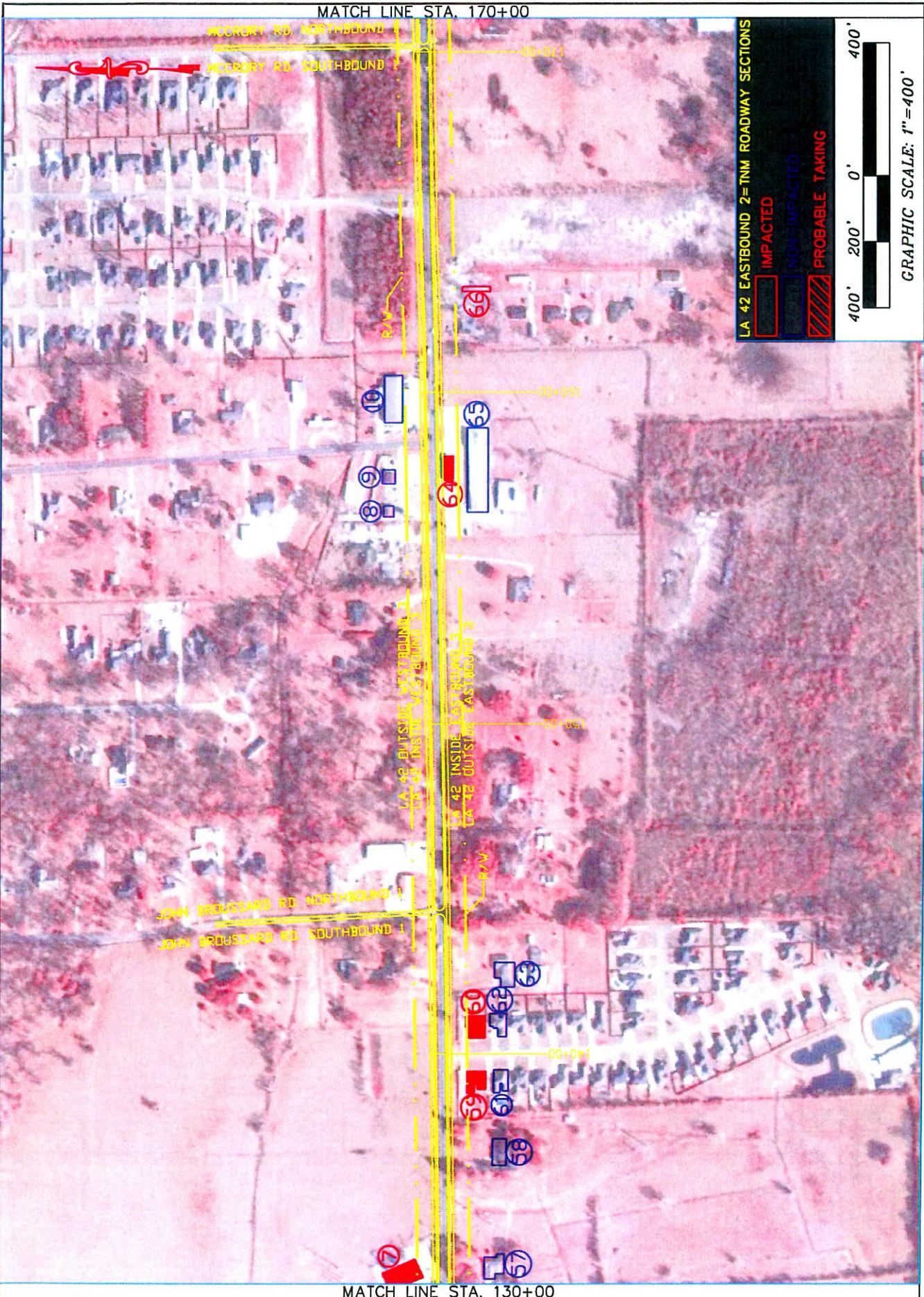
LA 42 EASTBOUND 2-INM ROADWAY SECTIONS
IMPACTED
NON-IMPACTED
PROBABLE TAKING



GRAPHIC SCALE: 1"=400'

FIGURE 17

IMPROVED 4-LANE ALTERNATIVE
STATION 130+00-170+00



LA 42 OUTSIDE EASTBOUND 3
OR 42 INSIDE EASTBOUND 3

LA 42 INSIDE EASTBOUND 3
OR 42 OUTSIDE EASTBOUND 3

JOHN BROUSSARD RD. NORTHBOUND 1
JOHN BROUSSARD RD. SOUTHBOUND 1

MATCH LINE STA. 130+00

LA HWY 42 IMPROVEMENTS
NOISE IMPACT STUDY

COMPLIANCE CONSULTANTS, INC.
Civil & Environmental Engineering





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LA HWY 42 IMPROVEMENTS
NOISE IMPACT STUDY

IMPROVED 4-LANE ALTERNATIVE
STATION 170+00-210+00

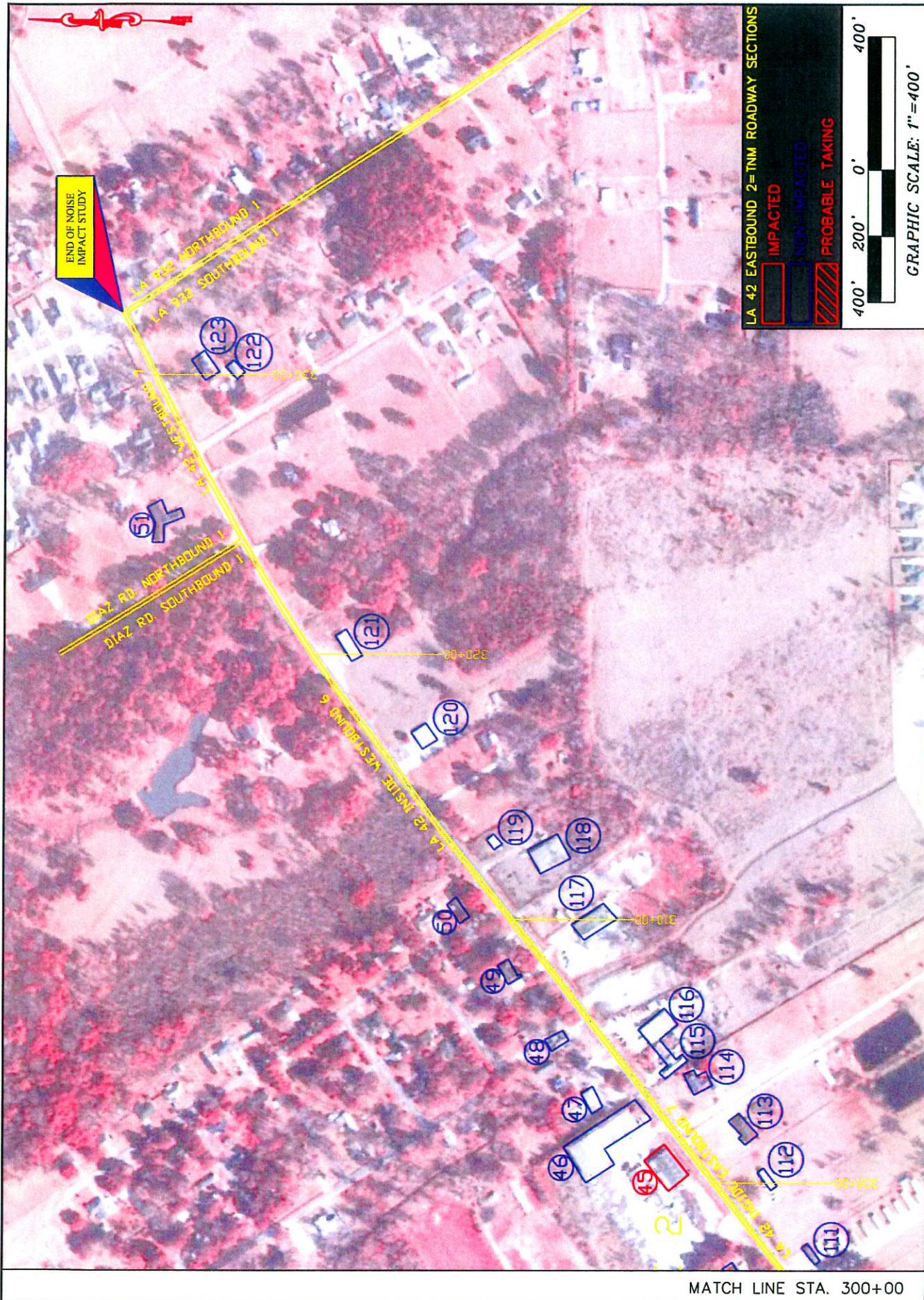
FIGURE
18



LA HWY 42 IMPROVEMENTS
 NOISE IMPACT STUDY

IMPROVED 4-LANE ALTERNATIVE
 STATION 240+00-270+00

A:\TOPAD FILES\0801001 LA-42 EXPANSION\NOISE MODELING AND SENSITIVE SITES\NOISE MODEL FIGURES\BASE.DWG



MATCH LINE STA. 300+00

M:\PROJECTS\LA-42\EXPANSION\NOISE MODELING AND SENSITIVE SITES\NOISE MODEL FIGURES\BASE.DWG



COMPLIANCE CONSULTANTS, INC.
Civil & Environmental Engineering

**LA HWY 42 IMPROVEMENTS
NOISE IMPACT STUDY**

IMPROVED 4-LANE ALTERNATIVE
STATION 300+00--END OF PROJECT

FIGURE
22

Appendix P

Noise Analysis for Rue Village Berm



IN REPLY REFER TO
FILE NO.

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
INTRADEPARTMENTAL CORRESPONDENCE

REFERRED TO

- _____ REFERRED FOR ACTION
- _____ ANSWER FOR MY SIGNATURE
- _____ FOR FILE
- _____ FOR YOUR INFORMATION
- _____ FOR SIGNATURE
- _____ RETURN TO ME
- _____ PLEASE SEE ME
- _____ PLEASE TELEPHONE ME
- _____ FOR APPROVAL
- _____ PLEASE ADVISE ME

State Project No.: 700-03-0125 (H.003791.2)
F.A.P. No.: DE-0307
NAME: LA 42 Widening and Improvements
ROUTE: LA 42
PARISH: Ascension

BY _____ DATE _____
BY _____ DATE _____
BY _____ DATE _____

MEMORANDUM

TO: The File
FROM: Shawn Luke, Engineer Intern 2
DATE: December 2, 2010
SUBJECT: Impacts to Rue Village Residents with Berm Removal

During the Open House Public Meeting on October 14, 2010, residents of the Rue Village community raised concerns about an earthen berm between their community and LA 42. They believe that it acts as a noise barrier and inquired as to whether it would be replaced in kind or with a noise wall. Due to their comments, a field visit was conducted on November 30, 2010 in order to gather details for more in-depth modeling to ascertain the benefits of the berm.

The community is bordered by a single residence and Ronald Road to the West and a single residence and the access to the U-Store It facility to the East (see attached). The berm spans approximately 300 feet, from the edge of the house on the west side of Rue Village Drive to the edge of the house on the east side of Rue Village Drive. It is approximately three feet high and has what appears to be pampas grass growing on tops of the berm (see attached pictures). It should be noted that the foliage does not grow thick enough to completely block the view of LA 42 from Rue Village Drive.

Current and future (build) conditions, with and without the berm were entered into the TNM program into four models. The future berm was modeled at the predicted (lower) height after construction (2 ft). Under current conditions, the berm is providing 0.5 and 2.6 dBA of noise reduction. Under future conditions, the berm is predicted to provide between 0.5 and 1.5 dBA of noise reduction (see table attached). It should be noted that a noise difference (increase or reduction) of 3 dBA is barely perceptible. Therefore, the berm and foliage combination provides more of a visual screen than noise reduction. Furthermore, because of the intersection of LA 42 and Ronald Road to the West, and the driveways connecting with LA 42 to the East, any noise barrier would not be long enough to be effective.

CC: Brian Kendrick (w/ attach.)
Cyndi Bowman (w/ attach.)

_____	RECOMMENDED FOR APPROVAL	_____	DATE
_____	RECOMMENDED FOR APPROVAL	_____	DATE
_____	RECOMMENDED FOR APPROVAL	_____	DATE
_____	APPROVED	_____	DATE



Figure 1: Aerial picture showing Rue Village community.



Figure 2: Ronald Road and LA 42 approaching from the West.



Figure 3: Berm from LA 42 approaching from the West.



Figure 4: Berm From LA 42 approaching from the West.



Figure 5: Berm from LA 42 approaching from the East.



Figure 6: Berm from Rue Village Drive facing north.

	Receiver Number	Current (2009)			Future (2030)		
		Noise Levels with berm (dBA)	Noise Levels without berm (dBA)	Difference (dBA)	Noise Levels with Berm (dBA)	Noise Levels without Berm (dBA)	Difference (dBA)
17276 Rue Village Residence	55	63.8	66.1	2.3	69.6	70.1	0.5
Rue Village Residence	125	64	64.5	0.5	67.5	68	0.5
Rue Village Residence	126	64.1	66.7	2.6	69.4	70.9	1.5
Rue Village Residence	127	60.2	61.7	1.5	63.5	64.5	1
Rue Village Residence	128	57	58.3	1.3	60.3	61.1	0.8
Rue Village Residence	129	55.1	56	0.9	58.2	59.1	0.9
Rue Village Residence	130	53	53.8	0.8	56.6	57.4	0.8
Rue Village Residence	131	53	53.5	0.5	56.5	57.3	0.8
Rue Village Residence	132	54.7	55.5	0.8	58.1	58.8	0.7
Rue Village Residence	133	57.1	58.4	1.3	60	60.9	0.9
Rue Village Residence	134	59.3	61	1.7	63	63.9	0.9

Table 1: Noise reduction provided by berm under current and future (build) conditions.

Appendix Q

List of Preparers

LIST OF PREPARERS

FHWA

Carl Highsmith
Scott Nelson
Robert Mahoney

LDOTD

Project Management

Brian Kendrick
Jeffrey Burst

Environmental

Cynthia Bowman
Jan Grenfell
Stacie Palmer
Shawn Luke

Road Design

Jason Lacombe
Jared Ray

Traffic Engineering

John Galtney
Byron Becnel

Real Estate

Russel Shaffer
Lloyd Scallan
David Pourciau
Harvey Blanchard
Aaron Woods

District 61

Bert Moore

Maintenance

Herb Pillar