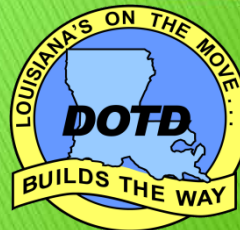


LA 42 Widening & Improvements

US 61 to approximately 1,500 feet east of LA 44

STATE PROJECT NO. H.002370 (700-03-0125)
FEDERAL AID PROJECT NO. DE-0307(507)

Open House Public Hearing
June 28, 2011
4:00 – 7:00 p.m.



Objectives of Public Hearing

- Provide information about the Preferred Build Alternative
- Solicit comments on draft Environmental Assessment (EA)
- Provide information about LDOTD's Right-of-Way Acquisition and Relocation Assistance Program
- Provide information about the implementation of LDOTD's Complete Streets and Access Management Policies

ENVIRONMENTAL ASSESSMENT (EA)**

PROCESS

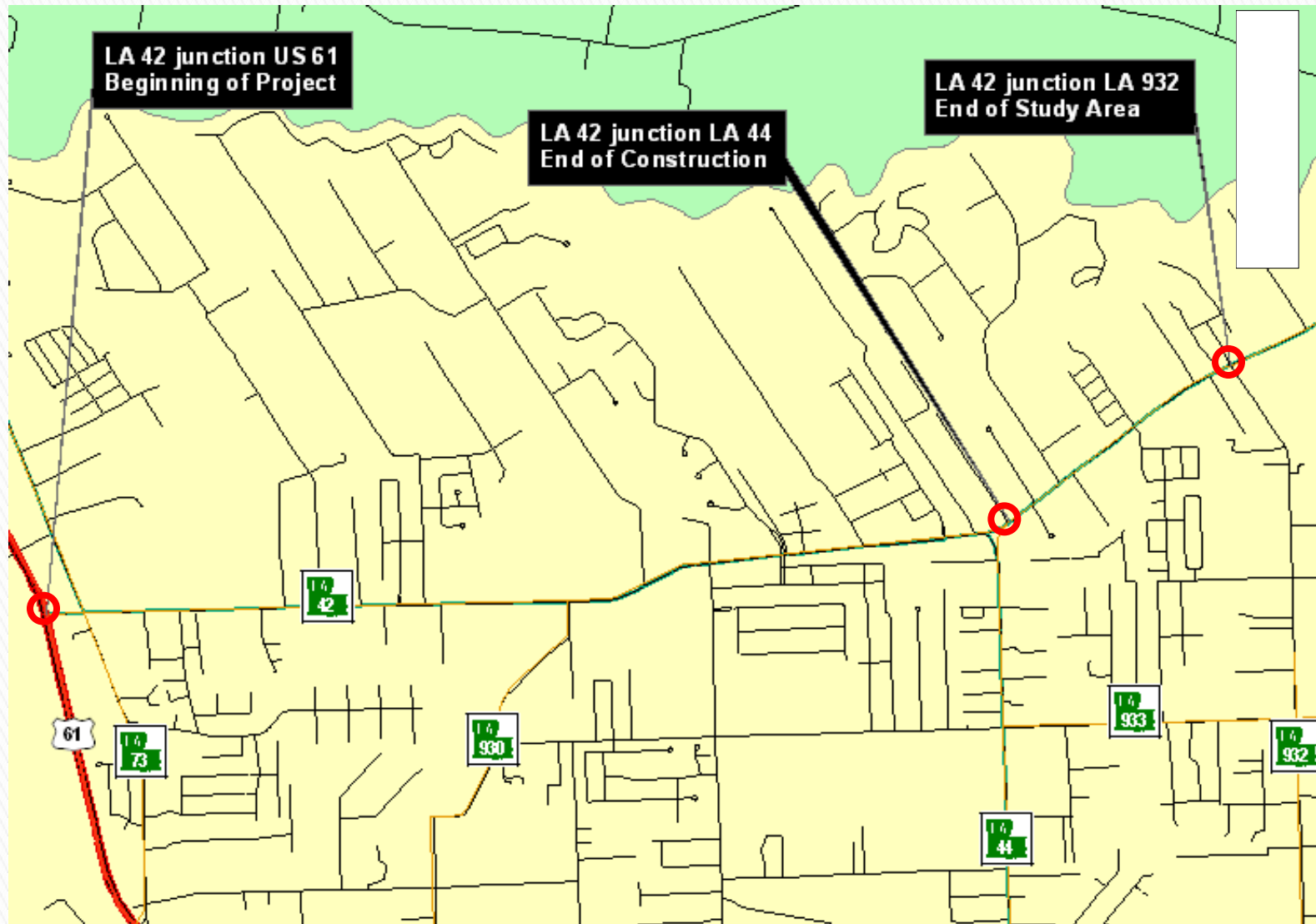
- ✓ DONE 1. Document Purpose and Need of Project
- ✓ DONE 2. Develop Reasonable and Feasible Alternatives to Address Need
- ✓ DONE 3. Evaluate Effects of Alternatives to Community and Environment
- ✓ DONE 4. Summarize Evaluation in Draft EA
- NOW 5. Hold Public Hearing on Draft EA
- NEXT 6. Prepare Final EA / Decision (Finding of No Significant Impact)

** A list of locations where the EA document is available for review and/or purchase is included in the handout.

Description of Proposed Project

- ❖ Widen and improve LA 42 from US 61 to approximately 1,500 feet east of LA 44
- ❖ Widening along the existing center line of the roadway
- ❖ Additional right-of-way required on both sides
- ❖ Residential and business relocations will occur
- ❖ Length of construction approximately 3.7 miles

PROJECT STUDY AREA



The limits of construction are proposed from the LA 42/US 61 intersection to approximately 1,500 feet east of the LA 42/LA 44 intersection.

Project Purpose and Need

- Improve traffic flow
- Mitigate impacts to safety performance along the route
- Account for projected traffic growth within the immediate area
- Improve the quality of life of the people in the community
- Upgrade LA 42 to current design criteria

ALTERNATIVES PRESENTED AT FIRST PUBLIC MEETING

HELD MARCH 12, 2009

- ▶ **Concept A-5 Scenario 1:** 30-foot median, 108 feet right-of-way
- ▶ **Concept A-5 Scenario 2:** 30-foot median, 90 feet right-of-way
- ▶ **Concept A-5 Scenario 2a:** 18-foot median, 78 feet right-of-way

All three alternatives included:

- Four lanes with a raised center median
- Curb & gutter subsurface drainage (no open ditches)
- Expansion of intersection capacity by adding turn lanes at existing intersections that warranted improvement.

Scenarios 1, 2, and 2a have been dropped from further analysis because they do not:

- ✗ Do not fulfill all aspects of the Purpose and Need of the proposed project
- ✗ Do not comply with LDOTD's Complete Streets Policy
- ✗ Do not comply with LDOTD's Access Management Policy

None of the scenarios listed above include sidewalks or a bicycle/pedestrian path.



ALTERNATIVES PRESENTED AT SECOND PUBLIC MEETING

HELD OCTOBER 14, 2010

The Build Alternative currently being proposed and the No Build Alternative were presented at the second public meeting held on October 14, 2010.

The Build Alternative is the Preferred Alternative for the proposed project. This alternative would minimize impacts to the extent practicable while meeting the purpose and need of the project.



BUILD ALTERNATIVE

US 61 TO APPROXIMATELY 1,500 FEET EAST OF LA 44

❖ US 61 to Ronald Road

- Five lanes with a 4-foot wide raised median
- 4-foot sidewalk (both sides of roadway)
- Additional right-of-way will be required from Oak Grove Community Park, which is a publicly owned park

❖ Ronald Road to approximately 1,500 feet east of LA 44

- Four lanes with an 18-foot wide raised median
- 4-foot sidewalk (north of roadway)
- 10-foot bicycle/pedestrian path (south of roadway)
- Additional right-of-way will be required from the Dixon House, which is listed on the National Register of Historic Places

❖ Curb & gutter subsurface drainage (no open ditches)

REAL ESTATE IMPACTS

Relocation Impacts**	Units	No Action	Build
Residential Relocations	Each	0	1
Commercial Relocations	Each	0	7
Community Relocations	Each	0	0
Vacant/Unused Structures	Each	0	2
Other Relocations	Each	0	0

Frontage Impacts	Units	No Action	Build
Residential Properties	Each	0	98
Commercial Properties	Each	0	70
Community Properties	Each	0	2

****A list of anticipated relocations is included on page 6 of the handout. Properties that are anticipated relocations are also labeled on the aerial photograph exhibit at Station 3.**

NATURAL RESOURCES IMPACTS

Natural Resource	Units	No Action	Build
Wetlands	Acres	0	0.533
Other Waters of the US	Acres	0	0.105
Stream Crossings	Each	0	1
Scenic Streams	Each	0	0
Sole Source Aquifer Impacts	Acres	0	0
Protected Species	Each	0	0
Prime and Unique Farmland	Each	0	0
Coastal Resources and Essential Fish Habitat	Each	N/A	N/A

CULTURAL/RECREATIONAL RESOURCES

Cultural/Recreational Resource	Units	No Build	Build
Properties Eligible for or Listed on NRHP	Each	0	1 ^a
Properties Not Eligible for NRHP	Each	0	2
Section 6(f) Properties	Each	0	1 ^b
Section 4(f) Properties	Each	0	2 ^{ab}

^a Dixon House

^b Oak Grove Community Park

- ▶ Coordination with the Louisiana State Historic Preservation Officer (SHPO) was carried out regarding the effect of the proposed project on historic sites. There will be No Adverse Effect to the Dixon House, which is listed on the National Register of Historic Places (NRHP).
- ▶ The publicly-owned Oak Grove Community Park has received Section 6(f) funds. Coordination is currently being carried out with Ascension Parish, the owner of the park, and Louisiana Office of State Parks, the agency administering Section 6(f) funds, to locate suitable replacement property to mitigate for the approximately 0.1445 acres of additional right-of-way required from the park.
 - ▶ It is anticipated that the impacts to the Dixon House and Oak Grove Community Park will be De Minimis Section 4(f) impact findings.

NOISE IMPACTS

Noise Impacts	Units	No Build	Build
Category B* Receptors Impacted in 2030	Each	46	58
Category C* Receptors Impacted in 2030	Each	3	4

Noise abatement measures were not found to be reasonable or feasible and are not being proposed as part of this project.

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.

COMPLETE STREETS POLICY

Adopted by LDOTD in July 2010

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
- ✓ Provide bicycle accommodations appropriate to the context of the roadway

“Streets are not complete until they are safe for all users.”

BENEFITS OF COMPLETE STREETS

- ◆ Improve Safety
- ◆ Mobility and Safety for Children
- ◆ Mobility for People with Disabilities
- ◆ Mobility for Older People
- ◆ Promote Active Living
- ◆ Support Environmental Policies Aimed
at Reducing Emissions
- ◆ Support Economic Development
- ◆ Lower Household Transportation Costs

WHAT IS ACCESS MANAGEMENT?

Access Management is the control of access connections on a roadway. Access connections can include driveways, streets, and other means of connecting to a roadway.

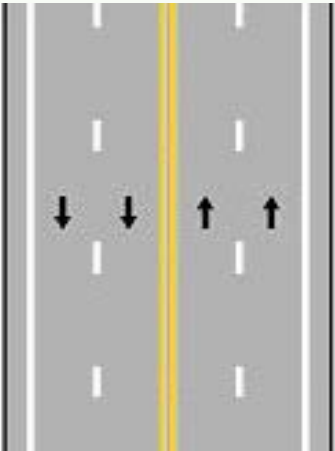
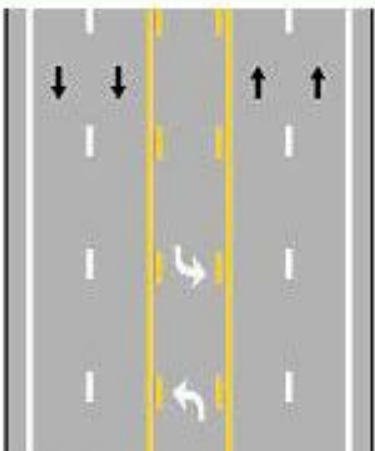
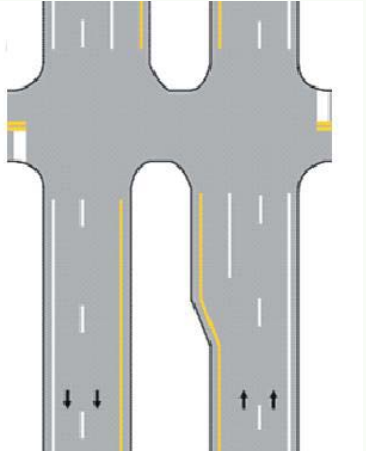
One method of maintaining access is through the use of medians.



SAFETY COMPARISONS

The proposed roadway is the safest alternative.


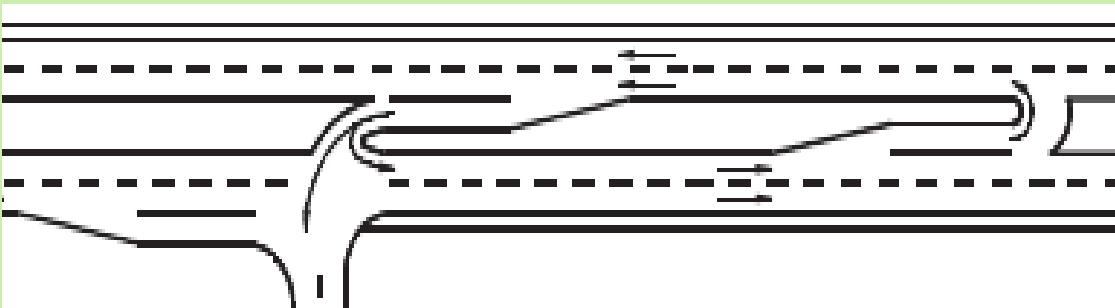
Estimated Crash Rates Vary By Roadway Type

Roadway Type	4-lane undivided	5-lane	4-lane divided
			
Total Estimated Crashes	14.2 crashes/mile	17.2 crashes/mile	7.5 crashes/mile

SOURCE: 2010 Highway Safety Manual (HSM) Exhibits 12-3, and 12-4, where ADT is assumed to be 35,000 vpd; and Exhibits 12-7, 12-8, and 12-9, assumed suburban where minor residential driveway density = 50 per mile and major residential driveway density = 4 per mile.

SAFETY COMPARISONS

U-turns are the safest alternative.

Improvement	Image	Crash Reduction
Conventional median opening		Base Line
Add turn lanes; lefts out must turn right then U-turn (HSM Exhibit 14-35)		62% Crash reduction

FUTURE STEPS

ANTICIPATED SCHEDULE AS OF TODAY

- SUMMER 2011 • Complete Right-of-Way Maps
- SUMMER 2011 • Complete Environmental Process
- SUMMER 2011 • Begin Right-of-Way Acquisition
- SPRING 2012 • Finalize Design Plans
- FALL 2012 • Begin Construction**

**Dependent on funding availability.



Right-of-Way Acquisition and Relocation Information

A representative of the LDOTD Real Estate Section has a table here tonight and is available to answer any questions pertaining to LDOTD's Right of Way Acquisition and Relocation Assistance Program.

We suggest you read the available brochure carefully. If you have any questions regarding your individual situation, consult with the agent when he meets with you, or contact the District Real Estate Office.

RELOCATION ASSISTANCE

➤ Advisory Services

- Current and continuing information on:
 - Availability and prices of comparable properties
 - Locations for displaced businesses
 - Finance charges
 - Federal and State programs offering assistance to displaced persons

➤ Relocation Assistance Payments

- Moving expenses
- Replacement housing
- Business re-establishment expense

Detailed Information in the Right-of-Way Brochure

- Payments for residential displacements page 13
- Replacement housing payments page 14
- Moving payments for businesses page 22

Brochure copies are available tonight at the Real Estate table or by contacting:

LA DOTD Real Estate Section

P.O. Box 94245

Baton Rouge, LA 70804-9245

(225) 237-1204

RIGHT TO APPEAL

Applicants for a relocation payment have the right to appeal LDOTD's determination of their eligibility for payment and/or the amount of payment.

Additional information on appeals may be found on **Page 26** of the brochure.


Other Terms And Conditions

Prior to negotiating for purchase of your property, a Representative of the Department will personally contact and interview all persons who will be required to relocate. The benefits will be explained and a determination made of individual needs and intentions for relocating.

A SPECIAL WORD OF CAUTION

Relocation benefits cannot be paid until the property is acquired by LDOTD. Contact LDOTD to assure your eligibility and the prompt payment of your relocation benefits. If you move or purchase replacement housing before you have been authorized to do so by LDOTD, you risk losing all possible benefits provided by the Relocation Assistance Program.

BECAUSE....


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LA 42 Widening & Improvements

Open House Public Hearing Comment Form

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

JUNE 28, 2011



Please provide your comments below. Comments may be turned in during this hearing to **Station 5 – Comment Table** or mailed to the address on the back of this form. Comments received tonight or post marked by **July 9, 2011** will become part of the record of this hearing.

NAME: _____

ADDRESS: _____

Comments received tonight or post-marked by July 9, 2011 will be part of the official transcript of this public hearing.

Thank you for your time.
Please visit the display area now
to view the exhibits and
make your comments.

This is the end of the presentation.

