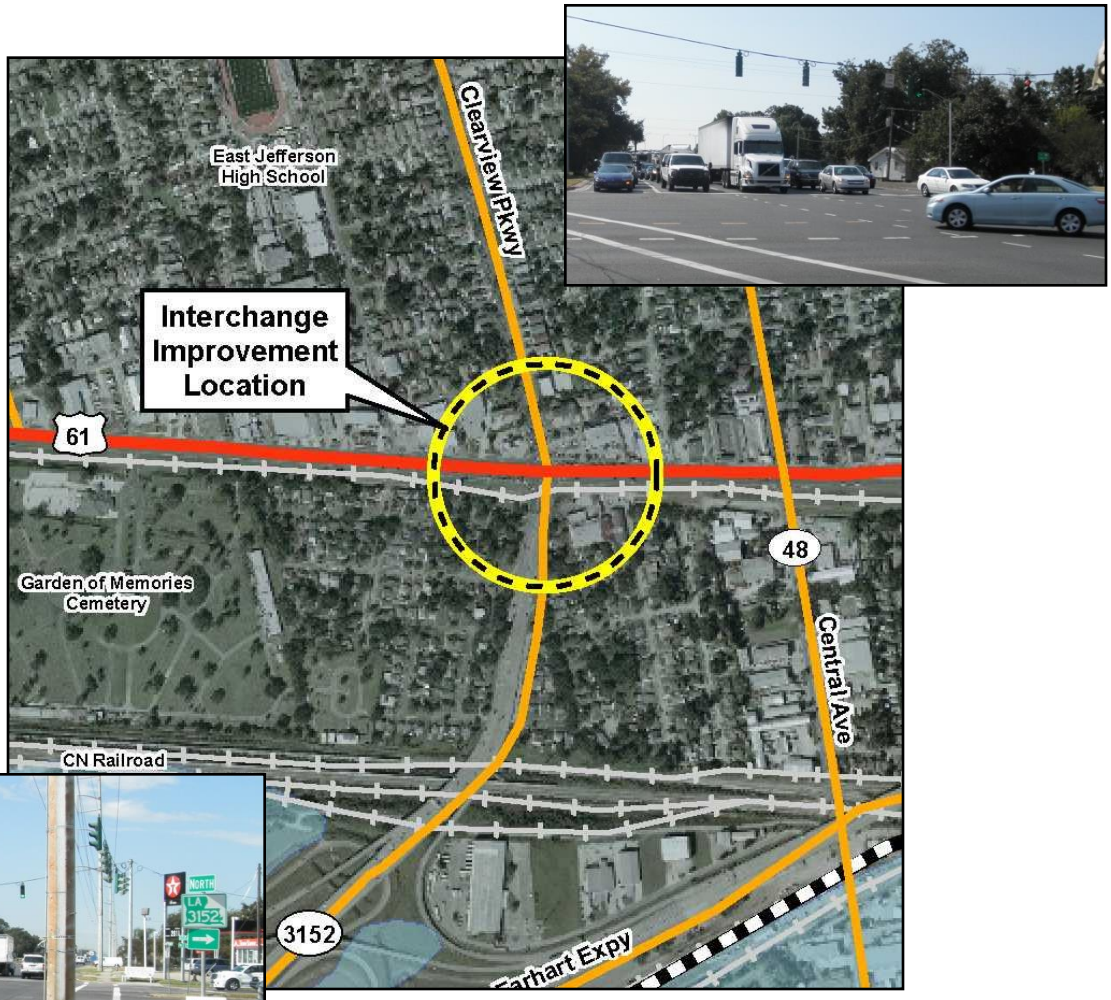
US 61 at LA 3152/Clearview Parkway Intersection Improvements

Draft Environmental Assessment



September 2014

Prepared for:

Regional Planning Commission
for Jefferson, Orleans, Plaquemines,
St. Bernard, and St. Tammany Parishes

State Project No. H.004424
FAP No. DE-2609(507)
RPC Contract No. CLV-EA

Notice to Reader

This Draft EA summarizes the environmental impacts associated with the conceptual design of the proposed Build Alternatives. The Build Alternatives are preliminary and should not be used for design, construction, or remedial action. Comments received on the Draft EA by resource agencies, local representatives and the public will be incorporated into a Final EA.

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Summary of Permits, Certifications, Commitments, and Mitigation Measures

Summary of Permits and Certifications

The following permits and/or certifications are required for the proposed project:

- Authorization would have to be obtained under the Louisiana Pollutant Discharge Elimination System (LPDES) from LDEQ for Storm Water Discharge for Construction Activities over five acres.
- A drainage hydraulic study would be required during design and a development permit would be required prior to commencement of construction.
- A Coastal Use Permit (CUP) application would be completed and submitted to the Coastal Management Division of the Louisiana Department of Natural Resources prior to construction.
- Verification by the Jefferson Parish floodplain administrator that the project design complies with all local floodplain ordinances and standards.

Summary of Commitments and Mitigation Measures

The following commitments and mitigation measures are required for the proposed project:

- Best Management Practices (BMPs): Implementation of BMPs during construction to mitigate non-point source pollution.
- Air Quality: During the construction of the proposed project, air quality impacts would be minimized by the project contractor through a combination of fugitive dust control, equipment maintenance, and compliance with state and local regulations.
- Hazardous Materials: During construction, any site that is found to contain unknown/unrecorded hazardous materials will be remediated and all work conducted in conformance with LDEQ, EPA, and OSHA regulations and policy.
- Archaeological Findings: Once a Preferred Alternative is selected prior to the issuance of the FONSI, a detailed investigation, including shovel tests of the alignment, would be performed to determine the presence of any archeological sites located within the area of construction. Any findings would be submitted to the State Historic Preservation Office (SHPO) for a determination. At the time of this writing, final Section 106 clearance from the SHPO has not been received. Once issued, additional commitments may be specified for inclusion as part of this project.
- Floodplains: Coordination with the local floodplain administrator for Jefferson Parish will be conducted for the Preferred Alternative to insure that the project is designed in compliance with all local floodplain ordinances and requirements.

Environmental Determination Checklist

ENVIRONMENTAL DETERMINATION CHECKLIST

State Project No. 700-26-0305
Federal Aid Project No. DE-2609(507)
RPC Contract No. CLV-EA
Name: US 61 at LA 3152/Clearview Parkway Intersection Improvements
Route: US 61/LA 3152
Parish: Jefferson Parish

1. General Information

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

2. Class of Action

( ) Environmental Impact Statement (EIS)
(X) Environmental Assessment (EA)
( ) Categorical Exclusion (CE)
( ) Programmatic CE (as defined in letter of agreement dated 03/15/95, does not require FHWA approval)

3. Project Description (use attachment if necessary)

The proposed Clearview Parkway and Airline Drive intersection improvements are located in the Metairie and Elmwood urban area, a very developed region of central Jefferson Parish. Both Airline Drive and Clearview Parkway consist of three through travel lanes in each direction. The proposed project includes reconstructing and upgrading the existing Airline Drive and Clearview Parkway signalized intersection to reduce traffic congestion and provide additional vehicular capacity as well as improve connectivity and system linkage.

4. Public Involvement

(X) Views were solicited in November 2010. Responses are included in Appendix B.
(X) 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.
(X) A Public Hearing will be held following distribution of the Draft EA.
(X) A Public Meeting was held on May 12, 2011.

5. Real Estate (If yes, use attachment)		No	Yes
a.	Will additional right-of-way be required? See Appendix A	( )	(X)
b.	Will any relocations be required?	(X)	( )
c.	Are construction or drainage servitudes required?	(X)	( )
d.	Will right-of-way be required from a Wetland Reserve Program (WRP) property?	(X)	( )

6. Cultural and 106 Impacts (If yes, use attachment)		No	Yes
a.	**Section 4(f) or 6(f) lands**		
	Are any impacted by the project? (if so, list below)	(X)	( )
	Are any adjacent to the project? (If so, list below)	(X)	( )
b.	**Known Historic sites/structures (NRHP eligibility to be determined)**		
	Are any impacted by the project? (If so, list below)	(X)	( )
	Are any adjacent to the project? (If so, list below)	(X)	( )
c.	**Known Archaeological sites (To be determined following survey)**		
	Are any impacted by the project? (If so, list below)	( )	( )
	Are any adjacent to the project? (If so, list below)	( )	( )
d.	**Cemeteries**		
	Are any impacted by the project? (if so, list below)	(X)	( )
	Are any adjacent to the project? (If so, list below) Garden of Memories Cemetery	( )	(X)
e.	**Historic Bridges**	(X)	( )

7. Wetlands (Attach wetlands finding, if applicable)		No	Yes
a.	Are wetlands being affected?	(X)	( )
b.	Are other waters of the U.S. being affected?	(X)	( )
c.	Can C.O.E. Nationwide Permit be used?	( )	( )

8. Natural Environment (use attachment if necessary)		No	Yes
a.	Endangered/Threatened Species/Habitat	(X)	( )
b.	Within 100 Year Floodplain?	(X)	( )
	Is project a significant encroachment in Floodplain?	(X)	( )
c.	In Coastal Zone Management Area?	( )	(X)
	Is the project consistent with the Coastal Management Program?	( )	(X)
	Will a Coastal Use Permit be required?	( )	(X)
d.	Coastal Barrier Island (Grand Isle only)	(X)	( )
e.	Farmlands (use form AD 1006 if necessary)	(X)	( )
f.	Is project on Sole Source Aquifer?	(X)	( )
	Is coordination with EPA necessary?	( )	( )
g.	Natural & Scenic Stream Permit required	(X)	( )
h.	Is project impacting a waterway?	(X)	( )
	Has navigability determination been made?	(X)	( )
	Will a U.S. Coast Guard permit or amended permit be required?	(X)	( )

9. Physical Impacts (use attachment if necessary)		No	Yes
a.	Is a noise analysis warranted (Type I project)	( )	(X)
	Are there noise impacts based on violation of the (NAC)?	( )	(X)
	Are there noise impacts based on the 10 dBA increase?	(X)	( )
	Are noise abatement measures reasonable and feasible?	(X)	( )
b.	Is an air quality study warranted?	(X)	( )
	Do project level air quality levels exceed the NAAQS for CO?	( )	( )

c.	Is project in a non-attainment area for Carbon monoxide (CO), Ozone (O_3), Nitrogen dioxide (NO_2), or Particulates (PM-10)?	(X)	( )
d.	Is project in an approved Transportation Plan, Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP)?	( )	(X)
e.	Are construction air, noise, & water impacts major?	(X)	( )
f.	Are there any known waste sites or USTs?	( )	(X)
	Will these sites be tested prior to purchase of right-of-way?	(X)	( )

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

11. Other

Preparer: URS Corporation
Date: September 2014

Attachments

(X) S.O.V. and Responses (Appendix B)
(X) Project Description Sheet (Chapters 1.0, 2.0, & 3.0)
(X) Exhibits and/or Maps (included in EA Document)
(X) Map Atlas (Appendix A / Conceptual Plan - Profiles)
(X) Standing Structures Survey, January 2013 (Appendix C)
(X) Other Public Meeting Information (May 2012 Public Meeting Record - Stand-alone document on file with LADOTD, included Appendix E)
(X) Other Public Hearing Record / Transcript (to be completed following the Public Hearing)
(X) Archaeological Survey to be undertaken following the identification of a preferred alternative

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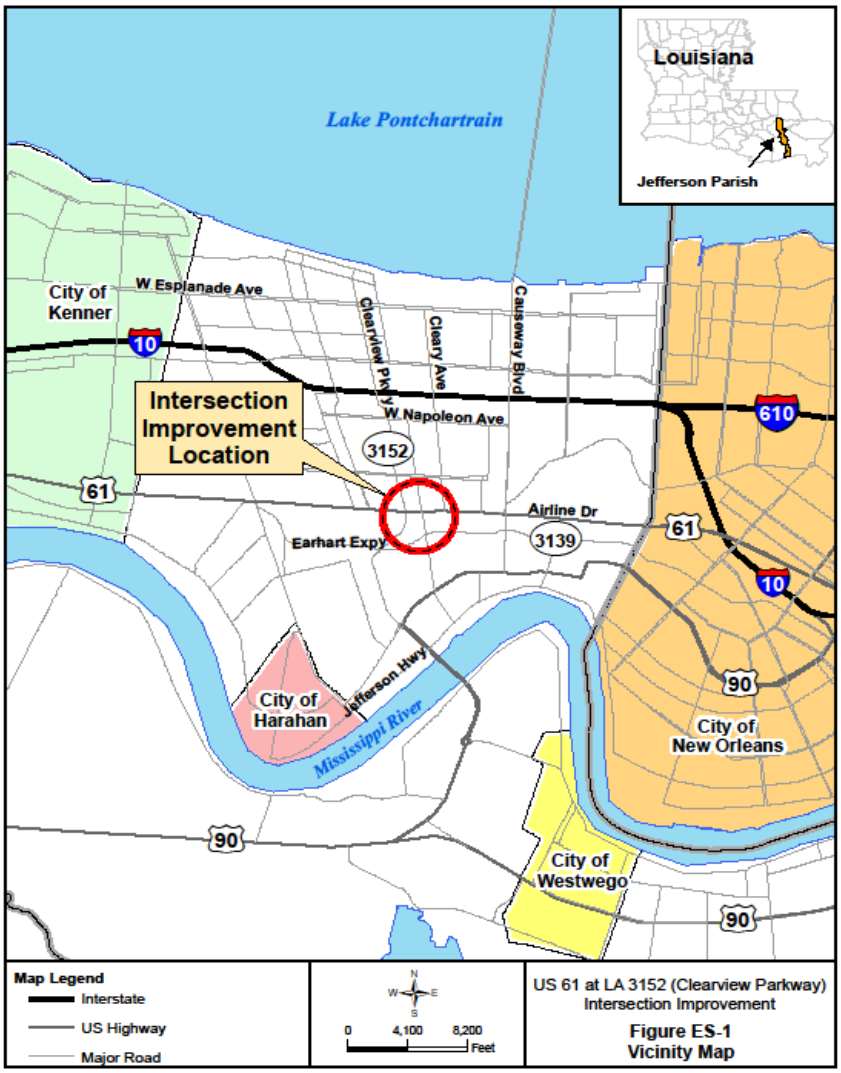
Executive Summary

EXECUTIVE SUMMARY

Location of Proposed Project

The Regional Planning Commission (RPC) for the New Orleans metropolitan area and Louisiana Department of Transportation and Development (LADOTD) are proposing the construction of improvements at the intersection of US 61 (Airline Drive) and LA 3152 (Clearview Parkway). The proposed Clearview Parkway and Airline Drive intersection improvements are located in the Metairie and Elmwood urban area, a densely developed region of central Jefferson Parish between Lake Pontchartrain and the Mississippi River. As shown in **Figure ES-1**, the intersection of Clearview Parkway and Airline Drive is located approximately mid-way between the City of Kenner in Jefferson Parish and the City of New Orleans in Orleans Parish.



Purpose and Need

The purpose and need of the project includes:

- Alleviating traffic congestion and providing additional vehicular capacity at the Airline Drive at Clearview Parkway intersection is one of the most highly utilized intersections in Jefferson Parish;
- Improving connectivity and system linkage for freight and commercial traffic in the region and to handle increased traffic with the completed widening of the Huey P. Long Bridge.

Alternatives Development and Screening Methodology

The *Clearview Parkway Stage 0 Feasibility Study* evaluated six conceptual alternatives including at-grade and grade-separated intersection layouts, new at-grade roadway connections, and a minimal construction concept. Three of the conceptual alternatives were found to meet the purpose and need for the project and would be carried forward for further analysis in the *Stage 1* Environmental Assessment (EA). These included Conceptual Alternative 1, Continuous Flow Intersection (CFI) improvements; Conceptual Alternative 2, at-grade improvements; Conceptual Alternative 3, grade-separated intersection improvement with the construction of an overpass along Airline Drive. An open forum public information meeting was held at the East Bank Council Chambers on May 12, 2011 to provide citizens an opportunity to view drawings of the conceptual alternatives being considered for the project, other goals of the public meeting were to identify public concerns and preferences for an alternative that would then assist RPC and LADOTD in selecting conceptual alternatives for further analysis in the EA.

Alternatives Evaluated in the Draft EA

Alternative 1, the CFI alternative, would require the acquisition of the abandoned KCS railroad right-of-way from Tribune Street to Central Avenue. In order to implement the CFI, access would be changed for several of the cross streets, since the ability to make left turns onto or from Airline Drive would be eliminated. Several design features are being included to try and maintain access for the businesses and neighborhoods south of Airline Drive (see **Figure ES-2**). Alternative 2, the at-grade improvements alternative, would only require the acquisition of a small section of the abandoned KCS railroad right-of-way adjacent to Tribune Street. In order to implement the at-grade improvements, access would be only slightly modified for the businesses and neighborhoods south of Airline Drive and east of Clearview Parkway (see **Figure ES-3**).

Figure ES-2
Conceptual Alternative 1

Figure ES-3
Conceptual Alternative 2

Selection of a Preferred Alternative

The final phase of the alternatives development process involves selection of a preferred alternative by the FHWA and LADOTD. As of the date of this Draft EA, the FHWA and LADOTD have not identified a preferred alternative. A preferred alternative will be selected after the close of the 30-day public comment period that follows announcement of the availability of the Draft EA for public review and circulation of the document to jurisdictional agencies. A public hearing will be held to provide citizens and agencies with an additional opportunity to participate in the project selection process. The selection of the preferred alternative will take into consideration the environmental effects and cost of each alternative, public opinion, and a number of other factors that are summarized in **Section 5**.

Summary of Environmental Impacts

Table ES-1
Summary of Project Features and Impacts

Evaluation Criteria	Unit	Build Alternative	
		1	2
Intersection Alignment and Right-of-way Considerations			
Intersection Type - Urban	n/a	Continuous Flow	At-Grade Geometric Improvements
Required Right-of-way	acres	1.617	0.074
Constructability / Maintenance of Traffic (MOT) During Construction			
MOT on Airline Drive	Yes/No	Yes	Yes
MOT on Clearview Parkway	Yes/No	Yes	Yes
Human Environment Considerations & Estimated Impacts			
Residential Structure Impacts	number	0	0
Commercial Structure Impacts[1]	number	0	0
NRHP Eligible Standing Structures	number	No	No
NRHP Eligible Archaeological Sites [2]	number	NS [2]	NS [2]
Disproportionate Environmental Justice Impacts	Yes/No	No	No
Noise Impacts	Yes/No	Yes	Yes
Feasible & Reasonable Noise Abatement	Yes/No	No	No
Air Quality Impacts	Yes/No	No	No
Physical Environment Considerations& Estimated Impacts			
20" Natural Gas Supply Line	Yes/No	Yes	No
Prime Farmland Impacted	acres	1.576	0.074
Natural Environment Considerations & Estimated Impacts			
Upland Habitat Directly Impacted	acres	1.617	0.074
Wetlands Directly Impacted	acres	0	0
Aquatic Habitat Directly Impacted	acres	0	0
100-Year Floodplains Impacted	acres	0	0
500-Year Floodplain Impacted	acres	3.00	0.82
Streams Impacted	acres	0	0
Estimated Cost Considerations (2012 $)			
Right-of-way Cost – Land Only	$130,000/acre	$ 210,210	$ 9,620
Estimated Construction Cost	Millions $	$ 10.7 M	$ 4.1 M
Total Estimated Cost	Millions $	$ 10.9 M	$ 4.1 M

Notes:
1. No commercial structures are directly impacts; however, Jim Owns Flooring currently uses LDOTD right-of-way for parking and this would be removed.
2. Not Surveyed – Archeological impacts to be determined following the selection of a preferred alternative.

Human Environment Considerations

The build alternatives would require the purchase of new right-of-way; however, neither Alternative 1 nor Alternative 2 would result in the relocation of any residential or commercial structures. Therefore, the direct impact to residents in the study area is greatly reduced.
Access to properties along Airline Drive and Clearvew Parkway would be maintained to the greatest extent possible; however, access from certain travel directions would be lost under the build alternatives. Under Alternative 1, several of the business on the north side of Airline Drive could lose direct driveway access to Airline Drive as well as the ability for vehicles travelling east to make left turns into these properties. While access from Airline will be modified, these businesses have secondary access points to side streets which in turn connect to either Airline Drive or Clearview Parkway.

Environmental justice populations would not be disproportionately impacted by either Alternative 1 or Alternative 2 because neither alternative would not result in any significant adverse impacts in general or require residential relocations.

The project is located in an area that is in attainment for all NAAQS, and would not have an adverse effect on air quality. Noise levels are expected to increase under the two build alternatives in the design year 2033. However, there are no noise barriers, or any other abatement measures, that would be both feasible and reasonable for reducing the predicted adverse noise impacts of project construction.

Physical Environment Considerations

Alternative 1 would require the relocation of approximately 700 feet of the 20-inch natural gas supply line that parallels Airline Drive to the south. Otherwise, both build alternatives would require only minor utility relocations.

All soils within the footprints of both build alternatives are classified as prime farmland soils. While both build alternatives would utilize a portion of the abandoned KCS railroad right-of-way south of Airline Drive, the portion west of Tribune Street is already owned by LADOTD and, therefore, considered transportation right-of-way. Potential impacts on prime farmland soils were only evaluated for the portions of the KCS railroad right-of-way from Tribune Street to Central Avenue that would have to be acquired for construction of each build alternative. With its greater footprint, Alternative 1 would impact a larger area of prime farmland (1.576 acres) than Alternative 2 (0.074 acres). However, as per a letter from the NRCS, the proposed construction for both Alternative 1 and Alternative 2 is within an urban area and therefore is exempt from FPPA rules and regulations.

Although both alternatives are underlain by the Chicot Equivalent aquifer system, the project areas are not located near major recharge zones and all necessary USEPA and LDEQ safeguards would be implemented to avoid impacts.

Natural Environment Considerations

In terms of effects on the natural environment, both Alternative 1 and Alternative 2 would have only a few minor impacts given the urban nature of the study area. The build alternatives would not be located within a 100-year floodplain, and it is not anticipated that construction of the build alternatives would increase the base-flood elevation to a level that would violate applicable floodplain regulations. While both build alternatives would increase the amount of impervious surface (3.00 acres for Alternative 1 and 0.82 acres for Alternative 2), by constructing portions of the travel lanes in the open right-of-way to the south of Airline Drive, only minor floodplain impacts are anticipated since all construction is within the 500-year floodplain. All new or modified drainage culverts and catch basins under either of the build alternatives would be designed to maintain pre-construction hydrologic conditions and would not result in any substantial effect to base flood elevations in the surrounding area.

Estimate of Probable Cost

The estimated cost of Alternative 1 is approximately $10.9 million compared to $4.1 million for Alternative 2 (2012 dollars). These costs are inclusive of right-of-way acquisition and construction costs. While Alternative 1 would have a greater right-of-way cost in terms of land acquisition, the overall amount of right-of-way acquisition and associated cost would be minimal for both alternatives due to the LADOTD already owning a large portion of the abandoned KCS railroad right-of-way in the study area. A major component of the approximate $6.8 million dollar cost difference between the two build alternatives would involve the amount of new versus rebuilt roadway surface: Alternative 2 would use a large amount of existing Airline Drive pavement while Alternative 1 would require reconstruction of most of Airline Drive within the project limits.

Summary of Benefits

Both of the build alternatives would satisfy the purpose and need for the project and would provide long-term benefits. Both build alternatives would improve the existing at-grade signalized intersection with designs that would enhance traffic flow through the intersection. Travel time savings would be realized on Airline Drive and Clearview Parkway with either of the build alternatives compared to the No-Build Alternative, resulting in reduced vehicular operating costs for both passenger and commercial vehicle operations. Furthermore, connectivity between the west bank and I-10 following completion of the Huey P Long Bridge widening project would be enhanced with implementation of the proposed intersection improvements. However, Alternative 1 would perform slightly more efficiently in terms of improvements to level of service and general traffic operations than Alternative 2.

Summary of Permits and Certifications

The following permits and/or certifications are required for the proposed project:

- Authorization would have to be obtained under the Louisiana Pollutant Discharge Elimination System (LPDES) from LDEQ for Storm Water Discharge for Construction Activities over five acres.

- A drainage hydraulic study would be required during design and a development permit would be required prior to commencement of construction.
- A Coastal Use Permit (CUP) application would be completed and submitted to the Coastal Management Division of the Louisiana Department of Natural Resources prior to construction.
- Verification by the Jefferson Parish floodplain administrator that the project design complies with all local floodplain ordinances and standards.

Summary of Commitments and Mitigation Measures

The following commitments and mitigation measures are required for the proposed project:

- Best Management Practices (BMPs): Implementation of BMPs during construction to mitigate non-point source pollution.
- Air Quality: During the construction of the proposed project, air quality impacts would be minimized by the project contractor through a combination of fugitive dust control, equipment maintenance, and compliance with state and local regulations.
- Hazardous Materials: During construction, any site that is found to contain unknown/unrecorded hazardous materials will be remediated and all work conducted in conformance with LDEQ, EPA, and OSHA regulations and policy.
- Archaeological Findings: Once a Preferred Alternative is selected prior to the issuance of the FONSI, a detailed investigation, including shovel tests of the alignment, would be performed to determine the presence of any archeological sites located within the area of construction. Any findings would be submitted to the State Historic Preservation Office (SHPO) for a determination. At the time of this writing, final Section 106 clearance from the SHPO has not been received. Once issued, additional commitments may be specified for inclusion as part of this project.
- Floodplains: Coordination with the local floodplain administrator for Jefferson Parish will be conducted for the Preferred Alternative to insure that the project is designed in compliance with all local floodplain ordinances and requirements.

1.0: Introduction and Purpose and Need

1.0 INTRODUCTION AND PURPOSE AND NEED

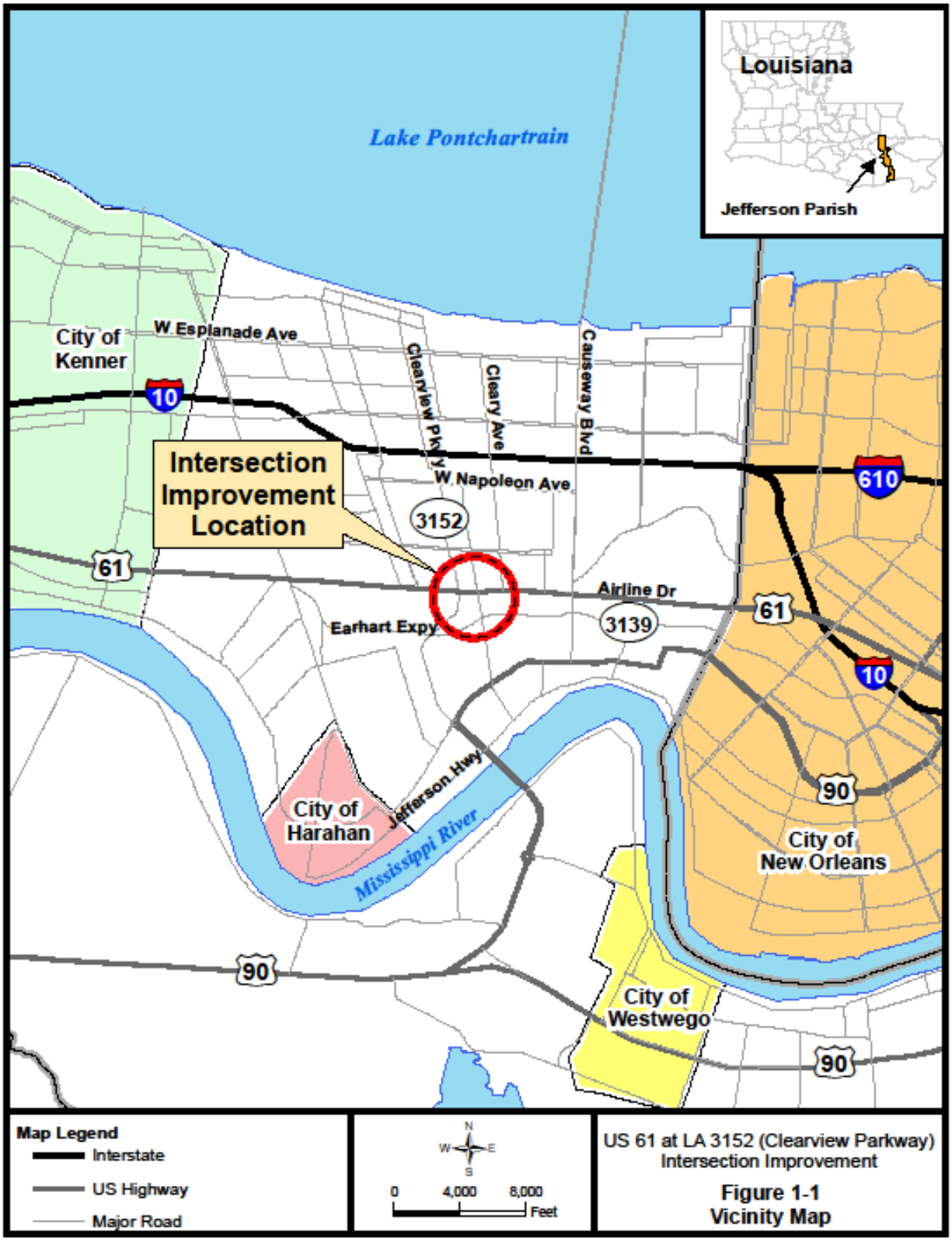
1.1 Project Description

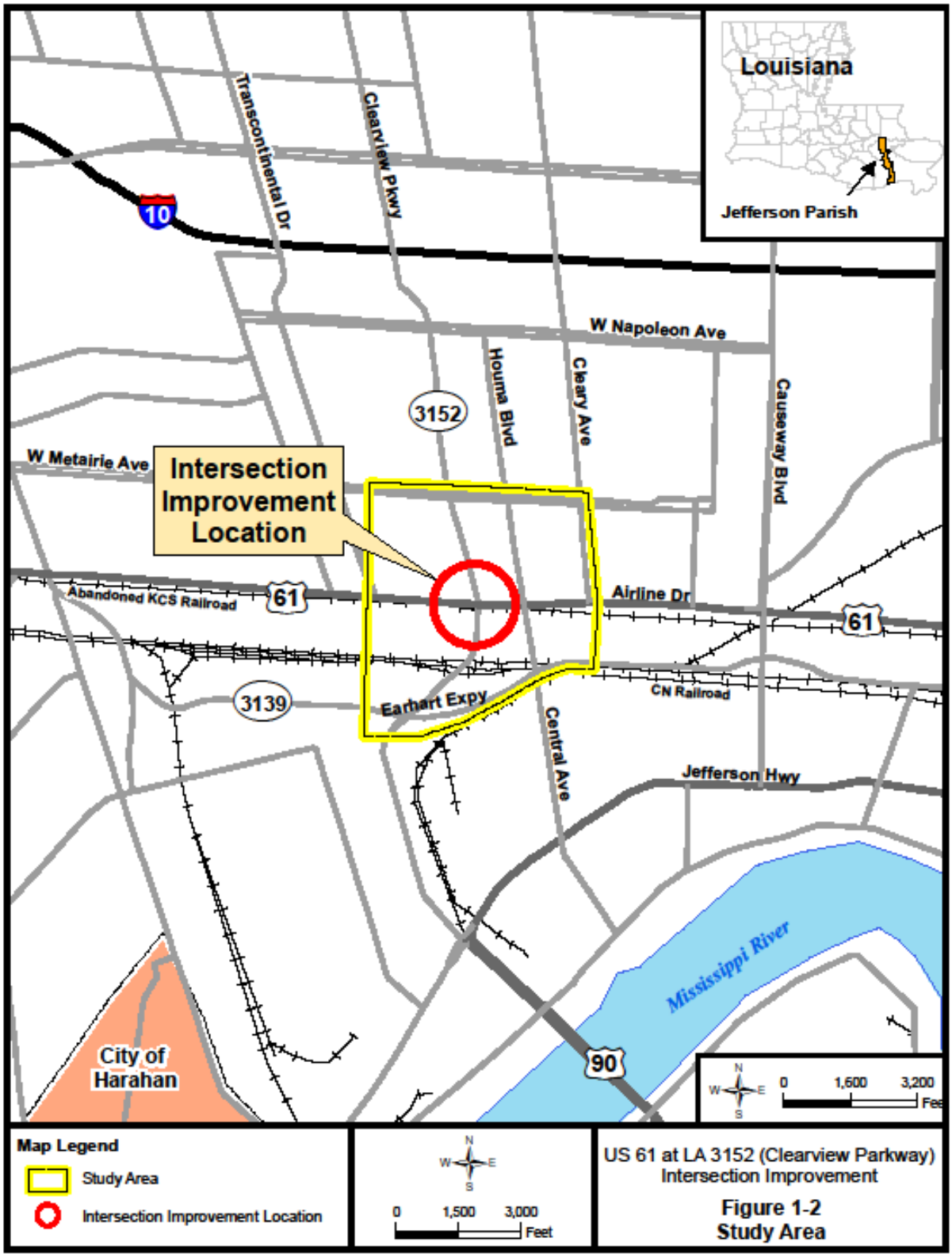
The Regional Planning Commission (RPC) for the New Orleans metropolitan area and Louisiana Department of Transportation and Development (LADOTD) are proposing the construction of improvements at the intersection of US 61 (Airline Drive) and LA 3152 (Clearview Parkway) in Jefferson Parish in Metairie, Louisiana. A line and grade study and environmental assessment (EA) were prepared to develop potential intersection concepts and to determine the environmental impacts associated with the proposed project. The Federal Highway Administration (FHWA) is the lead Federal agency for the project.

The proposed Clearview Parkway and Airline Drive intersection improvements are located in the Metairie and Elmwood urban area, a densely developed region of central Jefferson Parish between Lake Pontchartrain and the Mississippi River. As shown in **Figure 1-1**, the intersection of Clearview Parkway and Airline Drive is located approximately mid-way between the City of Kenner in Jefferson Parish and the City of New Orleans in Orleans Parish. Metairie, an unincorporated portion of Jefferson Parish, the City of Harahan, and smaller neighborhoods including River Ridge and Old Jefferson are all located in close proximity to the intersection. While the immediate study area consists mostly of dense residential development and commercial development along Airline Drive and Clearview Parkway, the Elmwood Business Center, located to the south of the project site, includes manufacturing, warehouse and light industrial businesses. As shown in **Figure 1-1**, south of the project site across the Mississippi River is the west bank of Jefferson Parish where several major local employers are located, including chemical and oil refineries and the Avondale Shipyards. The Port of New Orleans is located less than 10 miles to the east of the study area with, traffic access via US 90 (Jefferson Highway) and Airline Drive.

Clearview Parkway is a major north-south corridor that connects to Interstate 10 (I-10), Jefferson Highway, and the Huey P. Long Bridge over the Mississippi River. Airline Drive is a major east-west highway that traverses several southeast Louisiana Parishes. Currently, the four-approach signalized intersection operates with exclusive left-turn phases. Both Airline Drive and Clearview Parkway consist of three through travel lanes in each direction. Major reconstruction of the Huey P. Long Bridge, which is nearing completion, will result in an increase in traffic at the project intersection. As identified in the Envision Jefferson 2020 plan, the proposed intersection improvements are anticipated to generate an economic revitalization in vacant areas in the Elmwood Business Center and along the Jefferson Highway corridor in Jefferson Parish.

The study area is graphically presented in **Figure 1-2**. The project limits extend to the logical termini that were identified by the LADOTD and approved by the FHWA. W. Metairie Avenue and the Earhart Expressway are the north and south logical termini, respectively. Cleary Avenue and Transcontinental Drive comprise the eastern and western limits of the study area, respectively.


Louisiana
Jefferson Parish
Lake Pontchartrain
City of Kenner
W Esplanade Ave
Clearview Pkwy
Cleary Ave
Causeway Blvd
10
610
Intersection Improvement Location
W Napoleon Ave
3152
61
Airline Dr
3139
Earhart Expy
Jefferson Hwy
City of Harahan
Mississippi River
90
City of New Orleans
City of Westwego
Map Legend
Interstate
US Highway
Major Road
N
W
E
S
0
4,000
8,000
Feet
US 61 at LA 3152 (Clearview Parkway) Intersection Improvement
Figure 1-1
Vicinity Map

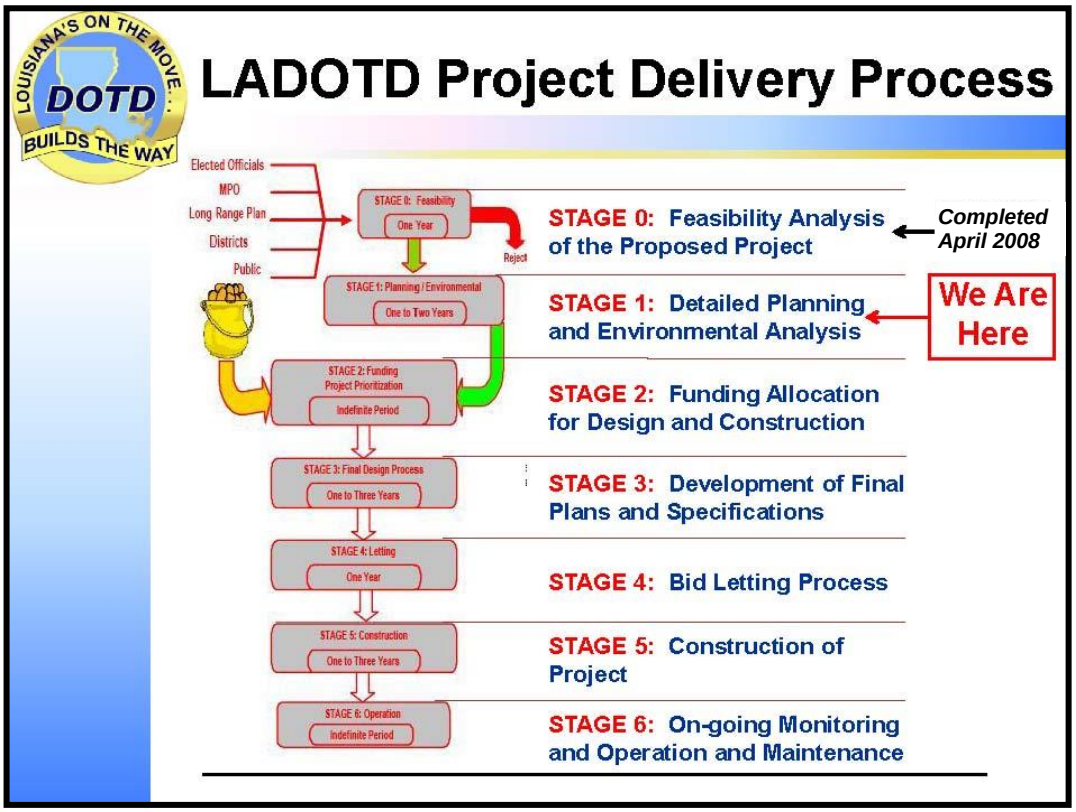

Louisiana
Jefferson Parish
Transcontinental Dr
Clearview Pkwy
10
W Napoleon Ave
Houma Blvd
Cleary Ave
Causeway Blvd
3152
W Metairie Ave
Intersection Improvement Location
Abandoned KCS Railroad
61
Airline Dr
61
3139
Earhart Expy
CN Railroad
Central Ave
Jefferson Hwy
Mississippi River
City of Harahan
90
0 1,600 3,200
Map Legend
Study Area
Intersection Improvement Location
0 1,500 3,000 Feet
US 61 at LA 3152 (Clearview Parkway) Intersection Improvement
Figure 1-2
Study Area

1.2 Project History

As previously shown in **Figure 1-1**, the intersection of Airline Drive and Clearview Parkway is a major intersection on the east bank of the Mississippi River in Jefferson Parish serving as both a critical north to south and east to west corridor in the region. In April 2008, the LADOTD completed a *Stage 0: Feasibility Study* for the project to determine the preliminary environmental and engineering feasibility of the project (Burk-Kleinpeter, Inc.). The *Stage 0: Feasibility Study* is a requirement of LADOTD's Program Development and Project Delivery Process for a proposed project. The stages of the Project Delivery Process are illustrated in **Figure 1-3.**

Following the completion of the *Stage 0 Feasibility Study*, the project was recommended for advancement into the next stage of the LADOTD Project Delivery Process, *Stage 1: Detailed Planning and Environmental Analysis*. *Stage 1* is the environmental phase of the LADOTD Project Delivery Process, with the goal of refining the *Stage 0* concepts and further evaluating the effects of the alternatives on the environment.

Figure 1-3
LADOTD Project Delivery Process



1.3 Requirements for this Study

This EA is being prepared as a requirement of the *National Environmental Policy Act* (NEPA). NEPA was enacted in 1969 in the United States to encourage sustainable development and informed decision-making in a manner acceptable to the United States' citizens and government agencies. Title II of NEPA established a Council on Environmental Quality (CEQ) to provide a Federal repository, or clearinghouse, for all agency NEPA documents and to provide policy direction to Federal sponsor agencies. US Code of Federal Regulations (CFR), 40 CFR Parts 1500-1508, are the regulations to implement NEPA and are commonly known as the CEQ regulations. They require all federal agencies to develop guidelines to implement NEPA. Specifically, these regulations require that every federal action or federally funded project be evaluated on its merits by the federal sponsor agency. Public involvement is identified as a key component of the NEPA planning process governed by these regulations. Project alternative impacts to the human, physical, and natural environment, as well as the project alternative relative benefits must be evaluated. Results must be presented to the public, Indian tribes, resource agencies having jurisdictional interests in the project, and decision-makers.

The FHWA developed regulations titled, "*Environmental Impact and Related Procedures*," (23 CFR Part 771) and FHWA Technical Advisory T6640.8A, *Guidance for Preparing and Processing Environmental and Section 4(f) Documents* (FHWA, 1987) that provide the guidance for this EA. Other federal and state laws, regulations, and executive orders provide additional requirements. Relevant regulatory requirements are noted throughout this document, where appropriate.

Based on the environmental analyses and public involvement that has been conducted to-date, the RPC and LADOTD have not identified a preferred alternative. Selection of a preferred alternative will be identified following agency and public review of the Draft EA, and upon the review and evaluation of public hearing comments received on the Draft EA. A Finding of No Significant Impact (FONSI) will be issued by the FHWA if it is determined that the preferred alternative will not have significant environmental impacts. The FONSI will include commitments and mitigation measures that are intended to reduce or mitigate any unavoidable adverse impacts.

1.4 Proposed Action

The proposed project includes reconstructing and upgrading the existing Airline Drive and Clearview Parkway signalized intersection to reduce traffic congestion and provide additional vehicular capacity as well as improve connectivity and system linkage. The No-Build Alternative and two build alternatives were evaluated as part of this EA. The build alternatives include:

- Alternative 1: A Continuous Flow Intersection (CFI); and
- Alternative 2: At-Grade Geometric Improvements.

An overview of the alternatives analysis process and a detailed description of the build alternatives are presented in **Section 2**.

1.5 Purpose and Need

Alleviating traffic congestion, providing additional vehicular capacity, and improving connectivity and system linkage, are the key aspects of the proposed project's purpose and need, as described below.

Reduce Traffic Congestion and Increase Capacity

The Airline Drive at Clearview Parkway intersection is one of the most highly utilized intersections in Jefferson Parish, resulting in significant delay to both passenger and freight movement. Both the Airline Drive and Clearview Parkway corridors are designated in the Regional Planning Commission's *Congestion Management Process Plan* (Regional Planning Commission 2010a). The intersection is mainly utilized by residents commuting between the east and west banks of Jefferson Parish and residents that work in the Elmwood Business Park area. Improved traffic flow and reduced delay through this intersection is important for the continued growth and economic prosperity of this area of Jefferson Parish.

It was noted in the 2008 *Clearview Parkway Stage 0 Feasibility Study and Environmental Inventory* that the Clearview Parkway corridor experiences peak period congestion and level of service deficiencies. Long queues of vehicles stopped at traffic signals block access to side streets and adjacent properties. The peak hour level of service (LOS) for the segment of Clearview Parkway between Airline Drive and W. Metairie Avenue was determined to be LOS F using the 2007 average daily traffic (ADT) volumes. The LOS and traffic volumes for the study area are further explained in **Section 3.4** and **Section 4.4**.

The study area is served by a variety of roadways ranging from an expressway that is intended to provide uninterrupted high-speed traffic flow, to arterials and local roads that bring motorists closer to their commercial or residential destinations. The study area is presented in **Figure 1-1**.

Improve Connectivity and System Linkage

Clearview Parkway is a six-lane, divided, principal arterial that connects to I-10 and the Huey P. Long Bridge over the Mississippi River. Clearview Parkway is a primary north-south corridor that connects the east and west banks of Jefferson Parish and it is one of the most highly traversed corridors in the parish. The majority of the traffic utilizing Clearview Parkway is for access to the Huey P. Long Bridge and/or I-10. The Clearview Parkway corridor also provides access to major east-west arterials including Veterans Memorial Boulevard, Jefferson Highway, and Airline Drive. These roadways comprise the network used by commuters between Jefferson and Orleans Parishes.

Airline Drive is a major east-west corridor that connects Orleans Parish to East Baton Rouge Parish, serving as an alternate route to I-10 as well as a Hurricane Evacuation Route. Airline Drive is a six-lane, divided, principal arterial. The Airline Drive corridor provides access to I-10 via I-310 and the Pontchartrain Expressway, Causeway Boulevard, Power Boulevard, and many other north/south roadways. Airline Drive also provides access to the Louis Armstrong New Orleans International Airport. Both Airline Drive and Clearview Parkway are heavily traveled with dense urban commercial and residential land use, creating a large amount of destination traffic that interferes and combines with through traffic resulting in significant congestion and delay during peak travel periods.

The intersection is integral to the movement of freight through the New Orleans region. South of the intersection Elmwood Industrial Park is one of the largest warehouse areas in the region. Clearview Parkway and the Huey P. Long Bridge provide the main connection for this area, with a large portion of freight and commercial traffic from the west bank using the Huey P. Long Bridge and Clearview Parkway as the main connection to I-10 and points beyond.

The Huey P. Long Bridge Widening Project is anticipated to be complete in 2013 and includes widening the bridge to a six-lane facility with inside and outside shoulders. Modernization of this bridge is expected to increase traffic in the Clearview corridor and represents a key consideration in the need to improve the Airline Drive/Clearview Parkway intersection. The Airline Drive and Clearview Parkway intersection improvements should improve connectivity by increasing capacity and reducing congestion and delay at this critical intersection. Additional fiscally-constrained projects identified in the *Transportation Improvement Program – New Orleans Urbanized Area; Fiscal Years 2011 to 2014* (Regional Planning Commission, 2010b) may impact traffic flow along Airline Drive and Clearview Parkway. The currently programmed transportation improvements are presented in **Table 1-1**. This intersection improvement along with the additional proposed projects, including the Earhart Expressway/Causeway Boulevard interchange, would provide additional connectivity, thereby improving system linkage within and beyond the study area.

Table 1-1
Programmed Transportation Improvement Projects

Project	Description
Huey P. Long Bridge	FY07 Project No. 006-01-0018 FY08 Project No. 006-01-0021 Bridge rehabilitation and widening
Earhart Expressway (LA 3139) at Causeway Boulevard	FY11-FY1 Project No. 430-01-0013 New interchange construction
Clearview Parkway at Earhart Expressway	FY11-FY16 Project No. 700-26-0294 Drainage Improvements
US Highway 61/Airline Drive	FY11-FY16 Project No. 737-26-0001 Corridor Preservation/ROW acquisition
LA 3154/Hickory Avenue	FY13-FY14 Project No. 826-44-0027 Relocation and four-lane construction
LA 3154/Hickory Avenue/Dock Street Roundabout	FY13-FY14 Project No. 826-44-0032 Roundabout installation
Earhart Expressway	FY11-FY14 Project No. 430-01-0016 Access Improvements
Earhart Expressway at Dankin Street	FY11-FY16 Project No. 430-01-0020 New ramp connector
L&A Road at Earhart Expressway	FY11-FY16 Project No. 742-26-0043 Access improvements
LA 48/Jefferson Highway – Huey P. Long Bridge to Williams Blvd.	FY10 Project No. 006-30-0042 Cold plane and overlay
Clearview Parkway – Mounes to W. Metairie	FY11-FY14 Traffic management

Source: *Transportation Improvement Program–New Orleans Urbanized Area, Fiscal Years 2011–2014*, RPC, 2010b.

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2.0: Project Alternatives

2.0 PROJECT ALTERNATIVES

NEPA requires that all reasonable alternatives that could achieve the purpose and need for the project be considered. This section describes the alternatives development process including the development of conceptual alternatives, refinement of the build alternatives, and selection of a preferred alternative. The no-action alternative, hereafter referred to as the No-Build Alternative, must also be considered.

2.1 Alternatives Development Methodology

A tiered approach was utilized in the development of the build alternatives to meet the purpose and need. The methodology reduced the range of alternatives through consecutively more detailed analyses that included an engineering and environmental screening evaluation process. The following steps were undertaken as part of the tiered alternatives development process:

1. Review of Stage 0 Alternatives;
2. Development of preliminary engineering layouts for the conceptual alternatives;
3. Public review and comment on the conceptual alternatives (this was accomplished as part of the March 22, 2011 public meeting and comment period);
4. Preliminary evaluation of conceptual alternatives;
5. Elimination of one alternative that led to the identification of two build alternatives;
6. Refinement of the build alternatives that are the subject of this EA;
7. Public review and comment on the build alternatives and their associated impacts and benefits; (this will be accomplished as part of the public hearing and comment period following the Draft EA distribution; and
8. Selection of a preferred alternative.

2.2 Stage 0 Alternatives

The *Clearview Parkway Stage 0 Feasibility Study* evaluated six conceptual alternatives including at-grade and grade-separated intersection layouts, new at-grade roadway connections, and a minimal construction concept. The two at-grade preliminary concepts included the Continuous Flow Intersection (CFI) layout at Airline Drive and Clearview Parkway, denoted as Alternative 1; and the improvements to the existing at-grade turning lanes and storage capability at Airline Drive and Clearview Parkway, denoted as Alternative 2. Alternative 3 was a Transportation System Management (TSM) conceptual alternative that would include several minor improvements to improve intersection capacity using available right-of-way, such as additional right turn lanes, traffic signal relocation or closing median cuts on Clearview Parkway. The grade-separated conceptual alternative, Alternative 4, included an overpass of Airline Drive over Clearview. Both Alternative 5 and Alternative 6 involved conceptual connector roads from Clearview Parkway to the Earhart Expressway. Alternative 5 was an extension of Webb Street with construction of an at-grade roadway parallel to the railroad bridge connecting Clearview Parkway northbound to Earhart Boulevard eastbound. Alternative 6 included a new ramp connector from Lead Street to the Earhart Expressway. Based on information from the *Clearview Parkway Stage 0 Feasibility Study*, only three of the conceptual alternatives were found to meet the purpose and need for the project and would be carried forward for further analysis in the *Stage 1 Environmental Assessment*. Alternatives 1, 2, and 4 were carried forward,

while the preliminary concepts identified as Alternatives 3, 5, and 6 were eliminated from further consideration because they did not meet the purpose and need for the project.

2.3 Conceptual Alternatives Development

The three conceptual alternatives developed in the *Stage 0 Feasibility Study* for the proposed intersection improvements that met the project purpose and need and that were carried forward for further analysis (referred to as Alternative 1, Alternative 2, and Alternative 3) are described below.

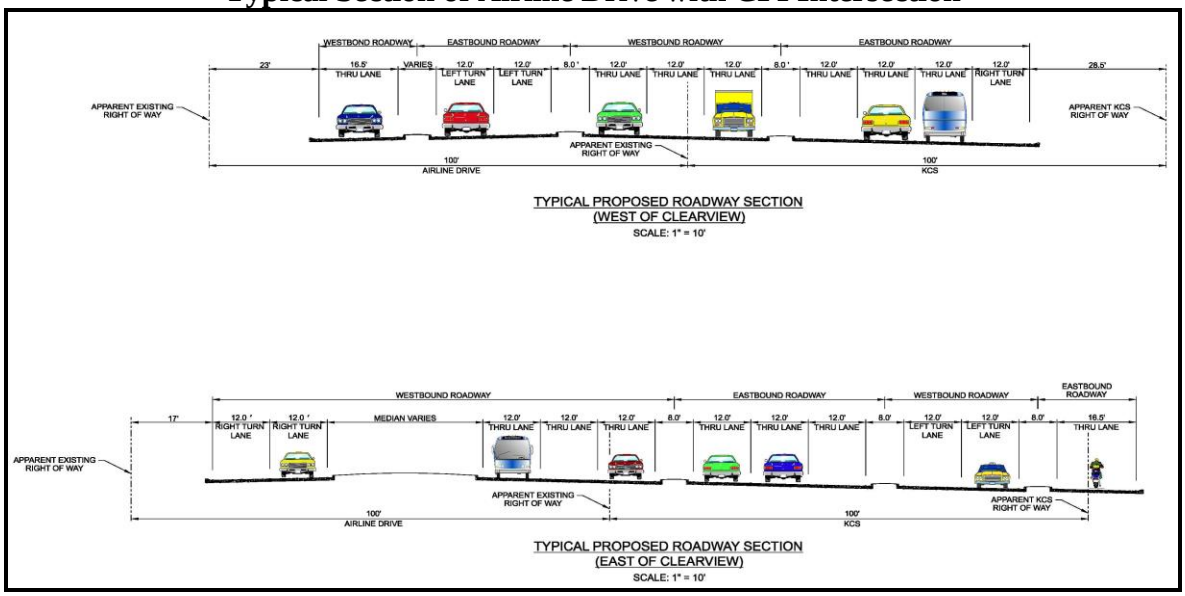
Description of Conceptual Alternatives

Conceptual Alternative 1 consists of a CFI improvement on Airline Drive at Clearview Parkway. Under this innovative design, the major improvements would be made along Airline Highway. A layout of Conceptual Alternative 1 is shown in **Figure 2-1**.

Figure 2-1
Conceptual Alternative 1

For eastbound or westbound travelers on Airline Drive turning left onto Clearview Parkway, the CFI crossover would direct this traffic to a storage lane on the far side of the oncoming traffic. When the left-turning vehicles are green lighted, they are allowed to flow through the intersection simultaneously with the through traffic, resulting in four continuous movements of vehicles entering and exiting the intersection rather than only the two movements allowed by a traditional intersection. This alternative would also include the reconstruction of a service road to connect Woodlawn Avenue and Tribune Street to Airline Drive and Central Avenue, and utilization of the existing Airline Drive and abandoned Kansas City Southern (KCS) right-of-way. **Figure 2-2** illustrates a typical section of the CFI Intersection improvements on Airline Drive.

Figure 2-2
Typical Section of Airline Drive with CFI Intersection

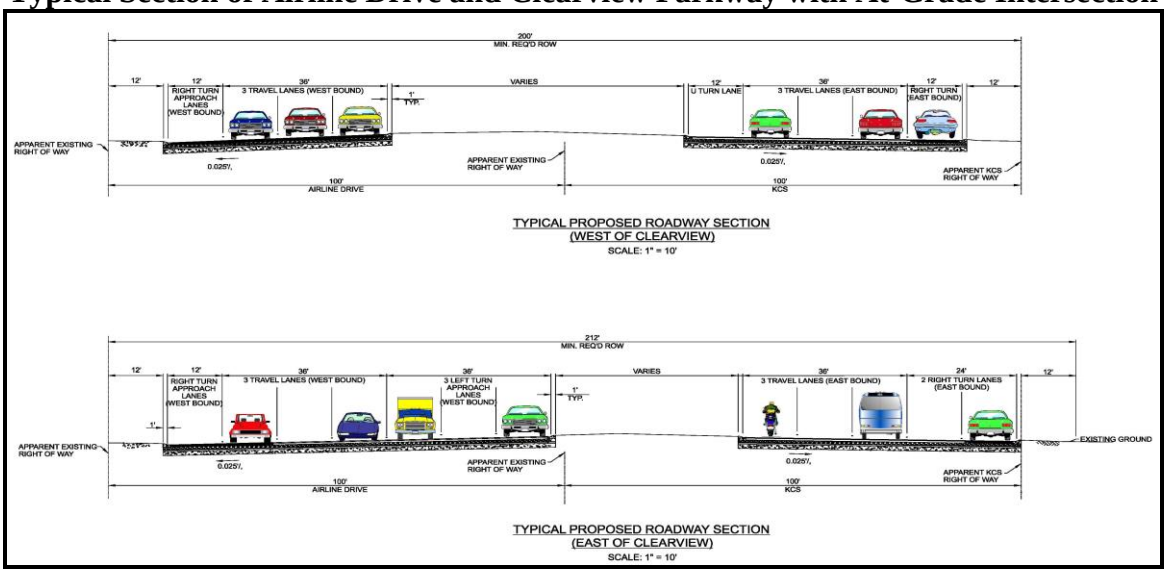


Conceptual Alternative 2 consists of at-grade improvements along Airline Drive and re-striping on Clearview Parkway. The layout would consist of wide medians to accommodate U-turn lanes as well as a triple left onto Clearview Parkway southbound and a double left onto Airline Drive westbound. The existing Airline Drive and abandoned KCS right-of-way would be utilized under this alternative. A layout of Conceptual Alternative 2 is shown in **Figure 2-3**.

Figure 2-3
Conceptual Alternative 2

Figure 2-4 illustrates a typical section of the at-grade improvements on Airline Drive and Clearview Parkway.

Figure 2-4
Typical Section of Airline Drive and Clearview Parkway with At-Grade Intersection

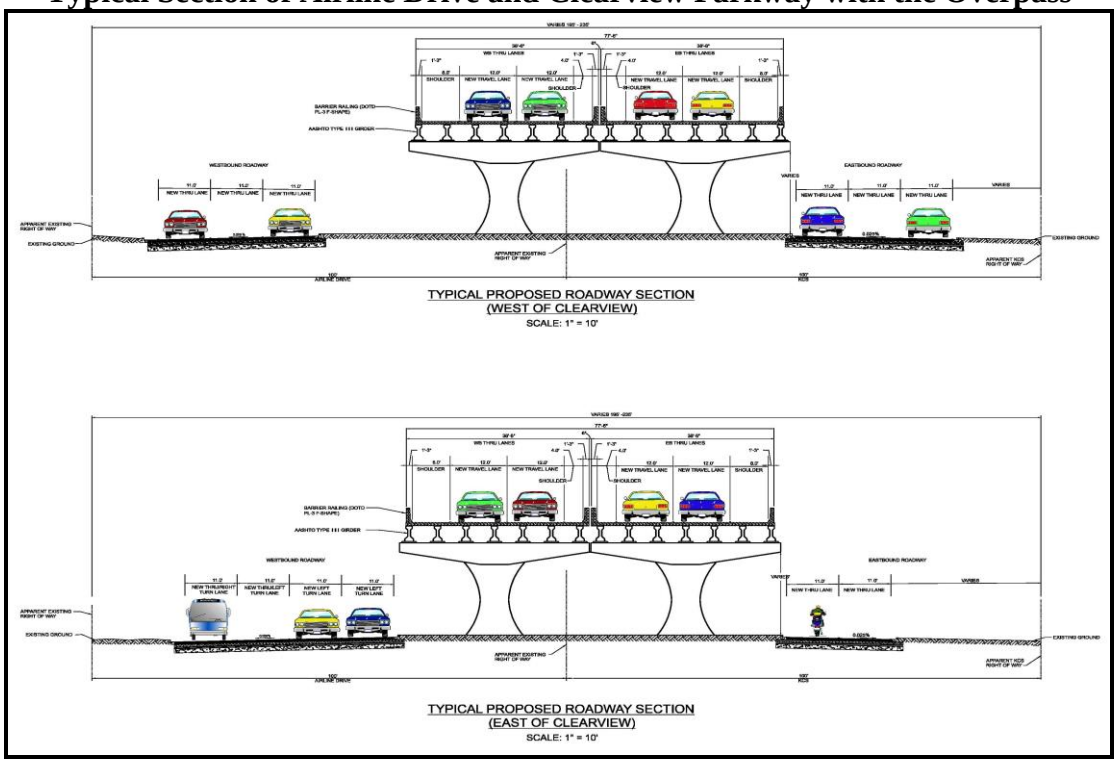


Conceptual Alternative 3 consists of a grade-separated intersection improvement with the construction of an overpass along Airline Drive and re-striping on Clearview Parkway. The layout would also include U-turn lanes on Airline Drive and would maintain at-grade access along Airline Drive. Under this conceptual alternative, all construction would take place within the existing Airline Drive and abandoned KCS right-of-way. A layout of Conceptual Alternative 3 is shown in **Figure 2-5**.

Figure 2-5
Conceptual Alternative 3

Figure 2-6 illustrates a typical section of the grade-separated overpass improvements on Airline Drive and Clearview Parkway.

Figure 2-6
Typical Section of Airline Drive and Clearview Parkway with the Overpass



2.4 Preliminary Evaluation of Conceptual Alternatives

An open forum public information meeting was held at the East Bank Council Chambers on May 12, 2011 to provide citizens an opportunity to view drawings of the conceptual alternatives being considered for the project (see **Section 6, Agency Coordination and Public Involvement**). In addition to presenting the conceptual alternatives, other goals of the public meeting were to identify public concerns and preferences for an alternative that would then assist RPC and LADOTD in selecting conceptual alternatives for further analysis in the EA. Preferences expressed by the public for each of the conceptual alternatives were as follows:

- 15% preferred the No-Build Alternative;
- 24% preferred Conceptual Alternative 1;
- 43% preferred Conceptual Alternative 2;
- 12% preferred Conceptual Alternative 3; and
- 6% did not make a preference selection.

Commenters generally preferred Conceptual Alternative 2, the at-grade intersection improvements, because it would improve traffic conditions while maintaining existing neighborhood access at Highland Avenue and minimize impacts to local businesses.

Prior to identifying alternatives to be carried forward in the EA, the conceptual alternatives were evaluated in terms of impacts to the surrounding community, feasibility, design considerations, constructability, cost, and public support.

2.5 Identification of Build Alternatives

Based on agency and public comments received from the May 12, 2011 Public Meeting regarding impacts, including neighborhood access and traffic operational concerns, in combination with the preliminary screening evaluation that was conducted for the conceptual alternatives and a meeting with the Jefferson Parish Business Council, the RPC, in conjunction with LADOTD and Jefferson Parish, determined that there was sufficient justification to eliminate Conceptual Alternative 3 from further consideration.

Conceptual Alternative 3, the grade-separated overpass, was eliminated from further consideration for several reasons including cost, access, and traffic improvements. In terms of probable cost, Conceptual Alternative 3 was predicted to cost approximately 168% more than Conceptual Alternative 1 and more than 614% compared to Conceptual Alternative 2, mainly due to the higher costs for constructing the elevated portions of Airline Drive. Conceptual Alternative 3 would also impact access to two neighborhoods south of Airline Drive by eliminating both the left-out and left-in options at Highland Avenue and the left-out option at Tribune Street. While these access impacts would also occur under Conceptual Alternative 1, these potential shortcomings were outweighed by the enhanced operational improvements to traffic flow under the CFI, as well as the lower cost. Conceptual Alternative 3 was also outperformed in terms of improvement to traffic flow by both Conceptual Alternative 1 and Conceptual Alternative 2. Based on all of these issues, in combination with the fact that this alternative garnered only 12 percent public preference at the Public Meeting (less than half that of Conceptual Alternative 1 and almost four times less than Conceptual Alternative 2), Conceptual Alternative 3 was eliminated from further consideration.

Preliminary analysis suggested that both Conceptual Alternative 1 and Conceptual Alternative 2 would have minimal environmental impacts due largely to the fact that all construction would occur within the existing transportation right-of-way or the abandoned KCS railroad right-of-way with only a few small areas of additional property acquisition. In terms of improvements to traffic and capacity, both alternatives would perform at a higher level of service than the No-Build alternative.

Some of the main differences between the two conceptual alternatives would involve issues associated with the relocation of utilities, particularly a 20-inch gas supply line, and business access along Airline Drive and the two neighborhoods south of Airline Drive. Conceptual Alternative 1 would require the relocation of the 20-inch gas line and would eliminate both the left-out and left-in options at Highland Avenue and the left-out option at Tribune Street while also limiting access to the businesses along the north side of Airline Drive. However, in terms of overall improvements to traffic, Conceptual Alternative 1 would increase the level of service over both the No-Build Alternative and Conceptual Alternative 2. While Conceptual Alternative 2 would not perform as well as Conceptual Alternative 1 in terms of level of service, this alternative would not require the relocation of the 20-inch gas line and would maintain existing access along the corridor with the exception of the loss of the left-in at Tribune Street, which

would be replaced by a U-turn. Conceptual Alternative 2 is also estimated to have a lower construction cost than Conceptual Alternative 1; Conceptual Alternative 2 also garnered nearly twice as much public support as Conceptual Alternative 1 at the Public Meeting.

Conceptual Alternative 1 and Conceptual Alternative 2 were somewhat reasonably close in terms of cost; however, Conceptual Alternative 1 would offer a higher level of service than Conceptual Alternative 2 but with greater impacts, particularly on access and utilities, and had less public support. Since neither conceptual alternative was a clear choice, both alternatives were retained for further analysis. For purposes of this EA, and since refinement of the conceptual design would be carried out for both alternatives, "conceptual" was dropped from the description of each build alternative. In the sections that follow, Conceptual Alternative 1 and Conceptual Alternative 2 will be identified as Alternative 1 and Alternative 2.

2.6 Alternatives Evaluated in this EA

Alternative 1 and Alternative 2 are the only build alternatives advanced for further evaluation in this EA. The No-Build Alternative and build alternatives, Alternative 1 and Alternative 2, are described below.

No-Build Alternative

The No-Build Alternative would leave the Airline Drive and Clearview Parkway intersection as it exists--no improvements would be undertaken. Only minor repairs and routine annual maintenance would be performed. As part of the analysis performed for this EA, the No-Build Alternative served as a baseline for the meaningful comparison of the magnitude and extent of potential environmental effects associated with the build alternatives.

Alternative 1

Alternative 1, the CFI alternative, would require the relocation of the 20-inch gas line, owned and maintained by Atmos Energy headquartered in Dallas, Texas, as well as the acquisition of the abandoned KCS railroad right-of-way from Tribune Street to Central Avenue. In order to implement the CFI, access would be changed for several of the cross streets, since the ability to make left turns onto or from Airline Drive would be eliminated. Airline Drive westbound and eastbound travel lanes would be shifted south of their existing locations to accommodate the CFI geometry. These lane shifts begin at Zinnia Avenue and end at Pasadena Avenue. Several design features are being included to try and maintain access for the businesses and neighborhoods south of Airline Drive, as described below.

New/Maintained Access

To minimize access impacts on businesses and neighborhoods along Airline Drive, the following design features would be implemented as part of Alternative 1:

- Catherine Street would be extended to Central Avenue;
- Colby Street would be limited to right-in and right-out only;
- Intersection at Houma Boulevard/Central Avenue and Airline Drive would be maintained and improved;
- A left-turn access from Airline Drive eastbound to Phlox Avenue would be maintained;

- A left-turn from Harang Avenue to Airline Drive eastbound would be maintained; and
- An extension of Rosedale Drive to Airline Drive with new left-turn access from Rosedale Drive to Airline Drive westbound would be implemented.

Modified Access

In order to implement Alternative 1 and safely control the movement of traffic along Airline Drive, modifications to the intersections of the following side streets with Airline Drive would be implemented as follows:

- Tribune Street would be restricted to right-in and right-out only;
- Temple Street would be limited to right-in and right-out only on both the east and west side of Clearview Parkway;
- Left turns from Phlox Avenue to eastbound Airline Drive would be eliminated;
- Left turns from eastbound Airline Drive to Harang Avenue would be eliminated;
- Zinnia Avenue would be restricted to right-in and right-out only; and
- Highland Avenue would be restricted to right-in and right-out only.

It should also be noted that several of the businesses along the north side of Airline Drive that have driveways onto Airline Drive and currently have full access to westbound Airline Drive would see reduced access under Alternative 1. The businesses in the first block on either side of Clearview Parkway would only have access from the modified right turn lanes not westbound Airline Drive. At Clearview Parkway the right turn lanes are separated from Airline Drive for a block in either direction.

Alternative 2

Alternative 2, the at-grade improvements alternative, would not require the relocation of the 20-inch Atmos Energy gas line. This alternative would only require the acquisition of a small section of the abandoned KCS railroad right-of-way adjacent to Tribune Street. In order to implement the at-grade improvements, access would be only slightly modified for the businesses and neighborhoods south of Airline Drive and east of Clearview Parkway. Airline Drive eastbound travel lanes would be shifted south to accommodate turn lane improvements. The westbound travel lanes remain in their existing locations. The eastbound lane shifts begin at Highland Avenue and end on the east side of Houma Boulevard.

Modified Access

To minimize access impacts on businesses and neighborhoods along Airline Drive, modifications to the intersections of the following side streets with Airline Drive would be implemented as follows:

- Tribune Street would be restricted to right-in and right-out only; and
- A U-turn just west of Tribune Street would be added.

The U-turn would provide access to the residents of the neighborhood south of Airline Drive for the lost left turn from Airline Drive westbound to Tribune Street. Any residents wishing to travel westbound on Airline Drive would make a U-turn at Central Avenue in the left-turn lane.

2.7 Preferred Alternative

The final phase of the alternatives development process involves selection of a preferred alternative by the FHWA and LADOTD. As of the date of this Draft EA, the FHWA and LADOTD have not identified a preferred alternative. A preferred alternative will be selected after the close of the 30-day public comment period that follows announcement of the availability of the Draft EA for public review and circulation of the document to jurisdictional agencies. A public hearing will be held to provide citizens and agencies with an additional opportunity to participate in the project selection process. The selection of the preferred alternative will take into consideration the environmental effects and cost of each alternative, public opinion, and a number of other factors that are summarized in **Section 5**.

2.8 Preliminary Engineering Design Layouts

Typical roadway sections and plan sheets were developed for the build alternatives. An engineering **Map Atlas,** contained in **Appendix A,** presents the preliminary engineering details and intersection configurations for both Alternatives 1 and 2 based on proposed LADOTD design guidelines.

2.9 Preliminary Implementation Cost Estimate

Preliminary construction costs were developed for each of the build alternatives and **Table 2-1** provides a summary of estimated project implementation costs in 2012 dollars. It should be noted that project costs could increase in the future due to potential price increases in construction materials, labor, and real estate prices. Such adjustments cannot be made accurately until the construction date is known.

Table 2-1
Preliminary Project Implementation Cost Estimate ($ 2012)

Cost Component	Alternative 1	Alternative 2
Right-of-Way Acquisition	$210,210	$9,620
Roadway Construction Cost	$10,680,500	$4,120,780
Total Estimated Cost (rounded)	**$10.9 Million**	**$4.13 Million**

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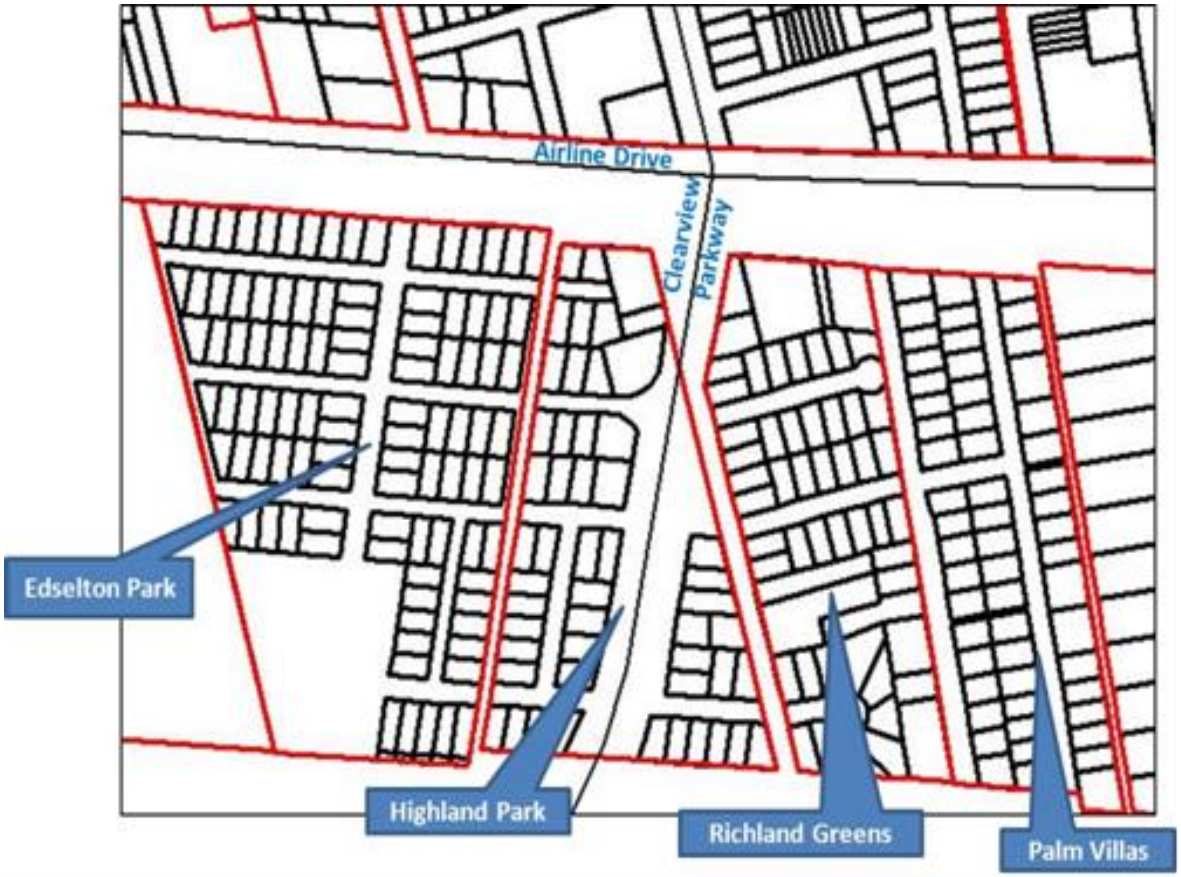
3.0: Affected Environment

3.0 AFFECTED ENVIRONMENT

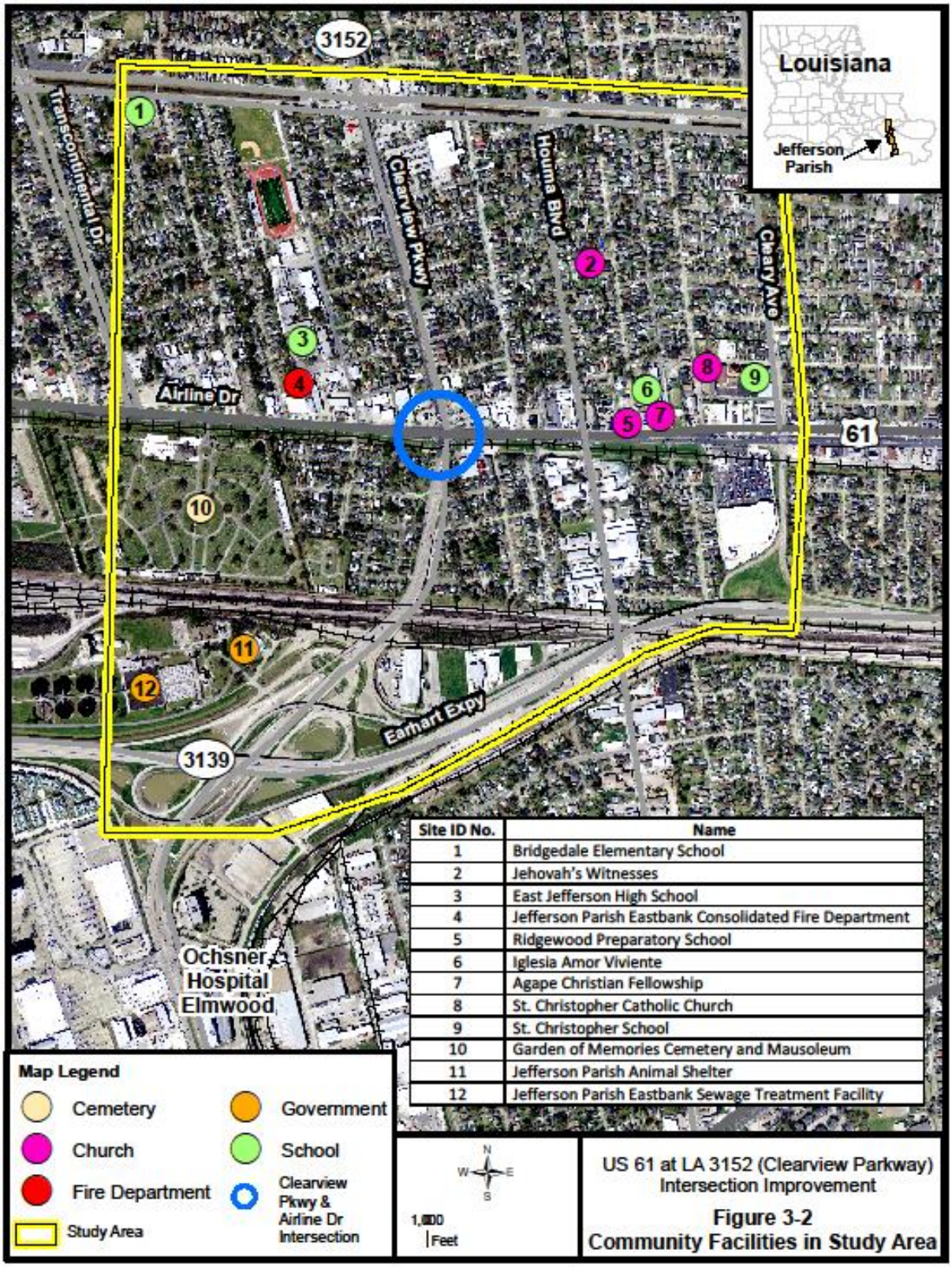
3.1. Land Use

Land use within the study area was assessed using up-to-date land use activity data obtained from the Jefferson Parish Planning Department, delineated in accordance with the Land Based Classification Standards, a consistent model for classifying land use based on their characteristics. The study area is completely urbanized. The predominant land use within the study area is residential (primarily single-family and multi-family residences); with commercial land uses (shopping, business, or trade activities) generally clustered around major intersections and fronting the north side of Airline Drive. Several subdivisions of single-family residences are located immediately south of the Airline Drive and Clearview Parkway intersection, including the Edselton Park, Highland Park, Richland Gardens, and Palm Villas subdivisions (see **Figure 3-1**). Other major land uses within the study area include large areas of social, institutional, or infrastructure related activities, including East Jefferson High School, the Garden of Memories Cemetery and Mausoleum, and the Jefferson Parish Eastbank Sewage Treatment Facility, all community facilities shown in **Figure 3-2**.

Figure 3-1
Subdivisions South of Airline Drive



Source: Jefferson Parish Webpage Site



Site ID No.	Name
1	Bridgedale Elementary School
2	Jehovah's Witnesses
3	East Jefferson High School
4	Jefferson Parish Eastbank Consolidated Fire Department
5	Ridgewood Preparatory School
6	Iglesia Amor Viviente
7	Agape Christian Fellowship
8	St. Christopher Catholic Church
9	St. Christopher School
10	Garden of Memories Cemetery and Mausoleum
11	Jefferson Parish Animal Shelter
12	Jefferson Parish Eastbank Sewage Treatment Facility

US 61 at LA 3152 (Clearview Parkway) Intersection Improvement

Figure 3-2
Community Facilities in Study Area

Land Use Plans and Policies

Land use objectives and management patterns are outlined within *Envision Jefferson 2020*, the Jefferson Parish Comprehensive Plan adopted on August 6, 2003 by the Parish Council as part of the Jefferson Parish Code of Ordinances (Chapter 25). The Jefferson Parish Comprehensive Zoning Ordinance (Chapter 40 of the Code of Ordinances) outlines the land use regulations and procedures used to implement the goals and objectives of *Envision Jefferson 2020*. As shown in **Figure 3-3**, there are 11 zoning districts within the study area. Except for the area in the immediate vicinity of the Airline/Clearview intersection, which is zoned commercial, zoning immediately adjacent to Clearview Parkway north of Airline Drive is predominantly three- and four-family residential intermixed with general office. The remainder of the study area is primarily zoned for single-family, two-family, and multiple-family residential, with industrial zoning in the southernmost portion of the study area. Any change in zoning district and land use category must go through a prescribed review process by Parish staff, with final approval through the Jefferson Parish Council. Future land use within the study area, as described in the *Envision Jefferson 2020* plan, is shown in **Figure 3-4**.

The Jefferson Parish Economic Development Commission (JEDCO) is responsible for economic development planning. The *Jefferson Edge* report is the Jefferson Parish Comprehensive Economic Development Strategy (CEDS), which functions to help accelerate the implementation of JEDCO initiatives by raising funds from both the private and public sectors to help with the funding of JEDCO projects and initiatives. The most current CEDS, *Jefferson EDGE 2020*, was adopted on August 12, 2009 and specifically focuses on quality of life issues that are key to retaining Jefferson Parish residents and expanding business activity within the Parish.

3.2 Demographics/Environmental Justice

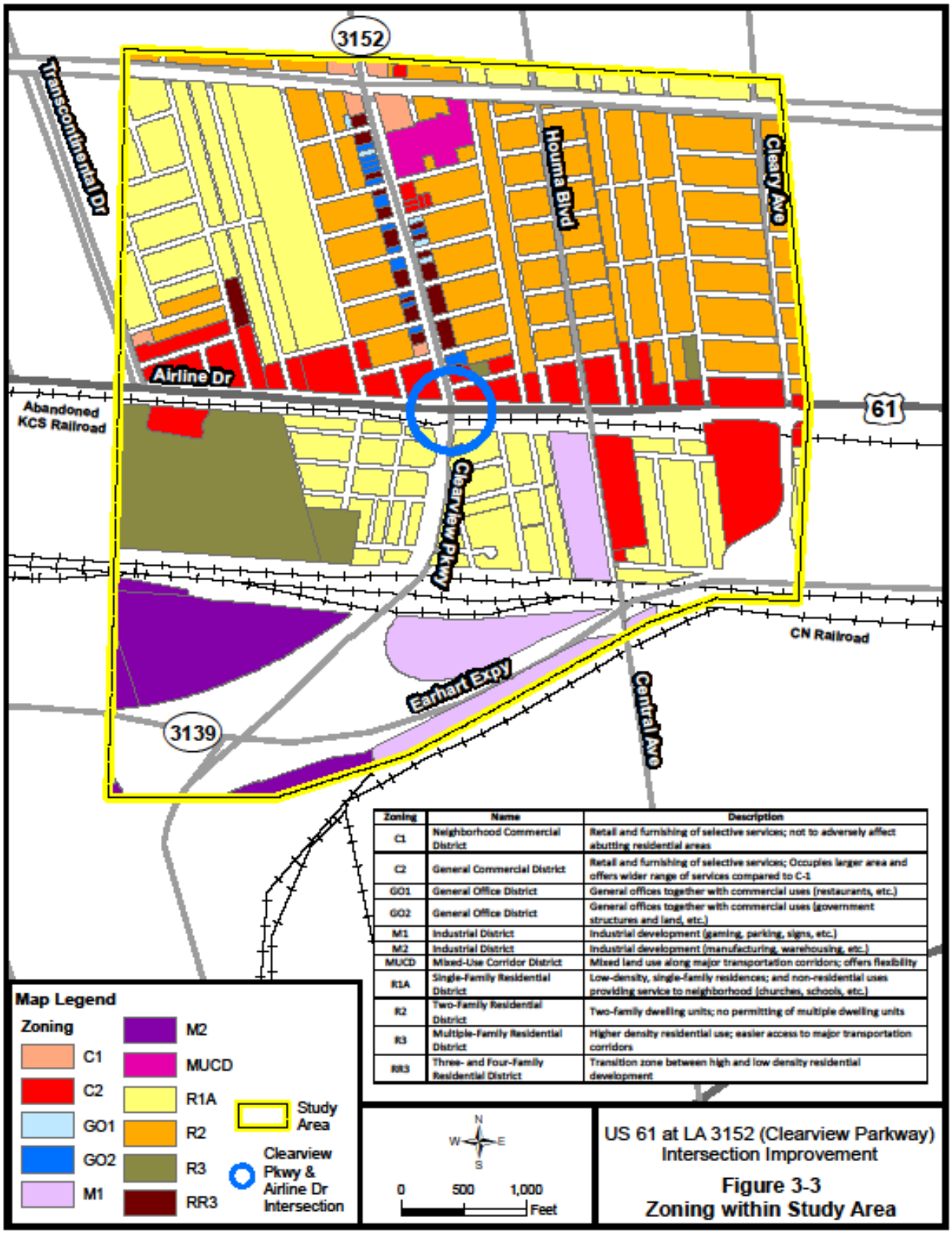
Population, Race, and Ethnicity

Table 3-1 presents regional population trends in the State of Louisiana and Jefferson Parish. Both Louisiana and Jefferson Parish saw increases in population from 1990 to 2000 (5.9% and 1.6%, respectively). The subsequent 10-year period, from 2000 to 2010, saw a slight increase in population for Louisiana (1.4%), but a decrease in population in Jefferson Parish (-5.0%).

Table 3-1
Regional Population Trends: 1990 to 2000

Location	Population			Percent Change 1990-2000	Percent Change 2000-2010
	1990	2000	2010		
Louisiana	4,219,973	4,468,976	4,533,372	5.9%	1.4%
Jefferson Parish	448,306	455,466	432,552	1.6%	-5.0%

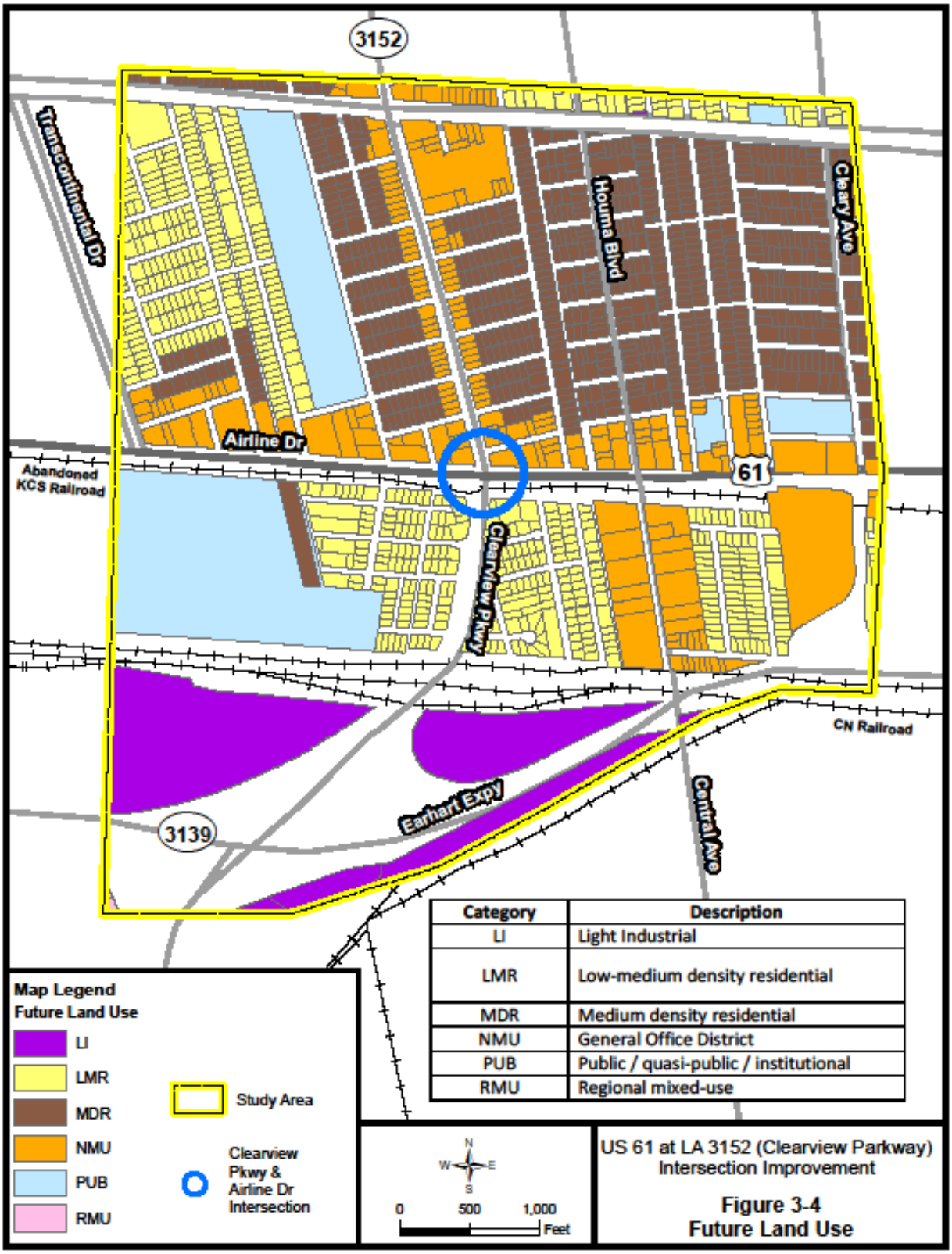
Source: U.S. Census Bureau, Summary File 1, 1990, 2000 and 2010.



Zoning	Name	Description
C1	Neighborhood Commercial District	Retail and furnishing of selective services; not to adversely affect abutting residential areas
C2	General Commercial District	Retail and furnishing of selective services; Occupies larger area and offers wider range of services compared to C-1
GO1	General Office District	General offices together with commercial uses (restaurants, etc.)
GO2	General Office District	General offices together with commercial uses (government structures and land, etc.)
M1	Industrial District	Industrial development (gaming, parking, signs, etc.)
M2	Industrial District	Industrial development (manufacturing, warehousing, etc.)
MUCD	Mixed-Use Corridor District	Mixed land use along major transportation corridors; offers flexibility
R1A	Single-Family Residential District	Low-density, single-family residences; and non-residential uses providing service to neighborhood (churches, schools, etc.)
R2	Two-Family Residential District	Two-family dwelling units; no permitting of multiple dwelling units
R3	Multiple-Family Residential District	Higher density residential use; easier access to major transportation corridors
RR3	Three- and Four-Family Residential District	Transition zone between high and low density residential development

US 61 at LA 3152 (Clearview Parkway) Intersection Improvement

Figure 3-3
Zoning within Study Area



Category	Description
LI	Light Industrial
LMR	Low-medium density residential
MDR	Medium density residential
NMU	General Office District
PUB	Public / quasi-public / institutional
RMU	Regional mixed-use

US 61 at LA 3152 (Clearview Parkway) Intersection Improvement

Figure 3-4
Future Land Use

For a more localized demographic analysis, 2010 population, race, and ethnicity data were collected for the Census Blocks located within the study area. These project-level data, along with regional race and ethnicity data are presented in **Table 3-2**.

Table 3-2
2010 Total Population, Race, and Ethnicity

Category	Louisiana		Jefferson Parish		Census Blocks within the Study Area [1]	
Total Population	4,533,372		432,552		5766	
Race and Ethnic Origin	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**
White Alone	2,734,884	60.3%	242,268	56.0%	4,593	79.7%
Black or African American Alone	1,442,420	31.8%	112,013	25.9%	355	6.2%
American Indian and Alaskan Native Alone	28,092	0.6%	1,629	0.4%	38	0.7%
Asian Alone	69,327	1.5%	16,542	3.8%	118	2.0%
Race and Ethnic Origin	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**
Native Hawaiian and Other Pacific Islander Alone	1,544	0.0%	116	0.03%	3	0.1%
Some Other Race Alone	6,779	0.1%	961	0.2%	13	0.2%
Two or More Races	57,766	1.3%	5,321	1.2%	80	1.4%
Hispanic or Latino	192,560	4.2%	53,702	12.4%	566	9.8%
Total Racial Minority [2]	**1,798,488**	**39.7%**	**190,284**	**44.0%**	**1,173**	**20.3%**

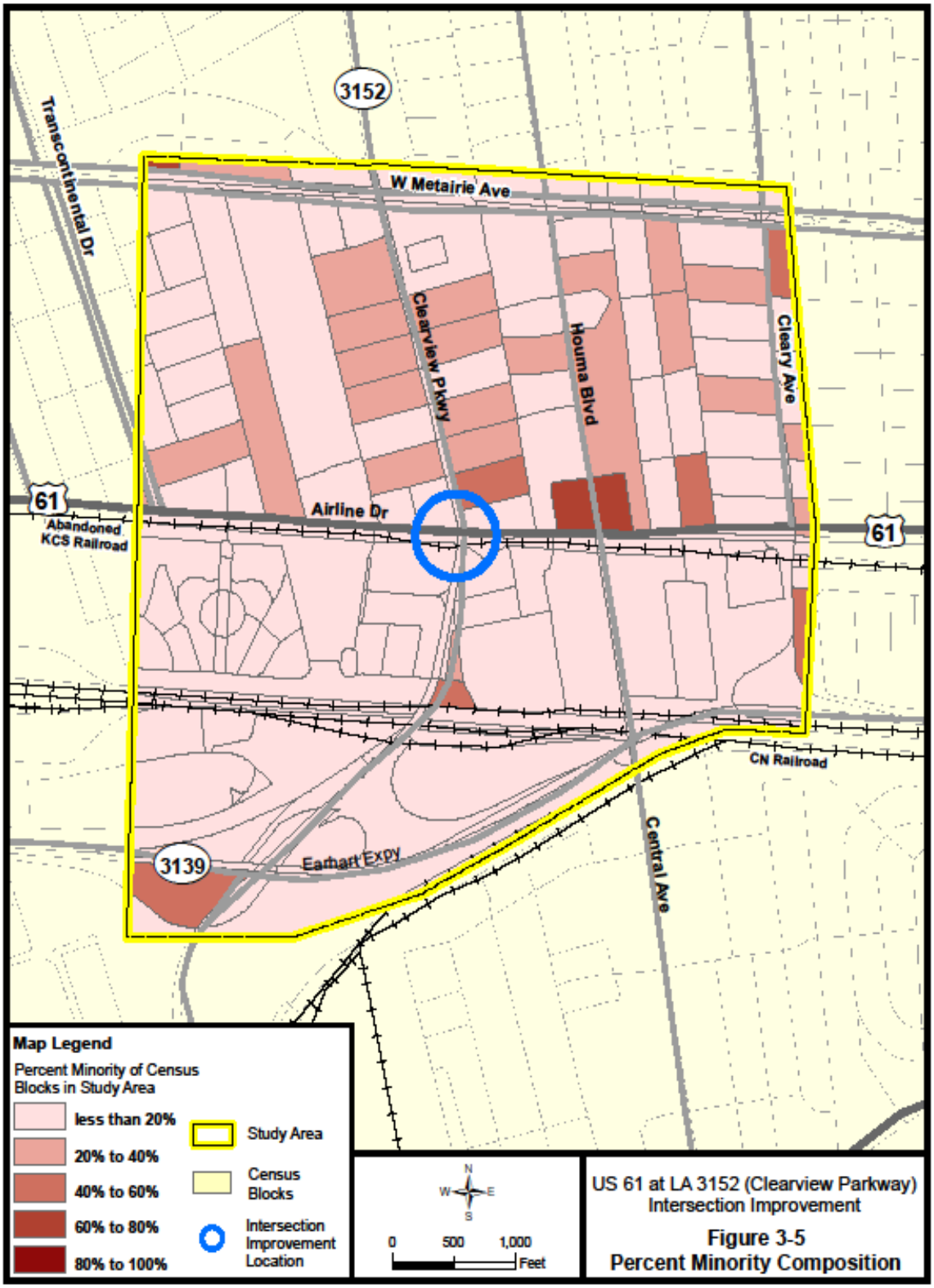
Source: U.S. Census Bureau, Summary File 1, 2010.
Notes:
1. Includes the year 2010 delineated Census blocks within the study area (see **Figure 3-4**).
2. Racial Minority = Black or African American alone, American Indian and Alaskan Native alone, Asian alone, Native Hawaiian and Other Pacific Islander alone, Some Other Race alone, Two or More Races, and Hispanic or Latino.

As shown in **Table 3-2**, 2010 racial minority composition of 39.7% and 44.0% were reported for Louisiana and Jefferson Parish, respectively. At the project level, a 2010 racial minority composition of 20.3% was reported within the study area. **Figure 3-5** depicts the minority composition within the study area.

Income and Poverty

Data on median household income and percent of the population below poverty level as indicators of economic conditions in and near the study area are shown in **Figure 3-6**. As of April 2012, 2010 median household income and low-income data have not yet been released by the U.S. Census Bureau. As a result, the following two alternative sources of median household income and low-income data were used in this analysis, as presented in **Table 3-3:**

- U.S. Census 2000 data for Louisiana, Jefferson Parish, and the Census Block Groups within the study area; and
- 2005 – 2009 American Community Survey 5-Year Estimates for the Census Tracts encompassing the study area, available through the U.S. Census Bureau.



US 61 at LA 3152 (Clearview Parkway) Intersection Improvement

Figure 3-5
Percent Minority Composition

US 61 at LA 3152 (Clearview Parkway)
Intersection Improvement

0 625 1,250 Feet

Figure 3-6
Percent Low Income and Median Household Income in the Study Area

Table 3-3
Poverty Status and Median Household Income

U.S. Census 2000 [1]								
Category	**Louisiana**	**Jefferson Parish**	**Census Track 229**		**Census Track 231**		**Census Tract 242**	
	--	--	**Block Group**					
			2	**3**	**1**	**2**	**1**	**2**
Median Household Income	$32,566	$38,435	$27,778	$30,679	$35,758	$30,977	$42,222	$42,768
% Population Below the Poverty Level	15.8%	13.7%	7.4%	10.7%	11.1%	11.7%	12.3%	15.3%

2005 – 2009 American Community Survey [2]					
Category	**Louisiana**	**Jefferson Parish**	**Census Tract**		
			229	**231**	**242**
Median Household Income	$42,167	$46,666	$34,333	$43,114	$51,902
% Population Below the Poverty Level	18.4%	13.8%	13.9%	11.7%	18.7%

Sources:
1. U.S. Census Bureau, Summary File 3, 2000
2. 2005 – 2009 American Community Survey 5-year estimates, available through the U.S. Census Bureau

As shown in **Table 3-3,** although median household incomes within four of the study area's Census block groups (Census Tract 229 – Block Groups 2 and 3; and Census Tract 231 – Block Groups 1 and 2) were below the median household income of Jefferson Parish, all of the study area block groups reported median household incomes above the 2000 poverty guideline for a four-person family as defined by the U.S. Department of Health and Human Services (USHHS). Expanding outward at the Census tract level, the median household incomes reported from 2005 to 2009 as part of the American Community Survey for the Census Tracts encompassing the study area were also greater than the USHHS poverty guidelines for each year from 2005 to 2009 for a four-person family.

According to Census 2000 data shown in **Table 3-3**, the percentage of persons below the poverty level within the study area's Census blocks ranged from 7.4 percent to 15.3 percent. Additionally, the percentage of people below the poverty level reported from 2005 to 2009 as part of the American Community Survey for the Census tracts encompassing the study area ranged from 11.7 percent to 18.7 percent. According to the U.S. Census Bureau, a poverty area is defined as a Census tract or block numbering area where at least 20 percent of residents were below the poverty level. Accordingly, none of the study area Census blocks (reported in 2000) or Census tracts (reported from 2005 to 2009) were considered poverty areas.

Persons with Disabilities

Individuals with disabilities for the civilian non-institutionalized population (aged five years and older) were surveyed based on Census 2000 data at the Census block group level. Similar to median household income and low-income data, 2010 Census data on disabled populations was not readily available from the U.S. Census Bureau. As shown in **Table 3-4,** approximately 36.0% of the total population within the study area reported a disability as part of the 2000 Census.

Table 3-4
Study Area Population Reporting a Disability

Disability	Number	Percent of Total Population
Sensory Disability	480	14.2%
Physical Disability	848	25.1%
Mental Disability	523	15.5%
Self-Care Disability	281	8.3%
Go-Outside-Home Disability	580	17.1%
Employment Disability	672	19.9%
Disabilities within Study Area	**3,384**	**36.0%** [1]
Total Population	**9,407**[2]	**100%**

Source: U.S. Census Bureau, Summary File 3, 2000.
Note: 1. Percentage of total population within the study area in 2000 reporting a disability.
2. Total population reported in the study area's Census block groups as part of the 2000 Census.

Age

Age distribution data from the 2010 Census for the Census blocks within the study area is presented in **Table 3-5.** Approximately 22.6% of the population within the study area was reported as age 21 or under, approximately 62.6% was reported as age 22 to 64, and approximately 14.7% was reported as age 64 and older.

Table 3-5
Study Area Population Age Distribution

Age Range	Population [1]	Percent
0 to 9	604	10.5%
10 to 17	473	8.2%
18 to 21	227	3.9%
22 to 34	1,142	19.8%
35 to 49	1,230	21.3%
50 to 64	1,241	21.5%
64 to 74	385	6.7%
75+	464	8.0%
Total Population	**5,766**	**100%**

Source: U.S. Census Bureau, Summary File 1, 2010.
Note:
1. Population total of the 2010 delineated Census blocks within the study area.

Economics

As previously described, Jefferson Parish's economic environment is administered by JEDCO, which regularly formulates the Parish's economic development strategy via comprehensive economic analysis reports, the most recent being *Jefferson Edge 2020*. JEDCO has an on-going commitment to flood protection as to ensure businesses owners that their investments are safe. Jefferson Parish has implemented various initiatives such as providing business assistance and outreach, as well as financing assistance, in order to draw more business to the region and maintain a productive and successful relationship with existing businesses.

The study area, while heavily residential (both single-family and multi-family residential), is also composed of various chain and small businesses, particularly at intersections and along major transportation corridors, which provide important services to residents living both within and outside the study area. JEDCO is committed to land development and redevelopment, which necessarily requires an investment in infrastructure. *Jefferson Edge 2020* highlights the widening of the Huey P. Long Bridge as one such project, which is anticipated to open up new developments on the West Bank of the Parish. Additional infrastructure upgrades are also needed to accommodate the Huey B. Long Bridge widening, such as the proposed intersection improvement at Clearview Parkway and Airline Drive, as described in **Section 1.5**. The proposed project would improve system linkage and decrease congestion, allowing for easier access to businesses both within and outside the study area. It is anticipated that such improved access would not only improve the economic vitality of businesses within the study area, but also improve the overall quality of life for its residents.

Environmental Justice

Executive Order (EO) 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (February 11, 1994), requires that Federal agencies consider and address disproportionate adverse environmental and human health effects of proposed Federal projects and programs on minority and low-income populations. EO 12898 reinforces the importance of fundamental rights and legal requirements contained in Title VI of the Civil Rights Act of 1964 and the National Environmental Policy Act of 1969. EO 12898 states:

- To the greatest extent practicable and permitted by law "…each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations …" and

- Each Federal agency shall conduct its programs, policies, and activities that substantially affect human health or the environment, in a manner that ensures that such programs, policies, and activities do not have the effect of excluding persons (including populations) from participation in, denying persons (including populations) the benefits of, or subjecting persons (including populations) to discrimination under, such programs, policies, and activities, because of their race, color, or national origin.

On April 15, 1997, the U.S. Department of Transportation (USDOT) issued DOT Order 5610.2 on Environmental Justice with the intention of integrating the goals of EO 12898 into USDOT actions. The following definitions were included in the DOT Order:

- **Minority** was defined as a person who is: (1) Black (a person having origins in any of the black racial groups of Africa); (2) Hispanic (a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture, regardless of race); (3) Asian American (a person having origins in any of the original peoples of the Far East, Southeast Asia, Indian subcontinent, or Pacific Islands); or (4) American Indian and Alaskan Native (a person having origins in any of the original people of North American and who maintains cultural identification through tribal affiliation or community recognition). Minority population was defined as any readily identifiable groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed USDOT program, policy, or activity.

- **Low-income** was defined as a person whose median household income is at or below the U.S. Department of Health and Human Services' poverty guidelines. Low-income population was defined as any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed USDOT program, policy, or activity. For this evaluation, the term "low-income" is equivalent to, and used interchangeably with, "persons/populations below the poverty level."

The FHWA has developed an environmental justice strategy designed to assess potential impacts among minority and low-income population groups, and to instill effective public involvement strategies as to ensure substantive outreach to, and participation of, environmental justice populations. This FHWA strategy was utilized in the determination of potential disproportionately high and adverse human health or environmental effects on environmental justice populations, as detailed in **Section 4.2.**

3.3 Community Facilities

Libraries, churches, cemeteries, hospitals, schools, government facilities, recreational facilities, and public service providers are all considered community facilities. Community facilities within the study area are shown in **Figure 3-2** and include four schools, four churches, one cemetery and mausoleum, and three public service providers (fire department, animal shelter, and sewage treatment facility). Additionally, there is a medical complex located immediately outside of the study area (Ochsner Hospital Elmwood), slightly less than one mile southwest of the Clearview Parkway and Airline Drive intersection. This medical complex contains a hospital and medical office facility.

3.4 Transportation and Traffic

Existing Roadway Network Characteristics

Airline Drive (US 61) is a six-lane divided roadway with 12-foot lanes, and Clearview Parkway (LA 3152) is a four-lane divided roadway with 12-foot lanes. The posted speed limit is 40 miles per hour (MPH) on Airline Drive and 35 MPH on Clearview Parkway. The Airline Drive/Clearview Parkway intersection is signalized; the traffic signal operates as a fully-actuated isolated intersection. Nearby signalized intersections exist at the following locations:

- Airline Drive at Transcontinental Avenue;
- Airline Drive at Houma Boulevard / Central Avenue;
- Airline Drive at Manson Avenue;
- Airline Drive at Cleary Avenue;
- Clearview Parkway at West Metairie Avenue; and
- Clearview Parkway at entrance to Rouses Grocery Store.

Existing Traffic and Roadway Conditions

In order to identify existing roadway capacity constraints and to define future capacity requirements, estimates of base year (2010) and design year (2033) traffic volumes were necessary. In addition, traffic volumes in the study area are anticipated to show a marked increase beginning in 2013 beyond the annual increases from normal growth as a result of the expected completion of the Huey P. Long Bridge Project (see **Appendix G**, Section 3.3 Traffic Volume Forecasting Methodology). Because of this additional source of traffic, there was a need to evaluate how the proposed Airline Drive/Clearview Parkway improvements could accommodate both sources of increased traffic in the future. Consequently, in addition to the existing base year (2010) and the design year (2033), it was decided that 2013 would also be evaluated as the implementation year. Although the proposed intersection improvements may not be implemented by the end of 2013, evaluating these improvements as if they were completed by that time would provide an indication of how successful the proposed designs would be in accommodating not only normal future traffic growth, but also the incremental traffic increase stemming from the completion of the Huey P. Long Bridge Project. The results of analyzing 2013 as an implementation year would not be substantially affected by the additional traffic increases resulting from completion of the Airline Drive/Clearview Parkway intersection project in 2014 or 2015 instead of 2013.

In regard to base year traffic conditions, turning movement counts were made along Airline Drive between January 18, 2011 and January 20, 2011. Although taken at the start of 2011, these counts are considered base year 2010 values in this analysis. Counts weren't taken on holidays. The counts were taken from 6 - 9 AM and 3- 6 PM at the following locations:

- Airline Drive at Clearview Parkway;
- Airline Drive at Transcontinental Avenue;
- Airline Drive at Houma Boulevard / Central Avenue;
- Airline Drive at Manson Avenue; and
- Airline Drive at Cleary Avenue.

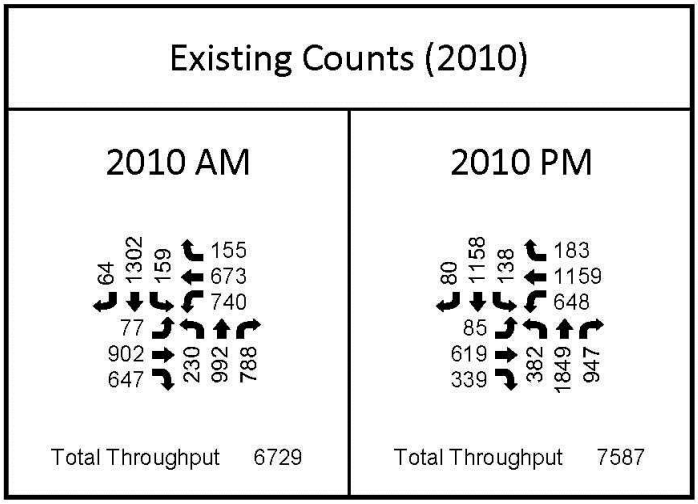
Data on traffic volumes were also utilized from the 2008 *Clearview Parkway Stage 0 Feasibility Study & Environmental Inventory* (Regional Planning Commission, April 2008).. This study included traffic volumes for the years 2007 and 2027 for the following intersections:

- Clearview Parkway at West Metairie Avenue
- Clearview Parkway at Rouses grocery store entrance

The intersection of Airline Drive and Clearview Parkway acted as the anchor for turning movement count balancing. Peak hour traffic at the other signalized intersections was balanced by holding the Airline Drive at Clearview Parkway counted volumes constant.

The traffic volumes for the existing year (2010) morning and evening peak hours are presented in **Figure 3-7**.

Figure 3-7
Base Year (2010) Traffic Volumes by Movement
for the Airline Drive/Clearview Parkway Intersection



Vehicle classification counts along Airline Drive indicate that the traffic is composed of approximately 5% heavy vehicles during the peak hours. The average daily traffic on Clearview Parkway is composed of approximately 6% heavy vehicles.

Traffic models were developed using VISSIM software (Version5.4). VISSIM is a microscopic, time-step and behavior based traffic simulation program. It analyzes traffic operations, which are influenced by roadway geometry, lane configuration, traffic composition, and traffic signal timing. VISSIM was chosen as the preferred analysis software because of its flexibility in analyzing several build alternatives. VISSIM allows more detail for certain design parameters including roadway approach angles, stop bar locations, and turning movement conflicts. VISSIM allows for modeling the progression of vehicles through multiple intersections and outputting comprehensive levels of service.
The implementation (2013) and design (2033) years were analyzed to determine the operating Level of Service (LOS) for individual movements and the overall intersection operation. The

LOS was determined by calculating the delay at each approach using the model. Based on the seconds of delay, a LOS was determined for both the 2013 and 2033 years in the AM and PM peak hours. LOS's are rated from A (free flow of traffic) to F (total breakdown of traffic flow). LOS criteria for signalized intersections (based on the Highway Capacity Manual 2010) are presented in **Table 4-1**. The Airline Drive/Clearview Parkway intersection for base year 2010 operates at LOS F during the morning peak hour and LOS E during the evening peak hour, see **Table 3-6**. Additional information about LOS is presented ahead in **Section 4.4.**

Table 3-6
Summary of Delay Results and LOS
for Airline Drive/Clearview Parkway Intersection
for Morning and Evening Peak Hours

Peak Period	Existing	
	Delay	LOS
2010 AM	94.2	F
2010PM	79.7	E

3.5 Utilities

The majority of the local roadways throughout the study area contain buried communication, water, sewage, and gas distribution lines, in addition to storm water collection and drainage lines and overhead electrical transmission and distribution lines. There are several utilities directly adjacent to Airline Drive in the study area, including water, gas, electrical, and drainage. The utilities mainly parallel the north side of the highway with several crossings at the intersections with local roads. Clearview Parkway north of Airline Drive has overhead electrical distribution lines, gas lines, and drainage on both sides with water and sewage lines running down the center median.

Entergy provides electrical service throughout the study area. Entergy maintains a large aerial transmission line that runs parallel to Airline Drive on the north side with poles usually located less than five feet from the edge of the highway. Overhead low voltage distribution lines are located paralleling the local streets, including Clearview Parkway, to provide power to local residences and businesses. Several of the electrical lines that extend from the poles to the local customers are located underground. This is particularly true within the two neighborhoods south of Airline Drive, where all electrical distribution lines are underground.

AT&T and Cox Communications provide communication services through both aerial and buried fiber optic and/or copper cable communication lines in the study area. The communication utilities generally parallel the local roads and are either buried or share the poles that also support the electrical distribution system.

Jefferson Parish operates water and sewage utilities throughout the study area as well as maintaining storm water drainage. There is a 20-inch water line that parallels Airline Drive on the north side west of Clearview Parkway. The line crosses Airline Drive at Clearview and then runs parallel to Airline Drive on the south side east of Clearview Parkway. An eight-inch water line runs in the median of Clearview Parkway north from Airline Drive. In addition to these main lines, there are six-inch water lines that run along the local streets providing service to area

structures. There is a sewage lift station located in the southwest corner of the intersection approximately 80 feet from Airline Drive and 110 feet from Clearview Parkway just outside the apparent KCS right-of-way. There is a four-inch force main that connects to the station and extends to Clearview Parkway, turning north across Airline Drive, and then connecting to a gravity line in the median of Clearview Parkway. A second lift station is located near Giuffrias Avenue south of Airline Drive. The locations of both sewer lift stations are shown in **Figure 3-8**. At North Woodlawn Avenue, there is a 54-inch force main sewage line that crosses Airline Drive. Smaller gravity lines connect structures to these main sewage lines.

Natural gas service in the study area is operated by Atmos Energy. Atmos Energy operates a 20-inch supply line that runs parallel to Airline Drive at the south edge of the KCS right-of-way (see **Figure 3-8**). This supply line represents one of the major feeder lines that Atmos Energy utilizes to service the east bank of Jefferson Parish. There is a 10-inch gas line that crosses Airline Drive at Central Avenue. Smaller distribution lines are located adjacent to the local streets, including Airline Drive and Clearview Parkway, to provide natural gas to local residences and businesses. There is a natural gas terminal located on the east side of Central Avenue approximately 140 feet south of Airline Drive just outside the KCS right-of-way (**Figure 3-8**).

3.6 Visual Environment

The visual landscape of the study area is characterized by dense urbanization, with large areas of both single- and multi-family residential structures intermixed with commercial structures along transportation corridors, and various other office buildings, schools, churches, and other public facilities. Additionally, the large area of rail (CN Railroad) and roadway (Earhart Expressway elevated interchange) infrastructure in the southern-most region of the study area contributes significantly to the urbanized nature of the visual landscape. In general, green space is limited to areas of roadway right-of-way and the Garden of Memories Cemetery and Mausoleum. Characteristic of an urban environment, overhead utility lines and street lighting are scattered throughout the visual landscape, as well as overhead signal lights at major intersections.

3.7 Cultural Resources

The following data sources were consulted to identify possible cultural resources that could be affected by implementation of the proposed improvements to the Airline Drive/Clearview Parkway intersection: (1) Louisiana Division of Archaeology (site forms and cultural resource surveys); (2) Louisiana Division of Historic Preservation/State Library; (3) Louisiana Cultural Resources Map (http://kronos.crt.state.la.us); (4) National Register of Historic Places (NRHP) online database (http://nrhp.focus.nps.gov/); and, (5) the Louisiana Division of Historic Preservation National Register Website (http://www.crt.state.la.us). This background review encompassed the specific Area of Potential Effects (APE) that was defined for this project, which extends approximately a half–block (~50 m, 164 ft) north-south along Airline Drive between Zinnia Avenue (west) and Giuffrias Avenue/Belleview Parkway (east). No archaeological sites, standing structures, or listed or eligible National Register of Historic Places properties are situated within the APE for the two build alternatives. An abandoned Kansas City Southern (KCS) railroad bed is present immediately to the south of the existing Airline Drive corridor; however, this lineal feature has already been transected east-west in numerous locations at various street crossings, and, as a result, any potential historical or cultural value of this property has been lost.

*The Texaco Gas Station has been demolished and a Walgreens is currently under construction.

ID	Hazardous Materials Site
1	Walgreens Store #2972
2	Gueydan Lumber and Plywood, Inc.
3	Victory Automotive
4	Texaco Gas Station
5	Former Texaco Gas Station*
6	Citgo Gas Station
7	Chevron Gas Station
8	Sam's Club #4775 Gas Station
9	Take 5 Oil Change

US 61 at LA 3152 (Clearview Parkway) Intersection Improvement

Figure 3-8
Environmental Inventory

A preliminary historic standing structure field reconnaissance was conducted in September 2012 in proximity to the Airline Drive/Clearview Parkway intersection to identify any structures appearing to be fifty years of age or older that are listed, or potentially eligible for listing, in the NRHP. The current standing structures research and field survey determined that within the APE there are no known National Register-eligible or National Register-listed Historic Properties (i.e., buildings, sites, districts, structures, or objects) present, nor are there any standing structures that have been inventoried by the Louisiana State Historic Preservation Office (SHPO). None of the resources identified within the APE possess the qualities of significance that would satisfy the National Register Criteria for Evaluation (36CFR60.4 a-d), either individually or as a district. Coordination with the SHPO is ongoing to obtain concurrence in the conclusions of the field reconnaissance. A complete analysis of the background research and field reconnaissance is detailed in the findings report reproduced in **Appendix C** of this EA.

3.8 Section 4(f) and 6(f)

Section 4(f) of the Department of Transportation Act of 1966, as amended, prohibits USDOT agencies from using land from any significant publicly-owned public park, recreation area, or wildlife and waterfowl refuge, or any significant historic site, unless: (1) there are no feasible and prudent alternatives to the use of such land; and (2) the proposed action or use includes all possible planning to minimize harm to the property. In addition to Section 4(f) requirements, additional protection of recreational sites is afforded by Section 6(f) of the Land and Water Conservation Fund Act (LWCF) of 1965. The provisions of the LWCF Act specify that any land or facility planned, developed, or improved with funds from this program cannot be converted to other uses unless replacement land of equal market value and roughly equivalent usefulness is provided. No resources protected by Section 4(f) or 6(f) are present within the study area.

3.9 Water Resources

Surface Water Resources

The study area is located within the Lake Pontchartrain Drainage Basin, approximately three miles south of Lake Pontchartrain and two miles north of the Mississippi River. **Figure 1-1** shows the location of these water bodies relative to the study area. An extensive system of flood protection levees borders these two water bodies, eliminating direct connection to the natural surface water hydrology. The surface waters within the study area and the entire east bank of Jefferson Parish consist of several non-navigable, man-made drainage canals that collect storm water runoff and flow northward by gravity. At the north end of the Parish are four pump stations that siphon the water from these drainage canals over the levee system and discharge into Lake Pontchartrain.

The Louisiana Department of Environmental Quality (LDEQ) 2010 *Water Quality Integrated Report* designates waters throughout the State of Louisiana for the following uses: *Primary contact recreation, secondary contact recreation,* and *fish and wildlife propagation*.

- *Primary contact recreation* is defined as any recreational or other water use (e.g. swimming, water skiing, and skin diving) in which there is prolonged and intimate contact with water involving considerable risk of absorbing waterborne constituents through the skin or of ingesting constituents from water in quantities sufficient to pose a serious health hazard.

- *Secondary contact recreation* is a use where the probability of ingesting appreciable quantities of water is minimal, such as fishing, boating and wading.
- *Fish and wildlife propagation* applies to waters used for preservation and reproduction of aquatic biota such as indigenous species of fish and invertebrates as well as reptiles, amphibians, and other wildlife associated with the aquatic environment. This category of use also includes maintenance of water quality at a level that prevents contamination of aquatic biota consumed by humans.

Lake Pontchartrain and the Mississippi River watersheds are both listed by the state as fully supporting all three uses. All of the surface water in the study area is part of the Lake Pontchartrain drainage canals in Jefferson and Orleans Parishes watersheds. These man-made drainage canals are listed as not supporting either primary contact recreation or fish and wildlife propagation with the suspected source of impairment involving fecal coliform and low dissolved oxygen. The suspected sources of these impairments include sanitary sewer overflows and the municipal (urbanized high density) nature of the area. There is also the potential for contamination from chemical, petroleum, and other hazardous materials in runoff from roadway surfaces and illegal discharges to storm drains.

The Clean Water Act (CWA) makes it unlawful to discharge storm water from construction sites into waters of the U.S. unless authorized by the U.S. Environmental Protection Agency's (USEPA's) National Pollutant Discharge Elimination System (NPDES) General Permit. A construction project that affects greater than five acres is required to file a Notice of Intent (NOI) and have a Storm Water Pollution Prevention Plan (SWPPP) on site. A construction project that affects one to five acres is required to have a SWPPP on site.

Ground Water Resources

There are three main confined aquifers underlying the study area. All of the aquifers are found in alluvial sands deposited by the Mississippi River and belong to the Chicot Equivalent Aquifer System. Impermeable clay barriers ranging in thickness from two to 200 feet confine all of the aquifers in the area. The Gramercy Aquifer (200-foot deep sand aquifer) overlies the Norco Aquifer (400-foot deep sand aquifer), both of which overlie the Gonzales-New Orleans Aquifer (450 to 500 feet below sea level). The only aquifer in the vicinity of the study area from which water is drawn is the Gonzales-New Orleans Aquifer. Water in the Gonzales-New Orleans Aquifer is generally fresh, but is locally saline in the portion of the study area, closer to Lake Pontchartrain.

The Jefferson Parish Water Department operates a large water purification complex that extracts and treats water from the Mississippi River and distributes it to the entire study area. There are no public water wells in the study area and no potable water is obtained from groundwater resources for domestic or industrial use.

3.10 Floodplains

Protection of floodplains and floodways is required by EO 11988 (*Floodplain Management*), 23 CFR Part 650 (*Location and Hydraulic Design of Encroachments of Floodplains*), and USDOT Order 5650.2 (*Floodplain Management and Protection*). These regulations were designed to minimize roadway encroachments within 100-year floodplains and avoid land use development inconsistent with floodplain values. During periods of high water, floodplains

serve to moderate flood flow, provide water quality maintenance, and serve as temporary habitat for a number of plant and animal species. The Flood Insurance Rate Maps (FIRM) available for the study area were reviewed to determine the presence of any regulated floodplains or floodways in areas that could be impacted by proposed project construction. These maps included Federal Emergency Management Agency (FEMA) 1995 FIRM map 22051C0040 E and the 2006 Advisory Base Flood Elevation Map LA-DD28 revised after Hurricane Katrina.

Based on these maps, the majority of the study area, including everything north of the railroad tracks and south of West Metairie Avenue, is located within Zone X as classified by FEMA. Zone X denotes areas of special flood hazard and areas that are located within the 500-year floodplain. Due to the construction of artificial levees, most of this area is no longer in danger of flooding during a 100-year event from the Mississippi River. Zone X may have ponding or local drainage problems that don't warrant a detailed study or designation as a base floodplain. As shown in **Figure 3-8**, there are a few areas designated as Zone AE. These areas are susceptible to flood hazards during a 100-year flood event because all of the drainage canals in the area must be pumped into Lake Pontchartrain. If the level of rainfall exceeds the capacity of the pumping stations, the canals can overflow their banks, flooding the surrounding areas.

The FIRM maps for the region were updated following the 2005 hurricane season. Advisory Base Flood Elevations (BFEs) intended to guide rebuilding efforts were issued by FEMA and adopted by Jefferson Parish. The advisory BFEs require that new construction within floodplain areas is elevated to the current BFEs (shown on the 1995 FIRM) or three feet above the highest adjacent ground elevation at the building site, whichever is higher.

3.11 Geology and Mineral Resources

Most of Jefferson Parish was created by the deposition of sediments from the Mississippi River and is part of the Mississippi River Delta Plain. It is made up of three distinct land types or sediment deposits including alluviums, natural levees, and delta plains (i.e. fresh and saline marsh). Alluviums are generally gray to brownish gray clay and silty clay with some localized sand and gravel, and are found in alluvial valley deposits except natural levees of major streams. The natural levees consist of gray and brown silt, silty clay, and some very fine sand. Delta plain deposits are gray to black clay of very high organic content with some peat. These deposits include active and abandoned delta lobes of the Mississippi River.

The portions of the Parish along both sides of the Mississippi River, including the study area, are composed of alluvium and natural levee deposits. Silt and silty clay soils are dominant on the high and intermediate parts of the natural levees, and clayey soils are dominant on the lower parts of the natural levees and backswamps. The soils of the natural levees formed in sediments deposited by former channels of the Mississippi River and its distributaries. Depending on elevation and location, these soils rarely flood or experience occasional to frequent flooding. The remaining land area of the Parish, toward Lake Pontchartrain and south to the Gulf of Mexico, consists mainly of ponded, frequently flooded, and very frequently flooded, mucky and clayey, fluid soils in marshes and swamps. The Delta Plain Marsh land type is the general classification given to these soils. All of the Parish on the east bank of the river, including the study area, have been surrounded by flood protection levees and drained with pumps and a series of man-made canals.

Elevations in the Parish range from about 12 feet above mean sea level along the natural levee of the Mississippi River south of the study area, to about six feet below sea level in the former marshes and swamps that have been drained along the shore of Lake Pontchartrain. The average elevation in the study area is approximately four feet above mean sea level.

Crude oil and natural gas are the predominant mineral products in Jefferson Parish; however, these operations are mainly conducted in the southern half of the Parish. The study area is a densely developed urban area with no extractive mineral operations present. According to information obtained from the Louisiana Department of Natural Resources (LDNR) Strategic Online Natural Resources Information System (SONRIS), there are numerous oil and gas wells north of the study area in Lake Pontchartrain as well as south of the Mississippi River to the coast (LDNR, 2011). Only two wells are recorded on the east bank; one was plugged and abandoned in 1954 and the other was drilled, plugged, and abandoned in 2004. Neither of these wells is within the study area.

3.12 Prime Farmland and Other Soils

The study area is comprised mainly of Mississippi River alluvial deposits. Soils developed in three distinct parent materials including clayey alluvium, loamy alluvium and silt. The study area is composed of four soils that are briefly described in **Table 3-7.**

Table 3-7
Soils within the Study Area

Soil	% Slope	Description	Hydric	Prime Farmland
Allemands muck, drained	< 0.5	Level, poorly drained organic soil is in former freshwater marshes that have been drained and are protected from most flooding, very high shrink-swell potential.	Yes	No
Cancienne silt loam	< 1	Level, somewhat poorly drained, firm mineral soil, moderate shrink-swell potential, found in high positions on natural levees of the Mississippi River and its distributaries.	No	Yes
Cancienne silty clay loam	< 1	Level, somewhat poorly drained, firm mineral soil, moderate shrink-swell potential, found in intermediate positions on natural levees of the Mississippi River and its distributaries.	No	Yes
Schriever clay	< 1	Poorly drained, firm mineral soil, very high shrink-swell potential, found in low positions on natural levees of the Mississippi River and its distributaries.	Yes	Yes

Source: USDA NRCS Web Soil Survey for Jefferson Parish, 2011.

The Farmland Protection Policy Act (FPPA) (7 USC 4201, *et seq*) and its regulations (7 CFR Part 658) establish criteria for identifying and considering the effects of Federal programs on the conversion of farmland to non-agricultural uses. Prime farmland soils are limited throughout the

Parish and include soils found along the natural levees within the study area. Most of the area classified as prime farmland also represents the areas most suitable for development. All of the soils within the study area and surrounding portions of the Parish have been converted to urban uses.

3.13 Hazardous Material Sites

A preliminary investigation was conducted to determine the possible impact of the proposed project on potential hazardous materials sites within the study area. The purpose of this preliminary investigation was to identify sites that may potentially pose an adverse effect on the local environment due to hazardous materials or petroleum contamination that could be released by earth-moving activities during construction of the project. Because of the generally high cost and complicated procedures required to mitigate impacts when constructing a highway over or through contaminated sites, avoidance of these areas is usually the most prudent and feasible course of action.

A review of available regulatory records was conducted by searching on-line databases maintained by the USEPA and the LDEQ. Under the Resource Conservation and Recovery Act (RCRA) and the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), the USEPA maintains databases for the regulation of hazardous materials and waste sites. The purpose of the records review was to assess the potential for hazardous substance contamination from past or current activities on properties along Airline Drive and Clearview Parkway as well as the surrounding properties. Although the data available from regulatory agencies provide useful information regarding the potential for contamination within the study area, the website databases are sometimes incomplete and can contain inaccuracies. Therefore, windshield surveys were conducted to identify potential environmental hazards and verify the location of facilities identified in the website databases.

Located on the north side of Airline Drive and east of Clearview Parkway is Walgreens Store # 2972 (LDEQ ID # 96800), which is a permitted hazardous waste generator and is currently being relocated across Clearview Parkway. Located just south of Airline Drive adjacent to the abandoned KCS railroad right-of-way are two other permitted facilities. Gueydan Lumber and Plywood, Inc (LDEQ ID # 121744) is permitted as a Small Source Air Permit Exemption facility. Victory Automotive (LDEQ ID # 20311) is permitted as a Waste Tire Generator. These Small Quantity Generator sites, as well as facilities with underground storage tanks (UST) and leaking underground storage tanks (LUST), are identified in **Figure 3-8**.

The LDEQ Underground Storage Tank (UST) Division maintains records of UST facilities located throughout the state and also identifies those that have had a confirmed petroleum release. There are five facilities located along Airline Drive that have at least one UST. These include Texaco Gas Station (LDEQ ID # 78114), 5001 Airline Drive at Transcontinental Drive; Texaco Gas Station (LDEQ ID # 69749), 4501 Airline Drive at Clearview Parkway; Citgo Gas Station (LDEQ ID # 70977), 4115 Airline Drive at Pasadena Avenue; Chevron Gas Station (LDEQ ID # 84136), 3901 Airline Drive at Cleary Avenue; and Sam's Club #4775 (LDEQ ID # 88792), 3900 Airline Drive at Manson Avenue. The Citgo Gas Station is listed on the LUST database for prior releases. As of August 2013, the Texaco Gas Station at the corner of Clearview Parkway has been demolished and a new Walgreens is being constructed at the site.

A recently constructed Take 5 Oil Change is located at 3905 Airline Drive. This facility is not listed on the UST database but does have 55-gallon drums for both new and waste oil on site.

3.14 Air Quality

The USEPA has set National Ambient Air Quality Standards (NAAQS) for six principal air pollutants (also referred to as criteria pollutants): Carbon monoxide (CO), lead, nitrogen dioxide, ozone, particulate matter, and sulfur dioxide. The State of Louisiana has adopted the Federal standards for these criteria pollutants. Jefferson Parish is currently in attainment for all NAAQS (USEPA, 2013).

3.15 Noise

Human Perception of Noise

Noise is defined as unwanted sound. Sounds are described as noise if they interfere with an activity or disturb the person hearing them. Sound is measured in a logarithmic unit called a decibel (dB). The human ear is more sensitive to middle and high frequency sounds than it is to low frequency sounds, so sound levels are weighted to more closely reflect human perceptions. These A-weighted sounds are measured using the decibel unit dBA. Because the dBA is based on a logarithmic scale, a 10 dBA increase in sound level is generally perceived as twice as loud, while a three dBA increase is just barely perceptible to the human ear. Sound levels fluctuate with time depending on the sources of the sound audible at a specific location. In addition, the degree of annoyance associated with certain sounds varies by time of day, depending on other ambient sounds affecting the listener and the activities of the listener. The time-varying fluctuations in sound levels at a fixed location can be quite complex, so they are typically reported using statistical or mathematical descriptors that are a function of sound intensity and time. A commonly used descriptor of the equivalent sound level is Leq, which represents the equivalent of a steady, unvarying level over a defined period of time containing the same level of sound energy as the time-varying noise environment. Leq(h) is the equivalent sound level averaged over one hour. For highway projects, the Leq(h) is commonly used to describe traffic-generated noise levels at locations of outdoor human use and activity.

Noise Evaluation Criteria

The LADOTD *Highway Traffic Noise Policy* (July 2011) was used to analyze potential project-related noise impacts. The LADOTD has assigned Noise Abatement Criteria (NAC) to seven categories of land use organized according to their sensitivity to noise as shown in **Table 3-9**. The NAC levels are Leq levels above which noise would begin to intrude on the corresponding land use. Consistent with LADOTD policy, highway traffic noise impacts occur when:

1. The Design Year 2033 Build Condition noise levels predicted by the FHWA Traffic Noise Model version 2.5 (TNM) approach or exceed the LADOTD Noise Abatement Criteria (presented in **Table 3-8)** at any receiver; or
2. The Design Year 2033 Build Condition noise levels exceed the measured Existing Condition noise levels by 10 dBA or more (representing a substantial increase).

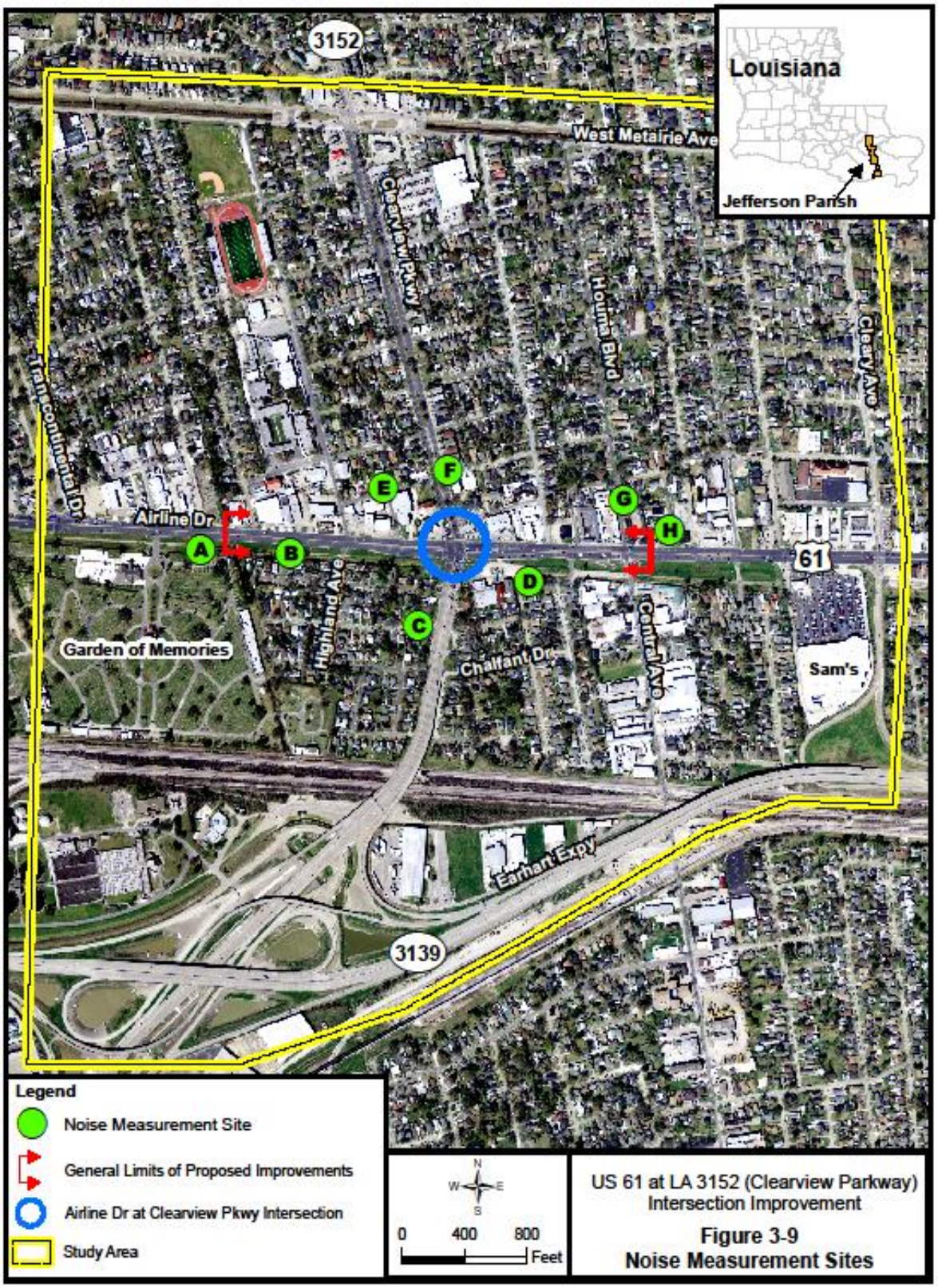
Table 3-8
LADOTD Noise Abatement Criteria[1, 2]

Activity Category	Leq(h) (dBA)[3]	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)	Residential (includes undeveloped lands permitted for residential).
C	66 (Exterior)	Active sports areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trial crossings. (Includes undeveloped land permitted for these activities).
D	51 (Interior)	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studio, schools, and television studios.
E	71 (Exterior)	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D or F. (Includes undeveloped lands permitted for these activities).
F	-------	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, minoring, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G	-------	Undeveloped lands that are not permitted.

Notes:
1. Source: *LADOTD Highway Traffic Noise Policy* (July 2011).
2. These criteria are consistent with the FHWA Noise Abatement Criteria (23 CFR Part 772) allowing for a definition of "approaching" the NAC as being within one dBA below the NAC.
3. Hourly A-weighted sound level in decibels (dBA).

Existing Conditions

Existing condition noise levels were measured in September 2012 at a total of eight sites that are identified in **Figure 3-9**. The sites were selected to be generally representative of noise-sensitive, ground-level, outdoor human use or activity areas in proximity to the Airline Drive and Clearview Parkway intersection. The procedures associated with the collection of the existing traffic noise levels are further described in the *US 61 at LA 3152 (Clearview Parkway) Intersection Improvements Draft Noise Protocol* (URS, May 2012) (see **Appendix F**). The noise levels measured at the sites are summarized in **Table 3-9**.



US 61 at LA 3152 (Clearview Parkway) Intersection Improvement

Figure 3-9
Noise Measurement Sites

Table 3-9
Existing Ambient Noise Levels

Measurement Site [1]	General Location	Existing Noise Level Leq(h) (dBA)
Site A	Garden of Memories Cemetery located in the northeast corner of the cemetery.	65.8
Site B	Residential area located adjacent to Airline Drive, north of Rosedale Drive, in the southwest quadrant of the study area.	70.9
Site C	Residence located in the southwest quadrant of the study area at the intersection of Clearview Parkway and Utopia Drive.	65.4
Site D	Residence located adjacent to Katherine Ave in the southeast quadrant of the study area.	64.9
Site E	Residence located in the northwest quadrant of the study area at the intersection of Temple Street and Spar Street.	58.7
Site F	Residence located in the northeast corner of the study area at the intersection of Clearview Parkway and Temple Street.	69.6
Site G	Residence located on Houma Boulevard, north of Airline Drive, in the northeast quadrant of the study area.	61.9
Site H	Iglesia Amor Viviente located in the northeast quadrant of the study area, on Pasadena Street.	63.7

Note:
1. Measurement sites are shown in **Figure 3-8**.

Ambient noise levels, measured at eight occupied structures, are representative of the occupied structures within the study area. The lowest existing noise measurement taken in the study area was 58.7 dBA and the highest measurement recorded was 70.9 dBA. Of the eight occupied structures, two residences were identified that have existing noise levels that approach or exceed the applicable NAC (Site B and Site F).

3.16 Upland, Wetland and Aquatic Communities

Vegetative communities within the study area historically consisted of bottomland hardwood forest and cypress-tupelo swamp with upland ridges along active or abandoned riverine systems. The entire naturally occurring habitat that once existed within the study area has been replaced by urban land uses including residential, commercial, and transportation-related development. There are no tracts of undeveloped land remaining within the study area. The only natural areas include residential yards with mixed native and non-native vegetation as well as utility and railroad corridors with some natural vegetation and upland forest species including Chinese tallow (*Sapium sebiferum*), hackberry (*Celtis laevigata*), water oak (*Quercus nigra*), and pecan (*Carya illinoinensis*), and several vine and herbaceous species. In terms of wildlife habitat potential, these small corridors and urban backyards are very limited due to size and isolation. The only species that may have the potential to be found within these areas include various songbirds and a few small mammal species including gray squirrel (*Sciurus carlinensis*), rabbit (*Sylvilagus floridanus*), raccoon (*Procyon lotor*), or opossum (*Didelphis virginiana*).

The only current aquatic habitat existing in the study area and its environs is associated with the man-made drainage ditches used to channel rainwater from the area and a few drainage ponds at the Clearview Parkway and Earhart Expressway interchange. The larger ditches and canals have the potential to support aquatic habitat, but they are highly degraded due to the surrounding urban setting. Animal species likely to occur in these aquatic habitats include several types of minnows, frogs, and turtles. Wetland communities in the study area are limited to emergent wetland vegetation associated with the drainage canals or drainage ponds.

3.17 Plants and Wildlife Protected by Law

The *Endangered Species Act* (ESA) of 1973 (7 USC 136; 16 USC 460 *et seq*), as amended, provides for the US Department of the Interior, Fish and Wildlife Service (USFWS) to manage rare plants and wildlife. The USFWS maintains lists of rare plants and wildlife potentially present in each county/parish of the United States. This list is based on historical siting records and preferred habitat. Federally-protected species that may potentially occur in Jefferson Parish include the endangered West Indian manatee (*Trichechus manatus*), pallid sturgeon (*Scaphirhynchus albus*), hawksbill sea turtle (*Eretmochelys imbricata*), Kemp's Ridley sea turtle (*Lepidochelys kempii*), and leatherback sea turtle (*Dermochelys coriacea*) along with the threatened piping plover (*Charadrius melodus*), Gulf sturgeon (*Acipenser oxyrinchus desotoi*), green sea turtle (*Chelonia mydas*), and loggerhead sea turtle (*Caretta carretta*).

The five sea turtle species, Gulf sturgeon, and West Indian manatee are all species found in the bays and open waters off the coast of the Parish. Both the Gulf sturgeon and West Indian manatee are also found in Lake Pontchartrain. The piping plover inhabits the sand bars and mud flats along the coast line of the Parish. Due to the aquatic nature of these species and the location of the study area over 40 miles from the Gulf coast and over three miles from Lake Pontchartrain, none of these species occur or would be likely to occur in the study area. The pallid sturgeon is mainly found in large freshwater river systems including the Mississippi River and associated tributaries. The Mississippi River is two miles south of the study area and lined by a system of flood protection levees; consequently, this species would not occur in any areas that could be affected by project construction.

3.18 Coastal Zone Management

The *Coastal Zone Management Act* of 1972 (16 USC 1451-1456), as amended, provided for the effective management, beneficial use, protection, and development of a coastal zone. This led the Louisiana implementation of the Coastal Resources Management Act. The Coastal Management Division (CMD) of the Louisiana Department of Natural Resources (LDNR) is charged with implementing the Louisiana Coastal Resources Program (LCRP) under authority of the State and Local Coastal Resources Management Act, as amended (Act 361, La. R.S. 49:214.21 et seq.). This law seeks to protect, develop, and restore or enhance the resources of the state's coastal zone. The CMD regulates development activities and manages the resources of the Coastal Zone. A Coastal Use Permit (CUP) Program has been established by the Act as part of the LCRP to help ensure the management and reasonable use of the state's coastal wetlands. The purpose of the CUP process is to make certain that any activity affecting the Coastal Zone is performed in accordance with guidelines established in the LCRP.

All of Jefferson Parish is located within the coastal zone for the state, including the entire study area.

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4.0: Impacts to the Environment

4.0 IMPACTS TO THE ENVIRONMENT

4.1 Land Use and Relocation Impacts

Implementation of Alternative 1 or Alternative 2 would result in the conversion of existing land uses into transportation right-of-way. Alternative 1 would require the acquisition of 1.617 acres for new transportation right-of-way while Alternative 2 would require 0.074 acres. All land that would be impacted by the project is located within the abandoned KCS railroad right-of-way, which currently consists of open, maintained green space. LADOTD purchased a portion of the abandoned KCS railroad right-of-way in 1988 from Kent Avenue to Tribune Avenue. Therefore, the majority of undeveloped open land south of Airline Drive in the study area is already owned by the LADOTD and is already designated for transportation purposes. However, the LADOTD does not own the portion of the KCS railroad right-of-way from Tribune Street to Central Avenue, for which a portion of that land would have to be acquired under both build alternatives.

Under the No-Build Alternative, land use would not be affected by the acquisition of land for new transportation right-of-way.

Consistency with Existing Land Use and Other Plans

As part of the *Envision Jefferson 2020* program, future land use was examined in terms of future development and redevelopment. Future land use within the study area is shown in **Figure 3-4**. Both Alternative 1 and Alternative 2 would be consistent with the *Envision Jefferson 2020* land use plan. Upgrading the Airline Drive and Clearview Parkway intersection is a high priority project for the Parish in conjunction with the Huey P. Long Bridge widening project.

The No-Build Alternative would not work to realize the overall benefits to improved traffic capacity anticipated with the completion of the widening of the Huey P. Long Bridge.

Structure Impacts and Relocations

As stated above, all construction and improvements to the intersection at Clearview Parkway and Airline Drive associated with this project would occur within the existing transportation right-of-way or the abandoned KCS railroad right-of-way. Therefore, the No-Build Alternative, Alternative 1, and Alternative 2 would not result in structure acquisition and/or relocation impacts.

4.2 Demographics and Environmental Justice

Based on the demographic data for the study area previously detailed in **Section 3.2**, the potential exists for environmental justice impacts as a result of project construction. This potential would principally derive from the fact that the study area has a racial minority composition of 20.3% (2010 data) and a low income population ranging from 7-10% (2000 data). The following brief discussion addresses important environmental considerations that influence whether the project could disproportionately affect environmental justice populations.

A major consideration in determining the potential for environmental justice issues is related to potential relocation impacts. As previously described, Alternative 1 and Alternative 2 would not

result in any residential structure acquisitions or relocations, so there would not be disproportionate impacts on environmental justice populations from project-related property acquisition.

Another area of concern in determining potential environmental justice issues involves noise impacts. The results of the traffic noise analysis performed for this project are presented in **Section 4.15**. In summary, noise levels are expected to increase under the two build alternatives in the design year 2033. However, there are no noise barriers, or any other abatement measures, that would be both feasible and reasonable for reducing the predicted adverse noise impacts of project construction.

Public Outreach

Public outreach efforts were used to encourage participation of environmental justice populations in the project planning process. An open forum public involvement meeting to discuss the proposed intersection improvements at Airline Drive and Clearview Parkway was held on Thursday, May 12, 2011 at the Eastbank Council Chambers from 4:00 PM to 7:00 PM. Further details regarding all public outreach efforts for the project are provided in **Section 6.2**.

Determination of Environmental Justice Impacts

There would be no direct impacts of project construction such as property takes and relocations or impacts on community facilities that would disproportionately affect environmental justice populations. Short- and long-term impacts of project construction on ambient noise levels, access, and businesses would be minor and would not disproportionately impact these populations. Impacts associated with project construction might affect these populations, but these impacts would be temporary in nature and minimal and unlikely to be disproportionate. Therefore, disproportionate impacts to environmental justice populations are not anticipated.

The No-Build Alternative would not result in any impacts to environmental justice populations.

4.3 Community Facilities

As described in **Section 3.3,** there are twelve community facilities located within the study area as shown in **Figure 3-2**. While these facilities are within the study area, none are adjacent to or within the required right-of-way acquisition for either Alternative 1 or Alternative 2.

Implementation of both Alternative 1 and Alternative 2 would require the acquisition of a portion of the KCS railroad right-of-way on the south side of Airline Drive between Tribune Street and Central Avenue. The four schools, four churches, and the fire station are all located north of Airline Drive, the cemetery is located south of Airline Drive and west of the project terminus, and both government facilities are situated south of the KCS and CN rail lines. As a result, neither of the project build alternatives would have any adverse effects on these facilities.

The No-Build Alternative would have no effect on the community facilities located within the study area.

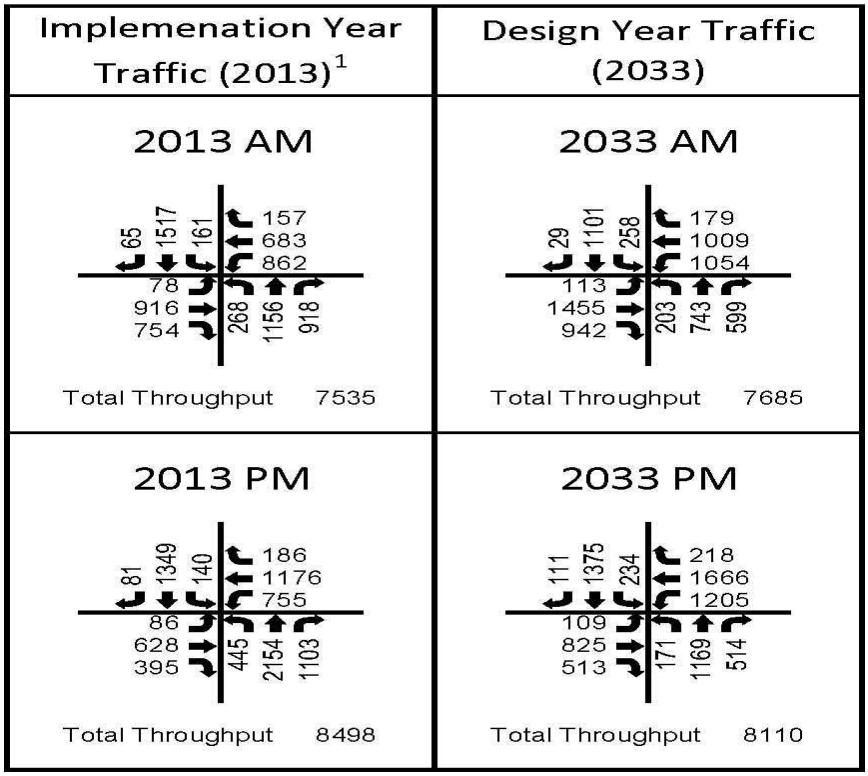
4.4 Transportation and Traffic

Future Roadway Network and Traffic Characteristics

As discussed previously in **Section 3.4**, base year 2010 traffic data were obtained from counts taken as part of this project and from the *Clearview Parkway Stage 0 Feasibility Study & Environmental Inventory* (Regional Planning Commission, April 2008), see **Appendix G**, Section 3.2 Traffic Count Methodology.

As mentioned in **Section 3.4**, for purposes of this analysis, 2013 was chosen as the implementation year to coincide with the completion of the Huey P. Long Bridge Project. A base growth rate of 0.5% per year was applied to the existing year (2010) volumes to generate 2013 volumes. In addition to this base growth, 2013 volumes were augmented by an additional 15% volume surge to account for the additional traffic expected to be generated by the completion of the Huey P. Long Bridge Project, see **Appendix G**, Section 3.3 Traffic Volume Forecasting Methodology, for year 2013 traffic and design year 2033 traffic volumes. The traffic volumes used in the traffic modeling are presented in **Figure 4-1.**

Figure 4-1
Implementation Year (2013) and Design Year (2033) Traffic Volumes by Movement for the Airline Drive/Clearview Parkway Intersection



[1]Includes additional traffic generated by completion of the Huey P. Long Bridge improvements

Alternative 1 would include shifting the conflict point of the left-turn movement with opposing traffic four hundred to nine hundred feet upstream on Airline Drive in advance of the intersection. Airline Drive westbound and eastbound travel lanes would be shifted south of their

existing locations to accommodate the CFI geometry. These lane shifts begin at Zinnia Avenue and end at Pasadena Avenue. In combination with appropriate signal timing, left-turning vehicles would be allowed to continue moving simultaneously with opposing traffic. Thus, some signal phases could be eliminated, allowing a higher percentage of green time for other movements. The increase in green time and reduction of the number of phases would permit an increase in signal timing efficiency, which would result in a higher overall vehicular throughput (i.e. a greater total number of vehicles passing through the intersection) and an increase in the total capacity of the intersection.

Alternative 2 would include the addition of turn lanes to the existing intersection geometry in order to increase capacity. The improvements would include continuous northbound and southbound right turn lanes, triple westbound left turn lanes, and a new westbound right turn lane. Airline Drive eastbound travel lanes would be shifted south to accommodate turn lane improvements. The westbound travel lanes remain in their existing locations. The eastbound lane shifts begin at Highland Avenue and end on the east side of Houma Boulevard.

Alternative Intersection Capacity Analyses

As previously noted, traffic models were developed using VISSIM software (Version 5.4). VISSIM is a microscopic, time-step and behavior-based traffic simulation program. It analyzes traffic operations that are influenced by roadway geometry, lane configuration, traffic composition, and traffic signal timing. VISSIM was chosen as the preferred analysis software because of its flexibility in analyzing several build alternatives. VISSIM allows more detail for certain design parameters including roadway approach angles, stop bar locations, and turning movement conflicts. VISSIM permits modeling the progression of vehicles through multiple intersections and outputting comprehensive levels of service.

The implementation year (2013) and design year (2033) were analyzed to determine the operating levels of service (LOS) for individual movements and the overall intersection operation. The LOS was determined by calculating the delay at each approach using the model. Based on the seconds of delay, a LOS was determined for both the 2013 and 2033 years in the AM and PM peak hours. As also discussed previously in **Section 3.4**, LOSs are rated from A (free flow of traffic) to F (total breakdown of traffic flow). LOS criteria for signalized intersections (based on the Highway Capacity Manual 2010) are presented in **Table 4-1**

Table 4-1
Level of Service Criteria for Signalized Intersections

Level of Service	Delay Range (seconds)
A	<10
B	≥ 10 and < 20
C	≥ 20 and < 35
D	≥ 35 and < 55
E	≥ 55 and < 80
F	≥ 80

The summary of results from the models can be seen in **Table 4-2** below. The No-Build alternative would operate at LOS F in the 2033 morning and evening peak hours, which is

considered an unacceptable operating condition. Alternative 1 would perform at LOS D in all analysis periods. Alternative 2 would perform at LOS D for each period except the 2033 AM peak hour, when it would operate at LOS E.

Table 4-2
Summary of Delay Results and LOS
for Airline Drive/Clearview Parkway Intersection for
Morning and Evening Peak Hours

Peak Period	No-Build		Alternative 1		Alternative 2	
	Delay	LOS	Delay	LOS	Delay	LOS
2013 AM	88.3	E	38.8	D	52.9	D
2033 AM	120.1	F	53.4	D	63.6	E
2013 PM	69.8	E	38.5	D	50.6	D
2033 PM	94.0	F	43.7	D	47.0	D

Note: Refer to Appendix G, Tables B-1 thru B-4 for detailed delay and LOS for intersection approaches by alternative for Year 2013 and 2033.

Summary of Traffic Operations

The No-Build scenario would result in LOS F in the design year 2033 for both the morning and evening peak hours, which is considered unacceptable. Alternative 1 and Alternative 2 would perform comparably, and both would improve traffic operations over the No-Build Alternative and represent acceptable solutions to the problems of congestion and delay for urban conditions. Alternative 1 would perform slightly more efficiently than Alternative 2. The capability of Alternative 1 to reduce delay compared to Alternative 2 would be a result of phase reductions inherent in the CFI design of Alternative 1. However, the CFI design would also require some access restrictions that may be undesirable.

Travel Patterns, Control of Access and Associated Access Impacts

There would be no change in access to abutting properties with construction of Alternative 2. However, under Alternative 1, some restrictions on left-turning access along Airline Drive would be required. The businesses along Airline in the first block on either side of Clearview Parkway including an existing Walgreens and the demolished former Texaco Gas Station, where a new Walgreens is currently being constructed, would lose driveway access directly to Airline Drive, but instead would connect to the dedicated right turn lanes from Airline Drive to Clearview Parkway.

4.5 Utilities

Utilities would be impacted by both build alternatives. The low voltage electrical distribution lines that parallel Airline Drive on the south side east of Clearview Parkway and along the north side of Catherine Street would require relocation due to the right turn lane added under Alternative 1, but would not be affected under Alternative 2. All other electrical lines, including the large transmission line that parallels Airline drive on the north side, would not be impacted by either build alternative.

The 20-inch gas supply line operated by Atmos Energy that runs parallel to Airline Drive at the south edge of the KCS right-of-way would be impacted under Alternative 1. During several meetings with Atmos Energy, it was noted that approximately 700 feet of the existing supply line

would be relocated 40 feet south of its existing location to accommodate construction of Alternative 1. While other smaller gas distribution lines may need to be moved, these are considered routine and would not have a substantial impact on the overall project. Additionally, the natural gas terminal near Central Avenue would not be affected by either build alternative.

Alternative 1 and Alternative 2 would require the relocation of several water, drainage, and sewer lines that are located along portions of Airline Drive and Clearview Parkway. While several lines would be left in place, Jefferson Parish noted that a 20-inch water line in this area would most likely be relocated and replaced due to the age and likely deteriorated condition of the pipe. Further discussion with Jefferson Parish concerning utilities would be conducted in later design phases of the project. The sewage lift station located in the southwest corner of the intersection would not be impacted by either build alternative.

Several AT&T fiber optic and/or copper cable communication lines run parallel and under the middle of Airline Drive. Currently, it is anticipated that these lines would be left in place under both build alternatives.

LADOTD would work with Entergy, Atmos, AT&T, Cox Communications, and Jefferson Parish to coordinate the relocation of any of the low voltage electrical distribution lines, natural gas pipelines, communication lines, water lines, and sewer lines. Any necessary relocation of utilities would be planned and conducted so that disruptions in service would be minimized and without compromising safety.

The No-Build Alternative would have no impacts to utilities within the study area.

4.6 Visual Environment

The visual landscape under both Alternative 1 and Alternative 2 would only be minimally impacted by the proposed project. There would be no modifications of any structures in the area that would alter the existing overall visual landscape. Both alternatives would convert a portion of the existing open right-of-way that parallels Airline Drive on the south side. While the LADOTD already owns a large portion of this old railroad corridor, it is currently open space consisting of maintained grass and has not been developed for transportation purposes. Therefore, some degree of adverse impacts on the visual character of the project environs would result from conversion of the abandoned KCS railroad right-of-way to paved roadway surface. Alternative 1 would convert approximately three acres of this open space into roadway surface while Alternative 2 would convert approximately 0.82 acres. Given the existing urban nature of the study area and the large area already covered by roadway surface, converting these small areas of open maintained grass greenspace to roadway surface would not substantially impact the overall visual landscape of the study area.

The No-Build Alternative would have no impacts on the existing visual landscape of the study area.

4.7 Cultural Resources

New right-of-way will be required for both build alternatives; however, given the levels of prior land disturbance along the corridor and the fact that the new right-of-way would be located in an

abandoned railroad corridor, there is a very low likelihood for encountering intact archaeological resources that could be adversely impacted by construction of either of the project build alternatives. Similarly, the viewshed associated with the aboveground structures along Airline Drive will not be affected, as construction activities will still be mainly associated with the existing corridor.

A Request for Project Review will be forwarded by LADOTD to the Louisiana State Historic Preservation Office (SHPO) once both LADOTD and FHWA have reviewed and approved the cultural resources inventory included in **Appendix C.** This Request will outline the basis for the conclusion that the proposed project would have no effects on properties listed in, or eligible for listing in, the NRHP, and will request concurrence in this assessment. As of the date of this Draft EA, the documentation has not yet been submitted to SHPO for review and a final determination has not been issued.

The No-Build Alternative would have no impacts on cultural resources within the study area.

4.8 Section 4(f) and 6(f)

There are no resources protected by Section 4(f) or Section 6(f) in the study area, so neither build alternative would have any effects on such resources.

Implementation of the No-Build Alternative would not impact any Section 4(f) or Section 6(f) resources within the study area.

4.9 Water Resources

Surface Waters

Construction of either Alternative 1 or Alternative 2 would increase the amount of impervious surfaces within the study area and reduce the ability of this area to absorb rainfall, resulting in an increase in storm water runoff. The increased runoff could cause erosion and higher sediment loads in the receiving ditches and subsurface drainage that eventually is pumped into Lake Pontchartrain. Additionally, roadway surfaces collect hydrocarbons, sediment, and rubber particles that are washed off during rainfall events and ultimately discharged by the subsurface drainage system. While Alternative 1 would involve more new impervious surface area than Alternative 2, the potential adverse effects to water quality associated with either of the build alternatives would be inconsequential given the small amount of additional paving that would occur.

The No-Build Alternative would have no effect on surface waters in the study area.

Ground Water Resources

A survey of groundwater wells in the study area was conducted by accessing the US Geological Survey (USGS) records and reviewing the water well registry provided by the LDNR SONRIS database. As discussed previously in **Section 3.9**, there are no groundwater wells within the study area and all potable water is supplied by the Jefferson Parish Water Department. Both Alternative 1 and Alternative 2 are underlain by the Gramercy Aquifer, Norco Aquifer, and the Gonzales-New Orleans Aquifer which are all part of the Chicot Equivalent Aquifer System,

which is not classified as a sole source aquifer by the USEPA. No portion of either build alternative is located near major recharge zones. There would be no short- or long-term adverse impacts of project construction on these aquifers since there would be no deep excavation involved. All necessary safeguards required by the USEPA and LDEQ would be implemented during construction to avoid impacts to public water supplies.

Since there are no potable groundwater resources in the study area, and similar to the situation for the build alternatives, this resource would not be a consideration in determining the potential effects of the No-Build Alternative.

4.10 Floodplains

A floodplain evaluation was conducted in accordance with Executive Order (EO) 11988 and 23 CFR 650. This evaluation showed that both Alternative 1 and Alternative 2 would not cross any 100-year floodplains, but both alternatives would be located entirely within a 500-year floodplain boundary. Alternative 1 would directly impact three acres of the 500-year floodplain, while Alternative 2 would impact 0.82 acres. It is not expected that either build alternative would have adverse effects on floodplains or flood levels. If one of the build alternatives is selected as the preferred alternative, additional coordination with the local floodplain administrator would be conducted during the preliminary design phase of project development to confirm this conclusion and to insure that the project is designed in compliance with all local floodplain requirements and ordinances. While no floodplain impacts are anticipated, any drainage ditches or culverts affected by the proposed project, as well as new roadway construction, would be designed to maintain pre-construction hydrologic conditions and would not result in any substantive change to base flood elevations of the surrounding area. The hydraulic design practices for construction of either build alternative would be in accordance with current LADOTD and FHWA design policies and standards.

The No-Build Alternative would have no effect on floodplains in the study area.

4.11 Geology and Mineral Resources

While both build alternatives would involve roadway construction that would require foundation work, excavation for utilities, and drainage relocation, and construction of soil embankments, these activities would have only minor impacts to surface soils and would not alter the geological characteristics of the study area. In addition, information obtained from the LDNR SONRIS website indicates that there are no oil/gas wells located in the study area. Consequently, there would be no adverse impacts to geological, soil, or mineral resources with construction of either of the build alternatives or under the No-Build Alternative.

4.12 Prime Farmland and Other Soils

Direct effects to prime farmland soils are measured in terms of acreage of soils classified as prime farmland that would be converted to new transportation right-of-way. As noted in **Section 3.12**, prime farmland soils are widespread throughout the study area and all soils within the footprints of both build alternatives are classified as prime farmland soils. Therefore, prime farmland acreage that would be converted to transportation right-of-way would be equivalent to the amount of new right-of-way required for construction of each build alternative. It should be noted that LADOTD purchased a portion of the abandoned KCS railroad right-of-way in 1988

from Kent Avenue to Tribune Avenue. Therefore, the majority of undeveloped open land south of Airline Drive in the study area is already owned by the LADOTD and is already classified for transportation land use. However, the LADOTD does not own the portion of the KCS railroad right-of-way from Tribune Street to Central Avenue that will be required for construction of both build alternatives. **Table 4-3** summarizes the acreage impacts to prime farmland soil types due to the conversion to transportation right-of-way for all project alternatives.

Table 4-3
Potential Impacts to Prime Farmland Soil Types

Alternative	Soil Type and Acres Impacted		
	Cancienne silt loam (Cm)	Cancienne silty clay loam (Co)	Total
No-Build	0	0	0
1	0.655	0.931	1.576
2	0	0.074	0.074

Source: NRCS Web Soil Survey, 2011.

Since most of the soils in project area are classified as prime and unique farmland soils, a Farmland Conversion Impact Rating (FCIR) Form (Form AD-1006) was prepared for both project build alternatives and submitted to the Natural Resource Conservation Service (NRCS) (**Appendix D**). Form AD-1006 documents the evaluation of land within each build alternative footprint using criteria based on the Farmland Protection Policy Act (FPPA). As per a letter from the NRCS, the proposed construction for both Alternative 1 and Alternative 2 is within an urban area and therefore is exempt from FPPA rules and regulations.

The No-Build Alternative would have no effect on prime farmland soils.

4.13 Hazardous Material Sites

The regulated facilities described in **Section 3.13** and shown in **Figure 3-7** are all located along Airline Drive with the exception of Victory Automotive and Gueydan Lumber, which are located adjacent to the abandoned KCS railroad right-of-way immediately south of Airline Drive. Under both Alternative 1 and Alternative 2, construction of the intersection improvements at Clearview Parkway and Airline Drive would occur within the existing transportation right-of-way and portions of the abandoned KCS railroad right-of-way. However, only Alternative 1 would require acquisition of land adjacent to Gueydan Lumber. This area is considered low risk in terms of potential environmental effects or impacts due to the fact that Gueydan Lumber has no citations recorded against it and is registered with the LDEQ for air emissions only. The portion of the KCS right-of-way that would have to be acquired for construction of Alternative 2 is located closer to Airline Drive and not adjacent to any properties of environmental concern.

Alternative 1 would also require 0.032 acre from the former Texaco Gas Station site on the northwest corner of Airline Drive and Clearview Parkway, which was recently demolished and where a new Walgreens is under construction. Alternative 1 would also require 0.009 acres from the existing Walgreens property located on the northeast corner on Airline Drive and Clearview

Parkway. Neither of these facilities is listed on the LUST database for a prior release and both appear to represent low risk in terms of potential impacts during construction.

Several of the properties described in **Section 3.13** are adjacent to areas of proposed roadway construction under both Alternative 1 and Alterative 2. However, with the exception of the two properties described above for Alternative 1, no portions of any properties would have to be acquired for new roadway right-of-way. Consequently, no adverse effects are anticipated with construction of either build alternative. A Phase I Environmental Site Assessment (ESA) does not appear to be warranted at this time for the two commercial properties. There were no incident records found in on-line databases for the portion of the abandoned KCS railroad right-of-way that would need to be acquired by the LADOTD. After the issuance of the FONSI and prior to construction, the department may determine that a Phase I ESA is warranted before purchase of the property for right-of-way.

The No-Build Alternative would not impact any properties that may be contaminated by environmentally-regulated substances or USTs.

4.14 Air Quality

Tailpipe emissions from motor vehicles can contain a number of pollutants for which ambient air quality standards have been established by the USEPA and the State of Louisiana. In particular, vehicular exhausts are significant direct and indirect contributors to carbon monoxide (CO), hydrocarbons, nitrogen oxides, ozone, and, in some cases, particulate matter levels. Nitrogen oxide and hydrocarbon emissions are of concern principally because of their role as precursors in the formation of ozone. Impacts of these emissions are usually evaluated on a regional level. On a localized project level, CO emissions have historically been the focus of quantitative analysis to determine potential impacts of proposed transportation improvements on air quality. Transportation sources have usually accounted for the largest source of CO emissions on a national level, and the adverse effects of CO emissions are usually experienced within a relatively short distance (usually 300-600 feet) from a transportation source, supporting the validity of this parameter to assess the localized air quality effects of project proposals.

CO emissions have significantly decreased over the past 20 years, and, corresponding with this decrease, the need for detailed, computer-based air quality modeling at the project (microscale) level on transportation projects has been reduced. As a result, the FHWA has identified simpler, alternative screening methodologies to determine the potential air quality impacts of proposed roadway improvements other than major new highway projects, projects that are thought to pose a risk to human health from air emissions, or projects in nonattainment areas where transportation sources are significant contributors to violations of the National Ambient Air Quality Standards (NAAQS). A number of screening techniques have been identified ranging from computer-based screening tools to comparative analyses (Federal Highway Administration, April 1, 2004). The FHWA's approach has allowed state DOTs more flexibility in determining the best methodology for assessing air quality impacts while avoiding unnecessarily complex analyses that add little to the reliability of the results.

The proposed Airline Drive/Clearview Parkway project is located in an area that is in attainment for all NAAQS, as discussed previously in **Section 3.14**. Because the proposed project is not a

major undertaking that could have substantial widespread effects on the transportation network or result in significant increases in traffic volumes, the LADOTD has proposed the use of a comparative analysis to determine potential impacts on local air quality. In general, the comparative approach involves extrapolating the air quality modeling results from another similar project that was evaluated in the past. The design and traffic characteristics of that project are compared to the corresponding features of the proposed project to confirm their comparability. Ideally, both projects should be similar in terms of design, operational characteristics, and, if possible, geographical location. No two projects are going to be exactly alike in terms of these parameters, but for purposes of comparability, the projects should be sufficiently similar that the differences would be unlikely to cause increased CO emissions that could threaten standards. Based on their similarity in terms of design and operation, the results of the previous air quality modeling, which demonstrated compliance with the applicable NAAQS, are extrapolated to the proposed project to confirm that it, too, would not result in a violation of air quality standards or worsen any violations of air quality standards that may exist in the project locale.

There are two build alternatives under consideration for the proposed project to improve the Airline Drive/Clearview Parkway intersection: Alternative 1, a continuous flow intersection (CFI) and Alternative 2, which would involve a set of more traditional at-grade types of improvements. The build alternatives are different in design features and operational characteristics. Ideally, a separate comparable analysis should be performed for each intersection type. However, a comparable CFI project could not be identified. As a result, only a comparable analysis was performed for Alternative 2. However, in terms of assessing potential impacts on air quality for this project, Alternative 2 would represent a worst case situation. The CFI concept is premised on reducing restrictions to traffic flow for some movements at an intersection while the remaining movements would operate much like a traditional intersection. By allowing the most critical movements to flow more freely, overall intersection delay would be reduced. This is, in fact, how the CFI design would function for the Airline Drive/Clearview Parkway project: Alternative 1 (the CFI design) is predicted to operate at LOS D with an overall delay of 53.4 seconds in the design year of 2033, while Alternative 2 (the set of traditional at-grade improvements) would operate at LOS E with an overall delay of 63.6 seconds. In general, tailpipe CO emissions are higher under stop-and-go conditions than when traffic moves freely, and emission levels decrease with increasing vehicle operating speeds. By mitigating restrictions to flow and reducing delay, some vehicles traversing the intersection would have reduced tailpipe CO emissions, while the remaining vehicles would operate similar to a traditional at-grade intersection with similar emission levels. Thus, it can be expected that total peak hour CO emissions for the proposed project would be less under the CFI design (Alternative 1) than under the traditional at-grade design (Alternative 2), and that Alternative 2 would represent a worst case scenario in terms of CO emissions. Consequently, if it can be shown through a comparable analysis that Alternative 2 would not generate adverse impacts on air quality, then it would be reasonable to conclude that Alternative 1 would also not have adverse air quality impacts.

The project that was used for comparison with the Airline Drive/Clearview Parkway project to evaluate potential air quality impacts was the upgrade of the intersection of Airline Drive (US 61) and Williams Boulevard (LA 49) in Jefferson Parish, which was part of the Highway Component of the East-West Corridor Project [State Project No. 700-26-0242, Federal-Aid

Project No. HP-STP-T021(019)]. A Final Environmental Impact Statement was issued for this project in December 2006 (Louisiana Department of Transportation and Development, Federal Highway Administration, and Regional Planning Commission, 2006). This project involved, among other improvements, the upgrading of Airline Drive between I-310 and the Earhart Expressway (LA 3139) primarily by widening the existing roadway from six to eight lanes through most of the corridor. The widening would create a different traffic pattern at several major intersecting crossroads, including Williams Boulevard, necessitating at-grade improvements on all approaches to these intersections. The Airline Drive/Williams Boulevard intersection is located approximately 3.5 miles west of the proposed Airline Drive/Clearview Parkway intersection.

Table 4-4 summarizes the attributes of the existing Williams Boulevard and Clearview Parkway intersections with Airline Drive. The existing year for the Airline Drive/Williams Boulevard intersection data was 2003; the existing year for the Airline Drive/Clearview Parkway intersection is 2013. Operational data represent the worst case peak hour. For the intersections as a whole, the Airline Drive/Williams Boulevard intersection operated at LOS C in 2003, with an average delay of 26.5 seconds, while the Airline Drive/Clearview Parkway intersection operated at LOS F in 2013, with an average delay of 88.3 seconds. As can be seen, the attributes of these two intersections vary, partially due to the fact that there is a decade separating the two existing condition years used in the analysis.

Table 4-4
Existing Intersection Characteristics for Worst Case Peak Hour[1]

Parameter	Airline Drive /Williams Boulevard	Airline Drive /Clearview Parkway
Number of Approach Lanes	15	19
Peak Hour Traffic Volume	3,617	7,535
Level of Service	C	F
Delay in Seconds	26.5	88.3

[1]Existing year for Williams/Airline intersection was 2003; existing year for Clearview/Airline intersection is 2013.

Table 4-5 summarizes the design year operating characteristics of these intersections after construction of the planned improvements (the build alternative for the Airline Drive/Williams Boulevard intersection and Alternative 2 for the Airline Drive/Clearview Parkway intersection). Design year for the Airline Drive/Williams Boulevard intersection was 2025, while the design year for the Airline Drive/Clearview Parkway intersection is 2033. Similar to the existing conditions data presented above, design year operational data represent the worst case peak hour. The planned improvements to the Airline Drive/Williams Boulevard intersection included lane additions on three of the four approaches, drainage improvements, and new signals with modified phasings. Although the geometrical configuration of the two intersections is different, both intersections would operate at the same LOS in their respective design years and both would experience the same overall delay. Although the Airline Drive/Clearview Parkway peak hour traffic volume is roughly 43 percent higher than the Airline Drive/Williams Boulevard volume, there is eight years separating the two project design years. Applying an approximate annual growth factor of four percent to the Airline Drive/Williams Boulevard intersection peak hour traffic to escalate the predicted volume from 2025 to 2033, the resulting volume (7,334

vehicles) more closely corresponds to the Airline Drive/Clearview Parkway prediction of 7,685 vehicles. As a result, it is believed that the Airline Drive/Williams Boulevard intersection is sufficiently comparable to the Airline Drive/Clearview Parkway intersection to provide a reliable basis for extrapolation of air quality analysis results.

Table 4-5
Design Year Intersection Characteristics for Worst Case Peak Hour[1]

Parameter	Airline Drive /Williams Boulevard	Airline Drive /Clearview Parkway
Number of Approach Lanes	20	24
Peak Hour Traffic Volume	5,353	7,685
Level of Service	E	E
Delay in Seconds	63.6	63.6

[1]Design year for Williams/Airline intersection was 2025; design year for Clearview/Airline intersection is 2033.

The microscale CO analysis performed for the Highway Component of the East-West Corridor Project used worst case assumptions for atmospheric and meteorological conditions, traffic volumes, and CO background concentrations. A worst case one-hour analysis was performed for the peak traffic hour and a worst-case eight-hour analysis was performed for the worst consecutive eight-hour traffic period of the day that included the peak hour. Modeling was performed using MOBILE5b as the emissions model and CAL3QHC version 2.0 as the dispersion model. For the Airline Drive/Williams Boulevard intersection, it was predicted that the design year worst case peak hour CO concentration would be 8.3 parts per million (ppm), which was far below the NAAQS one-hour CO standard of 35.0 ppm. The worst case eight-hour CO concentration for the Airline Drive/Williams Boulevard intersection was determined to be 5.4 ppm, once again significantly below the NAAQS eight-hour CO standard of 9.0 ppm.

Based on the previous modeling results from the Airline Drive/Williams Boulevard intersection air quality analysis and on the comparability of that project with the current plan for improvements at the Airline Drive/Clearview Parkway intersection under Alternative 2 (the traditional at-grade improvements option), the Alternative 2 would be unlikely to impact ambient air quality to the extent that the NAAQS one-hour and eight-hour standards would be violated. Alternative 2 would also not generate emissions that would exacerbate existing NAAQS violations because the project area is in compliance with these standards and no violations exist. In addition, because Alternative 2 would likely generate higher air quality emissions than Alternative 1, Alternative 1 (the CFI option) would also not generate adverse impacts on air quality.

4.15 Noise

Traffic noise impacts occur when the predicted noise levels equal or exceed the NAC (presented in **Table 3-10**), or when the predicted noise levels exceed the existing levels by at least 10 dBA. Traffic abatement measures are evaluated when traffic noise impacts are predicted.

Potential traffic noise impacts for the design year (2033) associated with the No-Action Alternative, Alternative 1, and Alternative 2 were estimated using the FHWA Traffic Noise Model Version 2.5 (TNM 2.5). In addition to modeling sensitive receptors in the study area,

predicted noise level contours were also established for the 66 dBA and 71 dBA highway traffic noise levels for each of the build alternatives and the No-Build Alternative. The contours were used to aid in illustrating the predicted noise impacts under each alternative. A detailed description of the methodology and assumptions applied to this traffic noise study are contained in the stand-alone *Noise Technical Report* (URS, March 2012) (**Appendix F**).

2033 No-Build Alternative

Predicted noise levels at the eight measurement sites are expected to increase under the No-Build Alternative in the design year 2033. Noise level increases at these eight sites would range from 0.9 dBA to 4.1 dBA, as shown in **Table 4-6**. Seven of the eight measurement sites would have highway traffic noise levels approaching or exceeding the applicable NAC. No sites are predicated to have future noise levels exceeding existing noise levels by 10 dBA or more.

Table 4-6
2033 No-Build Alternative
Measurement Site Model Results

Measurement Site	Existing Condition Model Results (dBA)	2033 No-Build Alternative (dBA)	Noise Level Increase (dBA)	Site Impacted ≥ 66 dBA	Site ≥ 10 dBA Over Existing Noise Levels
Site A[1]	64.0	66.6	2.6	Yes	No
Site B[2]	69.3	71.7	2.4	Yes	No
Site C	64.7	67.9	3.2	Yes	No
Site D[3]	63.4	67.5	4.1	Yes	No
Site E	59.6	62.2	2.6	No	No
Site F	70.3	71.2	0.9	Yes	No
Site G	64.7	66.8	2.1	Yes	No
Site H	64.3	67.6	3.3	Yes	No

Notes: (1) Site A is also represented by "Garden of Memories" receiver in the TNM 2.5 model. The "Garden of Memories" receiver was located in the area of frequent human use in the model.
(2) Site B is also represented by the receivers "Site 339" through "Site 348" in the TNM 2.5 model, as shown in **Figure 4-2**. In the model, the receivers were located in the front or backyards of these residences to represent the areas of frequent human use.
(3) Site D is also represented by the receivers "Site 237" and "Site 219" in the TNM 2.5 model, as shown in **Figure 4-2**. In the model, the receivers were located in the front or backyards of these residences to represent the areas of frequent human use.

Predicted noise level contours were also established for the 66 dBA and 71 dBA highway traffic noise levels to aid in illustrating the predicted noise impacts associated with the No-Build Alternative. The sensitive receivers and 2033 No-Build Alternative noise level contours are illustrated in **Figure 4-2**.

The 71 dBA noise level contours were determined to be associated with both Airline Drive and Clearview Parkway highway traffic. On the south side of Airline Drive, the 71 dBA noise level contour would be located within the existing right-of-way (ROW). On the north side of Airline Drive, the 71 dBA noise level contour would be located outside of the existing ROW, indicating that some of the businesses would experience adverse noise impacts. On both sides of Clearview Parkway, the 71 dBA noise level contour would be located outside of the existing ROW,

indicating impacts on some of the businesses and residences. The 66 dBA noise level contour associated with Clearview Parkway and Airline Drive traffic would be located outside of the existing ROW. This contour would be located further from the ROW in areas around the intersection of Clearview Parkway and Airline Drive. In total, 55 single family residences, eight apartment buildings (totaling 48 apartments), seven businesses, and one community facility (Iglesia Amor Viviente Church) are predicted to have noise levels that approach or exceed the applicable NAC under the No-Action Alternative.

The *Noise Technical Report* (**Appendix F**) includes a detailed table specifying the predicted impacts by the noise receiver identification numbers presented in **Figure 4-2**.

Alternative 1

Predicted noise level contours for Alternative 1 are shown in **Figure 4-3**. With construction of Alternative 1, highway traffic noise impacts are predicted to occur at approximately 108 sensitive receivers, which would include 54 single family residences, eight apartment buildings (totaling 48 apartments), six businesses, and one community facility (Iglesia Amor Viviente Church). The impacted residences would be located along Clearview Parkway and Airline Drive; the majority of the impacts would be associated with the structures fronting Clearview Parkway. The impacted businesses would be located along Airline Drive and Clearview Parkway, north of Airline Drive.

The *Noise Technical Report* (**Appendix F**) includes a detailed table specifying the predicted impacts by the noise receiver identification numbers presented in **Figure 4-3**.

Alternative 2

Predicted noise level contours for Alternative 2 are shown in **Figure 4-4**. With construction of Alternative 2, highway traffic noise impacts are predicted to occur in the design year at approximately 111 sensitive receivers, which would include 57single family residences, eight apartment buildings (totaling 48 apartments), seven businesses, and one community facility (Iglesia Amor Viviente Church). The impacted residences would be located along Clearview Parkway and Airline Drive; the majority of the impacts would be associated with the structures fronting Clearview Parkway. The impacted businesses would be located along Airline Drive and Clearview Parkway, north of Airline Drive.

The *Noise Technical Report* (**Appendix F**) includes a detailed table specifying the predicted impacts by the noise receiver identification numbers presented in **Figure 4-4**.

Summary of Noise Impacts

Table 4-7 presents the predicted noise levels at the measurement sites. The noise levels are expected to increase under the two build alternative in the design year 2033. Noise level increases at the measurement sites for Alternative 1 would range from 0.8 dBA to 8.2 dBA. Noise level increases at the measurement sites for Alternative 2 would range from 0.8 dBA to 7.2 dBA. The largest increase in noise level was determined to be at Site D, which can be attributed to a southward widening of Airline Drive under both build alternatives.

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Figure 4-2
No-Build Alternative
2033 Noise Contours

US 61 at LA 3152 (Clearview Parkway) Intersection Improvement

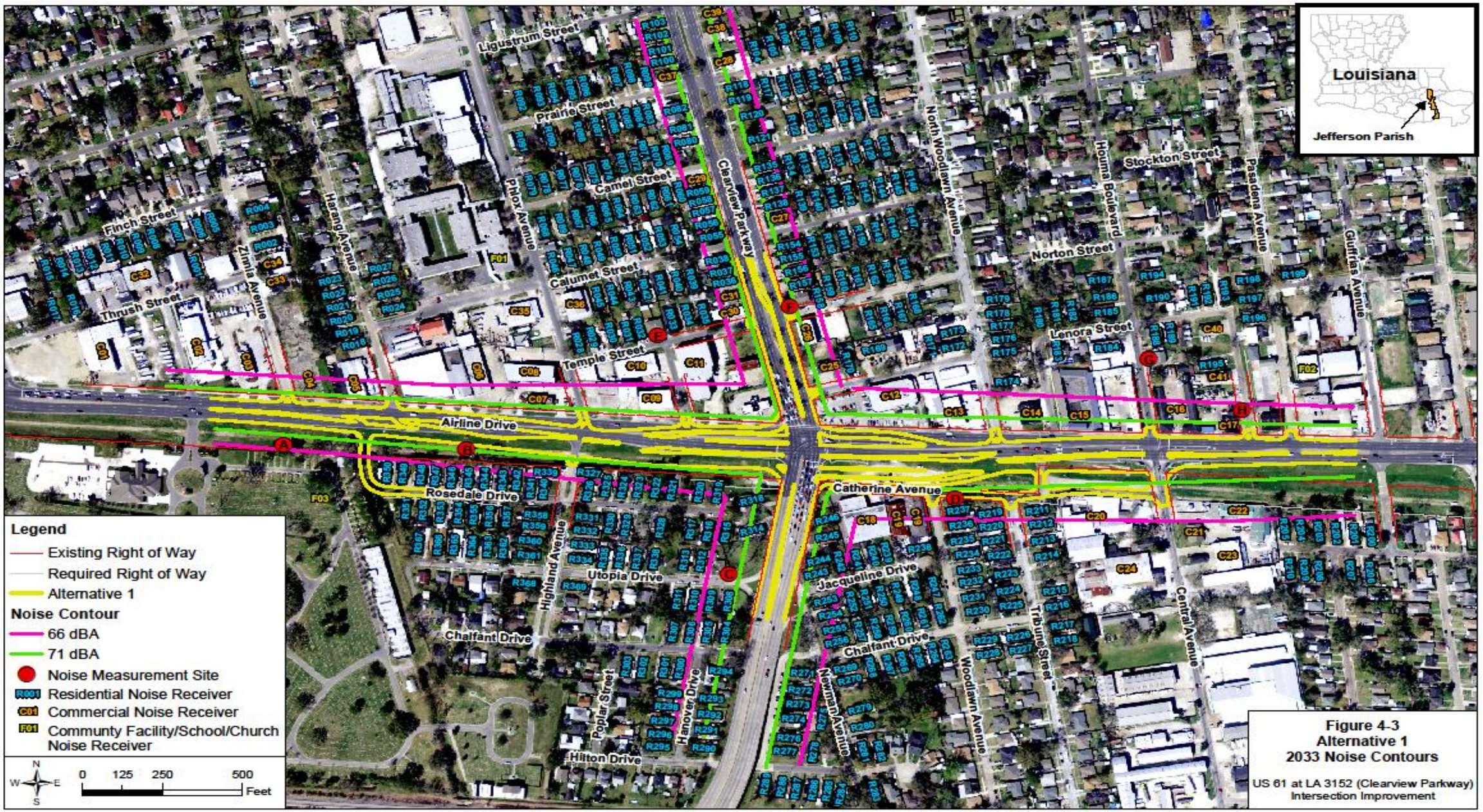
Louisiana
Jefferson Parish
Legend
Existing Right of Way
Required Right of Way
Alternative 1
Noise Contour
66 dBA
71 dBA
Noise Measurement Site
Residential Noise Receiver
Commercial Noise Receiver
Community Facility/School/Church Noise Receiver
0 125 250 500 Feet
N
W
E
S
Ligustrum Street
Prairie Street
Camel Street
Calumet Street
Temple Street
Finch Street
Thrush Street
Zinnia Avenue
Harang Avenue
Phlox Avenue
Clearview Parkway
North Woodlawn Avenue
Houma Boulevard
Stockton Street
Pasadena Avenue
Norton Street
Lenora Street
Griffins Avenue
Airline Drive
Rosedale Drive
Utopia Drive
Highland Avenue
Chalfant Drive
Poplar Street
Hanover Drive
Hilton Drive
Catherine Avenue
Jacqueline Drive
Newman Avenue
Woodlawn Avenue
Tribune Street
Central Avenue
Figure 4-3
Alternative 1
2033 Noise Contours
US 61 at LA 3152 (Clearview Parkway)
Intersection Improvement

Figure 4-4
Alternative 2
2033 Noise Contours

US 61 at LA 3152 (Clearview Parkway) Intersection Improvement

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Table 4-7
2033 Build Alternatives Measurement Site Model Results

Measurement Site	Existing Conditions (2012) Model Results (dBA)	Alternative 1		Alternative 2	
		Model Results (dBA)	Noise Level Increase (dBA)	Model Results (dBA)	Noise Level Increase (dBA)
Site A[1]	64.0	66.1	2.1	66.2	2.2
Site B[2]	69.3	72.9	3.6	71.4	2.1
Site C	64.7	68.1	3.4	67.8	3.1
Site D[3]	63.4	71.6	8.2	70.6	7.2
Site E	59.6	61.6	2.0	62.0	2.4
Site F	70.3	71.1	0.8	71.1	0.8
Site G	64.7	66.6	1.9	66.2	1.5
Site H	64.3	67.3	3.0	67.4	3.1

Notes: (1) Site A is also represented by "Garden of Memories" receiver in the TNM 2.5 model. The "Garden of Memories" receiver was located in the area of frequent human use in the model.
(2) Site B is also represented by the receivers "Site 339" through "Site 348" in the TNM 2.5 model, as shown on **Figure 4-**2 and **Figure 4-3**. In the model, the receivers were located in the front or backyards of these residences to represent the areas of frequent human use.
(3) Site D is also represented by the receivers "Site 237" and "Site 219" in the TNM 2.5 model, as shown on **Figure 4-**2 and **Figure 4-3**. In the model, the receivers were located in the front or backyards of these residences to represent the areas of frequent human use.

Table 4-8 presents the summary of adverse noise impacts that were predicted by the future year TNM 2.5 models. Some of the structures in the study area are predicted to have future traffic noise levels approaching or exceeding the applicable NAC.

Table 4-8
Summary of Traffic Noise Impacts

Alternative	Sensitive Receivers Impacted ≥ 66 dBA	Sensitive Receivers ≥ 10 dBA Over Existing Noise Levels
No-Action Alternative	110	0
Alternative 1	108	0
Alternative 2	111	0

Potential Noise Mitigation Measures

Since noise impacts have been identified for this project, the feasibility and reasonableness of potential noise abatement measures must be evaluated per the LADOTD *Highway Traffic Noise Policy*. Specific abatement measures including traffic management measures, alteration of horizontal and vertical alignments, acquisition of property rights to provide noise buffers, noise insulation of public use or nonprofit institutional structures, and the construction of noise barriers were evaluated for feasibility and reasonableness. Abatement measures that are determined to be feasible and reasonable per LADOTD criteria can be recommended as effective measures to reduce adverse noise impacts associated with the proposed intersection improvements.

The LADOTD considers noise abatement to be feasible when 75 percent of the first row of impacted receivers adjacent to a proposed noise barrier would receive at least a 5 dBA reduction in traffic noise. The LADOTD considers noise abatement to be reasonable if the following three criteria are met:

1. The noise reduction design goal is met – a minimum of one benefited receptor must receive a noise reduction of at least 8 dBA;

2. The cost-effectiveness goal is met – the cost of the abatement measure should be equal to or less than $35,000 per benefited receiver; and

3. Concurrence from the public on the noise abatement measure – at least 50 percent of the affected property owners support the proposed abatement.

Receivers in the study area are anticipated to exceed the noise abatement criteria; therefore, the complete range of possible abatement measures describe above were evaluated for reasonableness and feasibleness. The *Noise Technical Report* contains the detailed evaluation for all of the possible abatement measures. Traffic management measures, alteration of horizontal and vertical alignments, acquisition of property rights to provide noise buffers, and noise insulation of public use or nonprofit institutional structures were determined to be either unreasonable or infeasible. A detailed evaluation of the construction of noise barriers was conducted. Noise barriers were evaluated for reasonableness and feasibility at two locations along Clearview Parkway south of Airline Drive and at one location along Airline Drive west of Clearview Parkway. The noise barrier scenarios are the same for both build alternatives, as described below.

- A continuous noise barrier could be installed on Clearview Parkway south of Airline Drive along the north and southbound lanes. The noise barrier along the northbound lanes would begin to the south of Jacqueline Drive (see **Figure 4-3**) and extend to just north of Hilton Drive. This noise barrier was estimated to be 575 feet in length. The noise barrier along the southbound lanes would begin to the south of Utopia Drive (see **Figure 4-3**) and extend to just north of Hilton Drive. This noise barrier was estimated to be 590 feet in length.

- Additionally, a noise barrier could be installed on Airline Drive west of Clearview Parkway. This barrier would parallel the eastbound lanes of Airline Drive beginning at Highland Road and extending east to Clearview Parkway. This noise barrier was estimated to be 610 feet in length.

<u>Reasonableness</u>

Prior to modeling the noise barrier, a preliminary reasonableness evaluation was conducted based on the LADOTD *Highway Traffic Noise Policy*. One of the three criteria for reasonableness outlined in the policy requires that the cost estimate of the noise abatement measure should be equal to or less than $35,000 per benefitted receptor. A benefited receptor is considered a recipient of an abatement measure that would receive at least a 5 dBA reduction in the noise level as a result of the proposed abatement, whether impacted or not.

To determine the cost per benefitted receptor, preliminary cost estimates were calculated based on LADOTD latest available (2011) noise barrier wall costs per square foot for the structures located immediately adjacent to Airline Drive and Clearview Parkway. Various barrier heights were also evaluated in the preliminary cost estimates. **Table 4-9** presents the cost estimates by alternative for noise barriers along Clearview Parkway south of Airline Drive and along Airline Drive in the southwest quadrant of the intersection. It was determined that the only reasonable scenarios based on cost per benefited receiver would be a noise barrier at each of the three locations that is no higher than 10 feet for each build alternative.

TNM 2.5 was used to evaluate 10-foot continuous noise barriers at each of the three locations for Alternative 1 and Alternative 2. The results of the TNM 2.5 evaluation indicated that no receivers are predicted to have at least an 8 dBA reduction with the installation of a noise barrier along both sides of Clearview Parkway under Alternative 1 and Alternative 2. The results of the TNM 2.5 evaluation indicated that two receivers are predicted to have at least an 8 dBA reduction with the installation of a noise barrier along Airline Drive under Alternative 1. The results of the TNM 2.5 evaluation indicated that one receiver is predicted to have at least an 8 dBA reduction with the installation of a noise barrier along Airline Drive under Alternative 2.

In summary, a 10-foot continuous noise barrier along Airline Drive in the southwest quadrant of the intersection under both Alternative 1 and Alternative 2 would be considered reasonable per LADOTD criteria.

Feasibility

The feasibility of a 10-foot high noise barrier along Airline Drive under each of the build alternatives was analyzed using the results of the TNM 2.5 evaluation. The LADOTD considers noise abatement to be feasible when 75 percent of the first row of impacted receivers adjacent to a proposed noise barrier would receive at least a 5 dBA reduction in traffic noise. There are nine receivers in the first row of receivers adjacent to the proposed noise barrier along Airline Drive in the southwest quadrant of the Airline Drive/Clearview Parkway intersection. Of the nine, five are predicted to be benefitted by noise barrier construction under each build alternative. Consequently, since only 56 percent of the first row of impacted receivers would be benefitted by the proposed noise barrier under Alternative 1 and Alternative 2, it was concluded that this barrier cannot be considered feasible under either build alternative.

Summary

A noise abatement measure must be determined to be both feasible and reasonable per LADOTD criteria. Although the preliminary cost estimate for a continuous noise barrier at three locations under both build alternatives was determined to be reasonable, the results of the TNM 2.5 modeling analysis indicated that the cost per benefitted receiver for the noise barrier located along southbound Clearview Parkway would exceed the $35,000 criterion in the LADOTD *Highway Traffic Noise Policy*. The noise barriers located along northbound Clearview Parkway and along Airline Drive in the southwest quadrant of the intersection were further evaluated for reasonableness and feasibility.

Table 4-9
Preliminary Barrier Cost Estimates[1]

Noise Barrier Location	Estimated Length (ft)	Height (ft)	Area (sq ft)	Estimated Cost per Square Foot[2]	Estimated Material and Labor Cost	Total Number of Potential Receivers[3]	Cost per Potential Receiver	Predicted Benefitted Receivers[4]	Cost per Predicted Benefitted Receiver
Alternative 1									
Clearview Parkway NB, South of Airline Drive	575	10	5,750	$26	$149,500	10	$14,950[5]	6	$24,917
	575	15	8,625	$113	$974,625	10	$97,463	—	—
	575	20	11,500	$103	$1,184,500	10	$118,450	—	—
Clearview Parkway SB, South of Airline Drive	590	10	5,900	$26	$153,400	7	$21,914[5]	4	$38,350
	590	15	8,850	$113	$1,000,050	7	$142,864	—	—
	590	20	11,800	$103	$1,215,400	7	$173,629	—	—
Airline Drive Southwest Quadrant	610	10	6,100	$26	$158,600	10	$15,860[5]	5	$31,720
	610	15	9,150	$113	$1,033,950	10	$103,395	—	—
	610	20	12,200	$103	$1,256,600	10	$125,660	—	—
Alternative 2									
Clearview Parkway NB, South of Airline Drive	575	10	5,750	$26	$149,500	10	$14,950[5]	5	$29,900
	575	15	8,625	$113	$974,625	10	$97,463	—	—
	575	20	11,500	$103	$1,184,500	10	$118,450	—	—
Clearview Parkway SB, South of Airline Drive	590	10	5,900	$26	$153,400	7	$21,914[5]	2	$76,700
	590	15	8,850	$113	$1,000,050	7	$142,864	—	—
	590	20	11,800	$103	$1,215,400	7	$173,629	—	—
Airline Drive Southwest Quadrant	610	10	6,100	$26	$158,600	10	$15,860[5]	5	$31,720
	610	15	9,150	$113	$1,033,950	10	$103,395	—	—
	610	20	12,200	$103	$1,256,600	10	$125,660	—	—

Notes: (1) Barrier cost estimates were conducted prior to TNM 2.5 barrier modeling to establish reasonable noise barrier scenarios.
(2) Based on LADOTD 2011 noise barrier wall costs per square foot.
(3) Total number of receivers in vicinity of noise barrier.
(4) Receivers that are predicted to have at least a 5 dBA noise reduction by TNM 2.5.
(5) The noise barriers at each of the three locations for Alternatives 1 and 2, at a height of 10-feet, were determined to be the only reasonable scenarios based on cost per potential benefitted receiver. To further define the potential benefited receivers, these scenarios were modeled in TNM 2.5.

The 10-foot noise barrier located along Airline Drive for both build alternatives would meet the noise reduction goal of providing an 8 dBA reduction for at least one receiver per the LADOTD *Highway Traffic Noise Policy*. The 10-foot noise barrier located along northbound Clearview Parkway under both build alternatives would not meet this noise reduction goal. The LADOTD *Highway Traffic Noise Policy* states that the abatement must be feasible and that all three of the reasonableness criteria must be met for the abatement to be considered reasonable. Only one noise barrier was determined to be reasonable for mitigating adverse noise impacts, but it would not meet LADOTD criteria for feasibility. Consequently, there are no noise barriers, or any other abatement measures, that would be both feasible and reasonable for reducing the predicted adverse noise impacts of project construction under either Alternative 1 or Alternative 2.

4.16 Upland, Wetland and Aquatic Communities

The entire naturally occurring habitat that once existed in the study area has been replaced by urban land uses. An evaluation of the study area as well as correspondence with the Army Corps of Engineers confirm that there are no wetlands or other vegetative communities that would be impacted by the project (see correspondence reproduced in **Appendix A**). Both Alterative 1 and Alterative 2 would be constructed within the existing transportation right-of-way and portions of the abandoned KCS railroad right-of-way and would have no effect on upland, aquatic, or wetland communities.

The No-Build Alternative would have no effect on upland, aquatic, or wetland communities.

4.17 Plants and Wildlife Protected by Law

Field review verified the absence of potential habitat in the study area that is suitable to support federally-protected floral and faunal species listed for Jefferson Parish. Correspondence during the Solicitation of Views (SOV) period with both the USFWS and the Louisiana Natural Heritage Program (LNHP) confirmed that no impacts to rare, threatened, or endangered species or critical habitats are likely to occur with construction of either of the build alternatives (see **Section 6.1** for SOV information).

The No-Build Alternative would have no effect on the rare, threatened, or endangered species that are listed for Jefferson Parish.

4.18 Coastal Zone Management

The entire study area is located within the coastal zone. A Coastal Use Permit (CUP) application would need to be completed and submitted to the Coastal Management Division (CMD) for either Alternative 1 or Alternative 2 during the design phase of the project after selection of a preferred alternative. Submitting an application for a CUP does not imply that a CUP will be required; the application is simply one step in the rules and procedures to identify if a project will have impacts to the coastal zone.

The No-Build Alternative would have no coastal zone impacts.

4.19 Construction Effects and Best Management Practices

Intersection improvements at Clearview Parkway and Airline Drive would result in a variety of temporary effects associated with storage of materials and equipment and construction equipment operations. Construction effects would not include permanent effects resulting from land conversion to roadway right-of-way, nor would they refer to indirect effects caused by the presence of the roadway facility. A variety of best management practices (BMPs) can be effectively employed to reduce various construction-related impacts.

Since the No-Build Alternative would not involve construction activities except for needed minor maintenance and repair, the following discussion applies to the construction-related impacts associated with Alternative 1 and Alternative 2.

Economic Effects

The injection of construction funds into the area would likely draw some labor from unincorporated Jefferson Parish, including Metairie, and the adjacent communities of Kenner and Harahan, but also from the surrounding communities in Orleans, St. Charles and St. Tammany Parishes. Since most of the labor would likely live in or near the study area, a portion of the construction workers salaries would be spent inside the study area for lunches and incidentals. However, the larger region as a whole may realize the balance of these direct spending benefits. A substantial portion of raw materials would likely be purchased locally. Specialty materials may constitute the only material purchases that may occur outside the region. Long-term benefits of the build alternatives could include potential commercial and residential redevelopment and enhancement in the vicinity of the intersection.

Physical and Social Effects

Construction Methods, Accessibility and Effects

Construction methods employed for the project would comply with industry standards for excavation, embankment and compaction of soils using heavy equipment such as bulldozers, graders, cranes, and haul trucks. Traffic disruption is anticipated; however, approved traffic control plans would be utilized in areas where traffic would interface with construction work zones. Construction activity should typically take place in daylight between the hours of 7:00 a.m. and 7:00 p.m., and be suspended during the weekend (at least Sundays) and on locally observed Federal and state holidays.

Construction of the project would cause minor, unavoidable adverse impacts on traffic, primarily related to the delays associated with restricted traffic flow and access issues created by construction operations and equipment. Traffic would be maintained along both Airline Drive and Clearview Parkway throughout the construction period. While not anticipated, the construction of the project could potentially require minor temporary detours. A detailed maintenance of traffic plan would be prepared during a subsequent stage of project design. Maintenance of traffic, construction sequencing, and temporary lane closures and detours would be planned and scheduled to minimize impacts to local residences, businesses, and the traveling public. Access to residences and businesses within the corridor would be maintained at all times,

including by use of temporary driveways or connections where necessary. Public service announcements of planned detours would be distributed to local media in advance to alert the public and minimize traffic disruptions and confusion. Local police, fire departments, and other emergency service providers would be notified in advance of any construction-related activities to allow for proper planning and alternate route identification. Numerous other routes exist for emergency vehicles to access the Study Area. Therefore, disruption to emergency responders should be minimal.

Debris and excess spoil materials generated during construction would normally be disposed of off-site. Disposal of unsuitable or excess material, trash, debris, and spoil would be governed by local and/or state regulation.

Staging Areas

Construction staging areas would be identified by the contractor after the project is let for construction. It is recognized that staging areas would be necessary for storage of equipment, material stockpiles, and office facilities. These areas would be located within, or in close proximity to, the project site and would be approved by LADOTD prior to the start of construction.

Air Quality

The project vicinity would experience short-term increases in air pollutant levels due to gaseous tailpipe emissions from construction equipment as well as particulates from dust and diesel exhausts. The amount of emissions from equipment and operations would be inconsequential when compared to emissions from normal traffic flows, and pollutant concentrations would be reduced by rapid dispersion. Emissions would also be spread out over time during the duration of the construction period.

Construction Noise

Construction operations would generate short-term adverse noise impacts on nearby receivers. Various best management practices are available to minimize adverse noise effects, including muffling of construction equipment and limiting construction to daytime hours. Appropriate measures to mitigate potential adverse noise impacts from construction operations would be included in contract specifications prepared by LADOTD.

Water Quality and Drainage

Water quality and drainage impacts would be temporary in nature. Existing drainage is comprised of underground drainage lines throughout the study area as well as a single man-made drainage ditch that runs along a portion of the south side of the former KCS railroad right-of-way, and some minor modifications to the flow and configuration of this existing drainage would be made during construction. An erosion and sediment control plan would be developed and implemented that would include all specifications and BMPs necessary to control erosion and sedimentation from construction activities. Examples of BMPs used to mitigate construction effects on water quality and drainage include, but are not limited to, the use of stacked hay bales, silt fences, mulching, reseeding, and use of buffer zones. Direct effects of construction activities on surface water quality would stem from increased turbidity and nutrient loads. However,

BMPs would greatly mitigate these impacts, and any residual effects would be temporary. Indirect effects associated with induced development and other non-point sources of pollution during construction activities are anticipated to be either mitigated by BMPs or minor in nature (see **Section 4.20**).

Biotic Communities

Due to the absence of biotic communities within the study area, no construction-related impacts on terrestrial or aquatic habitats or biota would occur with project construction.

Utility Services

Utilities that are within the proposed right-of-way for the build alternative ultimately selected for implementation would be relocated during the first phase of construction. Temporary construction activities would not affect utility services other than requiring temporary power connections. Such connections, however, would not require substantial service disruptions. Therefore, adverse effects to utility services from project-related construction activities would be inconsequential.

4.20 Secondary and Cumulative Effects

Indirect or Secondary Effects

Indirect or secondary effects are reasonably foreseeable impacts caused by an action that are expected to occur either later in time or further in distance from the project or both. An evaluation of indirect impacts attempts to determine whether a project might generate substantial impacts that may not be immediately apparent beyond the direct and more easily recognizable effects that are expected to occur upon or after project implementation. Analysis of indirect impacts often focuses on land use changes and secondary development spurred or supported by a transportation improvement. However, roadway upgrades may indirectly impact other environmental considerations or resources in ways that are difficult to anticipate and evaluate. As a result, regulatory requirements specify that the analysis effort should focus on indirect impacts that are reasonably foreseeable.

Both Alternative 1 and Alternative 2 would have limited potential to impact land uses surrounding the Clearview Parkway and Airline Drive intersection through induced development due to the dense urban nature of the study area. While the overall project goal is to meet current and future traffic demands, particularly those associated with the Huey P. Long Bridge widening project, any increases in traffic would not necessarily translate into new development in the study area because this area is already substantially developed.

Cumulative Effects

Cumulative effects result from the incremental impacts of a proposed project added to other past, present, and reasonably foreseeable future actions, regardless of the type of action and who undertakes such action. An evaluation of cumulative impacts attempts to determine whether the effects of the proposed project, when combined with the effects of other actions, could result in substantial impacts on environmental resources or conditions. The study area is located in the Old Jefferson area of unincorporated Jefferson Parish and has been completely developed and built out since the 1960s and 1970s. The area has been stable for many decades with few to no

vacant commercial or residential structures. There has also been redevelopment of older properties along Airline Drive in recent years, particularly commercial properties. As is documented throughout **Section 3**, any new development or redevelopment projects would have minimal impact to the surrounding environment because the study area is already completed developed. The Jefferson Parish Comprehensive Zoning Ordinance is also in place to ensure that no development is in conflict with existing land use. Therefore, given that the study area is not expected to be modified substantially by any project-induced developments and that no reasonably foreseeable developments are expected, substantial cumulative impacts to the human, natural, and physical environments are not anticipated under either Alternative 1 or Alternative 2.

5.0: Summary and Recommendation

5.0 SUMMARY AND RECOMMENDATION

5.1 Summary of Environmental Impacts

Table 5-1 provides a summary of the project features and associated impacts that would be incurred with the construction of either Alternative 1 or Alternative 2.

Table 5-1
Summary of Project Features and Impacts

Evaluation Criteria	Unit	Build Alternative	
		1	2
Intersection Alignment and Right-of-way Considerations			
Intersection Type - Urban	n/a	Continuous Flow	At-Grade Geometric Improvements
Required Right-of-way	acres	1.617	0.074
Constructability / Maintenance of Traffic (MOT) During Construction			
MOT on Airline Drive	Yes/No	Yes	Yes
MOT on Clearview Parkway	Yes/No	Yes	Yes
Human Environment Considerations & Estimated Impacts			
Residential Structure Impacts	number	0	0
Commercial Structure Impacts[1]	number	0	0
NRHP Eligible Standing Structures	number	No	No
NRHP Eligible Archaeological Sites [2]	number	NS [2]	NS [2]
Disproportionate Environmental Justice Impacts	Yes/No	No	No
Noise Impacts	Yes/No	Yes	Yes
Feasible & Reasonable Noise Abatement	Yes/No	No	No
Air Quality Impacts	Yes/No	No	No
Physical Environment Considerations& Estimated Impacts			
20” Natural Gas Supply Line	Yes/No	Yes	No
Prime Farmland Impacted	acres	1.576	0.074
Natural Environment Considerations & Estimated Impacts			
Upland Habitat Directly Impacted	acres	1.617	0.074
Wetlands Directly Impacted	acres	0	0
Aquatic Habitat Directly Impacted	acres	0	0
100-Year Floodplains Impacted	acres	0	0
500-Year Floodplain Impacted	acres	3.00	0.82
Streams Impacted	acres	0	0
Estimated Cost Considerations (2012 $)			
Right-of-way Cost – Land Only	$130,000/acre	$ 210,210	$ 9,620
Estimated Construction Cost	Millions $	$ 10.7 M	$ 4.1 M
Total Estimated Cost	Millions $	$ 10.9 M	$ 4.1 M

Notes:
1. No commercial structures are directly impacts; however, Jim Owns Flooring currently uses LDOTD right-of-way for parking and this would be removed.
2. Not Surveyed – Archeological impacts to be determined following the selection of a preferred alternative.

Human Environment Considerations

The build alternatives would require the purchase of new right-of-way; however, neither Alternative 1 nor Alternative 2 would result in the relocation of any residential or commercial structures. Therefore, the direct impact to residents in the study area is greatly reduced.

Access to properties along Airline Drive and Clearview Parkway would be maintained to the greatest extent possible; however, access from certain travel directions would be lost under the build alternatives. Under Alternative 1, several of the business on the north side of Airline Drive could lose direct driveway access to Airline Drive as well as the ability for vehicles travelling east to make left turns into these properties. While access from Airline will be modified, these businesses have secondary access points to side streets which in turn connect to either Airline Drive or Clearview Parkway.

Environmental justice populations would not be disproportionately impacted by either Alternative 1 or Alternative 2 because neither alternative would result in any significant adverse impacts in general or require residential relocations.

The project is located in an area that is in attainment for all NAAQS, and would not have an adverse effect on air quality. Noise levels are expected to increase under the two build alternatives in the design year 2033. However, there are no noise barriers, or any other abatement measures, that would be both feasible and reasonable for reducing the predicted adverse noise impacts of project construction.

Physical Environment Considerations

Alternative 1 would require the relocation of approximately 700 feet of the 20-inch natural gas supply line that parallels Airline Drive to the south. Otherwise, both build alternatives would require utility relocations typical of an urban transportation improvement project.

All soils within the footprints of both build alternatives are classified as prime farmland soils. While both build alternatives would utilize a portion of the abandoned KCS railroad right-of-way south of Airline Drive, the portion west of Tribune Street is already owned by LADOTD and, therefore, considered transportation right-of-way. Potential impacts on prime farmland soils were only evaluated for the portions of the KCS railroad right-of-way from Tribune Street to Central Avenue that would have to be acquired for construction of each build alternative. With its greater footprint, Alternative 1 would impact a larger area of prime farmland (1.576 acres) than Alternative 2 (0.074 acres). However, as per a letter from the NRCS, the proposed construction for both Alternative 1 and Alternative 2 is within an urban area and therefore is exempt from FPPA rules and regulations.

Although both alternatives are underlain by the Chicot Equivalent aquifer system, the project areas are not located near major recharge zones and all necessary USEPA and LDEQ safeguards would be implemented to avoid impacts.

Natural Environment Considerations

In terms of effects on the natural environment, both Alternative 1 and Alternative 2 would have only a few minor impacts given the urban nature of the study area. The build alternatives would not be located within a 100-year floodplain, and it is not anticipated that construction of the build alternatives would increase the base-flood elevation to a level that would violate applicable floodplain regulations. While both build alternatives would increase the amount of impervious surface (3.00 acres for Alternative 1 and 0.82 acres for Alternative 2), by constructing portions of the travel lanes in the open right-of-way to the south of Airline Drive, only minor floodplain impacts are anticipated since all construction is within the 500-year floodplain. All new or modified drainage culverts and catch basins under either of the build alternatives would be designed to maintain pre-construction hydrologic conditions and would not result in any substantial effect to base flood elevations in the surrounding area.

Estimate of Probable Cost

The estimated cost of Alternative 1 is approximately $10.9 million compared to $4.1 million for Alternative 2 (2012 dollars). These costs are inclusive of right-of-way acquisition and construction costs. While Alternative 1 would have a greater right-of-way cost in terms of land acquisition, the overall amount of right-of-way acquisition and associated cost would be minimal for both alternatives due to the LADOTD already owning a large portion of the abandoned KCS railroad right-of-way in the study area. A major component of the approximate $6.8 million dollar cost difference between the two build alternatives would involve the amount of new versus rebuilt roadway surface: Alternative 2 would use a large amount of existing Airline Drive pavement while Alternative 1 would require reconstruction of most of Airline Drive within the project limits.

Summary of Benefits

Both of the build alternatives would satisfy the purpose and need for the project and would provide long-term benefits. Both build alternatives would improve the existing at-grade signalized intersection with designs that would enhance traffic flow through the intersection. Travel time savings would be realized on Airline Drive and Clearview Parkway with either of the build alternatives compared to the No-Build Alternative, resulting in reduced vehicular operating costs for both passenger and commercial vehicle operations. Furthermore, connectivity between the west bank and I-10 in conjunction with the completion of the Huey P Long Bridge widening project would be enhanced with implementation of the proposed intersection improvements. However, Alternative 1 would perform slightly more efficiently in terms of improvements to level of service and general traffic operations than Alternative 2.

5.2 Summary of Permits and Certifications

The following permits and/or certifications are required for the proposed project:

- Authorization would have to be obtained under the Louisiana Pollutant Discharge Elimination System (LPDES) from LDEQ for Storm Water Discharge for Construction Activities over five acres.
- A drainage hydraulic study would be required during design and a development permit would be required prior to commencement of construction.

- A Coastal Use Permit (CUP) application would be completed and submitted to the Coastal Management Division of the Louisiana Department of Natural Resources prior to construction.
- Verification by the Jefferson Parish floodplain administrator that the project design complies with all local floodplain ordinances and standards.

5.3 Summary of Commitments and Mitigation Measures

The following commitments and mitigation measures are required for the proposed project:

- Best Management Practices (BMPs): Implementation of BMPs during construction to mitigate non-point source pollution.
- Air Quality: During the construction of the proposed project, air quality impacts would be minimized by the project contractor through a combination of fugitive dust control, equipment maintenance, and compliance with state and local regulations.
- Hazardous Materials: During construction, any site that is found to contain unknown/unrecorded hazardous materials will be remediated and all work conducted in conformance with LDEQ, EPA, and OSHA regulations and policy.
- Archaeological Findings: Once a Preferred Alternative is selected prior to the issuance of the FONSI, a detailed investigation, including shovel tests of the alignment, would be performed, if necessary, to determine the presence of any archeological sites located within the area of construction. Any findings would be submitted to the State Historic Preservation Office (SHPO) for a determination. At the time of this writing, final Section 106 clearance from the SHPO has not been received. Once issued, additional commitments may be specified for inclusion as part of this project.
- Floodplains: Coordination with the local floodplain administrator for Jefferson Parish will be conducted for the Preferred Alternative to insure that the project is designed in compliance with all local floodplain ordinances and requirements.

6.0: Agency, Public, and Tribal Coordination and Involvement

6.0 AGENCY AND PUBLIC COORDINATION AND INVOLVEMENT

This section contains a summary of agency coordination and the public involvement outreach process.

6.1 Solicitation of Views

Early coordination was initiated with a Solicitation of Views (SOV) packet that was mailed July 2, 2012 to applicable Federal, state and local agencies, organizations, individuals, Indian tribal contacts, and elected officials in the project area. The packet included a letter, preliminary project description, and project location map. The SOV letter requested identification of possible adverse economic, social, or environmental effects or concerns. Copies of the SOV packet and agency SOV responses are included in **Appendix B**. **Table 6-1** summarizes the responses to the SOV packet by the agencies.

Table 6-1
Summary of Solicitation of Views Responses

ID #	Date	Responder	Comment Summary
1	11/10/2010	US Environmental Protection Agency Source Water Protection (6WQ-S)	Project does not lie within boundaries of a designated sole source aquifer, thus is not eligible for review under the SSA program.
2	11/12/2010	LA Department of Natural Resources Office of Coastal Management	Project is inside the LA Coastal Zone and requires complete Coastal Use Permit Application Packet along with applicable fee to be submitted in order to process permit and provide official determination. Recommend minimizing impacts to vegetated wetlands or develop mitigation to offset the lost habitat values. The Chitimacha Aboriginal Grounds is a sensitive feature that may require additional processing time by the resource agencies. Recommend scheduling a pre application meeting with the Permit Section staff.
3	11/12/2010	LA Department of Children and Family Services	Offered no objection to the project and determined that the project will have no adverse impact to agency operations or delivery of services to their consumers who reside in the affected area.
4	11/15/2010	US Fish and Wildlife Service	Project review for effects to endangered species has determined that there will be no effect to those resources.
5	11/15/2010	US Federal Emergency Management Agency Region VI	Request that the Parishes floodplain administrators be contacted for the review and possible permit requirements for this project.
6	11/17/2010	US Department of Agriculture Natural Resources Conservation Service	Project maps indicate that the proposed construction is in an urban area and exempt from FPPA regulations. Some soils in project area are Prime/Unique farmland and will require a farmland conversion impact rating form AD-1006. There should be no adverse effect to surrounding environment provided appropriate erosion control measures are taken during construction. Hydric soils are present in some areas of project site and there may slight alteration to wetlands during construction which may require mitigation. NRCS has no objection to project and it will have no apparent effect on NRCS work in the vicinity. Enclosed the Jefferson Parish Soil report.

Table 6-1
Summary of Solicitation of Views Responses

ID #	Date	Responder	Comment Summary
7	11/18/2010	Jefferson Parish President	The capacity and accessibility improvements proposed with the project will restore an efficient and safe flow of traffic through the intersection, thereby enhancing the economic viability of the Airline and Clearview corridors, as well enhancing emergency evacuations..
8	11/18/2010	LA Department of Environmental Quality Business and Community Outreach Division	The department has no objections to the project, but offered general comments (see correspondence). Please be advised that if you should encounter a problem during the implementation of this project, you should immediately notify LDEQ's Single-Point-of-contact (SPOC) at (225) 219-3640. Currently, Jefferson Parish is classified as attainment with the National Ambient Air Quality Standards and has no general conformity determination obligations.
9	11/19/2010	LA Department of Wildlife and Fisheries Natural Heritage Program Coordinator	Personnel of the Habitat Section of the Coastal & Nongame Division reviewed the preliminary project data and found that 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.
10	11/23/2010	LA Department of Natural Resources Office of Conservation	Review of computer records indicates no oil, gas, or injection wells located within or adjacent to the project area. LADOTD database indicates a possibility of registered water wells in the project vicinity and there may be unregistered water wells. Provided contact information for all divisions.
11	11/23/2010	LA Department of Transportation and Development Floodplain Management Program	Enclosed Jefferson Parish FIRM map and contact information for Jefferson Parish floodplain administrator. Consideration should be given for the occurrence of a base flood inundation and to the responsibility of clearing debris and keeping the area cleared so as not to interfere with its function.
12	11/29/2010	LA Department of Health and Hospitals Office of Public Health	The office has no objection to the project, but reserves the right to additional comment should information become available that would change the basis upon which the office makes this decision. This preliminary determination does not absolve the applicant of responsibilities in respect to compliance of LA regulations and public health laws.
13	11/30/2010	LA State Historic Preservation Officer Deputy State Historic Preservation Officer	No known properties will be affected by this undertaking. This effect determination could change should new information come to our attention.
14	12/2/2010	USACE New Orleans District	Approved Jurisdictional Determination - Permit not required - Enclosed Joint application with LDNR Office of Coastal Management (OCM) (on file)

6.2 Public Involvement

Public Meeting

An open forum public involvement meeting to discuss the proposed improvements at the Airline Drive/Clearview Parkway intersection in Jefferson Parish was held on Thursday, May 12, 2011 at the East Bank Council Chambers in Jefferson, Louisiana from 4:00 p.m. to 7:00 p.m. The purpose of the public meeting was to allow agencies, local representatives, and the public to review and comment on the No-Build and build Alternatives that are being proposed in the development of an Environmental Assessment for the project. The open house style meeting,

with no formal presentation, allowed citizens the opportunity to receive information about the environmental process of the project, to view exhibits, ask questions, and offer comments during the scheduled hours.

The methods of notification for the public meeting included publishing a legal notice in the local newspaper and distribution of postcards and letters to property owners, businesses, elected officials, and agency representatives. The LADOTD Public Information Office posted notification of the public meeting on the LADOTD website. The RPC also advertised the meeting on their website, www.norpc.org, as well as posted the meeting on their events calendar. The Public Meeting Legal Notice was placed in the *Times Picayune* and appeared in the circulations dated May 3, 2011 and May 10, 2011 and is included in **Appendix E**.

Given the adequate notification tools that were employed to provide information about the public meeting, the public representation by 64 attendees at meeting was considered to be strong considering the localized nature of the project. Further comment response was considered to be moderate with 33 citizens either providing their comments on the night of the public meeting or responding throughout the comment period. The moderate level of comment responses may be attributed to lack of controversy surrounding the project.

When asked about the importance of the project, 85 percent (27 commenters) thought the project was important, 15 percent (5 commenters) did not think the project was important, and 6 percent (2 commenters) did not respond to the question. Improving traffic or relieving congestion, combined with the potential effect upon existing businesses located within the project area, were the overwhelming explanations given as to why commenter's thought the project was important. Potential construction impacts, potential noise impacts, and access issues related to the surrounding neighborhoods were the prime concerns voiced by the public.

As described in **Section 2.0** of this EA, three conceptual build alternatives were under consideration at the time of the public meeting. Of the three build alternatives presented, Conceptual Alternative 2, the at-grade intersection improvement, was preferred by approximately 43 percent of the commenters. Economic and business impacts were the primary reasons given for preference of Conceptual Alternative 2. Approximately 24 percent preferred Conceptual Alternative 1, the continuous flow design, because they felt it was the best alternative to improve overall traffic operations. The No-Build Alternative was selected by approximately 15 percent and approximately 12 percent expressed preference for Conceptual Alternative 3, the overpass improvement, while the remaining six percent of commenters did not express a preference. Conceptual Alternative 3, the overpass improvement, was dropped from further consideration subsequent to the public meeting and was not evaluated as part of this EA.

A complete synopsis of the meeting with a summary table of public comments received during the comment period is located in **Appendix E,** the *US 61 at LA 3152/Clearview Parkway Interchange Improvements Public Meeting Record, May 2011*.

6.3 Draft EA Distribution

The distribution list of recipients of the Draft EA is included in **Table 6-2**. The distribution list includes federal, state, and local agencies, elected officials, study area libraries, and stakeholders.

Table 6-2
Distribution List

ID #	Recipient	Address	Contact	No. of Draft EA Copies	No. of Executive Summary Copies
	Lead Agencies				
1	Louisiana Department of Transportation and Development	1201 Capitol Access Road Section 28 Room 504C Baton Rouge, LA 70802 P.O. Box 94245 Baton Rouge, LA 70804-9245	Ms. Noel Ardoin, P.E. c/o Nina McDaniel	15 & 2 Cds	
2	Louisiana Department of Transportation and Development	1440 Highway 90 W Westwego, LA 70094-3566	Mr. Chris Morvant District 02 Administrator	5& 1 CD	
3	Federal Highway Administration	c/o Nina McDaniel (see above address)		2	
4	Regional Planning Commission	10 Veterans Blvd. New Orleans, LA 70124	Mr. Walter Brooks c/o Jeff Roesel		
5	Jefferson Parish	1221 Elmwood Park Blvd. Suite 802 Jefferson, LA 70123	Mr. Mark Drewes Chief Engineer	1	
	Federal Agencies				
6	US Army Corps of Engineers New Orleans District Regulatory Branch	USACE NOD 7400 Leake Ave. New Orleans, LA 70118 P.O. Box 60267 (70160-0267)	Mr. Pete J. Serio Chief, Regulatory Branch		1
7	US Department of the Interior Office of Environmental Policy and Compliance	1849 C Street NW Main Interior Building (MS 2462) Washington DC 20240	Mr. Willie Taylor, Director Ms. Mary Blanchard, Deputy Director	1 and 12 CDs	
8	US Department of Housing and Urban Development	500 Poydras Street Hale Boggs Building, 9th Floor New Orleans, LA 70130-3099	Ms. Tina Powell, Field Environmental Officer Ms. Sheila H. Perine, Region VI Environmental Officer		1
9	US Department of the Interior Geological Survey	3535 South Sherwood Forest, Suite 120 Baton Rouge, LA 70816	Mr. Charles Demas		1
10	US Fish and Wildlife Service, Lafayette Ecological Service Field Office	646 Cajundome Blvd, Suite 400 Lafayette, LA 70506	Mr. James F. Boggs		1
11	US Department of Agriculture, Natural Resources Conservation Service	3737 Government St Alexandria, LA 71302	Mr. Kevin Norton		1
12	US Department of Commerce Economic Development Administration	504 Lavaca Street, Suite 1100 Austin, TX 78701-2858	Mr. Pedro Garza, Regional Director		1
13	US FEMA Region VI	800 North Loop 288 Denton, TX 76209-3698	Ms. Myra Diaz		1
14	US Environmental Protection Agency, Region VI	1445 Ross Ave.- 6 WQ-S Dallas, TX 75202-2733	Mr. Michael Bechdol	1 & 3 CDs	
	Louisiana State Agencies				
15	Louisiana Department of Agriculture and Forestry Office of Soil and Water Conservation	5825 Florida Boulevard Baton Rouge, LA 70806 P.O. Box 3554 Baton Rouge, LA 70821-3554	Mr. Bradley Spicer		1

Table 6-2
Distribution List

ID #	Recipient	Address	Contact	No. of Draft EA Copies	No. of Executive Summary Copies
16	Louisiana Department of Transportation and Development Floodplain Management Program	1201 Capitol Access Road Section 64 Baton Rouge, LA 70802	Ms. Susan Veillon, CFM		1
17	Louisiana Department of Public Safety Highway Safety Commission	7919 Independence Blvd., Suite 2100 Baton Rouge, LA 70806 P.O. Box 66336 Baton Rouge, LA 70896	Mr. John LeBlanc		1
18	Louisiana Department of Wildlife & Fisheries, Louisiana Natural Heritage Program	2000 Quail Drive Baton Rouge, LA 70808 P.O. Box 98000 Baton Rouge, LA 70898-9000	Ms. Amity Bass		1
19	Louisiana Department of Culture, Recreation and Tourism	1051 North 3rd Street Baton Rouge, LA 70802 P.O. Box 44247, Capitol Annex Baton Rouge, LA 70804	Ms. Pam Breaux Ms. Rachel Watson		1
20	Louisiana Department of Environmental Quality	602 North 5th Street Baton Rouge, LA 70802 P.O. Box 4301 Baton Rouge, LA 70821-4303	Ms. Beth Dixon	EMAIL	
21	Louisiana Department of Natural Resources Office of Conservation	617 North 3rd Street, 9th Floor Baton Rouge, LA 70802 P.O. Box 94275 Baton Rouge, LA 70804-9275	Mr. James H. Welsh, Commissioner of Conservation		1
22	Louisiana Department of Natural Resources, Coastal Management Division	617 North 3rd Street, Suite 1048 Baton Rouge, LA 70802 P.O. Box 44487 Baton Rouge, LA 70804-4487	Ms. Christine Charrier, Mr. Karl Morgan		1
23	LA Department of Health and Hospitals Office of Public Health	628 N. 4th Street Baton Rouge, LA 70802	Mr. Jake Causey		1
24	LA Department of Economic Development Office of Business Development	1051 N. 3rd Street Baton Rouge, LA 70802-5239	Mr. Don Hutchinson		1
25	LA Good Roads Association	P.O. Box 3713 Baton Rouge, LA 70821	Mr. Kenneth Perret		1
26	LA Office of Management and Finance	P.O. Box 3776 Baton Rouge, LA 70821	Ms. Ruth Johnson		1
27	LA State Attorney General, Environmental Out Reach Division	1885 N. 3rd Street Baton Rouge, LA 70802	Mr. James Caldwell		1
28	LA State Land Office Division of Administration	P.O. Box 44124 Baton Rouge, LA 70804	Mr. Charles St. Romain		1
29	LA State Police Troup B	2101 I-10 Service Road Kenner, LA 70065	Captain Carl Saizan		1
30	LA Office of Indian Affairs	150 N. 3rd Street Suite 713 Baton Rouge, LA 70801	Director		1
31	Inter-Tribal Council of LA, Inc.	991 Grand Caillou Road Houma, LA 70363	Mr. Kevin Billiot		1
32	Chitimacha Tribe of Louisiana	105 Houma Drive Charenton, LA 70523	Ms. Kimberly S. Walden, Cultural Director		1

Table 6-2
Distribution List

ID #	Recipient	Address	Contact	No. of Draft EA Copies	No. of Executive Summary Copies
33	Alabama Coushatta Tribe of Texas	571 State Park St. 56 Livingston, TX 77351	Mr. Bryant Celestine, THPO		1
34	Coushatta Tribe of Louisiana	P.O. Box 818 Elton, LA 70532	Dr. Linda Langley, Cultural Preservation Officer		1
35	Jena Band of Choctaw Indians	P.O. Box 14 Jena, LA 71342	Dana Masters, THPO		1
36	MS Band of Choctaw Indians	101 Industrial Road Philadelphia, MS 39350	Mr. Kenneth Carleton, THPO		1
37	Tunica-Biloxi Tribe of Louisiana	P.O. Box 1589 Marksville, LA 71351	Earl J. Barbry, Jr., THPO		1
40	Quapaw Tribe of Oklahoma	P.O. Box Quapaw, OK 74363-0765	Mr. John Berrey, Chair		1
41	Caddo Nation	P.O. Box 487 Binger, OK 73009	Mr. Robert Cast, THPO		1
42	Seminole Nation of Oklahoma	P.O. Box 1498 Wewoka, OK 74884	Ms. Natalie Harjo, THPO		1
43	Seminole Tribe of Florida	6300 Stirling Road Hollywood, FL 33024	Mr. Paul Backhouse, THPO		1
	Federal and State Elected Officials				
44	US House of Representatives (District 1)	110 Veterans Blvd., Suite 500 Metairie, LA 70005	Honorable Steve Scalise		1
45	US House of Representatives (District 2)	2021 Lakeshore Drive, Suite 309 New Orleans, LA 70122	Honorable Cedric Richmond		1
46	United States Senate	500 Poydras Street, Suite 1005 New Orleans, LA 70130	Senator Mary Landrieu		1
47	United States Senate	2800 Veterans Memorial Blvd., Suite 201 Metairie, LA 70002	Senator David Vitter		1
48	LA House of Representatives (District 80)	131 Airline Drive Suite 201 Metairie, LA 70001	Honorable Joseph Lopinto		1
49	LA House of Representatives (District 82)	1539 Metairie Road Suite A Metairie, LA 70005	Honorable Cameron Henry		1
50	LA House of Representatives (District 83)	#10 Westbank Expressway Westwego, LA 70094	Honorable Robert Billiot		1
51	Senate of Louisiana (District 9)	721 Papworth Avenue Suite 102A Metairie, LA 70005	Honorable Conrad Appel		1
52	Senate of Louisiana (District 10)	131 Airline Drive Suite 201 Metairie, LA 70001	Honorable Daniel Martiny		1

Table 6-2
Distribution List

ID #	Recipient	Address	Contact	No. of Draft EA Copies	No. of Executive Summary Copies
	Local Officials and Agencies				
53	Jefferson Parish President	1221 Elmwood Park Boulevard, Suite 1002 Jefferson, LA 70123	Mr. John Young	1	
54	Jefferson Parish Councilman at Large Div. A	Consolidate with above address	Councilman Chris Roberts		1
55	Jefferson Parish Councilman at Large Div. B	Consolidate with above address	Councilman Elton Lagasse		1
56	Jefferson Parish Councilman District 2	Consolidate with above address	Councilman Paul Johnston		1
57	Jefferson Parish Councilman District 5	Consolidate with above address	Councilman Cynthia Lee-Sheng		1
58	Jefferson Parish Sheriff	1233 Westbank Expressway Harvey, LA 70058	Sheriff Newell Norman		1
59	Jefferson Parish Floodplain Administrator Director of Public Works	2100 Dickory Avenue Harahan, LA 70123	Paula Blackwell		1
	Libraries				
60	Louisiana State Library	Recorder of State Documents 701 North 4th Street Baton Rouge, LA 70802	Ms. Karen Cook	15 & 1 CD	
61	Jefferson Parish Library	4747 W. Napoleon Avenue Metairie, LA 70001	Document Librarian	1	
	Stakeholders				
62	Jim Owen Flooring	4400 Airline Drive Metairie, LA 70001	Mr. Jim Owens		1
63	Walgreens	4501 Airline Drive Metairie, LA 70001	Store Manager		1
64	Gueydan Lumber Co.	4300 Airline Drive Metairie, LA 70001	Store Manager		1
Total Copies				**42 & 19 CDs**	**51 & 51 CDs**

6.4 Public Hearing

The public hearing will be held within 30 days of the release of the Draft EA to the public for review. The public will be informed of the date, time, and location of the hearing by the same outreach methods employed for the public meeting.

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7.0: References Cited

7.0 REFERENCES CITED

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8.0: Acronym List

8.0 ACRONYM LIST

ADT	Average Daily Traffic
BFE	Base Flood Elevation
BMP	Best Management Practice
CEDS	Comprehensive Economic Development Strategy
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CEQ	Council of Environmental Quality
CFI	Continuous Flow Intersection
CFR	Code of Federal Regulations
CMD	Coastal Management Division
CO	Carbon Dioxide
CUP	Coastal Use Permit
CWA	Clean Water Act
dB	Decibel
EA	Environmental Assessment
EO	Executive Order
ESA	Endangered Species Act
FCIR	Farmland Conversion Impact Rating Form
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FONSI	Finding of No Significant Impact
FPPA	Farmland Protection Policy Act
JEDCO	Jefferson Parish Economic Development Commission
KCS	Kansas City Southern
LADOTD	Louisiana Department of Transportation and Development
LCRP	Louisiana Coastal Resources Program
LDEQ	Louisiana Department of Environmental Quality
LDNR	Louisiana Department of Natural Resources

LNHP	Louisiana Natural Heritage Program
LOS	Level of Service
LPDES	Louisiana Pollutant Discharge Elimination System
LUST	Leaking Underground Storage Tank
LWCF	Land and Water Conservation Fund Act
MOT	Maintenance of Traffic
MPH	Miles per Hour
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
NEPA	National Environmental Policy Act
NPDES	National Pollutant Discharge Elimination System
NOI	Notice of Intent
NRCS	Natural Resource Conservation Service
NRHP	National Register of Historic Places
RCRA	Resource Conservation and Recovery Act
RPC	Regional Planning Commission
SHPO	State Historic Preservation Office
SONRIS	Strategic Online Natural Resources Information System
SOV	Solicitation of Views
SWPPP	Storm Water Pollution Prevention Plan
TSM	Transportation System Management
USDOT	US Department of Transportation
USEPA	US Environmental Protection Agency
USFWS	US Fish and Wildlife Service
USGS	US Geological Survey
USHHS	US Department of Health and Human Services
UST	Underground Storage Tank

Appendix A: Map Atlas

APPENDIX A

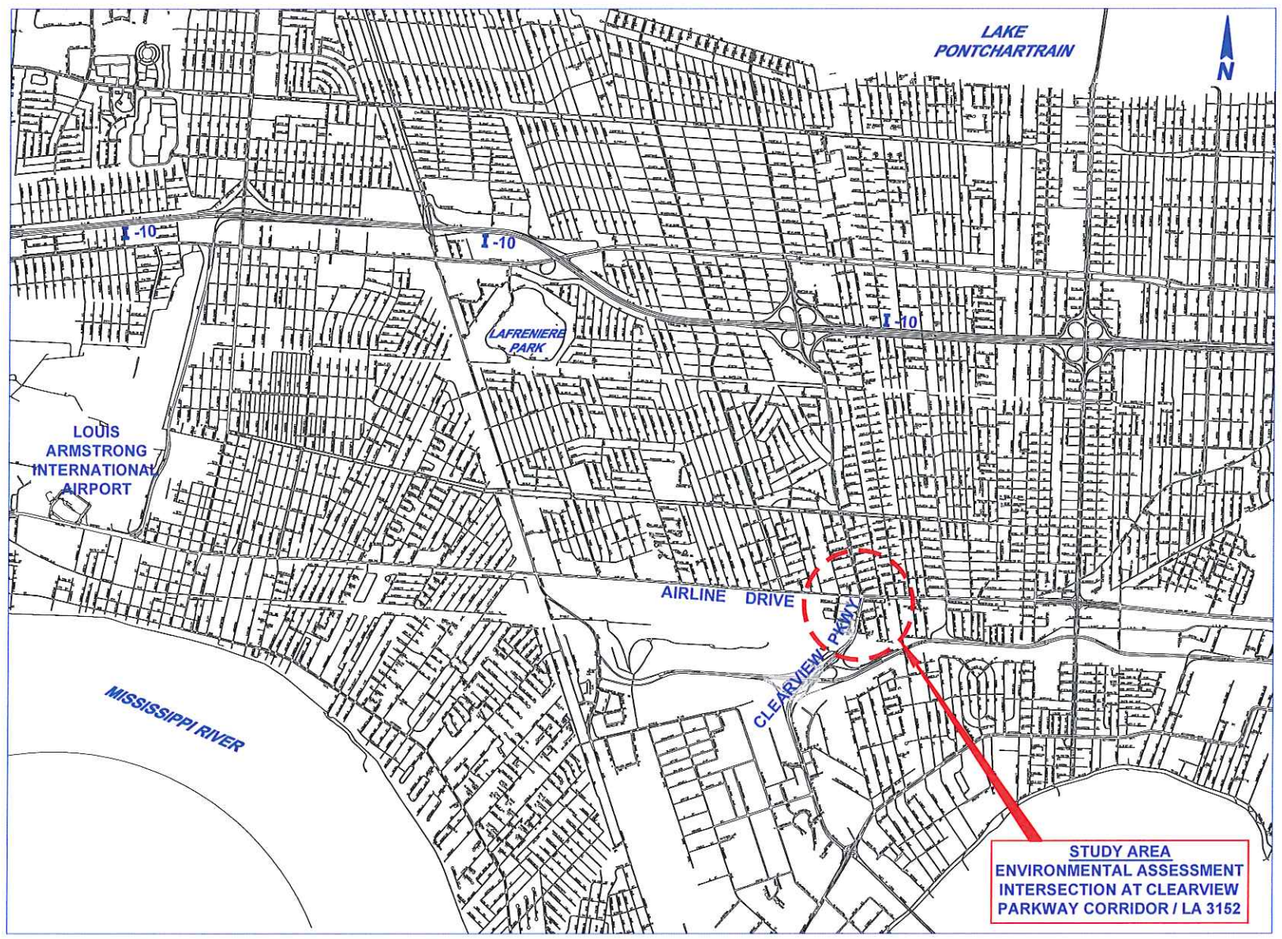
Draft Environmental Assessment
State Project No. 700-26-0305
FAP No. DE-2609 (0305)
RCP Contract No. CLV-EA
Intersection At Clearview Parkway Corridor / LA 3152
Jefferson Parish, LA

September 2014

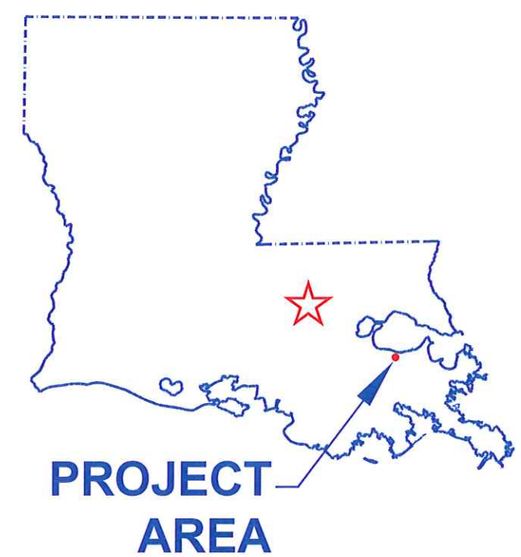
MAP ATLAS

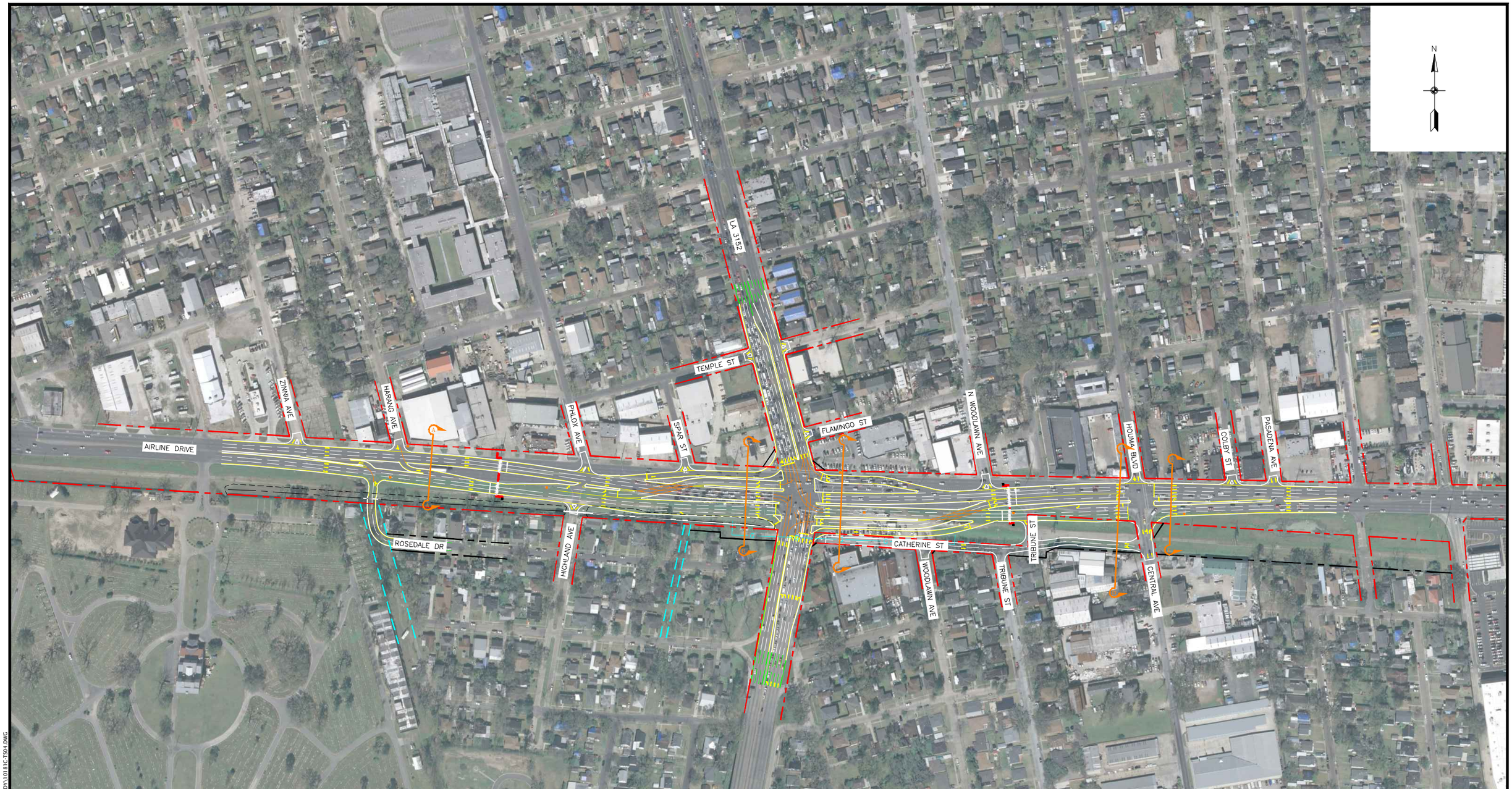
SHEET INDEX

1 Title Sheet
2-5 Typical Sections - Alternative 1
6 Overview - Alternative 1
7 Key Map - Alternative 1
8-19 Plan Sheets - Alternative 1
20 Typical Sections - Alternative 2
21 Overview - Alternative 2
22 Key Map - Alternative 2
23-29 Plan Sheets - Alternative 2



U.S. Department of Transportation
Federal Highway Administration





SHEET 2

LEGEND

EXIST RIGHT OF WAY

REQUIRED RIGHT OF WAY

EXISTING TRANSIT STOP

RELOCATED TRANSIT STOP

HORIZONTAL
SCALE IN FEET
150 0 150 300 450

AIRLINE DR./ LA 3152 INTERSECTION ENVIRONMENTAL ASSESSMENT

ALTERNATIVE 1
TYPICAL SECTION LOCATIONS

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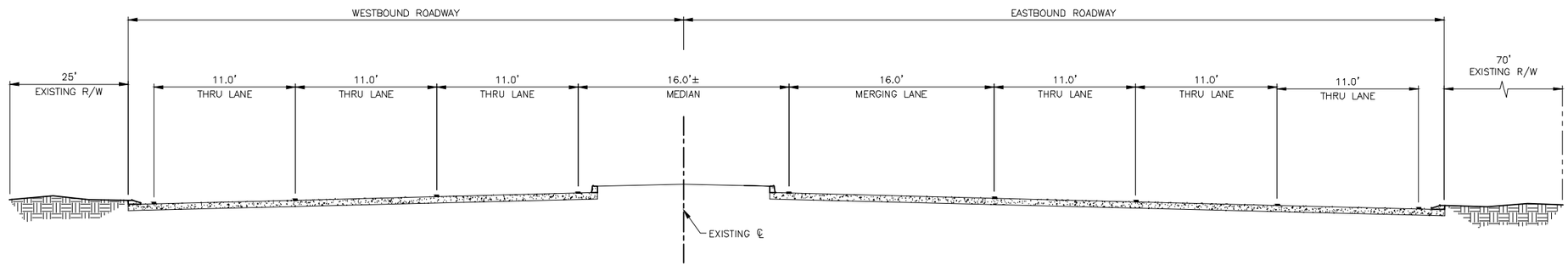
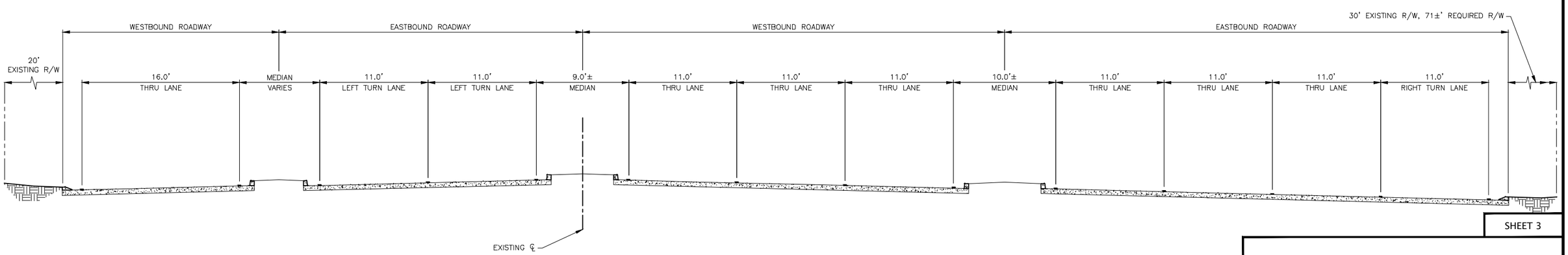


SECTION A-A
TYPICAL FINISHED SECTION AIRLINE DRIVE
(WEST OF CLEARVIEW INTERSECTION)
(LOOKING EAST)
SCALE: 1' = 5'



SECTION B-B
TYPICAL FINISHED SECTION AIRLINE DRIVE
(WEST OF CLEARVIEW INTERSECTION)
(LOOKING EAST)
SCALE: 1' = 5'

SHEET 3

AIRLINE DR./ LA 3152 INTERSECTION
ENVIRONMENTAL ASSESSMENT

ALTERNATIVE 1
TYPICAL SECTIONS

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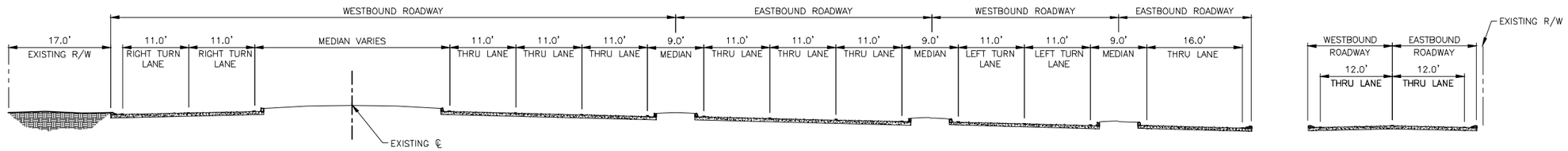
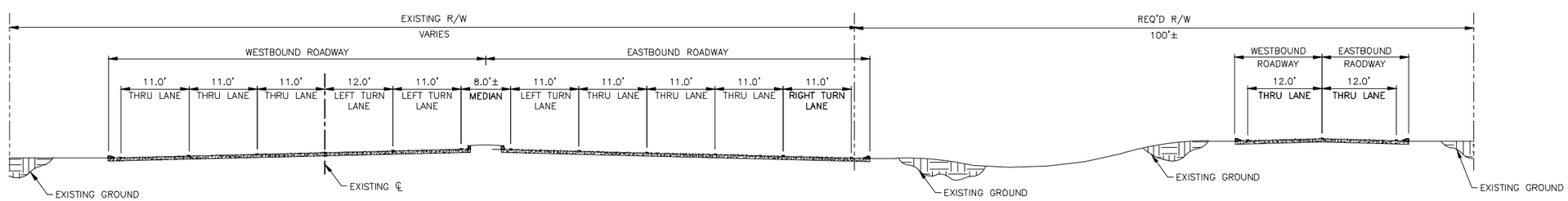


SECTION C-C
TYPICAL FINISHED SECTION AIRLINE DRIVE
(EAST OF CLEARVIEW INTERSECTION)
(LOOKING EAST)
SCALE: 1' = 10'
AIRLINE HIGHWAY



SECTION D-D
TYPICAL FINISHED SECTION AIRLINE DRIVE
(EAST OF CLEARVIEW INTERSECTION)
(LOOKING EAST)
SCALE: 1' = 10'
AIRLINE HIGHWAY

SHEET 4

AIRLINE DR./ LA 3152 INTERSECTION
ENVIRONMENTAL ASSESSMENT

ALTERNATIVE 1
TYPICAL SECTIONS

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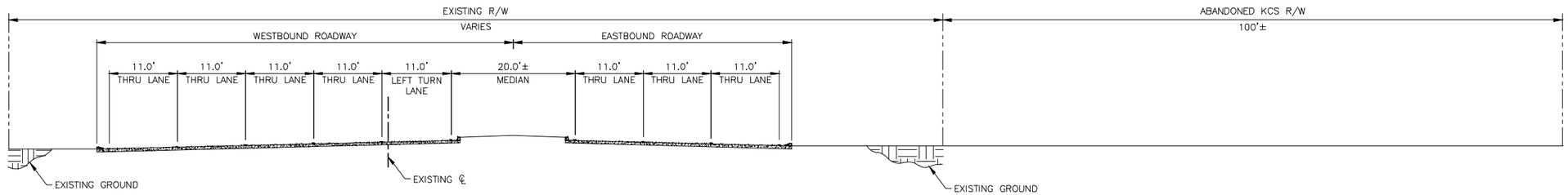


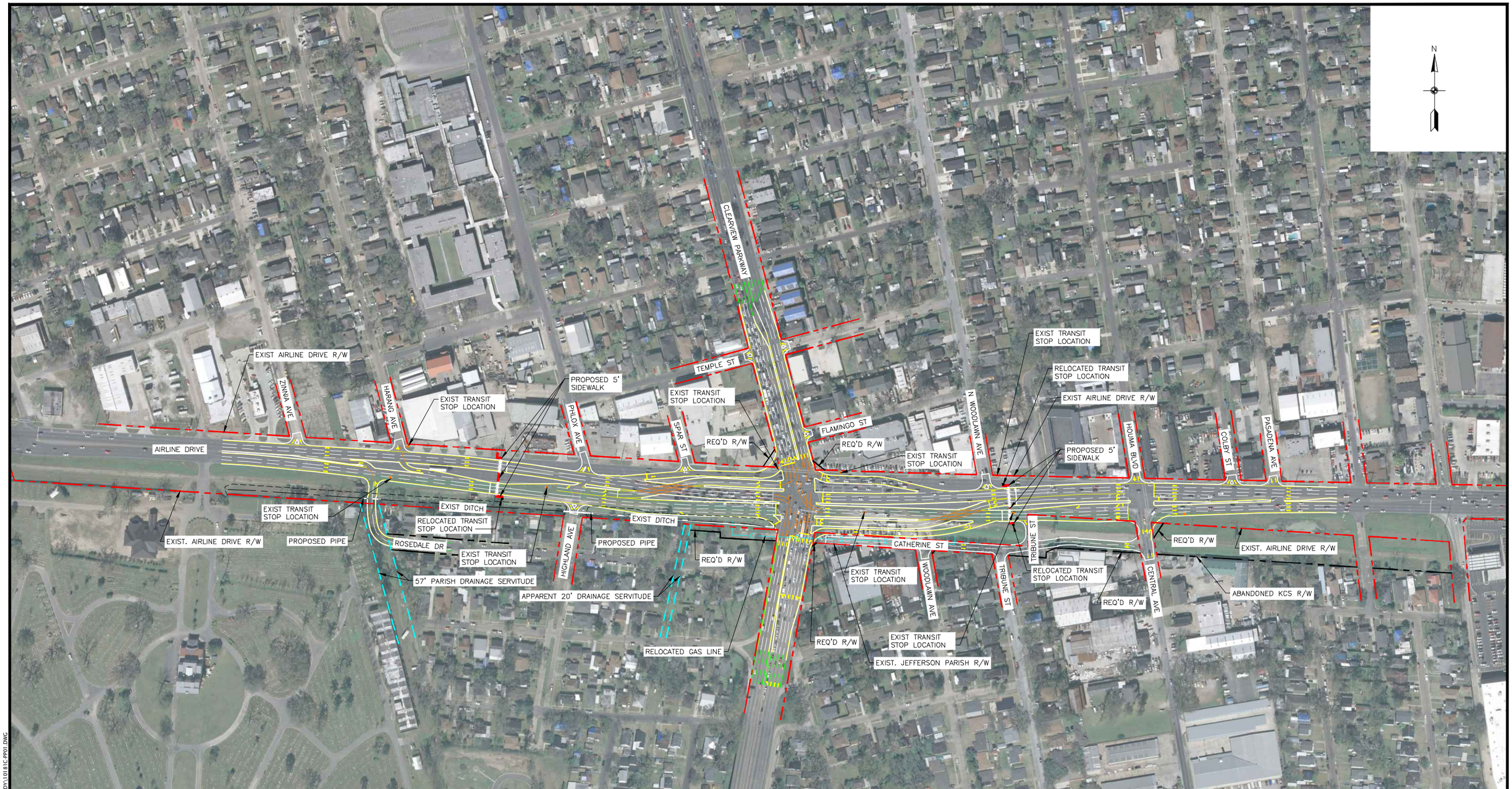
SECTION E-E
TYPICAL FINISHED SECTION AIRLINE DRIVE
(EAST OF CLEARVIEW INTERSECTION)
(LOOKING EAST)
SCALE: 1' = 5'

SHEET 5

AIRLINE DR./ LA 3152 INTERSECTION
ENVIRONMENTAL ASSESSMENT

ALTERNATIVE 1
TYPICAL SECTIONS

R:\2010\10181 - RPC_US 61 @ LA 3152\CAD\PRODUCTION PLAN\DESIGN STUDY\10181C-TS03.DWG



SHEET 6

LEGEND

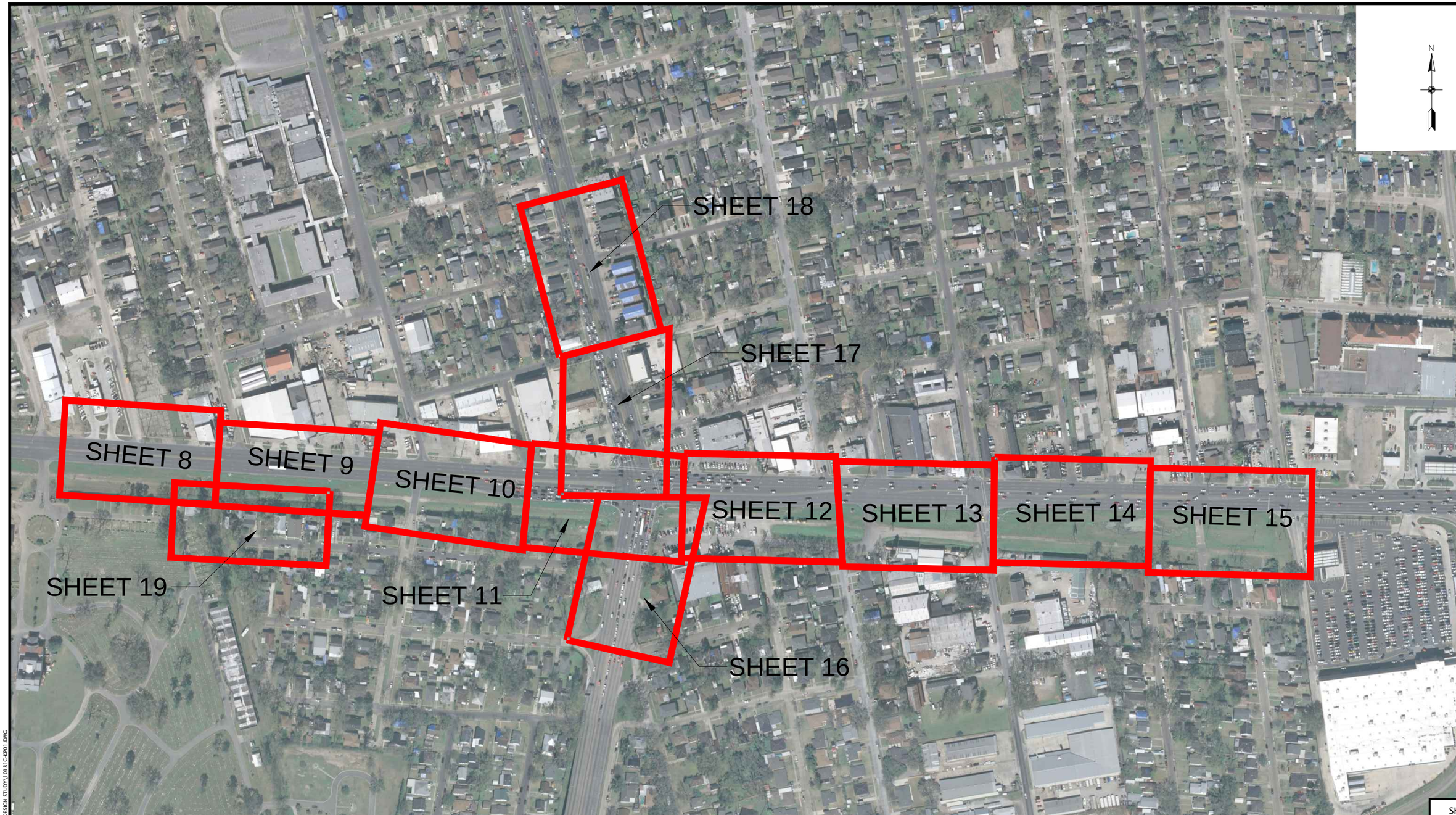
- EXIST RIGHT OF WAY
- REQUIRED RIGHT OF WAY
- EXISTING TRANSIT STOP
- RELOCATED TRANSIT STOP

HORIZONTAL
SCALE IN FEET
150 0 150 300 450

AIRLINE DR./ LA 3152 INTERSECTION ENVIRONMENTAL ASSESSMENT

ALTERNATIVE 1
OVERVIEW CONTINUOUS FLOW INTERSECTION

R:\2010\10181 - RPC_US 61 @ LA 3152\CAD\PRODUCTION PLAN\DESIGN STUDY\10181C-PP01.DWG



SHEET 7

LEGEND

EXIST RIGHT OF WAY

REQUIRED RIGHT OF WAY

EXISTING TRANSIT STOP

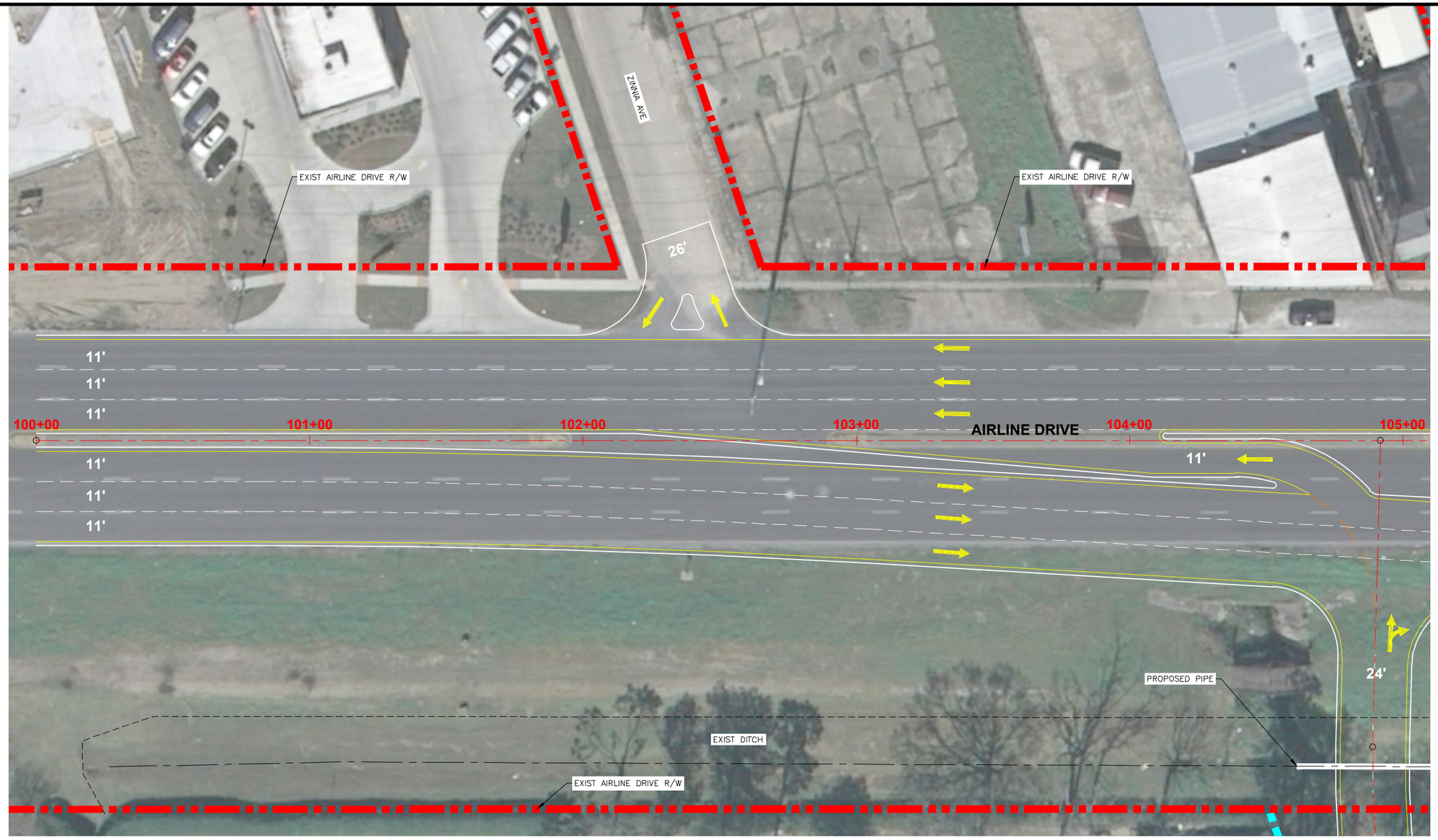
RELOCATED TRANSIT STOP

HORIZONTAL
SCALE IN FEET
150 0 150 300 450

AIRLINE DR./ LA 3152 INTERSECTION
ENVIRONMENTAL ASSESSMENT

ALTERNATIVE 1
STUDY AREA- KEY MAP

R:\2010\10181 - RPC_US 61 @ LA 3152\CAD\PRODUCTION PLAN\DESIGN STUDY\10181C-KP01.DWG



N

LEGEND

- EXIST RIGHT OF WAY
- REQUIRED RIGHT OF WAY
- EXISTING TRANSIT STOP
- RELOCATED TRANSIT STOP

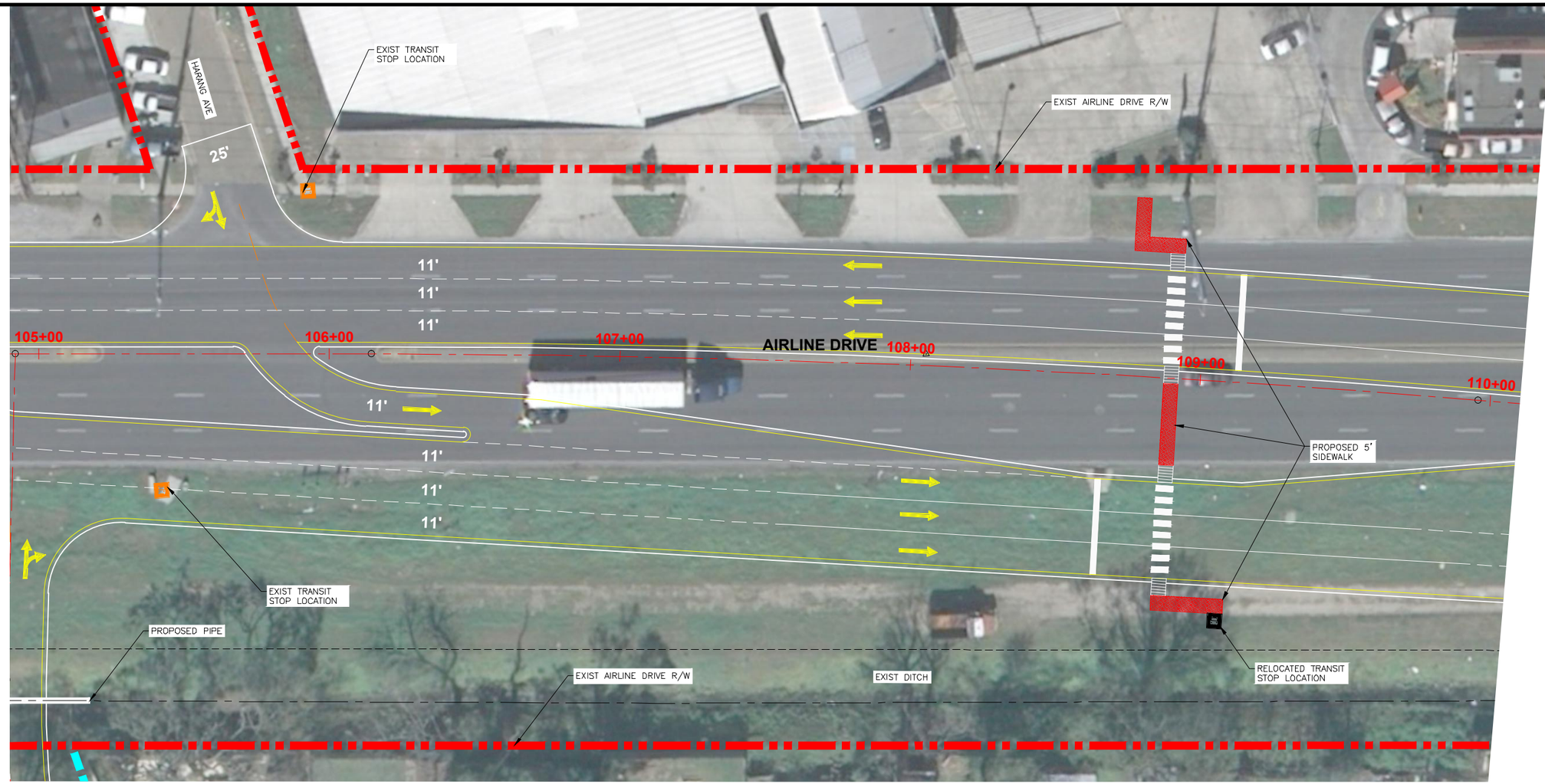
HORIZONTAL
SCALE IN FEET
20 0 20 40 60

SHEET 8

AIRLINE DR./ LA 3152 INTERSECTION
ENVIRONMENTAL ASSESSMENT

ALTERNATIVE 1
CONTINUOUS FLOW INTERSECTION

R:\2010\10181 - RPC_US 61 @ LA 3152\CAD\PRODUCTION PLAN\DESIGN STUDY\10181C-PP02.DWG



N

LEGEND

EXIST RIGHT OF WAY

REQUIRED RIGHT OF WAY

EXISTING TRANSIT STOP

RELOCATED TRANSIT STOP

HORIZONTAL
SCALE IN FEET

20 0 20 40 60

SHEET 9

AIRLINE DR./ LA 3152 INTERSECTION
ENVIRONMENTAL ASSESSMENT

ALTERNATIVE 1
CONTINUOUS FLOW INTERSECTION

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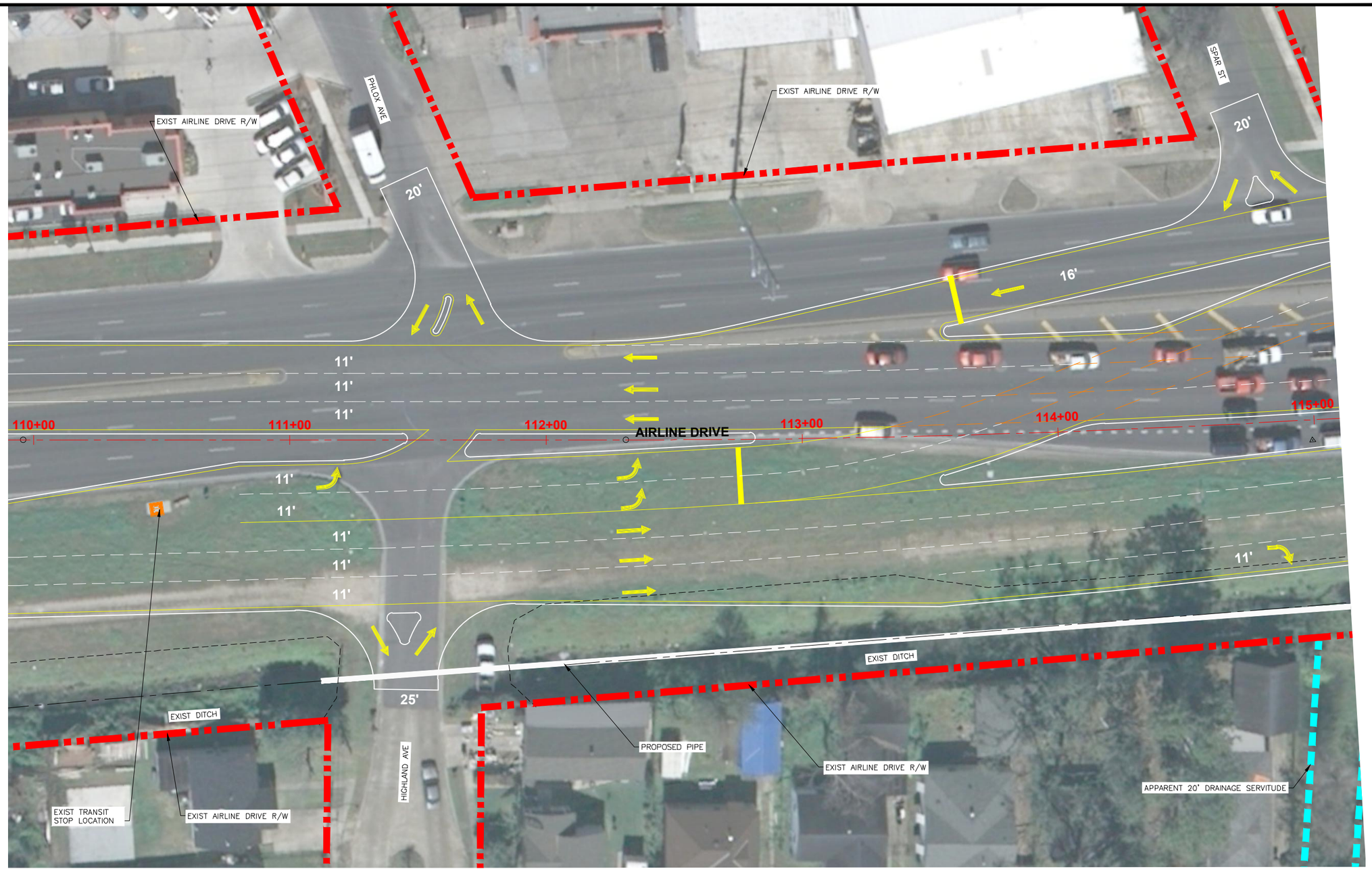

N

LEGEND

- EXIST RIGHT OF WAY
- REQUIRED RIGHT OF WAY
- EXISTING TRANSIT STOP
- RELOCATED TRANSIT STOP

HORIZONTAL
SCALE IN FEET
20 0 20 40 60

SHEET 10

AIRLINE DR./ LA 3152 INTERSECTION
ENVIRONMENTAL ASSESSMENT

ALTERNATIVE 1
CONTINUOUS FLOW INTERSECTION

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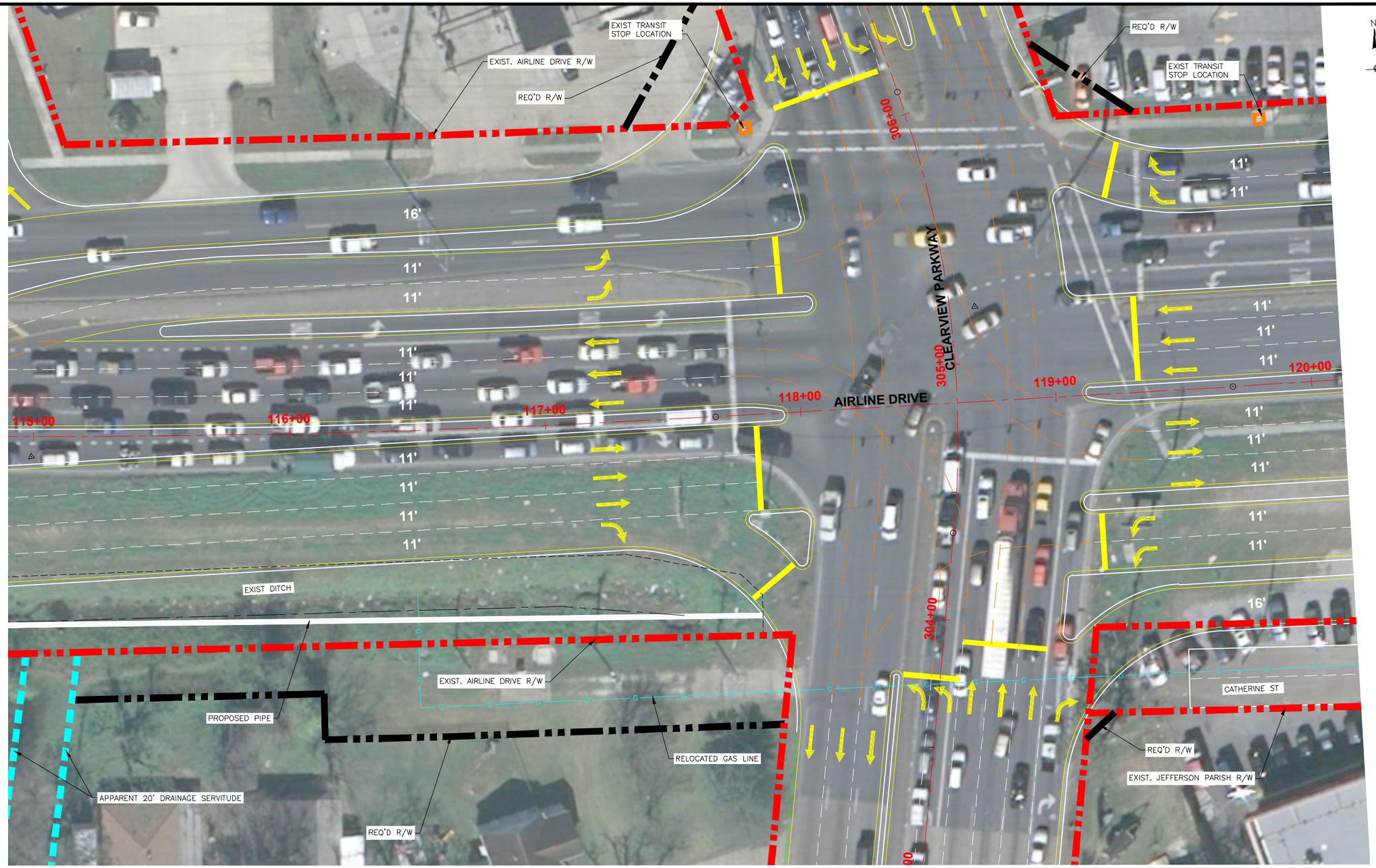

LEGEND

- EXIST RIGHT OF WAY
- REQUIRED RIGHT OF WAY
- EXISTING TRANSIT STOP
- RELOCATED TRANSIT STOP

HORIZONTAL
SCALE IN FEET
20 0 20 40 60

SHEET 11

AIRLINE DR./ LA 3152 INTERSECTION
ENVIRONMENTAL ASSESSMENT

ALTERNATIVE 1
CONTINUOUS FLOW INTERSECTION

R:\2010\10181 - RPC_ US 61 @ LA 3152\CAD\PRODUCTION PLAN\DESIGN STUDY\10181C-PP05.DWG

N

LEGEND

- EXIST RIGHT OF WAY
- REQUIRED RIGHT OF WAY
- EXISTING TRANSIT STOP
- RELOCATED TRANSIT STOP

HORIZONTAL
SCALE IN FEET
20 0 20 40 60

SHEET 12

AIRLINE DR./ LA 3152 INTERSECTION ENVIRONMENTAL ASSESSMENT

ALTERNATIVE 1 CONTINUOUS FLOW INTERSECTION

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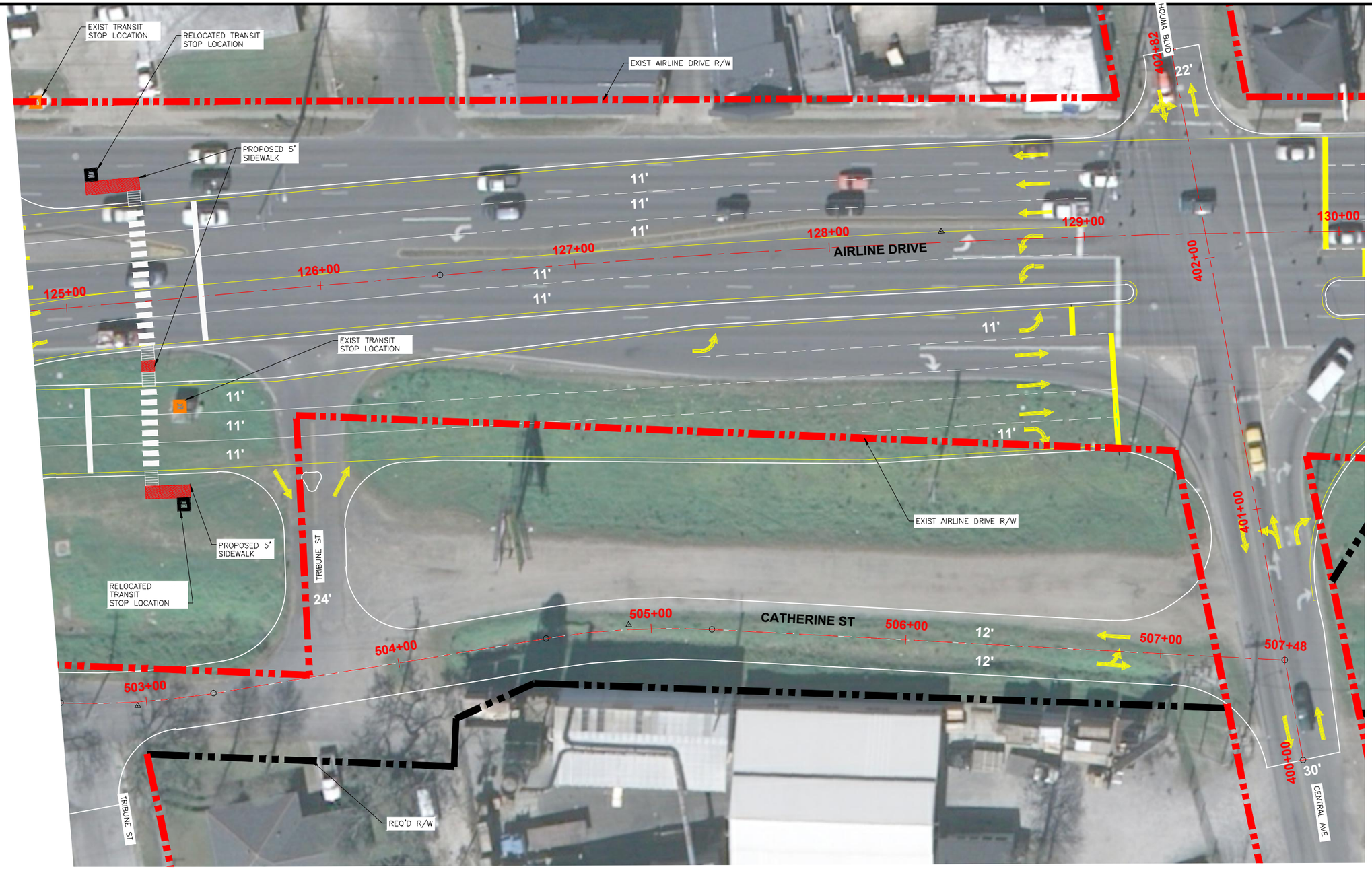

N

LEGEND

- EXIST RIGHT OF WAY
- REQUIRED RIGHT OF WAY
- EXISTING TRANSIT STOP
- RELOCATED TRANSIT STOP

HORIZONTAL
SCALE IN FEET
20 0 20 40 60

SHEET 13

AIRLINE DR./ LA 3152 INTERSECTION
ENVIRONMENTAL ASSESSMENT

ALTERNATIVE 1
CONTINUOUS FLOW INTERSECTION

R:\2010\10181 - RPC_US 61 @ LA 3152\CAD\PRODUCTION PLAN\DESIGN STUDY\10181C-PP07.DWG

N

LEGEND

EXIST RIGHT OF WAY

REQUIRED RIGHT OF WAY

EXISTING TRANSIT STOP

RELOCATED TRANSIT STOP

HORIZONTAL
SCALE IN FEET
20 0 20 40 60

SHEET 14

AIRLINE DR./ LA 3152 INTERSECTION
ENVIRONMENTAL ASSESSMENT

ALTERNATIVE 1
CONTINUOUS FLOW INTERSECTION

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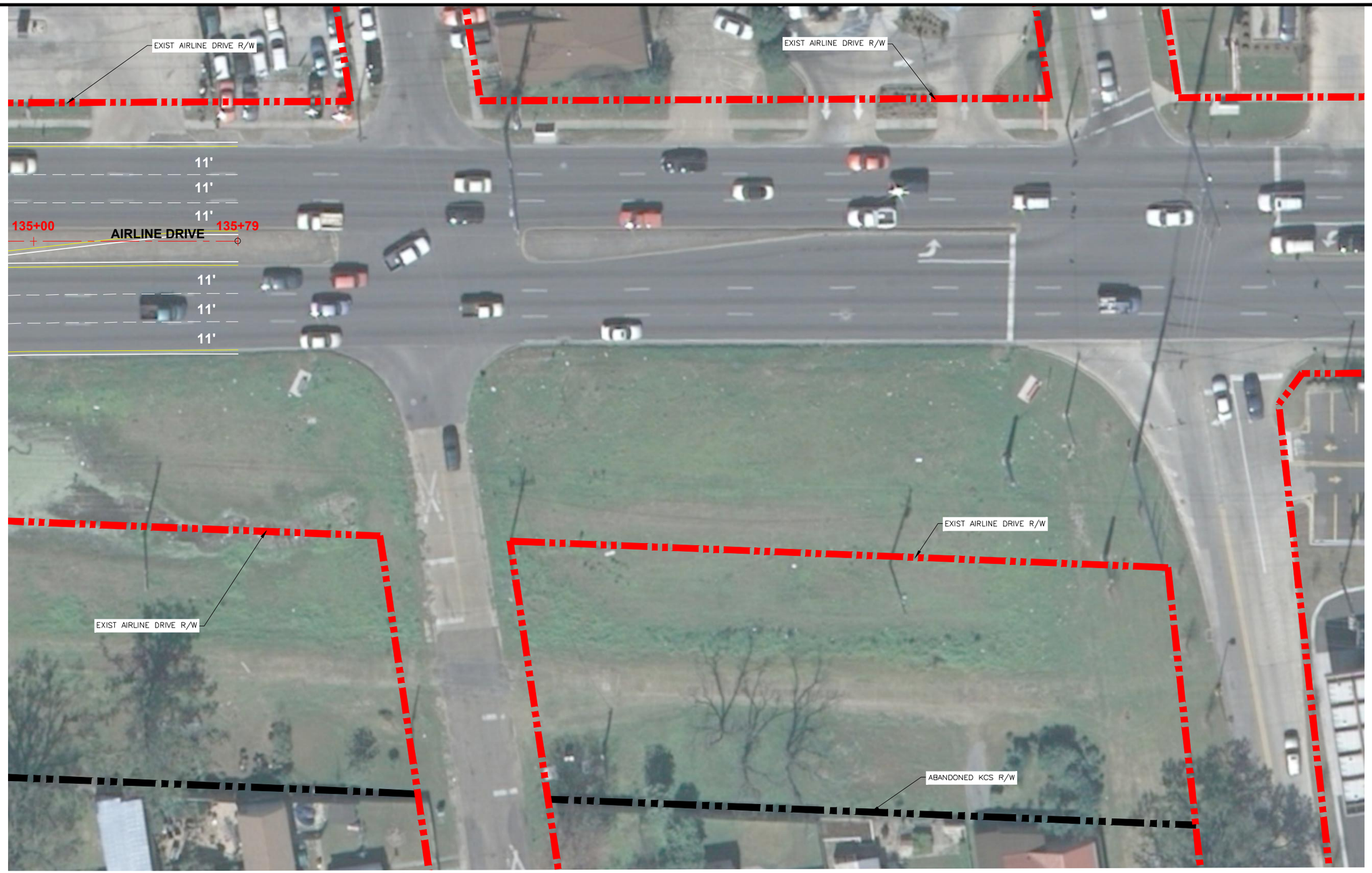


N

SHEET 15

LEGEND

EXIST RIGHT OF WAY

REQUIRED RIGHT OF WAY

EXISTING TRANSIT STOP

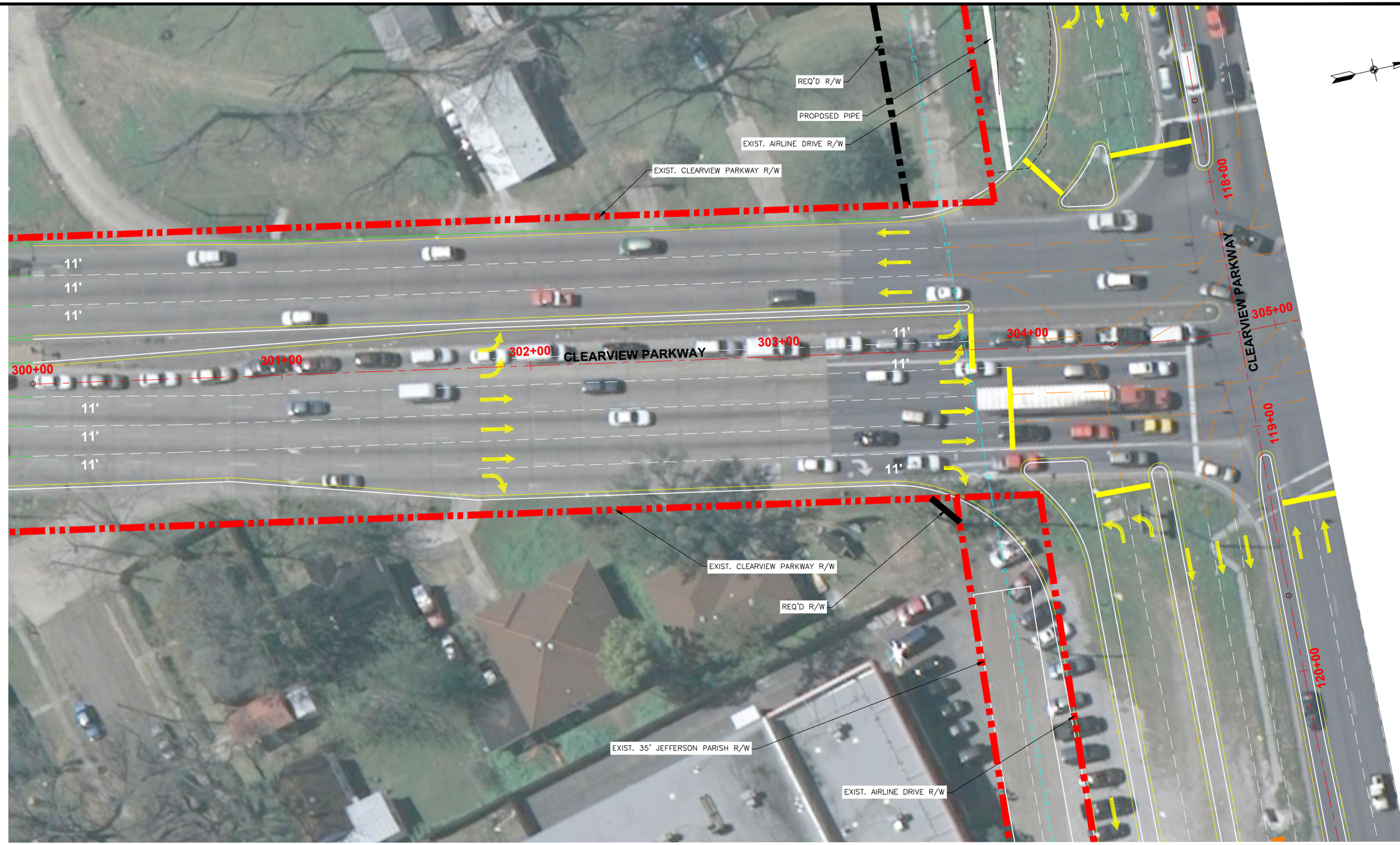
RELOCATED TRANSIT STOP

HORIZONTAL
SCALE IN FEET
20 0 20 40 60

AIRLINE DR./ LA 3152 INTERSECTION
ENVIRONMENTAL ASSESSMENT

ALTERNATIVE 1
CONTINUOUS FLOW INTERSECTION

R:\2010\101181 - RPC_US 61 @ LA 3152\CAD\PRODUCTION PLAN\DESIGN STUDY\101181C-PP09.DWG



SHEET 16

LEGEND

EXIST RIGHT OF WAY

REQUIRED RIGHT OF WAY

EXISTING TRANSIT STOP

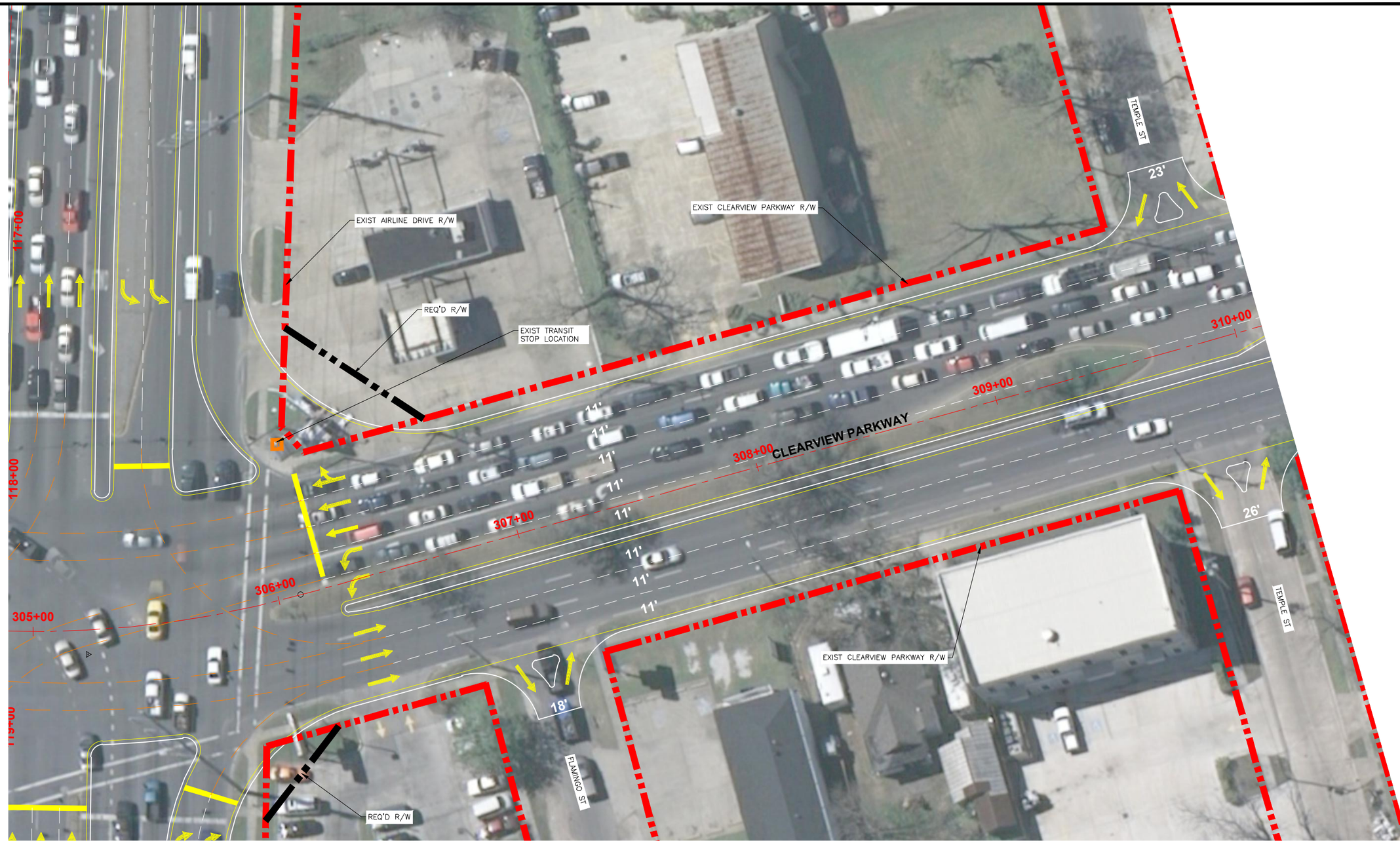
RELOCATED TRANSIT STOP

HORIZONTAL
SCALE IN FEET
20 0 20 40 60

AIRLINE DR./ LA 3152 INTERSECTION ENVIRONMENTAL ASSESSMENT

ALTERNATIVE 1
CONTINUOUS FLOW INTERSECTION

R:\2010\10181 - RPC_US 61 @ LA 3152\CAD\PRODUCTION PLAN\DESIGN STUDY\10181C-PP10.DWG



LEGEND

- EXIST RIGHT OF WAY
- REQUIRED RIGHT OF WAY
- EXISTING TRANSIT STOP
- RELOCATED TRANSIT STOP

HORIZONTAL
SCALE IN FEET
20 0 20 40 60

SHEET 17

AIRLINE DR./ LA 3152 INTERSECTION
ENVIRONMENTAL ASSESSMENT

ALTERNATIVE 1
CONTINUOUS FLOW INTERSECTION

R:\2010\10181 - RPC_US 61 @ LA 3152\CAD\PRODUCTION PLAN\DESIGN STUDY\10181C-PP11.DWG

LEGEND

- EXIST RIGHT OF WAY
- REQUIRED RIGHT OF WAY
- EXISTING TRANSIT STOP
- RELOCATED TRANSIT STOP

HORIZONTAL
SCALE IN FEET
20 0 20 40 60

SHEET 18

AIRLINE DR./ LA 3152 INTERSECTION
ENVIRONMENTAL ASSESSMENT

ALTERNATIVE 1
CONTINUOUS FLOW INTERSECTION

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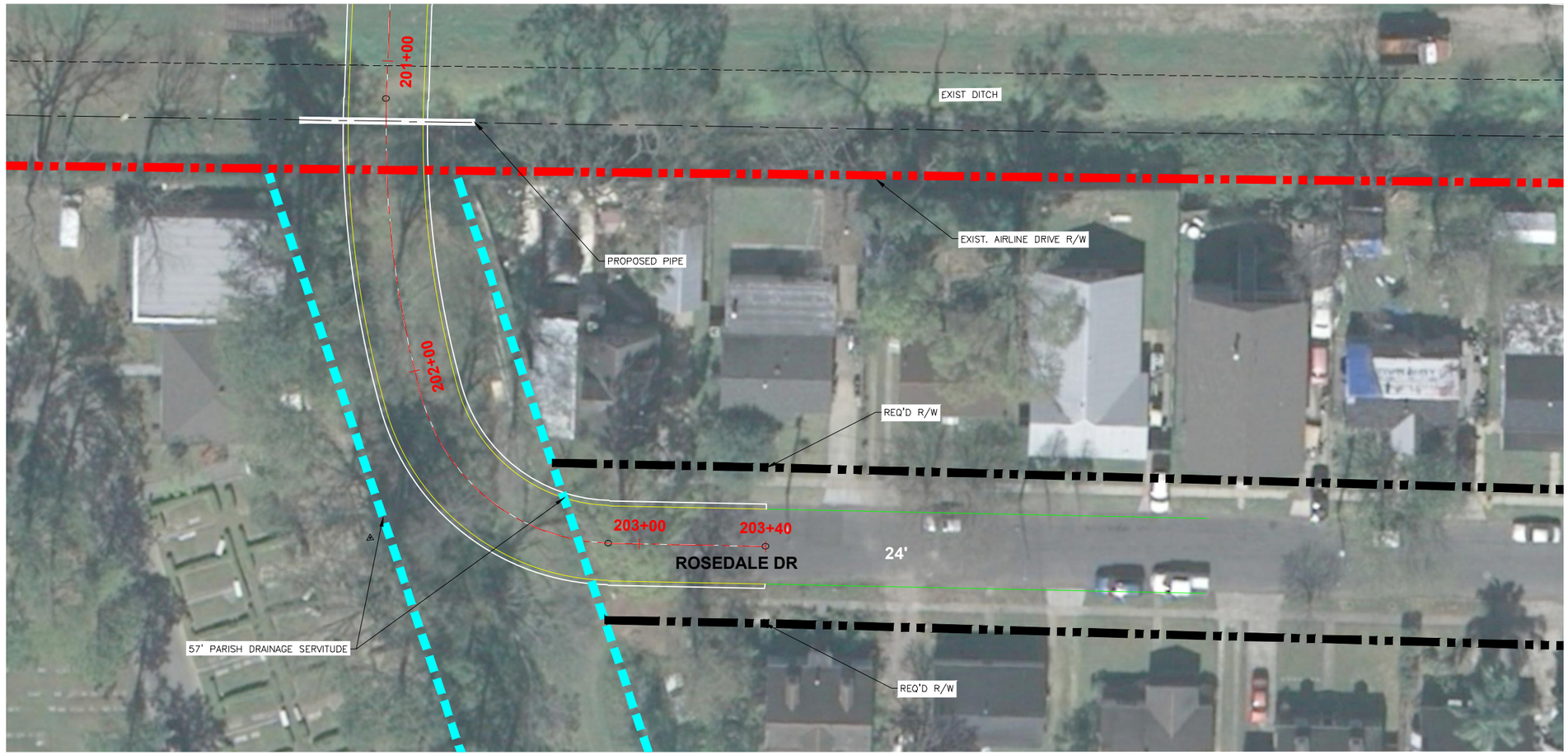

LEGEND

- EXIST RIGHT OF WAY
- REQUIRED RIGHT OF WAY
- EXISTING TRANSIT STOP
- RELOCATED TRANSIT STOP

HORIZONTAL
SCALE IN FEET
20 0 20 40 60

SHEET 19

AIRLINE DR./ LA 3152 INTERSECTION
ENVIRONMENTAL ASSESSMENT

ALTERNATIVE 1
CONTINUOUS FLOW INTERSECTION

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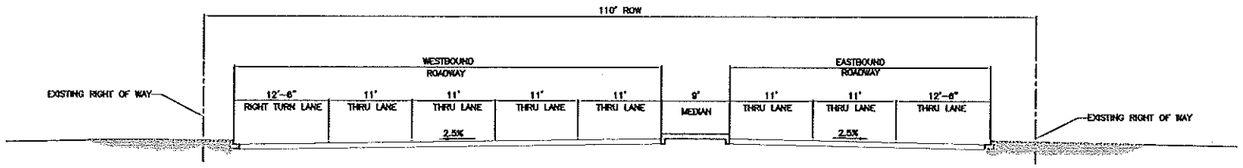
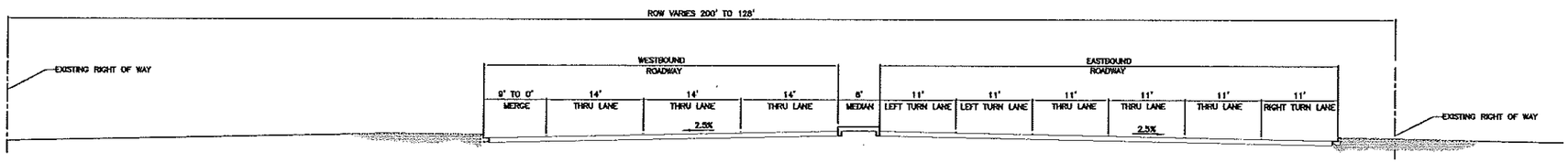
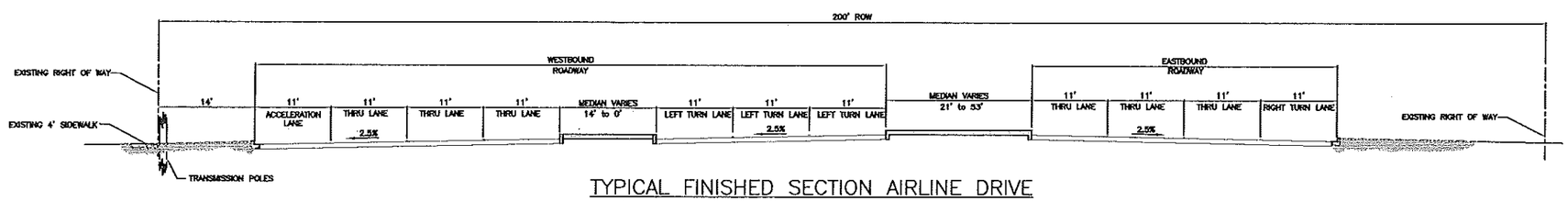


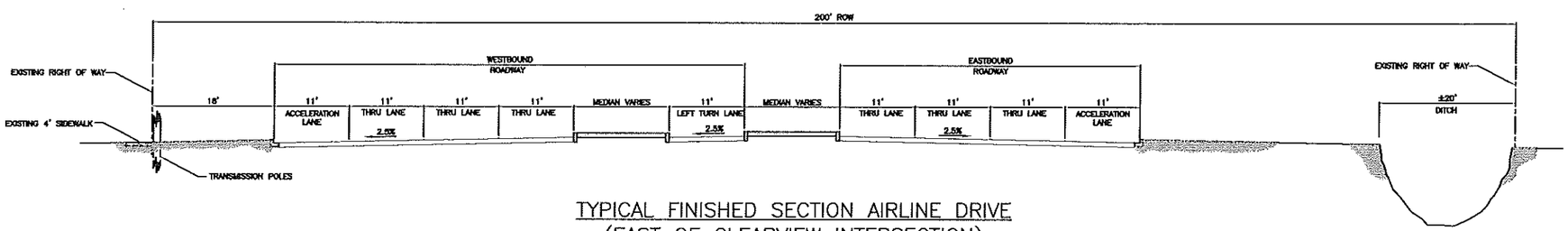
TYPICAL FINISHED SECTION CLEARVIEW PARKWAY
(NORTH OF AIRLINE INTERSECTION)
(LOOKING EAST)
SCALE: 1" = 20'



TYPICAL FINISHED SECTION CLEARVIEW PARKWAY
(SOUTH OF AIRLINE INTERSECTION)
(LOOKING EAST)
SCALE: 1" = 20'



TYPICAL FINISHED SECTION AIRLINE DRIVE
(WEST OF CLEARVIEW INTERSECTION)
(LOOKING EAST)
SCALE: 1" = 20'

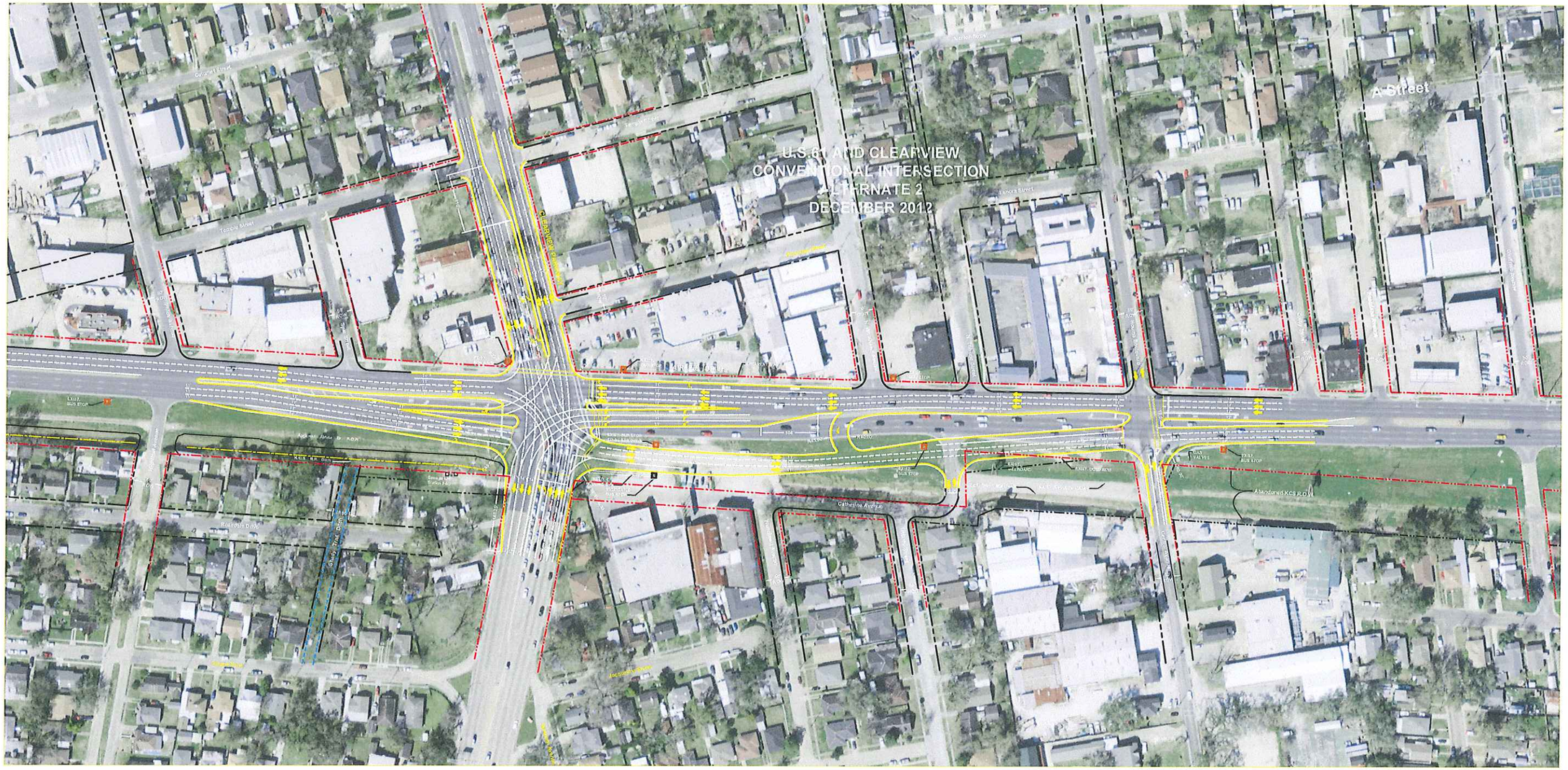


TYPICAL FINISHED SECTION AIRLINE DRIVE
(EAST OF CLEARVIEW INTERSECTION)
(LOOKING EAST)
SCALE: 1" = 20'

SHEET 20

AIRLINE DR. / LA 3152 INTERSECTION
ENVIRONMENTAL ASSESSMENT

ALTERNATIVE 2
TYPICAL SECTIONS



N

SHEET 21

LEGEND

Existing R.O.W.

Required R.O.W.

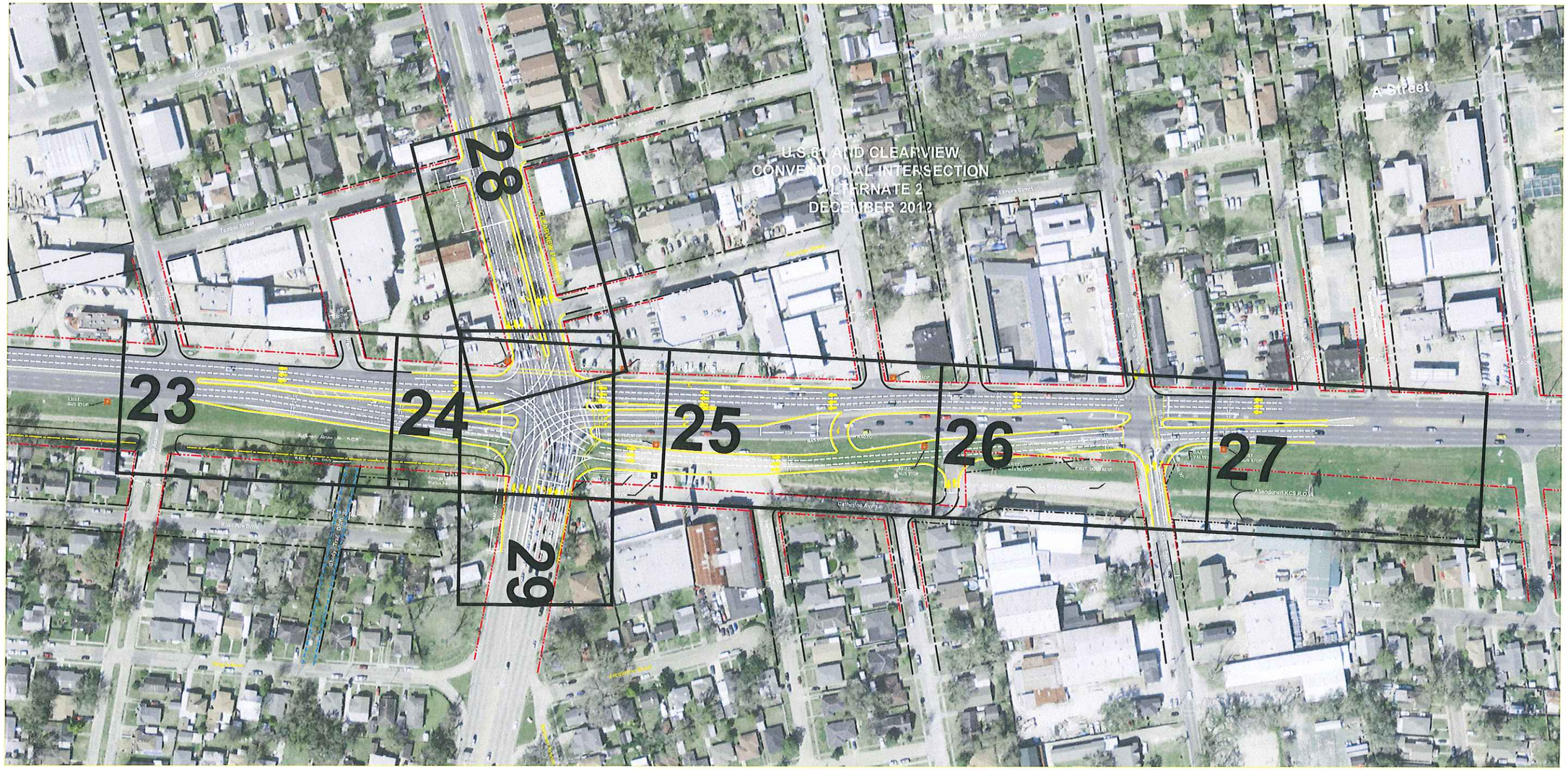
Existing Transit Stop

Relocated Transit Stop

HORIZONTAL
SCALE IN FEET
200 0 200 400 800

AIRLINE DR. / LA 3152 INTERSECTION
ENVIRONMENTAL ASSESSMENT

ALTERNATIVE 2
OVERVIEW AT GRADE
IMPROVEMENTS



N

SHEET22

LEGEND

Existing R.O.W.

Required R.O.W.

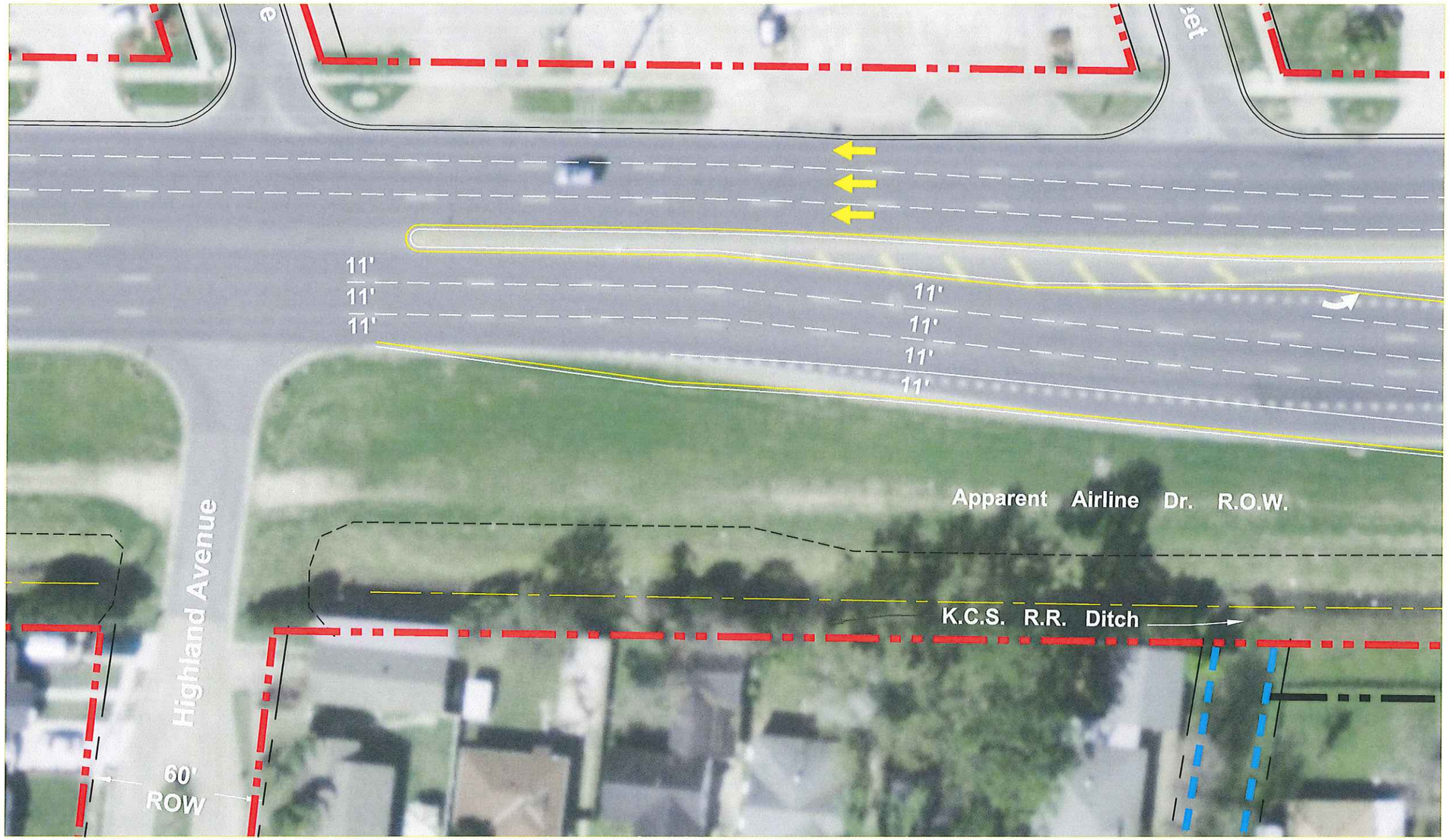
Existing Transit Stop

Relocated Transit Stop

HORIZONTAL
SCALE IN FEET
200 0 200 400 800

AIRLINE DR. / LA 3152 INTERSECTION
ENVIRONMENTAL ASSESSMENT

ALTERNATIVE 2
STUDY AREA - KEY MAP



N

SHEET 23

LEGEND

Existing R.O.W.

Required R.O.W.

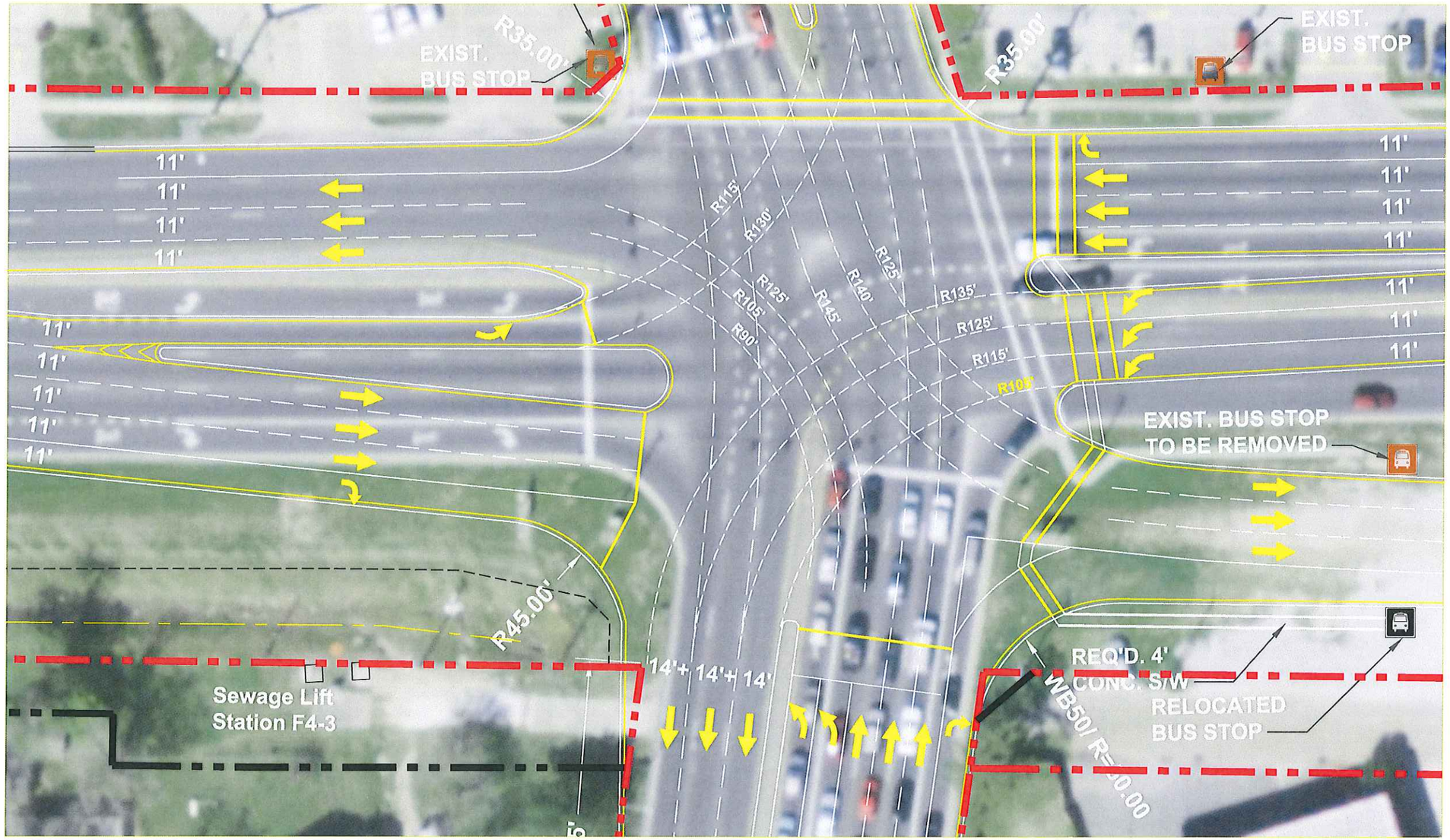
Existing Transit Stop

Relocated Transit Stop

HORIZONTAL
SCALE IN FEET
0 20 40 60 80

AIRLINE DR. / LA 3152 INTERSECTION
ENVIRONMENTAL ASSESSMENT

ALTERNATIVE 2
AT GRADE IMPROVEMENTS



SHEET 24

LEGEND

Existing R.O.W.

Required R.O.W.

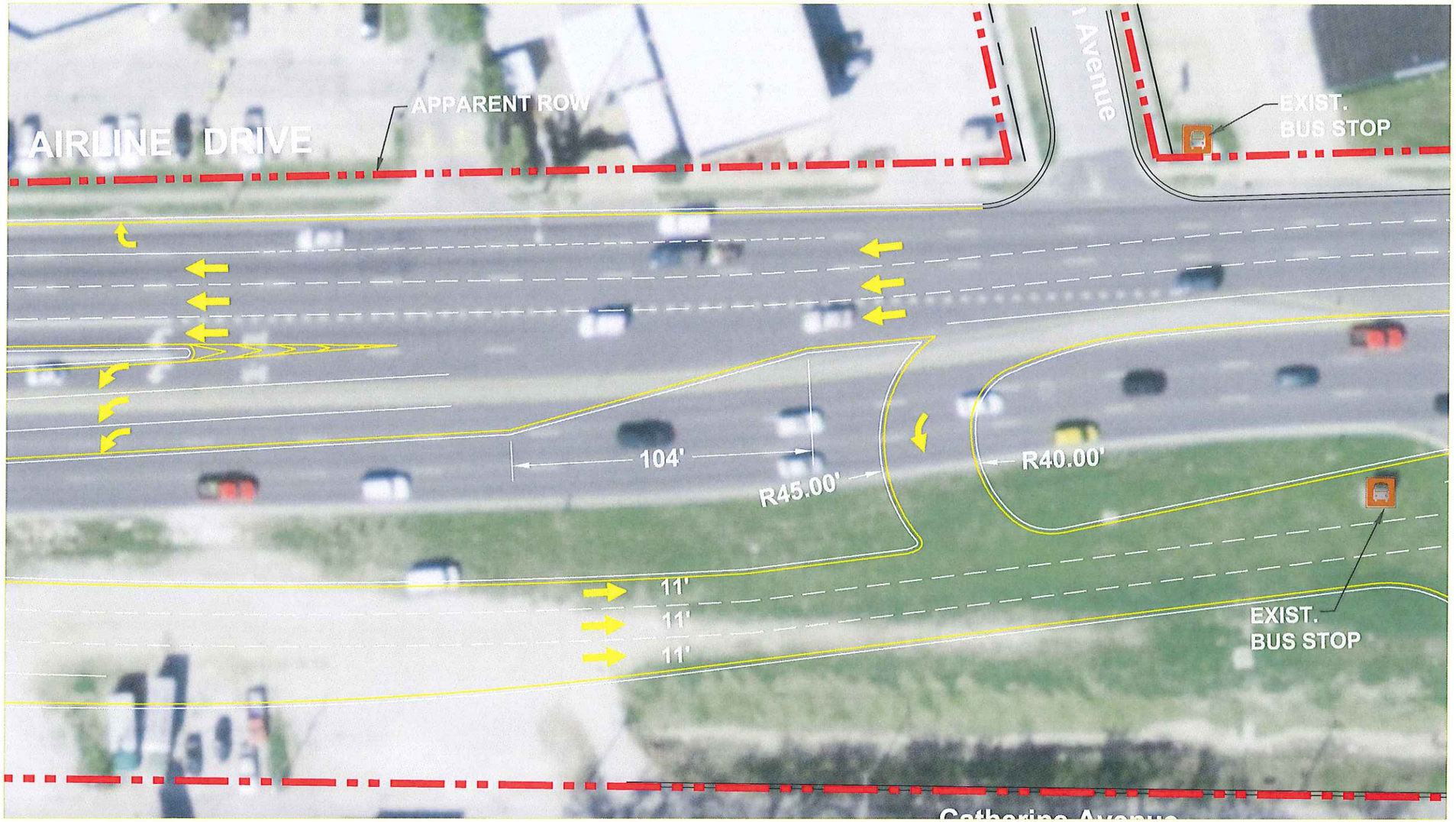
Existing Transit Stop

Relocated Transit Stop

HORIZONTAL
SCALE IN FEET
0 20 40 60 80

AIRLINE DR. / LA 3152 INTERSECTION
ENVIRONMENTAL ASSESSMENT

ALTERNATIVE 2
AT GRADE IMPROVEMENTS



SHEET 25

LEGEND

Existing R.O.W.

Required R.O.W.

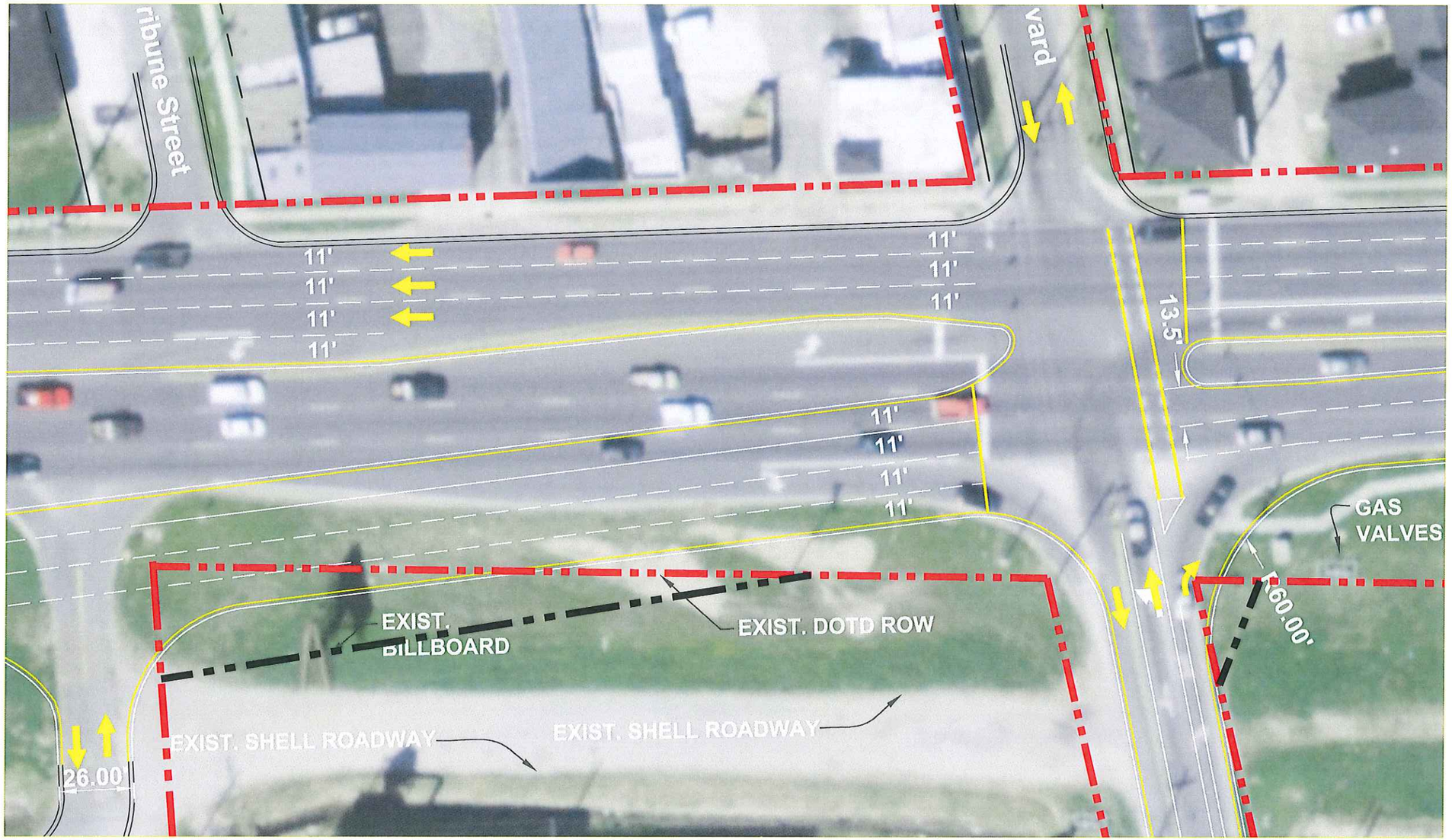
Existing Transit Stop

Relocated Transit Stop

HORIZONTAL
SCALE IN FEET
0 20 40 60 80

AIRLINE DR. / LA 3152 INTERSECTION
ENVIRONMENTAL ASSESSMENT

ALTERNATIVE 2
AT GRADE IMPROVEMENTS



N

SHEET 26

LEGEND

Existing R.O.W.

Required R.O.W.

Existing Transit Stop

Relocated Transit Stop

HORIZONTAL
SCALE IN FEET
0 20 40 60 80

AIRLINE DR. / LA 3152 INTERSECTION
ENVIRONMENTAL ASSESSMENT

ALTERNATIVE 2
AT GRADE IMPROVEMENTS

N

SHEET 27

LEGEND

Existing R.O.W.

Required R.O.W.

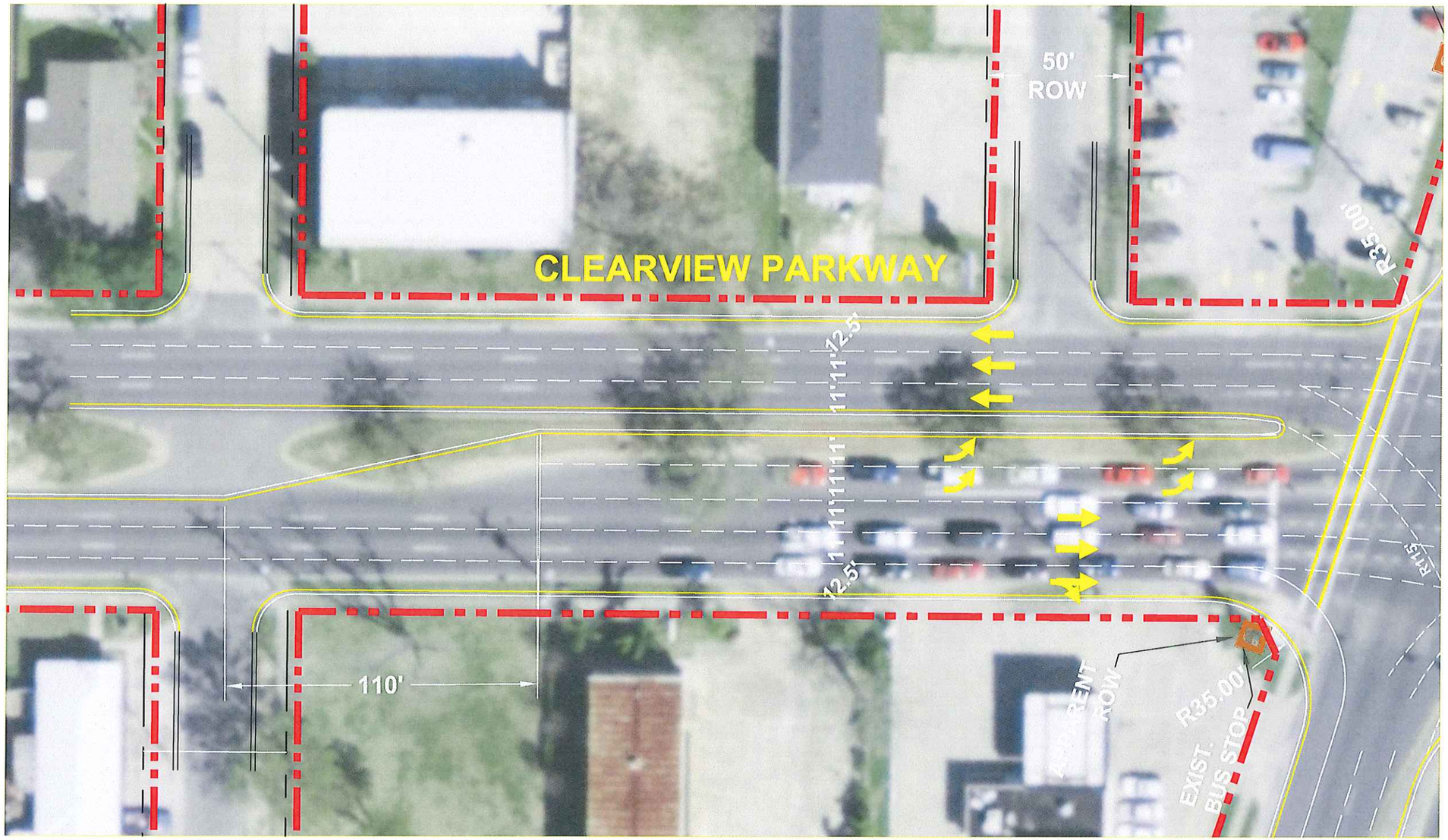
Existing Transit Stop

Relocated Transit Stop

HORIZONTAL
SCALE IN FEET
0 20 40 60 80

AIRLINE DR. / LA 3152 INTERSECTION
ENVIRONMENTAL ASSESSMENT

ALTERNATIVE 2
AT GRADE IMPROVEMENTS



N

LEGEND

Existing R.O.W.

Required R.O.W.

Existing Transit Stop

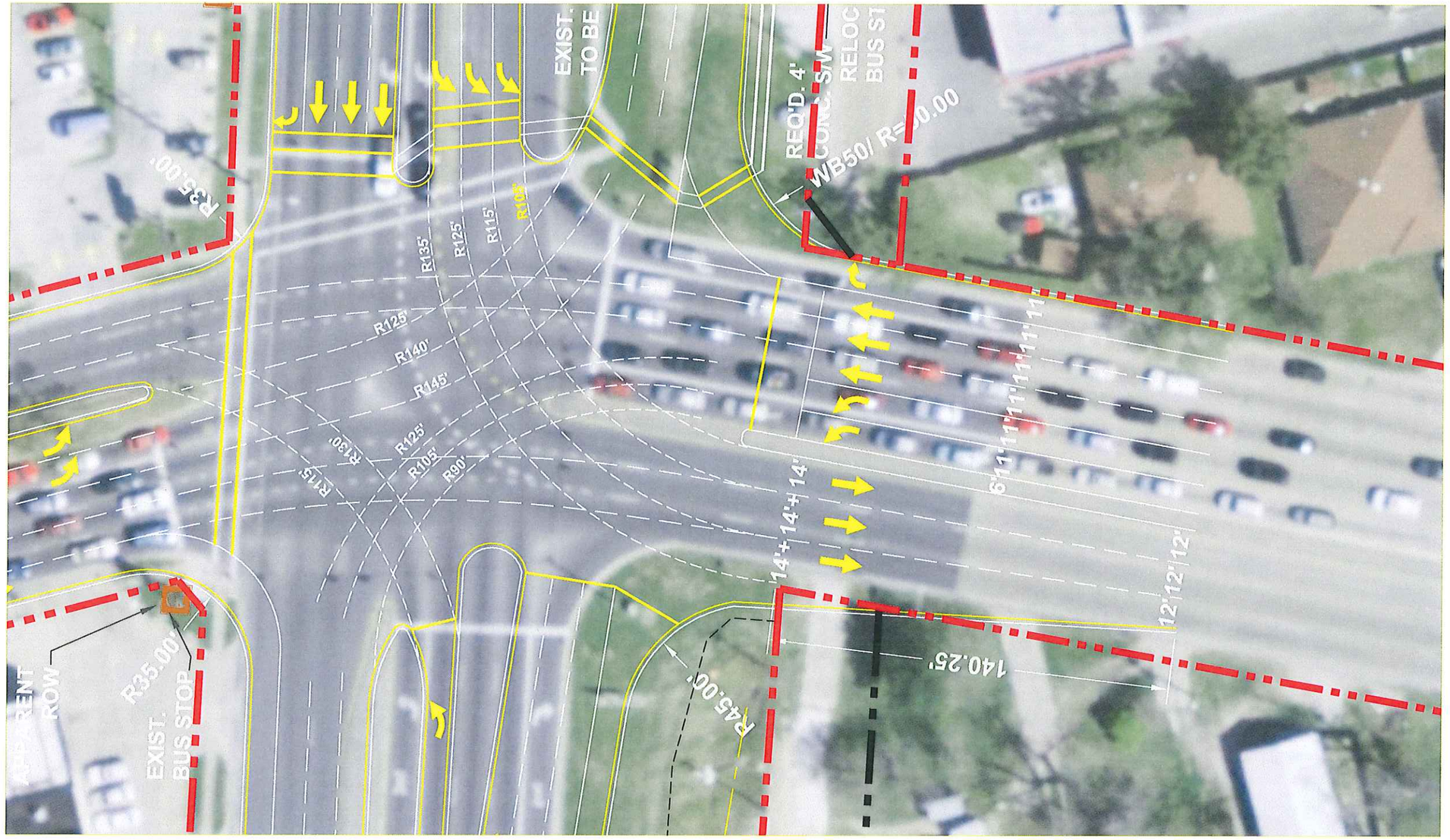
Relocated Transit Stop

HORIZONTAL
SCALE IN FEET
0 20 40 60 80

SHEET 28

AIRLINE DR. / LA 3152 INTERSECTION
ENVIRONMENTAL ASSESSMENT

PLAN 6 CLEARVIEW N. OF AIRLINE



N

SHEET 29

LEGEND

Existing R.O.W.

Required R.O.W.

Existing Transit Stop

Relocated Transit Stop

HORIZONTAL
SCALE IN FEET
0 20 40 60 80

AIRLINE DR. / LA 3152 INTERSECTION
ENVIRONMENTAL ASSESSMENT

ALTERNATIVE 2
AT GRADE IMPROVEMENTS

Appendix B: Solicitation of Views

November 5, 2010

«Title» «First_Name» «Last_Name»
«Company_Name»
«Company_Name_2»
«Address_Line_1Street»
«Address_Line_2Street»
«City», «State» «ZIP_Code»

Subject: RPC Project No. CLV-EA
State Project No. 700-26-0305
Federal Aid Project No. DE-2609(507)
Stage 1 - Environmental Assessment:
US 61 at LA 3152/Clearview Parkway
Jefferson Parish, Louisiana

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 the Regional Planning Commission (RPC) for Jefferson, Orleans, Plaquemines, St. Bernard, and St. Tammany Parishes and the Louisiana Department of Transportation and Development (LDOTD) with the early identification of possible adverse economic, social, or environmental effects or concerns. Your assistance in this regard will be appreciated.

The US 61 (Airline Drive) at LA 3152 (Clearview Parkway) intersection is located in Metairie, Louisiana in Jefferson Parish. This intersection is one of the most highly utilized intersections in Jefferson Parish. Airline Drive and Clearview Parkway are also key corridors in the RPC's Congestion Management Plan and are identified as some of the most congested corridors in the New Orleans Metropolitan Region. The purpose of the intersection improvements is to improve system connectivity and increase capacity to address congestion and the changes in travel patterns associated with the opening of the widened Huey P. Long Bridge. More detailed information about the project is located in the attached Project Description and Solicitation of Views Map.

In addition to your comments on the project in general, we respectfully request your comments on the preliminary purpose and need, preliminary alternatives taken from the Stage 0 Report, and public and agency coordination. This information will be helpful in the development of the Environmental Assessment for this proposed project.

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, community facilities, environmental justice, business and residential

relocations if appropriate, noise, air, and contamination concerns. More detailed analyses on the impacts of the proposed project will be performed on the refined alternatives so that impacts associated with construction of the project can be identified and coordination carried out as needed.

It is requested that you review the attached information and furnish us with your views and comments by **December 6, 2010**. Replies should be addressed to:

Tom Hunter
URS Corporation
3500 N. Causeway Boulevard, Suite 900
Metairie, Louisiana 70002

Please reference the State Project Number (700-26-0305) in your reply.

Sincerely,

Tom Haysley
Transportation Planner, Regional Planning Commission

Enclosures

Project Description

Stage 1 - Environmental Assessment
US 61 at LA 3152/Clearview Parkway
Jefferson Parish, Louisiana
RPC Project No. CLV-EA
State Project No. 700-26-0305
Federal Aid Project No. DE-2609(507)

Preliminary Purpose and Need

The US 61 (Airline Drive) at LA 3152 (Clearview Parkway) intersection is located in Metairie, Louisiana in Jefferson Parish. Clearview Parkway is a critical link between the Huey P Long Bridge and Interstate 10 (I-10) and provides direct access from the Elmwood Business Park to these two vital transportation links. This intersection is one of the most highly utilized and congested intersections in Jefferson Parish and is currently a choke point to traffic traveling in all directions. Widening of the Huey P Long Bridge is anticipated to increase travel demand in this corridor. It is utilized by residents commuting between West Jefferson and East Jefferson, and for freight movement from the Elmwood Business Park to I-10, as well as truck traffic traveling from the west bank to I-10 and vice-versa. Ease of traffic movement through this intersection, improved safety, and improved system connectivity are critical components for the continued growth and economic prosperity for both the east and west bank of Jefferson Parish.

Preliminary Alternatives to be Considered

Two of three alternatives identified in the Stage 0 Report have been selected to carry forward as preliminary alternatives for this project. These two alternatives consist of either developing a continuous flow intersection or constructing an overpass of Airline Drive over Clearview Parkway. The continuous flow intersection alternative would include signalized left-turn crossovers of two lanes in each direction on Airline Drive. The crossover lanes allow for simultaneous left-turns with the movement of the through traffic. The overpass would provide for the more efficient movement of through traffic on Airline Drive and Clearview Parkway. An at-grade, signalized intersection would be provided to accommodate the left-turn movement. Additional right of way will be required for all build alternatives. Taking no-action, the No Action Alternative, will also be evaluated along with other alternatives developed in collaboration with agencies and the public.

Study Area Description

The study area is bounded by Transcontinental Drive and Cleary Avenue between the Earhart Expressway and W. Metairie Avenue (see enclosed map for the project study area limits) and is located in a heavily developed region of central Jefferson Parish. Principal land uses within the study area include commercial and residential. Commercial retail and community developments are concentrated along Airline Drive. Residences and smaller commercial retail are concentrated along Clearview Parkway. Clearview Parkway connects to the Huey P. Long Bridge that crosses the Mississippi River, linking the communities of East and West Jefferson.

Methodology
A range of alternatives, including the No Action Alternative, will be developed and evaluated in collaboration with agencies and the public. Each alternative will be evaluated with respect to the issues described below. Should the Environmental Assessment (EA) under preparation reveal no "significant" adverse effects, a Finding of No Significant Impact (FONSI) will be issued.

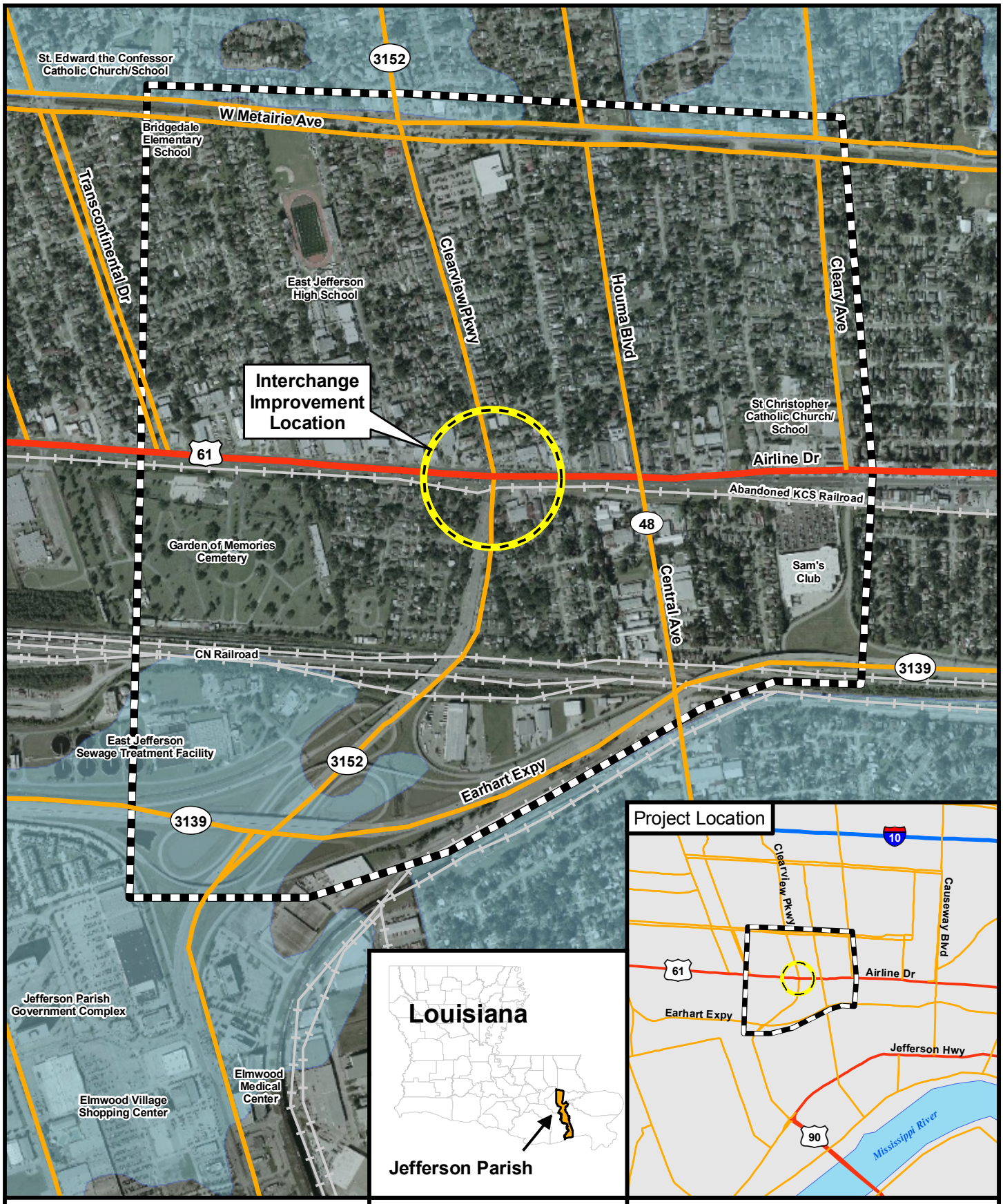
Among issues that will be evaluated in detail in the EA include the traffic operations and the potential noise impacts to the sensitive receptors in the study area. There are no parks or wildlife areas in close proximity to the study area, so these issues will not be addressed in detail in the EA. Two schools, a church and cemetery are located in the study area and will be considered when evaluating local community effects of the alternatives.

The alternatives being considered will help to alleviate traffic congestion and delay by improving the existing roadway network by adding an overpass or modifying the existing intersection geometry. The two build alternatives being evaluated for this project may affect or require the relocation of commercial and/or residential structures in the area.

The project area and all of Jefferson Parish is located in the Louisiana Coastal Zone. The Mississippi River is the only waterway in close proximity to the study area; however, none of the potential alignments will cross or abut the river. There are a few small drainages canals in the study area that will be evaluated for potential wetland habitat. Due to the presence of several commercial facilities including a gas station and auto repair facilities in and adjacent to the study area, a preliminary evaluation of potential hazardous sites will be conducted. Cultural resources will also be considered in terms of historic standing structures, archaeological sites, and Native American tribal concerns.

Based on lists maintained by the USFWS, there are no federally-protected flora species known to occur in the parish; however, several federally-protected fauna species have the potential to occur in Jefferson Parish. Prime habitat for these species is not present in the study area, which is generally densely developed residential or commercial areas and improved urban grounds.

Time to Complete
We anticipate to have prepared a Draft EA that will be made available for public and agency comment in the fall of 2011.



Map Legend

- Study Area
- 100-year Flood Plain
- Interchange Improvement Location

N
W E
S

0 620 1,240 Feet

US 61 at LA 3152 (Clearview Parkway) Intersection Improvement

Solicitation of Views Map

SOV Mailing List

Title	First Name	Last Name	Company Name	Company Name 2	Address Line 1-Street	Address Line 2-Street	City	State	ZIP Code
Director	Kevin	Billiot	Inter-Tribal Council of LA, Inc.		8281 Goodwood Boulevard	Suite I-2	Baton Rouge	LA	70808
			LA Department of Agrculture and Forestry	Office of Forestry	P.O. Box 1628		Baton Rouge	LA	70821
			LA Department of Agriculture and Forestry	Crescent Soil & Water, Conservation District			Boutte	LA	
			LA Department of Agriculture and Forestry	Office of Soil/Water Conservation	5825 Florida Boulevard		Baton Rouge	LA	70806-4248
			LA Department of Culture, Recreation and Tourism	Division of Archaeology	1051 N. 3rd Street		Baton Rouge	LA	70802
	Phil	Boggan		Deputy State Historic Preservation Officer					
			LA Department of Culture, Recreation and Tourism	Office of State Parks	1051 N. 3rd Street		Baton Rouge	LA	70802
			LA Department of Economic Development	Office of Business Development	1051 N. Third Street		Baton Rouge	LA	70802-5239
			LA Department of Environmental Quality	Office of the Secretary	602 N. Fifth Street		Baton Rouge	LA	70802
	Beth	Dixon	LA Department of Environmental Quality	Business and Community Outreach Division	602 N. Fifth Street		Baton Rouge	LA	70802
Acting Chief Engineer	Jake	Causey	LA Department of Health and Hospitals	Office of Public Health	628 N. 4th Street		Baton Rouge	LA	70802
Commissioner of Conservation	James H.	Welsh	LA Department of Natural Resources	Office of Conservation	625 N. 4th Street		Baton Rouge	LA	70802
			LA Department of Natural Resources	Office of Mineral Resources	617 N. 3rd Street		Baton Rouge	LA	70802
	Karl L.	Morgan	LA Department of Natural Resources	Office of Coastal Management	617 N. 3rd Street	10th Floor Suite 1078	Baton Rouge	LA	70802
			LA Department of Public Safety	Highway Safety Commission	7919 Independence Boulevard	Suite 2100	Baton Rouge	LA	70806
Ms.	Susan	Veillon, CFM	LA Department of Transportation and Development	Floodplain Management Program Coordinator	8900 Jimmy Wedell		Baton Rouge	LA	70807
	Amity	Bass	LA Department of Wildlife and Fisheries	Natural Heritage Program Coordinator	2000 Quail Drive		Baton Rouge	LA	70808
			LA Division of Administration	Office of State Lands			Baton Rouge	LA	
Executive Director			LA Forestry Service		2316 S. McArthur Drive		Alexandria	LA	71301-3037
Mr.	Preston	Eggers	LA Good Roads Association		646 North Street		Baton Ruoge	LA	70802
Honorable	Jerry	Gisclair	LA House of Representatives	Disrict 54			Larose	LA	
Honorable	Ernest	Wooton	LA House of Representatives	District 105	8018 Highway 23	Suite 214	Belle Chasse	LA	70037
Honorable	John	Fleming	LA House of Representatives	District 4	Southgate Plaza	1606 Fifth Street	Leesville	LA	71446
Honorable	Michael	Talbot	LA House of Representatives	District 78	9523 Jefferson Highway	Suite B	River Ridge	LA	70123
Honorable	Antony "Tony"	Ligi	LA House of Representatives	District 79	4425 Clearview Parkway	Suite B	Metairie	LA	70006
Honorable	Joseph "Joe"	Lopinto III	LA House of Representatives	District 80	4532 W. Napoleon Avenue	Suite 202-B	Metairie	LA	70001
Honorable	John	Labruzzo	LA House of Representatives	District 81	3331 Severn Avenue	Suite 204	Metairie	LA	70002
Honorable	John	Henry Jr.	LA House of Representatives	District 82	201 Evans Road	Suite 101	New Orleans	LA	70123
Honorable	Robert	Billiot	LA House of Representatives	District 83	#10 Westbank Expressway		Westwego	LA	70094
Honorable	John	Connick	LA House of Representatives	District 84	1335 Barataria Boulevard	Suite B	Marrero	LA	70072
Honorable	Ricky	Templet	LA House of Representatives	District 85			Gretna	LA	
Honorable	Jim	Tucker	LA House of Representatives	District 86	732 Behrman Highway	Suite C-2	Terrytown	LA	70056
Honorable	Girod	Jackson III	LA House of Representatives	District 87	2010 Woodmere Boulevard	Unit G	Harvey	LA	70058
Honorable	Tom	Willmott	LA House of Representatives	District 92	2002 20th Street	Suite 204-A	Kenner	LA	70062
Director	Mark	Ford	LA Office of Indian Affairs		150 N. Third		Baton Rouge	LA	70801
Ms.	Ruth	Johnson	LA Office of Management and Finance				Baton Rouge	LA	
Mr.	James	Caldwell	LA State Attorney General	Environmental Out Reach Division	1885 N. 3rd Street		Baton Rouge	LA	70802
Mr.	Charles	St. Romain	LA State Land Office	Division of Administration			Baton Rouge	LA	
			LA State Planning Office		Capitol Annex Building 2nd Floor	PO Box 94095	Baton Rouge	LA	70804
			LA State Police Troup B		2101 I-10 Service Road		Kenner	LA	70065
Honorable	Daniel "Danny"	Martiny	LA State Senate	District 10	131 Airline Highway	Suite 201	Metairie	LA	70001
Honorable	Jean-Paul	Morrell	LA State Senate	District 3	6305 Elysian Fields Avenue	Suite 404	New Orleans	LA	70122
Honorable	Julie	Quinn	LA State Senate	District 6	433 Metairie Road		Metairie	LA	70005
Honorable	David	Heitmeier	LA State Senate	District 7	3501 Holiday Drive	Suite 225	New Orleans	LA	70114
Honorable	John	Alario Jr.	LA State Senate	District 8	1063 Muller Parkway		Westwego	LA	70094-5616
Honorable	Conrad	Appel	LA State Senate	District 9	3525 N. Causeway Boulevard	Suite 602	Metairie	LA	70002
President	Kent	Mitchell	LA Transit Company				Harahan	LA	
			Chamber of Commerce - New Orleans		1515 Poydras Street	Suite 1010	New Orleans	LA	70112
			City of Kenner	Planning Department	1801 Williams Boulevard		Kenner	LA	70062
Mayor	Michael	Yenni	City of Kenner		1801 Williams Boulevard		Kenner	LA	70062
Executive Director			Coalition to Restore LA		6160 Perkins Road	Suite 225	Baton Rouge	LA	70808
			Harahan Planning and Zoning Commission		6437 Jefferson Highway		Harahan	LA	70123
Ms.	Peggy	Bourgeois	Harvey Canal Indiustrial Association				Harvey	LA	
Director			Jefferson Parish Civil Defense		1887 Ames Boulevard		Marrero	LA	70073
			Jefferson Parish Community	Action Program	1221 Elmwood Park Boulevard #402		Harahan	LA	70123
			Jefferson Parish Council		1221 Elmwood Park Boulevard	10th Floor	Jefferson	LA	70123
			Jefferson Parish Flood plain Administrator	Department of Public Works	1221 Elmwood Park Boulevard		Jefferson	LA	70123
Director			Jefferson Parish Planning Department		1221 Elmwood Park Boulevard	Suite 601	Jefferson	LA	70123
Mr.	John	Young Jr.	Jefferson Parish President		1221 Elmwood Park Boulevard	Suite 1002	Jefferson	LA	70123
			Jefferson Parish School Board		4600 River Road		Marrero	LA	70072
			Jefferson Parish Sheriff				Gretna	LA	
Executive Director	Pat	Johnson	Jefferson Parish Transit Administration		21 Westbank Expressway		Gretna	LA	70053
Director - New Orleans			Regional Transit Authority		2817 Canal Street		New Orleans	LA	70119-6301
Managing Director	Pat	Galves	The Port of New Orleans				New Orleans	LA	
			Sierra Club / Delta Club	Environmental Assessment			New Orleans	LA	
			Chitimacha Tribe of Louisiana				Charenton	LA	
			Choctaw Nation of Oklahoma				Durant	OK	
			Coushatta Tribe of Louisiana				Elton	LA	
			Jena Band of Choctaw Indians				Jena	LA	

			MS Band of Choctaw Indians				Philadelphia	MS	
			Tunica-Biloxi Tribe of Louisiana				Marksville	LA	
			Federal Transit Administration		819 Taylor Street	Room 8A36	Fort Worth	TX	76102
District Commander			US Coast Guard	8th District	Hale Boggs Federal Building	500 Poydras	New Orleans	LA	70130
Mr.	Kevin	Norton	US Department of Agriculture	Natural Resources Conservation Service	3737 Government Street		Alexandria	LA	72302
			US Department of Commerce	Economic Development Administration	504 Lavaca Street	Suite 1100	Austin	TX	78701-2858
			US Department of the Interior	Geological Survey	3535 South Sherwood Forest	Suite 120	Baton Rouge	LA	70806
			US Department of the Interior	National Park Service	100 Alabama Street, SW	NPS/Atlanta Federal Center	Atlanta	GA	30303
Regional Environmental Officer	Stephen	Spencer	US Department of the Interior	Office of Environmental Policy and Compliance	1001 Indian School NW	Suite 348	Albuquerque	NM	87104
			US Environmental Protection Agency	Federal Activities BR (6E-F)	1445 Ross Avenue	Suite 1200	Dallas	TX	75202-2733
Mr.	Michael	Bechdol	US Environmental Protection Agency	Source Water Protection (6WQ-S)	1445 Ross Avenue	Fountain Place, Suite 1200	Dallas	TX	75202-2733
Mr.	Tony	Russel	US Federal Emergency Management Agency	Region VI	800 North Loop 288		Denton	TX	76209
			US Fish and Wildlife Service		646 Cajundome Boulevard	Suite 400	Lafayette	LA	70506
Honorable	Steve	Scalise	US House of Representatives	District 1	110 Veterans Boulevard	Suite 500	Metairie	LA	70005
Honorable	Joseph	Cao	US House of Representatives	District 2	4640 S. Carrollton Avenue		New Orleans	LA	70119
Honorable	Charlie	Melancon	US House of Representatives	District 3	8201 W. Judge Perez Drive		Chalmette	LA	70043
Honorable	Rodney	Alexander	US House of Representatives	District 5	1412 Centre Court	Suite 402	Alexandria	LA	71301
Honorable	William "Bill"	Cassidy	US House of Representatives	District 6	29261 Frost Road		Livingston	LA	70754
Honorable	Charles	Boustany, Jr.	US House of Representatives	District 7	800 Lafayette Street	Suite 1400	Lafayette	LA	70501
Senator	Mary	Landrieu	US Senate		500 Poydras Street	Room 1005	New Orleans	LA	70130
Senator	David	Vitter	US Senate		2800 Veterans Memorial Boulevard	Suite 201	Metairie	LA	70002
Chief, Regulatory Branch	Pete J.	Serio	USACE	New Orleans District	P. O. Box 60267		New Orleans	LA	70160-0267
Deputy Undersecretary	Bridget	Depland	LA Department of Children and Family Services		627 North 4th Street		Baton Rouge	LA	70802

SOV Responses (Comment Period November 5, 2010 to December 5, 2010)			
ID #	**DATE**	**AGENCY**	**Summary of Correspondence**
1	11/10/2010	US Environmental Protection Agency Source Water Protection (6WQ-S)	Project does not lie within boundaries of a designated sole source aquifer, thus not eligible for review under the SSA program.
2	11/12/2010	LA Department of Natural Resources Office of Coastal Management	Project is inside the LA Coastal Zone and requires complete Coastal Use Permit Application Packet along with applicable fee to be submitted in order to process permit and provide official determination. Recommend minimizing impacts to vegetated wetlands or develop mitigation to offset the lost habitat values. The Chitimacha Aboriginal Grounds is a sensitive feature that may require additional processing time by the resource agencies. Recommend scheduling a pre application meeting with the Permit Section staff.
3	11/12/2010	LA Department of Children and Family Services	Offered no objection to the project and determined that the project will have no adverse impact to agency operations or delivery of services to their consumers who reside in the affected area.
4	11/15/2010	US Fish and Wildlife Service	Project review for effects to endangered species has determined that there will be no effect to those resources.
5	11/15/2010	US Federal Emergency Management Agency Region VI	Request that the Parishes floodplain administrators be contacted for the review and possible permit requirements for this project.
6	11/17/2010	US Department of Agriculture Natural Resources Conservation Service	Project maps indicate that the proposed construction is in an urban area and exempt from FPPA regulations. Some soils in project area are Prime / Unique farmland and and will require a farmland conversion impact rating form AD-1006. There should be no adverse effect to surrounding environment provided appropriate erosion control measures are taken during construction. Hydric soils are present in some areas of project site and there may slight alteration to wetlands during construction which may require mitigation. NRCS has no objection to project and it appears that it will have no effect on NRCS work in the vicinity. Enclosed Jefferson Parish Soil report (on file)
7	11/18/2010	Jefferson Parish President	The capacity and accessibility improvements proposed with the project will restore an efficient and safe flow of traffic through the intersection, thereby enhancing the economic viability of the Airline and Clearview corridors, as well enhancing emergency evacuations..

8	11/18/2010	LA Department of Environmental Quality Business and Community Outreach Division	The department has no objections to the project, but offered general comments (see correspondence). Please be advised that if you should encounter a problem during the implementation of this project, you should immediately notify LDEQ's Single-Point-of-contact (SPOC) at (225) 219-3640. Currently, Jefferson Parish is classified as attainment with the National Ambient Air Quality Standards and has no general conformity determination obligations.
9	11/19/2010	LA Department of Wildlife and Fisheries Natural Heritage Program Coordinator	Personnel of the Habitat Section of the Coastal & Nongame Division reviewed the preliminary project data and found that 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.
10	11/23/2010	LA Department of Natural Resources Office of Conservation	Review of computer records indicates no oil, gas, or injection wells located within or adjacent to the project area. LADOTD database indicates a possibility of registered water wells in the project vicinity and there may be unregistered water wells. Provided contact information for all divisions.
11	11/23/2010	LA Department of Transportation and Development Floodplain Management Program	Enclosed Jefferson Parish FIRM map and contact information for Jefferson Parish floodplain administrator. Consideration should be given for the occurrence of a base flood inundation and to the responsibility of clearing debris and keeping the area cleared so as not to interfere with its function.
12	11/29/2010	LA Department of Health and Hospitals Office of Public Health	The office has no objection to the project, but reserves the right to additional comment should information become available that would change the basis upon which the office makes this decision. This preliminary determination does not absolve the applicant of responsibilities in respect to compliance of LA regulations and public health laws.
13	11/30/2010	LA State Historic Preservation Officer Deputy State Historic Preservation Officer	No known properties will be affected by this undertaking. This effect determination could change should new information come to our attention.
14	12/2/2010	USACE New Orleans District	Approved Jurisdictional Determination - Permit not required - Enclosed Joint application with LDNR Office of Coastal Management (OCM) (on file)

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

November 10, 2010

Mr. Tom Hunter
URS Corporation
3500 N. Causeway Blvd.
Ste. 900
Metairie, LA 70002

Dear Mr. Hunter:

We have received your November 5, 2010, letter requesting our evaluation of the potential environmental impacts which might result from the following project:

Widening of Huey P. Long Bridge
STP No. 700-26-0305
FAP No. DE-2609 (507)
RPC No. CLV-EA
US 61 at LA 3152/Clearview Parkway
Jefferson Parish, 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 project does 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. To view a map of the Sole Source Aquifer delineation(s) for your state go to the following website. http://www.epa.gov/region6/water/swp/ssa/maps.htm

If you have any questions on this letter or the sole source aquifer program please contact me at (214) 665-7133.

Sincerely yours,

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

cc: Jesse Means, LDEQ
Noel Ardoin, LDOTD

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BOBBY JINDAL
GOVERNOR

ROBERT D. HARPER
SECRETARY

State of Louisiana

DEPARTMENT OF NATURAL RESOURCES

OFFICE OF COASTAL MANAGEMENT

11/12/2010

URS CORPORATION
3500 N. CAUSEWAY BLVD, STE 900
METAIRIE, LA 70002
Attn: Tom Hunter

RE: P20101420, Solicitation of Views
URS CORP
Description: Planning stage of proposed interchange improvements (Stage 1 - Environmental Assessment; US 61 at LA 3152/Clearview Parkway). Two of three alternatives identified in the stage 0 report have been selected to carry forward as preliminary alternatives for this project. These two alternatives consist of either developing a continuous flow intersection or constructing an overpass of Airline Drive over Clearview Parkway. The take no action alternative will also be evaluated. Additional right of way will be required for all build alternatives.
Location: Lat. 29° 58' 31.92"N and Long. 90° 10' 40.69"W; Metairie, LA.
Jefferson Parish, LA

Dear Tom Hunter:

We have received your Solicitation of Views for the above referenced project, which has been found to be inside the Louisiana Coastal Zone. In order for us to properly review and evaluate this project, we require that a complete Coastal Use Permit Application packet (Joint Application Form, locality maps, project illustration plats with plan and cross section views, etc.) along with the appropriate application fee be submitted to our office. Using your complete application, we can provide you with an official determination, and begin the processing of any Coastal Use Permit that may be required for your project. You may obtain a free application packet by calling our office at (225) 342-7591 or (800)-267-4019, or by visiting our website at http://www.dnr.state.la.us/crm/coastmgt/cup/cup.asp.

We recommend that, during your planning process, you make every effort to minimize impacts to vegetated wetlands. As our legislative mandate puts great emphasis on avoiding damages to these habitats, in many cases the negotiations involved in reducing such disturbances and developing the required mitigation to offset the lost habitat values delay permit approval longer than any other factor. Additionally, the following sensitive features may require additional processing time by the appropriate resource agencies: Chitimacha Aboriginal Grounds.

Should you desire additional consultation with our office prior to submitting a formal application, we recommend that you call and schedule a pre-application meeting with our Permit Section staff. Such

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pg2

a preliminary meeting may be helpful, especially if a permit application that is as complete as possible is presented for evaluation at the pre-application meeting.

If you have any questions, would like to request an application packet or would like to schedule a pre-application meeting, please call Jim Holcombe or Chris Melton or Dana Pennington or Regina Staten at the phone numbers provided above.

Sincerely,

Karl L Mor

Karl L. Morgan
Acting Administrator

Karl L. Morgan/oj

Attachments

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pg 3

Final Plats:

1) P20101420 Final Plats 11/12/2010

cc: Pete Serio, COE w/plats
Dave Butler, LDWF w/plats
Peggy Rooney, OCM w/plats
Frank Cole, CMD/FI w/plats
Jefferson Parish w/plats
URS CORP w/plats

Department of Children & Family Services
Building a Stronger Louisiana

627 North 4th Street
Baton Rouge, LA 70802

(O) 225.342.0286
(F) 225.342.8636
www.dcfs.la.gov

Bobby Jindal, Governor
Ruth Johnson,
Secretary

November 12, 2010

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

RE: RPC Project Number CLV-EA

State Project Number 700-26-0305

Jefferson Parish, LA

To Whom It May Concern:

The Department of Children and Family Services has reviewed the proposed project information supplied in the Department of Transportation's November 5, 2010 Solicitation of Views. We have determined that the project will not adversely impact the operations of our agency or the delivery of services to our consumers who reside in the affected area.

We offer no objection to this undertaking and look forward to its successful completion.

Sincerely,

Bridget M. Depland,
Deputy Undersecretary

c: Richard N. Howze

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Pg 1

RECEIVED
NOV 08 2010
FISH & WLDL. SERV
LAFAYETTE, LA.

November 5, 2010

US Fish and Wildlife Service
646 Cajundome Boulevard, Suite 400
Lafayette, LA 70506

Subject: RPC Project No. CLV-EA
State Project No. 700-26-0305
Federal Aid Project No. DE-2609(507)
Stage 1 - Environmental Assessment:
US 61 at LA 3152/Clearview Parkway
Jefferson Parish, Louisiana

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 the Regional Planning Commission (RPC) for Jefferson, Orleans, Plaquemines, St. Bernard, and St. Tammany Parishes and the Louisiana Department of Transportation and Development (LDOTD) with the early identification of possible adverse economic, social, or environmental effects or concerns. Your assistance in this regard will be appreciated.

The US 61 (Airline Drive) at LA 3152 (Clearview Parkway) intersection is located in Metairie, Louisiana in Jefferson Parish. This intersection is one of the most highly utilized intersections in Jefferson Parish. Airline Drive and Clearview Parkway are also key corridors in the RPC's Congestion Management Plan and are identified as some of the most congested corridors in the New Orleans Metropolitan Region. The purpose of the intersection improvements is to improve system connectivity and increase capacity to address congestion and the changes in travel patterns associated with the opening of the widened Huey P. Long Bridge. More detailed information about the project is located in the attached Project Description and Solicitation of Views Map.

In addition to your comments on the project in general, we respectfully request your comments on the preliminary purpose and need, preliminary alternatives taken from the Stage 0 Report, and public and agency coordination. This information will be helpful in the development of the Environmental Assessment for this proposed project.

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, community facilities, environmental justice, business and residential relocations if appropriate, noise, air, and contamination concerns. More detailed analyses on the impacts of the proposed project will be performed on the refined

alternatives so that impacts associated with construction of the project can be identified and coordination carried out as needed.

It is requested that you review the attached information and furnish us with your views and comments by **December 6, 2010**. Replies should be addressed to:

Tom Hunter
URS Corporation
3500 N. Causeway Boulevard, Suite 900
Metairie, Louisiana 70002

Please reference the State Project Number (700-26-0305) in your reply.

Sincerely,

Tom Haysley

Tom Haysley
Transportation Planner, Regional Planning Commission

Enclosures

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.

Nov 15, 2010

Acting Supervisor
Louisiana Field Office
U.S. Fish and Wildlife Service

Date

5

U. S. Department of Homeland Security
FEMA Region 6
800 North Loop 288
Denton, TX 76209-3698

FEMA

FEDERAL EMERGENCY MANAGEMENT AGENCY
REGION VI
MITIGATION DIVISION

PUBLIC NOTICE REVIEW/ENVIRONMENTAL CONSULTATION

☐ We have no comments to offer. ☒ We offer the following comments:

WE WOULD REQUEST THAT THE PARIHES FLOODPLAIN ADMINISTRATORS BE CONTACTED FOR THE REVIEW AND POSSIBLE PERMIT REQUIREMENTS FOR THIS PROJECT.

REVIEWER:

Mayra G. Diaz
Floodplain Management and Insurance Branch
Mitigation Division
(940)898-5541

DATE: 11/15/10

6
PS 1

United States Department of Agriculture

NRCS

Natural Resources Conservation Service
3737 Government Street
Alexandria, LA 71302

318-473-7751
318-473-7626

November 17, 2010

Tom Hunter
URS Corporation
3500 N. Causeway Blvd., Suite 900
Metairie, Louisiana 70002

RE: US 61 at LA 3152/Clearview Parkway, State Project No.: 700-26-0305

Tom Hunter:

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.

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.

Some of the soils on the project area are Prime Farmland, therefore, any additional right-of-ways or other land that is 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 from AD-1006 from the NRCS.

Our Soil Survey indicates that some of the soils present on the site are prime/unique farmland soils. 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.

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 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.
The area is considered an urban area and is "built-up", thus there will be no impact to prime farmland and it appears the project will not impact any NRCS work in the immediate area.

Although the soils on the project site are classified as prime farmland, the location lies within the corporate limits of the town of Metairie, and are exempt from FPPA, Farmland Protection & Policy Act rules and regulations.

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

Respectfully,

Saul Heymaker

ACTING FOR

Kevin D. Norton
State Conservationist

Attachments

Public Notice Response

COMPLETED BY: Daniel Didier **DATE:** 11/17/2010

FIELD OFFICE: Lafayette Area Office **RE:** State Proj. No. 700-26-0305 - US 61 at LA 3152 Intersection Improvement_Jefferson Parish

Prime/Unique Farmlands	Soils 'Cm', 'CO', 'Ha', ' & 'Sk' are Prime/Unique Farmland Soils. However, project area is shown to be within existing LADOTD Right-of-Way or existing urban/built-up area.
Soil Erosion	Potentially significant during the construction phase, no long term impact predicted. All disturbed areas should be revegetated with herbaceous species.
Surface Water	Sediment and turbidity will increase during construction activities, no long term impact predicted.
Air Quality	Slight decrease in air quality during construction activities, no long term impact predicted.
Vegetative Alteration	Change could be significant. All disturbed areas should be revegetated with herbaceous species.
Floodplain Management	No impact predicted.
Wetlands	Soils 'Ae', 'Ha' & 'Sk' are hydric soils; however, project area is within the existing LADOTD Right-of-Way. NRCS recommends that the Project Sponsor contact the U. S. Army Corps of Engineers for wetland determination(s) as needed if additional rights-of-way are needed.
Threatened or Endangered Species	No predicted impacts.
Cultural Resources	None identified at local level, state level review needed.
Will the project impact any NRCS work in the vicinity?	None identified.
Does NRCS have any objections to the project? If so, what?	No.
In your opinion, would NRCS support the project? If so, why?	Yes, the project would benefit the local area and help reduce traffic congestion.
Additional Comments	Additional Right-of-Ways needed: Some of the soils on this project are Prime Farmland, therefore, any additional right-of-ways or other land that is 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. See page 16 of this report for the areas considered prime farmland.

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JOHN F. YOUNG, JR.
PARISH PRESIDENT

EASTBANK
1221 ELMWOOD PARK BLVD
JOSEPH S. YENNI BLDG
SUITE 1002
JEFFERSON, LOUISIANA
70123

OFFICE 504.736.6405
FAX 504.736.6638

WESTBANK
200 DERBIGNY STREET
GENERAL GOVERNMENT BLDG
SUITE 6100
GRETNA, LOUISIANA
70053

OFFICE 504.364.2700
FAX 504.364.2828

November 18, 2010

Mr. Tom Hunter
URS Corporation
3500 N. Causeway Boulevard, Suite 900
Metairie, LA 70002

Re: RPC Project No. CLV-EA
State Project No. 700-26-0305
Federal Aid Project No. DE-2609(507)
Stage 1 – Environmental Assessment
US61 (Airline Drive) at LA 3152 (Clearview Parkway)
Jefferson Parish, Louisiana

Dear Mr. Hunter:

With regard to your solicitation of comments regarding proposed improvements to the referenced intersection, dated November 5, 2010, please be advised that Jefferson Parish considers the project to be of vital importance to the continued economic development of the Greater New Orleans Metropolitan Region. Completion of the Huey P. Long Bridge Widening currently scheduled for 2013 will dramatically increase the capacity of this vital link that connects both St. Charles Parish and the West Bank of Jefferson Parish to the Elmwood Business Park, Airline Drive and the I-10 via Clearview Parkway. As a result of this improved access, economic development of both St. Charles Parish and the West Bank of Jefferson Parish in the vicinity of US 90 will be greatly accelerated. However, the widened bridge crossing will generate additional traffic within the Clearview Parkway Corridor which will overburden the intersection of Airline Drive and Clearview Parkway which is already operating above capacity. Therefore, the capacity and accessibility improvements proposed by the referenced project will restore an efficient and safe flow of both vehicular and pedestrian traffic through the intersection, thereby enhancing the economic viability of the Airline Drive and Clearview Parkway corridors in this area.

In addition, the Huey P. Long Bridge serves as a major evacuation route for both St. Charles Parish and the West Bank of Jefferson Parish, linking these areas to Airline Drive and the I-10 via Clearview Parkway. Obviously, improvements to the Airline Drive / Clearview Parkway Intersection will enhance the region's ability to safely and efficiently evacuate the area during an emergency.

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pg 2

Finally, we wish to thank you for the opportunity to express our support for the project. If Jefferson Parish can be of further assistance in advancing these improvements, please do not hesitate to contact me.

Sincerely,

John F. Young, Jr.
Parish President

JFY/atf

cc: Honorable Councilman Elton M. LaGasse (e-mail)
Honorable Council Chairman Thomas J. Capella (e-mail)
Honorable Councilwoman-At-Large Diane Hollis (e-mail)
Mr. Kazem Alikhani (e-mail)
Mr. Mark Drewes (e-mail)

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Pg 1

Beth Altazan-Dixon
<Beth.Dixon@LA.GOV>
11/18/2010 03:53 PM

To "tom_hunter@urscorp.com" <tom_hunter@urscorp.com>
cc
bcc
Subject DEQ SOV 700-26-0305/2315 US 61 at LA 3152-Cleareview Parkway

History: This message has been forwarded.

November 18, 2010

Tom Hunter
URS Corporation
3500 N. Causeway Blvd., Suite 900
Metairie, LA 70002
tom_hunter@urscorp.com

RE: 700-26-0305/2315 US 61 at LA 3152-Cleareview Parkway
LADOTD Funding
Jefferson Parish

Dear Mr. Hunter:

The Department of Environmental Quality (LDEQ), Business and Community Outreach Division has received your request for comments on the above referenced project.

After reviewing your request, the department has no objections based on the information provided in your submittal. However, for your information, the following general comments have been included. Please be advised that if you should encounter a problem during the implementation of this project, you should immediately notify LDEQ's Single-Point-of-contact (SPOC) at (225) 219-3640.

- Please take any necessary steps to obtain and/or update all necessary approvals and environmental permits regarding this proposed project.
- If your project results in a discharge to waters of the state, submittal of a Louisiana Pollutant Discharge Elimination System (LPDES) application may be necessary.
- If the project results in a discharge of wastewater to an existing wastewater treatment system, that wastewater treatment system may need to modify its LPDES permit before accepting the additional wastewater.
- All precautions should be observed to control nonpoint source pollution from construction activities. LDEQ has stormwater general permits for construction areas equal to or greater than one acre. It is recommended that you contact the LDEQ Water Permits Division at (225) 219-3181 to determine if your proposed project requires a permit.
- If your project will include a sanitary wastewater treatment facility, a Sewage Sludge and Biosolids Use or Disposal Permit application or Notice of Intent must be submitted no later than June 1, 2011. Additional information may be obtained on the LDEQ website at http://www.deq.louisiana.gov/portal/tabid/2296/Default.aspx or by contacting the LDEQ Water Permits Division at (225) 219- 3181.
- If any of the proposed work is located in wetlands or other areas subject to the jurisdiction of the U.S. Army Corps of Engineers, you should contact the Corps directly regarding permitting issues. If a Corps permit is required, part of the application process may involve a water quality

certification from LDEQ.

- All precautions should be observed to protect the groundwater of the region.
- Please be advised that water softeners generate wastewaters that may require special limitations depending on local water quality considerations. Therefore if your water system improvements include water softeners, you are advised to contact the LDEQ Water Permits to determine if special water quality-based limitations will be necessary.
- Any renovation or remodeling must comply with LAC 33:III.Chapter 28, Lead-Based Paint Activities; LAC 33:III.Chapter 27, Asbestos-Containing Materials in Schools and State Buildings (includes all training and accreditation); and LAC 33:III.5151, Emission Standard for Asbestos for any renovations or demolitions.
- If any solid or hazardous wastes, or soils and/or groundwater contaminated with hazardous constituents are encountered during the project, notification to LDEQ's Single-Point-of-Contact (SPOC) at (225) 219-3640 is required. Additionally, precautions should be taken to protect workers from these hazardous constituents.

Currently, Jefferson Parish is classified as attainment with the National Ambient Air Quality Standards and has no general conformity determination obligations.

Please send all future requests to my attention. If you have any questions, please feel free to contact me at (225) 219-3958 or by email at beth.dixon@la.gov.

Sincerely,

Beth Altazan-Dixon
Performance Management
LDEQ/Business and Community Outreach Division
Office of the Secretary
P.O. Box 4301 (602 N. 5th Street)
Baton Rouge, LA 70821-4301
Phone: 225-219-3958
Fx: 225-325-8148
Email: ***beth.dixon@la.gov***

BOBBY JINDAL
GOVERNOR

State of Louisiana
DEPARTMENT OF WILDLIFE AND FISHERIES
OFFICE OF WILDLIFE

ROBERT J. BARHAM
SECRETARY
JIMMY L. ANTHONY
ASSISTANT SECRETARY

Date	November 19, 2010
Name	Tom Hunter
Company	URS Corporation
Street Address	3500 N. Causeway Blvd, Suite 900
City, State, Zip	Metarie, LA 70002
Project	RPC Project No. CLV-EA US 61 at LA 3152/Clearview Parkway
Project ID	
Invoice Number	10111901

Personnel of the Habitat Section of the Coastal & Nongame Resources 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,

Carlos Miche

for Amity Bass, Coordinator
Natural Heritage Program

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BOBBY JINDAL
GOVERNOR

State of Louisiana
DEPARTMENT OF NATURAL RESOURCES
OFFICE OF CONSERVATION

SCOTT A. ANGELLE
SECRETARY

JAMES H. WELSH
COMMISSIONER OF CONSERVATION

November 23, 2010

TO: Mr. Tom Hunter
URS Corporation
3500 N. Causeway Boulevard, Suite 900
Metairie, Louisiana 70002

RE: RPC Project No. CLV-EA
State Project No. 700-26-0305
Federal Aid Project No. DE-2609(507)
Stage 1- Environmental Assessment:
US 61 at LA 3152/ Clearview Parkway
Jefferson Parish, Louisiana

Dear Mr. Hunter:

In response to Mr. Tom Haysley's letter dated November 5, 2010, 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 oil, gas or injection wells located within or adjacent to the project area. However, the LADOTD database indicates a possibility that there are registered water wells in the vicinity of the project area. Moreover, unregistered water wells may be located in the project area.

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pg 2

The Office of Conservation maintains records of all activities within its jurisdiction in 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:

Division	Contact	Phone No.	E-mail Address
Engineering	Jeff Wells	225-342-5638	jeff.wells@la.gov
Pipeline	Steven Giambrone	225-342-2989	steven.giambrone@la.gov
Injection & Mining	Laurence Bland	225-342-5515	laurence.bland@la.gov
Geological	Mike Kline	225-342-3335	mike.kline@la.gov
Environmental	Tony Duplechin	225-342-5528	tony.duplechin@la.gov

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
AR Commissioner of Conservation

JHW:MBK

BOBBY JINDAL
GOVERNOR

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
P.O. Box 94245
Baton Rouge, Louisiana 70804-9245
www.dotd.la.gov
225-274-4354

SHERRI LEBAS
SECRETARY

November 23, 2010

STATE PROJECT NO.: 700-26-0305
FEDERAL AID PROJECT NUMBER DE-2609(507)
NAME: US 61 AT LA 3152/CLEARVIEW
RPC PROJECT NO.: CLV-EA
PARISH: JEFFERSON

Mr. Tom Hunter
URS Corporation
3500 N. Causeway Boulevard, Suite 900
Metairie, LA 70002

Subject: Solicitation of Views

Dear Mr. Hunter:

Enclosed is a copy of the Flood Insurance Rate Map (FIRM) for Jefferson 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 Jefferson Parish requirements for the National Flood Insurance Program (NFIP), and so that appropriate permits are obtained, please contact the floodplain administrator for Jefferson Parish. The contact person is: Mr. Tom Rodrigue, 1887 Ames Blvd., Marrero, LA, 70072, and telephone no. 504-349-5360.

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

Susan Veillon, CFM
Floodplain Management Program Coordinator

pc: Mr. Tom Rodrigue

AN EQUAL OPPORTUNITY EMPLOYER
A DRUG-FREE WORKPLACE
02 53 2010

APPROXIMATE SCALE

1000 0 1000 FEET

NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP

JEFFERSON PARISH, LOUISIANA AND INCORPORATED AREAS

PANEL 40 OF 350

(SEE MAP INDEX FOR PANELS NOT PRINTED)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
HARAHAN, CITY OF	225200	0040	E
WESTWEGO, CITY OF	220094	0040	E
UNINCORPORATED AREAS	225199	0040	E

Notice To User: 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
22051C0040 E

EFFECTIVE DATE:
MARCH 23, 1995

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

Bobby Jindal
GOVERNOR

12

Bruce D. Greenstein
SECRETARY

State of Louisiana

Department of Health and Hospitals
Office of Public Health

November 29, 2010

Tom Hunter
URS Corporation
3500 N. Causeway Blvd., Suite 900
Metairie, LA 70002

Re: CLV-EA; State Project No. 700-26-0305; US 61 at LA 3152/Clearview Parkway, Jefferson Parish, Louisiana.

This office is in receipt of a Solicitation of View regarding the above referenced project(s).

Based upon the information received from the applicant we have no objection to the referenced project(s) at this time. The applicant shall be aware of and comply with any and all applicable Louisiana State Sanitary Code regulations (LAC 51, as applicable). Furthermore, should additional project data become available to this office that in any way amend the information upon which this office's response has been based, we reserve the right of additional comment on the referenced project(s).

In the event of any future discovery of evidence of non-compliance with the Louisiana Administrative Code Title 51 (Public Health-Sanitary Code) and the Title 48 (Public Health-General) regulations or any applicable public health laws or statutes which may have escaped our awareness during the course of this cursory review, please be advised that this office's preliminary determination on this Solicitation of View of the project(s) shall not be construed as absolving the applicant of responsibility, if any, with respect to compliance with the Louisiana Administrative Code Title 51 (Public Health-Sanitary Code) and the Title 48 (Public Health-General) regulations or any other applicable public health laws or statutes.

Respectfully,

Johan Forsman
Geologist
Engineering Services Section
Center for Environmental Health Services
Telephone: (225) 342-7309
Electronic mail: johan.forsman@la.gov

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November 5, 2010

Subject: RPC Project No. CLV-EA
State Project No. 700-26-0305
Federal Aid Project No. DE-2609(507)
Stage 1 - Environmental Assessment:
US 61 at LA 3152/Clearview Parkway
Jefferson Parish, Louisiana

No known historic properties will be affected by this undertaking. This effect determination could change should new information come to our attention.

Phil Boggan 11-30-10
Phil Boggan Date
Deputy State Historic Preservation Officer

Solicitation of Views

Attention SHPO Coordinator:

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 the Regional Planning Commission (RPC) for Jefferson, Orleans, Plaquemines, St. Bernard, and St. Tammany Parishes and the Louisiana Department of Transportation and Development (LDOTD) with the early identification of possible adverse economic, social, or environmental effects or concerns. Your assistance in this regard will be appreciated.

The US 61 (Airline Drive) at LA 3152 (Clearview Parkway) intersection is located in Metairie, Louisiana in Jefferson Parish. This intersection is one of the most highly utilized intersections in Jefferson Parish. Airline Drive and Clearview Parkway are also key corridors in the RPC's Congestion Management Plan and are identified as some of the most congested corridors in the New Orleans Metropolitan Region. The purpose of the intersection improvements is to improve system connectivity and increase capacity to address congestion and the changes in travel patterns associated with the opening of the widened Huey P. Long Bridge. More detailed information about the project is located in the attached Project Description and Solicitation of Views Map.

In addition to your comments on the project in general, we respectfully request your comments on the preliminary purpose and need, preliminary alternatives taken from the Stage 0 Report, and public and agency coordination. This information will be helpful in the development of the Environmental Assessment for this proposed project.

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, community facilities, environmental justice, business and residential relocations if appropriate, noise, air, and contamination concerns. More detailed analyses on the impacts of the proposed project will be performed on the refined alternatives so that impacts associated with construction of the project can be identified and coordination carried out as needed.

NOV - 8 2010

14.
PS1

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

DEC -2 2010

REPLY TO ATTENTION OF

Operations Division
Surveillance and Enforcement Section

Mr. Tom Hunter
URS Corporation
3500 N. Causeway Boulevard
Suite 900
Metairie, Louisiana 70002

Dear Mr. Hunter:

Reference is made to your application for a Department of the Army (DA) permit to construct an overpass or continuous flow intersection on property located at Airline Highway and Causeway Boulevard in Section 44, Township 12 South, Range 10 East, Jefferson Parish, Louisiana.

Based on review of recent maps, aerial photography, soils data, and the information provided with your application, we have determined that the specific site of your project is not in a wetland subject to U.S. Army Corps of Engineers' jurisdiction. A DA permit under Section 404 of the Clean Water Act will not be required for the deposition or redistribution of dredged or fill material on this site. Therefore, we are returning your application. Any changes or modifications to the proposed project will require a revised determination.

Please be advised that this property is in the Louisiana Coastal Zone. For additional information regarding coastal use permit requirements, contact Ms. Christine Charrier, Coastal Management Division, Louisiana Department of Natural Resources at (225) 342-7953.

You are advised that this approved jurisdictional determination is valid for a period of 5 years from the date of this letter unless new information warrants revision prior to the expiration date or the District Commander has identified, after public notice and comment, that specific geographic areas with rapidly changing environmental conditions merit re-verification on a more frequent basis.

Should there be any questions concerning these matters, please contact Mr. Brandon Gaspard at (504) 862-1280 and reference our Account No. MVN 2010-02756-SE. The New Orleans District Regulatory Branch is committed to providing quality and timely service to our customers. In an effort to improve customer service, please complete and return the enclosed Customer Service Survey or complete the survey on our web site at http://per2.nwp.usace.army.mil/survey.html.

Sincerely,

Robert A. Hoffman

for Pete J. Serio
Chief, Regulatory Branch

Enclosures

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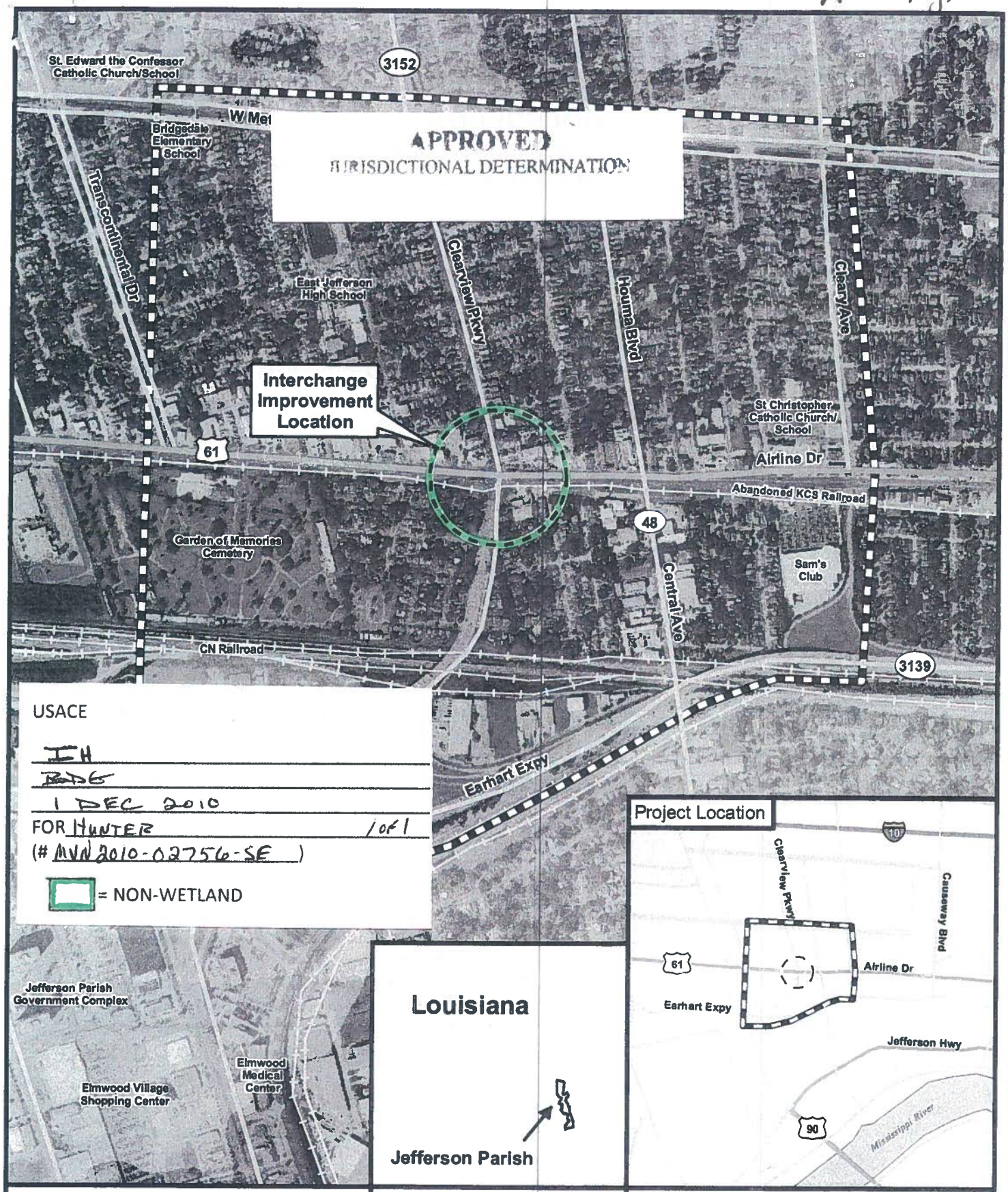

APPROVED
JURISDICTIONAL DETERMINATION

USACE
IH
BDG
1 DEC 2010
FOR HUNTER 1 of 1
(# MVN 2010-02756-SE)
= NON-WETLAND

Project Location

Louisiana

Jefferson Parish

Map Legend

- Study Area
- 100-year Flood Plain
- Interchange Improvement Location

N W E S

0 620 1,240 Feet

US 61 at LA 3152 (Clearview Parkway) Intersection Improvement

Solicitation of Views Map

APPROVED JURISDICTIONAL DETERMINATION FORM
U.S. Army Corps of Engineers
To view the unedited version of the form go to: http://www.mvn.usace.army.mil/regulatory/finalform.htm.

This form should be completed by following the instructions provided in Section IV of the JD Form Instructional Guidebook.

SECTION I: BACKGROUND INFORMATION

A. REPORT COMPLETION DATE FOR APPROVED JURISDICTIONAL DETERMINATION (JD): 1 December 2010

B. DISTRICT OFFICE, FILE NAME, AND NUMBER:New Orleans, MVN 2010-02756-SE

C. PROJECT LOCATION AND BACKGROUND INFORMATION:

State: **Louisiana** County/parish/borough: Jefferson City: Metairie
Center coordinates of site (lat/long in degree decimal format): Lat. 29.975485° N, Long. 90.178012° W.
Universal Transverse Mercator:
Name of nearest waterbody:
Name of nearest Traditional Navigable Water (TNW) into which the aquatic resource flows:
Name of watershed or Hydrologic Unit Code (HUC): 08090203 - Eastern LA Coastal.LA

- ☒ Check if map/diagram of review area and/or potential jurisdictional areas is/are available upon request.
- ☐ Check if other sites (e.g., offsite mitigation sites, disposal sites, etc…) are associated with this action and are recorded on a different JD form.

D. REVIEW PERFORMED FOR SITE EVALUATION (CHECK ALL THAT APPLY):

- ☒ Office (Desk) Determination. Date: 1 December 2010
- ☐ Field Determination. Date(s):

SECTION II: SUMMARY OF FINDINGS

A. RHA SECTION 10 DETERMINATION OF JURISDICTION.

There **are no** "*navigable waters of the U.S.*" within Rivers and Harbors Act (RHA) jurisdiction (as defined by 33 CFR part 329) in the review area. [*Required*]

B. CWA SECTION 404 DETERMINATION OF JURISDICTION.

There **are no** "*waters of the U.S.*" within Clean Water Act (CWA) jurisdiction (as defined by 33 CFR part 328) in the review area. [*Required*]

SECTION III: CWA ANALYSIS. Not Applicable

SECTION IV: DATA SOURCES.

A. SUPPORTING DATA. Data reviewed for JD (check all that apply - checked items shall be included in case file and, where checked and requested, appropriately reference sources below):

- ☒ Maps, plans, plots or plat submitted by or on behalf of the applicant/consultant:Map provided by applicant.
- ☒ Data sheets prepared/submitted by or on behalf of the applicant/consultant.
  - ☐ Office concurs with data sheets/delineation report.
  - ☒ Office does not concur with data sheets/delineation report.
- ☐ Data sheets prepared by the Corps: .
- ☐ Corps navigable waters' study: .
- ☒ U.S. Geological Survey Hydrologic Atlas: 08090203 - Eastern LA Coastal. LA.
  - ☐ USGS NHD data.
  - ☒ USGS 8 and 12 digit HUC maps.
- ☒ U.S. Geological Survey map(s). Cite scale & quad name:1:24000, New Orleans West.
- ☒ USDA Natural Resources Conservation Service Soil Survey. Citation:WSS [Cm, Co].
- ☐ National wetlands inventory map(s). Cite name: .
- ☐ State/Local wetland inventory map(s): .
- ☐ FEMA/FIRM maps: .
- ☐ 100-year Floodplain Elevation is: (National Geodectic Vertical Datum of 1929)
- ☒ Photographs: ☒ Aerial (Name & Date):1998, 2004, 2006.
  or ☐ Other (Name & Date): .
- ☐ Previous determination(s). File no. and date of response letter: .
- ☐ Applicable/supporting case law: .
- ☐ Applicable/supporting scientific literature: .
- ☐ Other information (please specify): .

B. ADDITIONAL COMMENTS TO SUPPORT JD: The entire project site consist of uplands.

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NOTIFICATION OF ADMINISTRATIVE APPEAL OPTIONS AND PROCESS AND REQUEST FOR APPEAL

Applicant: URS Corporation		File Number: 2010-02756-SE	Date: DEC -2 2010
Attached is:			See Section below
	INITIAL PROFFERED PERMIT (Standard Permit or Letter of permission)		A
	PROFFERED PERMIT (Standard Permit or Letter of permission)		B
	PERMIT DENIAL		C
X	APPROVED JURISDICTIONAL DETERMINATION		D
	PRELIMINARY JURISDICTIONAL DETERMINATION		E

SECTION I - The following identifies your rights and options regarding an administrative appeal of the above decision. Additional information may be found at http://www.usace.army.mil/cecw/pages/reg_materials.aspx or Corps regulations at 33 CFR Part 331.

A: INITIAL PROFFERED PERMIT: You may accept or object to the permit.

- ACCEPT: If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- OBJECT: If you object to the permit (Standard or LOP) because of certain terms and conditions therein, you may request that the permit be modified accordingly. You must complete Section II of this form and return the form to the district engineer. Your objections must be received by the district engineer within 60 days of the date of this notice, or you will forfeit your right to appeal the permit in the future. Upon receipt of your letter, the district engineer will evaluate your objections and may: (a) modify the permit to address all of your concerns, (b) modify the permit to address some of your objections, or (c) not modify the permit having determined that the permit should be issued as previously written. After evaluating your objections, the district engineer will send you a proffered permit for your reconsideration, as indicated in Section B below.

B: PROFFERED PERMIT: You may accept or appeal the permit

- ACCEPT: If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- APPEAL: If you choose to decline the proffered permit (Standard or LOP) because of certain terms and conditions therein, you may appeal the declined permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

C: PERMIT DENIAL: You may appeal the denial of a permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

D: APPROVED JURISDICTIONAL DETERMINATION: You may accept or appeal the approved JD or provide new information.

- ACCEPT: You do not need to notify the Corps to accept an approved JD. Failure to notify the Corps within 60 days of the date of this notice, means that you accept the approved JD in its entirety, and waive all rights to appeal the approved JD.
- APPEAL: If you disagree with the approved JD, you may appeal the approved JD under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

E: PRELIMINARY JURISDICTIONAL DETERMINATION: You do not need to respond to the Corps regarding the preliminary JD. The Preliminary JD is not appealable. If you wish, you may request an approved JD (which may be appealed), by contacting the Corps district for further instruction. Also you may provide new information for further consideration by the Corps to reevaluate the JD.

14. pg 6...

SECTION II - REQUEST FOR APPEAL or OBJECTIONS TO AN INITIAL PROFFERED PERMIT

REASONS FOR APPEAL OR OBJECTIONS: (Describe your reasons for appealing the decision or your objections to an initial proffered permit in clear concise statements. You may attach additional information to this form to clarify where your reasons or objections are addressed in the administrative record.)

ADDITIONAL INFORMATION: The appeal is limited to a review of the administrative record, the Corps memorandum for the record of the appeal conference or meeting, and any supplemental information that the review officer has determined is needed to clarify the administrative record. Neither the appellant nor the Corps may add new information or analyses to the record. However, you may provide additional information to clarify the location of information that is already in the administrative record.

POINT OF CONTACT FOR QUESTIONS OR INFORMATION:

If you have questions regarding this decision and/or the appeal process you may contact:

Rob Heffner (504-862-1288)
Chief, Surveillance and Enforcement Section
U.S. Army Corps of Engineers
P.O. Box 60627
New Orleans, LA 70160

If you only have questions regarding the appeal process you may also contact: James B. Wiseman, Jr.
Administrative Appeals Review Officer
USACE – Mississippi Valley Division
P.O. Box 80
Vicksburg, MS 39181-0080
(601) 634-5820

RIGHT OF ENTRY: Your signature below grants the right of entry to Corps of Engineers personnel, and any government consultants, to conduct investigations of the project site during the course of the appeal process. You will be provided a 15 day notice of any site investigation, and will have the opportunity to participate in all site investigations.

Signature of appellant or agent.	Date:	Telephone number:

Appendix C: Cultural Resources Survey

URS

Date: April 17, 2013

Re: Request for Project Review - Stage 1 - Environmental Assessment
US 61 at LA 3152/Clearview Parkway
Jefferson Parish, Louisiana

RPC Project No. CLV-EA
State Project No. 700-26-0305
Federal Aid Project No. DE-2609(507)

To: Ms. Pam Breaux,
State Historic Preservation Officer
Department of Culture, Recreation, and Tourism,
Office of Cultural Development
PO Box 44247,
Baton Rouge, LA 70804-4247

Dear Ms. Breaux -

The purpose of this letter is to request your office's assessment of the need for cultural resources survey associated with the US 61 at LA 3152/Clearview Parkway Interchange, Metairie, Jefferson Parish, as part of the Stage 1 – Environmental Assessment. The applicant for this project is the Regional Planning Commission (RPC; 10 Veterans Memorial Blvd., New Orleans, LA 70124) and the Lead Federal Agency associated with this this undertaking is the Federal Highway Administration. This letter (and associated appendices) was prepared to assist in your office's Section 106 review of this project.

Project Area Description

The broader study area is bounded by Transcontinental Drive and Cleary Avenue between the Earhart Expressway and West Metairie Avenue and is located in a heavily developed region of central Jefferson Parish (Figures 1 and 2). Principal land uses within the study area include commercial and residential. Commercial retail and community developments are concentrated along Airline Drive, while residences and smaller commercial retail are concentrated along Clearview Parkway. Clearview Parkway connects to the Huey P. Long Bridge that crosses the Mississippi River, linking the communities of East and West Jefferson.

A desktop assessment was conducted by URS for archaeological resources and an architectural history field assessment was completed on September 28, 2012 for aboveground architectural resources within the project area. The specific Area of Potential Effects (APE) assessed for architectural resources extends approximately a half–block (~50 m, 164 ft) north-south along Airline Highway between Zinnia Avenue (west) and Giuffrias Avenue/Belleview Parkway (east). The western end of the survey area is located at Longitude -90.183089 , Latitude 29.975816, while the eastern end is situated at Longitude -90.172173, Latitude 29.975319 (Figures 1 and 2).

URS Corporation
7389 Florida Blvd., Suite 300
Baton Rouge, LA 70806
Tel: 225.922.5700
Fax: 225.922.5701
www.urscorp.com

Figure 1: Project Area – Alternative 1

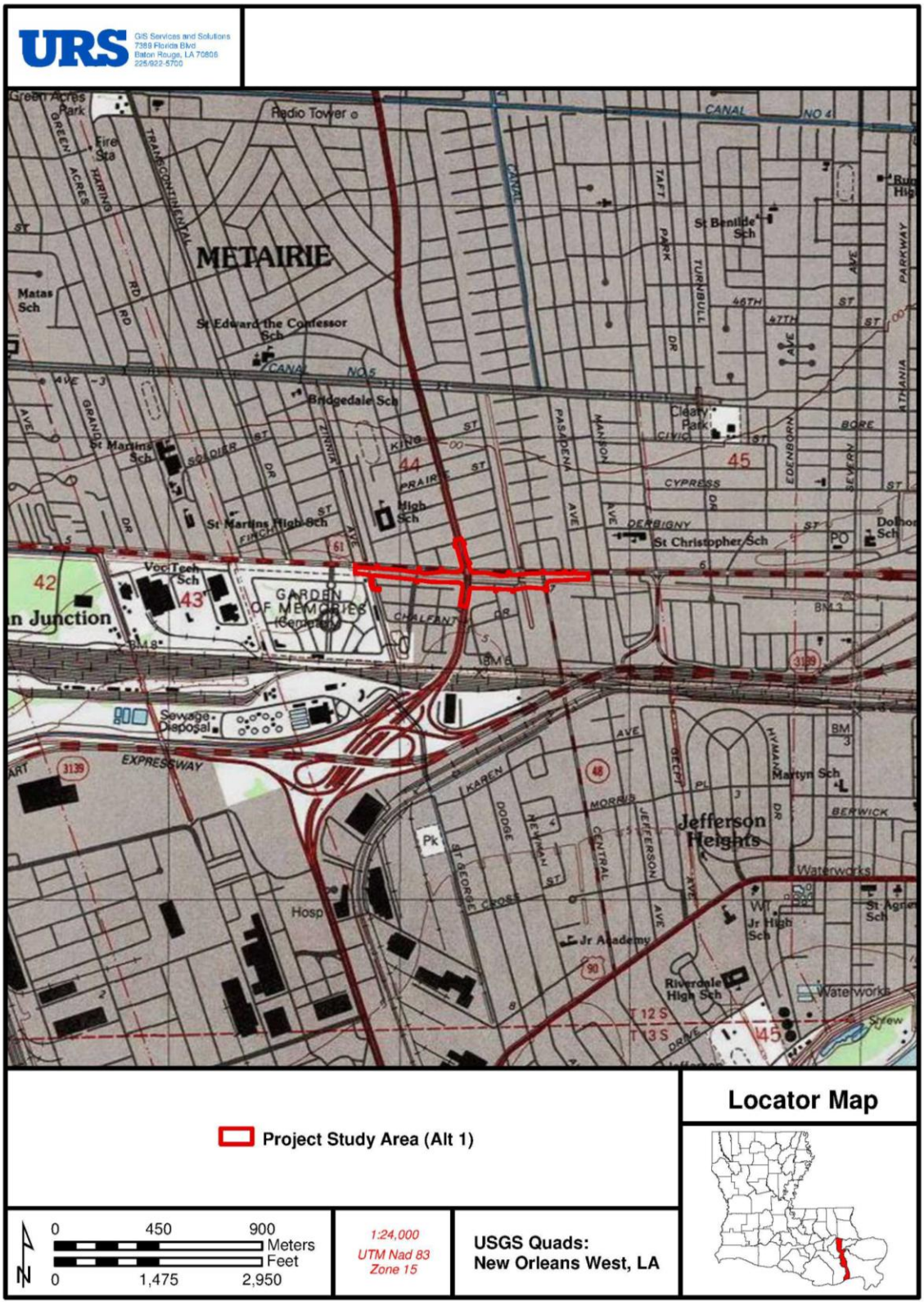
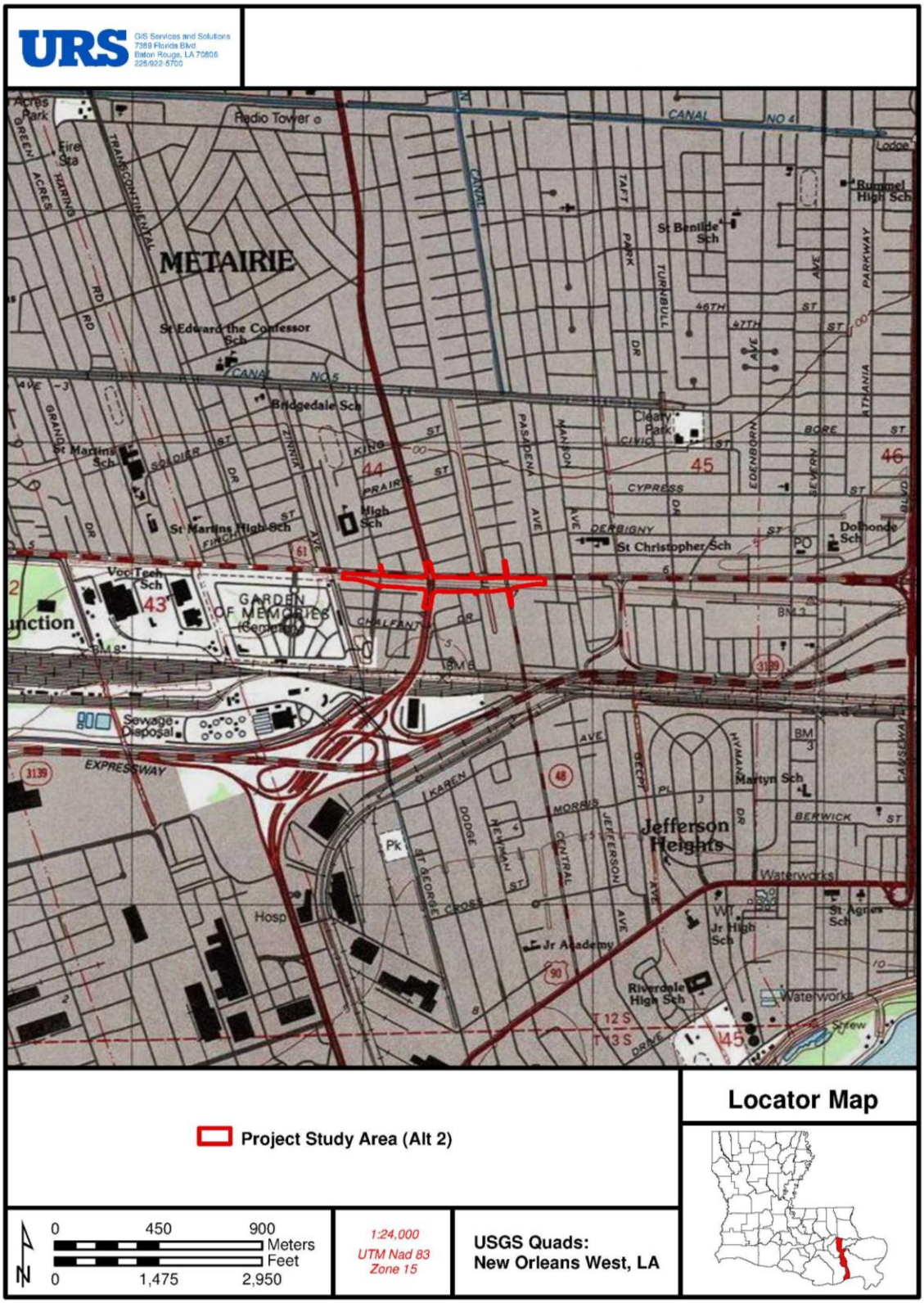


Figure 2: Project Area – Alternative 2



Preliminary Purpose and Need

The US 61 (Airline Drive) at LA 3152 (Clearview Parkway) intersection is located in Metairie, Louisiana in Jefferson Parish. Clearview Parkway is a critical link between the Huey P Long Bridge and Interstate 10 (I-10) and provides direct access from the Elmwood Business Park to these two vital transportation links. This intersection is one of the most highly utilized and congested intersections in Jefferson Parish and is currently a choke point to traffic traveling in all directions. Widening of the Huey P Long Bridge is anticipated to increase travel demand in this corridor. It is utilized by residents commuting between West Jefferson and East Jefferson, and for freight movement from the Elmwood Business Park to I-10, as well as truck traffic traveling from the west bank to I-10 and vice-versa. Ease of traffic movement through this intersection, improved safety, and improved system connectivity are critical components for the continued growth and economic prosperity for both the east and west bank of Jefferson Parish.

Preliminary Alternatives to be Considered

Two of three alternatives identified in the Stage 0 Report have been selected to carry forward as preliminary alternatives for this project (Figures 3 to 12). These two alternatives consist of developing either a continuous flow intersection (CFI) or at-grade improvements along Airline Drive and re-striping on Clearview Parkway.

- The CFI alternative would include signalized left-turn crossovers of two lanes in each direction on Airline Drive. The crossover lanes allow for simultaneous left-turns with the movement of the through traffic.

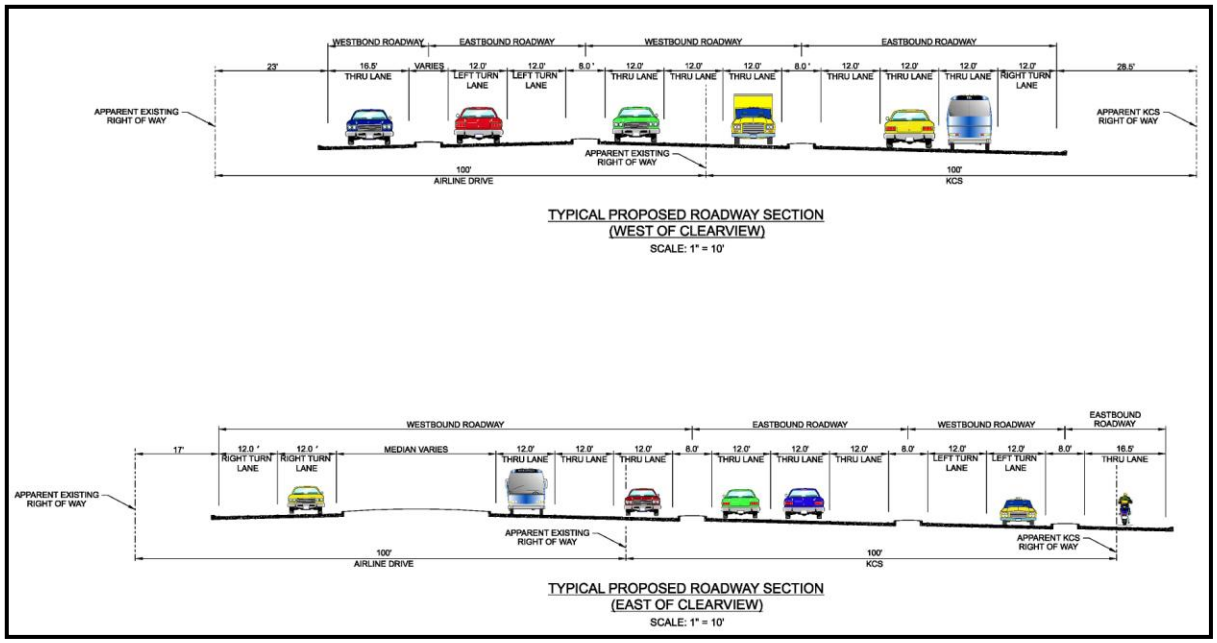
- The at grade improvements alternative would provide for the more efficient movement of through traffic on Airline Drive and Clearview Parkway.

Additional right-of-way (ROW) will be required for all build alternatives. Taking no-action, the No Action Alternative, will also be evaluated along with other alternatives developed in collaboration with agencies and the public.

Detailed Project Scope of Work

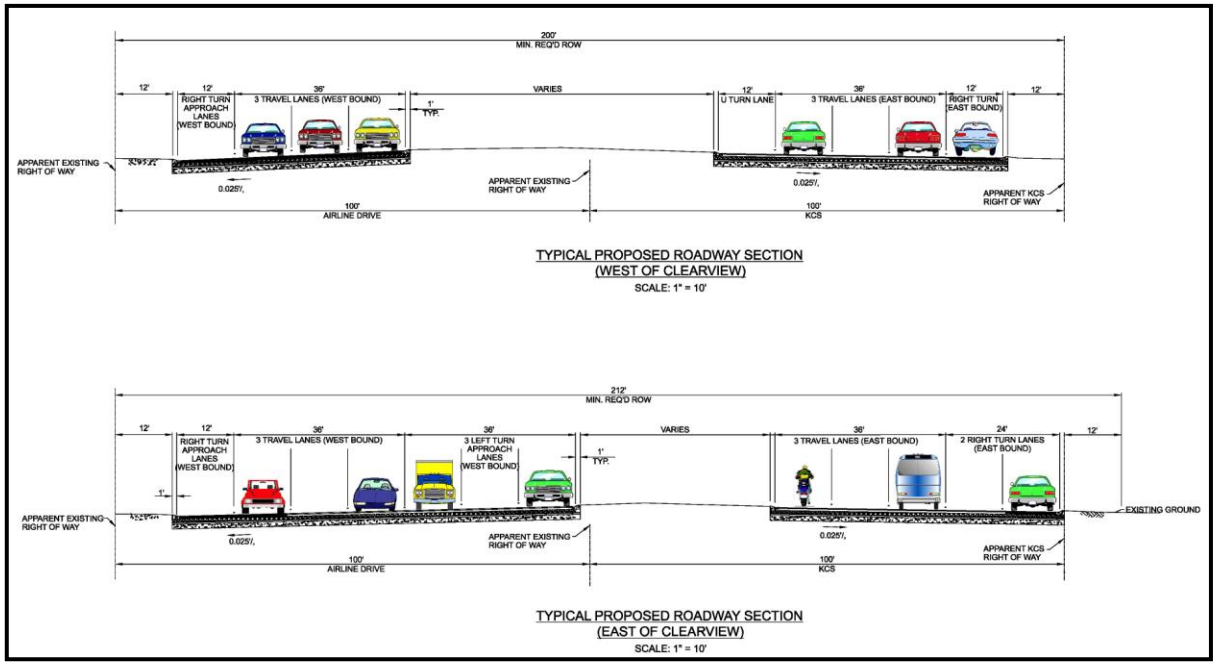
The CFI alternative consists of improvements on Airline Drive at Clearview Parkway. Under this innovative design, the major improvements would be made along Airline Highway. For eastbound or westbound travelers on Airline Drive turning left onto Clearview Parkway, the CFI crossover would direct this traffic to a storage lane on the far side of the oncoming traffic. When the left-turning vehicles are green lighted, they are allowed to flow through the intersection simultaneously with the through traffic, resulting in four continuous movements of vehicles entering and exiting the intersection rather than only the two movements allowed by a traditional intersection. This alternative would also include the reconstruction of a service road to connect Woodlawn Avenue and Tribune Street to Airline Drive and Central Avenue, and utilization of the existing Airline Drive and the abandoned Kansas City Southern (KCS) right-of-way (Figures 3 and 5 to 8). The CFI alternative would require the relocation of a 20-inch gas line owned by Atmos Energy, as well as the acquisition of the abandoned KCS railroad right-of-way from Tribune Street to Central Avenue. In order to implement the CFI, access would be changed for several of the cross streets, since the ability to make left turns onto or from Airline Drive would be eliminated.

Figure 3: Typical Section of Airline Drive with CFI Alternative



The at-grade improvements alternative would occur along Airline Drive and include re-striping on Clearview Parkway. The layout would consist of wide medians to accommodate U-turn lanes, as well as a triple left onto Clearview Parkway southbound and a double left onto Airline Drive westbound. The existing Airline Drive and abandoned KCS right-of-way would be utilized under this alternative (Figures 4 and 9 to 12). The at-grade improvements alternative would require the acquisition of a small section of the abandoned KCS railroad right-of-way adjacent to Tribune Street.

Figure 4: Typical Section of At Grade Improvements Alternative



Description of All Archaeological Sites Within 0.5 mi (0.8 km) of the APE

Background research was conducted in Baton Rouge at the Division of Archaeology (for archaeology site forms) and the Division of Historic Preservation/State Library (for historic standing structures). In addition, a search of the National Register of Historic Places (NRHP) online database was completed for this portion of Jefferson Parish. The following data sources were consulted for this project: (1) Louisiana Division of Archaeology (site forms and cultural resource surveys); (2) Louisiana Division of Historic Preservation/State Library; (3) Louisiana Cultural Resources Map (http://kronos.crt.state.la.us); (4) National Register of Historic Places (NRHP) online database (http://nrhp.focus.nps.gov/); and, (5) the Louisiana Division of Historic Preservation National Register Website (http://www.crt.state.la.us). This background review encompassed the ½ block APE described above (Figures 4 to 12).

No archaeological sites, standing structures, or Listed or Eligible National Register of Historic Places properties are situated within the ½ block APE of the two (2) alternatives. An abandoned Kansas City Southern (KCS) railroad bed is present immediately to the south of the existing US 61 (Airline Highway) corridor; however, this lineal feature has already been transected east-west in numerous locations at various street crossings.

Description of Above-Ground Historic Structures in APE

As part of this field survey effort, resources appearing to be fifty years of age or older were identified within the APE. Each resource was photo-documented and a building description was prepared. Table 1 provides a summary of the 38 standing structures identified during this assessment. Appendix A contains a description of all above-ground historic structures identified by URS Architectural Historians Mr. Richard Silverman (MA, Architecture; MA, Architectural History) and Ms. Lauren Poche (MA, Public History), along US 61 (Airline Drive) between Zinnia Avenue (west) and Giuffrias Avenue/Belleview Parkway (east). Finally, Appendix B presents general photographs of the existing US 61 (Airline Drive) corridor.

The current standing structures research and field survey determined that within the Area of Potential Effects (APE) there are no known National Register-eligible or National Register-listed Historic Properties (i.e., buildings, sites, districts, structures, or objects) present. Nor are there any standing structures that have been inventoried by the Louisiana State Historic Preservation Office (LA SHPO). None of the resources identified within the APE possess those qualities of significance as identified by the National Register Criteria for Evaluation (36CFR60.4 a-d), neither individually nor as a district.

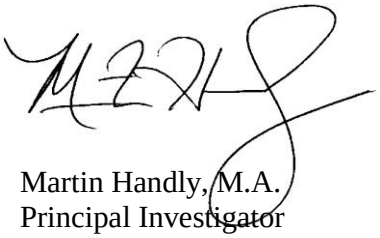
Summary

Although additional ROW will be required for all build alternatives, given the levels of prior land-altering disturbance along the corridor, it is URS's opinion that there is a very low likelihood for encountering intact archaeological resources within either the continuous flow intersection or overpass construction alternatives proposed for the US 61 (Airline Highway) corridor. Similarly, the viewshed associated with the above-ground structures along US 61 (Airline Highway) will not be affected, as construction activities will still be mainly associated with the existing corridor. We respectfully request a response from your office as to whether you concur with this assessment. It would be greatly appreciated if your office could respond in writing with your Section 106 significance and 'No Adverse Effect' determination for this proposed project.

If you have any questions or concerns regarding the project, please do not hesitate to contact me at 225-276-4826 (cell) or at martin.handly@urs.com.

Sincerely,

URS Corporation



Martin Handly, M.A.
Principal Investigator

Table 1: Description of Above-Ground Historic Properties in APE

Structure Number	Street Address	Use	Construction Date	Structure Type and Style
1	4639 Rosedale Drive	Single family residence	Circa 1948	Minimal Traditional Cottage with Colonial Revival elements
2	4634 Rosedale Drive	Single family residence	Circa 1947	Minimal Traditional Cottage with Colonial Revival elements
3	4633 Rosedale Drive	Single family residence	Circa 1950	Minimal Traditional Cottage with no style
4	4621 Rosedale Drive	Single family residence	Circa 1950	Minimal Traditional Cottage with no style
5	4617 Rosedale Drive	Single family residence	Circa 1952	Minimal Traditional Cottage with no style
6	4613 Rosedale Drive	Single family residence	Circa 1946	Minimal Traditional Cottage with Colonial Revival elements
7	4609 Rosedale Drive	Single family residence	Circa 1946	Minimal Traditional Cottage with no style
8	1200 Highland Avenue	Single family residence	Circa 1948	Minimal Traditional Cottage with no style
9	1201 Highland Avenue	Single family residence	Circa 1953	Ranch with no style
10	4535 Rosedale Drive	Single family residence	Circa 1954	Minimal Traditional Cottage with no style
11	4533 Rosedale Drive	Single family residence	Circa 1946	Minimal Traditional Cottage with no style
12	4531 Rosedale Drive	Single family residence	Circa 1948	Minimal Traditional Cottage with no style
13	4529 Rosedale Drive	Single family residence	Circa 1950	Minimal Traditional Cottage with no style
14	4527 Rosedale Drive	Single family residence	Circa 1952	Minimal Traditional Ranch with no style
15	4525 Rosedale Drive	Single family residence	Circa 1955	Ranch with Colonial Revival elements
16	4523 Rosedale Drive	Single family residence	Circa 1958	Ranch with Colonial Revival elements
17	1706 S. Clearview Parkway	Single family residence	Circa 1947	Minimal Traditional Cottage with Colonial Revival elements
18	1704 S. Clearview Parkway	Single family residence	Circa 1947	Ancillary structure/outbuilding converted to residence
19	1701 S. Clearview Parkway	Single family residence	Circa 1955	Ranch with no style
20	1705 S. Clearview Parkway	Single family residence	1960s/1970s	Ranch with no style
21	1709 S. Clearview Parkway	Single family residence	1960s/1970s	Ranch with no style
22	4422 Airline Highway	Commercial – Glassmasters/ Auto Empire	1945	Commercial

Structure Number	Street Address	Use	Construction Date	Structure Type and Style
23	83 Woodlawn Avenue	Single family residence	Circa 1961	Ranch with Colonial Revival elements
24	78 Tribune Street	Single family residence	Circa 1962	Ranch with Colonial Revival elements
25	79 Tribune Street	Single family residence	Circa 1962	Ranch with Colonial Revival elements
26	4300 Airline Highway	Commercial – Gueydan Lumber & Plywood, Inc.	Circa 1945	Minimal Traditional Cottage with Colonial Revival Elements; Commercial
27	Corner of Airline Highway and Central Avenue	Industrial – Atmos Energy	Unknown	Industrial
28	4121 Catherine Avenue	Single family residence	Circa 1952	Minimal Traditional Cottage with no style
29	4117 Catherine Avenue	Single family residence	Circa 1953	Minimal Traditional Cottage with no style
30	4113 Catherine Avenue	Single family residence	Circa 1952	Ranch with no style
31	4109 Catherine Avenue	Single family residence	Circa 1954	Ranch with no style
32	4105 Catherine Avenue	Single family residence	Circa 1959	Front-gable cottage with no style
33	4011 Catherine Avenue	Single family Residence	Circa 1948	Front-gable cottage with no style
34	4009 Catherine Avenue	Single family residence	Circa 1949	Ranch with no style
35	4205 Airline Highway	Commercial – Sal's Auto Shop	Circa 1955	Commercial
36	4217 Airline Highway	Commercial – Airline Cash Advance Loans	Circa 1951	Commercial
37	201 Clearview Parkway/4439 Temple Street	Single family residence	Circa 1954	Ranch with no style
38	4701 Airline Highway	Commercial – River Pond Seafood	Circa 1950	Commercial

Figure 5: Project Area – CFI Alternative, Aerial Map 1 of 4

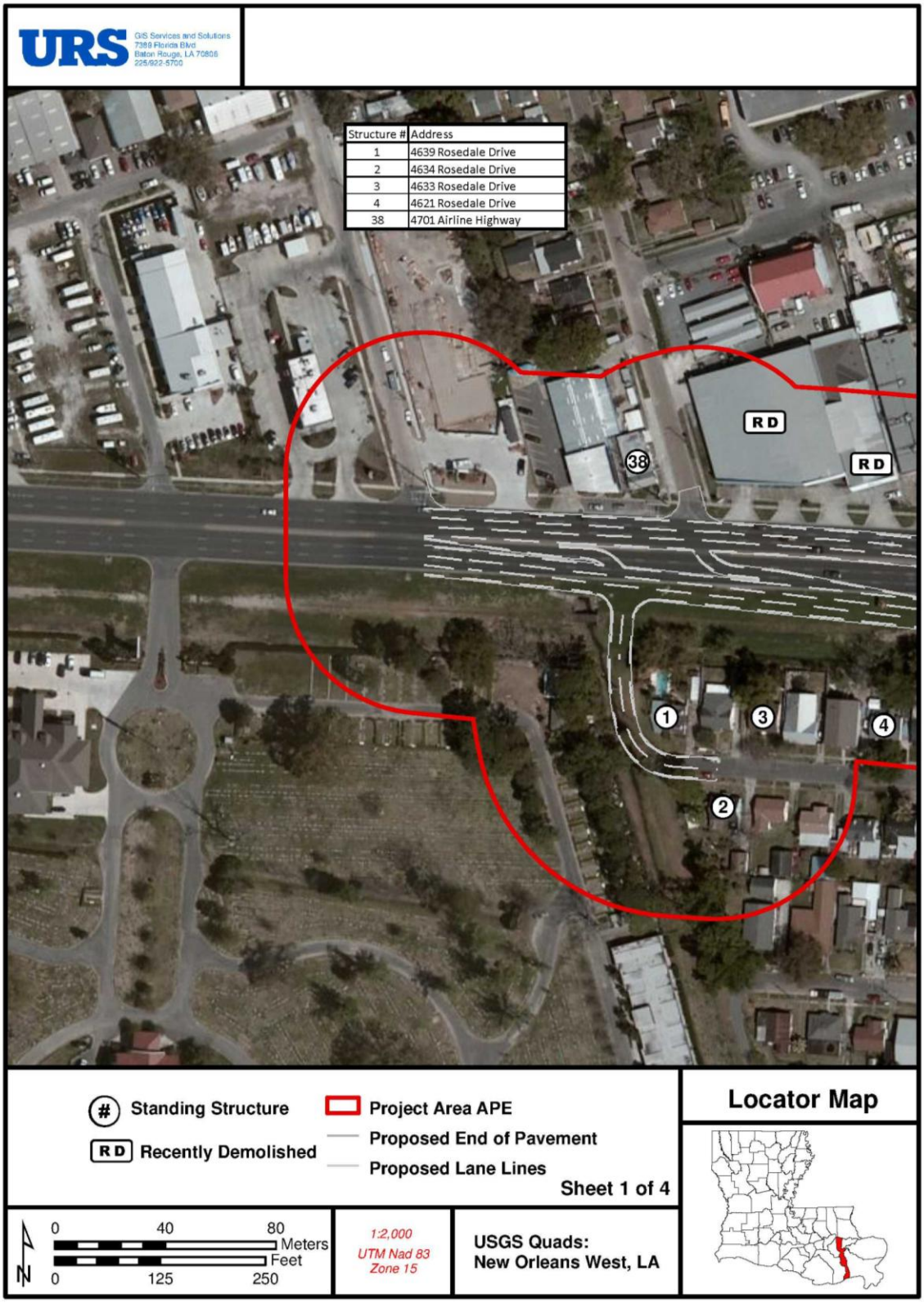
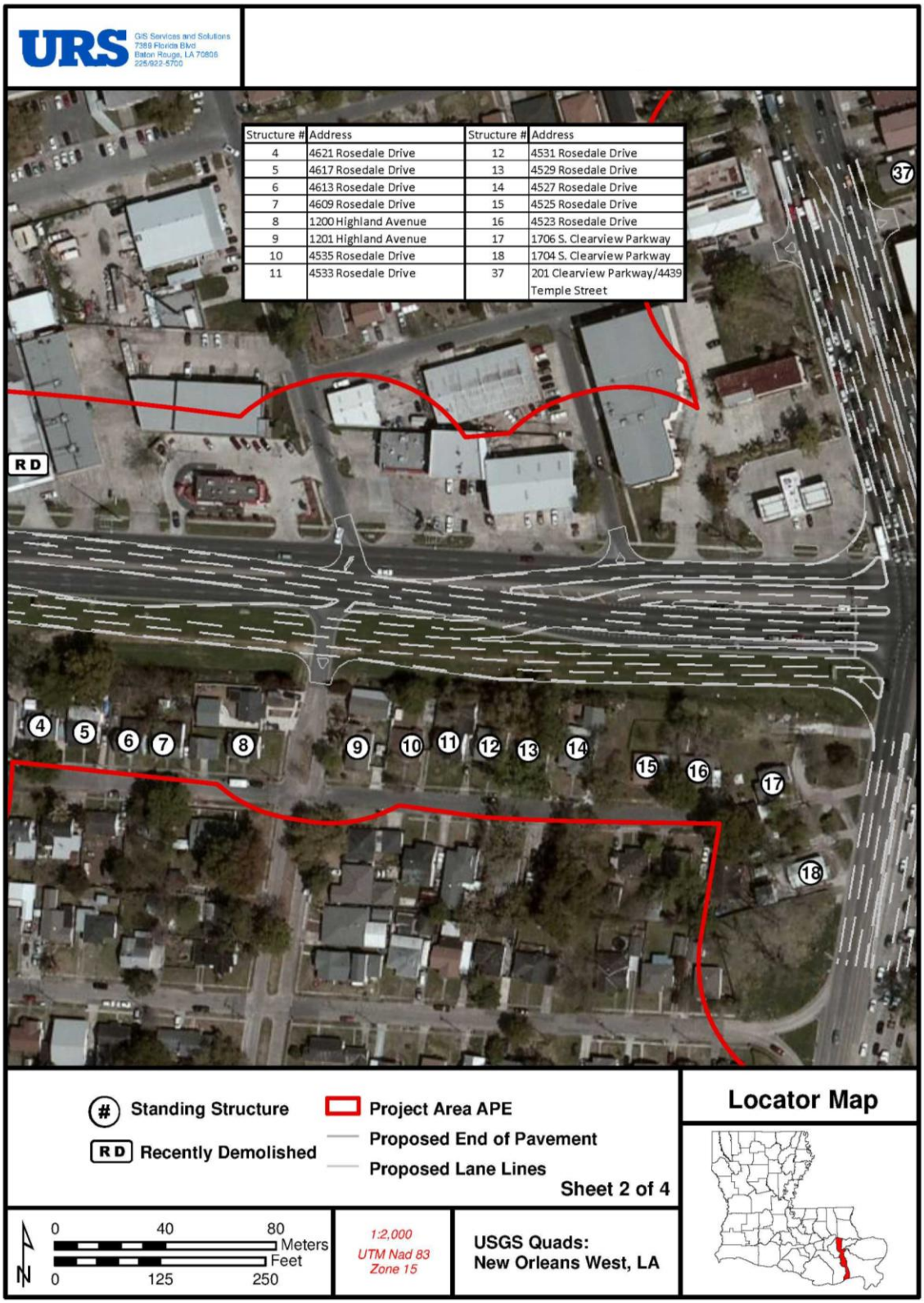


Figure 6: Project Area – CFI Alternative, Aerial Map 2 of 4



Structure #	Address	Structure #	Address
4	4621 Rosedale Drive	12	4531 Rosedale Drive
5	4617 Rosedale Drive	13	4529 Rosedale Drive
6	4613 Rosedale Drive	14	4527 Rosedale Drive
7	4609 Rosedale Drive	15	4525 Rosedale Drive
8	1200 Highland Avenue	16	4523 Rosedale Drive
9	1201 Highland Avenue	17	1706 S. Clearview Parkway
10	4535 Rosedale Drive	18	1704 S. Clearview Parkway
11	4533 Rosedale Drive	37	201 Clearview Parkway/4439 Temple Street

Figure 7: Project Area – CFI Alternative, Aerial Map 3 of 4

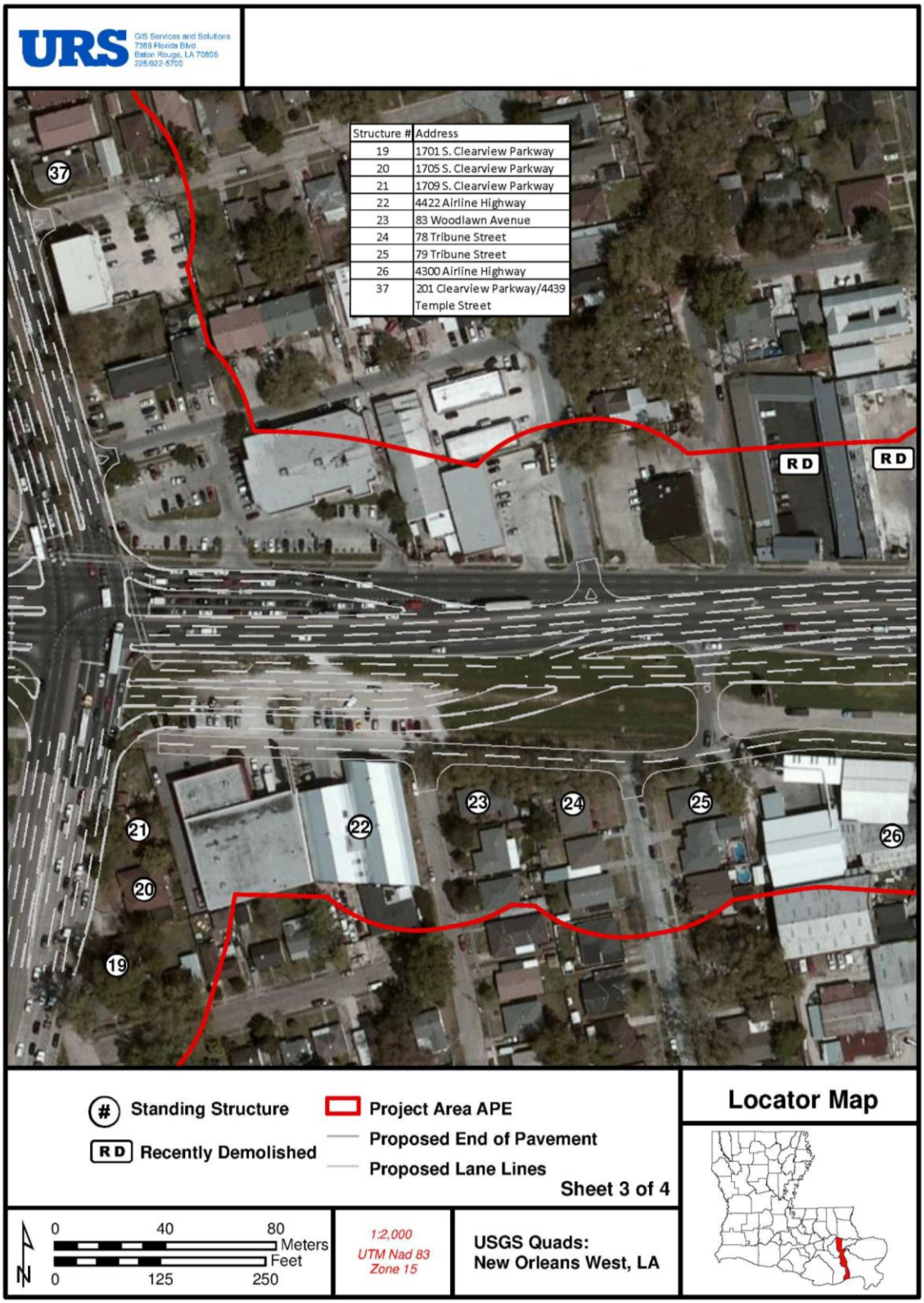


Figure 8: Project Area – CFI Alternative, Aerial Map 4 of 4

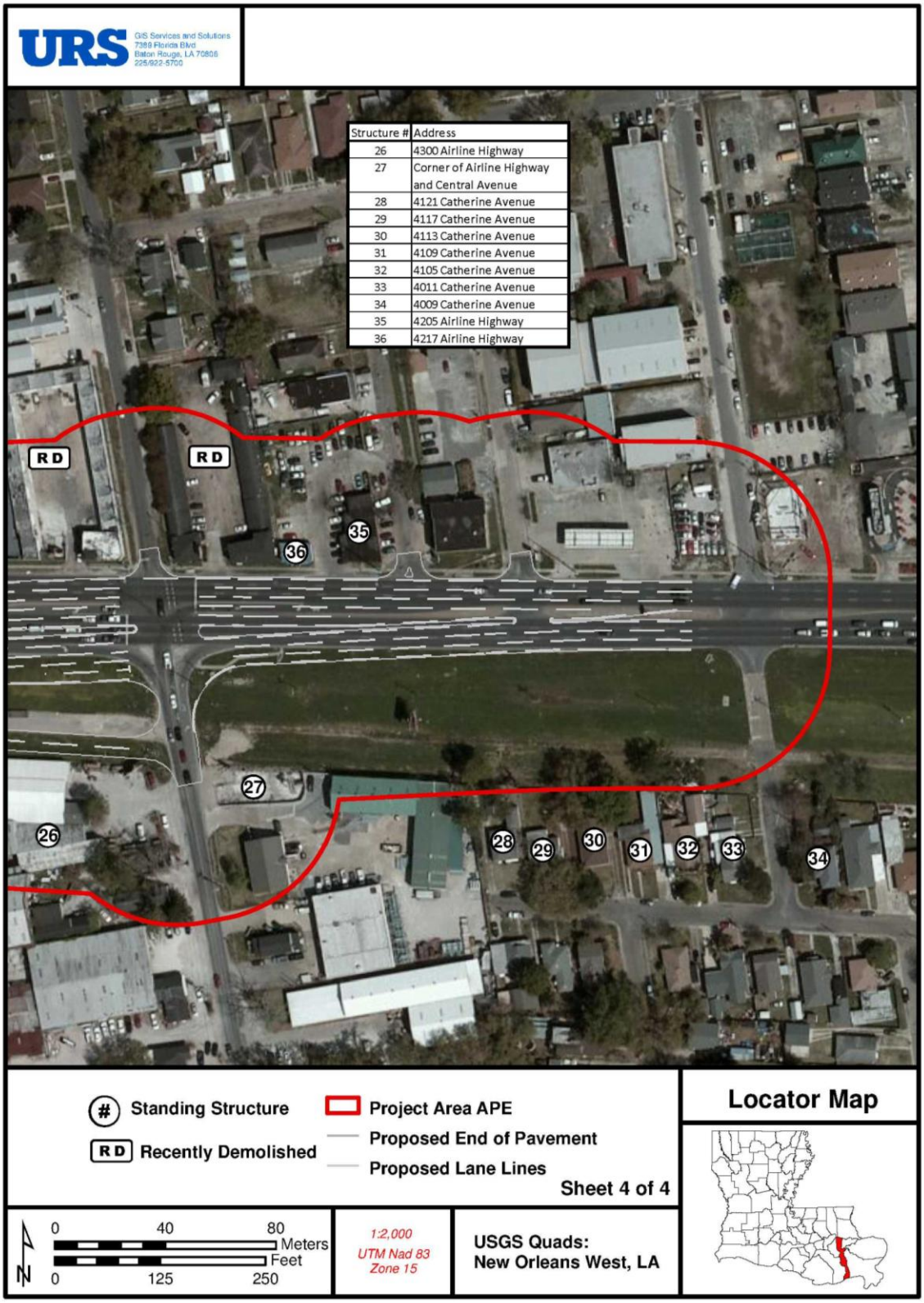


Figure 9: Project Area – Overpass Alternative, Aerial Map 1 of 4

Figure 10: Project Area – Overpass Alternative, Aerial Map 2 of 4

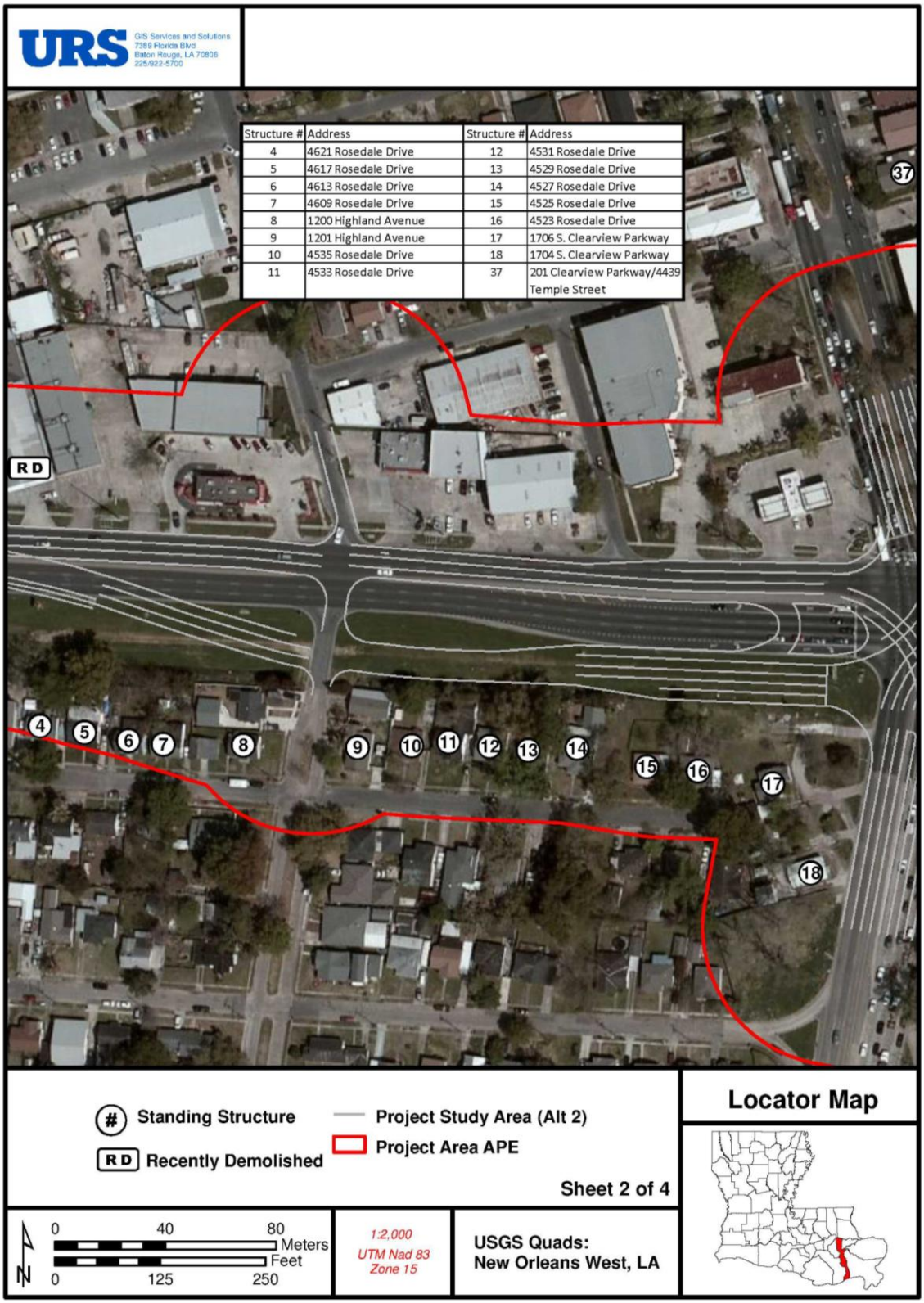


Figure 11: Project Area – Overpass Alternative, Aerial Map 3 of 4

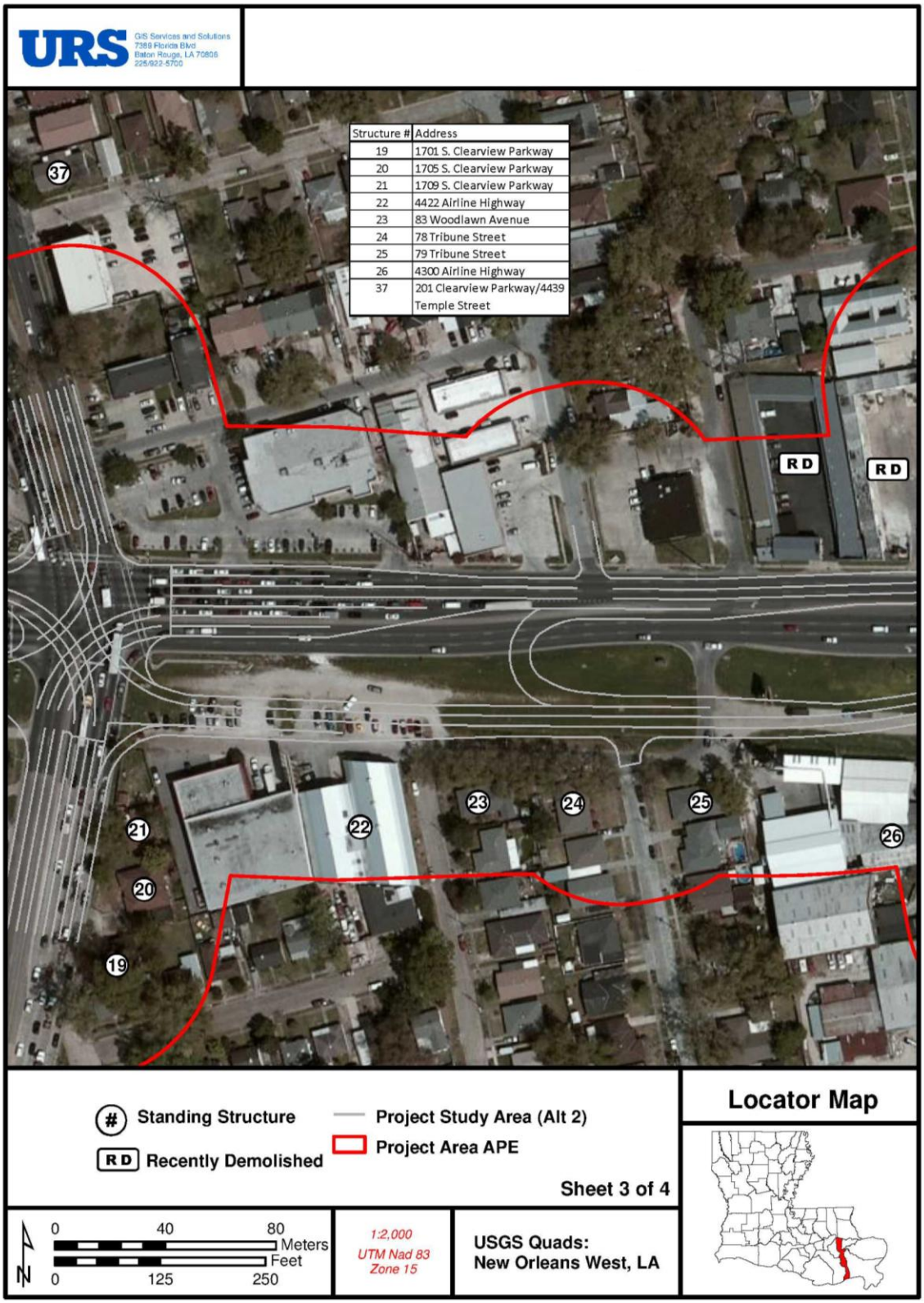
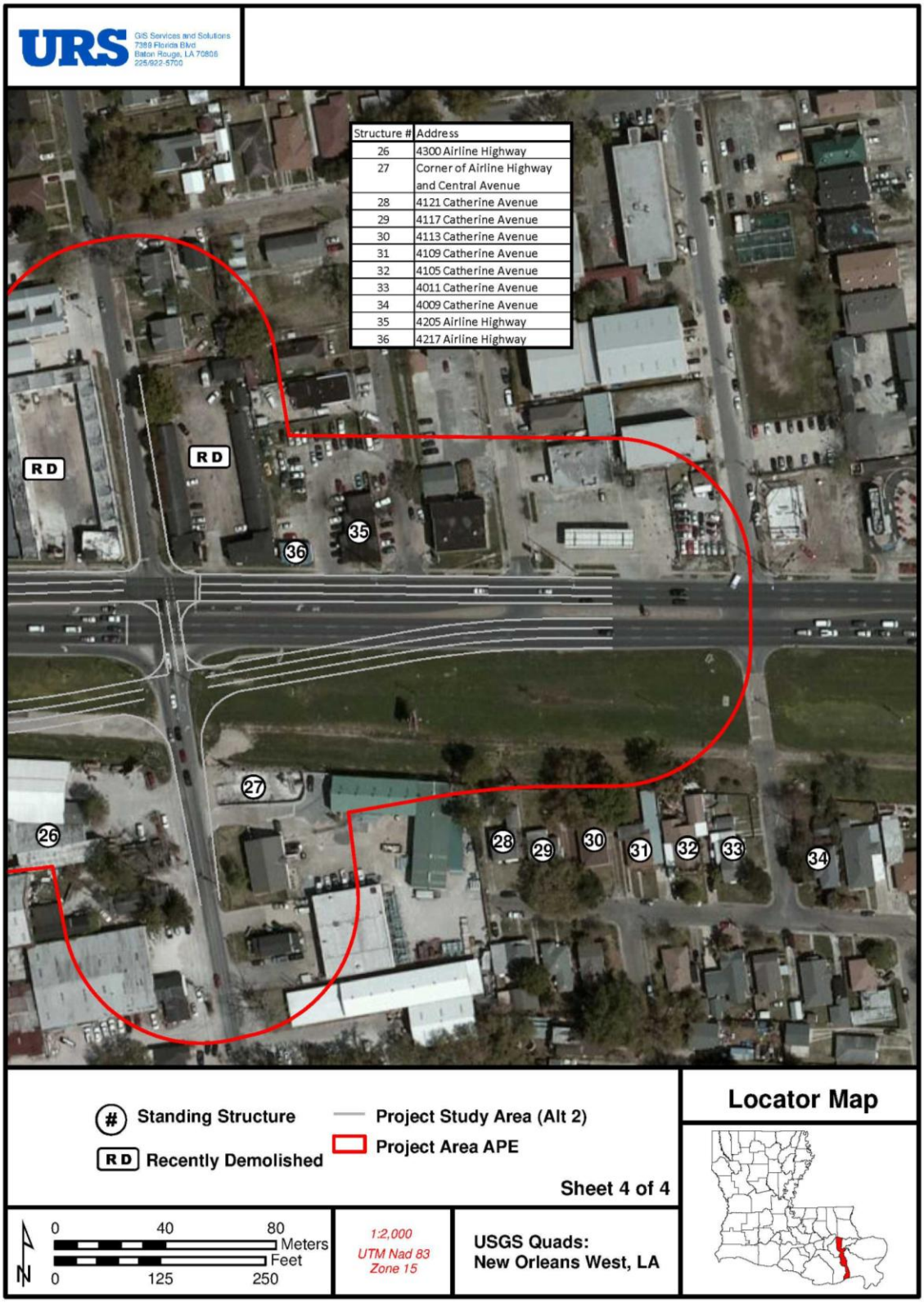


Figure 12: Project Area – Overpass Alternative, Aerial Map 4 of 4



Appendix A - Description of All Historic Properties, US 61
(Airline Highway between Zinnia Avenue and Giuffrias Avenue/Belleview Parkway, Metairie, Jefferson Parish)

Structure No. 1 – 4639 Rosedale Drive **Surveyed Date: September 28, 2012**

Alternate 1 Map 1 **Surveyed by R. Silverman and L. Poche**

Description:

Built on a rectangular plan, the standing structure addressed as 4639 Rosedale Drive in Metairie, Jefferson Parish is a single-family residence constructed around 1948 and is an example of a Minimal Traditional Cottage with elements of the Colonial Revival style. Notable features present are the house's side-gable main roof and attached single-bay porch covering the main entry door. The shed roof of the front porch is supported by replacement wood turned posts. Sheathed in artificial (replacement) siding, the one-and-one-half story building is of wood-frame construction and is set on a concrete slab foundation. The house's side-gable main roof has a steep pitch and is covered with asphalt composition shingles and ridge tiles. A pair of gable-front dormers with one-over-one replacement windows pierces the front slope of the main roof. A pair of replacement one-over-one double-hung windows is located in the upper façade of side elevation. Facing east, the front elevation consists of a one-bay porch flanked by two single one-over-one double-hung replacement windows located on the façade wall. The side elevation facing south is fenestrated by eight-over-eight double-hung windows that appear to be original to the house. A new detached garage is located at the end of a concrete driveway. The house maintains its original form, massing, and Post-World War II suburban setting.

4639 Rosedale Drive, looking northwest.

Structure No. 2 – 4634 Rosedale Drive **Surveyed Date: September 28, 2012**

Alternate 1 Map 1 **Surveyed by R. Silverman and L. Poche**

Built on a rectangular plan, the standing structure addressed as 4692 Rosedale Drive in Metairie, Jefferson Parish is a single-family residence constructed around 1947 and is an example of a Minimal Traditional Cottage with elements of the Colonial Revival style. Notable features present are the house's side-gable main roof and attached single-bay porch covering the main entry door. The flat roof of the front porch is supported by a pair of wood Tuscan columns. Sheathed in artificial (replacement) siding, the one-and-one-half story building is of wood-frame construction and is set on a concrete slab foundation. The house's side-gable main roof has a steep pitch and is covered with asphalt composition shingles and ridge tiles. A pair of gable-front dormers with six-over-six double-hung windows pierces the front slope of the main roof. A pair of six-over-six double-hung windows is located in the upper façade of the east side elevation. Facing north, the front elevation consists of a one-bay porch flanked by two six-over-six double-hung windows located on the façade wall. The side elevation facing east is fenestrated by two six-over-six double-hung windows that appear to be original to the house. A single-leaf door is also located on this elevation. The house maintains its original form, massing, and Post-World War II suburban setting. The most obvious alteration is the use of vinyl siding and the modification of eave treatments likely associated with the new siding application.

4634 Rosedale Drive, looking south.

Structure No. 3 – 4633 Rosedale Drive **Surveyed Date: September 28, 2012**

Alternate 1 Map 1; Alternate 2 Map 1 **Surveyed by R. Silverman and L. Poche**

Built on a rectangular plan, the standing structure addressed as 4633 Rosedale Drive in Metairie, Jefferson Parish is a single-family residence constructed around 1950 and is an example of a Minimal Traditional Cottage with no style. Notable features present are the house's side-gable main roof and attached metal awning covering the main entry door. Sheathed in vinyl replacement siding, the one-story building is of wood-frame construction and is set on a concrete slab foundation. The house's side-gable main roof has a moderate pitch and is covered with asphalt composition shingles and ridge tiles. Facing south, the front elevation consists of an original single-leaf six panel wood entry door. Windows on the façade are six-over-six double-hung vinyl replacement units. The side elevation facing west is fenestrated by six-over-six double-hung vinyl replacement units and a single-leaf door covered by a metal awning. A twin-track concrete driveway is located on the west side of this suburban lot. The house maintains its original form, massing, and Post-World War II suburban setting. However, the exterior of the house has experienced some significant alterations that distance the structure from its original appearance. Double-hung windows throughout the house are replacement units. Also, it is likely that some of the eave treatments have been altered due to renovations.

4633 Rosedale Drive, looking northeast.

Structure No. 4 – 4621 Rosedale Drive **Surveyed Date: September 28, 2012**

Alternate 1 Maps 1 and 2; Alternate 2 Map 1 and 2 **Surveyed by R. Silverman and L. Poche**

Built on a rectangular plan, the standing structure addressed as 4621 Rosedale Drive in Metairie, Jefferson Parish is a single-family residence constructed around 1950 and is an example of a Minimal Traditional Cottage with no style or stylistic elements obscured via later renovations. Notable features present are the house's side-gable main roof and attached one-third width porch covering the main entry door and a single six-over-six double hung window. The gable-front porch is supported by ornamental metal porch supports. Sheathed in weatherboard siding, the one-story building is of wood-frame construction and is set on a concrete slab foundation. The house's side-gable main roof has a moderate pitch and is covered with asphalt composition shingles. Facing south, the front elevation consists of a one-third width porch offset from the center of the façade. The single-leaf entry door is a replacement. Windows on the façade are six-over-six double hung units, with one protected by a metal awning. The side elevation facing west is fenestrated by two six-over-six double hung windows covered by metal awnings. A concrete driveway on the west side of the lot leads to a detached garage building. The house maintains its original form, massing, and Post-World War II suburban setting. The most obvious alteration is the application of T1-11 siding upon the porch gable face. The porch beam and fascia have also been altered.

4621 Rosedale Drive, looking northeast.

Structure No. 5 – 4617 Rosedale Drive **Surveyed Date: September 28, 2012**

Alternate 1 Map 2, Alternate 2 Map 2 **Surveyed by R. Silverman and L. Poche**

Built on a rectangular plan, the standing structure addressed as 4617 Rosedale Drive in Metairie, Jefferson Parish is a single-family residence constructed around 1952 and is an example of a Minimal Traditional Cottage with no style or stylistic elements removed or altered as a result of later renovations. Notable features present are the house's side-gable main roof and attached full-width porch covering the main entry door and two one-over-one double hung vinyl replacement windows. The flat roof front porch is supported by replacement box columns. Sheathed in vinyl siding, the one-story building is of wood-frame construction and is set on a concrete slab foundation. The house's side-gable main roof has a low-to-moderate pitch and is covered with asphalt composition shingles. Facing south, the front elevation consists of a centrally-placed door and two one-over-one double hung vinyl replacement windows. The single-leaf entry door is a replacement. The side elevation facing west is fenestrated by two one-over-one double hung replacement windows. The house maintains its original form, massing, and Post-World War II suburban setting. The most obvious alterations are the following replacement elements: porch supports, windows, doors and siding.

4617 Rosedale Drive, looking north/northeast.

Structure No. 6 – 4613 Rosedale Drive **Surveyed Date: September 28, 2012**

Alternate 1 Map 2, Alternate 2 Map 2 **Surveyed by R. Silverman and L. Poche**

Built on a rectangular plan, the standing structure addressed as 4613 Rosedale Drive in Metairie, Jefferson Parish is a single-family residence constructed around 1946 and is an example of a Minimal Traditional Cottage with elements of the Colonial Revival style. Notable features present are the house's side-gable main roof and metal awning over the main entry door positioned at the center of the facade. Sheathed in mitered aluminum siding, the one-and-one-half story building is of wood-frame construction and is set on a concrete slab foundation. The house's side-gable main roof has a steep pitch and is covered with asphalt composition shingles and ridge tiles. A pair of gable-front dormers with one-over-one double-hung aluminum replacement windows pierces the front slope of the main roof. A pair of replacement one-over-one double-hung windows is located in the upper façade of west side elevation. Facing south, the front elevation consists of an original wood six-panel entry door surmounted by a metal awning. Two symmetrically-arranged replacement one-over-one double-hung aluminum replacement windows are located to the sides of the main entry. The side elevation facing west is fenestrated three windows which are covered (and obscured) by metal awnings. A concrete driveway courses along the west side of the lot. The house maintains its original form, massing, and Post-World War II suburban setting. The primary alteration is the replacement of all of the building's windows.

4613 Rosedale Drive, looking northeast.

Structure No. 7 – 4609 Rosedale Drive **Surveyed Date: September 28, 2012**

Alternate 1 Map 2, Alternate 2 Map 2 **Surveyed by R. Silverman and L. Poche**

Built on a rectangular plan, the standing structure addressed as 4609 Rosedale Drive in Metairie, Jefferson Parish is a heavily altered single-family residence constructed around 1946 and is an example of a Minimal Traditional Cottage with stylistic elements likely removed via renovation. Because of the severity of the alterations, the period of origin remains somewhat obscurant. Notable features present are the house's side-gable main roof with a front eave overhang and rear shed roof addition. Primarily sheathed in vinyl siding (renovation underway), the one-story building is of wood-frame construction and is set on a concrete slab foundation. The house's side-gable main roof has a low-to-moderate pitch and is covered with asphalt composition shingles and ridge tiles. Facing south, the front elevation consists of a replacement entry door. The house has no porch, but the eave has a slight overhang that provides some protection from the weather at the entrance. Two paired replacement six-over-six double-hung aluminum replacement windows are located to the sides of the main entry. The side elevation facing east is fenestrated by a six-panel stamped replacement door and a horizontal sliding-sash window. The side elevation exhibits a variety of artificial siding applications (renovation underway). A concrete driveway courses along the east side of the lot. The house maintains its original form, massing, and Post-World War II suburban setting. The primary alterations involve the building's windows, doors, siding and eave treatments.

4609 Rosedale Drive, looking northwest.

Structure No. 8 –1200 Highland Avenue **Surveyed Date: September 28, 2012**

Alternate 1 Map 2, Alternate 2 Map 2 **Surveyed by R. Silverman and L. Poche**

Built on a rectangular plan, the standing structure addressed as 1200 Highland Avenue in Metairie, Jefferson Parish is a single-family residence constructed around 1948 and is an example of a Minimal Traditional Cottage with stylistic elements obscured via renovation. Notable features present are the house's side-gable main roof and single-bay front porch which features a roof that is a seamless continuation of the slope of the main roof. Sheathed in vinyl siding (renovation underway), the one-story building is of wood-frame construction and is set on a concrete slab foundation. The house's side-gable main roof has a low-to-moderate pitch and is covered with asphalt composition shingles and ridge tiles. Facing south, the front elevation consists of a replacement entry door. The single-bay front porch is supported by ornamental metal porch supports. Two double hung one-over-one double-hung vinyl replacement windows are located to the sides of the main entry. The side elevation facing east is fenestrated by two one-over-one double-hung vinyl replacement windows. The house maintains its original form, massing, and Post-World War II suburban setting. The primary alterations involve the building's windows, doors, siding and eave treatments.

1200 Highland Avenue, looking northwest

Structure No. 9 –1201 Highland Avenue **Surveyed Date: September 28, 2012**

Alternate 1 Map 2, Alternate 2 Map 2 **Surveyed by R. Silverman and L. Poche**

Built on a rectangular plan, the standing structure addressed as 1201 Highland Avenue in Metairie, Jefferson Parish is a single-family residence constructed around 1953 and is an example of a Ranch house with no style or stylistic elements removed or altered via renovation. Notable features present are the house's side-gable roof with intersecting front gable that forms a recessed single-bay porch covering the main entry door and a shuttered widow. The porch's front-gable roof is supported by a box column. Sheathed in vinyl (replacement) siding, the one-story building is of wood-frame construction and is set on a continuous brick foundation. The house's gabled main roof has a low-to-moderate pitch and is covered with asphalt composition shingles. Facing south, the front elevation consists of windows obscured by shutters. One larger window on the façade is almost certainly a picture window. A single-leaf entrance is positioned on the south façade (underneath the recessed one-bay porch). The side elevation facing south is fenestrated by two shuttered windows. The house maintains its original form, massing, and Post-World War II suburban setting. However, the exterior of the house has experienced some significant alterations that distance the structure from its original appearance. Along with the shuttering of windows, the primary alterations involve the building's doors, siding and eave treatments.

1201 Highland Avenue, looking southeast

1201 Highland Avenue, looking northeast

Structure No. 10 –4535 Rosedale Drive **Surveyed Date: September 28, 2012**

Alternate 1 Map 2, Alternate 2 Map 2 **Surveyed by R. Silverman and L. Poche**

Built on a rectangular plan, the standing structure addressed as 4535 Rosedale Drive in Metairie, Jefferson Parish is a single-family residence constructed around 1954 and is an example of a Minimal Traditional Cottage with no style or stylistic elements removed via renovation. Notable features present are the house's complex hipped roof and recessed single-bay porch covering the main entry door and a picture widow. The hipped roof of the front porch is supported by a single replacement box column. Sheathed in vinyl (replacement) siding, the one-story building is of wood-frame construction and is set on a continuous brick foundation. The house's hipped main roof has a low-to-moderate pitch and is covered with asphalt composition shingles. Facing south, the front elevation consists of two one-over-one double-hung replacement windows, a picture window, and a single-leaf entrance located on the west façade (underneath the recessed one-bay porch). The side elevation facing east is fenestrated by one-over-one double-hung replacement windows that appear to be original to the house. The property also features a twin-track concrete driveway. The house maintains its original form, massing, and Post-World War II suburban setting. However, the exterior of the house has experienced some significant alterations that distance the structure from its original appearance. Double-hung windows throughout the house appear to be replacement units. The exterior of the house is covered in artificial siding, and it is likely that some of the eave and gutter treatments have been altered during a recent renovation campaign.

4535 Rosedale Drive, looking north

4535 Rosedale Drive, looking northwest

Structure No. 11 –4535 Rosedale Drive **Surveyed Date: September 28, 2012**

Alternate 1 Map 2, Alternate 2 Map 2 **Surveyed by R. Silverman and L. Poche**

Built on a rectangular plan, the standing structure addressed as 4533 Rosedale Drive in Metairie, Jefferson Parish is a single-family residence constructed around 1946 and is an example of a Minimal Traditional Cottage with no style or stylistic elements likely removed or altered via renovation. Notable features present are the house's side gable roof with front-gable ell that forms a recessed single-bay porch covering the main entry door and a pair of two-over-two aluminum, double-hung horizontal muntin widows. The front-gable roof of the porch is supported by a single Tuscan column. Sheathed in artificial (replacement) siding, the one-story building is of wood-frame construction and is set on a continuous brick foundation. The house's side-gable main roof has a moderate pitch and is covered with asphalt composition shingles. Facing south, the front elevation consists of aluminum two-over-two double-hung horizontal muntin widows flanked by faux shutters, a pair of double-hung windows, and a single-leaf entrance located on the west façade (underneath the recessed one-bay porch). The side elevation facing east is fenestrated by aluminum two-over-two double-hung horizontal muntin widows that appear to be original to the house. The property also features a twin-track concrete driveway. The house maintains its original form, massing, and Post-World War II suburban setting. However, the exterior of the house has experienced some significant alterations that distance the structure from its original appearance. The upper façade of the gable ell is sheathed in vertical-board paneling, and it is likely that some of the eave treatments on the gable-ell have been altered during a renovation campaign.

4535 Rosedale Drive, looking north/northeast

Structure No. 12 –4531 Rosedale Drive **Surveyed Date: September 28, 2012**

Alternate 1 Map 2, Alternate 2 Map 2 **Surveyed by R. Silverman and L. Poche**

Built on a rectangular plan, the standing structure addressed as 4531 Rosedale Drive in Metairie, Jefferson Parish is a single-family residence constructed around 1948 and is an example of a Minimal Traditional Cottage with no style or stylistic elements removed or altered via renovation. Notable features present are the house's side gable roof with intersecting hip that forms a recessed single-bay porch covering the main entry door and a pair of one-over-one double-hung vinyl replacement widows. The porch's hip roof is supported by three boxed columns. Sheathed in vinyl (replacement) siding, the one-story building is of wood-frame construction and is set on a continuous brick foundation. The house's side-gable main roof has a moderate pitch and is covered with asphalt composition shingles. Facing south, the front elevation consists of one-over-one double-hung vinyl replacement windows with faux shutters and a pair of similar windows under the porch. The single-leaf entrance is positioned on the west façade (underneath the recessed one-bay porch). The side elevation facing west is fenestrated by one-over-one double-hung vinyl replacement windows that are covered by metal awnings. The house maintains its original form, massing, and Post-World War II suburban setting. However, the exterior of the house has experienced some significant alterations that distance the structure from its original appearance. Double-hung windows throughout the house appear to be replacement units. The exterior of the house is covered in artificial siding, and it is likely that some of the eave and gutter treatments have been altered during a recent renovation campaign.

4531 Rosedale Drive, looking north/northeast

Structure No. 13 –4529 Rosedale Drive **Surveyed Date: September 28, 2012**

Alternate 1 Map 2, Alternate 2 Map 2 **Surveyed by R. Silverman and L. Poche**

Built on a rectangular plan, the standing structure addressed as 4529 Rosedale Drive in Metairie, Jefferson Parish is a single-family residence constructed around 1950 and is an example of a Minimal Traditional Cottage with no style or stylistic elements removed or altered via renovation. The house maintains its original form, massing, and Post-World War II suburban setting. Notable features present are the house's hip roof with intersecting gable that forms a recessed single-bay porch covering the main entry door and a twelve-over-six double-hung vinyl replacement widow. The porch's front-gable roof is supported by three replacement turned posts. Sheathed in vinyl (replacement) siding, the one-story building is of wood-frame construction and is set on a continuous brick foundation. The house's hipped main roof has a low-to-moderate pitch and is covered with asphalt composition shingles. Facing south, the front elevation consists of twelve-over-six and two-over-two double-hung vinyl aluminum windows with faux shutters and a twelve-over-six double-hung window with faux shutters under the porch. The single-leaf entrance is positioned on the west façade (underneath the recessed one-bay porch). The side elevation facing west is fenestrated by one-over-one double-hung vinyl windows. The house maintains its original form, massing, and Post-World War II suburban setting with large mature trees. However, the exterior of the house has experienced some significant alterations that distance the structure from its original appearance. Many of the double-hung windows throughout the house appear to be replacement units. The exterior of the house is covered in artificial siding, and it is likely that some of the eave and gutter treatments have been altered during a recent renovation campaign.

4529 Rosedale Drive, looking north/northeast.

Structure No. 14 –4527 Rosedale Drive **Surveyed Date: September 28, 2012**

Alternate 1 Map 2, Alternate 2 Map 2 **Surveyed by R. Silverman and L. Poche**

Built on a rectangular plan, the standing structure addressed as 4527 Rosedale Drive in Metairie, Jefferson Parish is a single-family residence constructed around 1952 and is an example of a Minimal Traditional/Ranch house with no style or stylistic elements removed via renovation. Notable features present are the house's complex hipped roof and recessed single-bay porch covering the main entry door and a pair of six-over-six double-hung windows. The hipped roof of the front porch is supported by three replacement turned posts. Sheathed in mitered wide-exposure aluminum siding, the one-story building is of wood-frame construction and is set on a continuous brick foundation. The house's hipped main roof has a low-to-moderate pitch and is covered with asphalt composition shingles. Facing south, the front elevation consists of two shuttered windows, a pair of six-over-six double-hung windows, and a single-leaf entrance located on the west façade (underneath the recessed one-bay porch). The side elevation facing east is fenestrated by six-over-six windows that appear to be original to the house. The house maintains its original form, massing, and Post-World War II suburban setting. However, the exterior of the house has experienced some significant alterations that distance the structure from its original appearance. The porch supports and vinyl-covered porch beams appear to be the result of a recent renovation.

4527 Rosedale Drive, looking north

Structure No. 15 –4525 Rosedale Drive **Surveyed Date: September 28, 2012**

Alternate 1 Map 2, Alternate 2 Map 2 **Surveyed by R. Silverman and L. Poche**

Built on a rectangular plan, the standing structure addressed as 4525 Rosedale Drive in Metairie, Jefferson Parish is a single-family residence constructed around 1955 and is an example of a Ranch house with elements of the Colonial Revival style. Laid up in a brick veneer, the one-story building is of wood-frame construction and is set on a continuous brick foundation. The house's hipped main roof has a low-to-moderate pitch and is covered with asphalt composition shingles and adorned with ridge tiles. Facing south, the front elevation consists of a pair of six-over-six double hung windows set on brick sills, a single-leaf entry door flanked by full-height sidelights, and a twenty-light picture window lighting a wing located on the east side of the house. The main entry is accessed via a raised concrete stoop which is open to the elements. The side elevation facing west is fenestrated by four six-over-six double-hung windows with brick sills, all of which appear to be original to the house. The house maintains its original form, massing, and Post-World War II suburban setting.

4525 Rosedale Drive, looking northeast

4525 Rosedale Drive, looking north

Structure No. 16 –4523 Rosedale Drive **Surveyed Date: September 28, 2012**

Alternate 1 Map 2, Alternate 2 Map 2 **Surveyed by R. Silverman and L. Poche**

Built on a rectangular plan, the standing structure addressed as 4525 Rosedale Drive in Metairie, Jefferson Parish is a single-family residence constructed around 1958 and is an example of a Ranch House with elements of the Colonial Revival style. Laid up in a brick veneer, the one-story building is of wood-frame construction and is set on a continuous brick foundation. The house's hipped main roof has a low-to-moderate pitch and is covered with asphalt composition shingles. Facing south, the front elevation consists of a pair of one-over-one double hung replacement windows set on brick sills, a single-leaf entry door flanked by two-thirds-height sidelights, and a replacement horizontal sliding-sash window lighting a wing located on the east side of the house. The main entry is accessed via a raised concrete stoop which is open to the elements. The side elevation facing west is fenestrated by one-over-one double hung replacement windows set on brick sills. Unlike the windows on the façade, these lack faux shutters. The house maintains its original form, massing, and Post-World War II suburban setting. However, it appears that the decorative front-gable over the entrance as well as the eaves, fascia and soffits throughout the house have been altered via a renovation. A carport accessed by a concrete driveway is attached to the east elevation.

4523 Rosedale Drive, looking north

4523 Rosedale Drive, looking northeast

Structure No. 17 –1706 Clearview Parkway **Surveyed Date: September 28, 2012**

Alternate 1 Map 2, Alternate 2 Map 2 **Surveyed by R. Silverman and L. Poche**

Built on a rectangular plan, the standing structure addressed as 1706 South Clearview Parkway in Metairie, Jefferson Parish is a single-family residence constructed around 1947 and is an example of a Minimal Traditional Cottage with elements of the Colonial Revival style. Notable features present are the house's side-gable main roof with projecting front-gable ell. A small six-light window, which lights the attic space, is positioned in the upper façade of the front-gable ell which is sheathed in vinyl siding. The main entry is accessed via a raised concrete stoop which is open to the elements. Sheathed in asbestos shingle siding, the one-story building is of wood-frame construction and is set on a continuous concrete masonry unit foundation. The house's side-gable main roof has a moderate pitch and is covered with asphalt composition shingles. A pair of anodized aluminum (replacement) six-over-six double-hung windows is located on the front gable-ell as well as on the main façade wall. The single-leaf main entry door (a replacement) is located in the elbow formed by the front projecting ell. The side elevation facing south is fenestrated by windows concealed by metal awnings. The house maintains its original form, massing, and Post-World War II suburban setting. However, the siding and window alterations are a departure from the house's original appearance. Finally, the setting has been somewhat altered by encroaching commercial development.

1706 Clearview Parkway, looking west

Structure No. 18 –1704 Clearview Parkway **Surveyed Date: September 28, 2012**

Alternate 1 Map 2, Alternate 2 Map 2 **Surveyed by R. Silverman and L. Poche**

Built on a rectangular plan, the standing structure addressed as 1704 South Clearview Parkway in Metairie, Jefferson Parish is a single-family residence constructed around 1947 and likely is an example of an ancillary structure or outbuilding converted to a residence. Due to extensive alterations, the buildings type and stylistic origins are obscurant. Notable features present are the house's front-gable main roof. A small louvered wood vent is positioned in the upper façade under the eaves. The main entry is accessed via a raised concrete stoop which is open to the elements. Sheathed in vinyl siding, the one-story building is of wood-frame construction and is set on concrete masonry piers with an open foundation. The house's side-gable main roof has a moderate pitch and is covered with asphalt composition shingles. A pair of vinyl replacement six-over-six double-hung windows is located on the façade, on either side of a replacement six-panel hollow frame, stamped panel door. The side elevation facing north is fenestrated by six-over-six double-hung vinyl replacement windows. The building has experienced extensive alterations, to include the boxing of the cornice and sheathing of the fascia and soffits with artificial replacement materials.

1704 Clearview Parkway,
looking west/northwest

Structure No. 19 –1701 Clearview Parkway **Surveyed Date: September 28, 2012**

Alternate 1 Map 3, Alternate 2 Map 3 **Surveyed by R. Silverman and L. Poche**

Built on a rectangular plan, the standing structure addressed as 1701 South Clearview Parkway in Metairie, Jefferson Parish is a single-family residence constructed around 1955 and is an example of a Ranch House with no style. Sheathed in replacement vinyl siding, the one-story building is of wood-frame construction and is set on a concrete masonry unit pier foundation. The house's hipped main roof has a low pitch and is covered with asphalt composition shingles. Facing west, the front elevation consists of a two aluminum two-over-two double-hung horizontal muntin windows and a hip roof one-bay porch supported by ornamental metal porch supports. The porch covers a raised concrete porch floor. Under the cover of the porch, the main entry consists of a replacement door flanked by full sidelights. The side elevation facing south is fenestrated by two pairs as well as a single-unit aluminum two-over-two double-hung horizontal muntin windows. The house maintains its original form, massing, and Post-World War II suburban setting.

1701 Clearview Parkway, looking east/southeast

Structure No. 20 –1705 Clearview Parkway **Surveyed Date: September 28, 2012**

Alternate 1 Map 3, Alternate 2 Map 3 **Surveyed by R. Silverman and L. Poche**

Built on a rectangular plan, the standing structure addressed as 1705 South Clearview Parkway in Metairie, Jefferson Parish is a single-family residence whose period of origin and construction is not known. The structure has the potential to date to the 1960s, but a 1970's period of origin is more likely. Nevertheless, the structure has been recorded for this inventory. The house is an example of a Ranch house with no style. Laid up in a brick veneer, the one-story building is of wood-frame construction and is set on a concrete slab foundation. The house's hipped main roof with a pair of secondary symmetrical hip projections has a low pitch and is covered with asphalt composition shingles and ridge tiles. Facing west, the front elevation consists of a two aluminum six-over-six double-hung windows and a central paired-leaf entrance flanked by full-sidelights. The entrance is protected by ornamental security grilles. The house design does not include a front porch. The side elevation facing south features two doors and a single window opening. The house maintains its original form, massing, and Post-World War II suburban setting.

1705 Clearview Parkway, looking northeast

Structure No. 21 –1709 Clearview Parkway **Surveyed Date: September 28, 2012**

Alternate 1 Map 3, Alternate 2 Map 3 **Surveyed by R. Silverman and L. Poche**

Built on an L-plan, the standing structure addressed as 1709 South Clearview Parkway in Metairie, Jefferson Parish is a single-family residence whose period of origin and construction is not known. The structure has the potential to date to the 1960s, but a 1970's period of origin is more likely. Nevertheless, the structure has been recorded for this inventory. Notable features present are the house's hip roof which forms a half-width recessed porch supported by two replacement fluted aluminum columns. Laid up in a brick veneer, the one-story building is of wood-frame construction and is set on a concrete slab foundation. The house's intersecting hip roof has a low-to-moderate pitch and is covered with asphalt composition shingles. Facing west, the front elevation consists of eight-over-eight double-hung and paired six-over-six double-hung aluminum windows with faux shutters. The single-leaf six-panel wood entry door is positioned under the cover of the porch which is paved with "cracked tile". The north end of the façade features an overhead garage door servicing a one-bay garage which is encapsulated within the massing of the house. The house maintains its original form, massing, and Post-World War II suburban setting. However, the exterior of the house has experienced some minor alterations. For example, it appears that the fascia and soffits are now sheathed in vinyl.

1709 Clearview Parkway, looking east/northeast

Structure No. 22 –4222 Airline Highway **Surveyed Date: September 28, 2012**

Alternate 1 Map 3, Alternate 2 Map 3 **Surveyed by R. Silverman and L. Poche**

Built for light industrial and furniture manufacturing uses in 1945 with additions following, this complex of structures evidences the post-war growth of suburban Metairie, Jefferson Parish. The structure furthest to the east is a long, rectangular-plan concrete masonry unit, central-aisle, metal-truss structure covered by a gambrel roof finished in five-vee metal panels. The gambrel roof form is concealed by a broad, concrete masonry unit "false-front" façade that features a stepped parapet. Addressed as 4422 Airline Drive and occupied by Glass Masters, this structure was built in a very utilitarian fashion. Besides the stepped parapet, the only other architectural feature is a concrete masonry unit quoin detail at the building's front corners. Attached to the side of this structure is a secondary central-aisle industrial facility today occupied by Auto Empire. Sheathed entirely in corrugated metal panels, this rectangular-plan structure features a broad, multi-pitched roof that emulates the form of a gambrel roof, though it has three roof planes on either side of the roof ridge. The central aisle of this metal-truss facility is accessed by horizontal-sliding hangar doors. Further to the west is the third component of the complex, which is a boxy commercial retail furniture store that appears to be less than fifty years of age. Aside from the boxy commercial retail addition, the complex maintains its original form, massing, and Post-World War II light-industrial setting along a busy commercial thoroughfare.

4222 Airline Highway, east building, looking southwest

4222 Airline Highway, east building, looking southeast

Structure No. 22 (continued)

4222 Airline Highway, west building, looking south

Structure No. 23 –83 Woodlawn Avenue **Surveyed Date: September 28, 2012**

Alternate 1 Map 3, Alternate 2 Map 3 **Surveyed by R. Silverman and L. Poche**

Built on an elongated rectangular plan, the standing structure addressed as 83 Woodlawn Avenue in Metairie, Jefferson Parish is a single-family residence constructed around 1961 and is an example of a Ranch house with no style. Notable features present are the house's broad hip roof with a wide projecting eaves. Laid up in a brick veneer, the one-story building is of wood-frame construction and is set on a concrete slab foundation. The house's broad hip roof has a low-to-moderate pitch and is covered with asphalt composition shingles. Facing north, the front elevation consists of windows which are concealed by translucent fiberglass storm panels. It is possible that a number of the window units are horizontal sliding sashes. All of the windows rest on brick sills. The single-leaf entry door is positioned under the cover of the overhanging eaves; however, there is no covered front porch. The house maintains its original form, massing, and Post-World War II suburban setting with mature trees.

83 Woodlawn Avenue, looking southeast

Structure No. 24 –78 Tribune Street **Surveyed Date: September 28, 2012**

Alternate 1 Map 3, Alternate 2 Map 3 **Surveyed by R. Silverman and L. Poche**

Built on an elongated rectangular plan, the standing structure addressed as 78 Tribune Street in Metairie, Jefferson Parish is a single-family residence constructed around 1962 and is an example of a Ranch house with elements of the Colonial Revival style. Notable features present are the house's low hip roof with a wide projecting eave. Laid up in a brick veneer, the one-story building is of wood-frame construction and is set on a concrete slab foundation. The house's broad hip roof has a low pitch and is covered with asphalt composition shingles. A substantial brick chimney rises through the ridge of the main roof. Facing east, the front elevation consists of double-hung six-over-six windows, a six-light picture window, and a bank of multi-light casements. All of the windows rest on brick sills. The single-leaf entry door is positioned under the cover of the overhanging eaves; however there is no front porch. The house maintains its original form, massing, and Post-World War II suburban setting with mature trees.

78 Tribune Street, looking southwest

Structure No. 25 –79 Tribune Street **Surveyed Date: September 28, 2012**

Alternate 1 Map 3, Alternate 2 Map 3 **Surveyed by R. Silverman and L. Poche**

Built on a rectangular plan, the standing structure addressed as 79 Tribune Street in Metairie, Jefferson Parish is a single-family residence constructed around 1962 and is an example of a Ranch house with no style. Notable features present are the house's intersecting hip roof. Laid up in a brick veneer, the one-story building is of wood-frame construction and is set on a concrete slab foundation. The house's intersecting hip roof has a low pitch and is covered with asphalt composition shingles and ridge tiles. Facing north, the front elevation consists of two-over-two double-hung horizontal muntin windows, a picture window flanked by double-hung windows, and two entrances (one near the garage wing). The single-leaf entry door is positioned under the overhang of the eaves. The façade wall is set back a few feet to provide some protection from the elements. The east end of the façade features an overhead garage door servicing a one-bay garage which is encapsulated within the massing of the house. The west elevation is fenestrated by three two-over-two horizontal muntin windows. The house maintains its original form, massing, and Post-World War II suburban setting. Over the years, the exterior of the house has experienced few alterations.

79 Tribune Street, looking south

79 Tribune Street, looking southeast

Structure No. 26 –4300 Airline Highway **Surveyed Date: September 28, 2012**

Alternate 1 Maps 3 and 4, Alternate 2 Maps 3 and 4 **Surveyed by R. Silverman and L. Poche**

According to period newspaper records, Gueydan Lumber Yard began operations at this suburban Metairie location around 1945. Standing largely intact, the Gueydan Lumber Yard evidences an important contribution to the post-war growth of Metairie and suburban Jefferson Parish within which it is located. It is likely that many of the post-war residences sourced their materials from this complex. The complex is comprised of a marvelously intact free-standing office building and an "additive" conglomeration of light-industrial and warehouse structures. Facing east, the main office building takes its themes from residential Minimal Traditional design and elements of the Colonial Revival style. Built on a rectangular plan, the office is covered by a front-gable roof featuring close eaves, a boxed cornice and a swath scalloped vertical boards applied in the upper façade's gable face. This treatment is repeated on the single-bay entry porch which is carried by two box columns. The porch and main roofs are both covered with asphalt singles capped with ridge tile. Flanking the main entry door are a single, double-hung two-over-two horizontal muntin window and a single four-four casement window. The north elevation is fenestrated by four windows of the types represented on the façade and a single-leaf door. Sheathed in weatherboard siding, the one-story building is of wood-frame construction and is set on a concrete slab foundation. The building maintains its original form, massing, and almost all of its original architectural elements and materials. To the west of the office stand a conglomeration of large light-industrial buildings which appear to have been built in an additive fashion over the years. Because of siding changes, it is difficult to determine the periods of origin for the individual structures located within the complex. Most are spacious, rectangular plan structures with gable or gable-and-shed roofs, sheet metal siding, replacement windows, and horizontal rolling industrial doors indicating a central aisle plan well suited to a lumber operation. Among the variety of structures present within the complex, the office building maintains the highest degree of architectural integrity. In days past, the complex was served by a rail line adjacent to the north side of the property that since has been removed.

4300 Airline Highway, looking west/southwest.

4300 Airline Highway, looking west.

Structure No. 26 (continued)

4300 Airline Highway, looking southwest.

4300 Airline Highway, looking southwest.

4300 Airline Highway, looking southeast.

Structure No. 27 –Airline Highway and Central Ave **Surveyed Date: September 28, 2012**

Alternate 1 Map 4, Alternate 2 Map 4 **Surveyed by R. Silverman and L. Poche**

Of unknown building date, this simple and utilitarian gas utility structure owned by Atmos Energy is located on the southeast Corner of Airline Drive and Central Avenue in Metairie, Jefferson Parish. It has an unknown period of origin, but has been recorded for the purposed of this architectural survey. The diminutive structure is a rectangular-plan concrete masonry unit structure covered by a gable roof finished in corrugated metal panels. Facing Airline Drive, the north elevation features a single metal door and a louvered vent. The east side elevation has a single metal door. To the east of this utility building one finds a metal tank, piping, and a small utility shed likely containing equipment to control the station. The entirety of the complex is gravel-paved and fenced.

Airline Highway and Central Avenue, looking southwest.

Airline Highway and Central Avenue, looking southeast.

Structure No. 28 –4121 Catherine Avenue **Surveyed Date: September 28, 2012**

Alternate 1 Map 4, Alternate 2 Map 4 **Surveyed by R. Silverman and L. Poche**

Built on a rectangular plan, the standing structure addressed as 4121 Catherine Avenue in Metairie, Jefferson Parish is a single-family residence constructed around 1952 and is an example of a Minimal Traditional cottage with no style. Notable features present are the house's hipped roof and recessed half-width porch covering the main entry door and a widow. Fronted by a metal awning, the porch structure is supported by a single box column resting on a thin brick pedestal. Sheathed in vinyl (replacement) siding, the one-story building is of wood-frame construction and is set on a foundation of continuous concrete masonry units in the front and concrete masonry unit piers on the sides and rear. The house's hipped main roof has a moderate pitch and is covered with asphalt composition shingles and ridge tiles. Facing south, the front elevation consists of six-over-six double-hung replacement windows and a single-leaf entrance (concealed within the underneath the screened half-width porch). The side elevation facing east is fenestrated by six-over-six double-hung replacement windows. The house maintains its original form, massing, and Post-World War II suburban setting. However, the exterior of the house has experienced some significant alterations that distance the structure from its original appearance. Double-hung windows throughout the house appear to be replacement units. The exterior of the house is covered in artificial siding, and it is likely that some of the eave and gutter treatments have been altered during a recent renovation campaign.

4121 Catherine Avenue, looking northwest.

Structure No. 29 – 4117 Catherine Avenue **Surveyed Date: September 28, 2012**

Alternate 1 Map 4, Alternate 2 Map 4 **Surveyed by R. Silverman and L. Poche**

Built on a rectangular plan, the standing structure addressed as 4117 Catherine Avenue in Metairie, Jefferson Parish is a single-family residence constructed around 1953 and is an example of a Minimal Traditional cottage with no style. Notable features present are the house's side-gable main roof and attached single-bay porch covering the main entry door. The front-gable roof of the front porch is supported by ornamental metal porch supports. Laid up in rough-faced brick veneer, the one-story building is of wood-frame construction and is set on a continuous brick foundation. The house's side-gable main roof has a moderate pitch and is covered with asphalt composition shingles and a ridge vent. Facing south, the front elevation consists of a one-bay porch sheltering a single-leaf entrance. Windows on the façade are one-over-one double-hung replacement units. The side elevation facing east is fenestrated by one-over-one replacement units. A twin-track concrete driveway is located on the east side of this suburban lot. The house maintains its original form, massing, and Post-World War II suburban setting. However, the exterior of the house has experienced some significant alterations that distance the structure from its original appearance. Double-hung windows throughout the house appear to be replacement units. The upper facades of the house, under the gables, are sheathed in replacement "vertical-board" siding. It is likely that some of the eave treatments have been altered due to renovations.

4117 Catherine Avenue, looking northwest.

Structure No. 30 – 4113 Catherine Avenue **Surveyed Date: September 28, 2012**

Alternate 1 Map 4, Alternate 2 Map 4 **Surveyed by R. Silverman and L. Poche**

Built on a rectangular plan, the standing structure addressed as 4113 Catherine Avenue in Metairie, Jefferson Parish is a single-family residence constructed around 1952 and is an example of a Ranch house with no style. Notable features present are the house's hipped roof and recessed half-width porch covering the main entry door and a widow. The recessed screened front porch is supported by a single box column resting on the porch's concrete slab floor. Laid up in brick veneer (which may be a replacement for an earlier wood sided house), the one-story building is of wood-frame construction and is set on a continuous brick foundation. The house's hipped main roof has a moderate pitch and is covered with asphalt composition shingles. Facing south, the front elevation consists of six-over-six double-hung replacement windows and a single-leaf entrance (concealed within the underneath the screened half-width porch). The side elevation facing east is fenestrated by six-over-six double-hung replacement windows, some paired. The house maintains its original form, massing, and Post-World War II suburban setting. However, it is possible that this house received the brick veneer exterior as a secondary building renovation.

4113 Catherine Avenue, looking northwest.

Structure No. 31 – 4109 Catherine Avenue **Surveyed Date: September 28, 2012**

Alternate 1 Map 4 **Surveyed by R. Silverman and L. Poche**

Built on a rectangular plan, the standing structure addressed as 4109 Catherine Avenue in Metairie, Jefferson Parish is a single-family residence constructed around 1954 and is an example of a Ranch house with no style. Laid up in brick veneer, the one-story building is of wood-frame construction and is set on a continuous brick foundation. The house's hipped main roof has a low-to-moderate pitch and is covered with asphalt composition shingles. Facing south, the front elevation consists of double-hung, one-over-one replacement windows, with the southwest corner featuring a corner window ensemble. A low-pitch shed roof covers a one-bay porch supported by ornamental metal porch supports. The porch covers a raised concrete porch floor. Under the cover of the porch, the main entry consists of an original six-panel wood door. The side elevation facing west is fenestrated by double-hung, one-over-one double-hung replacement windows. The northwest corner of the building features a small one-bay projection with a separate entry door. The house maintains its original form, massing, and Post-World War II suburban setting.

4109 Catherine Avenue, looking northwest.

4109 Catherine Avenue, looking northeast.

Structure No. 32 –4105 Catherine Avenue **Surveyed Date: September 28, 2012**

Alternate 1 Map 4 **Surveyed by R. Silverman and L. Poche**

Built on a rectangular plan, the standing structure addressed as 4105 Catherine Avenue in Metairie, Jefferson Parish is a single-family residence constructed around 1959 and is an example of a front-gable cottage with no style. Notable features present are the house's front-gable roof and recessed half-width porch covering the main entry door and two widows. Due to heavy landscaping and tree cover, many of the building's architectural features are concealed. Laid up in brick veneer, the one-story building is of wood-frame construction and is set on a continuous concrete masonry unit foundation. The house's front-gable main roof has a moderate pitch and is covered with asphalt composition shingles and ridge tiles. Facing south, the front elevation consists of one-over-one double-hung replacement windows and a single-leaf entrance (concealed by the growth and the recess of the porch). The side elevation facing east is fenestrated by one-over-one double-hung replacement windows (some paired) and a multi-light window. To the rear of the house are telescoping additions. The house maintains its original form, massing, and Post-World War II suburban setting.

4105 Catherine Avenue, looking northwest.

4105 Catherine Avenue, looking northeast.

Structure No. 33 – 4011 Catherine Avenue **Surveyed Date: September 28, 2012**

Alternate 1 Map 4 **Surveyed by R. Silverman and L. Poche**

Built on a rectangular plan, the standing structure addressed as 4011 Catherine Avenue in Metairie, Jefferson Parish is a single-family residence constructed around 1948 and is an example of a front-gable cottage with no style. Notable features present are the house's front-gable roof and recessed half-width porch covering the main entry door and two widows. A wrap-around metal awning is attached to the porch face. The upper façade of the porch (under the gable) is sheathed in a board-and-batten treatment. Sheathed in asbestos shingle siding, the one-story building is of wood-frame construction and is set on a continuous concrete masonry unit foundation. The house's front-gable main roof has a moderate-to-steep pitch and is covered with asphalt composition shingles. Facing east, the front elevation consists of a pair of one-over-one r double-hung replacement windows and a single-leaf entrance. The side elevation facing south is fenestrated by a pair of one-over-one replacement windows covered by a metal awning. The house maintains its original form, massing, and Post-World War II suburban setting.

4011Catherine Avenue, looking southwest.

Structure No. 34 – 4009 Catherine Avenue **Surveyed Date: September 28, 2012**

Alternate 1 Map 4 **Surveyed by R. Silverman and L. Poche**

Built on a rectangular plan, the standing structure addressed as 4009 Catherine Avenue in Metairie, Jefferson Parish is a single-family residence constructed around 1949 and is an example of a Ranch house with no style. Notable features present are the house's gable-on-hip roof with an intersecting hip roof covering the ell. A single-leaf entrance with a replacement six-panel hollow-core stamped door is flanked by half-sidelights. Sheathed in replacement vinyl siding, the one-story building is of wood-frame construction and is set on a continuous concrete masonry unit foundation. The house's gable-on-hip main roof has a moderate pitch and is covered with asphalt composition shingles and ridge tile. Facing east, the front elevation consists of four six-over-six double-hung replacement windows and a single-leaf entrance flanked by sidelights. The side elevation facing north is fenestrated by a picture window flanked by multi-light windows. The house maintains its original form, massing, and Post-World War II suburban setting. However, the exterior of the house has experienced some significant alterations that distance the structure from its original appearance. Double-hung windows throughout the house are replacement units, and the vinyl siding is not original. Also, it is likely that some of the eave treatments have been altered due to renovations.

4009 Catherine Avenue, looking east/northeast.

Structure No. 35 – 4205 Airline Highway **Surveyed Date: September 28, 2012**

Alternate 1 Map 4, Alternate 2 Map 4 **Surveyed by R. Silverman and L. Poche**

Built on a rectangular plan, the standing structure addressed as 4205 Airline Drive in Metairie, Jefferson Parish is a free-standing commercial retail building (currently auto repair) constructed around 1955. Notable features present are the building's commercial storefront and brick veneer façade which courses a few feet along the side walls. The building is covered by a flat roof and has no porch covering. The façade is composed of two "ghost bays", a commercial storefront covered by security grilles, and a single-leaf commercial storefront door. While the façade is sheathed in a brick veneer (possibly from the 1990s), the side walls are laid up in concrete masonry units that rise from a concrete slab foundation. The side elevation facing north is fenestrated by vents, two single-leaf doors, an overhead door and two multi-light windows. The side elevations are the only indicators of the building's age, as the front has received renovations. The building maintains its original form, massing, and Post-World War II suburban commercial setting. However, the exterior of the building has experienced some significant alterations that distance the structure from its original appearance. The brick veneer façade and ghosted bays illustrate significant architectural changes that prevent the building from conveying its period of origin.

4205 Airline Highway, looking east/northeast.

4205 Airline Highway, looking west.

Structure No. 36 –4217 Airline Highway **Surveyed Date: September 28, 2012**

Alternate 1 Map 4, Alternate 2 Map 4 **Surveyed by R. Silverman and L. Poche**

Built on a rectangular plan, the standing structure addressed as 4217 Airline Drive in Metairie, Jefferson Parish is a free-standing commercial retail building constructed around 1951. Notable features present are the building's stucco-covered masonry walls, curved corner and cantilevered canopy that echoes the curve of the building wall. The building is covered by a flat roof and has no porch covering. A secondary sloped roof of no architectural merit surmounts the original flat roof. The façade is composed of a pair of six-over-six double-hung vinyl replacement windows which are covered by shed roof (awning-like) coverings supported by wooden brackets. The side elevation facing north has commercial storefront single-leaf door sheltered by the cantilevered canopy overhead. The building maintains its original form, massing, and Post-World War II suburban commercial setting. However, the exterior of the building has experienced some significant alterations that distance the structure from its original appearance. The window and door replacements as well as the roofing alterations are the most identifiable alterations.

4217 Airline Highway, looking northwest.

Structure No. 37 – 201 Clearview Parkway/ 4439 Temple Street
Alternate 1 Maps 2 and 3

Surveyed Date: September 28, 2012
Surveyed by R. Silverman and L. Poche

Built on a rectangular plan, the standing structure addressed as 201 Clearview Parkway in Metairie, Jefferson Parish is a single-family residence constructed around 1954 and is an example of a Ranch house with no style or stylistic elements removed or altered via renovation. Notable features present are the house's front gable roof and a single-bay front-gable porch supported by a pair of ornamental metal porch supports. Also of interest is a brick "skirt" or watertable that courses along the façade. Sheathed in mitered aluminum siding, the one-story building is of wood-frame construction and is set on a concrete slab foundation. The house's front-gable main roof has a low-to-moderate pitch and is covered with asphalt composition shingles. Facing west, the front elevation consists of one-over-one double-hung vinyl replacement windows. The single-leaf six-panel wood entry door is positioned just off center of the roof ridge. The side elevation facing south is fenestrated by pairs of one-over-one double-hung vinyl replacement windows. A secondary entrance is covered by a porch of a design that mimics the front entry. The house maintains its original form, massing, and Post-World War II suburban setting with a mature magnolia tree providing shade. However, the exterior of the house has experienced some significant alterations that distance the structure from its original appearance. All of the double-hung windows throughout the house appear to be replacement units. The exterior of the house is covered in artificial siding, and it is likely that some of the eave and gutter treatments have been altered during a recent renovation campaign.

201 Clearview Parkway/4439 Temple Street, looking east.

201 Clearview Parkway/4439 Temple Street, looking northeast.

Structure No. 38 – 4701 Airline Highway **Surveyed Date: September 28, 2012**

Alternate 1 Map 1 **Surveyed by R. Silverman and L. Poche**

Built on a rectangular plan, the standing structure addressed as 4701 Airline Drive in Metairie, Jefferson Parish is a free-standing commercial retail building (today operating as River Pond Seafood Restaurant) constructed around 1950. Notable features present are the building's paired commercial storefront doors and vinyl-sided façade. The building is covered by a gable roof with side-gable orientation and has no porch covering. The rear of the building is covered by a very long, low-slope roof. While the façade is sheathed in vinyl siding, the west side wall was originally sheathed in wood drop-siding and a secondary layer of Masonite siding. This side elevation is the only indicator of the building's period of origin. The side elevation facing east is fenestrated by a commercial storefront picture window, a commercial door, and a bank of fixed sashes. The building maintains some its original form, massing, and Post-World War II suburban commercial setting. However, the exterior of the building has experienced significant alterations that distance the structure from its original appearance. The replacement of almost all of the exterior architectural features and materials is highly evident.

4701 Airline Highway, looking northwest.

4701 Airline Highway, looking northeast.

Appendix B - Photographs of Entire Project Area and Project Location, US 61
(Airline Highway between Zinnia Avenue and Giuffrias Avenue/Belleview Parkway, Metairie, Jefferson Parish)

Photographs for the intersection of Airline Drive and Bellevue Parkway

Surveyed Date: September 28, 2012 **Surveyed by R. Silverman and L. Poche**

Intersection of Airline Drive and Bellevue Parkway, looking north.

Intersection of Airline Drive and Bellevue Parkway, looking east.

Intersection of Airline Drive and Bellevue Parkway, looking south.

Intersection of Airline Drive and Bellevue Parkway, looking west.

Photographs along Airline Drive

Surveyed Date: September 28, 2012 **Surveyed by R. Silverman and L. Poche**

Old railroad bed running parallel with Airline Drive, approximately 40 meters south of the intersection of Airline Drive and Bellevue Parkway, looking west.

Old railroad bed running parallel with Airline Drive, approximately 40 meters south of the intersection of Airline Drive and Bellevue Parkway, looking southwest.

Photographs for the intersection of Airline Drive and Clearview Parkway

Surveyed Date: September 28, 2012 **Surveyed by R. Silverman and L. Poche**

South side of the intersection of Airline Drive and Clearview Parkway, looking north from the north bound lane.

South side of the intersection of Airline Drive and Clearview Parkway, looking north from the south bound lane.

South side of the intersection of Airline Drive and Clearview Parkway, looking south from the north bound lane.

South side of the intersection of Airline Drive and Clearview Parkway, looking north from the south bound lane.

Photographs for the intersection of Catherine Avenue and Tribune Street

Surveyed Date: September 28, 2012 **Surveyed by R. Silverman and L. Poche**

Intersection of Catherine Avenue and Tribune Street, looking east along Catherine Avenue..

Intersection of Catherine Avenue and Tribune Street, looking west along Catherine Avenue..

Photographs for the intersection of Clearview Parkway and Temple Street

Surveyed Date: September 28, 2012 **Surveyed by R. Silverman and L. Poche**

North bound lane of Clearview Parkway, looking south from the intersection of Clearview Parkway and Temple Street.

North bound lane of Clearview Parkway, looking north from the intersection of Clearview Parkway and Temple Street.

Appendix D: Farmland Conversion Impact Rating

United States Department of Agriculture

NRCS

Natural Resources Conservation Service
3737 Government Street
Alexandria, LA 71302

(318) 473-7751
Fax: (318) 473-7626

March 27, 2013

Jonathan Martinez
URS Corporation
3500 N. Causeway Blvd., Suite 900
Metairie, LA 70002

RE: Jefferson Parish - US 61 at LA 3152 Intersection Improvements - FHA

Dear Mr. Martinez,

I have reviewed the above referenced project for potential requirements of the Farmland Protection Policy Act (FPPA) and potential impact to Natural Resource Conservation Service projects in the immediate vicinity.

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 can be forest land, pastureland, cropland, or other land, but not water or urban built-up land.

The project map and narrative submitted with your request indicates that the proposed construction areas are within urban areas and therefore are exempt from the rules and regulations of the Farmland Protection Policy Act (FPPA) - Subtitle I of Title XV, Section 1539-1549. Furthermore, we do not predict impacts to NRCS work in the vicinity.

For specific information about the soils found in the project area, please visit our Web Soil Survey at the following location: http://websoilsurvey.nrcs.usda.gov/

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

Respectfully,

David Hymoka ACTING FOR

W. Britt Paul
Acting State Conservationist

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I *(To be completed by Federal Agency)*	Date Of Land Evaluation Request 3/21/13
Name Of Project US 61 at LA 3152 Intersection Improvement	Federal Agency Involved Federal Highway Administration
Proposed Land Use Roadway/Intersection	County And State Jefferson Parish, Louisiana
PART II *(To be completed by NRCS)*	Date Request Received By NRCS 3/21/13

Does the site contain prime, unique, statewide or local important farmland? *(If no, the FPPA does not apply – do not complete additional parts of this form)*	Yes ☐	No ☑	Acres Irrigated / Average Farm Size
Major Crop(s)	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 3/27/13

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	1.6	0.1		
B. Total Acres To Be Converted Indirectly				
C. Total Acres In Site	1.6	0.1	0.0	0.0
PART IV *(To be completed by NRCS)* Land Evaluation Information				
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				
1. Area In Nonurban Use		0	0		
2. Perimeter In Nonurban Use		0	0		
3. Percent Of Site Being Farmed		0	0		
4. Protection Provided By State And Local Government		0	0		
5. Distance From Urban Builtup Area		0	0		
6. Distance To Urban Support Services		0	0		
7. Size Of Present Farm Unit Compared To Average		0	0		
8. Creation Of Nonfarmable Farmland		0	0		
9. Availability Of Farm Support Services		0	0		
10. On-Farm Investments		0	0		
11. Effects Of Conversion On Farm Support Services		0	0		
12. Compatibility With Existing Agricultural Use		0	0		
TOTAL SITE ASSESSMENT POINTS	160	0	0	0	0
PART VII *(To be completed by Federal Agency)*					
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 ☐ No ☐

Reason For Selection:

(See Instructions on reverse side)

Form AD-1006 (10-83)

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U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I *(To be completed by Federal Agency)*	Date Of Land Evaluation Request 3/21/13
Name Of Project US 61 at LA 3152 Intersection Improvement	Federal Agency Involved Federal Highway Administration
Proposed Land Use Roadway/Intersection	County And State Jefferson Parish, Louisiana
PART II *(To be completed by NRCS)*	Date Request Received By NRCS

Does the site contain prime, unique, statewide or local important farmland? *(If no, the FPPA does not apply -- do not complete additional parts of this form).*	Yes ☐	No ☐	Acres Irrigated	Average Farm Size
Major Crop*(s)*	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	

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	1.6	0.1		
B. Total Acres To Be Converted Indirectly				
C. Total Acres In Site	1.6	0.1	0.0	0.0
PART IV *(To be completed by NRCS)* Land Evaluation Information				
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				
1. Area In Nonurban Use		0	0		
2. Perimeter In Nonurban Use		0	0		
3. Percent Of Site Being Farmed		0	0		
4. Protection Provided By State And Local Government		0	0		
5. Distance From Urban Builtup Area		0	0		
6. Distance To Urban Support Services		0	0		
7. Size Of Present Farm Unit Compared To Average		0	0		
8. Creation Of Nonfarmable Farmland		0	0		
9. Availability Of Farm Support Services		0	0		
10. On-Farm Investments		0	0		
11. Effects Of Conversion On Farm Support Services		0	0		
12. Compatibility With Existing Agricultural Use		0	0		
TOTAL SITE ASSESSMENT POINTS	160	0	0	0	0
PART VII *(To be completed by Federal Agency)*					
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 ☐ No ☐

Reason For Selection:

(See Instructions on reverse side)

This form was electronically produced by National Production Services Staff

Clear Form

Form AD-1006 (10-83)

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 l60.

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:

$$\frac{\text{Total points assigned Site A}}{\text{Maximum points possible}} = \frac{180}{200} \times 160 = 144 \text{ points for Site "A."}$$

Site Assessment Scoring for the Twelve Factors Used in FPPA

The Site Assessment criteria used in the Farmland Protection Policy Act (FPPA) rule are designed to assess important factors other than the agricultural value of the land when determining which alternative sites should receive the highest level of protection from conversion to non agricultural uses.

Twelve factors are used for Site Assessment and ten factors for corridor-type sites. Each factor is listed in an outline form, without detailed definitions or guidelines to follow in the rating process. The purpose of this document is to expand the definitions of use of each of the twelve Site Assessment factors so that all persons can have a clear understanding as to what each factor is intended to evaluate and how points are assigned for given conditions.

In each of the 12 factors a number rating system is used to determine which sites deserve the most protection from conversion to non-farm uses. The higher the number value given to a proposed site, the more protection it will receive. The maximum scores are 10, 15 and 20 points, depending upon the relative importance of each particular question. If a question significantly relates to why a parcel of land should not be converted, the question has a maximum possible protection value of 20, whereas a question which does not have such a significant impact upon whether a site would be converted, would have fewer maximum points possible, for example 10.

The following guidelines should be used in rating the twelve Site Assessment criteria:

1. How much land is in non-urban use within a radius of 1.0 mile from where the project is intended?

More than 90 percent:	15 points
90-20 percent:	14 to 1 points
Less than 20 percent:	0 points

This factor is designed to evaluate the extent to which the area within one mile of the proposed site is non-urban area. For purposes of this rule, "non-urban" should include:

- Agricultural land (crop-fruit trees, nuts, oilseed)
- Range land
- Forest land
- Golf Courses
- Non paved parks and recreational areas
- Mining sites
- Farm Storage
- Lakes, ponds and other water bodies
- Rural roads, and through roads without houses or buildings
- Open space
- Wetlands
- Fish production
- Pasture or hayland

Urban uses include:

- Houses (other than farm houses)
- Apartment buildings
- Commercial buildings
- Industrial buildings
- Paved recreational areas (i.e. tennis courts)
- Streets in areas with 30 structures per 40 acres
- Gas stations

- Equipment, supply stores
- Off-farm storage
- Processing plants
- Shopping malls
- Utilities/Services
- Medical buildings

In rating this factor, an area one-mile from the outer edge of the proposed site should be outlined on a current photo; the areas that are urban should be outlined. For rural houses and other buildings with unknown sizes, use 1 and 1/3 acres per structure. For roads with houses on only one side, use one half of road for urban and one half for non-urban.

The purpose of this rating process is to insure that the most valuable and viable farmlands are protected from development projects sponsored by the Federal Government. With this goal in mind, factor S1 suggests that the more agricultural lands surrounding the parcel boundary in question, the more protection from development this site should receive. Accordingly, a site with a large quantity of non-urban land surrounding it will receive a greater
number of points for protection from development. Thus, where more than 90 percent of the area around the proposed site (do not include the proposed site in this assessment) is non-urban, assign 15 points. Where 20 percent or less is
non-urban, assign 0 points. Where the area lies between 20 and 90 percent non-urban, assign appropriate points from 14 to 1, as noted below.

Percent Non-Urban Land within 1 mile	**Points**
90 percent or greater	15
85 to 89 percent	14
80 to 84 percent	13
75 to 79 percent	12
70 to 74 percent	11
65 to 69 percent	10
60 to 64 percent	9
55 to 59 percent	8
50 to 54 percent	7
45 to 49 percent	6
40 to 44 percent	5
35 to 39 percent	4
30 to 24 percent	3
25 to 29 percent	2
21 to 24 percent	1
20 percent or less	0

2. How much of the perimeter of the site borders on land in non-urban use?

More than 90 percent:	l0 points
90 to 20 percent:	9 to 1 point(s)
Less than 20 percent:	0 points

This factor is designed to evaluate the extent to which the land adjacent to the proposed site is non-urban use. Where factor #1 evaluates the general location of the proposed site, this factor evaluates the immediate perimeter of the site. The definition of urban and non-urban uses in factor #1 should be used for this factor.

In rating the second factor, measure the perimeter of the site that is in non-urban and urban use. Where more than 90 percent of the perimeter is in non-urban use, score this factor 10 points. Where less than 20 percent, assign 0 points. If a road is next to the perimeter, class the area according to the

use on the other side of the road for that area. Use 1 and 1/3 acre per structure if not otherwise known. Where 20 to 90 percent of the perimeter is non-urban, assign points as noted below:

Percentage of Perimeter Bordering Land	Points
90 percent or greater	10
82 to 89 percent	9
74 to 81 percent	8
65 to 73 percent	7
58 to 65 percent	6
50 to 57 percent	5
42 to 49 percent	4
34 to 41 percent	3
27 to 33 percent	2
21 to 26 percent	1
20 percent or Less	0

3. How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last ten years?

More than 90 percent:	20 points
90 to 20 percent:	19 to 1 point(s)
Less than 20 percent:	0 points

This factor is designed to evaluate the extent to which the proposed conversion site has been used or managed for agricultural purposes in the past 10 years.

Land is being farmed when it is used or managed for food or fiber, to include timber products, fruit, nuts, grapes, grain, forage, oil seed, fish and meat, poultry and dairy products.

Land that has been left to grow up to native vegetation without management or harvest will be considered as abandoned and therefore not farmed. The proposed conversion site should be evaluated and rated according to the percent, of the site farmed.

If more than 90 percent of the site has been farmed 5 of the last 10 years score the site as follows:

Percentage of Site Farmed	Points
90 percent or greater	20
86 to 89 percent	19
82 to 85 percent	18
78 to 81 percent	17
74 to 77 percent	16
70 to 73 percent	15
66 to 69 percent	14
62 to 65 percent	13
58 to 61 percent	12
54 to 57 percent	11
50 to 53 percent	10
46 to 49 percent	9
42 to 45 percent	8
38 to 41 percent	7
35 to 37 percent	6
32 to 34 percent	5
29 to 31 percent	4
26 to 28 percent	3

23 to 25 percent	2
20 to 22 percent percent or Less	1
Less than 20 percent	0

4. Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?

Site is protected:	20 points
Site is not protected:	0 points

This factor is designed to evaluate the extent to which state and local government and private programs have made efforts to protect this site from conversion.

State and local policies and programs to protect farmland include:

State Policies and Programs to Protect Farmland

1. Tax Relief:

   A. Differential Assessment: Agricultural lands are taxed on their agricultural use value, rather than at market value. As a result, farmers pay fewer taxes on their land, which helps keep them in business, and therefore helps to insure that the farmland will not be converted to nonagricultural uses.

      1. Preferential Assessment for Property Tax: Landowners with parcels of land used for agriculture are given the privilege of differential assessment.

      2. Deferred Taxation for Property Tax: Landowners are deterred from converting their land to nonfarm uses, because if they do so, they must pay back taxes at market value.

      3. Restrictive Agreement for Property Tax: Landowners who want to receive Differential Assessment must agree to keep their land in - eligible use.

   B. Income Tax Credits

   Circuit Breaker Tax Credits: Authorize an eligible owner of farmland to apply some or all of the property taxes on his or her farmland and farm structures as a tax credit against the owner's state income tax.

   C. Estate and Inheritance Tax Benefits

   Farm Use Valuation for Death Tax: Exemption of state tax liability to eligible farm estates.

2. "Right to farm" laws:

   Prohibits local governments from enacting laws which will place restrictions upon normally accepted farming practices, for example, the generation of noise, odor or dust.

3. Agricultural Districting:

   Wherein farmers voluntarily organize districts of agricultural land to be legally recognized geographic areas. These farmers receive benefits, such as protection from annexation, in exchange for keeping land within the district for a given number of years.

4. Land Use Controls: Agricultural Zoning.

Types of Agricultural Zoning Ordinances include:

A. Exclusive: In which the agricultural zone is restricted to only farm-related dwellings, with, for example, a minimum of 40 acres per dwelling unit.

B. Non-Exclusive: In which non-farm dwellings are allowed, but the density remains low, such as 20 acres per dwelling unit.

Additional Zoning techniques include:

A. Slidinq Scale: This method looks at zoning according to the total size of the parcel owned. For example, the number of dwelling units per a given number of acres may change from county to county according to the existing land acreage to dwelling unit ratio of surrounding parcels of land within the specific area.

B. Point System or Numerical Approach: Approaches land use permits on a case by case basis.

LESA: The LESA system (Land Evaluation-Site Assessment) is used as a tool to help assess options for land use on an evaluation of productivity weighed against commitment to urban development.

C. Conditional Use: Based upon the evaluation on a case by case basis by the Board of Zoning Adjustment. Also may include the method of using special land use permits.

5. Development Rights:

A. Purchase of Development Rights (PDR): Where development rights are purchased by Government action.

Buffer Zoning Districts: Buffer Zoning Districts are an example of land purchased by Government action. This land is included in zoning ordinances in order to preserve and protect agricultural lands from non-farm land uses encroaching upon them.

B. Transfer of Development Rights (TDR): Development rights are transferable for use in other locations designated as receiving areas. TDR is considered a locally based action (not state), because it requires a voluntary decision on the part of the individual landowners.

6. Governor’s Executive Order: Policy made by the Governor, stating the importance of agriculture, and the preservation of agricultural lands. The Governor orders the state agencies to avoid the unnecessary conversion of important farmland to nonagricultural uses.

7. Voluntary State Programs:

A. California's Program of Restrictive Agreements and Differential Assessments: The California Land Conservation Act of 1965, commonly known as the Williamson Act, allows cities, counties and individual landowners to form agricultural preserves and enter into contracts for 10 or more years to insure that these parcels of land remain strictly for agricultural use. Since 1972 the Act has extended eligibility to recreational and open space lands such as scenic highway corridors, salt ponds and wildlife preserves. These contractually restricted lands may be taxed differentially for their real value. One hundred-acre districts constitute the minimum land size eligible.

Suggestion: An improved version of the Act would state that if the land is converted after the contract expires, the landowner must pay the difference in the taxes between market value for the land and the agricultural tax value which he or she had been

paying under the Act. This measure would help to insure that farmland would not be converted after the 10 year period ends.

B. Maryland Agricultural Land Preservation Program: Agricultural landowners within agricultural districts have the opportunity to sell their development rights to the Maryland Land Preservation Foundation under the agreement that these landowners will not subdivide or develop their land for an initial period of five years. After five years the landowner may terminate the agreement with one year notice.

   As is stated above under the California Williamson Act, the landowner should pay the back taxes on the property if he or she decides to convert the land after the contract expires, in order to discourage such conversions.

C. Wisconsin Income Tax Incentive Program: The Wisconsin Farmland Preservation Program of December 1977 encourages local jurisdictions in Wisconsin to adopt agricultural preservation plans or exclusive agricultural district zoning ordinances in exchange for credit against state income tax and exemption from special utility assessment. Eligible candidates include local governments and landowners with at least 35 acres of land per dwelling unit in agricultural use and gross farm profits of at least $6.000 per year, or $18,000 over three years.

8. Mandatory State Programs:

A. The Environmental Control Act in the state of Vermont was adopted in 1970 by the Vermont State Legislature. The Act established an environmental board with 9 members (appointed by the Governor) to implement a planning process and a permit system to screen most subdivisions and development proposals according to specific criteria stated in the law. The planning process consists of an interim and a final Land Capability and Development Plan, the latter of which acts as a policy plan to control development. The policies are written in order to:

   - prevent air and water pollution;
   - protect scenic or natural beauty, historic sites and rare and irreplaceable natural areas; and
   - consider the impacts of growth and reduction of development on areas of primary agricultural soils.

B. The California State Coastal Commission: In 1976 the Coastal Act was passed to establish a permanent Coastal Commission with permit and planning authority The purpose of the Coastal Commission was and is to protect the sensitive coastal zone environment and its resources, while accommodating the social and economic needs of the state. The Commission has the power to regulate development in the coastal zones by issuing permits on a case by case basis until local agencies can develop their own coastal plans, which must be certified by the Coastal Commission.

C. Hawaii's Program of State Zoning: In 1961, the Hawaii State Legislature established Act 187, the Land Use Law, to protect the farmland and the welfare of the local people of Hawaii by planning to avoid “unnecessary urbanization”. The Law made all state lands into four districts: agricultural, conservation, rural and urban. The Governor appointed members to a State Land Use Commission, whose duties were to uphold the Law and form the boundaries of the four districts. In addition to state zoning, the Land Use Law introduced a program of Differential Assessment, wherein agricultural landowners paid taxes on their land for its agricultural use value, rather than its market value.

D. The Oregon Land Use Act of 1973: This act established the Land Conservation and Development Commission (LCDC) to provide statewide planning goals and guidelines.

Under this Act, Oregon cities and counties are each required to draw up a comprehensive plan, consistent with statewide planning goals. Agricultural land preservation is high on the list of state goals to be followed locally.

If the proposed site is subject to or has used one or more of the above farmland protection programs or policies, score the site 20 points. If none of the above policies or programs apply to this site, score 0 points.

5. How close is the site to an urban built-up area?

The site is 2 miles or more from an urban built-up area	15 points
The site is more than 1 mile but less than 2 miles from an urban built-up area	10 points
The site is less than 1 mile from, but is not adjacent to an urban built-up area	5 points
The site is adjacent to an urban built-up area	0 points

This factor is designed to evaluate the extent to which the proposed site is located next to an existing urban area. The urban built-up area must be 2500 population. The measurement from the built-up area should be made from the point at which the density is 30 structures per 40 acres and with no open or non-urban land existing between the major built-up areas and this point. Suburbs adjacent to cities or urban built-up areas should be considered as part of that urban area.

For greater accuracy, use the following chart to determine how much protection the site should receive according to its distance from an urban area. See chart below:

Distance From Perimeter of Site to Urban Area	Points
More than 10,560 feet	15
9,860 to 10,559 feet	14
9,160 to 9,859 feet	13
8,460 to 9,159 feet	12
7,760 to 8,459 feet	11
7,060 to 7,759 feet	10
6,360 to 7,059 feet	9
5,660 to 6,359 feet	8
4,960 to 5,659 feet	7
4,260 to 4,959 feet	6
3,560 to 4,259 feet	5
2,860 to 3,559 feet	4
2,160 to 2,859 feet	3
1,460 to 2,159 feet	2
760 to 1,459 feet	1
Less than 760 feet (adjacent)	0

6. How close is the site to water lines, sewer lines and/or other local facilities and services whose capacities and design would promote nonagricultural use?

None of the services exist nearer than 3 miles from the site	15 points
Some of the services exist more than one but less than 3 miles from the site	10 points
All of the services exist within 1/2 mile of the site	0 points

This question determines how much infrastructure (water, sewer, etc.) is in place which could facilitate nonagricultural development. The fewer facilities in place, the more difficult it is to develop an area. Thus, if a proposed site is further away from these services (more than 3 miles distance away), the site should be awarded the highest number of points (15). As the distance of the parcel of land to services decreases, the number of points awarded declines as well. So, when the site is equal to or further than 1 mile but less than 3 miles away from services, it should be given 10 points. Accordingly, if this distance is 1/2 mile to less than 1 mile, award 5 points; and if the distance from land to services is less than 1/2 mile, award 0 points.

Distance to public facilities should be measured from the perimeter of the parcel in question to the nearest site(s) where necessary facilities are located. If there is more than one distance (i.e. from site to water and from site to sewer), use the average distance (add all distances and then divide by the number of different distances to get the average).

Facilities which could promote nonagricultural use include:

- Water lines
- Sewer lines
- Power lines
- Gas lines
- Circulation (roads)
- Fire and police protection
- Schools

7. Is the farm unit(s) containing the site (before the project) as large as the average-size farming unit in the county? (Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage of Farm Units in Operation with $1,000 or more in sales.)

As large or larger:	10 points
Below average: Deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more is below average	9 to 0 points

This factor is designed to determine how much protection the site should receive, according to its size in relation to the average size of farming units within the county. The larger the parcel of land, the more agricultural use value the land possesses, and vice versa. Thus, if the farm unit is as large or larger than the county average, it receives the maximum number of points (10). The smaller the parcel of land compared to the county average, the fewer number of points given. Please see below:

Parcel Size in Relation to Average County Size	Points
Same size or larger than average (l00 percent)	10
95 percent of average	9
90 percent of average	8
85 percent of average	7
80 percent of average	6
75 percent of average	5
70 percent of average	4
65 percent of average	3
60 percent of average	2
55 percent of average	1
50 percent or below county average	0

State and local Natural Resources Conservation Service offices will have the average farm size information, provided by the latest available Census of Agriculture data

8. If this site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?

Acreage equal to more than 25 percent of acres directly converted by the project	10 points
Acreage equal to between 25 and 5 percent of the acres directly converted by the project	9 to 1 point(s)
Acreage equal to less than 5 percent of the acres directly converted by the project	0 points

This factor tackles the question of how the proposed development will affect the rest of the land on the farm The site which deserves the most protection from conversion will receive the greatest number of points, and vice versa. For example, if the project is small, such as an extension on a house, the rest of the agricultural land would remain farmable, and thus a lower number of points is given to the site. Whereas if a large-scale highway is planned, a greater portion of the land (not including the site) will become non-farmable, since access to the farmland will be blocked; and thus, the site should receive the highest number of points (10) as protection from conversion

Conversion uses of the Site Which Would Make the Rest of the Land Non-Farmable by Interfering with Land Patterns

Conversions which make the rest of the property nonfarmable include any development which blocks accessibility to the rest of the site Examples are highways, railroads, dams or development along the front of a site restricting access to the rest of the property.

The point scoring is as follows:

Amount of Land Not Including the Site Which Will Become Non-Farmable	Points
25 percent or greater	10
23 - 24 percent	9
21 - 22 percent	8
19 - 20 percent	7
17 - 18 percent	6
15 - 16 percent	5
13 - 14 percent	4
11 - 12 percent	3
9 - 11 percent	2
6 - 8 percent	1
5 percent or less	0

9. Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?

All required services are available	5 points
Some required services are available	4 to 1 point(s)
No required services are available	0 points

This factor is used to assess whether there are adequate support facilities, activities and industry to keep the farming business in business. The more support facilities available to the agricultural

landowner, the more feasible it is for him or her to stay in production. In addition, agricultural support facilities are compatible with farmland. This fact is important, because some land uses are not compatible; for example, development next to farmland cam be dangerous to the welfare of the agricultural land, as a result of pressure from the neighbors who often do not appreciate the noise, smells and dust intrinsic to farmland. Thus, when all required agricultural support services are available, the maximum number of points (5) are awarded. When some services are available, 4 to 1 point(s) are awarded; and consequently, when no services are available, no points are given. See below:

Percent of Services Available	Points
100 percent	5
75 to 99 percent	4
50 to 74 percent	3
25 to 49 percent	2
1 to 24 percent	1
No services	0

10. Does the site have substantial and well-maintained on farm investments such as barns, other storage buildings, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?

High amount of on-farm investment	20 points
Moderate amount of non-farm investment	19 to 1 point(s)
No on-farm investments	0 points

This factor assesses the quantity of agricultural facilities in place on the proposed site. If a significant agricultural infrastructure exists, the site should continue to be used for farming, and thus the parcel will receive the highest amount of points towards protection from conversion or development. If there is little on farm investment, the site will receive comparatively less protection. See-below:

Amount of On-farm Investment	Points
As much or more than necessary to maintain production (100 percent)	20
95 to 99 percent	19
90 to 94 percent	18
85 to 89 percent	17
80 to 84 percent	16
75 to 79 percent	15
70 to 74 percent	14
65 to 69 percent	13
60 to 64 percent	12
55 to 59 percent	11
50 to 54 percent	10
45 to 49 percent	9
40 to 44 percent	8
35 to 39 percent	7
30 to 34 percent	6
25 to 29 percent	5
20 to 24 percent	4
15 to 19 percent	3
10 to 14 percent	2
5 to 9 percent	1
0 to 4 percent	0

11. Would the project at this site, by converting farmland to nonagricultural use, reduce the support for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?

Substantial reduction in demand for support services if the site is converted	10 points
Some reduction in demand for support services if the site is converted	9 to 1 point(s)
No significant reduction in demand for support services if the site is converted	0 points

This factor determines whether there are other agriculturally related activities, businesses or jobs dependent upon the working of the pre-converted site in order for the others to remain in production. The more people and farming activities relying upon this land, the more protection it should receive from conversion. Thus, if a substantial reduction in demand for support services were to occur as a result of conversions, the proposed site would receive a high score of 10; some reduction in demand would receive 9 to 1 point(s), and no significant reduction in demand would receive no points.

Specific points are outlined as follows:

Amount of Reduction in Support Services if Site is Converted to Nonagricultural Use	**Points**
Substantial reduction (100 percent)	10
90 to 99 percent	9
80 to 89 percent	8
70 to 79 percent	7
60 to 69 percent	6
50 to 59 percent	5
40 to 49 percent	4
30 to 39 percent	3
20 to 29 percent	2
10 to 19 percent	1
No significant reduction (0 to 9 percent)	0

12. Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of the surrounding farmland to nonagricultural use?

Proposed project is incompatible with existing agricultural use of surrounding farmland	10 points
Proposed project is tolerable of existing agricultural use of surrounding farmland	9 to 1 point(s)
Proposed project is fully compatible with existing agricultural use of surrounding farmland	0 points

Factor 12 determines whether conversion of the proposed agricultural site will eventually cause the conversion of neighboring farmland as a result of incompatibility of use of the first with the latter. The more incompatible the proposed conversion is with agriculture, the more protection this site receives from conversion. Therefor-, if the proposed conversion is incompatible with agriculture, the site receives 10 points. If the project is tolerable with agriculture, it receives 9 to 1 points; and if the proposed conversion is compatible with agriculture, it receives 0 points.

CORRIDOR - TYPE SITE ASSESSMENT CRITERIA

The following criteria are to be used for projects that have a linear or corridor - type site configuration connecting two distant points, and crossing several different tracts of land. These include utility lines, highways, railroads, stream improvements, and flood control systems. Federal agencies are to assess the suitability of each corridor-type site or design alternative for protection as farmland along with the land evaluation information.

For Water and Waste Programs, corridor analyses are not applicable for distribution or collection networks. Analyses are applicable for transmission or trunk lines where placement of the lines are flexible.

(1) How much land is in nonurban use within a radius of 1.0 mile form where the project is intended?

(2)	More than 90 percent	(3)	15 points
(4)	90 to 20 percent	(5)	14 to 1 point(s).
(6)	Less than 20 percent	(7)	0 points

(2) How much of the perimeter of the site borders on land in nonurban use?

(3)	More than 90 percent	(4)	10 point(s)
(5)	90 to 20 percent	(6)	9 to 1 points
(7)	less than 20 percent	(8)	0 points

(3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last 10 years?

(4)	More than 90 percent	(5)	20 points
(6)	90 to 20 percent	(7)	19 to 1 point(s)
(8)	Less than 20 percent	(9)	0 points

(4) Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?

Site is protected	20 points
Site is not protected	0 points

(5) Is the farm unit(s) containing the site (before the project) as large as the average - size farming unit in the County? (Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage of Farm Units in Operation with $1,000 or more in sales.)

As large or larger	10 points
Below average deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average	9 to 0 points

(6) If the site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?

Acreage equal to more than 25 percent of acres directly converted by the project	25 points
Acreage equal to between 25 and 5 percent of the acres directly convened by the project	1 to 24 point(s)
Acreage equal to less than 5 percent of the acres directly converted by the project	0 points

(7) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?

All required services are available	5 points
Some required services are available	4 to 1 point(s)
No required services are available	0 points

(8) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?

High amount of on-farm investment	20 points
Moderate amount of on-farm investment	19 to 1 point(s)
No on-farm investment	0 points

(9) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?

Substantial reduction in demand for support services if the site is convened	25 points
Some reduction in demand for support services if the site is convened	1 to 24 point(s)
No significant reduction in demand for support services if the site is converted	0 points

(10) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?

Proposed project is incompatible to existing agricultural use of surrounding farmland	10 points
Proposed project is tolerable to existing agricultural use of surrounding farmland	9 to 1 point(s)
Proposed project is fully compatible with existing agricultural use of surrounding farmland	0 points

Appendix E: May 12, 2011 Public Meeting Record

US 61 at LA 3152
CLEARVIEW PARKWAY
INTERSECTION IMPROVEMENTS
PUBLIC MEETING RECORD
MAY 12, 2011

Environmental Assessment
Jefferson Parish, Louisiana

State Project No. 700-26-0305
Federal Aid Project No. DE-2609(507)
RPC Project No. CLV-EA

Meeting Synopsis

An open forum public involvement meeting to discuss the proposed intersection improvements at US 61 (Airline Highway) at LA 3152 (Clearview Parkway) in Jefferson Parish, Louisiana was held on Thursday, May 12, 2011. The meeting was held at the East Bank Council Chambers in Jefferson, Louisiana from 4:00 p.m. to 7:00 p.m.

The New Orleans Regional Planning Commission, in cooperation with the Louisiana Department of Transportation, is preparing an Environmental Assessment (EA) for the improvement of the intersection at US 61 (Airline Highway) and LA 3152 (Clearveiw Parkway). This intersection is one of the most highly utilized and congested intersections in Jefferson Parish and is currently a choke point to traffic traveling in all directions. Widening of the Huey P. Long Bridge is anticipated to increase travel demand in this corridor. It is utilized by residents commuting between West Jefferson and East Jefferson, and for freight movement from the Elmwood Business Park to I-10, as well as truck traffic traveling from the west bank to I-10 and vice-versa. Ease of traffic movement through this intersection, improved safety, and improved system connectivity are critical components for the continued growth and economic prosperity for both the east and west bank of Jefferson Parish.

The purpose of the meeting was to provide an opportunity for citizens to discuss the three proposed alternatives for the intersection that are being presented for consideration in the Draft EA, to view displays, to ask questions, and to offer comments about the alternatives for this project. The alternatives currently under consideration are 1) a continuous flow intersection alternative that would include signalized left-turn crossovers of two lanes in each direction on Airline Drive, 2) an at-grade intersection improvement, and 3) an overpass that would provide for more efficient movement of through traffic on Airline Drive and Clearview Parkway.

Notification

The methods of notification in preparation of the meeting included: legal advertisements in local newspaper, flyers mailed to residences and businesses within the study area, letters and emails to business owners, elected officials, and agency representatives. Copies of all notification tools are attached in **Appendix A**.

The legal advertisements, placed in the *Times Picayune,* appeared in the circulations dated May 3 and May 10, 2011. Approximately 500 flyers were mailed to local addresses of residents, and 130 letters or emails were sent to business owners, elected officials and agency representatives prior to the meeting.

Attendance

Sign-in sheets were provided to record the attendance at the meetings. According to the sign in sheets, 64 citizens attended the meetings and 10 members of the project team were present to host the meeting. Copies of the sign in sheets that document attendance are included in **Appendix B**.

Meeting Displays

Several information displays were available for review and comment by the public. Small-scale copies of the display boards described below are attached in **Appendix C**.

- A *Meeting Announcement* board that identified the project and time of the meeting;
- A *Welcome* board that briefly described the meeting process and directed the public into the location of the meeting;
- A *Display Area* board that described the information being presented in the display area of the meeting room;
- A *Proposed Purpose and Need* board that outlined the local and regional purpose and need for the project;
- A *Comment Table* board that explained the comment process and offered the opportunity to provide verbal and written comments;
- A *Next Steps* board that explained the project process from this stage forward to preparation of the Draft Environmental Assessment;
- A *Thanks for Coming* board that reinforced the importance of completing comment forms and having meeting attendee questions answered;
- Table signs to identify areas for signing-in and returning comment forms;
- Large-scale aerial maps that displayed the plan views of the proposed intersection improvements for all three conceptual alternatives; and
- Large-scale drawings of proposed typical sections associated with each of the three conceptual alternatives.

A Public Meeting handout and a comment form were presented to the attendees as they entered the meeting room, with extra copies available for attendees to share with other members of their community. A nine-minute video presentation was available for viewing on monitors located throughout the meeting room to provide citizens with a general overview of the project and the three conceptual alternatives. A copy of the informational handout, comment form, and video presentation script are included in **Appendix C**. Attendees were directed to view the presentation, circulate among the displays, and were encouraged to participate in discussions concerning the alternatives. Project team members, identified by name badges, were available to assist in describing the conceptual intersection alternatives and to answer questions.

Comment Summary

Comment forms were collected from attendees at the meeting and received by mail until May 27, 2011. Copies of all comment forms returned to the project study team and a summarization worksheet of all comments received are presented in **Appendix D**. **Table 1** below summarizes the public participation with details of attendance and comment responses resulting from the meeting. Comment forms received with two names, such as husband and wife, are counted as two individual comments. Multiple comments received from an individual commenter are recorded with the same identification number, but specified as a, b, or c. Comments received

were reviewed by project team staff and summarized in the following tables with the intention of reflecting the personal preference or opinion of the person or organization making the comment. The comment sequence is random, according to the order in which the comment was received, with no intention of representing importance or numerical values. Some comments were combined or paraphrased to simplify the summary process.

TABLE 1
SUMMARY OF PUBLIC PARTICIPATION

Public Participation	Totals
Attendance at meeting	64
Number of comments and letters received	33

The Summarization Worksheet in **Appendix D** is the complete record of all comments and information supplied on the comment form. An analysis of the responses received during the public meeting comment period is shown in **Tables 2** through **5** that follow.

A total of 32 commenters responded to the question that asked if they believed the project is important. Of these 32 commenters, 27 responded "yes" the project is important and five responded "no" the project is not important. **Table 2** below quantifies and summarizes the explanations or criteria given as to why commenters responded "yes" to the project's importance (if an explanation was provided). Only one of the five commenters that responded "no" to the project's importance provided an explanation. The one commenter cited reasons of crime increase, noise increase, and property value decrease as reasons for the project lacking importance. The list of responses and explanations to this question are shown on the Summarization Worksheet in **Appendix D.**

TABLE 2
EXPLANATIONS FOR "YES" THE PROPOSED PROJECT IS IMPORTANT

Criteria	No. of Comments
Improve traffic / relieve congestion	9
Property/Business owner effects	8
Economic benefit	3
Upgrade for connection to Huey P. Long Bridge	2
In General – Something has to be done	1

Table 3 gives a total of the preferences for either the no-build alternative, one of the three conceptual build alternatives, or gives a total of those commenters that expressed no preference for a specific alternative. Of the 33 total commenters, five cited preference for the No-Build Alternative and two commenters made no selection. Alternative 2, with 14 selections, ranked highest above Alternative 1 that was preferred by eight commenters and also above Alternative 3 that was preferred by four commenters.

TABLE 3
SUMMARY OF ALTERNATIVE PREFERENCE

Alternative	No. of Comments	Percentage
No-Build Alternative	5	15%
Alternative 1 (Continuous flow intersection)	8	24%
Alternative 2 (At grade improvements)	14	43%
Alternative 3 (Airline overpass of Clearview)	4	12%
No Preference Selected	2	6%
Total	**33**	**100%**

Primary issues or concerns expressed in the explanations given for each alternative preference are listed and quantified in **Table 4**. The Summarization Worksheet in **Appendix D** records the preferences and categorizes the issues explained on each comment form received.

TABLE 4
ISSUES OR CONCERNS THAT EXPLAIN ALTERNATIVE PREFERENCE

Issue or Concern	No-Build Alternative	Conceptual Alternative 1	Conceptual Alternative 2	Conceptual Alternative 3	No Preference
Best alternative / design of the intersection	--	4	--	1	--
Improves traffic / driving conditions	--	3	--	3	--
Economic / business impacts	--	--	8	--	--
Cost	2	3	--	--	--
Safety	--	2	--	1	--
ROW required	--	1	--	--	--
Access	2	1	6	--	--
Decrease property values	5	--	--	--	--
Drainage/flooding	5	--	2	--	--
Potential structural damage to homes	2	--	--	--	2
Noise impacts	3	--	2	--	2
Air quality	--	--	2	--	2
Crime increase	3	--	--	--	--
-- = no data					

Selections that commenters made in reference to the major concerns associated with the project is displayed on the Summarization Worksheet in **Appendix D** and summarized in **Table 5.**

TABLE 5
ADDITIONAL SPECIFIC PROJECT CONCERNS

Concern	No. of Comments
Relocations	13
Construction Impacts	26
Access	25
Noise	23
Utilities	10

Commenters expanded on their concerns or offered specific suggestions, which are listed below:

- Avoid routing construction trucks through residential streets that may cause vibrations and potential structure damage to homes.
- Westbound access onto Airline will become difficult, can plans be modified?
- Consider noise abatement procedures.
- A 20” gas line will need to be relocated or taken into consideration.
- A 10’ drainage ditch along Roseland Drive will need to be considered.
- Surrounding neighborhoods have many elderly citizens that may be adversely impacted by noise, impaired air quality, and access difficulty during construction.
- Drainage on Tribune Street requires investigation, some drains are blocked and the drainage from the Elmwood area combine to create problems in this area. This condition could worsen with construction.
- Clearview Parkway should overpass Airline Drive.

Informal Verbal Comments

The following comments and suggestions were made by meeting attendees as noted by Project Team members:

- Access, parking, and truck delivery at Jim Owens Flooring needs to be considered.
- Concerned about access to Central Avenue becoming a short cut through the neighborhood.

Additional Public Coordination

Pursuant to the public meeting, a meeting with Jim Owens Flooring occurred at the business location on Clearview Parkway at the Airline Drive intersection on May 24, 2011. The purpose of the meeting was to gain a better understanding of the potential impacts to the business and unique conditions regarding access to the business. The meeting record and Mr. Jim Owens’ comment response are included as **Appendix E.**

Conclusion

Public representation of 64 attendees at the meeting is considered to be generally strong considering the localized nature of the project. Comment response is considered to be moderate with 33 comment responses over the fifteen-day comment period (See **Table 1**).

When asked about the project's importance, 85 percent (27 commenters) thought the project was important, 15 percent (5 commenters) did not think the project was important. Improving traffic or relieving congestion combined with the potential effect upon existing businesses located within the project area were the overwhelming explanations given as to why commenter's thought the project was important (See **Table 2**). Potential construction impacts, potential noise impacts, and access issues related to the surrounding neighborhoods are the prime concerns voiced by the public (See **Tables 4 and 5**).

Table 3 shows that of the three build alternatives presented, Conceptual Alternative 2, the at-grade intersection improvement, was preferred by approximately 43 percent of the commenters. Approximately 24 percent preferred Conceptual Alternative 1, the continuous flow intersection improvement. The No-Build Alternative was selected by approximately 15 percent and approximately 12 percent expressed preference for Conceptual Alternative 3, the overpass improvement, while a remaining 6 percent of commenters did not express a preference.

List of Attachments:

Appendix A: Public Meeting Notification
Legal Advertisement in the *Times Picayune*
Public Meeting Notice / Flyer
Project Local Mailing List
Public Meeting Notification Letter to Agencies, Elected Officials, Businesses
Public Meeting Notification Email
Project Agency, Elected Official, Business Mailing List

Appendix B: Sign-in Sheets

Appendix C: Meeting Displays, Graphics and Informational Material
Meeting Announcement Board
Welcome Board
Display Area Board
Proposed Purpose and Need Board
Comment Table Board
Next Steps Board
Thanks for Coming Board
Table Signs
Display Boards: Plan Views on Aerial of Conceptual Alternatives 1, 2, and 3
Display Boards: Typical Sections of Conceptual Alternatives A, B, and C
Project Information Handout
Comment Form
Video Presentation Script

Appendix D: Comments
Comment Summarization Work Sheet
Comment Forms and Letters Numbered 1 – 33

Appendix E: Additional Public Coordination
Record of Meeting with Jim Owens Flooring, May 24, 2011
Comment received from Mr. Jim Owens

APPENDIX A

The Times-Picayune

3800 HOWARD AVENUE, NEW ORLEANS, LOUISIANA 70140-1097 TELEPHONE (504) 826-3201

Public Meeting Notice
US 61/Airline Drive and LA 3152/Clearview Parkway Intersection Improvements

The Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard, and St. Tammany Parishes, in cooperation with Louisiana Department of Transportation will conduct a Public Meeting to discuss proposed intersection improvements of US 61 (Airline Drive) at LA 3152 (Clearview Parkway).

The public meeting will be Thursday, May 12, 2011 from 4:00 to 7:00 p.m. at the East Bank Council Chamber, 2nd Floor of the Yenni Building, 1221 Elmwood Park Boulevard in Jefferson, Louisiana.

This "open house" style meeting, with no formal presentation, allows citizens to view exhibits, ask questions, and offer comments anytime during the scheduled hours.

For information or assistance due to a disability for participation in this public meeting, please contact Christi Wilson, URS Corporation, at 504-218-0880 or Christi.Wilson@urscorp.com.

I attest that the copy attached hereto as "Exhibit A" is a true and correct copy of the advertisement published in The Times-Picayune on these dates.

State of Louisiana

Parish of Orleans

City of New Orleans

Personally appeared before me, a Notary in and for the parish of Orleans, Elizabeth C. Darcey who deposes and says that she is an Assistant Controller of The Times-Picayune, L.L.C., a Louisiana Corporation, Publishers of The Times-Picayune, Daily and Sunday, of general circulation; doing business in the City of New Orleans and the State of Louisiana, and that the attached

LEGAL NOTICE

Re: Public Meeting Notice US 61/Airline Drive and LA 3152/Clearview Parkway Intersection Improvements

Advertisement of URS Corporation

3500 N. Causeway Blvd, Ste 900
Metairie, LA 70002

Was published in The Times Picayune

3800 Howard Ave
New Orleans, LA 70125

On the following dates May 3, 10, 2011

Elizabeth C Darcey

Sworn to and subscribed before me this 12th Day of May, 2011

Notary Public

My commission expires at my death.

Charles A. Ferguson, Jr.

Notary identification number 23492

Public Meeting Notice

The New Orleans Regional Planning Commission, in cooperation with the Louisiana Department of Transportation, is preparing an Environmental Assessment for the improvement of the intersection at US 61 (Airline Highway) and LA 3152 (Clearview Parkway). This intersection is one of the most highly utilized and congested intersections in Jefferson Parish and is currently a choke point to traffic traveling in all directions. Widening of the Huey P Long Bridge is anticipated to increase travel demand in this corridor. It is utilized by residents commuting between West Jefferson and East Jefferson, and for freight movement from the Elmwood Business Park to I-10, as well as truck traffic traveling from the west bank to I-10 and vice-versa. Ease of traffic movement through this intersection, improved safety, and improved system connectivity are critical components for the continued growth and economic prosperity for both the east and west bank of Jefferson Parish. A public, "open house" style, meeting will be held at the following location and time to provide citizens an opportunity to view alternative plans and ask questions of the project team:

May 12, 2011
4:00 – 7:00 PM

East Bank Council Chambers, 2nd Floor
1221 Elmwood Park Boulevard
Jefferson, LA 70123

Three alternatives are currently under consideration including 1) a continuous flow intersection alternative would include signalized left-turn crossovers of two lanes in each direction on Airline Drive, 2) an at-grade intersection improvement, and 3) an overpass would provide for the more efficient movement of through traffic on Airline Drive and Clearview Parkway..

For more information or if you require special assistance, due to a disability, to participate in this public meeting, please contact URS Corporation by telephone at 504-218-0880 at least five working days prior to the meeting.

Public Meeting Notice

The New Orleans Regional Planning Commission, in cooperation with the Louisiana Department of Transportation, is preparing an Environmental Assessment for the improvement of the intersection at US 61 (Airline Highway) and LA 3152 (Clearview Parkway). This intersection is one of the most highly utilized and congested intersections in Jefferson Parish and is currently a choke point to traffic traveling in all directions. Widening of the Huey P Long Bridge is anticipated to increase travel demand in this corridor. It is utilized by residents commuting between West Jefferson and East Jefferson, and for freight movement from the Elmwood Business Park to I-10, as well as truck traffic traveling from the west bank to I-10 and vice-versa. Ease of traffic movement through this intersection, improved safety, and improved system connectivity are critical components for the continued growth and economic prosperity for both the east and west bank of Jefferson Parish. A public, "open house" style, meeting will be held at the following location and time to provide citizens an opportunity to view alternative plans and ask questions of the project team:

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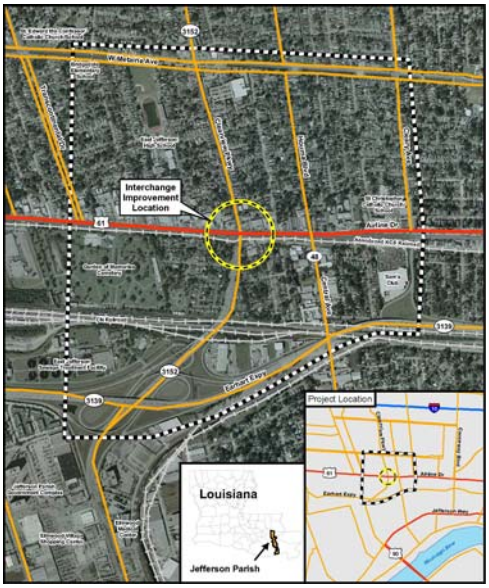
US 61 at LA 3152/Clearview Parkway
Improvements Study Team
URS Corporation
3500 North Causeway Blvd, Suite 900
Metairie, Louisiana 70002



US 61 at LA 3152/Clearview Parkway
Improvements Study Team
URS Corporation
3500 North Causeway Blvd, Suite 900
Metairie, Louisiana 70002

Local Mailing List

NAME	ADDRESS	ADDRESS	CITY	STATE	ZIP
Current Resident	4413	FLAMINGO ST	METAIRIE	LA	70001
Current Resident	4445	CHALFANT DR	METAIRIE	LA	70001
Current Resident	4422	AIRLINE HWY	METAIRIE	LA	70001
Current Resident	4410	TEMPLE ST	METAIRIE	LA	70001
Current Resident	4452	CHALFANT DR	METAIRIE	LA	70001
Current Resident	9	PATS PL	METAIRIE	LA	70001
Current Resident	4421	AIRLINE DR	METAIRIE	LA	70001
Current Resident	4444	JACQUELINE DR	METAIRIE	LA	70001
Current Resident	4423	FLAMINGO ST	METAIRIE	LA	70001
Current Resident	4438	JACQUELINE DR	METAIRIE	LA	70001
Current Resident	8	PATS PL	METAIRIE	LA	70001
Current Resident	7	PATS PL	METAIRIE	LA	70001
Current Resident	4436	JACQUELINE DR	METAIRIE	LA	70001
Current Resident	4410	TEMPLE ST	METAIRIE	LA	70001
Current Resident	4447	CHALFANT DR	METAIRIE	LA	70001
Current Resident	4421	TEMPLE ST	METAIRIE	LA	70001
Current Resident	4419	FLAMINGO ST	METAIRIE	LA	70001
Current Resident	10	PATS PL	METAIRIE	LA	70001
Current Resident	1025	NEWMAN AVE	METAIRIE	LA	70001
Current Resident	1031	NEWMAN AVE	METAIRIE	LA	70001
Current Resident	4446	JACQUELINE DR	METAIRIE	LA	70001
Current Resident	4400	CATHERINE AVE	METAIRIE	LA	70001
Current Resident	4412	TEMPLE ST	METAIRIE	LA	70001
Current Resident	4440	CHALFANT DR	METAIRIE	LA	70001
Current Resident	4435	CHALFANT DR	METAIRIE	LA	70001
Current Resident	4414	FLAMINGO ST	METAIRIE	LA	70001
Current Resident	1	PATS PL	METAIRIE	LA	70001
Current Resident	4443	JACQUELINE DR	METAIRIE	LA	70001
Current Resident	4438	CHALFANT DR	METAIRIE	LA	70001
Current Resident	4431	JACQUELINE DR	METAIRIE	LA	70001
Current Resident	4417	FLAMINGO ST	METAIRIE	LA	70001
Current Resident	4426	TEMPLE ST	METAIRIE	LA	70001
Current Resident	4411	FLAMINGO ST	METAIRIE	LA	70001
Current Resident	4416	TEMPLE ST	METAIRIE	LA	70001
Current Resident	4439	JACQUELINE DR	METAIRIE	LA	70001
Current Resident	4444	CHALFANT DR	METAIRIE	LA	70001
Current Resident	4417	TEMPLE ST	METAIRIE	LA	70001
Current Resident	4421	FLAMINGO ST	METAIRIE	LA	70001
Current Resident	2	PATS PL	METAIRIE	LA	70001
Current Resident	4413	TEMPLE ST	METAIRIE	LA	70001
Current Resident	3	PATS PL	METAIRIE	LA	70001
Current Resident	4441	CHALFANT DR	METAIRIE	LA	70001
Current Resident	4801	AIRLINE DR	METAIRIE	LA	70001
Current Resident	125	ZINNIA AVE	METAIRIE	LA	70001
Current Resident	127	ZINNIA AVE	METAIRIE	LA	70001
Current Resident	200	HOUMA BLVD	METAIRIE	LA	70001

Current Resident	120	HOUMA BLVD	METAIRIE	LA	70001
Current Resident	208	HOUMA BLVD	METAIRIE	LA	70001
Current Resident	4303	AIRLINE DR	METAIRIE	LA	70001
Current Resident	4231	AIRLINE DR	METAIRIE	LA	70001
Current Resident	114	HOUMA BLVD	METAIRIE	LA	70001
Current Resident	117	HOUMA BLVD	METAIRIE	LA	70001
Current Resident	4220	LENORA ST	METAIRIE	LA	70001
Current Resident	4224	LENORA ST	METAIRIE	LA	70001
Current Resident	4220	LENORA ST	METAIRIE	LA	70001
Current Resident	4222	LENORA ST	METAIRIE	LA	70001
Current Resident	4427	LENORA ST	METAIRIE	LA	70001
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Current Resident	1118	CENTRAL AVE	METAIRIE	LA	70001
Current Resident	1018	CENTRAL	METAIRIE	LA	70001
Current Resident	1008	CENTRAL	METAIRIE	LA	70001
Current Resident	1008	CENTRAL	METAIRIE	LA	70001
Current Resident	1008	CENTRAL AVE	METAIRIE	LA	70001
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Current Resident	1024	CENTRAL AVE	METAIRIE	LA	70001
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Current Resident	1110	CENTRAL AVE	METAIRIE	LA	70001
Current Resident	1122	CENTRAL AVE	METAIRIE	LA	70001
Current Resident	1120	CENTRAL AVE	METAIRIE	LA	70001
Current Resident	121	HOUMA BLVD	METAIRIE	LA	70001
Current Resident	121	HOUMA BLVD	METAIRIE	LA	70001
Current Resident	213	HOUMA BLVD	METAIRIE	LA	70001
Current Resident	217	HOUMA BLVD	METAIRIE	LA	70001
Current Resident	109	N WOODLAWN AVE	METAIRIE	LA	70001
Current Resident	4314	NORTON ST	METAIRIE	LA	70001
Current Resident	4312	NORTON ST	METAIRIE	LA	70001
Current Resident	4337	AIRLINE DR	METAIRIE	LA	70001
Current Resident	54	TRIBUNE ST	METAIRIE	LA	70001
Current Resident	58	TRIBUNE ST	METAIRIE	LA	70001
Current Resident	64	TRIBUNE ST	METAIRIE	LA	70001
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Current Resident	205	N WOODLAWN AVE	METAIRIE	LA	70001
Current Resident	207	N WOODLAWN AVE	METAIRIE	LA	70001
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Current Resident	12	TRIBUNE ST	METAIRIE	LA	70001
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Current Resident	208	PASADENA AVE	METAIRIE	LA	70001
Current Resident	1119	CENTRAL	METAIRIE	LA	70001
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Current Resident	216	PASADENA AVE	METAIRIE	LA	70001
Current Resident	300	PASADENA AVE	METAIRIE	LA	70001
Current Resident	304	PASADENA AVE	METAIRIE	LA	70001
Current Resident	4232	HEASLIP AVE	METAIRIE	LA	70001
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Current Resident	1000	CENTRAL AVE	METAIRIE	LA	70001
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Current Resident	1117	CENTRAL AVE	METAIRIE	LA	70001
Current Resident	4213	LENORA ST	METAIRIE	LA	70001
Current Resident	4211	LENORA ST	METAIRIE	LA	70001
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Current Resident	4310	NORTON ST	METAIRIE	LA	70001

Current Resident	4308	NORTON ST	METAIRIE	LA	70001
Current Resident	35	TRIBUNE ST	METAIRIE	LA	70001
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Current Resident	4309	AIRLINE DR	METAIRIE	LA	70001
Current Resident	43	TRIBUNE ST	METAIRIE	LA	70001
Current Resident	123	TRIBUNE ST	METAIRIE	LA	70001
Current Resident	216	HARANG AVE	METAIRIE	LA	70001
Current Resident	4800	AIRLINE DR	METAIRIE	LA	70001
Current Resident	4641	ROSEDALE DR	METAIRIE	LA	70001
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Current Resident	4701	AIRLINE DR	METAIRIE	LA	70001
Current Resident	4709	AIRLINE DR	METAIRIE	LA	70001
Current Resident	116	HARANG AVE	METAIRIE	LA	70001
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Current Resident	201	HARANG AVE	METAIRIE	LA	70001
Current Resident	204	HARANG AVE	METAIRIE	LA	70001
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Current Resident	209	HARANG AVE	METAIRIE	LA	70001
Current Resident	213	HARANG AVE	METAIRIE	LA	70001
Current Resident	4717	AIRLINE DR	METAIRIE	LA	70001
Current Resident	208	HARANG AVE	METAIRIE	LA	70001
Current Resident	212	HARANG AVE	METAIRIE	LA	70001
Current Resident	305	PHLOX AVE	METAIRIE	LA	70001
Current Resident	4549	CALUMET ST	METAIRIE	LA	70001
Current Resident	4529	CHALFANT DR	METAIRIE	LA	70001
Current Resident	4534	UTOPIA DR	METAIRIE	LA	70001
Current Resident	4534	ROSEDALE DR	METAIRIE	LA	70001
Current Resident	4535	ROSEDALE DR	METAIRIE	LA	70001
Current Resident	4533	AIRLINE DR	METAIRIE	LA	70001
Current Resident	4533	TEMPLE ST	METAIRIE	LA	70001
Current Resident	4528	CALUMET ST	METAIRIE	LA	70001
Current Resident	913	HIGHLAND AVE	METAIRIE	LA	70001
Current Resident	915	HIGHLAND AVE	METAIRIE	LA	70001
Current Resident	4613	CHALFANT DR	METAIRIE	LA	70001
Current Resident	4609	CHALFANT DR	METAIRIE	LA	70001
Current Resident	4610	UTOPIA DR	METAIRIE	LA	70001
Current Resident	4534	HILTON DR	METAIRIE	LA	70001
Current Resident	4536	HILTON DR	METAIRIE	LA	70001
Current Resident	215	PHLOX AVE	METAIRIE	LA	70001
Current Resident	217	PHLOX AVE	METAIRIE	LA	70001
Current Resident	4530	HILTON DR	METAIRIE	LA	70001
Current Resident	4532	HILTON DR	METAIRIE	LA	70001
Current Resident	4532	CHALFANT DR	METAIRIE	LA	70001
Current Resident	4533	CHALFANT DR	METAIRIE	LA	70001
Current Resident	1111	HIGHLAND AVE	METAIRIE	LA	70001
Current Resident	111	PHLOX AVE	METAIRIE	LA	70001

Current Resident	4537	TEMPLE ST	METAIRIE	LA	70001
Current Resident	2526	HILTON DR	METAIRIE	LA	70001
Current Resident	4528	HILTON DR	METAIRIE	LA	70001
Current Resident	901	POPLAR PL	METAIRIE	LA	70001
Current Resident	903	POPLAR PL	METAIRIE	LA	70001
Current Resident	905	POPLAR PL	METAIRIE	LA	70001
Current Resident	907	POPLAR PL	METAIRIE	LA	70001
Current Resident	4524	CHALFANT DR	METAIRIE	LA	70001
Current Resident	4521	CHALFANT DR	METAIRIE	LA	70001
Current Resident	4533	UTOPIA DR	METAIRIE	LA	70001
Current Resident	4532	ROSEDALE DR	METAIRIE	LA	70001
Current Resident	4533	ROSEDALE DR	METAIRIE	LA	70001
Current Resident	4525	AIRLINE DR	METAIRIE	LA	70001
Current Resident	4530	TEMPLE ST	METAIRIE	LA	70001
Current Resident	4529	TEMPLE ST	METAIRIE	LA	70001
Current Resident	906	POPLAR PL	METAIRIE	LA	70001
Current Resident	1109	HIGHLAND AVE	METAIRIE	LA	70001
Current Resident	1201	HIGHLAND AVE	METAIRIE	LA	70001
Current Resident	4541	TEMPLE ST	METAIRIE	LA	70001
Current Resident	211	PHLOX AVE	METAIRIE	LA	70001
Current Resident	213	PHLOX AVE	METAIRIE	LA	70001
Current Resident	215	CALUMET ST	METAIRIE	LA	70001
Current Resident	908	POPLAR PL	METAIRIE	LA	70001
Current Resident	1105	HIGHLAND AVE	METAIRIE	LA	70001
Current Resident	215	CALUMET ST	METAIRIE	LA	70001
Current Resident	900	POPLAR PL	METAIRIE	LA	70001
Current Resident	1005	HIGHLAND AVE	METAIRIE	LA	70001
Current Resident	1009	HIGHLAND AVE	METAIRIE	LA	70001
Current Resident	1011	HIGHLAND AVE	METAIRIE	LA	70001
Current Resident	209	PHLOX AVE	METAIRIE	LA	70001
Current Resident	211	PHLOX AVE	METAIRIE	LA	70001
Current Resident	213	PHLOX AVE	METAIRIE	LA	70001
Current Resident	4540	CALUMET ST	METAIRIE	LA	70001
Current Resident	4543	CALUMET ST	METAIRIE	LA	70001
Current Resident	1014	HIGHLAND AVE	METAIRIE	LA	70001
Current Resident	220	PHLOX AVE	METAIRIE	LA	70001
Current Resident	1204	HIGHLAND AVE	METAIRIE	LA	70001
Current Resident	4605	AIRLINE DR	METAIRIE	LA	70001
Current Resident	1108	HIGHLAND AVE	METAIRIE	LA	70001
Current Resident	1114	HIGHLAND AVE	METAIRIE	LA	70001
Current Resident	110	PHLOX AVE	METAIRIE	LA	70001
Current Resident	1200	HIGHLAND AVE	METAIRIE	LA	70001
Current Resident	110	PHLOX AVE	METAIRIE	LA	70001
Current Resident	4800	AIRLINE DR	METAIRIE	LA	70001
Current Resident	910	HIGHLAND AVE	METAIRIE	LA	70001
Current Resident	912	HIGHLAND AVE	METAIRIE	LA	70001
Current Resident	1000	HIGHLAND AVE	METAIRIE	LA	70001

Current Resident	1004	HIGHLAND AVE	METAIRIE	LA	70001
Current Resident	1008	HIGHLAND AVE	METAIRIE	LA	70001
Current Resident	4609	UTOPIA DR	METAIRIE	LA	70001
Current Resident	4610	ROSEDALE DR	METAIRIE	LA	70001
Current Resident	4609	ROSEDALE DR	METAIRIE	LA	70001
Current Resident	4614	ROSEDALE DR	METAIRIE	LA	70001
Current Resident	909	POPLAR PL	METAIRIE	LA	70001
Current Resident	4532	UTOPIA DR	METAIRIE	LA	70001
Current Resident	4525	AIRLINE DR	METAIRIE	LA	70001
Current Resident	4524	CALUMET ST	METAIRIE	LA	70001
Current Resident	4530	HILTON DR	METAIRIE	LA	70001
Current Resident	4528	HILTON DR	METAIRIE	LA	70001
Current Resident	4536	UTOPIA DR	METAIRIE	LA	70001
Current Resident	4535	UTOPIA DR	METAIRIE	LA	70001
Current Resident	4532	CALUMET ST	METAIRIE	LA	70001
Current Resident	4532	HILTON DR	METAIRIE	LA	70001
Current Resident	4534	HILTON DR	METAIRIE	LA	70001
Current Resident	902	POPLAR PL	METAIRIE	LA	70001
Current Resident	904	POPLAR PL	METAIRIE	LA	70001
Current Resident	1015	HIGHLAND AVE	METAIRIE	LA	70001
Current Resident	1101	HIGHLAND AVE	METAIRIE	LA	70001
Current Resident	4536	CALUMET ST	METAIRIE	LA	70001
Current Resident	1104	HIGHLAND AVE	METAIRIE	LA	70001
Current Resident	1100	HIGHLAND AVE	METAIRIE	LA	70001
Current Resident	4613	ROSEDALE DR	METAIRIE	LA	70001
Current Resident	4637	ROSEDALE DR	METAIRIE	LA	70001
Current Resident	4637	AIRLINE DR	METAIRIE	LA	70001
Current Resident	4642	CALUMET ST	METAIRIE	LA	70001
Current Resident	4611	AIRLINE DR	METAIRIE	LA	70001
Current Resident	4618	ROSEDALE DR	METAIRIE	LA	70001
Current Resident	4613	CHALFANT DR	METAIRIE	LA	70001
Current Resident	4614	UTOPIA DR	METAIRIE	LA	70001
Current Resident	4610	CHALFANT DR	METAIRIE	LA	70001
Current Resident	4609	AIRLINE DR	METAIRIE	LA	70001
Current Resident	4618	CHALFANT DR	METAIRIE	LA	70001
Current Resident	4621	CHALFANT DR	METAIRIE	LA	70001
Current Resident	4622	UTOPIA DR	METAIRIE	LA	70001
Current Resident	4625	UTOPIA DR	METAIRIE	LA	70001
Current Resident	4626	ROSEDALE DR	METAIRIE	LA	70001
Current Resident	4629	ROSEDALE DR	METAIRIE	LA	70001
Current Resident	4617	UTOPIA DR	METAIRIE	LA	70001
Current Resident	4614	CHALFANT DR	METAIRIE	LA	70001
Current Resident	4617	CHALFANT DR	METAIRIE	LA	70001
Current Resident	4618	UTOPIA DR	METAIRIE	LA	70001
Current Resident	4622	ROSEDALE DR	METAIRIE	LA	70001
Current Resident	4625	AIRLINE DR	METAIRIE	LA	70001
Current Resident	4636	CALUMET ST	METAIRIE	LA	70001

Current Resident	4626	UTOPIA DR	METAIRIE	LA	70001
Current Resident	4629	UTOPIA DR	METAIRIE	LA	70001
Current Resident	4634	ROSEDALE DR	METAIRIE	LA	70001
Current Resident	4630	ROSEDALE DR	METAIRIE	LA	70001
Current Resident	4633	ROSEDALE DR	METAIRIE	LA	70001
Current Resident	4621	UTOPIA DR	METAIRIE	LA	70001
Current Resident	4625	ROSEDALE DR	METAIRIE	LA	70001
Current Resident	4613	UTOPIA DR	METAIRIE	LA	70001
Current Resident	4617	ROSEDALE DR	METAIRIE	LA	70001
Current Resident	4623	ROSEDALE DR	METAIRIE	LA	70001
Current Resident	32	WOODLAWN AVE	METAIRIE	LA	70001
Current Resident	36	WOODLAWN AVE	METAIRIE	LA	70001
Current Resident	44	WOODLAWN AVE	METAIRIE	LA	70001
Current Resident	4432	CHALFANT DR	METAIRIE	LA	70001
Current Resident	112	N WOODLAWN AVE	METAIRIE	LA	70001
Current Resident	116	N WOODLAWN AVE	METAIRIE	LA	70001
Current Resident	200	N WOODLAWN AVE	METAIRIE	LA	70001
Current Resident	204	N WOODLAWN AVE	METAIRIE	LA	70001
Current Resident	208	N WOODLAWN AVE	METAIRIE	LA	70001
Current Resident	212	N WOODLAWN AVE	METAIRIE	LA	70001
Current Resident	212	N WOODLAWN AVE	METAIRIE	LA	70001
Current Resident	18	WOODLAWN AVE	METAIRIE	LA	70001
Current Resident	28	WOODLAWN AVE	METAIRIE	LA	70001
Current Resident	77	WOODLAWN AVE	METAIRIE	LA	70001
Current Resident	83	WOODLAWN AVE	METAIRIE	LA	70001
Current Resident	4401	AIRLINE DR	METAIRIE	LA	70001
Current Resident	4	PATS PL	METAIRIE	LA	70001
Current Resident	6	PATS PL	METAIRIE	LA	70001
Current Resident	51	WOODLAWN AVE	METAIRIE	LA	70001
Current Resident	4433	CHALFANT DR	METAIRIE	LA	70001
Current Resident	4400	TEMPLE	METAIRIE	LA	70001
Current Resident	10	WOODLAWN AVE	METAIRIE	LA	70001
Current Resident	12	WOODLAWN AVE	METAIRIE	LA	70001
Current Resident	69	WOODLAWN AVE	METAIRIE	LA	70001
Current Resident	73	WOODLAWN AVE	METAIRIE	LA	70001
Current Resident	112	N WOODLAWN AVE	METAIRIE	LA	70001
Current Resident	55	WOODLAWN AVE	METAIRIE	LA	70001
Current Resident	59	WOODLAWN AVE	METAIRIE	LA	70001
Current Resident	65	WOODLAWN AVE	METAIRIE	LA	70001
Current Resident	300	N WOODLAWN AVE	METAIRIE	LA	70001
Current Resident	16	WOODLAWN AVE	METAIRIE	LA	70001
Current Resident	200	N WOODLAWN AVE	METAIRIE	LA	70001
Current Resident	5	PATS PL	METAIRIE	LA	70001
Current Resident	4436	CHALFANT DR	METAIRIE	LA	70001
Current Resident	60	WOODLAWN AVE	METAIRIE	LA	70001
Current Resident	4430	JACQUELINE DR	METAIRIE	LA	70001
Current Resident	8	WOODLAWN AVE	METAIRIE	LA	70001

Current Resident	1107	HANOVER DR	METAIRIE	LA	70001
Current Resident	1109	HANOVER DR	METAIRIE	LA	70001
Current Resident	1111	HANOVER DR	METAIRIE	LA	70001
Current Resident	1113	HANOVER DR	METAIRIE	LA	70001
Current Resident	4512	CHALFANT DR	METAIRIE	LA	70001
Current Resident	4510	CHALFANT DR	METAIRIE	LA	70001
Current Resident	4509	CHALFANT DR	METAIRIE	LA	70001
Current Resident	4511	CHALFANT DR	METAIRIE	LA	70001
Current Resident	4520	UTOPIA DR	METAIRIE	LA	70001
Current Resident	4522	UTOPIA DR	METAIRIE	LA	70001
Current Resident	4524	UTOPIA DR	METAIRIE	LA	70001
Current Resident	4521	UTOPIA DR	METAIRIE	LA	70001
Current Resident	4523	UTOPIA DR	METAIRIE	LA	70001
Current Resident	4522	ROSEDALE DR	METAIRIE	LA	70001
Current Resident	4524	ROSEDALE DR	METAIRIE	LA	70001
Current Resident	4526	ROSEDALE DR	METAIRIE	LA	70001
Current Resident	1712	CLEARVIEW PKWY	METAIRIE	LA	70001
Current Resident	4523	ROSEDALE DR	METAIRIE	LA	70001
Current Resident	4525	ROSEDALE DR	METAIRIE	LA	70001
Current Resident	4513	AIRLINE DR	METAIRIE	LA	70001
Current Resident	112	CLEARVIEW PKWY	METAIRIE	LA	70001
Current Resident	4509	TEMPLE ST	METAIRIE	LA	70001
Current Resident	200	CLEARVIEW PKWY	METAIRIE	LA	70001
Current Resident	202	CLEARVIEW PKWY	METAIRIE	LA	70001
Current Resident	204	CLEARVIEW PKWY	METAIRIE	LA	70001
Current Resident	206	CLEARVIEW PKWY	METAIRIE	LA	70001
Current Resident	208	CLEARVIEW PKWY	METAIRIE	LA	70001
Current Resident	210	CLEARVIEW PKWY	METAIRIE	LA	70001
Current Resident	212	CLEARVIEW PKWY	METAIRIE	LA	70001
Current Resident	201	CLEARVIEW PKWY	METAIRIE	LA	70001
Current Resident	205	CLEARVIEW PKWY	METAIRIE	LA	70001
Current Resident	1108	GEORGIA DR	METAIRIE	LA	70001
Current Resident	1106	GEORGIA AVE	METAIRIE	LA	70001
Current Resident	1110	GEORGIA AVE	METAIRIE	LA	70001
Current Resident	4508	HILTON DR	METAIRIE	LA	70001
Current Resident	4510	HILTON DR	METAIRIE	LA	70001
Current Resident	1704	S CLEARVIEW PKWY	METAIRIE	LA	70001
Current Resident	4501	AIRLINE DR	METAIRIE	LA	70001
Current Resident	1114	GEORGIA AVE	METAIRIE	LA	70001
Current Resident	1020	NEWMAN AVE	METAIRIE	LA	70001
Current Resident	4506	HILTON DR	METAIRIE	LA	70001
Current Resident	1112	GEORGIA AVE	METAIRIE	LA	70001
Current Resident	213	CLEARVIEW PKWY	METAIRIE	LA	70001
Current Resident	209	CLEARVIEW PKWY	METAIRIE	LA	70001
Current Resident	101	CLEARVIEW PKWY	METAIRIE	LA	70001
Current Resident	109	CLEARVIEW PKWY	METAIRIE	LA	70001
Current Resident	4435	TEMPLE ST	METAIRIE	LA	70001

Current Resident	4433	TEMPLE ST	METAIRIE	LA	70001
Current Resident	4502	HILTON DR	METAIRIE	LA	70001
Current Resident	4503	HILTON DR	METAIRIE	LA	70001
Current Resident	1010	NEWMAN AVE	METAIRIE	LA	70001
Current Resident	1101	NEWMAN AVE	METAIRIE	LA	70001
Current Resident	1105	NEWMAN AVE	METAIRIE	LA	70001
Current Resident	1109	NEWMAN AVE	METAIRIE	LA	70001
Current Resident	4458	JACQUELINE DR	METAIRIE	LA	70001
Current Resident	4456	JACQUELINE DR	METAIRIE	LA	70001
Current Resident	1701	S CLEARVIEW PKWY	METAIRIE	LA	70001
Current Resident	1705	S CLEARVIEW PKWY	METAIRIE	LA	70001
Current Resident	1729	S CLEARVIEW PKWY	METAIRIE	LA	70001
Current Resident	4425	TEMPLE ST	METAIRIE	LA	70001
Current Resident	4453	CHALFANT DR	METAIRIE	LA	70001
Current Resident	4415	FLAMINGO ST	METAIRIE	LA	70001
Current Resident	4500	GEORGIA AVE	METAIRIE	LA	70001
Current Resident	117	CLEARVIEW PKWY	METAIRIE	LA	70001
Current Resident	4439	TEMPLE	METAIRIE	LA	70001
Current Resident	4455	JACQUELINE DR	METAIRIE	LA	70001
Current Resident	4504	HILTON DR	METAIRIE	LA	70001
Current Resident	1037	NEWMAN AVE	METAIRIE	LA	70001
Current Resident	4447	JACQUELINE DR	METAIRIE	LA	70001
Current Resident	4500	HILTON DR	METAIRIE	LA	70001
Current Resident	4456	CHALFANT DR	METAIRIE	LA	70001
Current Resident	4452	JACQUELINE DR	METAIRIE	LA	70001
Current Resident	4451	JACQUELINE DR	METAIRIE	LA	70001
Current Resident	4425	FLAMINGO ST	METAIRIE	LA	70001
Current Resident	4429	TEMPLE ST	METAIRIE	LA	70001
Current Resident	1106	HANOVER DR	METAIRIE	LA	70001
Current Resident	4513	AIRLINE DR	METAIRIE	LA	70001
Current Resident	4518	CALUMET ST	METAIRIE	LA	70001
Current Resident	4519	CHALFANT DR	METAIRIE	LA	70001
Current Resident	4531	UTOPIA DR	METAIRIE	LA	70001
Current Resident	4531	ROSEDALE DR	METAIRIE	LA	70001
Current Resident	112	SPAR ST	METAIRIE	LA	70001
Current Resident	112	TEMPLE ST	METAIRIE	LA	70001
Current Resident	4525	TEMPLE ST	METAIRIE	LA	70001
Current Resident	4527	TEMPLE ST	METAIRIE	LA	70001
Current Resident	4514	CHALFANT DR	METAIRIE	LA	70001
Current Resident	4526	UTOPIA DR	METAIRIE	LA	70001
Current Resident	4512	CALUMET ST	METAIRIE	LA	70001
Current Resident	4514	CALUMET ST	METAIRIE	LA	70001
Current Resident	1108	HANOVER DR	METAIRIE	LA	70001
Current Resident	4518	CHALFANT DR	METAIRIE	LA	70001
Current Resident	4533	AIRLINE DR	METAIRIE	LA	70001
Current Resident	1110	HANOVER DR	METAIRIE	LA	70001
Current Resident	4517	AIRLINE DR	METAIRIE	LA	70001

Current Resident	4515	TEMPLE ST	METAIRIE	LA	70001
Current Resident	4517	TEMPLE ST	METAIRIE	LA	70001
Current Resident	4520	HILTON DR	METAIRIE	LA	70001
Current Resident	4513	CHALFANT DR	METAIRIE	LA	70001
Current Resident	4508	CALUMET ST	METAIRIE	LA	70001
Current Resident	4522	HILTON DR	METAIRIE	LA	70001
Current Resident	1112	HANOVER DR	METAIRIE	LA	70001
Current Resident	4517	CHALFANT DR	METAIRIE	LA	70001
Current Resident	4527	ROSEDALE DR	METAIRIE	LA	70001
Current Resident	4519	TEMPLE ST	METAIRIE	LA	70001
Current Resident	4530	UTOPIA DR	METAIRIE	LA	70001
Current Resident	4530	ROSEDALE DR	METAIRIE	LA	70001
Current Resident	4523	AIRLINE DR	METAIRIE	LA	70001
Current Resident	112	SPAR ST	METAIRIE	LA	70001
Current Resident	4520	CALUMET ST	METAIRIE	LA	70001
Current Resident	4525	UTOPIA DR	METAIRIE	LA	70001
Current Resident	4511	TEMPLE ST	METAIRIE	LA	70001
Current Resident	4513	TEMPLE ST	METAIRIE	LA	70001
Current Resident	4524	HILTON DR	METAIRIE	LA	70001
Current Resident	4526	HILTON DR	METAIRIE	LA	70001
Current Resident	4520	CHALFANT DR	METAIRIE	LA	70001
Current Resident	112	SPAR ST	METAIRIE	LA	70001
Current Resident	5424	HILTON DR	METAIRIE	LA	70001
Current Resident	1104	HANOVER DR	METAIRIE	LA	70001
Current Resident	4529	UTOPIA DR	METAIRIE	LA	70001
Current Resident	4528	ROSEDALE DR	METAIRIE	LA	70001
Current Resident	4529	ROSEDALE DR	METAIRIE	LA	70001
Current Resident	4521	TEMPLE ST	METAIRIE	LA	70001
Current Resident	4523	TEMPLE ST	METAIRIE	LA	70001

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Executive Director, RPC

REGIONAL PLANNING COMMISSION

JEFFERSON • ORLEANS • PLAQUEMINES • ST. BERNARD • ST. TAMMANY PARISHES

May 3, 2011

«Sirname» «First_» «Last_Name»
«Title» «Elected_Position__Organization»
«Address_Line_1»
«Address_Line_2»
«City», «ST» «ZIP_»

SUBJECT: Notice of Public Meeting
RPC Project No. CLV-EA
State Project No. 700-26-0305
US 61 at LA 3152/Clearview Parkway Improvements
Jefferson Parish, Louisiana

Dear «Title» «Last_Name»:

The Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard, and St. Tammany Parishes, in cooperation with the Louisiana Department of Transportation will hold a Public Officials Meeting to present the proposed improvement alternatives for the US 61 (Airline Drive) and LA 3152 (Clearview Parkway) intersection in Jefferson Parish. The meeting will be held at 1:00 p.m. to 3:00 p.m., May 12, 2011 at the East Bank Council Chambers, 1221 Elmwood Park Boulevard in Jefferson. You are invited and encouraged to attend this meeting concerning the project.

A Public Meeting will be held for the subject project on the evening of May 12, 2011 from 4:00 p.m. to 7:00 p.m. at the East Bank Council Chambers, 1221 Elmwood Park Boulevard in Jefferson. This "open house" meeting is for interested citizens to view displays, ask questions, and offer comments about this proposed project.

Sincerely,

Tom Haysley
New Orleans Regional Planning Commission

TRANSPORTATION POLICY COMMITTEE (MPO) Full RPC Membership
IFTIKHAR AHMAD, *Director, Louis Armstrong N. O. International Airport*
JOHN MORROW, *Interim General Manager, New Orleans Public Belt Railroad*
RYAN BROWN, *Director, Transit Administration, Jefferson Parish*
FREDDY DRENNAN, *Mayor, City of Slidell*
CARLTON DUFRECHOU, *Gen. Mgr., Greater N. O. Expwy. Comm.*
PAT GALLWEY, *Chief Operating Officer, Port of New Orleans*
CATHY F. GAUTREAUX, *Ex. Dir. Louisiana Motor Transport Association*
BARBARA MAJOR, *Chairwoman, Regional Transit Authority*
V.J. ST. PIERRE, JR., *Parish President, St. Charles Parish*
NATALIE ROBOTTOM, *Parish President, St. John the Baptist Parish*
DONALD VILLERE, *Mayor, City of Mandeville*

Telephone (504) 483-8500
Fax (504) 483-8526
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Christi Wilson /Metairie/URSCorp
05/03/2011 08:34 AM

To Dhollis@jeffparish.net, ThomasCapella@jeffparish.net, ChrisRoberts@jeffparish.net, EltonLagasse@jeffparish.net, ByronLee@jeffparish.net, LouisCongemi@jeffparish.net,

cc

bcc

Subject Public Meeting Notice - RPC Improvement of the intersection at US 61 (Airline Drive) and LA 3152 (Clearveiw Parkway).

Public Meeting Notice

The New Orleans Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard, and St. Tammany Parishes, in cooperation with the Louisiana Department of Transportation, is preparing an Environmental Assessment for the improvement of the intersection at US 61 (Airline Drive) and LA 3152 (Clearveiw Parkway). This intersection is one of the most highly utilized and congested intersections in Jefferson Parish and is currently a choke point to traffic traveling in all directions. Widening of the Huey P Long Bridge is anticipated to increase travel demand in this corridor. It is utilized by residents commuting between West Jefferson and East Jefferson, and for freight movement from the Elmwood Business Park to I-10, as well as truck traffic traveling from the west bank to I-10 and vice-versa. Ease of traffic movement through this intersection, improved safety, and improved system connectivity are critical components for the continued growth and economic prosperity for both the east and west bank of Jefferson Parish. A public, "open house" style, meeting will be held at the following location and time to provide citizens an opportunity to view alternative plans and ask questions of the project team:

May 12, 2011

4:00 – 7:00 PM

1221 Elmwood Park Boulevard

East Bank Council Chambers, 2nd Floor

Jefferson, LA 70123

Three alternatives are currently under consideration including 1) a continuous flow intersection alternative would include signalized left-turn crossovers of two lanes in each direction on Airline Drive, 2) an at-grade intersection improvement, and 3) an overpass would provide for the more efficient movement of through traffic on Airline Drive and Clearview Parkway..

For more information or if you require special assistance, due to a disability, to participate in this public meeting, please contact URS Corporation by telephone at 504-218-0880 at least five working days prior to the meeting.

Project Mailing List

Sirname	First	Last Name	Title	Elected Position Organization	Address	City	ST	ZIP	PO Box	PO ZIP	Phone
Director	Kevin	Billiot	Inter-Tribal Council of LA, Inc.		8281 Goodwood Boulevard, Suite I-2	Baton Rouge	LA	70808			225.924.1291
Acting Chief Engineer	Jake	Causey	LA Department of Health and Hospitals	Office of Public Health	628 N. 4th Street	Baton Rouge	LA	70802	P.O.Box 629	70821-0629	225.342.7550
Ms.	Sandra	Batten	LA Department of Transportation and Development	Floodplain Management Program	8900 Jimmy Wedell	Baton Rouge	LA	70807			
Mr.	Preston	Eggers	LA Good Roads Association		646 North Street	Baton Rouge	LA	70802			
Honorable	Michael	Talbot	LA House of Representatives	District 78	9523 Jefferson Highway, Suite B	River Ridge	LA	70123			
Honorable	Antony "Tony"	Ligi	LA House of Representatives	District 79	4425 Clearview Parkway, Suite B	Metairie	LA	70006			
Honorable	Joseph "Joe"	Lopinto III	LA House of Representatives	District 80	4532 W. Napoleon Avenue, Suite 202-B	Metairie	LA	70001			
Honorable	John	Labruzzo	LA House of Representatives	District 81	3331 Severn Avenue, Suite 204	Metairie	LA	70002			
Honorable	Cameron	Henry	LA House of Representatives	District 82	201 Evans Road, Suite 101	New Orleans	LA	70123			
Honorable	Robert	Billiot	LA House of Representatives	District 83	#10 Westbank Expressway	Westwego	LA	70094			
Honorable	John	Connick	LA House of Representatives	District 84	1335 Barataria Boulevard, Suite B	Marrero	LA	70072			
Honorable	Jim	Tucker	LA House of Representatives	District 86	732 Behrman Highway, Suite C-2	Terrytown	LA	70056			
Honorable	Girod	Jackson III	LA House of Representatives	District 87	2010 Woodmere Boulevard, Unit G	Harvey	LA	70058			
Honorable	Tom	Willmott	LA House of Representatives	District 92	2002 20th Street, Suite 204-A	Kenner	LA	70062			
Director	Mark	Ford	LA Office of Indian Affairs		150 N. Third	Baton Rouge	LA	70801	P.O. Box 94004	70804-9004	225.219.8715
Mr.	James	Caldwell	LA State Attorney General	Environmental Out Reach Division	1885 N. 3rd Street	Baton Rouge	LA	70802	P.O. Box 94005	70804-9095	225.326.6079
Honorable	Daniel "Danny"	Martiny	LA State Senate	District 10	131 Airline Highway, Suite 201	Metairie	LA	70001			
Honorable	Julie	Quinn	LA State Senate	District 6	433 Metairie Road	Metairie	LA	70005			
Honorable	Conrad	Appel	LA State Senate	District 9	3525 N. Causeway Boulevard, Suite 602	Metairie	LA	70002			
Executive Director	Pat	Johnson	Jefferson Parish Transit Administration		21 Westbank Expressway	Gretna	LA	70053			
Director	Edwin	Durabb	Jefferson Parish Planning Department		1221 Elmwood Park Boulevard, Suite 601	Jefferson	LA	70123			
Mr.	John	Young Jr.	Jefferson Parish President		1221 Elmwood Park Boulevard,Suite 1002	Jefferson	LA	70123			504-736-6600
Ms.	Rhonda	Collins	Jefferson Parish Public Information Office		1221 Elmwood Park Boulevard, Suite 1002	Jefferson	LA	70123			
Mr.	Kevin	Norton	US Department of Agriculture	Natural Resources Conservation Service	3737 Government Street	Alexandria	LA	72302			
Regional Environmental Officer	Stephen	Spencer	US Department of the Interior	Office of Environmental Policy and Compliance	1849 C Street NW, Room 2462	Washington	DC	20240			505.563.3572
Mr.	Michael	Bechdol	US Environmental Protection Agency	Source Water Protection (6WQ-S)	1445 Ross Avenue, Fountain Place, Suite 1200	Dallas	TX	75202-2733			
Mr.	Tony	Russel	US Federal Emergency Management Agency	Region VI	800 North Loop 288	Denton	TX	76209			940.898.5399
Honorable	Steve	Scalise	US House of Representatives	District 1	110 Veterans Boulevard, Suite 500	Metairie	LA	70005			504.837.1259
Honorable	Cedric	Richmond	US House of Representatives	District 2	1631 Elysian Fields, Box 150	New Orleans	LA	70117			504.483.2325
Honorable	William "Bill"	Cassidy	US House of Representatives	District 6	29261 Frost Road	Livingston	LA	70754			225.686.4413
Honorable	Charles	Boustany, Jr.	US House of Representatives	District 7	800 Lafayette Street, Suite 1400	Lafayette	LA	70501			337.235.0322
Senator	Mary	Landrieu	US Senate		500 Poydras Street, Room 1005	New Orleans	LA	70130			504.589.2427
Senator	David	Vitter	US Senate		2800 Veterans Memorial Boulevard, Suite 201	Metairie	LA	70002			
Mr.	Herman	Hoffmann	Committee for a Better Jefferson		1100 Poydras St., Ste. 3000	New Orleans	LA	70163			
Mr.	Mark	Tarto	Harahan Civic Assn.		420 Bowler Drive	Harahan	LA	70123			
Mr.	Ronald	Zitzmann	South Bridgedale Civic Assn.		1809 Green Avenue	Metairie	LA	70001			
Mr.	Edmond	Schmidt	Jefferson Business Organization		2019 Jefferson Highway	Jefferson	LA	70121			
Mr.	Louis	Belanger	North Bridgedale Civic Assn.		1800 Butternut Avenue	Metairie	LA	70001			
President	Glenn	Hayes	Jefferson Chamber of Commerce		3421 N. Causeway Blvd., Ste. 203	Metairie	LA	70002	info@jeffersonchamber.org		
Mr.	Jim	Hudson	Jefferson Business Council	c/o Omni Bank	2900 Ridgelake Drive	Metairie	LA	70002			
Ms.	Carol	Monjure	New Civic Assn.		1021 Houma Boulevard	Metairie	LA	70001			
Mr.	Oscar	Rivas	Spanish American Business Assn.		3600 Airline Highway	Metairie	LA	70004			
Ms.	Margaret	Janneck	Harahan Beautification		#1 Bourg Court	Harahan	LA	70123			
Mr.	Lawrence	Caillouet	Jefferson Homeowners Civic Assn.		2305 Belmont Place	Metairie	LA	70001			
Mr.	Eugene	Sausse Jr.	Envision Jefferson Steering Committee 2020		121 Estes St.	Metairie	LA	70001			
Mr.	Lee	Giorgio	Envision Jefferson Steering Committee 2020		P. O. Box 75010	Metairie	LA	70033			
Mr.	Bruce	Layburn	Envision Jefferson Steering Committee 2020		P.O. Box 1923	Gretna	LA	70054			
Ms.	Connie	Casey	Envision Jefferson Steering Committee 2020		4004 Courtland Drive	Metairie	LA	70002			
Mr.	Norbert	White	Envision Jefferson Steering Committee 2020		3807 Morris Place	Jefferson	LA	70121			
Mr.	Cocie	Rathborne	Envision Jefferson Steering Committee 2020		100 Pailet Drive	Harvey	LA	70058			

Ms.	Debbie M.	Settoon	Envision Jefferson Steering Committee 2020		5321 Toby Lane	Kenner	LA	70065			
Mr.	Jim	Fantaci	Envision Jefferson Steering Committee 2020		114 Sycamore Drive	Metairie	LA	70005			
Mr.	Steve	Stumpf	Envision Jefferson Steering Committee 2020		817 Hickory Avenue	Harahan	LA	70123			
Mr.	Phillip	Truxillo	Envision Jefferson Steering Committee 2020		3729 Lake Kristen Drive	Gretna	LA	70056			
Mr.	Ron	Austin	Envision Jefferson Steering Committee 2020		400 Manhattan Blvd.	Harvey	LA	70058			
Mr.	Louis	Thomas	Envision Jefferson Steering Committee 2020		7416 Bartlett St.	Marrero	LA	70072			
Mr.	Leon L.	Scoriels	Envision Jefferson Steering Committee 2020		757 Goodson Drive	Terrytown	LA	70056			
Mr.	Larry	Katz	Envision Jefferson Steering Committee 2020		3544 Alan St.	Metairie	LA	70002			
Ms.	Sheree	Kerner	Envision Jefferson Steering Committee 2020		P. O. Box 55998	Metairie	LA	70055			
Mr.	Jon	Luther	Envision Jefferson Steering Committee 2020		2424 N. Arnoult Rd.	Metairie	LA	70001			
Ms.	Jo	Duhe	Envision Jefferson Steering Committee 2020		2816 Hero Drive	Gretna	LA	70053			
Mr.	Bill	Peperone	Envision Jefferson Steering Committee 2020		5313 Craig Avenue	Kenner	LA	70065			
Mr.	O. H.	Guidry	Envision Jefferson Steering Committee 2020		614 Rebenstitch St.	Harvey	LA	70058			
Ms.	Carey	Hammett	Envision Jefferson Steering Committee 2020		38 Pelham Dr.	Metairie	LA	70005			
Mr.	Fred	Lay	Envision Jefferson Steering Committee 2020		Omni Bank, 2900 Ridgelake Drive	Metairie	LA	70002			
Honorable	Ricky	Templet	LA House of Representatives	District 85	P.O. Box 1158	Gretna	LA	70054			
Ms.	Ruth	Johnson	LA Office of Management and Finance		P.O. Box 3776	Baton Rouge	LA	70821			
Mr.	Charles	St. Romain	LA State Land Office	Division of Administration	P.O. Box 44124	Baton Rouge	LA	70804			
President	Kent	Mitchell	LA Transit Company		P.O. Box 23247	Harahan	LA	70183-0237			
Mr.	Stanley	Lowe	Jefferson Neighborhood Improvement Assn.		P.O. Box 2702	Kenner	LA	70063			
Ms.	Darlene	Kattan	Hispanic Chamber of Commerce		P.O. Box 58031	New Orleans	LA	70158			

Title	Company	Address		City	ST	Zip	PO Box	PO ZIP	
President	Women for a Better Louisiana	P.O. Box 8361		Metairie	LA	70011			
Director	New Orleans Regional Transit Authority	2817 Canal Street		New Orleans	LA	70119-6301			
Executive Director	Coalition to Restore LA	6160 Perkins Road Suite 225		Baton Rouge	LA	70808			
Director	Jefferson Parish Civil Defense	1887 Ames Boulevard		Marrero	LA	70073			
District Commander	US Coast Guard 8th District	Hale Boggs Federal Building 500 Poydras		New Orleans	LA	70130	P.O. Box 2827	70821-2827	
Executive Director	LA Forestry Service	2316 S. McArthur Drive		Alexandria	LA	71301-3037	P.O. Box 66336	70896	

Name	Name	Address	Address	City	ST	Zip	PO Box	PO ZIP	Phone
Jim Owen Flooring		4400 Airline Drive		Metairie	LA	70001			
Scandinavia, Inc.		4513 Airline Drive		Metairie	LA	70001			
Walgreens		4421 Airline Drie		Metairie	LA	70001			
Gueydan Lumber Co.		4300 Airline Drive		Metairie	LA	70001			
US Fish and Wildlife Service		646 Cajundome Boulevard	Suite 400	Lafayette	LA	70506			
US Environmental Protection Agency	Federal Activities BR (6E-F)	1445 Ross Avenue	Fountain Place, Suite 1200	Dallas	TX	75202-2733			
US Department of Commerce	Economic Development Administration	504 Lavaca Street	Suite 1100	Austin	TX	78701-2858			
US Department of the Interior	Geological Survey	3535 South Sherwood Forest	Suite 120	Baton Rouge	LA	70806			817.978.0550
US Department of the Interior	National Park Service	100 Alabama Street, SW	NPS/Atlanta Federal Center	Atlanta	GA	30303			
Jefferson Parish School Board		4600 River Road		Marrero	LA	70072			
Federal Transit Administration		819 Taylor Street	Room 8A36	Fort Worth	TX	76102	P.O. Box 98000	70898	
Jefferson Parish Community Action Program		1221 Elmwood Park Boulevard #402		Harahan	LA	70123			
Jefferson Parish Floodplain Administrator	Director of Public Works	1221 Elmwood Park Boulevard		Jefferson	LA	70123			504-364-2626
LA Department of Wildlife and Fisheries		2000 Quail Drive		Baton Rouge	LA	70808			
Harahan Planning and Zoning Commission		6437 Jefferson Highway		Harahan	LA	70123			
Jefferson Parish Council		1221 Elmwood Park Boulevard	10th Floor	Jefferson	LA	70123	PO Box 1827	70821	225.767.4181
Chamber of Commerce - New Orleans		1515 Poydras Street	Suite 1010	New Orleans	LA	70112	PO Box 94095		225.342.7005
LA State Planning Office		Capitol Annex Building 2nd Floor		Baton Rouge	LA	70804	PO Drawer 5067		318.443.2558
LA State Police Troup B		2101 I-10 Service Road		Kenner	LA	70065			

LA Department of Natural Resources	Office of Conservation	625 N. 4th Street		Baton Rouge	LA	70802			225.925.4500
LA Department of Natural Resources	Office of Mineral Resources	617 N. 3rd Street		Baton Rouge	LA	70802	P.O. Box 3554	70821-3554	225.922.1269
LA Department of Public Safety	Highway Safety Commission	7919 Independence Boulevard	Suite 2100	Baton Rouge	LA	70806	3rd		70804
LA Department of Agrculture and Forestry	Office of Forestry	P.O. Box 1628		Baton Rouge	LA	70821	PO Box 44426	70804	
LA Department of Agriculture and Forestry	Office of Soil/Water Conservation	5825 Florida Boulevard		Baton Rouge	LA	70806-4248			800.450.8115
LA Department of Culture, Recreation and Tourism	Division of Archaeology	1051 N. 3rd Street		Baton Rouge	LA	70802	PO Box 4301	70821	
LA Department of Culture, Recreation and Tourism	Office of State Parks	1051 N. 3rd Street		Baton Rouge	LA	70802			
LA Department of Economic Development	Office of Business Development	1051 N. Third Street		Baton Rouge	LA	70802-5239			
LA Department of Environmental Quality	Office of the Secretary	602 N. Fifth Street		Baton Rouge	LA	70802			
LA Department of Agriculture and Forestry	Crescent Soil & Water, Conservation District	P.O. Box 531		Boutte	LA	70039			
LA Division of Administration	Office of State Lands	P.O. Box 44124		Baton Rouge	LA	70804			
Jefferson Parish Sheriff		P.O. Box 327		Gretna	LA	70054			
Sierra Club / Delta Club	Environmental Assessment	P.O. Box 19469		New Orleans	LA	70179-0469			
Chitimacha Tribe of Louisiana		P.O. Box 661		Charenton	LA	70523			
Choctaw Nation of Oklahoma		P.O. Drawer 1210		Durant	OK	74702			
Coushatta Tribe of Louisiana		P.O. Box 818		Elton	LA	70532			
Jena Band of Choctaw Indians		P.O. Box 14		Jena	LA	71342			
MS Band of Choctaw Indians		P.O. Box 6010		Philadelphia	MS	39350			
Tunica-Biloxi Tribe of Louisiana		P.O. Box 1589		Marksville	LA	71351			

Email only

Local Elected	Councilmember	Diane	Hollis	Jefferson Parish Council	At Large, Division A	Dhollis @ jeffparish.net,		504-736-6615
Local Elected	Councilmember	Tom	Capella	Jefferson Parish Council	At Large, Division B	ThomasCapella@jeffparish.net,		504-736-6016
Local Elected	Councilman	Chris	Roberts	Jefferson Parish Council	District 1	ChrisRoberts@jeffparish.net,		504-364-2607
Local Elected	Councilman	**Elton**	**Lagasse**	Jefferson Parish Council	District 2	EltonLagasse@jeffparish.net,		504-736-6607
Local Elected	Councilman	Byron	Lee	Jefferson Parish Council	District 3	ByronLee@jeffparish.net,		504-736-6591
Local Elected	Councilman	Louis	Congemi	Jefferson Parish Council	District 4	LouisCongemi@jeffparish.net,		504-736-6622
Local Elected	Councilwoman	**Cyhthia**	**Lee-Sheng**	Jefferson Parish Council	District 5	CynthiaLeeSheng@jeffparish.net,		504-736-6634
Local Civic	Ms.	Tiffany	Truxillo	East Jefferson Business Association		tiffany@ejba.org,		
Stakeholder	Mr.	Buck	Jones	Kansas City Southern Railroad		bjones@kcsouthern.com,	cell - 318-470-4480	
Stakeholder	Mr.	Mike	Kirkland	Kansas City Southern Railroad		mkirkland@kcsouthern.com,	cell - 318-773-6396	
Local Elected				Jefferson Chamber of Commerce		info@jeffersonchamber.org		

APPENDIX B

Sign-In Sheet
Public Meeting
May 12, 2011, 4:00 P.M.

US 61 at LA 3152/Clearview Parkway Improvements
Jefferson Parish, Louisiana
RPC Project No. CLV-EA
State Project No. 700-26-0305
FAP No. DE-2609(507)

Name	Address	Affiliation
Tobias + Cheryl HART	4530 Utopia Pt. Met, LA	Home Owner
ELTON LAGASSE	10129 FLORENCE CT P.R.	"
Kazem Alikhani		Jefferson Parish
MARK DREWES		JEFF. PARISH ENGR.
Sandy Schillo		
Janet Zimmerman		
Glenda Bradley	43 Tribune St. Metairie	Homeowner
PAUL HUNTER	P.O. Box 23394	NOLA 70183
Susan Daigle	4514 Chalfant Dr (831-1739 notify Available website-Maps)	Home owner Met, LA 70001
Steve + Jeanette Freyden	10 Wood Lawn Ave	Met, La. 70001
Bethany Lemoine	4510 Chalfant Dr.	Met, LA 70001

Sign-In Sheet
Public Meeting
May 12, 2011, 4:00 P.M.

US 61 at LA 3152/Clearview Parkway Improvements
Jefferson Parish, Louisiana
RPC Project No. CLV-EA
State Project No. 700-26-0305
FAP No. DE-2609(507)

Name	Address	Affiliation
Arnold H Steinkamp	4525 Utopia Drive	the family
Dara M. Steinkamp	4525 Utopian Drive	the family
Noonie Seifert	4432 CHALFANT DR	resident
George J Krane	4541 Calumet St	OWNER
Debbie McSpadden	1110 Georgia Dr.	Owner
Janet Bygowen	77 Woodlawn Ave.	Owner
Kevin Ley	43 Woodlawn Ave	SON
Tamme Bechtle	1104 Hanover Dr.	
Jim Owens	4400 AIRLINE	OWNER
Jay Naccari	4400 Airline	Manager
Greg Hoffman	4513 Airline Dr.	Owner

[redacted] **Sign-In Sheet**

Public Meeting

May 12, 2011, 4:00 P.M.

US 61 at LA 3152/Clearview Parkway Improvements

Jefferson Parish, Louisiana

RPC Project No. CLV-EA

State Project No. 700-26-0305

FAP No. DE-2609(507)

Name	Address	Affiliation
Sally Giaccone	74 Tribune St. Met 70001	Homeowner
Linda Plaussinec	1248 Jean Lafitte Blvd, Lafitte, LA.	
Debbie Hebert	4621 Utopia Dr. Met. La.	Home owner
Gary "	" " " " "	" " "
Joni Montgomery	4535 Utopia Dr.	Home owner
Bill "	"	"
Mitch Hand	4534 Hilton Dr. Met.	
Angelique Hrdic	4447 Jacqueline Dr.	Home owner
Elaine Bauer	1000 Newman Avenue	Home Owner
Dean Behrens	2101 F 10 Sec Rd Kenner, LA	LDOT
D Leeker	4509 Temple St	Home owner

[redacted] **Sign-In Sheet**

Public Meeting

May 12, 2011, 4:00 P.M.

US 61 at LA 3152/Clearview Parkway Improvements

Jefferson Parish, Louisiana

RPC Project No. CLV-EA

State Project No. 700-26-0305

FAP No. DE-2609(507)

Name	Address	Affiliation
Gordon LeSueto	4533 Utopia Dr	home owner
NEON SIGN CORP. William Hunter	1709 CLEARVIEW Pkwy	"
LOUIS BELANGER	1800 BUTTERNUT METAIRIE	" (NBCIO)
Earl Thurs	4431 - Jacqueline DR	
Loretta Thurs	4431 Jacqueline Dr	
[redacted]		
George Bauer	1000 Newman Ave	
Ben Leonard	200 CLEARVIEW PKY.	
Cynthia Lindry	1109 NEWMAN	HOME OWNER
Ernest J. Eichelberger, Sr.	1037 Newman Ave	" "
Lisa Heisser	4456 Chalfant Dr.	Home Owner

[redacted] Sign-In Sheet
Public Meeting
May 12, 2011, 4:00 P.M.

US 61 at LA 3152/Clearview Parkway Improvements
Jefferson Parish, Louisiana
RPC Project No. CLV-EA
State Project No. 700-26-0305
FAP No. DE-2609(507)

Name	Address	Affiliation
Joan M. Barre	9 Tribune St Met 70001	Resident of Area
Peter L Gunnells	68 TRIBUNE MET 70001	RESIDENT OF AREA
Ron Herber	15 Tribune St	RESIDENT
Susan Herber	15 Tribune St MET 70001	Resident
Dorothy L Rotolo	1010 Newman Ave. Met 70001	Resident
Judy Pessigo	4520 Utopia Dr.	Resident
Mildred Gumpert	43 Woodlawn Met 70001	Resident
Renee Heffner	4455 Jacqueline Dr. Met. 70001	resident
Gary Marra	200 N. Woodlawn	Business.
Cody Traina Kennedy	200 N. Woodlawn	Business
Mark Lindenthal	69 TRIBUNE ST.	Home

[redacted] **Sign-In Sheet**

Public Meeting

May 12, 2011, 4:00 P.M.

US 61 at LA 3152/Clearview Parkway Improvements

Jefferson Parish, Louisiana

RPC Project No. CLV-EA

State Project No. 700-26-0305

FAP No. DE-2609(507)

Name	Address	Affiliation
Nicholas A. Lanson Jr.	4453 Chalfant Dr, Metairie	none
Ray Heffner	4455 Jacqueline	
Joshua D Chiasson	11 Tribune ST	none
Theresa Wingerter	~~33 Wood~~ 4444 Chalfant Dr, Met 70001	NONE
Deborah Gusel	4452 Jacqueline Dr. 70001	none
EMMETT E. PRITCHETT	73 TRIBUNE ST METAIRIE, LA 70001	HOME OWNER
BARRY READEAU	4500 HILTON DR.	HOME OWNER
Claudia Garner	903 Poplar 70001	Home owner

Sign-In Sheet
Public Meeting
May 12, 2011, 4:00 P.M.

US 61 at LA 3152/Clearview Parkway Improvements
Jefferson Parish, Louisiana
RPC Project No. CLV-EA
State Project No. 700-26-0305
FAP No. DE-2609(507)

Team Members

Name	Address	Affiliation
Sholb, Cole	500 Main St BR	ABMB
LAULENCE LAMBERT	" "	" "
Christi Wilson	3500 N. Causeway Suite 900 Metairie LA 70002	URS
FRANK LIANG	527 W. ESPLANADE AVE, SUITE 200 KENNER 70065	DIGITAL ENGINEERING
BRETT LINZZA	9107 INTERLINE AVE BATON ROUGE, LA 70809	FORTE & TABLADA, INC.
Shawn Luke	1201 Capitol Access Rd., BTR, LA	LADOTD
Silas Cunningham		DEI
Tom Hayslet	10 Veterans Blvd.	RPC
Jonathan Mahler		URS
Jim Hunter		URS

APPENDIX C

Public Meeting Tonight

4:00 to 7:00 PM

Welcome

Please sign-in and proceed to the display area.

Project team members are wearing badges and are available to answer questions.

Comments will be accepted during this Public Meeting at the comment table. Comments may also be submitted by mail to the Team Office Location or via email at: **Christi_Wilson@urscorp.com**

Comments received from May 12 through May 27, 2011 will become part of the public record for this project.

Thank you for your cooperation.

Display Area

Informational boards depicting the proposed intersection layouts, potential typical sections, and next steps are on display.

Project team members are wearing badges and are available to answer questions.

Please provide your written or recorded comments at the Comment Table. Written comments received through May 27, 2011 will become part of the official public record for this project.

Thank you for your cooperation.

Proposed Purpose and Need

- **Improve Capacity** to reduce peak period congestion/delay and increased volumes anticipated with traffic growth and the widening of the Huey P. Long Bridge.

- **Improve Roadway Safety** by decreasing the potential for accidents by easing congestion.

- **Improve Connectivity and System Linkage between US 90/Huey P. Long Bridge and I-10** by improving travel times and reducing delay.

- **Improve Commercial Vehicle Operations** in the corridor by reducing traffic congestion and promoting continued growth and economic prosperity of this area of Jefferson Parish.

- **Enhance Hurricane Evacuation** by improving traffic flow and capacity along US 61 and Clearview Parkway.

Comment Table

Your comments are very important.

Comment forms are available. Feel free to take extra copies for those who were unable to attend this meeting.

When complete, please deposit your form in the box on this table.

Comments will also be accepted by mail, email, or tape recorded at this Public Meeting. Contact information is on the form. Comments received through **May 27, 2011** will become part of the public record for this project.

US 61 at LA 3152/Clearview Parkway Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002
Phone: (504) 837-6326
Email: Christi_Wilson@urscorp.com

Next Steps

1. **Receive public meeting comments** and prepare summary.
2. **Develop and Refine Alternatives** based on comments received from citizens, public officials, public agencies, and other information.
3. **Begin preliminary field work and surveys** at the intersection.
4. **Prepare Draft Environmental Assessment**

Thanks for Coming . . .

But, did you:

- Sign-in at the Sign-in Table and pick-up the handout?
- Complete and submit your comment form?
- Have all of your questions been answered to your satisfaction?

If so, thank you again. If not, please see a project team member wearing a badge. Thank you.

SIGN-IN HERE

SIGN-IN HERE

SUBMIT
COMMENTS
HERE

SUBMIT
COMMENTS
HERE

Environmental Assessment US 61/Clearview Parkway Intersection Improvements

Alternative 1 Continuous Flow Intersection

Environmental Assessment
US 61/Clearview Parkway Intersection Improvements

Alternative 2
At - Grade Geometric Improvements

Environmental Assessment US 61/Clearview Parkway Intersection Improvements

Alternative 3 Overpass

PUBLIC MEETING HANDOUT

US 61 at LA 3152/Clearvie Parkway Improvements
Jefferson Parish, Louisiana
RPC Project No. CLV-EA
State Project No. 700-26-0305

Preliminary Purpose and Need

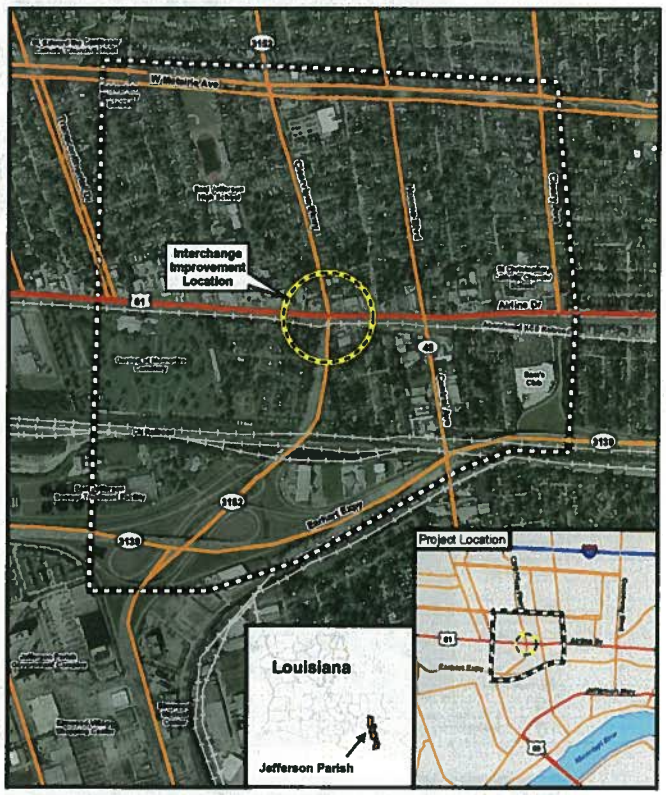
The US 61 (Airline Drive) at LA 3152 (Clearview Parkway) intersection is located in Metairie, Louisiana in Jefferson Parish. Clearview Parkway is a critical link between the Huey P Long Bridge and Interstate 10 (I-10) and provides direct access from the Elmwood Business Park to these two vital transportation links. This intersection is one of the most highly utilized and congested intersections in Jefferson Parish and is currently a choke point to traffic traveling in all directions. Widening of the Huey P Long Bridge is anticipated to increase travel demand in this corridor. It is utilized by residents commuting between West Jefferson and East Jefferson, and for freight movement from the Elmwood Business Park to I-10, as well as truck traffic traveling from the west bank to I-10 and vice-versa. Ease of traffic movement through this intersection, improved safety, and improved system connectivity are critical components for the continued growth and economic prosperity for both the east and west bank of Jefferson Parish.

Preliminary Alternatives to be Considered

Three alternatives are currently under consideration including a continuous flow intersection, an at-grade intersection improvement, and an overpass. The continuous flow intersection alternative would include signalized left-turn crossovers of two lanes in each direction on Airline Drive. The crossover lanes allow for simultaneous left-turns with the movement of the through traffic. At-grade intersection improvements would include U-turns and large medians. The overpass would provide for the more efficient movement of through traffic on Airline Drive and Clearview Parkway. An at-grade, signalized intersection would be provided to accommodate the left-turn movement. Taking no-action, the No Action Alternative, will also be evaluated along with other alternatives developed in collaboration with agencies and the public.

Study Area Description

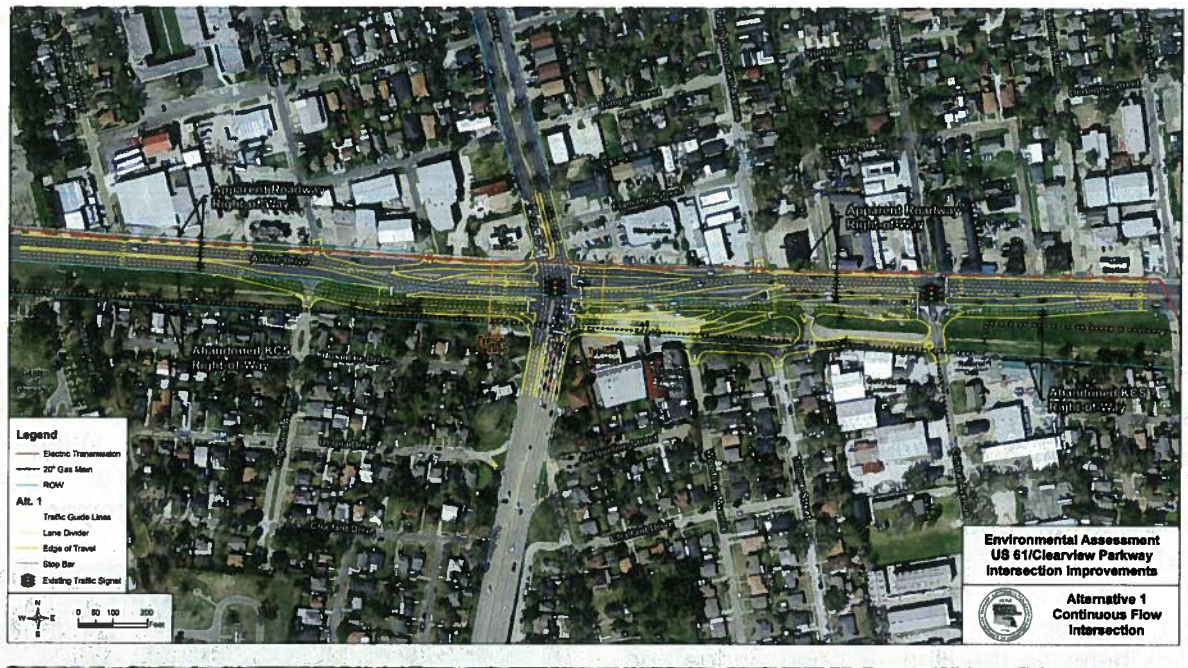
The study area is bounded by Transcontinental Drive and Cleary Avenue between the Earhart Expressway and W. Metairie Avenue (see enclosed map for the project study area limits) and is located in a heavily developed region of central Jefferson Parish.



Study team members will be available to explain the project and study process. Comments will be accepted at the meeting or later by mail, or Email through May 27, 2011 at the following address:

US 61 at LA 3152/Clearview Parkway
Improvements Study Team
URS Corporation
3500 North causeway Blvd, Suite 900
Metairie, Louisiana 70002
Email: Christi_Wilson@urscorp.com

For more information or if you require special assistance, due to a disability, to participate in this public meeting, please contact URS Corporation by telephone at 504-218-0880 at least five working days prior to the meeting.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Apparent Roadway Right of Way
Abandoned KCS Right of Way
Abandoned KCS Right of Way
Legend
Electric Transmission
20" Gas Main
ROW
Alt. 1
Traffic Guide Lines
Lane Divider
Edge of Travel
Stop Bar
Existing Traffic Signal
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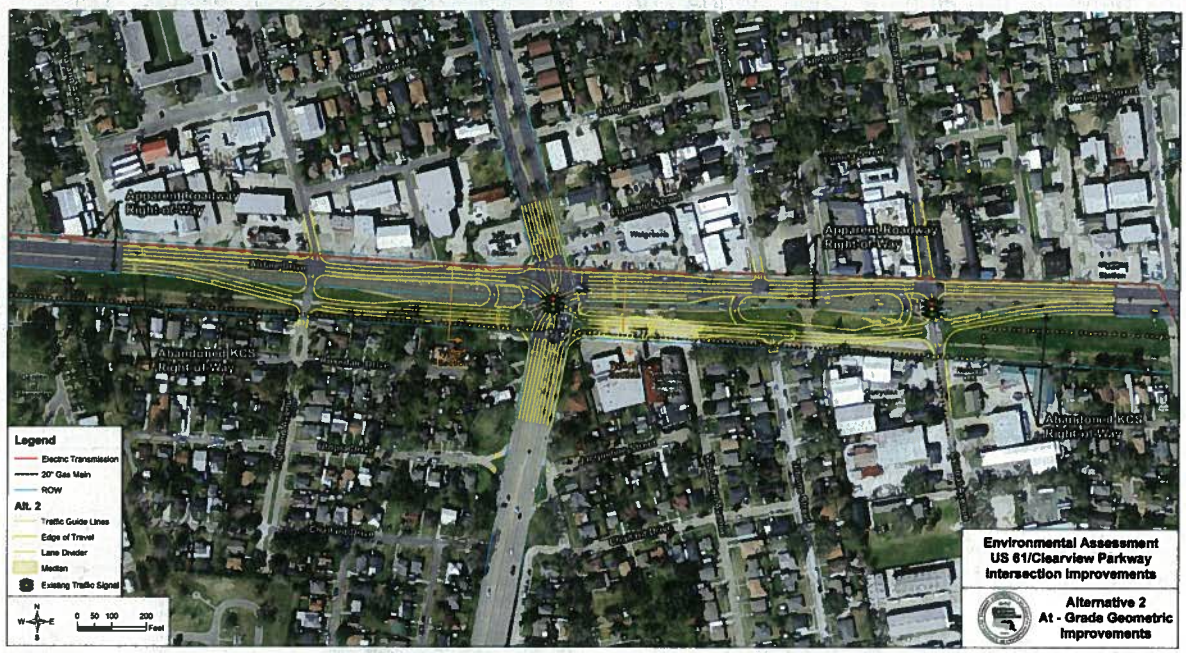
Feet
Environmental Assessment
US 61/Clearview Parkway
Intersection Improvements
Alternative 1
Continuous Flow
Intersection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Apparent Roadway Right of Way
Abandoned KCS Right of Way
Abandoned KCS Right of Way
Legend
Electric Transmission
20" Gas Main
ROW
Alt. 2
Traffic Guide Lines
Edge of Travel
Lane Divider
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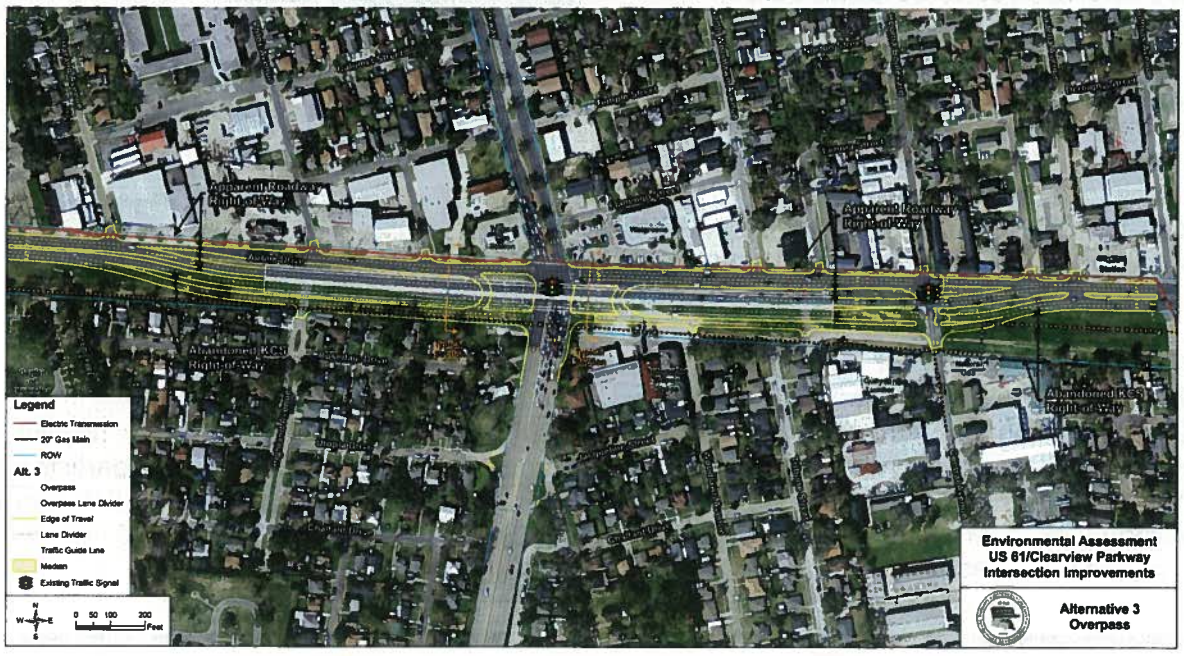
Environmental Assessment
US 61/Clearview Parkway
Intersection Improvements
Alternative 2
At - Grade Geometric
Improvements


Apparent Roadway Right of Way
Apparent Roadway Right of Way
Abandoned KCS Right of Way
Abandoned KCS Right of Way
Legend
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ROW
Alt. 3
Overpass
Overpass Lane Divider
Edge of Travel
Lane Divider
Traffic Guide Lane
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Environmental Assessment
US 61/Clearview Parkway
Intersection Improvements
Alternative 3
Overpass

COMMENT FORM

Public Meeting

Thursday, May 12, 2011

US 61 at LA 3152/Clearview Parkway Improvements

INSTRUCTIONS

Please complete this form and submit it to Project Team personnel at this hearing or mail it within 15 days to:

US 61 at LA 3152/Clearview Parkway
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

It is often necessary to contact property owners along potential routes. For this reason, please provide the information below:

NAME: _____

ADDRESS: _____

CITY: _____

STATE: _____ **ZIP CODE:** _____

PHONE: _____

EMAIL: _____

If you email your comments to the project team at Christi_Wilson@urscorp.com, please follow the format of this comment form and be sure to include your contact information.

Please be thorough in completing this form as these comments will help the project team determine key community concerns and preferences. Thank you.

Do you think this project is important?

___ Yes ___ No

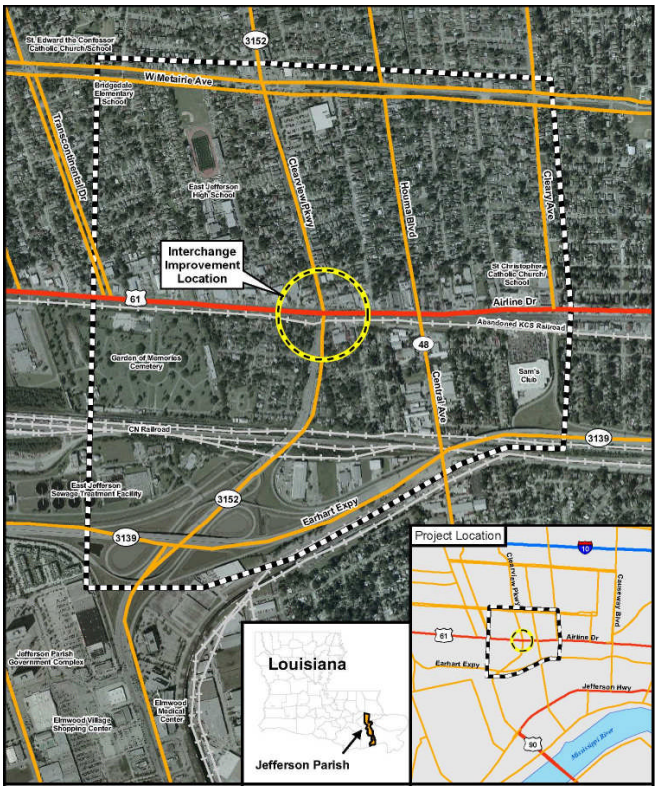
Please explain: _____

_____

_____

_____

_____



Which alternative do you prefer? See the Public Meeting Handout for drawings of the three Alternatives listed below.

___ No Build Alternative
___ Alternative 1 (Continuous Flow Interchange)
___ Alternative 2 (At-Grade Improvements)
___ Alternative 3 (Overpass)

Why did you make this selection?

_____

_____

_____

_____

_____

Do you have any concerns related to project (if so, please explain on reverse side):

___ Relocations
___ Construction Impacts
___ Access Issues
___ Noise Impacts
___ Utilities

If you have information regarding the alternatives mentioned above, please provide it here:

FOLD HERE

Additional Comments (If additional space is needed, please enclose additional pages):

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Affix Postage

US 61 at LA 3152/Clearview Parkway
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

STAPLE / TAPE HERE

US 61 / LA 3152 Stage 1 Environmental Assessment
Public Meeting Script

Show on Video	Slide No.	Script
Public Meeting	1	The Regional Planning Commission and Louisiana Department of Transportation and Development welcome you to the US 61 (Airline Drive) and LA 3152 (Clearview Parkway) Improvements Stage 1 Environmental Assessment Public Meeting.
Welcome	2	Thank you for coming! Please sign-in and collect the meeting materials at the sign-in table. Public Meeting materials include a project handout and a comment form.
Presentation Agenda	3	The following topics will be addressed in this video. • The purpose of this public meeting; • The history of the project; • Information on the Louisiana Department of Transportation and Development's Project Delivery Process and the NEPA process • The purpose and need of the project; • A description of the proposed action and conceptual alternatives; • A review of the environmental resources to be evaluated as part of the Environmental Assessment; and • An overview of the project's next steps.
Purpose of this Public Meeting	4	The purpose of this Public Meeting is to share information and obtain public input on the purpose and need and three conceptual alternatives for improving the Airline Drive and Clearview Parkway intersection.
Project History	5	We will begin with a brief overview of the project's history. • The Airline Drive and Clearview Parkway intersection was initially constructed in the early 1950s with interim improvements made in subsequent years. • The current proposed project began with a Stage 0 Feasibility Study completed in April 2008. • Because the Stage 0 Feasibility Study did not identify any "fatal flaws" relative to constraints, issues, or design, it was recommended that the proposed project proceed to the next stage of the project delivery process.
LADOTD Project Delivery Process	6	This diagram illustrates the Louisiana Department of Transportation and Development's project delivery process. We are now in Stage 1 of the process.
National Environmental Policy Act	7	This study is guided by the National Environmental Policy Act of 1969, or NEPA. NEPA requires that the environmental effects of a project be evaluated prior to its implementation with federal funding. This list includes the basic requirements of NEPA.
NEPA Approach	8	This diagram shows a timeline for the NEPA process for this project. We are now in the Alternatives Analysis phase.

US 61 / LA 3152 Stage 1 Environmental Assessment
Public Meeting Script

Show on Video	Slide No.	Script
Project Purpose and Need	9	The purpose and need of the proposed project is to: • Improve roadway capacity, in-turn reducing congestion and vehicular delay; • Improve roadway safety; • Improve connectivity and system linkage between US 90/Huey Long Bridge and I-10 • Improve commercial vehicle operations and freight movement in the corridor ; and • Enhance hurricane evacuation.
Proposed Action	10	The proposed project includes the reconstruction of the existing at-grade intersection. Depending on the conceptual alternative, the improvements would include a continuous flow intersection on US 61, standard geometric improvements including U-turns and additional turn lanes, or an overpass with Airline Drive passing over Clearview Parkway.
Alternatives Analysis	11	Alternatives considered include a no-build alternative and three build alternatives identified as Conceptual Alternatives 1, 2, and 3. Exact right-of-way requirements for the three conceptual alternatives have not been finalized at this point in the process. All alternatives are preliminary and subject to change.
Public Input on Build Alternatives	12	Public input is needed to better understand community issues and concerns relative to the Build Alternatives for further consideration in the Environmental Assessment. Your preference for an alternative can be made on the comment form, as shown here.
No-Build Alternative Features	13	The No-Build Alternative would retain the existing roadway network and include only annual maintenance. It would avoid potential construction impacts associated with the intersection improvements. The No-Build Alternative is not expected to change or improve traffic movements at the intersection.
Conceptual Alternative 1 Features	14	Features of Conceptual Alternative 1 include: • continuous flow intersection improvements on Airline Drive; • reconstruction of a service road to connect Woodlawn Ave and Tribune St to Airline Drive and Central Ave; and • utilization of the existing Airline Drive and abandoned KCS right-of-way. Please see the display boards for a drawing of Conceptual Alternative 1. All alternatives are preliminary and subject to change.
Alternative 1 Video	15	• The continuous flow intersection is an innovative design that can serve as an appropriate solution to remedy congestion issues at an at-grade intersection. By using different geometry for the roadways and changing the way the traffic signals are implemented, throughput at the intersection can be vastly improved. • In the case of the intersection at Airline Highway and Clearview, the major improvements will be made along Airline Highway. For those travelling east or westbound on Airline who wish to turn left, they will utilize the CFI crossover movement, in which the vehicles turning left are moved over into a storage lane on the far side of the oncoming traffic. • When the left-turning vehicles are green lighted, they are allowed to flow through the intersection simultaneously with the cars travelling straight, which means that there are 4 continuous flows of vehicles entering and exiting the intersection rather than only the 2 movements allowed by a traditional intersection. This minimizes red light time and maximizes throughput.

US 61 / LA 3152 Stage 1 Environmental Assessment
Public Meeting Script

Show on Video	Slide No.	Script
		• For the Clearview approach, the roadway geometry will stay the same, but stop bar locations will be altered. This will allow the left turning traffic on Clearview more green time. • This design example of a 2-leg CFI, as both the eastbound and westbound traffic on Airline will utilize the CFI crossover leg when turning left.
Conceptual Alternative 2 Features	16	Features of Conceptual Alternative 2 include: • at-grade improvements along Airline Drive and re-striping on Clearview Parkway; • wide medians to accommodate U-turn lanes; • a triple left onto Clearview Parkway southbound and a double left onto Airline Drive westbound; and • utilization of the existing Airline Drive and abandoned KCS right-of-way. Please see the display boards for a drawing of Conceptual Alternative 2. All alternatives are preliminary and subject to change.
Conceptual Alternative 3 Features	17	Features of Conceptual Alternative 3 include: • construction of an overpass on Airline Drive over Clearview Parkway; • addition of U-turn lanes to Airline Drive • maintain at-grade access along Airline Drive; and • utilization of the existing Airline Drive and abandoned KCS right-of-way. Please see the display boards for a drawing of Conceptual Alternative 3. All alternatives are preliminary and subject to change.
Environmental Resources to be Evaluated – Human Environment	18	In accordance with the National Environmental Policy Act, the Stage 1 Environmental Assessment will evaluate potential direct, secondary, and cumulative impacts to these features of the human environment……..
Environmental Resources to be Evaluated – Physical Environment	19	These features of the physical environment……..
Environmental Resources to be Evaluated – Natural Environment	20	And these features of the natural environment
Next Steps?	21	The next step in the project is to select the build alternative(s) for further analysis in the Environmental Assessment. Refinement of the build alternative identified for further consideration to allow for full evaluation of impacts. Please remember to complete a comment form and survey to select your preferred alternative. Your comments are important and will be considered as part of the Environmental Assessment and the Public Meeting record.

US 61 / LA 3152 Stage 1 Environmental Assessment
Public Meeting Script

Show on Video	Slide No.	Script
Next Steps?	22	Once conceptual alternatives are identified for further consideration, they will be refined and a Draft Environmental Assessment will be completed. A public hearing will then be held in order to give citizens an opportunity to comment on the findings of the Environmental Assessment. The public hearing will be followed by the completion of a Final Environmental Assessment, and if approved by the Federal Highway Administration, a Finding of No Significant Impact will be issued.
Conclusion	23	This concludes our presentation. Please review the materials available at other public meeting stations. Please provide written comments on the comment form and return completed forms at the comment table. Comments will also be accepted by U.S. Mail or email to the address provided on the comment form; or verbally via tape recorder at this public meeting. Comments post-marked by May 27, 2011 will become part of the public meeting record.
Thank you	24	Thank you for your interest in the US 61 (Airline Drive) and LA 3152 (Clearview Parkway) intersection improvement project.

APPENDIX D

1

COMMENT FORM

Public Meeting

Thursday, May 12, 2011

US 61 at LA 3152/Clearview Parkway Improvements

INSTRUCTIONS

Please complete this form and submit it to Project Team personnel at this hearing or mail it within 15 days to:

US 61 at LA 3152/Clearview Parkway
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

It is often necessary to contact property owners along potential routes. For this reason, please provide the information below:

NAME: Traina

ADDRESS: 417 Clearview Pkwy.

CITY: Metairie

STATE: LA **ZIP CODE:** 70001

PHONE: 504-833-1164

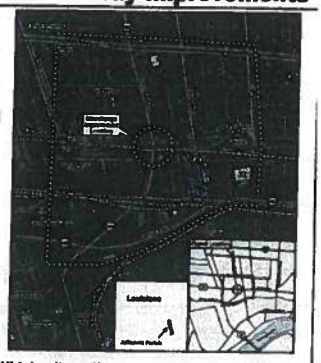
EMAIL: NA

If you email your comments to the project team at Christi_Wilson@urscorp.com, please follow the format of this comment form and be sure to include your contact information.

Please be thorough in completing this form as these comments will help the project team determine key community concerns and preferences. Thank you.

Do you think this project is important?
✓ Yes ___ No

Please explain: B/c of the effects it will have on everyday business at C. I. Traina Inc. a family operated business for more than 40 years.



Which alternative do you prefer? See the Public Meeting Handout for drawings of the three Alternatives listed below.

___ No Build Alternative
___ Alternative 1 (Continuous Flow Interchange)
✓ Alternative 2 (At-Grade Improvements)
___ Alternative 3 (Overpass)

Why did you make this selection?
Best improvements for C. I. Traina Inc.

Do you have any concerns related to project (if so, please explain on reverse side):

✓ Relocations
✓ Construction Impacts
✓ Access Issues
✓ Noise Impacts
___ Utilities

If you have information regarding the alternatives mentioned above, please provide it here: 1 pg 2

NA

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Additional Comments (if additional space is needed, please enclose additional pages):

None at this given time

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US 61 at LA 3152/Clearview Parkway
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

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2

COMMENT FORM

Public Meeting

Thursday, May 12, 2011

US 61 at LA 3152/Clearview Parkway Improvements

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Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

It is often necessary to contact property owners along potential routes. For this reason, please provide the information below:

NAME: JoAnn Traina

ADDRESS: 823 N. Woodlawn Ave.

CITY: Metairie

STATE: LA **ZIP CODE:** 70001

PHONE: 504-884-0356

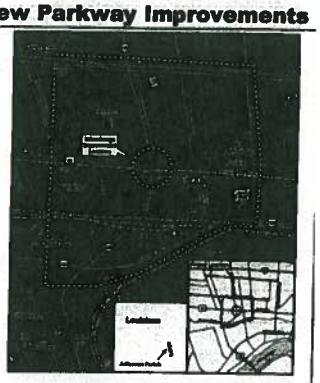
EMAIL: jtraina@bellsouth.net

If you email your comments to the project team at Christi_Wilson@urscorp.com, please follow the format of this comment form and be sure to include your contact information.

Please be thorough in completing this form as these comments will help the project team determine key community concerns and preferences. Thank you.

Do you think this project is important?
✓ Yes ___ No

Please explain: B/c of the effects it will have on everyday business at C. I. Traina Inc. a family operated business for more than 40 years.



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___ Alternative 1 (Continuous Flow Interchange)
✓ Alternative 2 (At-Grade Improvements)
___ Alternative 3 (Overpass)

Why did you make this selection?
Best improvements for C. I. Traina Inc.

Do you have any concerns related to project (if so, please explain on reverse side):

✓ Relocations
✓ Construction Impacts
✓ Access Issues
✓ Noise Impacts
___ Utilities

If you have information regarding the alternatives mentioned above, please provide it here: 2 pg 2

NA

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Additional Comments (if additional space is needed, please enclose additional pages):

None at this given time

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US 61 at LA 3152/Clearview Parkway
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

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COMMENT FORM

Public Meeting

Thursday, May 12, 2011

US 61 at LA 3152/Clearview Parkway Improvements

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Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

It is often necessary to contact property owners along potential routes. For this reason, please provide the information below:

NAME: Patricia Traina

ADDRESS: 501 Audubon Trace

CITY: Jefferson

STATE: LA ZIP CODE: 70123

PHONE: 504-831-7444

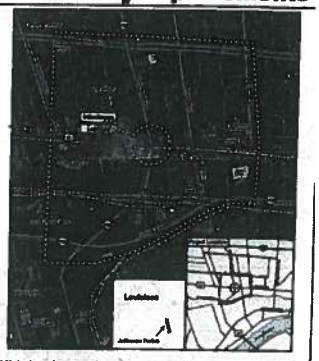
EMAIL: ptraina@bellsouth.net

If you email your comments to the project team at Christi_Wilson@urscorp.com, please follow the format of this comment form and be sure to include your contact information.

Please be thorough in completing this form as these comments will help the project team determine key community concerns and preferences. Thank you.

Do you think this project is important?
✓ Yes ___ No

Please explain: B/c of the effects it will have on everyday business at C. T. Traina Inc. a family operated business for more than 40 years.



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___ No Build Alternative
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✓ Alternative 2 (At-Grade Improvements)
___ Alternative 3 (Overpass)

Why did you make this selection?
Best improvements for C. T. Traina Inc.

Do you have any concerns related to project (if so, please explain on reverse side):

✓ Relocations
✓ Construction Impacts
✓ Access Issues
✓ Noise Impacts
___ Utilities

If you have information regarding the alternatives mentioned above, please provide it here:
N/A

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Additional Comments (if additional space is needed, please enclose additional pages):
None at this given time

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US 61 at LA 3152/Clearview Parkway
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

COMMENT FORM

Public Meeting

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URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

It is often necessary to contact property owners along potential routes. For this reason, please provide the information below:

NAME: Annie Traina

ADDRESS: 805 N. Woodlawn Ave.

CITY: Metairie

STATE: LA ZIP CODE: 70001

PHONE: 504-833-8575

EMAIL: N/A

If you email your comments to the project team at Christi_Wilson@urscorp.com, please follow the format of this comment form and be sure to include your contact information.

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Do you think this project is important?
✓ Yes ___ No

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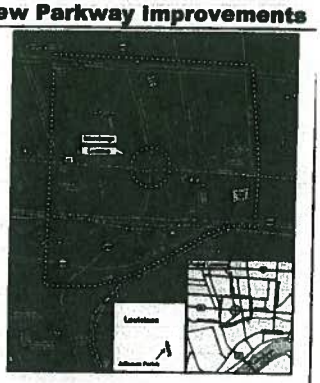

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✓ Alternative 2 (At-Grade Improvements)
___ Alternative 3 (Overpass)

Why did you make this selection?
Best improvements for C. T. Traina Inc.

Do you have any concerns related to project (if so, please explain on reverse side):

✓ Relocations
✓ Construction Impacts
✓ Access Issues
✓ Noise Impacts
___ Utilities

If you have information regarding the alternatives mentioned above, please provide it here:
N/A

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Additional Comments (if additional space is needed, please enclose additional pages):
None at this given time

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US 61 at LA 3152/Clearview Parkway
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

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COMMENT FORM

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Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

It is often necessary to contact property owners along potential routes. For this reason, please provide the information below:

NAME: Jc Traina

ADDRESS: 4414 Flamingo St.

CITY: Metairie

STATE: LA **ZIP CODE:** 70001

PHONE: 504-329-6093

EMAIL: jctraina@bellsouth.net

If you email your comments to the project team at Christi_Wilson@urscorp.com, please follow the format of this comment form and be sure to include your contact information.

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Do you think this project is important?
✓ Yes ___ No

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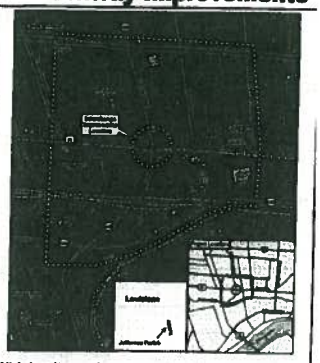

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___ Alternative 1 (Continuous Flow Interchange)
✓ Alternative 2 (At-Grade Improvements)
___ Alternative 3 (Overpass)

Why did you make this selection?
Best improvements for C. T. Traina Inc.

Do you have any concerns related to project (if so, please explain on reverse side):

✓ Relocations
✓ Construction Impacts
✓ Access Issues
✓ Noise Impacts
___ Utilities

If you have information regarding the alternatives mentioned above, please provide it here:
NA

Additional Comments (if additional space is needed, please enclose additional pages):
None at this given time

US 61 at LA 3152/Clearview Parkway
Improvements Study Team
URS Corporation
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COMMENT FORM

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Metairie, Louisiana 70002

It is often necessary to contact property owners along potential routes. For this reason, please provide the information below:

NAME: Gary Traina

ADDRESS: 204 N. Woodlawn Ave.

CITY: Metairie

STATE: LA **ZIP CODE:** 70001

PHONE: 504-833-1164

EMAIL: NA

If you email your comments to the project team at Christi_Wilson@urscorp.com, please follow the format of this comment form and be sure to include your contact information.

Please be thorough in completing this form as these comments will help the project team determine key community concerns and preferences. Thank you.

Do you think this project is important?
✓ Yes ___ No

Please explain: B/c of the effects it will have on everyday business at C. T. Traina Inc. a family operated business for more than 40 years.

Which alternative do you prefer? See the Public Meeting Handout for drawings of the three Alternatives listed below.

___ No Build Alternative
___ Alternative 1 (Continuous Flow Interchange)
✓ Alternative 2 (At-Grade Improvements)
___ Alternative 3 (Overpass)

Why did you make this selection?
Best improvements for C. T. Traina Inc.

Do you have any concerns related to project (if so, please explain on reverse side):

✓ Relocations
✓ Construction Impacts
✓ Access Issues
✓ Noise Impacts
___ Utilities

If you have information regarding the alternatives mentioned above, please provide it here:
NA

Additional Comments (if additional space is needed, please enclose additional pages):
None at this given time

US 61 at LA 3152/Clearview Parkway
Improvements Study Team
URS Corporation
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NAME: Gary Traina

ADDRESS: 4413 Flamingo St.

CITY: Metairie

STATE: LA **ZIP CODE:** 70001

PHONE: 504-833-1164

EMAIL: gtraina@bellsouth.net

If you email your comments to the project team at Christi_Wilson@urscorp.com, please follow the format of this comment form and be sure to include your contact information.

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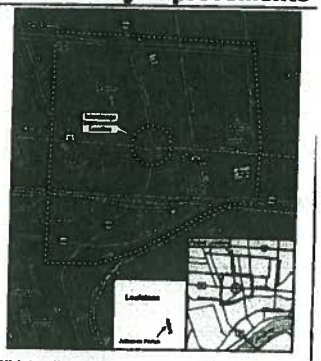
✓ Yes ___ No

Please explain: B/c of the effects it will have on everyday business at C.T. Traina Inc. a family operated business for more than 40 years.



Which alternative do you prefer? See the Public Meeting Handout for drawings of the three Alternatives listed below.

___ No Build Alternative
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✓ Alternative 2 (At-Grade Improvements)
___ Alternative 3 (Overpass)

Why did you make this selection?
Best improvements for C.T. Traina Inc.

Do you have any concerns related to project (If so, please explain on reverse side):

✓ Relocations
✓ Construction Impacts
✓ Access Issues
✓ Noise Impacts
___ Utilities

If you have information regarding the alternatives mentioned above, please provide it here: Pg 2

N/A

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Additional Comments (If additional space is needed, please enclose additional pages):

None at this given time

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US 61 at LA 3152/Clearview Parkway
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

70002 3563 C040

COMMENT FORM

Public Meeting

Thursday, May 12, 2011

US 61 at LA 3152/Clearview Parkway Improvements

INSTRUCTIONS

Please complete this form and submit it to Project Team personnel at this hearing or mail it within 15 days to:

US 61 at LA 3152/Clearview Parkway
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

It is often necessary to contact property owners along potential routes. For this reason, please provide the information below:

NAME: Gary Traina

ADDRESS: 208 N. Woodlawn Ave.

CITY: Metairie

STATE: LA **ZIP CODE:** 70001

PHONE: 504-833-1164

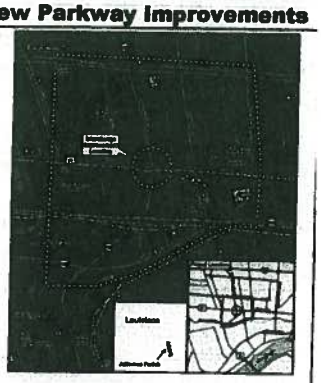
EMAIL: gtraina@bellsouth.net

If you email your comments to the project team at Christi_Wilson@urscorp.com, please follow the format of this comment form and be sure to include your contact information.

Please be thorough in completing this form as these comments will help the project team determine key community concerns and preferences. Thank you.

Do you think this project is important?
✓ Yes ___ No

Please explain: B/c of the effects it will have on everyday business at C.T. Traina Inc. a family operated business for more than 40 years.



Which alternative do you prefer? See the Public Meeting Handout for drawings of the three Alternatives listed below.

___ No Build Alternative
___ Alternative 1 (Continuous Flow Interchange)
✓ Alternative 2 (At-Grade Improvements)
___ Alternative 3 (Overpass)

Why did you make this selection?
Best improvements for C.T. Traina Inc.

Do you have any concerns related to project (If so, please explain on reverse side):

✓ Relocations
✓ Construction Impacts
✓ Access Issues
✓ Noise Impacts
___ Utilities

ve information regarding the alternatives mentioned above, please provide it here: Pg 2

N/A

FOLD HERE

Additional Comments (If additional space is needed, please enclose additional pages):

None at this given time

STAPLE OR TAPE HERE

US 61 at LA 3152/Clearview Parkway
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

70002 3563 C040

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COMMENT FORM

Public Meeting

Thursday, May 12, 2011

US 61 at LA 3152/Clearview Parkway Improvements

INSTRUCTIONS

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US 61 at LA 3152/Clearview Parkway
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

It is often necessary to contact property owners along potential routes. For this reason, please provide the information below:

NAME: Gary Traina

ADDRESS: 200 N. Woodlawn Ave.

CITY: Metairie

STATE: LA **ZIP CODE:** 70001

PHONE: 504-884-1532

EMAIL: gtraina@bellsouth.net

If you email your comments to the project team at Christl_Wilson@urscorp.com, please follow the format of this comment form and be sure to include your contact information.

Please be thorough in completing this form as these comments will help the project team determine key community concerns and preferences. Thank you.

Do you think this project is important?
✓ Yes ___ No

Please explain: B/c of the effects it will have on everyday business at C.T. Traina Inc. a family operated business for more than 40 years.

Which alternative do you prefer? See the Public Meeting Handout for drawings of the three Alternatives listed below.

___ No Build Alternative
___ Alternative 1 (Continuous Flow Interchange)
✓ Alternative 2 (At-Grade Improvements)
___ Alternative 3 (Overpass)

Why did you make this selection?
Best improvements for C.T. Traina Inc.

Do you have any concerns related to project (if so, please explain on reverse side):

✓ Relocations
✓ Construction Impacts
✓ Access Issues
✓ Noise Impacts
___ Utilities

If you have information regarding the alternatives mentioned above, please provide it here: 44-152

NA

Additional Comments (if additional space is needed, please enclose additional pages):

None at this given time

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17 MAY 2011 PM 1 T

US 61 at LA 3152/Clearview Parkway
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

70002$3542

COMMENT FORM

Public Meeting

Thursday, May 12, 2011

US 61 at LA 3152/Clearview Parkway Improvements

INSTRUCTIONS

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US 61 at LA 3152/Clearview Parkway
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

It is often necessary to contact property owners along potential routes. For this reason, please provide the information below:

NAME: Mary Traina Kennedy

ADDRESS: 1700 Green Ave.

CITY: Metairie

STATE: LA **ZIP CODE:** 70001

PHONE: 504-884-0224

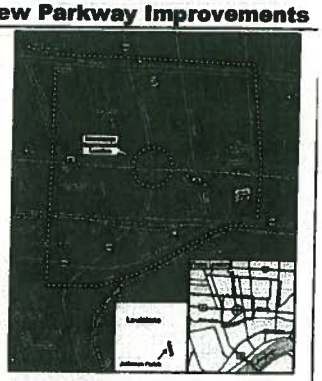
EMAIL: mtraina@bellsouth.net

If you email your comments to the project team at Christl_Wilson@urscorp.com, please follow the format of this comment form and be sure to include your contact information.

Please be thorough in completing this form as these comments will help the project team determine key community concerns and preferences. Thank you.

Do you think this project is important?
✓ Yes ___ No

Please explain: B/c of the effects it will have on everyday business at C.T. Traina Inc. a family operated business for more than 40 years.



Which alternative do you prefer? See the Public Meeting Handout for drawings of the three Alternatives listed below.

___ No Build Alternative
___ Alternative 1 (Continuous Flow Interchange)
✓ Alternative 2 (At-Grade Improvements)
___ Alternative 3 (Overpass)

Why did you make this selection?
Best improvements for C.T. Traina Inc.

Do you have any concerns related to project (if so, please explain on reverse side):

✓ Relocations
✓ Construction Impacts
✓ Access Issues
✓ Noise Impacts
___ Utilities

If you have information regarding the alternatives mentioned above, please provide it here: 44-152

NA

Additional Comments (if additional space is needed, please enclose additional pages):

None at this given time

US 61 at LA 3152/Clearview Parkway
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

70002$3553 C040

COMMENT FORM

Public Meeting

Thursday, May 12, 2011

US 61 at LA 3152/Clearview Parkway Improvements

INSTRUCTIONS
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Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

It is often necessary to contact property owners along potential routes. For this reason, please provide the information below:

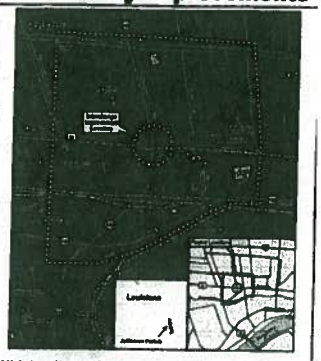
NAME: Joe Casanova
ADDRESS: 4411 Flamingo St.
CITY: Metairie
STATE: LA **ZIP CODE:** 70001
PHONE: 504-628-6121
EMAIL: N/A

If you email your comments to the project team at Christi_Wilson@urscorp.com, please follow the format of this comment form and be sure to include your contact information.

Please be thorough in completing this form as these comments will help the project team determine key community concerns and preferences. Thank you.

Do you think this project is important?
✓ Yes ___ No

Please explain: B/c of the effects it will have on everyday business at C. I. Traina Inc. a family operated business for more than 40 years.



Which alternative do you prefer? See the Public Meeting Handout for drawings of the three Alternatives listed below.

___ No Build Alternative
___ Alternative 1 (Continuous Flow Interchange)
✓ Alternative 2 (At-Grade Improvements)
___ Alternative 3 (Overpass)

Why did you make this selection?
Best improvements for C. I. Traina Inc.

Do you have any concerns related to project (if so, please explain on reverse side):

✓ Relocations
✓ Construction Impacts
✓ Access Issues
✓ Noise Impacts
___ Utilities

If you have information regarding the alternatives mentioned above, please provide it here: 5 of 8
N/A

Additional Comments (if additional space is needed, please enclose additional pages):
None at this given time

US 61 at LA 3152/Clearview Parkway
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

4

COMMENT FORM

Public Meeting

Thursday, May 12, 2011

US 61 at LA 3152/Clearview Parkway Improvements

INSTRUCTIONS
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Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

It is often necessary to contact property owners along potential routes. For this reason, please provide the information below:

NAME: CHERYL HART
ADDRESS: 4530 UTOPIA DRIVE
CITY: METAIRIE
STATE: LA **ZIP CODE:** 70001
PHONE: (504) 833-5574
EMAIL: vancree@bellsouth.net

If you email your comments to the project team at Christi_Wilson@urscorp.com, please follow the format of this comment form and be sure to include your contact information.

Please be thorough in completing this form as these comments will help the project team determine key community concerns and preferences. Thank you.

Do you think this project is important?
✓ Yes ___ No

Please explain: TRAFFIC ON AIRLINE DR & CLEARVIEW PKWY IS ALWAYS BACKED UP EXCEPT AT LATE NIGHT. SOME RELIEF OF SIGNAL TIME (TIME AT A SIGNAL) NEEDS TO BE DECREASED.

Which alternative do you prefer? See the Public Meeting Handout for drawings of the three Alternatives listed below.

___ No Build Alternative
X Alternative 1 (Continuous Flow Interchange)
___ Alternative 2 (At-Grade Improvements)
___ Alternative 3 (Overpass)

Why did you make this selection?
(1) SOME TRAFFIC BACKUP WILL BE RELIEVED
(2) DOES REQUIRES MINIMAL RIGHT-OF-WAY ACQUISITION

Do you have any concerns related to project (if so, please explain on reverse side):

___ Relocations
X Construction Impacts
X Access Issues
X Noise Impacts
X Utilities

If you have information regarding the alternatives mentioned above, please provide it here: 4 of 8

(1) CONST. IMPACTS - I DO NOT WANT THE TRUCKS DURING CONSTRUCTION ROUTED ON HIGHLAND DR. OR ON UTOPIA DRIVE, THOUGH IT DOES APPEAR TO BE AN EXCELLENT CHOICE. ILLEGAL TRUCK TRAFFIC IN THE SUBDIVISION HAS CAUSED TREMORS/MAJOR HOUSE SHAKING AND IS CURRENTLY NOT ALLOWED.

(2) ACCESS ISSUES - HIGHLAND PARK DRIVE AND UTOPIA DRIVE ARE CURRENTLY THE ONLY EXITS TO AIRLINE DRIVE AND CLEARVIEW PKWY. RESPECTIVELY. I SEE NO WAY FOR ACCESS TO WESTBOUND AIRLINE FROM HIGHLAND DRIVE. WILL THAT REQUIRE THE RESIDENTS TO GO EASTBOUND ON AIRLINE AND CROSS SEVERAL LANES OF TRAFFIC TO TURN ON NORTHBOUND CLEARVIEW AND THEN TURN BACK ALONG CLEARVIEW? WE USE THIS INTERSECTION (HIGHLAND TO WESTBOUND AIRLINE) OFTEN! CAN THIS BE INCORPORATED IN THE PLANS?

(3) NOISE - NOISE ALONG THIS INTERSECTION CAN BE DEAFENING. ANY PLANS TO HAVE SOME TYPE OF NOISE ABATEMENT?

(4) UTILITIES = THERE IS CURRENTLY A MAJOR 20" (CTHANK) NATURAL GAS LINE IN THE AREA OF THE NEW LANE ADDITIONS. WHERE WILL THAT LINE BE RE-LOCATED? THERE IS CURRENTLY A 10'-12' DRAINAGE DITCH RUNNING ALONG THE BACK OF THE YARDS ON ROSELAND DR. HOW WILL THAT BE HANDLED?

Additional Comments (if additional space is needed, please enclose additional pages):

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Improvements Study Team
URS Corporation
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Metairie, Louisiana 70002

10

COMMENT FORM

Public Meeting

Thursday, May 12, 2011

US 61 at LA 3152/Clearview Parkway Improvements

INSTRUCTIONS
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US 61 at LA 3152/Clearview Parkway
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

It is often necessary to contact property owners along potential routes. For this reason, please provide the information below:

NAME: Tobias V. Hart

ADDRESS: 4530 Utopia Dr

CITY: Metairie

STATE: La **ZIP CODE:** 70001

PHONE: (504) 833-5574

EMAIL:

If you email your comments to the project team at Christi_Wilson@urscorp.com, please follow the format of this comment form and be sure to include your contact information.

Please be thorough in completing this form as these comments will help the project team determine key community concerns and preferences. Thank you.

Do you think this project is important?
___ Yes ✓ No

Please explain:

Which alternative do you prefer? See the Public Meeting Handout for drawings of the three Alternatives listed below.

___ No Build Alternative
___ Alternative 1 (Continuous Flow Interchange)
✓ Alternative 2 (At-Grade Improvements)
___ Alternative 3 (Overpass)

Why did you make this selection?

Do you have any concerns related to project (if so, please explain on reverse side):

✓ Relocations
✓ Construction Impacts
✓ Access Issues
✓ Noise Impacts
✓ Utilities

(See My Wifes Paper)

If you have information regarding the alternatives mentioned above, please provide it here:

Additional Comments (if additional space is needed, please enclose additional pages):

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Improvements Study Team
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Metairie, Louisiana 70002

11

COMMENT FORM

Public Meeting

Thursday, May 12, 2011

US 61 at LA 3152/Clearview Parkway Improvements

INSTRUCTIONS
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US 61 at LA 3152/Clearview Parkway
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

It is often necessary to contact property owners along potential routes. For this reason, please provide the information below:

NAME: ANGELA FABBRA

ADDRESS: 4526 Utopia Dr.

CITY: Metairie

STATE: LA. **ZIP CODE:** 70001

PHONE: (504) 831-9791

EMAIL: am fabbr@cox.net

If you email your comments to the project team at Christi_Wilson@urscorp.com, please follow the format of this comment form and be sure to include your contact information.

Please be thorough in completing this form as these comments will help the project team determine key community concerns and preferences. Thank you.

Do you think this project is important?
✓ Yes ___ No

Please explain: to relieve congestion

Which alternative do you prefer? See the Public Meeting Handout for drawings of the three Alternatives listed below.

___ No Build Alternative
✓ Alternative 1 (Continuous Flow Interchange)
___ Alternative 2 (At-Grade Improvements)
___ Alternative 3 (Overpass)

Why did you make this selection?
more cost effective & appears to be a better alternative

Do you have any concerns related to project (if so, please explain on reverse side):

___ Relocations
✓ Construction Impacts
✓ Access Issues
✓ Noise Impacts
✓ Utilities

WATER DRAINAGE

If you have information regarding the alternatives mentioned above, please provide it here: 11 pg 2

Additional Comments (if additional space is needed, please enclose additional pages):

please do not use culverts as a staging area for machines & equipment. Do not use Utopia St. ~~to~~ as a route for large vehicles & trucks as this may cause damage to my home. Also concerned with noise & pollution issues. Finally, I have concerns over water drainage. As it is, my house has come close to flooding & the garage flooded twice a heavy rain

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Improvements Study Team
URS Corporation
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Metairie, Louisiana 70002

12

COMMENT FORM

Public Meeting

Thursday, May 12, 2011

US 61 at LA 3152/Clearview Parkway Improvements

INSTRUCTIONS

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US 61 at LA 3152/Clearview Parkway
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

It is often necessary to contact property owners along potential routes. For this reason, please provide the information below:

NAME: MATT FABBRA

ADDRESS: 4526 UTOPIA DR

CITY: METAIRIE

STATE: LA ZIP CODE: 70001

PHONE: 831-9791

EMAIL:

If you email your comments to the project team at Christi_Wilson@urscorp.com, please follow the format of this comment form and be sure to include your contact information.

Please be thorough in completing this form as these comments will help the project team determine key community concerns and preferences. Thank you.

Do you think this project is important?
✓ Yes ___ No

Please explain: TO RELIEVE CONGESTION

Which alternative do you prefer? See the Public Meeting Handout for drawings of the three Alternatives listed below.

___ No Build Alternative
✓ Alternative 1 (Continuous Flow Interchange)
___ Alternative 2 (At-Grade Improvements)
___ Alternative 3 (Overpass)

Why did you make this selection?
MORE COST EFFECTIVE. BETTER ALTERNATIVE

Do you have any concerns related to project (If so, please explain on reverse side):

___ Relocations
✓ Construction Impacts
✓ Access Issues
✓ Noise Impacts
✓ Utilities

If you have information regarding the alternatives mentioned above, please provide it here: 12 PG 2

Additional Comments (If additional space is needed, please enclose additional pages):

PLEASE DO NOT USE CULVERTS AS STAGING AREA FOR EQUIPMENT + MACHINES. DO NOT USE UTOPIA ST. AS A ROUTE FOR LARGE VEHICLES + TRUCKS AS THIS MAY CAUSE DAMAGE TO MY HOUSE. ALSO CONCERNED WITH NOISE + POLLUTION.

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US 61 at LA 3152/Clearview Parkway
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

13

COMMENT FORM

Public Meeting

Thursday, May 12, 2011

US 61 at LA 3152/Clearview Parkway Improvements

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US 61 at LA 3152/Clearview Parkway
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

It is often necessary to contact property owners along potential routes. For this reason, please provide the information below:

NAME: Patricia B. Fabbra

ADDRESS: 4526 Utopia Dr.

CITY: Metairie

STATE: LA ZIP CODE: 70001

PHONE: (504) 831-9791

EMAIL: pfabbra@cox.net

If you email your comments to the project team at Christi_Wilson@urscorp.com, please follow the format of this comment form and be sure to include your contact information.

Please be thorough in completing this form as these comments will help the project team determine key community concerns and preferences. Thank you.

Do you think this project is important?
X Yes ___ No

Please explain: To relieve congestion

Which alternative do you prefer? See the Public Meeting Handout for drawings of the three Alternatives listed below.

___ No Build Alternative
X Alternative 1 (Continuous Flow Interchange)
___ Alternative 2 (At-Grade Improvements)
___ Alternative 3 (Overpass)

Why did you make this selection?
More cost effective and appears to be a better alternative

Do you have any concerns related to project (If so, please explain on reverse side):

___ Relocations
X Construction Impacts
X Access Issues
X Noise Impacts
X Utilities

X WATER DRAINAGE

If you have information regarding the alternatives mentioned above, please provide it here: 13 PG 2

Additional Comments (If additional space is needed, please enclose additional pages):

Please do not use culverts and staging area for machinery and equipment. Do not use Utopia St. as a route for large vehicles and trucks as this may cause damage to my home. Also concerned with noise and pollution issues. I am 74 years old with heart problems and asthma and cannot tolerate noise and air pollution. There are only two drives on Utopia St and when St. raises the street floods by my house

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14 + 15

COMMENT FORM

Public Meeting

Thursday, May 12, 2011

US 61 at LA 3152/Clearview Parkway Improvements

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Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

It is often necessary to contact property owners along potential routes. For this reason, please provide the information below:

NAME: BILL & TONI MONTGOMERY

ADDRESS: 4535 UTOPIA DR.

CITY: METAIRIE

STATE: LA **ZIP CODE:** 70001

PHONE: (504) 914-7738

EMAIL: PHALLADY@GMAIL.COM

If you email your comments to the project team at Christi_Wilson@urscorp.com, please follow the format of this comment form and be sure to include your contact information.

Please be thorough in completing this form as these comments will help the project team determine key community concerns and preferences. Thank you.

Do you think this project is important?
X Yes ___ No

Please explain: TO HELP IMPROVE ECONOMIC GROWTH ON BOTH SIDES OF THE RIVER

Which alternative do you prefer? See the Public Meeting Handout for drawings of the three Alternatives listed below.

___ No Build Alternative
___ Alternative 1 (Continuous Flow Interchange)
X Alternative 2 (At-Grade Improvements)
___ Alternative 3 (Overpass)

Why did you make this selection?
① IT DOES NOT CLOSE HIGHLAND DR. @ AIRLINE WHICH WOULD MAKE IT VERY INCONVENIENT FOR RESIDENTS TO GET IN AND OUT
② WOULD SLOW EMERGENCY SERVICES

Do you have any concerns related to project (if so, please explain on reverse side):

___ Relocations
X Construction Impacts
X Access Issues
X Noise Impacts
___ Utilities

If you have information regarding the alternatives mentioned above, please provide it here: 14 & 15 PS2

THE NEIGHBORHOOD BOUNDED BY AIRLINE, CLEARVIEW & CHASTANT HAS QUITE A FEW RETIRED AND ELDERLY PEOPLE. WE ARE MORE LIKELY TO BE ADVERSELY IMPACTED BY THE NOISE, ACCESS & CONSTRUCTION BECAUSE WE'RE AT HOME MORE. THE CONSTRUCTION WILL CAUSE AIR QUALITY ISSUES FOR THOSE OF US WITH LUNG PROBLEMS.

Additional Comments (if additional space is needed, please enclose additional pages):

US 61 at LA 3152/Clearview Parkway
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

16

COMMENT FORM

Public Meeting

Thursday, May 12, 2011

US 61 at LA 3152/Clearview Parkway Improvements

INSTRUCTIONS
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US 61 at LA 3152/Clearview Parkway
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

It is often necessary to contact property owners along potential routes. For this reason, please provide the information below:

NAME: Micah Marino

ADDRESS: 4534 Hilton Dr.

CITY: Metairie

STATE: LA. **ZIP CODE:** 70001

PHONE: 831-1430

EMAIL: —

If you email your comments to the project team at Christi_Wilson@urscorp.com, please follow the format of this comment form and be sure to include your contact information.

Please be thorough in completing this form as these comments will help the project team determine key community concerns and preferences. Thank you.

Do you think this project is important?
✓ Yes ___ No

Please explain: ___

Which alternative do you prefer? See the Public Meeting Handout for drawings of the three Alternatives listed below.

___ No Build Alternative
___ Alternative 1 (Continuous Flow Interchange)
✓ Alternative 2 (At-Grade Improvements)
___ Alternative 3 (Overpass)

Why did you make this selection?
To cut down the noise from longer trucks

Do you have any concerns related to project (if so, please explain on reverse side):

___ Relocations
✓ Construction Impacts
✓ Access Issues
___ Noise Impacts
✓ Utilities

If you have information regarding the alternatives mentioned above, please provide it here: 16 PS2

Flooding is a big concerne.

Additional Comments (if additional space is needed, please enclose additional pages):

US 61 at LA 3152/Clearview Parkway
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

70002 C040

17

COMMENT FORM

Public Meeting

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Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

It is often necessary to contact property owners along potential routes. For this reason, please provide the information below.

NAME: Karen Pritchett

ADDRESS: 73 Tribune

CITY: Metairie

STATE: LA **ZIP CODE:** 70001

PHONE: 504-723-5005

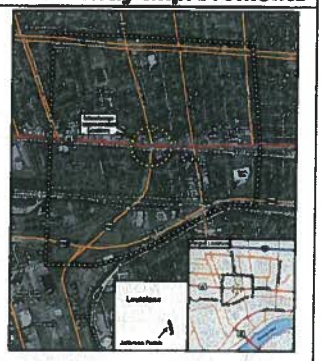
EMAIL:

If you email your comments to the project team at Christi_Wilson@urscorp.com, please follow the format of this comment form and be sure to include your contact information.

Please be thorough in completing this form as these comments will help the project team determine key community concerns and preferences. Thank you.

Do you think this project is important?
___ Yes X No

Please explain: The intersection is most traveled, crime increases, property value decrease.



Which alternative do you prefer? See the Public Meeting Handout for drawings of the three Alternatives listed below.

✓ No Build Alternative
___ Alternative 1 (Continuous Flow Interchange)
___ Alternative 2 (At-Grade Improvements)
___ Alternative 3 (Overpass)

Why did you make this selection? The action should stay as is for subdivision benefit

Do you have any concerns related to project (if so, please explain on reverse side):

___ Relocations
✓ Construction Impacts
✓ Access Issues
✓ Noise Impacts
___ Utilities

If you have information regarding the alternatives mentioned above, please provide it here! PS2

My Property Value will decrease for one. I am sure crime in the area will increase. We currently do not have drainage issues & I am sure that will change. I am not in favor of this project in many levels.

Additional Comments (if additional space is needed, please enclose additional pages):

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18

COMMENT FORM

Public Meeting

Thursday, May 12, 2011

US 61 at LA 3152/Clearview Parkway Improvements

INSTRUCTIONS

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Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

It is often necessary to contact property owners along potential routes. For this reason, please provide the information below:

NAME: JUDITH PERSIGO

ADDRESS: 4520 UTOPIA DR

CITY: METAIRIE

STATE: LA **ZIP CODE:** 70001

PHONE: 834-0890

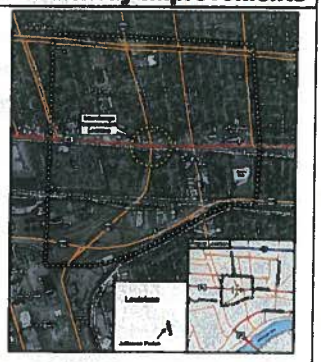
EMAIL: JBPERSIGO@YAHOO.COM

If you email your comments to the project team at Christi_Wilson@urscorp.com, please follow the format of this comment form and be sure to include your contact information.

Please be thorough in completing this form as these comments will help the project team determine key community concerns and preferences. Thank you.

Do you think this project is important?
X Yes ___ No

Please explain: Something has to be done.



Which alternative do you prefer? See the Public Meeting Handout for drawings of the three Alternatives listed below.

___ No Build Alternative
___ Alternative 1 (Continuous Flow Interchange)
X Alternative 2 (At-Grade Improvements)
___ Alternative 3 (Overpass)

Why did you make this selection? I think this is the best for our subdivision. Highland Park.

Do you have any concerns related to project (if so, please explain on reverse side):

___ Relocations
___ Construction Impacts
___ Access Issues
___ Noise Impacts
___ Utilities

I live through Clearview so I know #2 won't be so bad.

If you have information regarding the alternatives mentioned above, please provide it here! 18 PS2

I bought my home in 1959 - 52 years ago. When I first moved here there were the trains. The only way out was Highland (no clearview). When a train came, you either could not come in subdivision or out. Alt #1 + #3 cuts off Highland again. Either Clearview or Highland is a quick way out. Clearview in case you need Ochsner Hosp., Highland in case you need EBR. Please consider Alt 2.

Additional Comments (if additional space is needed, please enclose additional pages):

A lot of the people in my subdivision are elderly.

Thank you for your consideration. Looking forward for your update on this matter.

US 61 at LA 3152/Clearview Parkway
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

14 & 20

COMMENT FORM

Public Meeting

Thursday, May 12, 2011

US 61 at LA 3152/Clearview Parkway Improvements

INSTRUCTIONS

Please complete this form and submit it to Project Team personnel at this hearing or mail it within 15 days to:

US 61 at LA 3152/Clearview Parkway
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

It is often necessary to contact property owners along potential routes. For this reason, please provide the information below:

NAME: Dara & Arnold Steinkamp

ADDRESS: 4525 Utopia Drive

CITY: Metairie

STATE: La **ZIP CODE:** 70001

PHONE: 504-831-1281

EMAIL: ASteinkamp@Moses-engineers.com

If you email your comments to the project team at Christi_Wilson@urscorp.com, please follow the format of this comment form and be sure to include your contact information.

Please be thorough in completing this form as these comments will help the project team determine key community concerns and preferences. Thank you.

Do you think this project is important?
✓ Yes ___ No

Please explain: Impact, Impact, Impact

Which alternative do you prefer? See the Public Meeting Handout for drawings of the three Alternatives listed below.

___ No Build Alternative
___ Alternative 1 (Continuous Flow Interchange)
___ Alternative 2 (At-Grade Improvements)
___ Alternative 3 (Overpass)

Why did you make this selection?

Do you have any concerns related to project (if so, please explain on reverse side):

✓ Relocations
✓ Construction Impacts
✓ Access Issues
✓ Noise Impacts
✓ Utilities

If you have information regarding the alternatives mentioned above, please provide it here: 14 & 20 Pg 2

I am opposed to the project because, though it not all the Houses in the Area are 50 years old, or less. they are now being provoked just by the traffic already, very day. We can Just Imagine what the Construction will do to the Foundation of the Homes. Beside Homes, the people who live in the Area are getting along in years. the noise, Vibrations, the mountains of Dust, Smells will take an Impact on ~~total~~ those poor souls.

Additional Comments (if additional space is needed, please enclose additional pages):

the Overpass should be Clearview Parkway over Airline Highway.

The Steinkamps
4525 Utopia Dr.
Metairie La 70001

US 61 at LA 3152/Clearview Parkway
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JAN 31 2011 URS

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COMMENT FORM

Public Meeting

Thursday, May 12, 2011

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It is often necessary to contact property owners along potential routes. For this reason, please provide the information below:

NAME: Linda Plaisance

ADDRESS: 1248 Jean Lafitte Blvd

CITY: Lafitte

STATE: LA **ZIP CODE:** 70067

PHONE: ___

EMAIL: ___

If you email your comments to the project team at Christi_Wilson@urscorp.com, please follow the format of this comment form and be sure to include your contact information.

Please be thorough in completing this form as these comments will help the project team determine key community concerns and preferences. Thank you.

Do you think this project is important?
✓ Yes ___ No

Please explain: It better traffic flow + save time for drivers

Which alternative do you prefer? See the Public Meeting Handout for drawings of the three Alternatives listed below.

___ No Build Alternative
___ Alternative 1 (Continuous Flow Interchange)
___ Alternative 2 (At-Grade Improvements)
✓ Alternative 3 (Overpass)

Why did you make this selection?
I think it's the best choice.

Do you have any concerns related to project (if so, please explain on reverse side):

___ Relocations
___ Construction Impacts
___ Access Issues
___ Noise Impacts
___ Utilities

If you have information regarding the alternatives mentioned above, please provide it here: 21 Pg 2

Alternative #3 is the best choice. An elevated roadway greatly improves the West Bank, without eliminating access to Businesses in the area.

Additional Comments (if additional space is needed, please enclose additional pages):

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COMMENT FORM

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URS Corporation
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Metairie, Louisiana 70002

It is often necessary to contact property owners along potential routes. For this reason, please provide the information below:

NAME: Mark Gradwohl

ADDRESS: 69 Tribune St.

CITY: Metairie

STATE: La. ZIP CODE: 70001

PHONE: 504-415-0645

EMAIL: mark.gradwohl@safelite.com

If you email your comments to the project team at Christi_Wilson@urscorp.com, please follow the format of this comment form and be sure to include your contact information.

Please be thorough in completing this form as these comments will help the project team determine key community concerns and preferences. Thank you.

Do you think this project is important?

✓ Yes ___ No

Please explain: Improvement

Which alternative do you prefer? See the Public Meeting Handout for drawings of the three Alternatives listed below.

✓ No Build Alternative
___ Alternative 1 (Continuous Flow Interchange)
___ Alternative 2 (At-Grade Improvements)
___ Alternative 3 (Overpass)

Why did you make this selection? Drainage, Noise, Property Value, Cost

Do you have any concerns related to project (if so, please explain on reverse side):

___ Relocations
___ Construction Impacts
___ Access Issues
___ Noise Impacts
___ Utilities

If you have information regarding the alternatives mentioned above, please provide it here: PG 2

- Drainage concern
- Noise
- Property Value decline
- Construction damage
-

Additional Comments (if additional space is needed, please enclose additional pages):

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COMMENT FORM

Public Meeting

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URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

It is often necessary to contact property owners along potential routes. For this reason, please provide the information below:

NAME: Joan W. Barré

ADDRESS: 9 Tribune Street

CITY: Metairie

STATE: LA ZIP CODE: 70001

PHONE: (504) 835-5036

EMAIL: —

If you email your comments to the project team at Christi_Wilson@urscorp.com, please follow the format of this comment form and be sure to include your contact information.

Please be thorough in completing this form as these comments will help the project team determine key community concerns and preferences. Thank you.

Do you think this project is important?

✓ Yes ___ No

Please explain:

Which alternative do you prefer? See the Public Meeting Handout for drawings of the three Alternatives listed below.

___ No Build Alternative
✓ Alternative 1 (Continuous Flow Interchange)
___ Alternative 2 (At-Grade Improvements)
___ Alternative 3 (Overpass)

Why did you make this selection? Like having service road from Central Ave to access Tribune St. Prefer not having to make U turn at Airline to get to Tribune from East.

Do you have any concerns related to project (if so, please explain on reverse side):

___ Relocations
___ Construction Impacts
___ Access Issues
___ Noise Impacts
___ Utilities

If you have information regarding the alternatives mentioned above, please provide it here: PG 1

Additional Comments (if additional space is needed, please enclose additional pages):

Hope careful study is made on drainage. Have lived on Tribune St for 55 years. Only twice was street covered with water. 6" rain in short period of time.

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COMMENT FORM

Public Meeting

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Metairie, Louisiana 70002

It is often necessary to contact property owners along potential routes. For this reason, please provide the information below:

NAME: Sally Giaccone

ADDRESS: 74 Tribune St.

CITY: Metairie

STATE: LA **ZIP CODE:** 70001

PHONE: (504) 832-1432

EMAIL:

If you email your comments to the project team at Christi_Wilson@urscorp.com, please follow the format of this comment form and be sure to include your contact information.

Please be thorough in completing this form as these comments will help the project team determine key community concerns and preferences. Thank you.

Do you think this project is important?
__ Yes ✓ No

Please explain:

Which alternative do you prefer? See the Public Meeting Handout for drawings of the three Alternatives listed below.

✓ No Build Alternative
__ Alternative 1 (Continuous Flow Interchange)
__ Alternative 2 (At-Grade Improvements)
__ Alternative 3 (Overpass)

Why did you make this selection? other alternatives affect

drainage, property values, neighborhood appearance, neighborhood access, noise closer into/next to homes, increased crime potential for closed off neighborhood.

over

Do you have any concerns related to project (if so, please explain on reverse side):

__ Relocations
✓ Construction Impacts
✓ Access Issues
✓ Noise Impacts
✓ Utilities / Drainage

If you have information regarding the alternatives mentioned above, please provide it here: 1 of 2

Additional Comments (if additional space is needed, please enclose additional pages):

Potential foundation structural damage to home from during construction; Currently, Palm Villas subdivision is a positive reflection of Airline Drive being mostly retired neighborhood and settled families (and well maintained) homeowners. Costly alternatives are unnecessary during these hard economic times.

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COMMENT FORM

Public Meeting

Thursday, May 12, 2011

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INSTRUCTIONS

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Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

It is often necessary to contact property owners along potential routes. For this reason, please provide the information below:

NAME: Nicholas A. Lanson, Jr

ADDRESS: 4453 Chalfant Dr.

CITY: Metairie

STATE: LA **ZIP CODE:** 70001

PHONE: 504-810-7041

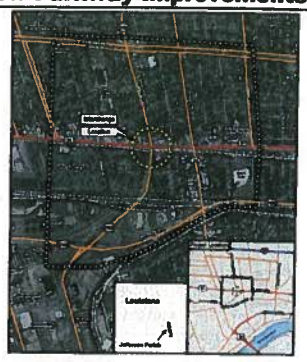
EMAIL: nlanso@gmail.com

If you email your comments to the project team at Christi_Wilson@urscorp.com, please follow the format of this comment form and be sure to include your contact information.

Please be thorough in completing this form as these comments will help the project team determine key community concerns and preferences. Thank you.

Do you think this project is important?
✓ Yes __ No

Please explain: The longest light in the city. Extremely busy. It is a chokepoint in the other road traffic. Necessary once the new Airline Improvements are completed.



Which alternative do you prefer? See the Public Meeting Handout for drawings of the three Alternatives listed below.

__ No Build Alternative
✓ Alternative 1 (Continuous Flow Interchange)
__ Alternative 2 (At-Grade Improvements)
__ Alternative 3 (Overpass)

Why did you make this selection?

See my comments. Seems the best value.

Do you have any concerns related to project (if so, please explain on reverse side):

__ Relocations
✓ Construction Impacts
__ Access Issues
__ Noise Impacts
__ Utilities

If you have information regarding the alternatives mentioned above, please provide it here:

Please see attached page 25 pg 2

Additional Comments (if additional space is needed, please enclose additional pages):

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25 Pg 3

Nicholas A. Lanson, Jr. 4453 Chartant Dr.

Comments:

- Thanks for having a detailed presentation of the possible changes coming + for having knowledgeable reps present to answer questions.

Below are the comments about the 3 Alternatives

ALTERNATIVE 1 - Continuous Flow Intersection

This looks to me like the best method. It is estimated to cut the rush hour weight time by about ½ - although still long it would be a big improvement. The only concern I have (because I live in this neighborhood) is that there will now be access from Central Ave into the neighborhood in the southeast quadrant. I realize there seems to be necessary to give access to this neighborhood but it would be nice (but perhaps impossible) to have a different means of access. I also asked where light rail / right of way would go (in any of the alternatives) and it was said for the Airline Hwy expansion. - I realize that is still a theoretical concern, but I am still concerned about it. Otherwise the plan seems progressive and would be a big improvement

ALTERNATIVE 2 - AT GRADE GEOMETRIC IMPROVEMENTS

This seems like just a temporary change that does not offer much improvement over the present system - but is a help access to my neighborhood (SE quadrant) from Airline Hwy is by a U-Turn lane in which I then have to cross 3 lanes of traffic. This is not the best (although I currently have to cross 3 lanes of Airline Drive to get to my neighborhood.

25 Pg 4

ALTERNATIVE 3 - OVERPASS

This proposal I like the least. It is eye pollution and moves the noise from the traffic up in the air which makes it seem louder in the neighborhood. After this gives 3 access points from Airline Drive into my neighborhood (the SE quadrant area). Presently, from Airline Dr. we have one access point and this is sufficient - it is rare to have more than 1 car in front of you to get onto Airline Dr. - I do not understand the need for 3 access points. Also having an overpass (even with ground level / elevator) would seem to direct traffic away from the local businesses (I do not have one).

Suggestions

- Have another open house - answering seminar like you did for the one. I was told that 2 alternatives would be chosen and then worked from there. I would like to be able to see the 2 selected alternatives, with the incorporated modifications and be able to ask more questions
- If possible, can we receive the pictures of the alternatives with modifications - by email or posted on a website - prior to the meeting so that our thoughts is not wasted time
- Can the video of Alternative 1 & image of Alternatives 2+3 be posted online. I know people that just could not make this meeting

Thank You For the Presentation. It was impressive

26

"BRADLEY, GLENDA E" <glenda.bradley@dhs.gov>
05/19/2011 10:00 AM

To <Christi_Wilson@urscorp.com>
cc
bcc
Subject Comment Form - US 61/Clearview Improvements

Glenda Bradley
43 Tribune St.
Metairie, LA 70001
504-834-7180
Glenda.bradley@dhs.gov

Do you think this project is important? Yes
Traffic is very heavy under the present conditions. Rush hour traffic backs up and causes buildup on both major arteries. When the HP Long bridge constructioo is complete, traffic will most likely be even heavier.

Which alternative do you prefer? Alternative 2 (At-grade improvements)

Why did you make this selection?
I eliminated No Build Alternative because it does not solve any traffic congestion problems.

I eliminated Alternative 3 (overpass) because I live very close to the intersection and I did not consider an overpass aesthetically pleasing.

I eliminated Alternative 1 for two reasons. First, it appears to be similar to the intersections at Clearview and Veterans Blvd., and Severn Ave. and Veterans Blvd. in Metairie. Both of those intersections are confusing. Secondly, it appears that it will be difficult for the residents in my neighborhood (South & East of the intersection) to leave the subdivision and travel west on Airline. It appears we would have to travel east on Catherine Ave., turn left on Central, then left on Airline. Getting into the northbound lane of Central Ave. at rush hours would be very difficult.

Alternative 2 appears to be the most user friendly configuration, and appears to offer easy entrance and exit to my neighborhood.

Although I prefer the configuration of Alternative 2, I see one major advantage with Alternative 1. It appears to keep the traffic lanes further away from the existing residential homes on Woodlawn Ave. and Tribune Street south of Airline. For the folks living at the end of those streets, I think the greatest distance between the homes and the lanes of traffic would be preferable.

Do you have any concerns related to project?
Relocations – Yes. My father lives at 1037 Newman Avenue and at 90 years of age, relocating

26 Pg 2

would be a hardship. I was very pleased to see that there would be little impact on the residents living close to Clearview south of Airline.

Construction Impacts – Yes. Pile driving is annoying, to say the least. Also, construction effects traffic and may impact access to our neighborhood.

Access Issues – Yes. Neighborhood access during constructioo as well as exiting the neighborhood to travel west on Airline as discussed in Alternative 1 above.

Noise Impacts – Yes. Although I live one block away from Airline, the distance from lanes of traffic will be reduced by about 100 feet. That will have a minor impact on me. However, it will greatly affect those homes closer to Airline, which will possibly depreciate the values of those home, which will in turn have an impact on the value of my home.

Utilities - ? I'm not sure what is meant by "Utilities." If that includes drainage, then I am very concerned. There is a drainage ditch along Catherine Avenue. If that open ditch is eliminated, I fear that we will see increased flooding.

Additional comments:
This neighborhood rarely flooded years ago. After Elmwood was developed, there were severe flooding problems along Clearview in that area. The "fixes" for draining that area have adversely impacted drainage in our neighborhood. Apparently, the drainage in Elmwood involves a canal along the railroad tracks near Earhart Exprwy. That canal overflows causing the water to flow down Central Avenue and ultimately into our oeighborhood.

I live on the east side of Tribune Avenue. There is a servitude in my backyard, which was a large ditch decades ago. The ditch was closed in and large round drains were installed along the servitude. Over the years, residents have been allowed to include the servitude in their yards. I have a large drain behind my home which I keep clear. I have asked other neighbors if they have drains as well, and none of my neighbors seems to know of a drain in the servitude behind their homes. I suspect that over the years, the other drains have been covered over with mud, debris, etc. When we have hard rains that cause severe flooding, much of the water that ponds in my yard and the yards of my neighbors has to drain into the single open drain behind my home. In addressing the drainage impact of the Clearview/Airline project, I think Jefferson Parish should investigate where the drains are located for the drainage pipeline in the servitude behind the homes on Tribune Avenue, and be sure that all those drains are open.

27 + 28

COMMENT FORM

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URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

It is often necessary to contact property owners along potential routes. For this reason, please provide the information below:

NAME: Debbie & Kelly McSpadden

ADDRESS: 1110 Georgia Dr

CITY: Metairie La 70001

STATE: La **ZIP CODE:** 70001

PHONE: 504-834-5217

EMAIL: debbiemac@jimsonoffiony.com

If you email your comments to the project team at Christi_Wilson@urscorp.com, please follow the format of this comment form and be sure to include your contact information.

Please be thorough in completing this form as these comments will help the project team determine key community concerns and preferences. Thank you.

Do you think this project is important?
✓ Yes ___ No

Please explain: Conversion of Clearview Pkwy needs to be eliminated.

Which alternative do you prefer? See the Public Meeting Handout for drawings of the three Alternatives listed below.

___ No Build Alternative
✓ Alternative 1 (Continuous Flow Interchange)
___ Alternative 2 (At-Grade Improvements)
___ Alternative 3 (Overpass)

Why did you make this selection? More green space for Clearview. Too much traffic on bridge. Accidents.

Do you have any concerns related to project (if so, please explain on reverse side):

___ Relocations
✓ Construction Impacts
✓ Access Issues
✓ Noise Impacts
___ Utilities

If you have information regarding the alternatives mentioned above, please provide it here:

Additional Comments (if additional space is needed, please enclose additional pages):

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COMMENT FORM

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URS Corporation
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Metairie, Louisiana 70002

It is often necessary to contact property owners along potential routes. For this reason, please provide the information below:

NAME: GEORGE KRAUSE

ADDRESS: 4541 CALUMET ST

CITY: METAIRIE

STATE: LA **ZIP CODE:** 70001

PHONE: ___

EMAIL: ___

If you email your comments to the project team at Christi_Wilson@urscorp.com, please follow the format of this comment form and be sure to include your contact information.

Please be thorough in completing this form as these comments will help the project team determine key community concerns and preferences. Thank you.

Do you think this project is important?
✓ Yes ___ No

Please explain: ___

Which alternative do you prefer? See the Public Meeting Handout for drawings of the three Alternatives listed below.

___ No Build Alternative
___ Alternative 1 (Continuous Flow Interchange)
___ Alternative 2 (At-Grade Improvements)
X Alternative 3 (Overpass)

Why did you make this selection? LESS RED LIGHTS

Do you have any concerns related to project (if so, please explain on reverse side):

___ Relocations
___ Construction Impacts
___ Access Issues
___ Noise Impacts
___ Utilities

If you have information regarding the alternatives mentioned above, please provide it here:

Additional Comments (if additional space is needed, please enclose additional pages):

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COMMENT FORM

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URS Corporation
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Metairie, Louisiana 70002

It is often necessary to contact property owners along potential routes. For this reason, please provide the information below:

NAME: Susan Herber

ADDRESS: 15 Tribune St

CITY: Metairie

STATE: LA **ZIP CODE:** 70001

PHONE: 504-846-2444

EMAIL: seherber@att.net

If you email your comments to the project team at Christi_Wilson@urscorp.com, please follow the format of this comment form and be sure to include your contact information.

Please be thorough in completing this form as these comments will help the project team determine key community concerns and preferences. Thank you.

Do you think this project is important?
✓ Yes ___ No

Please explain: ___

Which alternative do you prefer? See the Public Meeting Handout for drawings of the three Alternatives listed below.

___ No Build Alternative
___ Alternative 1 (Continuous Flow Interchange)
___ Alternative 2 (At-Grade Improvements)
✓ Alternative 3 (Overpass)

Why did you make this selection?
Relieve traffic congestion on Clearview & Airline.
~~Traffic (vehicle) safety~~
~~Problem traffic flow to Airport~~
~~(Airport) Airline~~

Do you have any concerns related to project (if so, please explain on reverse side):

___ Relocations
✓ Construction Impacts
✓ Access Issues
___ Noise Impacts
___ Utilities

If you have information regarding the alternatives mentioned above, please provide it here:

Additional Comments (if additional space is needed, please enclose additional pages):

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COMMENT FORM

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URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

It is often necessary to contact property owners along potential routes. For this reason, please provide the information below:

NAME: NOEMIE SEIFERT

ADDRESS: 4432 CHALFANT

CITY: METAIRIE

STATE: LA **ZIP CODE:** 70001

PHONE: ___

EMAIL: ___

If you email your comments to the project team at Christi_Wilson@urscorp.com, please follow the format of this comment form and be sure to include your contact information.

Please be thorough in completing this form as these comments will help the project team determine key community concerns and preferences. Thank you.

Do you think this project is important?
___ Yes X No

Please explain: ___

Which alternative do you prefer? See the Public Meeting Handout for drawings of the three Alternatives listed below.

✓ No Build Alternative
___ Alternative 1 (Continuous Flow Interchange)
___ Alternative 2 (At-Grade Improvements)
___ Alternative 3 (Overpass)

Why did you make this selection?
~~Poor drainage~~
~~traffic noise~~
~~decrease in property~~

Do you have any concerns related to project (if so, please explain on reverse side):

___ Relocations
✓ Construction Impacts
✓ Access Issues
✓ Noise Impacts
✓ Utilities

If you have information regarding the alternatives mentioned above, please provide it here:

Additional Comments (if additional space is needed, please enclose additional pages):

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COMMENT FORM

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URS Corporation
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Metairie, Louisiana 70002

It is often necessary to contact property owners along potential routes. For this reason, please provide the information below:

NAME: PETER L. TRUXILLO

ADDRESS: 68 TRIBUNE ST

CITY: METAIRIE

STATE: LA **ZIP CODE:** 70001

PHONE: (504) 834-6525

EMAIL: _____

If you email your comments to the project team at Christi_Wilson@urscorp.com, please follow the format of this comment form and be sure to include your contact information.

Please be thorough in completing this form as these comments will help the project team determine key community concerns and preferences. Thank you.

Do you think this project is important?
___ Yes ___ No

Please explain: _____

Which alternative do you prefer? See the Public Meeting Handout for drawings of the three Alternatives listed below.

✓ No Build Alternative
___ Alternative 1 (Continuous Flow Interchange)
___ Alternative 2 (At-Grade Improvements)
___ Alternative 3 (Overpass)

Why did you make this selection?
Property value could decrease.
Drainage issues.
Home foundation concerns.
Crime issues.
Access to neighborhood.

Do you have any concerns related to project (If so, please explain on reverse side):

___ Relocations
___ Construction Impacts
___ Access Issues
___ Noise Impacts
___ Utilities

If you have information regarding the alternatives mentioned above, please provide it here:

Additional Comments (If additional space is needed, please enclose additional pages):

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US 61 at LA 3152/Clearview Parkway
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

33

COMMENT FORM

Public Meeting

Thursday, May 12, 2011

US 61 at LA 3152/Clearview Parkway Improvements

INSTRUCTIONS

Please complete this form and submit it to Project Team personnel at this hearing or mail it within 15 days to:

US 61 at LA 3152/Clearview Parkway
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

It is often necessary to contact property owners along potential routes. For this reason, please provide the information below:

NAME: Ronald Herbon

ADDRESS: 15 Tribune St

CITY: Metairie

STATE: La **ZIP CODE:** 70001

PHONE: 846-2444

EMAIL: Rp48 hecker@att.net

If you email your comments to the project team at Christi_Wilson@urscorp.com, please follow the format of this comment form and be sure to include your contact information.

Please be thorough in completing this form as these comments will help the project team determine key community concerns and preferences. Thank you.

Do you think this project is important?
✓ Yes ___ No

Please explain: _____

Which alternative do you prefer? See the Public Meeting Handout for drawings of the three Alternatives listed below.

___ No Build Alternative
___ Alternative 1 (Continuous Flow Interchange)
___ Alternative 2 (At-Grade Improvements)
✓ Alternative 3 (Overpass)

Why did you make this selection?
Relive traffic congestion

Do you have any concerns related to project (If so, please explain on reverse side):

___ Relocations
✓ Construction Impacts
✓ Access Issues
___ Noise Impacts
___ Utilities

If you have information regarding the alternatives mentioned above, please provide it here:

Additional Comments (If additional space is needed, please enclose additional pages):

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US 61 at LA 3152/Clearview Parkway
Improvements Study Team
URS Corporation
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002

Information provided on the Comment Form								Do you think this project is important?			Which Alternative do you prefer?					Do you have concerns related to the project?					Additional Comments
Comment #	Name	Address	City	ST.	Zip	Phone	Email	Y	N	Explanation	No Build	Alt. 1	Alt. 2	Alt. 3	Explanation or reason for selection.	Relocations	Construction Impacts	Access	Noise	Utilities	
1	Traina	417 Clearview Parkway	Metairie	LA	70001	504-884-0356	jtraina@bellsouth.net	x		Because of the effects on C.T Traina, Inc. (40 yr. family business)			x		Best improvement for family business	x	x	x	x		
2	JoAnn Traina	823 N. Woodlawn Avenue	Metairie	LA	70001	504-833-1164		x		Because of the effects on C.T Traina, Inc. (40 yr. family business)			x		Best improvement for family business	x	x	x	x		
3	Patricia Traina	501 Audubon Trace	Jefferson	LA	70123	504-831-7444	ptraina@bellsouth.net	x		Because of the effects on C.T Traina, Inc. (40 yr. family business)			x		Best improvement for family business	x	x	x	x		
4	Annie Traina	805 N. Woodlawn Avenue	Metairie	LA	70001	504-833-8575		x		Because of the effects on C.T Traina, Inc. (40 yr. family business)			x		Best improvement for family business	x	x	x	x		
5	J. C. Traina	4414 Flamingo Street	Metairie	LA	70001	504-329-6093	jctraina@bellsouth.net	x		Because of the effects on C.T Traina, Inc. (40 yr. family business)			x		Best improvement for family business	x	x	x	x		
6a	Gary Traina	204 N. Woodlawn Avenue	Metairie	LA	70001	504-833-1164		x		Because of the effects on C.T Traina, Inc. (40 yr. family business)			x		Best improvement for family business	x	x	x	x		
6b	Gary Traina	4413 Flamingo Street	Metairie	LA	70001	504-833-1164	gtraina@bellsouth.net														
6c	Gary Traina	208 N. Woodlawn Avenue	Metairie	LA	70001	504-833-1164	gtraina@bellsouth.net														
6d	Gary Traina	200 N. Woodlawn Avenue	Metairie	LA	70001	504-884-1532	gtraina@bellsouth.net														
7	Mary Traina Kennedy	1700 Green Avenue	Metairie	LA	70001	504-884-0224	matraina@bellsouth.net	x		Because of the effects on C.T Traina, Inc. (40 yr. family business)			x		Best improvement for family business	x	x	x	x		
8	Joe Casanova	4411 Flamingo Street	Metairie	LA	70001	504-628-6121		x		Because of the effects on C.T Traina, Inc. (40 yr. family business)			x		Best improvement for family business	x	x	x	x		
9	Cheryl Hart	4530 Utopia Drive	Metairie	LA	70001	504-833-5574	vanccree@bellsouth.net	x		Traffic on Airline & Clearview is backed up; decrease in time at signal is needed.		x			Some traffic backup will be relieved; requires minimal ROW acquisition		x	x	x	x	1) Construction Impacts - Avoid Highland or Utopia use for routing trucks that cause house tremors 2) Access Issues - Highland and Utopia are current access to Airline and Clearview. Westbound access on airline will be difficult; Can plan be modified? 3) Noise - Any plan for noise abatement? 4) Utilities - 20" gas line in ROW will need to be relocated; 10' drainage ditch along Roseland Drive will need to be addressed.
10	Tobias V. Hart	4530 Utopia Drive	Metairie	LA	70001	504-833-5574			x				x			x	x	x	x	x	
11	Angela Fabbra	4526 Utopia Drive	Metairie	LA	70001	504-831-9791	amfabbr@cox.net	x		To relieve congestion		x			Cost effective; Better Alternative		x	x	x	x	Avoid use of Utopia for routing trucks that cause house tremors. Concerned about drainage/flooding.
12	Matt Fabbra	4526 Utopia Drive	Metairie	LA	70001	504-831-9791		x		To relieve congestion		x			Cost effective; Better Alternative		x	x	x	x	Avoid use of Utopia for routing trucks that cause house tremors.
13	Patricia B. Fabbra	4526 Utopia Drive	Metairie	LA	70001	504-831-9791	pbfabbra@cox.net	x		To relieve congestion		x			Cost effective; Better Alternative		x	x	x	x	Avoid use of Utopia for routing trucks that cause house tremors. Concerned about drainage/flooding
14	Bill Montgomery	4535 Utopia Drive	Metairie	LA	70001	504-914-7738	phallady@gmail.com	x		To help economic growth on both sides of the river.			x		1) Alt. 2 does not close Highland @ Airline 2) Would slow emergency services		x	x	x		Neighborhood bounded by Airline, Clearview & Chastant has many elderly who are at home more and likely to be adversely impacted by noise, access, & construction that may cause air quality issues.
15	Toni Montgomery	4535 Utopia Drive	Metairie	LA	70001	504-914-7738	phallady@gmail.com	x		To help economic growth on both sides of the river.			x		1) Alt. 2 does not close Highland @ Airline 2) Would slow emergency services		x	x	x		
16	Micah Marino	4534 Hilton Drive	Metairie	LA	70001	504-831-1430		x		To help economic growth on both sides of the river.			x				x	x		x	Concerned about drainage/flooding.
17	Karen Pritchett	73 Tribune	Metairie	LA	70001	504-723-5005			x	The intersection is most traveled; crime increase; noise increase; property value decrease.	x				The intersection should stay as is for numerous reasons. Property values will decrease; crime will increase; drainage problems will arise.		x	x	x		

Information provided on the Comment Form								Do you think this project is important?			Which Alternative do you prefer?					Do you have concerns related to the project?					Additional Comments
Comment #	Name	Address	City	ST.	Zip	Phone	Email	Y	N	Explanation	No Build	Alt. 1	Alt. 2	Alt. 3	Explanation or reason for selection.	Relocations	Construction Impacts	Access	Noise	Utilities	
18	Judith Persigo	4520 Utopia Drive	Metairie	LA	70001	504-834-0890	jbpersigo@yahoo.com	x		Something has to be done			x		Best alternative for Highland Park Subdivision.						Alt. 1 & 3 cut off access to and from Highland.
19	Dara Steinkamp	4525 Utopia Drive	Metairie	LA	70001	504-831-1281	asteinlamp@mosesengineers.com	x							1) Opposed to the project because of structural impact to houses; Noise, vibrations and impact to air quality.	x	x	x	x	x	
20	Arnold Steinkamp	4525 Utopia Drive	Metairie	LA	70001	504-831-1281	asteinlamp@mosesengineers.com	x							2) Clearview Parkway should	x	x	x	x	x	Clearview Parkway should overpass Airline Drive.
21	Linda Plaisance	1248 Jean Lafitte Blvd.	Lafitte	LA	70067			x		Better traffic flow and time savings for drivers.				x	Best choice; elevated roadway on the Westbank improved access to businesses.						
22	Mack Gradwohl	69 Tribune Street	Metairie	LA	70001	504-415-0645	mark.gradwohl@safelite.com		x		x				Drainage, traffic noise, decrease property values, cost.						
23	Joan W. Barre	9 Tribune Street	Metairie	LA	70001	504-835-5036		x				x			I like the service road from Central Ave. to access Tribune St. & not having to make a u-turn on Airline to access Tribune.						Carefully study drainage on Tribune Street.
24	Sally Giaccone	74 Tribune Street	Metairie	LA	70001	504-832-1432			x		x				Decrease property values, drainage issues, home foundation concerns, crime issues, access to neighborhood, and noise.		x	x	x	x	Costly alternatives are unnecessary during these hard economic times.
25	Nicholas A. Lanson, Jr.	4453 Chalfant Drive	Metairie	LA	70001	504-810-7041	nlanso@gmail.com	x		The longest light in the city. Busy, traffic choke point in the afternoon. Necessary to tie into Huey P. Long Bridge improvements when complete.		x			1) Alt. 1- looks the best; improves wait time. 2) Alt. 2- seems to be a temporary change that does not offer much improvement over the existing intersection. 3) Alt. 3- I like the least , it would be an eye pollutant , noisy, raised structure would divert traffic away from businesses.		x				Suggestions hold another open house to show next stage of alternatives, put alternative information and video on website.
26	Glenda Bradley	43 Tribune Street	Metairie	LA	70001	504-834-7180	glenda.bradley@dhs.gov	x		Heavy traffic choke point in the afternoon. Necessary to tie into Huey P. Long Bridge improvements .			x		Alt. 2 appears to be most user friendly and offers easy access to neighborhood	x	x	x	x		Existing drainage pipeline behind homes on Tribune should be investigated, some drains are blocked. Drainage from Elmwood area flows onto Central Ave. These combined with any changes in drainage along Airline during and after construction could pose problems.
27	Debbie McSpadden	1110 George Drive	Metairie	LA	70001	504-864-5217	debbiemac@jimowensflooring.com	x		Congestion on Clearview Parkway needs to be eliminated.		x			Gives more green light time for Clearview; too much traffic on bridge, accidents.		x	x	x		
28	Kelly McSpadden	1110 George Drive	Metairie	LA	70001	504-864-5217		x		Congestion on Clearview Parkway needs to be eliminated.		x			Gives more green light time for Clearview; too much traffic on bridge, accidents.		x	x	x		
29	George Krause	4541 Calumet Street	Metairie	LA	70001			x						x	Less red lights						
30	Susan Herber	15 Tribune Street	Metairie	LA	70001			x						x	Traffic safety, relieves congestion.						
31	Noenie Seifert	4432 Chalfant Drive	Metairie	LA	70001				x		x				Drainage, traffic noise, decrease property values.	x	x	x	x	x	
32	Peter Truxillo	68 Tribune Street	Metairie	LA	70001	504-834-6525					x				Decrease property values, drainage issues, home foundation concerns, crime issues, access to neighborhood.						
33	Ronald Herber	15 Tribune Street	Metairie	LA	70001	504-846-2444	rp48@att.net	x						x	Relieves traffic congestion		x	x			

APPENDIX E

5/24/2011

Meeting Subject: Environmental Assessment of Potential Improvements to the Intersection of US 61 (Airline Hwy.) and Clearview Parkway, Potential Impacts of Improvements to Jim Owens Flooring

Location: Jim Owens Flooring, 4400 Airline Dr, Metairie, LA 70001

Attendees: Mark Drewes (Jefferson Parish); Jody Savoie (Jefferson Parish); Jeff Roesel (Regional Planning Commission); Tom Haysley (Regional Planning Commission); Jim Owens (Jim Owens Flooring)

Summary: Mr. Jim Owens is concerned about the potential impacts to his business, Jim Owens Flooring, caused by changes to the Clearview/Airline intersection. Potential alternatives being considered are (1) traditional intersection geometrical improvements, (2) a continuous flow intersection (CFI), and (3) an overpass of Airline over Clearview.

Of particular concern to Mr. Owens is a loss of space for delivery trucks to enter and especially exit his property. Currently the business uses the former KCS right-of-way located between its property and Airline Highway for both parking and to provide space for trucks to back into and pull out of the business's delivery area. All of the proposed alternatives for the intersection improvements make significant use of this right-of-way, and its removal would substantially hamper the ability of trucks to access and exit the property. Mr. Owens is aware that the right-of-way is state owned, but indicated that he has made attempts in the past to purchase or lease the property from the state without success. There was a consensus among the meeting attendees that there are no truly viable alternatives for creating a new entrance or access point at another part of the property.

Mr. Mark Drewes indicated that it may be possible to make some minor changes to the proposed alternatives that would decrease the amount of right-of-way necessary for the improvements. For example, Mr. Drewes suggested that in the traditional geometric improvements alternative the double right turn lanes from northbound Clearview Pkwy. onto eastbound US 61 could potentially be reduced to a single right turn lane, thereby reducing the amount of needed right-of-way. However, Mr. Drewes also noted that any design decisions would ultimately be at the discretion of LADOTD, and that it is unlikely that any design changes could completely eliminate the potential impacts to the right-of-way currently used by Jim Owens Flooring.

Mr. Owens asked if, barring a design solution that would allow truck access and egress to remain as it is today, he might be compensated in some way for the impacts to his business. Mr. Drewes acknowledged that the proposed improvements could have impacts on Jim Owens Flooring; however, he also indicated that since it is the state-owned right-of-way and not Mr. Owens's property that is being used for the improvements he is not aware of any clear precedent or policy for compensating Mr. Owens for potential impacts. He recommended that Mr. Owens formally submit a comment to be included in the Environmental Assessment of the project so that his concerns will be documented and considered as part of the NEPA process. He also recommended that due to the lack of clear precedent or policy for this situation, Mr. Owens seek legal counsel to determine the best course for seeking compensation for impacts to his business.

LEEFE, GIBBS, SULLIVAN, DUPRÉ, & ALDOUS, L.L.C.
Attorneys and Counselors at Law
ONE LAKEWAY CENTER, SUITE 1470
3900 NORTH CAUSEWAY BOULEVARD
METAIRIE, LOUISIANA 70002
TELEPHONE: (504) 830-3990
TELEPHONE: (504) 830-3939
TELECOPIER: (504) 830-3998

4262 IMPERIAL WAY
PROVO, UTAH 84604
TELEPHONE: (801) 221-1877
TELECOPIER: (801) 221-0664

ARTHUR D. DUPRÉ, JR.

JAMES P. SCREEN (1914-1994)

Writer's E-Mail Address:
duprearthu@aol.com

July 25, 2011

Tom Haysley - RPC
thaysley@norpc.org
Jeff Roesel - RPC
jroesel@norpc.org
Mark Drewes, Engineering
mdrewes@jeffparish.net
Jody Savoie, Traffic Engineering
jsavoie@jeffparish.net

RE: The proposed "Improvements to the intersection of U.S. 61 (Airline Hwy.) And Clearview Parkway"
Our File No. O-70

Dear Gentlemen:

Be advised that I represent Jim Owens Carpet Corporation relative to the impact on Jim Owens' business effected by the proposed "Improvements to the intersection of U.S. 61 (Airline Hwy.) and Clearview Parkway". All discussions to this point indicate that each of the current options, except the "overpass" option, will widen Airline Highway to the point that there will be a significant reduction of the right of way in front of Jim Owens' business location at 4400 Airline Drive. This right of way is used by eighteen wheeler trucks to deliver carpet, cabinets, flooring materials, and flooring supplies to Jim Owens. The large size of these delivery trucks requires that they make full use of the right of way, Catherine Drive, and the space adjacent to the building on Jim Owen's property. A reduction in any part of the right of way, Catherine Street, or any frontage of Jim Owens' property would result in the total inability to receive the shipments which are the lifeblood of the business. No smaller vehicles or another approach to the delivery dock would compensate should the widening of Airline prevent eighteen wheeler trucks from accessing Jim Owens for delivery in a manner safe to all traffic on Airline Drive.

Although the specific facts of Jim Owens' situation may be somewhat unique, the effect of the widening of Airline Drive under a number of discussed options could very well evolve into an inverse condemnation. The inability of Jim Owens to receive the aforedescribed deliveries due to the widening of Airline is tantamount to a destruction of its business.

Let this serve as a request that due consideration be given to explore every possible option that would eliminate or dramatically diminish the need to use any part of the right of way in front of 4400 Catherine Drive, any portion of Catherine Drive, and any frontage across the property located at 4400 Catherine which would have the effect of preventing delivery trucks from entering and exiting Jim Owens' property for purposes of making deliveries.

I understand that this project is in the planning phase, but realize that addressing these issues early will facilitate the progression through the design and acquisition phases.

Both myself and Mr. Owens are available to meet at anytime during the consideration by you of various options and discuss the resulting impact on the business of Jim Owens Carpet Corporation. Thank you in advance for your careful consideration of the potentially deleterious effect that each of the discussed options may have on the business viability of Jim Owens Carpet Corporation.

Sincerely,

Arthur D. Dupré, Jr.

ADD/ang
cc: Jim Owens Carpet Corporation
Christi Wilson - christi_wilson@urscorp.com
C:\Users\Angie\Documents\DATA\OWENS\O-70CommercialLease\State.ltr.wpd

Appendix F: Draft Noise Technical Report

US 61 at LA 3152 (CLEARVIEW PARKWAY) INTERSECTION IMPROVEMENTS DRAFT NOISE TECHNICAL REPORT

April 2013

Stage 1 - Environmental Assessment
Jefferson Parish, Louisiana

State Project No. 700-26-0305
Federal Aid Project No. DE-2609(507)
RPC Project No. CLV-EA

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APPENDICES

Appendix A *US 61 at LA 3152 (Clearview Parkway) Intersection Improvements Draft Noise Protocol* (May 2012)

Appendix B Field Measurement Data Sheets

Appendix C Meter Calibration

Appendix D TNM Model Input Parameters

Appendix E TNM Model Results

1.0 Overview of Noise Analysis

The Regional Planning Commission (RPC) for the New Orleans metropolitan area and Louisiana Department of Transportation and Development (LADOTD) are proposing the construction of improvements at the US 61 (Airline Drive) at LA 3152 (Clearview Parkway) intersection in Jefferson Parish in Metairie, Louisiana. The Federal Highway Administration (FHWA) is the lead Federal agency for the project. The Study Area is presented in **Figure 1**.

A noise analysis for the proposed project was conducted to address FHWA requirements for assessing noise impacts of transportation projects. The objectives of the noise study were to:

- Identify potential noise-sensitive receivers that may experience noise impacts from the proposed project and characterize the existing ambient noise environment in the vicinity of these receivers;
- Predict the noise impacts of the proposed project;
- Determine if there are any feasible and reasonable noise abatement measures that would eliminate or reduce predicted adverse noise impacts; and
- Satisfy the requirements of Title 23 of the Code of Federal Regulations Part 772 (23 CFR Part 772), *Procedures for Abatement of Highway Traffic Noise and Construction Noise*, and the LADOTD *Highway Traffic Noise Policy* (July 2011).

For planning and illustrative purposes, predicted noise levels were determined from the 66 and 71 decibel noise contours. These noise levels are key levels for land use in the Study Area as explained in Section 5 - Noise Impact Criteria. Additionally, all structures within the Study Area were evaluated for noise impacts. Land use in the Study Area was identified from aerial photographs in combination with field surveys. Distances from the proposed project to noise contours and occupied structures were determined from aerial photographs and are, therefore, approximate.

2.0 Description of the Proposed Project and Alternatives

Two build alternatives and the No-Action Alternative are under evaluation for the proposed intersection improvements at Airline Drive at Clearview Parkway.

The No-Action Alternative would leave the intersection as it exists; no reconstruction, improvements, or grade separation would be undertaken. Only minor repairs and routine maintenance would be performed. This alternative would not alleviate the existing and projected operation capacity, project changes in traffic demand, and safety deficiencies associated with traffic growth. Furthermore, the completed Huey P. Long bridge widening would see reduced benefits due to the intersection representing a choke point between the bridge and Interstate 10.

Alternative 1 would consist of a Continuous Flow Intersection (CFI) improvement on Airline Drive at Clearview Parkway. Under this innovative design, the major improvements would be made along Airline Drive. A layout of Alternative 1 is shown in **Figure 2**.

Vehicles turning left from eastbound or westbound Airline Drive would utilize the CFI crossover movement, in which the vehicles turning left are moved over into a storage lane on the far side of the oncoming traffic. When the left-turning movement receives a green traffic signal, the vehicles would be allowed to flow through the intersection simultaneously with the cars travelling straight, which means that there would be four continuous flows of vehicles entering and exiting the intersection rather than the two movements allowed by a traditional intersection configuration. This alternative would also include the reconstruction of a service road to connect Woodlawn Avenue and Tribune Street to Airline Drive and Central Avenue, through the utilization of the existing Airline Drive and abandoned Kansas City Southern Railway (KCS) right-of-way.

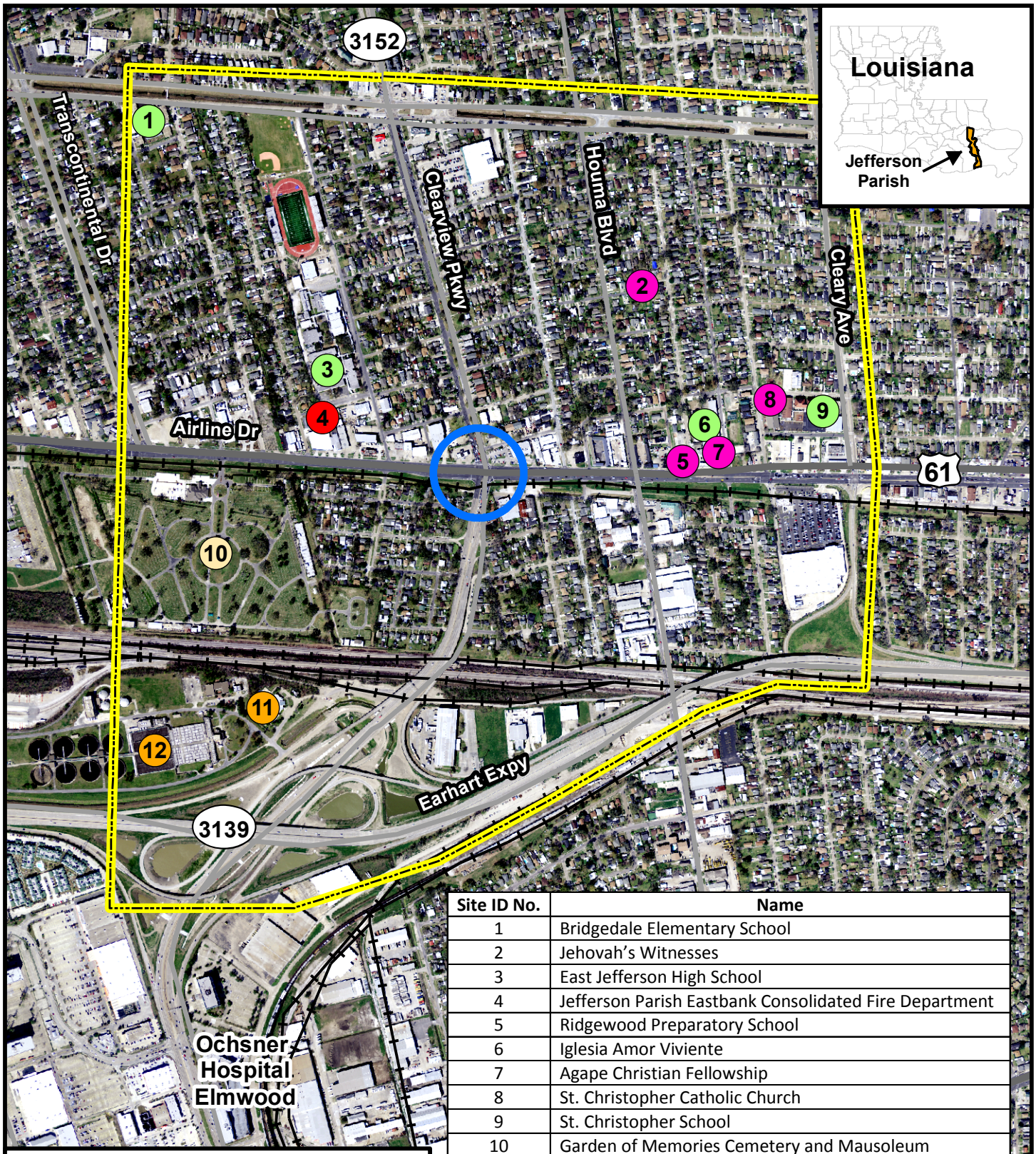
Alternative 2 would consist of at-grade improvements along Airline Drive and re-striping on Clearview Parkway. The layout would consist of wide medians to accommodate U-turn lanes as well as a triple left-turn lane onto Clearview Parkway southbound and a double left-turn lane onto Airline Drive westbound. Under this alternative, construction would utilize the existing Airline Drive and abandoned KCS right-of-way. A layout of Alternative 2 is shown in **Figure 3**.

3.0 Land Use

Land use within the Study Area was assessed using up-to-date land use activity data obtained from the Jefferson Parish Planning Department, delineated in accordance with the Land Based Classification Standards (LBCS). The Study Area is completely urbanized. The predominant land use within the Study Area is for residential (primarily single-family and multi-family residences), with commercial land uses (shopping, business, or trade activities) generally clustered around major intersections and fronting the north side of Airline Drive. Several subdivisions of single-family residences are located immediately south of the Airline Drive and Clearview Parkway intersection, including the Edselton Park, Highland Park, Richland Gardens, and Palm Villas subdivisions. Other major land uses within the Study Area include large areas of social, institutional, or infrastructure related activities, including East Jefferson High School, the Garden of Memories Cemetery and Mausoleum, Iglesia Amor Viviente Church, and the Jefferson Parish Eastbank Sewage Treatment Facility, all community facilities shown in **Figure 1**.

Land use objectives and management patterns are outlined within *Envision Jefferson 2020*, the Jefferson Parish Comprehensive Plan adopted on August 6, 2003 by the Parish Council as part of the Jefferson Parish Code of Ordinances (Chapter 25). Except for the area in the immediate vicinity of the Airline/Clearview intersection, which is zoned commercial, zoning immediately adjacent to Clearview Parkway north of Airline Drive is predominantly three- and four-family residential intermixed with general office. The remainder of the Study Area is primarily zoned for single-family, two-family, and multiple-family residential, with industrial zoning in the southern-most portion of the Study Area. Any change in zoning district and land use category must go through a prescribed review process by Parish staff, with final approval through the Jefferson Parish Council.

Land use in the Study Area is not anticipated to significantly change in the future.



Site ID No.	Name
1	Bridgedale Elementary School
2	Jehovah's Witnesses
3	East Jefferson High School
4	Jefferson Parish Eastbank Consolidated Fire Department
5	Ridgewood Preparatory School
6	Iglesia Amor Viviente
7	Agape Christian Fellowship
8	St. Christopher Catholic Church
9	St. Christopher School
10	Garden of Memories Cemetery and Mausoleum
11	Jefferson Parish Animal Shelter
12	Jefferson Parish Eastbank Sewage Treatment Facility

Map Legend

- Cemetery
- Government
- Church
- School
- Fire Department
- Clearview Pkwy & Airline Dr Intersection
- Study Area

N W E S

0 500 1,000 Feet

Figure 1
Study Area / Community Facilities
Noise Technical Report
US 61 at LA 3152 (Clearview Parkway)
Intersection Improvement

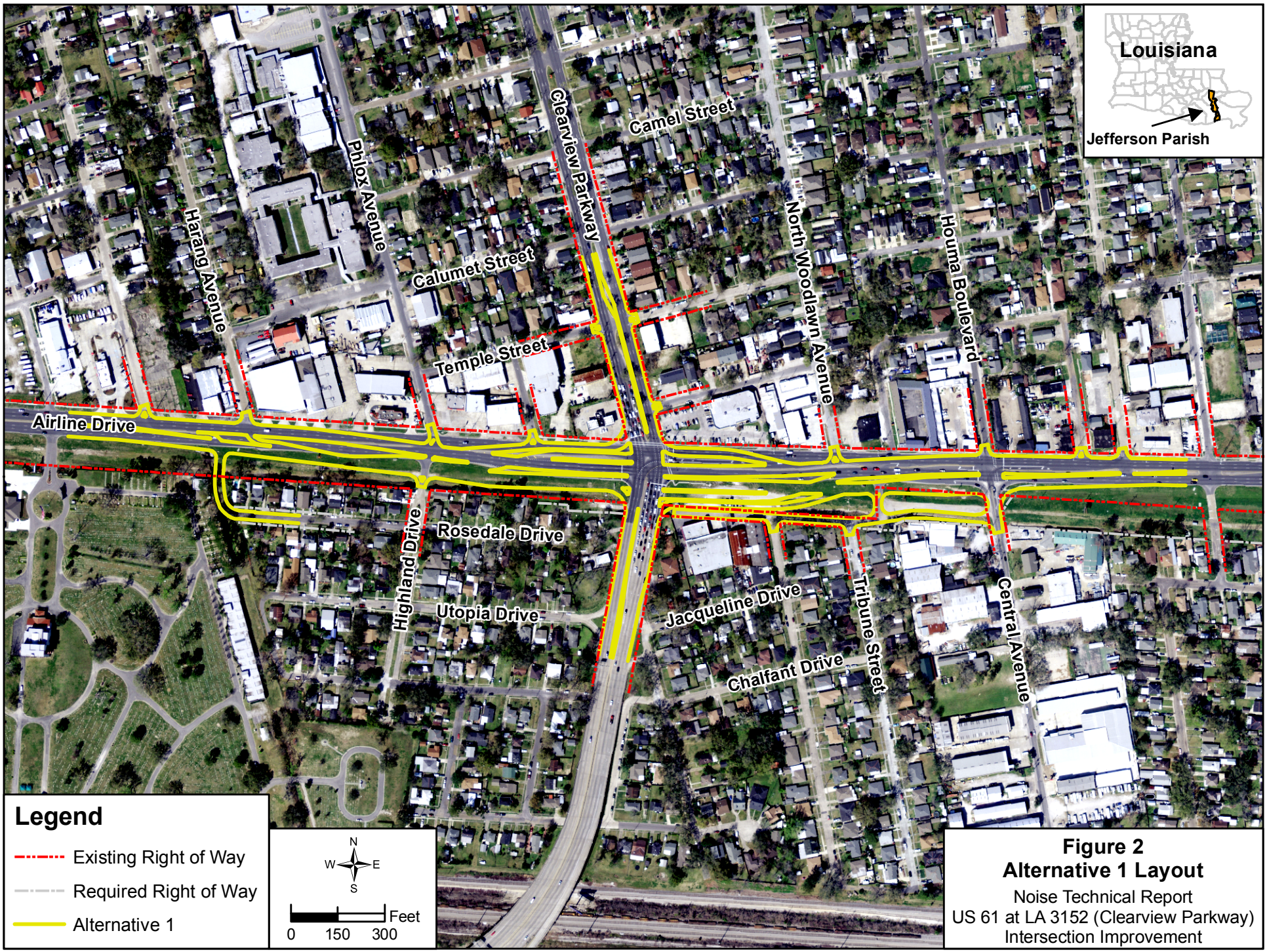


Figure 2
Alternative 1 Layout

Noise Technical Report
US 61 at LA 3152 (Clearview Parkway)
Intersection Improvement

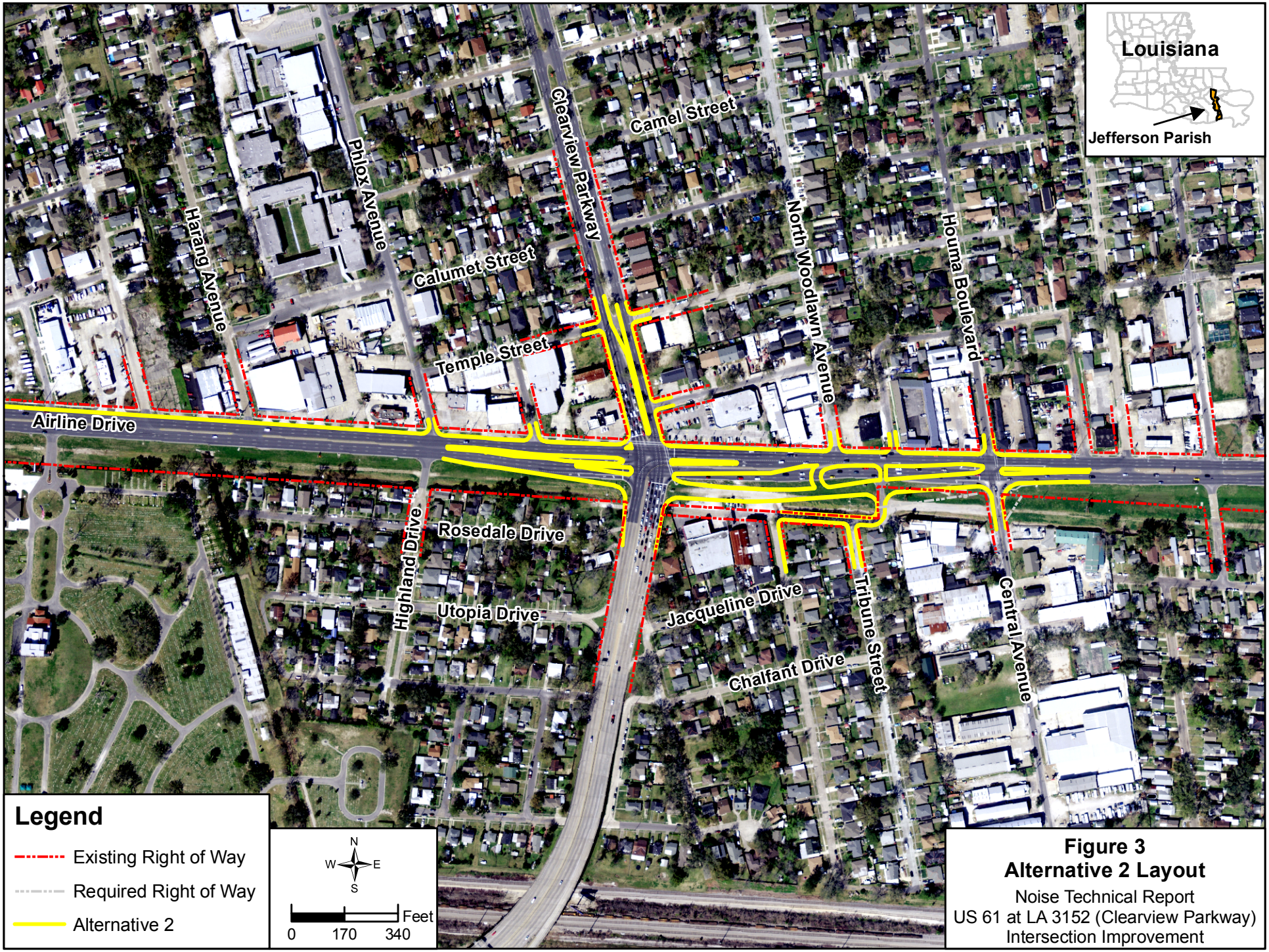


Figure 3
Alternative 2 Layout
Noise Technical Report
US 61 at LA 3152 (Clearview Parkway)
Intersection Improvement

4.0 Fundamentals of Sound and Noise

Sound is the vibration of air molecules in waves. When these vibrations reach a person's ears, sounds are heard. Noise is defined as unwanted sound. Sounds are described as noise if they interfere with an activity or disturb the person hearing them. Sound is measured in a logarithmic unit called a decibel (dB). The human ear is more sensitive to middle and high frequency sounds than it is to low frequency sounds, so sound levels are weighted to more closely reflect human perceptions. These "A-weighted" sounds are measured using the decibel unit dBA. Because the dBA is based on a logarithmic scale, a 10 dBA increase in sound level is generally perceived as twice as loud, while a 3 dBA increase is just barely perceptible to the human ear.

Sound levels fluctuate with time depending on the sources of the sound audible at a specific location. In addition, the degree of annoyance associated with certain sounds varies by time of day, depending on other ambient sounds affecting the listener and the activities of the listener. The time-varying fluctuations in sound levels at a fixed location can be quite complex, so they are typically reported using statistical or mathematical descriptors that are a function of sound intensity and time. A commonly used descriptor is Leq, which represents the equivalent of a steady, unvarying sound level over a defined period of time containing the same amount of sound energy as the time-varying sound generated over that same time period. Leq(h) is an equivalent sound level averaged over a time period of one hour. For highway projects, the Leq(h) is commonly used to describe traffic-generated noise levels at locations of outdoor human use and activity.

5.0 Noise Impact Criteria

Highway noise abatement criteria are documented in the LADOTD *Highway Traffic Noise Policy* (July 2011). Traffic noise impacts are defined in 23 CFR Part 772 as "impacts which occur when the predicted traffic noise levels approach or exceed the Noise Abatement Criteria (NAC), or when the predicted traffic noise levels substantially exceed the existing noise levels." When either or both of these conditions are predicted to occur, measures to mitigate adverse noise impacts must be evaluated for feasibility and reasonableness. A memorandum dated December 1, 1993, from the Director, Office of Environment and Planning, FHWA, requires that "all State Highway Administrators (SHA) must establish a definition of 'approach' that is at least 1 dBA less than the NAC for use in identifying traffic noise impacts in traffic noise analysis." The LADOTD has defined "approach" to be 1 dBA less than the FHWA NAC. LADOTD also has defined a substantial increase in traffic noise levels to be 10 dBA or more.

The FHWA established noise abatement criteria based on land use or activity category, allowing states the ability to establish their specific noise abatement criteria. The LADOTD noise abatement criteria are listed in **Table 1** and represent the absolute levels at which abatement must be considered. The Category A criterion applies to tracts of land for which the preservation of serenity and quiet are of paramount importance. The Category B criterion is an exterior condition applied to residential land uses. The Category C criterion also relates to exterior noise levels applied to noise sensitive activities such as hospitals, libraries, churches and schools. The

Category D criterion is an interior noise level that applies to noise sensitive activities such as hospitals, libraries, churches and schools. The Category E criterion is an exterior condition applied to commercial land uses. The Category F and Category G criteria require no consideration for noise impacts or abatement based on the LADOTD noise policy.

Table 1
LADOTD Noise Abatement Criteria [1, 2]

Activity Category	Leq(h) (dBA)[3]	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)	Residential (includes undeveloped lands permitted for residential).
C	66 (Exterior)	Active sports areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trial crossings. (Includes undeveloped land permitted for these activities.)
D	51 (Interior)	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studio, schools, and television studios.
E	71 (Exterior)	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D or F. (Includes undeveloped lands permitted for these activities.)
F	-------	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, minoring, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G	-------	Undeveloped lands that are not permitted.

Notes: (1) Source: *LADOTD Highway Traffic Noise Policy* (July 2011).
(2) These criteria are consistent with the FHWA Noise Abatement Criteria (23 CFR Part 772) allowing for a definition of "approaching" the NAC as being 1 dBA below theNAC.
(3) Hourly A-weighted sound level in decibels (dBA).

6.0 Noise Level Measurements

Ambient noise measurements were performed following procedures outlined in the report *Measurement of Highway-Related Noise* (FHWA, 1996). Existing ambient noise levels were measured in September 2012 at a total of eight sites that are identified in **Figure 4**. The sites were selected to be generally representative of noise-sensitive, ground-level, outdoor human use or activity areas in proximity to the build alternatives. The noise measurement methodology is detailed in the *US 61 at LA 3152 (Clearview Parkway) Intersection Improvements Draft Noise Protocol* (**Appendix A)**.

Noise measurements were recorded using a Quest Model 2900 Type 2 Integrating/Logging Sound Level Meter (ANSI S1.4-1983, IEC 651-1979, and IEC 804-1985). The meter continuously measures the ambient noise level and integrates these values into an equivalent sound level for the duration of the reading. Each measurement was conducted for a minimum of 20 minutes on a weekday (Monday – Friday) during the evening peak traffic period (between 4:30 P.M. and 7:00 P.M). Traffic counts were taken concurrent with the noise measurements. Statistical summaries of the ambient noise levels, computed and recorded by an internal microprocessor, were printed out after each 20-minute measurement. The summaries include the $L_{eq(h)}$ in dBA, the maximum noise level recorded during the measurement period (L_{max} in dBA), the peak level (L_{peak} in dBA), and the L_{10} and L_{90} exceedance levels in dBA, which represent the noise levels that are exceeded 10 and 90 percent of the time, respectively, during the measurement period. Copies of the printouts for each measurement site are included in **Appendix B**. The meter was calibrated on August 24, 2012 (see **Appendix C**). The calibration of the meter was checked prior to and following the measurements performed at each site.

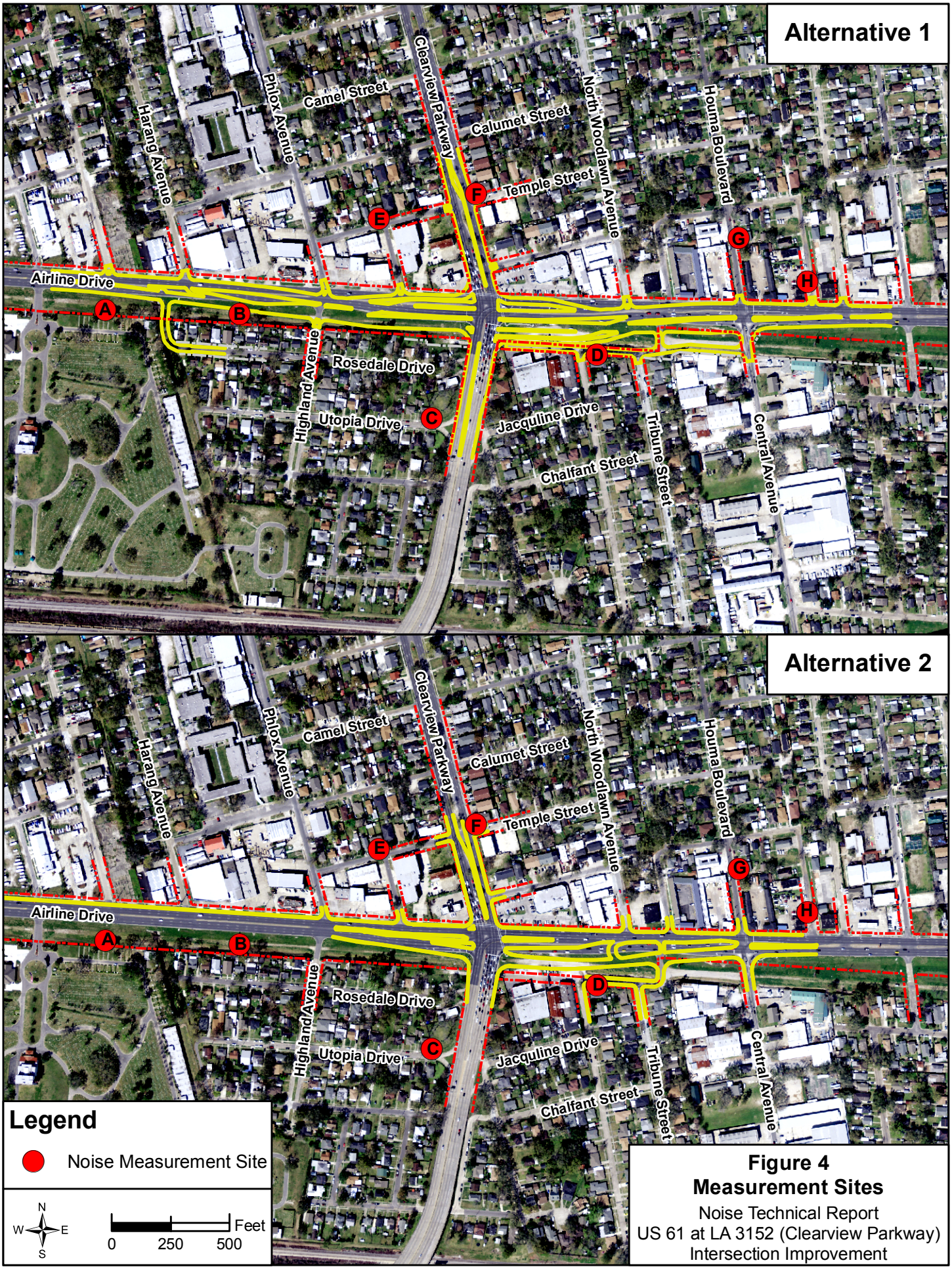


Figure 4
Measurement Sites
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7.0 Existing Noise Environment

In this report, occupied structures are considered structures that currently have regular human use, while planned structures are structures that will have regular human use in the design year 2033. No planned structures were considered in this evaluation.

The noise levels measured at the ambient noise measurement sites are summarized in **Table 2**.

Table 2
Existing Ambient Noise Levels

Measurement Site[1]	General Location	Existing Noise Level Leq(h) (dBA)
Site A	Garden of Memories Cemetery located in the northeast corner of the cemetery.	65.8
Site B	Residential area located adjacent to Airline Drive, north of Rosedale Drive, in the southwest quadrant of the Study Area.	70.9
Site C	Residence located in the southwest quadrant of the Study Area at the intersection of Clearview Parkway and Utopia Drive.	65.4
Site D	Residence located adjacent to Katherine Ave in the southeast quadrant of the Study Area.	64.9
Site E	Residence located in the northwest quadrant of the Study Area at the intersection of Temple Street and Spar Street.	58.7
Site F	Residence located in the northeast corner of the Study Area at the intersection of Clearview Parkway and Temple Street.	69.6
Site G	Residence located on Houma Boulevard, north of Airline Drive, in the northeast quadrant of the Study Area.	61.9
Site H	Iglesia Amor Viviente located in the northeast quadrant of the Study Area, on Pasadena Street.	63.7

Note: (1) Measurement sites are shown in Figure 4 relative to their proximity to Alternative 1 and Alternative 2.

The ambient noise levels measured at eight occupied structures are representative of the occupied structures within the Study Area. Generally, the occupied structures in the Study Area consist of single and multi-family residences, businesses, and various community facilities (one cemetery, one high school, and one campus consisting of a community center, church and school). The lowest existing noise measurement taken in the Study Area was 58.7 dBA and the highest measurement recorded was 70.9 dBA. Of the eight occupied structures, two residences were identified that have existing noise levels that approach or exceed applicable NAC (Site B and Site F).

Exterior noise levels at occupied structures in the vicinity of the proposed build alternatives were modeled using the FHWA Traffic Noise Model Version 2.5 (TNM 2.5). Data for the existing

roadway network and on-site traffic counts conducted during the noise measurements were used to calibrate the model. The model was assumed calibrated when the model results were within three decibels of the field measurements taken at each of the corresponding eight locations. The results of the model calibration are presented in **Table 3**. The calibrated model was used as the basis for the 2033 No-Action Alternative model.

Table 3
Model Calibration Results

Measurement Site	Existing Noise Level Leq(h) (dBA)	Existing Condition Model Results (dBA)	Difference (dBA)
Site A	65.8	64.0	-1.8
Site B	70.9	69.3	-1.6
Site C	65.4	64.7	-0.7
Site D	64.9	63.4	-1.5
Site E	58.7	59.6	0.9
Site F	69.6	70.3	0.7
Site G	61.9	64.7	2.8
Site H	63.7	64.3	0.6

8.0 Noise Level Estimates

Noise levels were estimated for the design year (2033) for the No-Action Alternative and both build alternatives. Modeling results are based on several factors that affect noise levels, including traffic volume, operating speed, and terrain. The assumptions utilized during the noise modeling process are described in the *US 61 at LA 3152 (Clearview Parkway) Intersection Improvements Draft Noise Protocol* (**Appendix A**).

The location of noise contours associated with Airline Drive and Clearview Parkway were estimated using receivers methodically incorporated into the model. Noise contours were determined for 66 dBA and 71 dBA noise levels for planning purposes only. These noise contours were incorporated into the Geographic Information System (GIS) for the build alternatives and were used to aid in illustrating the predicted noise impacts in the Study Area. Additionally, sensitive receivers located throughout the Study Area were incorporated into the model. The predicted noise impacts at the sensitive receivers, along with the estimated noise contours, were utilized to determine noise impacts.

Note that structures located the same distance from the highway may have different estimated noise levels due to differences in ground cover, terrain, and the presence of buildings located between the highway and the structures. Noise attenuation by walls, berms, hills, and dense woods were not evaluated as part of this study. Therefore, if any potentially noise-sensitive receivers in the Study Area are shielded by walls, berms, hills or dense vegetation, the noise analysis may over-estimate the noise levels at these sites.

9.0 Traffic Data

FHWA requirements dictate that the traffic factors that would result in the worst hourly traffic noise impact on a regular basis for the design year must be used in evaluating noise impacts. The evening peak hour traffic volumes and vehicle classifications utilized for the highway noise analysis were obtained from the *Intersection Improvements for US 61 & LA 3152 Environmental Assessment Draft Traffic Report* (May 2012).

Future traffic composition for the No-Action Alternative and build alternatives was assumed to include three vehicles classes: passenger vehicles, medium trucks (generally trucks with two axles with a gross vehicular weight between 9,900 and 26,400 pounds), and heavy trucks (trucks with three or more axles and generally a gross vehicular weight of more than 26,400 pounds). Existing posted speed limits for the Study Area roadways were also utilized in the noise model, as identified in **Table 4.** Traffic data used in this study, including vehicle composition, are presented in **Table 5.** **Appendix D** contains the model input parameters for each of the alternatives.

Table 4
Posted Speed Limits

Roadway	Posted Speed Limit (miles per hour)
Airline Drive (US 61)	40
Clearview Parkway (LA 3152)	35
Houma Boulevard/Central Avenue	35

Table 5
Traffic Data

Roadway/Traffic Direction	Segment	Year	Peak Hour Directional Volume (Vehicles Per Hour)	Percent Medium Trucks	Percent Heavy Trucks
US 61 Eastbound	West of LA 3152	Existing	1,043	2%	3%
		No-Action 2033	1,447	2%	3%
		Build 2033	1,447	2%	3%
US 61 Westbound	West of LA 3152	Existing	1,621	2%	3%
		No-Action 2033	1,948	2%	3%
		Build 2033	1,948	2%	3%
US 61 Eastbound	East of LA 3152	Existing	1,704	2%	3%
		No-Action 2033	1,573	2%	3%
		Build 2033	1,573	2%	3%
US 61 Westbound	East of LA 3152	Existing	1,990	2%	3%
		No-Action 2033	3,089	2%	3%
		Build 2033	3,089	2%	3%
US 61 Eastbound	Between Central Ave and Manson Ave	Existing	1,790	2%	3%
		No-Action 2033	1,740	2%	3%
		Build 2033	1,740	2%	3%
US 61 Westbound	Between Central Ave and Manson Ave	Existing	1,963	2%	3%
		No-Action 2033	2,991	2%	3%
		Build 2033	2,991	2%	3%
LA 3152 Northbound	South of US 61	Existing	3,178	3%	3%
		No-Action 2033	1,854	3%	3%
		Build 2033	1,854	3%	3%
LA 3152 Southbound	South of US 61	Existing	2,145	3%	3%
		No-Action 2033	3,093	3%	3%
		Build 2033	3,093	3%	3%
LA 3152 Northbound	North of US 61	Existing	2,117	3%	3%
		No-Action 2033	1,496	3%	3%
		Build 2033	1,496	3%	3%
LA 3152 Southbound	North of US 61	Existing	1,376	3%	3%
		No-Action 2033	1,720	3%	3%
		Build 2033	1,720	3%	3%

Source: *Intersection Improvements for US 61 & LA 3152 Environmental Assessment Draft Traffic Report* (May 2012)

10.0 Noise Analysis Results

Design Year 2033 No-Action Alternative

Predicted noise levels at the eight measurement sites are expected to increase under the No-Action Alternative in the design year 2033. Noise level increases at these eight sites would range from 0.9 dBA to 4.1 dBA, as shown in **Table 6**. Seven of the eight measurement sites would have highway traffic noise levels approaching or exceeding the applicable NAC. No sites are predicated to have future noise levels exceeding existing noise levels by 10 dBA or more.

Table 6
2033 No-Action Alternative
Measurement Site Model Results

Measurement Site	Existing Condition Model Results (dBA)	2033 No-Action Alternative (dBA)	Noise Level Increase (dBA)	Site Impacted ≥ 66 dBA	Site ≥ 10 dBA Over Existing Noise Levels
Site A[1]	64.0	66.6	2.6	Yes	No
Site B[2]	69.3	71.7	2.4	Yes	No
Site C	64.7	67.9	3.2	Yes	No
Site D[3]	63.4	67.5	4.1	Yes	No
Site E	59.6	62.2	2.6	No	No
Site F	70.3	71.2	0.9	Yes	No
Site G	64.7	66.8	2.1	Yes	No
Site H	64.3	67.6	3.3	Yes	No

Notes: (1) Site A is also represented by "Garden of Memories" receiver in the TNM 2.5 model. The "Garden of Memories" receiver was located in the area of frequent human use in the model.
(2) Site B is also represented by the receivers "Site 339" through "Site 348" in the TNM 2.5 model, as shown on Figure 5. In the model, the receivers were located in the front or backyards of these residences to represent the areas of frequent human use.
(3) Site D is also represented by the receivers "Site 237" and "Site 219" in the TNM 2.5 model, as shown on Figure 5. In the model, the receivers were located in the front or backyards of these residences to represent the areas of frequent human use.

Predicted noise level contours were also established for the 66 dBA and 71 dBA highway traffic noise levels to aid in illustrating the predicted noise impacts associated with the No-Action Alternative. The sensitive receivers and 2033 No-Action Alternative noise level contours are illustrated in **Figure 5**.

The 71 dBA noise level contours were determined to be associated with both Airline Drive and Clearview Parkway highway traffic. On the south side of Airline Drive, the 71 dBA noise level contour would be located within the existing right-of-way (ROW). On the north side of Airline Drive, the 71 dBA noise level contour would be located outside of the existing ROW, indicating that some of the businesses would experience adverse noise impacts. On both sides of Clearview

Parkway, the 71 dBA noise level contour would be located outside of the existing ROW, indicating impacts on some of the businesses and residences. The 66 dBA noise level contour associated with Clearview Parkway and Airline Drive traffic would be located outside of the existing ROW. This contour would be located further from the ROW in areas around the intersection of Clearview Parkway and Airline Drive. In total, 55 single family residences, eight apartment buildings (totaling 48 apartments), seven businesses, and one community facility (Iglesia Amor Viviente Church) are predicted to have noise levels that approach or exceed the applicable NAC under the No-Action Alternative.

Appendix E presents a summary table of the predicted impacts by the noise receiver identification number presented in **Figure 5**.

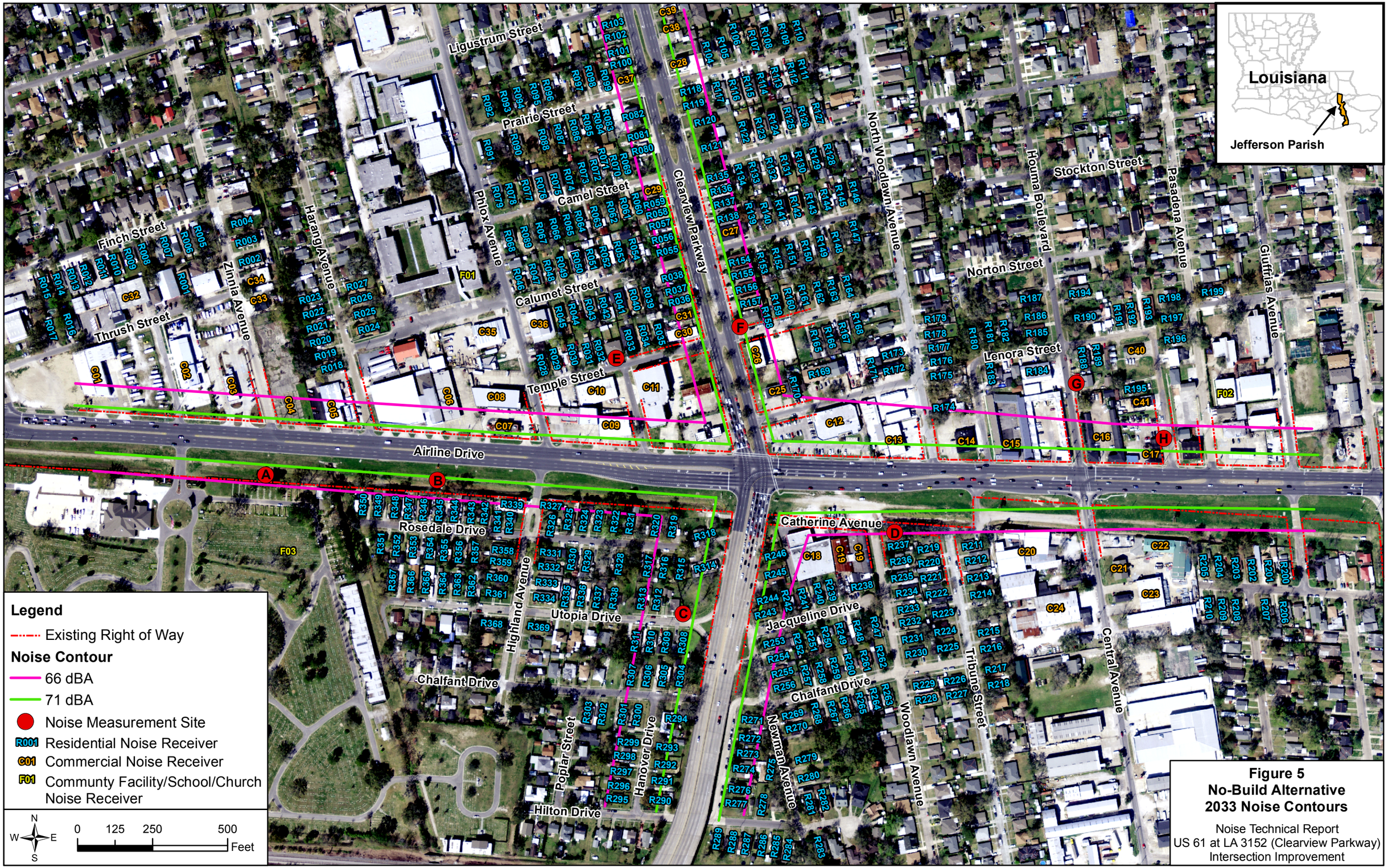

Figure 5
No-Build Alternative
2033 Noise Contours

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Design Year 2033 Build Alternatives

Predicted noise levels at the locations of the measurement sites are expected to increase under the two build alternative in the design year 2033. Noise level increases at the measurement sites for Alternative 1 would range from 0.8 dBA to 8.2 dBA. Noise level increases at the measurement sites for Alternative 2 would range from 0.8 dBA to 7.2 dBA, as shown in **Table 7**. The largest increase in noise level was determined to be at Site D, which can be attributed to a southward widening of Airline Drive under both build alternatives.

Table 7
2033 Build Alternatives
Measurement Site Model Results

Measurement Site	Existing Conditions (2012) Model Results (dBA)	Alternative 1		Alternative 2	
		Model Results (dBA)	Noise Level Increase (dBA)	Model Results (dBA)	Noise Level Increase (dBA)
Site A[1]	64.0	66.1	2.1	66.2	2.2
Site B[2]	69.3	72.9	3.6	71.4	2.1
Site C	64.7	68.1	3.4	67.8	3.1
Site D[3]	63.4	71.6	8.2	70.6	7.2
Site E	59.6	61.6	2.0	62.0	2.4
Site F	70.3	71.1	0.8	71.1	0.8
Site G	64.7	66.6	1.9	66.2	1.5
Site H	64.3	67.3	3.0	67.4	3.1

Notes: (1) Site A is also represented by "Garden of Memories" receiver in the TNM 2.5 model. The "Garden of Memories" receiver was located in the area of frequent human use in the model.
(2) Site B is also represented by the receivers "Site 339" through "Site 348" in the TNM 2.5 model, as shown on Figure 6 and Figure 7. In the model, the receivers were located in the front or backyards of these residences to represent the areas of frequent human use.
(3) Site D is also represented by the receivers "Site 237" and "Site 219" in the TNM 2.5 model, as shown on Figure 6 and Figure 7. In the model, the receivers were located in the front or backyards of these residences to represent the areas of frequent human use.

Predicted noise level contours were also established for the 66 dBA and 71 dBA highway traffic noise levels for each of the build alternatives. The contours were used to aid in illustrating the predicted noise impacts under each build alternative. The results of this evaluation are described for each alternative below.

Alternative 1

Predicted noise level contours for Alternative 1 are shown in **Figure 6**. With construction of Alternative 1, highway traffic noise impacts are predicted to occur at approximately 108 sensitive receivers, which would include 54 single family residences, eight apartment buildings (totaling 48 apartments), six businesses, and one community facility (Iglesia Amor

Viviente Church). The impacted residences would be located along Clearview Parkway and Airline Drive; the majority of the impacts would be associated with the structures fronting Clearview Parkway. The impacted businesses would be located along Airline Drive and Clearview Parkway, north of Airline Drive.

Appendix E presents a summary table of the predicted impacts by the noise receiver identification number presented in **Figure 6**.

Alternative 2

Predicted noise level contours for Alternative 2 are shown in **Figure 7**. With construction of Alternative 2, highway traffic noise impacts are predicted to occur in the design year at approximately 111 sensitive receivers, which would include 57 single family residences, eight apartment buildings (totaling 48 apartments), seven businesses, and one community facility (Iglesia Amor Viviente Church). The impacted residences would be located along Clearview Parkway and Airline Drive; the majority of the impacts would be associated with the structures fronting Clearview Parkway. The impacted businesses would be located along Airline Drive and Clearview Parkway, north of Airline Drive.

Appendix E presents a summary table of the predicted impacts by the noise receiver identification number presented in **Figure 7**.

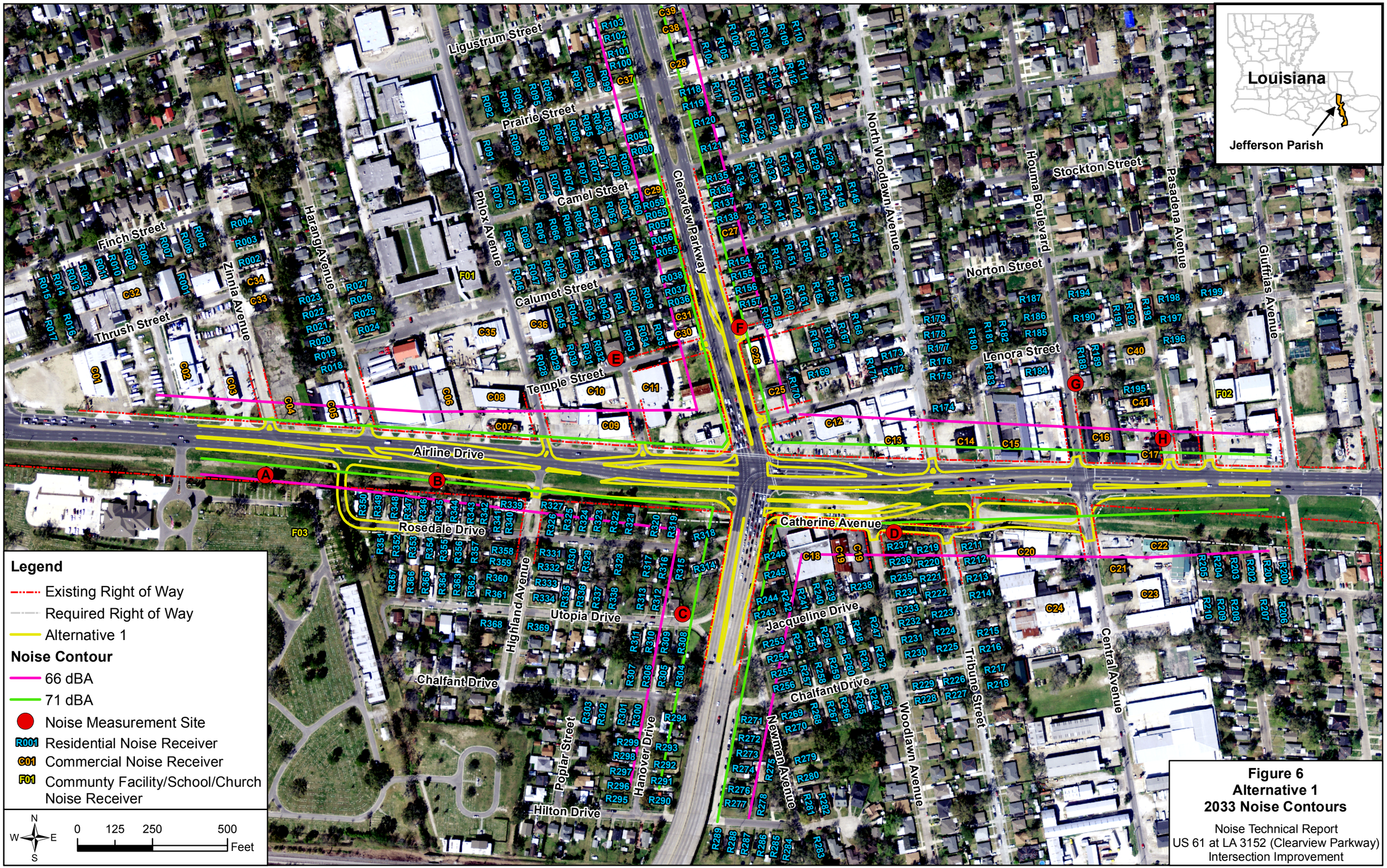

Figure 6
Alternative 1
2033 Noise Contours

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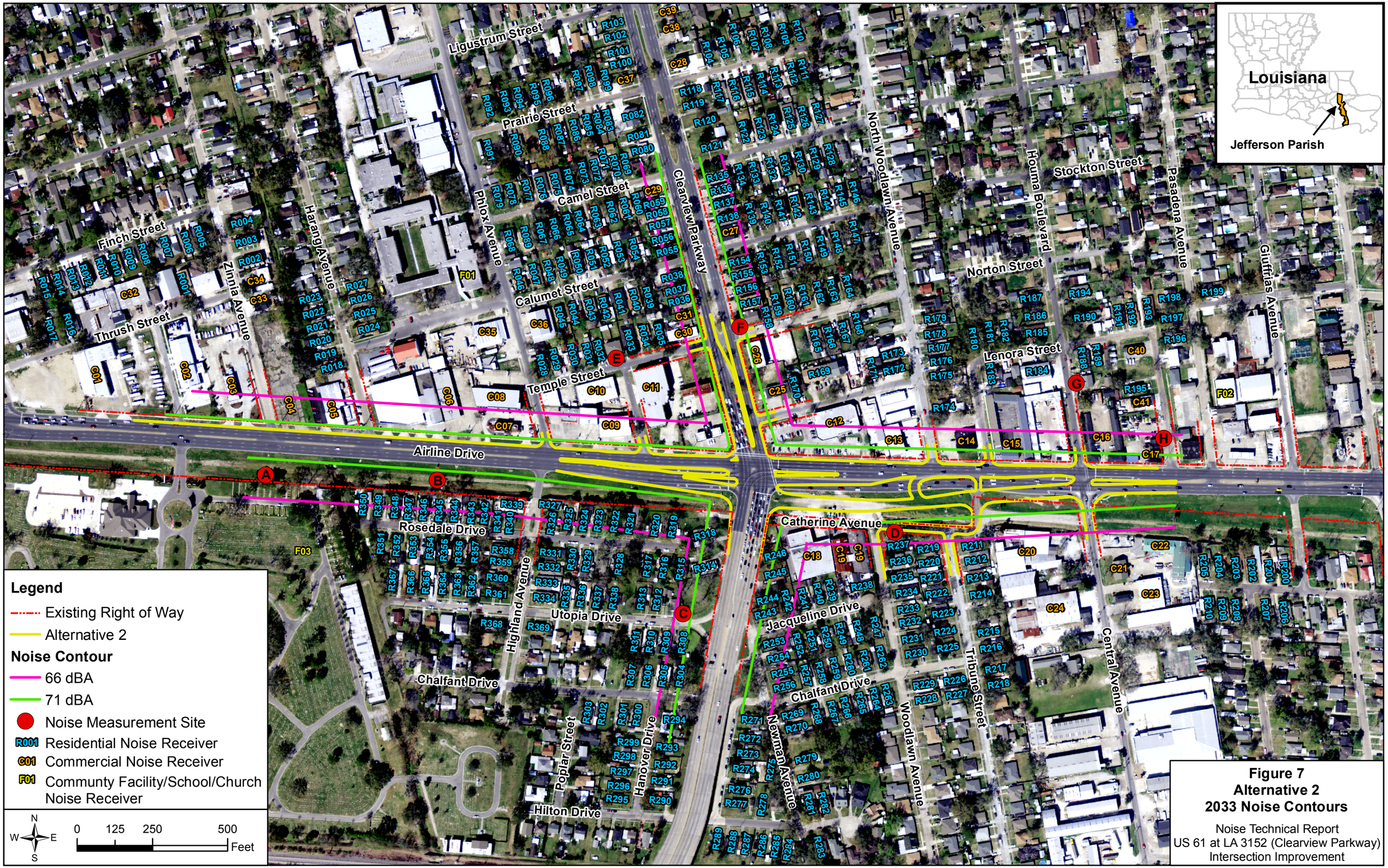

Figure 7
Alternative 2
2033 Noise Contours

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11.0 Summary of Traffic Noise Impact Results

One hundred and eight sensitive receivers are expected to experience traffic noise impacts in 2033 if Alternative 1 is constructed and 111 sensitive receivers are expected to experience traffic noise impacts in 2033 with construction of Alternative 2. One hundred and ten occupied sensitive receivers within the Study Area are expected to experience traffic noise impacts in the design year 2033 if the project is not constructed. At the time of the noise analysis, all 108 impacted sensitive receivers under Alternative 1 and all 111 impacted sensitive receivers under Alternative 2 were occupied. The number of noise level impacts would vary for each build alternative because of roadway alignment modifications and increases in the number of travel lanes.

Some of these occupied structures have existing traffic noise levels approaching or exceeding the applicable NAC. The summary of impacts is presented in **Table 8**.

Table 8
Summary of Traffic Noise Impacts

Alternative	Sensitive Receivers Impacted ≥ 66 dBA	Sensitive Receivers ≥ 10 dBA Over Existing Noise Levels
No-Action Alternative	110	0
Alternative 1	108	0
Alternative 2	111	0

12.0 Analysis of Potential Traffic Noise Mitigation Measures

Since noise impacts have been identified for this project, the feasibility and reasonableness of potential noise abatement measures must be evaluated per the LADOTD *Highway Traffic Noise Policy*. Specific abatement measures including traffic management measures, alteration of horizontal and vertical alignments, acquisition of property rights to provide noise buffers, noise insulation of public use or nonprofit institutional structures, and the construction of noise barriers were evaluated for feasibility and reasonableness. Abatement measures determined to be feasible and reasonable per LADOTD criteria can be recommended as effective measures to reduce adverse noise impacts associated with the proposed intersection improvements.

The LADOTD considers noise abatement to be feasible when 75 percent of the first row of impacted receivers adjacent to a proposed noise barrier would receive at least a 5 dBA reduction in traffic noise. The LADOTD considers noise abatement to be reasonable if the following three criteria are met:

1. The noise reduction design goal is met – a minimum of one benefited receptor must receive a noise reduction of at least 8 dBA;

2. The cost-effectiveness goal is met – the cost of the abatement measure should be equal to or less than $35,000 per benefited receiver; and
3. Concurrence from the public on the noise abatement measure – at least 50 percent of the affected property owners support the proposed abatement.

Receivers in the Study Area are anticipated to exceed the noise abatement criteria; therefore, the complete range of possible abatement measures described above were evaluated for reasonableness and feasibleness. The specific potential noise abatement measures that were evaluated for this project to reduce or eliminate adverse noise impacts are discussed below along with a determination of their feasibility and reasonableness.

Traffic Management Measures

Traffic management measures are sometimes feasible for noise abatement. These measures may include the prohibition/restriction of certain vehicle types and speed limit reductions. Prohibition of truck traffic is not possible for this project because of the substantial volume of truck traffic utilizing the existing intersection and the connectivity both roadways provide as part of the New Orleans regional roadway network. Airline Drive is also a designated truck route. Lower speed limits would produce lower noise levels, but would adversely affect the functionality of the intersection as a commercial transport route. Based on these considerations, traffic management measures were determined to be infeasible as a noise abatement measure.

Alteration of Horizontal and Vertical Alignments

The horizontal alignments associated with the proposed roadway improvements have been conceptually designed to maximize functionality in terms of movement and access while minimizing costs and potential residential and commercial relocations. Both build alternatives are designed at grade, and, as a result, no changes in vertical alignment would be possible without elevating the roadways on structure, which would unreasonably add to the project costs. Slight shifts in the proposed horizontal alignments during the design phase could potentially minimize noise impacts to some extent. Typical engineering estimates indicate that changes in alignment must at least triple the distance between the roadway and the receptor to produce a significant benefit (considered a reduction of at least 3 dBA).

For Alternative 1 and Alternative 2, the predicted noise level impacts would be associated with traffic on both Airline Drive and Clearview Parkway. Altering the horizontal alignment for both roadways was determined to be infeasible, due to the limited ROW and existing abutting development. Additional ROW would be required and the acquisition of residences and businesses may also be required to adjust the alignment so noise impacts would be reduced. Because of increased cost and the potential for increasing the number of noise level impacts, altering the horizontal alignment of either Airline Drive or Clearview Parkway was determined to be infeasible.

Acquisition of Property Rights

The acquisition of property rights to allow construction of noise barriers or as a noise buffer zone would be constrained by cost and existing abutting development and would be contrary to

the project goal of minimizing environmental impacts. This abatement measure was determined to be unreasonable.

Noise Insulation of Public Use or Nonprofit Institutional Structures

The noise insulation of public use or nonprofit institutional structures may be necessary because the Iglesia Amor Viviente Church is predicted to have adverse noise impacts. The Iglesia Amor Viviente Church is a nondenominational facility that provides counseling and treatment services, along with youth bible study during non-peak traffic and noise periods (Amor Viviente, 2013). During the peak traffic periods, noise impacts are anticipated to exceed the NAC by 1.3 dBA for Alternative 1 and 1.4 dBA for Alternative 2. Noise mitigation is not recommended because adverse noise impacts would not affect the facility during their times of activity.

Noise Barriers

Although traffic noise impacts would occur at occupied residences within the Study Area, noise barriers were not considered reasonable and feasible at all of the impacted locations. Noise barriers could not be continuously installed along the north side of Airline Drive and the Clearview Parkway corridor north of Airline Drive due to the numerous driveway access points serving homes, businesses and cross streets. Maintaining access at the existing points would result in breaks in the noise barriers that would negate the potential effectiveness of this abatement option. However, continuous noise barriers could potentially be installed at two locations along Clearview Parkway south of Airline Drive and at one location along Airline Drive west of Clearview Parkway. The noise barrier scenarios would be the same for both build alternatives, as described below.

- A continuous noise barrier could be installed on Clearview Parkway south of Airline Drive along the north and southbound lanes. The noise barrier along the northbound lanes would begin to the south of Jacqueline Drive (see **Figure 6**) and extend to just north of Hilton Drive. This noise barrier was estimated to be 575 feet in length. The noise barrier along the southbound lanes would begin to the south of Utopia Drive (see **Figure 6**) and extend to just north of Hilton Drive. This noise barrier was estimated to be 590 feet in length.

- Additionally, a noise barrier could be installed on Airline Drive west of Clearview Parkway. This barrier would parallel the eastbound lanes of Airline Drive beginning at Highland Road and extending east to Clearview Parkway. This noise barrier was estimated to be 610 feet in length.

Reasonableness

Prior to modeling the noise barrier, a preliminary reasonableness evaluation was conducted based on the LADOTD *Highway Traffic Noise Policy*. One of the three criteria for reasonableness outlined in the policy required that the cost estimate of the noise abatement measure should be equal to or less than $35,000 per benefitted receptor. A benefited receptor is considered a recipient of an abatement measure that would receive at least a 5 dBA reduction in the noise level as a result of the proposed abatement, whether impacted or not.

To determine the cost per benefitted receptor, preliminary cost estimates were calculated based on LADOTD latest available (2011) noise barrier wall costs per square foot for the structures located immediately adjacent to Airline Drive and Clearview Parkway. Various barrier heights were also evaluated in the preliminary cost estimates. **Table 9** presents the cost estimates by alternative for noise barriers along Clearview Parkway south of Airline Drive and along Airline Drive in the southwest quadrant of the intersection.

Table 9
Preliminary Barrier Cost Estimates[1]

Noise Barrier Location	Estimated Length (ft)	Height (ft)	Area (sq ft)	Estimated Cost per Square Foot[2]	Estimated Material and Labor Cost	Total Number of Potential Receivers[3]	Cost per Potential Receiver	Predicted Benefitted Receivers[4]	Cost per Predicted Benefitted Receiver
Alternative 1									
Clearview Parkway NB, South of Airline Drive	575	10	5,750	$26	$149,500	10	$14,950[5]	6	$24,917
	575	15	8,625	$113	$974,625	10	$97,463	—	—
	575	20	11,500	$103	$1,184,500	10	$118,450	—	—
Clearview Parkway SB, South of Airline Drive	590	10	5,900	$26	$153,400	7	$21,914[5]	4	$38,350
	590	15	8,850	$113	$1,000,050	7	$142,864	—	—
	590	20	11,800	$103	$1,215,400	7	$173,629	—	—
Airline Drive Southwest Quadrant	610	10	6,100	$26	$158,600	10	$15,860[5]	5	$31,720
	610	15	9,150	$113	$1,033,950	10	$103,395	—	—
	610	20	12,200	$103	$1,256,600	10	$125,660	—	—
Alternative 2									
Clearview Parkway NB, South of Airline Drive	575	10	5,750	$26	$149,500	10	$14,950[5]	5	$29,900
	575	15	8,625	$113	$974,625	10	$97,463	—	—
	575	20	11,500	$103	$1,184,500	10	$118,450	—	—
Clearview Parkway SB, South of Airline Drive	590	10	5,900	$26	$153,400	7	$21,914[5]	2	$76,700
	590	15	8,850	$113	$1,000,050	7	$142,864	—	—
	590	20	11,800	$103	$1,215,400	7	$173,629	—	—

Noise Barrier Location	Estimated Length (ft)	Height (ft)	Area (sq ft)	Estimated Cost per Square Foot[2]	Estimated Material and Labor Cost	Total Number of Potential Receivers[3]	Cost per Potential Receiver	Predicted Benefitted Receivers[4]	Cost per Predicted Benefitted Receiver
Airline Drive Southwest Quadrant	610	10	6,100	$26	$158,600	10	$15,860[5]	5	$31,720
	610	15	9,150	$113	$1,033,950	10	$103,395	—	—
	610	20	12,200	$103	$1,256,600	10	$125,660	—	—

Notes: (1) Barrier cost estimates were conducted prior to TNM 2.5 barrier modeling to establish reasonable noise barrier scenarios.
(2) Based on LADOTD 2011 noise barrier wall costs per square foot.
(3) Total number of receivers in vicinity of noise barrier.
(4) Receivers that are predicted to have at least a 5 dBA noise reduction by TNM 2.5.
(5) The noise barriers at each of the three locations for Alternatives 1 and 2, at a height of 10-feet, were determined to be the only reasonable scenarios based on cost per potential benefitted receiver. To further define the potential benefited receivers, these scenarios were modeled in TNM 2.5.

The LADOTD *Highway Traffic Noise Policy* states that it is not reasonable to construct noise barriers to protect occupied facilities that are expected to cost more than $35,000 per benefited receptor. Using the evaluation presented in **Table 9**, the only reasonable scenarios based on cost per benefited receiver would be noise barriers at each of the three locations that would be less than 10 feet in height for each build alternative. All other scenarios were determined to be unreasonable based on cost per benefited receiver.

TNM 2.5 was used to evaluate 10-foot continuous noise barriers at each of the three locations for Alternative 1 and Alternative 2. The results of the modeling analysis are summarized in **Table 10**.

Table 10
Summary of Noise Barrier Analysis

Noise Barrier Location	Sensitive Receivers ≥ 5 dBA Noise Reduction	Sensitive Receivers ≥ 8 dBA Noise Reduction	Cost per Predicted Benefitted Receiver
Alternative 1			
Clearview Parkway NB, South of Airline Drive	6	0	$24,917
Clearview Parkway SB, South of Airline Drive	4	0	$38,350
Airline Drive Southwest Quadrant	5	2	$31,720
Alternative 2			
Clearview Parkway NB, South of Airline Drive	5	0	$29,900
Clearview Parkway SB, South of Airline Drive	2	0	$76,700
Airline Drive Southwest Quadrant	5	1	$31,720

The evaluation presented in **Table 9** assumed that the receivers located along the first building row adjacent to the noise barrier were benefitted receivers; however the TNM 2.5 results predicted that only a portion of those receivers would have at least a 5 dBA noise reduction, as presented in **Table 10**. The results of the analysis are included in **Appendix D**.

Alternative 1

Based on a total of six receivers benefitted by a noise barrier located along the northbound travel lanes of Clearview Parkway, the cost per benefited receiver would be approximately $25,000. Because the cost of constructing noise barriers along Clearview Parkway for Alternative 1 would be less than $35,000 per benefited receptor, a noise barrier at this location may be considered for reasonableness under the LADOTD policy.

While noise barriers may reduce the noise levels at receivers, substantial noise reductions must be made for the noise abatement measure to be considered reasonable. The LADOTD policy states that a substantial noise reduction must be at least 8 dBA and, at a minimum, at least one receiver must have an 8 dBA reduction for the noise abatement measure to be reasonable. The results of the TNM 2.5 evaluation indicated that no receivers are predicted to have at least an 8 dBA reduction with the installation of a noise barrier along the northbound travel lanes of Clearview Parkway.

Based on a total of four receivers benefitted by a noise barrier located along the southbound travel lanes of Clearview Parkway, the cost per benefited receiver would be approximately $38,350. Because the cost of constructing noise barriers along Clearview Parkway for Alternative 1 would be greater than $35,000 per benefited receptor, a noise barrier at this location would not be considered reasonable under the LADOTD policy. The results of the TNM 2.5 evaluation indicated that no receivers are predicted to have at least an 8 dBA reduction with the installation of a noise barrier along the southbound travel lanes of Clearview Parkway.

Based on a total of five receivers benefitted by a noise barrier located on Airline Drive in the southwest quadrant of the intersection, the cost per benefited receiver would be approximately $31,700. Because the cost of constructing noise barriers along Clearview Parkway for Alternative 1 would be less than $35,000 per benefited receptor, a noise barrier at this location would be considered reasonable under the LADOTD policy. The results of the TNM 2.5 evaluation indicated that two receivers are predicted to have at least an 8 dBA reduction with the installation of a noise barrier along Airline Drive.

The results of the analysis are included in **Appendix E** and summarized in **Table 10**.

Alternative 2

Based on a total of five receivers benefitted by a noise barrier located along the northbound travel lanes of Clearview Parkway, the cost per benefited receiver would be approximately $30,000. Because the cost of constructing noise barriers along Clearview Parkway for Alternative 2 would be less than $35,000 per benefited receptor, a noise barrier at this location would be considered reasonable under the LADOTD policy. The results of the TNM 2.5 evaluation indicated that no receivers are predicted to have at least an 8 dBA reduction with the installation of a noise barrier along the northbound travel lanes of Clearview Parkway.

Based on a total of two receivers benefitted by a noise barrier located along the southbound travel lanes of Clearview Parkway, the cost per benefited receiver would be approximately $76,700. Because the cost of constructing noise barriers along Clearview Parkway for Alternative 2 would be greater than $35,000 per benefited receptor, a noise barrier at this location would not be considered reasonable under the LADOTD policy. The results of the TNM 2.5 evaluation indicated that no receivers are predicted to have at least an 8 dBA

reduction with the installation of a noise barrier along the southbound travel lanes of Clearview Parkway.

Based on a total of five receivers benefitted by a noise barrier located on Airline Drive in the southwest quadrant of the intersection, the cost per benefited receiver would be approximately $31,700. Because the cost of constructing noise barriers along Clearview Parkway for Alternative 2 would be less than $35,000 per benefited receptor, a noise barrier at this location would be considered reasonable under the LADOTD policy. The results of the TNM 2.5 evaluation indicated that one receiver is predicted to have at least an 8 dBA reduction with the installation of a noise barrier along Airline Drive.

The results of the analysis are included in **Appendix E** and summarized in **Table 10**.

In summary, a 10-foot continuous noise barrier located along Airline Drive, in the southwest quadrant of the intersection under both Alternative 1 and Alternative 2 would satisfy LADOTD criteria for reasonableness.

Feasibility

The feasibility of a 10-foot high noise barrier along Airline Drive under each of the build alternatives was analyzed using the results of the TNM 2.5 evaluation. The LADOTD considers noise abatement to be feasible when 75 percent of the first row of impacted receivers adjacent to a proposed noise barrier would receive at least a 5 dBA reduction in traffic noise. There are nine receivers in the first row of receivers adjacent to the proposed noise barrier along Airline Drive in the southwest quadrant of the Airline Drive/Clearview Parkway intersection. Of the nine, five are predicted to be benefitted by noise barrier construction under each build alternative. Consequently, since only 56 percent of the first row of impacted receivers would be benefitted by the proposed noise barrier under Alternative 1 and Alternative 2, it was concluded that this barrier cannot be considered feasible under either build alternative.

Summary

A noise abatement measure must be determined to be both feasible and reasonable per LADOTD criteria. Although the preliminary cost estimate for a continuous noise barrier at three locations under both build alternatives was determined to be reasonable, the results of the TNM 2.5 modeling analysis indicated that the cost per benefitted receiver for the noise barrier located along southbound Clearview Parkway would exceed the $35,000 criterion in the LADOTD *Highway Traffic Noise Policy*. The noise barriers located along northbound Clearview Parkway and along Airline Drive in the southwest quadrant of the intersection were further evaluated for reasonableness and feasibility.

The 10-foot noise barrier located along Airline Drive for both build alternatives would meet the noise reduction goal of providing an 8 dBA reduction for at least one receiver per the LADOTD *Highway Traffic Noise Policy*. The 10-foot noise barrier located along northbound Clearview Parkway under both build alternatives would not meet this noise reduction goal. The LADOTD *Highway Traffic Noise Policy* states that the abatement must be feasible and that all three of the reasonableness criteria must be met for the abatement to be considered reasonable. Only one

noise barrier was determined to be reasonable for mitigating adverse noise impacts, but it would not meet the criteria for feasibility. Consequently, there are no noise barriers, or any other abatement measures, that would be both feasible and reasonable for reducing the predicted adverse noise impacts of project construction under either Alternative 1 or Alternative 2.

13.0 Construction Noise

Project construction activities would have short-term noise effects on receivers in the immediate vicinity of the construction site. Effects on community noise levels during construction would be derived from construction equipment operation and from construction vehicles and delivery vehicles traveling to and from the site. Noise impacts during project construction would be temporary in duration and related to the various types and phases of construction required.

Increases in noise levels due to operation of delivery trucks and other construction vehicles would not be substantial. Small increases in noise levels may be expected near a few defined truck routes and in the immediate vicinity of the proposed project site.

The following potential mitigation measures may be implemented during construction to minimize noise impacts:

- Locate site equipment as far from noise sensitive receivers as possible;
- Avoid nighttime activities in residential areas where sensitivity to noise increases during these hours; and
- Use specially muffled equipment such as enclosed air compressors and mufflers on other construction equipment.

The mitigation measures that are implemented at the construction site would be the responsibility of the construction contractor. LADOTD may require that one or more of these measures are included as provisions to the contract documents. All mitigation measures must adhere to the latest version of the *Louisiana Standard Specifications for Roads and Bridges* and comply with state and local laws.

14.0 References

Amor Viviente. http://www.neworleansamorviviente.com/. April 2013.

FHWA. *Measurement of Highway-Related Noise.* May 1996.

Jefferson Parish Council. *Jefferson Parish Comprehensive Plan - Envision Jefferson 2020*. Adopted on August 6, 2003.

LADOTD. *Highway Traffic Noise Policy.* July 2011.

LADOTD. *Intersection Improvements for US 61 & LA 3152 Environmental Assessment Draft Traffic Report*. May 2012.

LADOTD. *US 61 at LA 3152 (Clearview Parkway) Intersection Improvements Draft Noise Protocol*. May 2012.

US Code of Federal Regulations. *Procedures for Abatement of Highway Traffic Noise and Construction Noise;* 23 CFR 772, 1982.

APPENDIX A

US 61 at LA 3152 (CLEARVIEW PARKWAY) INTERSECTION IMPROVEMENTS DRAFT NOISE PROTOCOL

May 2012

Stage 1 - Environmental Assessment
Jefferson Parish, Louisiana

State Project No. 700-26-0305
Federal Aid Project No. DE-2609(507)
RPC Project No. CLV-EA

NOISE PROTOCOL

The methodology employed in this analysis is intended for the US 61 (Airline Drive) at LA 3152 (Clearview Parkway) intersection improvements Draft Environmental Assessment (Draft EA), and complies with the Louisiana Department of Transportation and Development (LADOTD) *Highway Traffic Noise Policy*, effective date July 13, 2011.

Step 1: Measure Existing Condition Sound Levels

Existing condition sound levels will be measured in May 2012 at 9 sites within the Airline Drive and Clearview Parkway study area. The sites selected are generally representative of noise-sensitive, ground level, outdoor human use or activity areas in proximity to the Airline Drive and Clearview Parkway intersection. The 9 noise measurement sites would be applicable to the noise analysis for both intersection alternatives evaluated as part of the Draft EA. The locations of the proposed sound measurement sites are shown in **Figure 1**. The exact location of sites may change, due to field conditions including obtaining property owners' permission to conduct monitoring. The location of noise monitoring sites will be recorded while measurements are being collected. **Table 1** lists the proposed sound measurement sites.

Table 1
Proposed Sound Level Measurement Sites

Measurement Site[1]	Approximate Location	Reasons for Measurement
Site A	Garden of Memories located in the northeast corner of the property.	Cemetery
Site B	Residence located adjacent to US 61 just west of Highland Avenue.	Representative of residential area south of the proposed improvements on Airline Drive.
Site C	Residence located in the southwest quadrant of the intersection.	Representative of residential area southwest of the proposed intersection improvements.
Site D	Residence located adjacent to Clearview Parkway in the southwest quadrant of the intersection.	Representative of residential area south of the proposed improvements on Clearview Parkway.
Site E	Residence located adjacent to Katherine Avenue in the southeast quadrant of the intersection.	Representative of residential area south of the proposed improvements along Airline Drive and proposed modifications to Katherine Avenue.
Site F	Residence located in the northwest quadrant of the intersection, north of commercial property that fronts Airline Drive.	Representative of residential area northwest of the proposed intersection improvements.
Site G	Residence located in the northeast quadrant of the intersection, north of commercial property that fronts Airline Drive.	Representative of residential area northeast of the proposed intersection improvements.

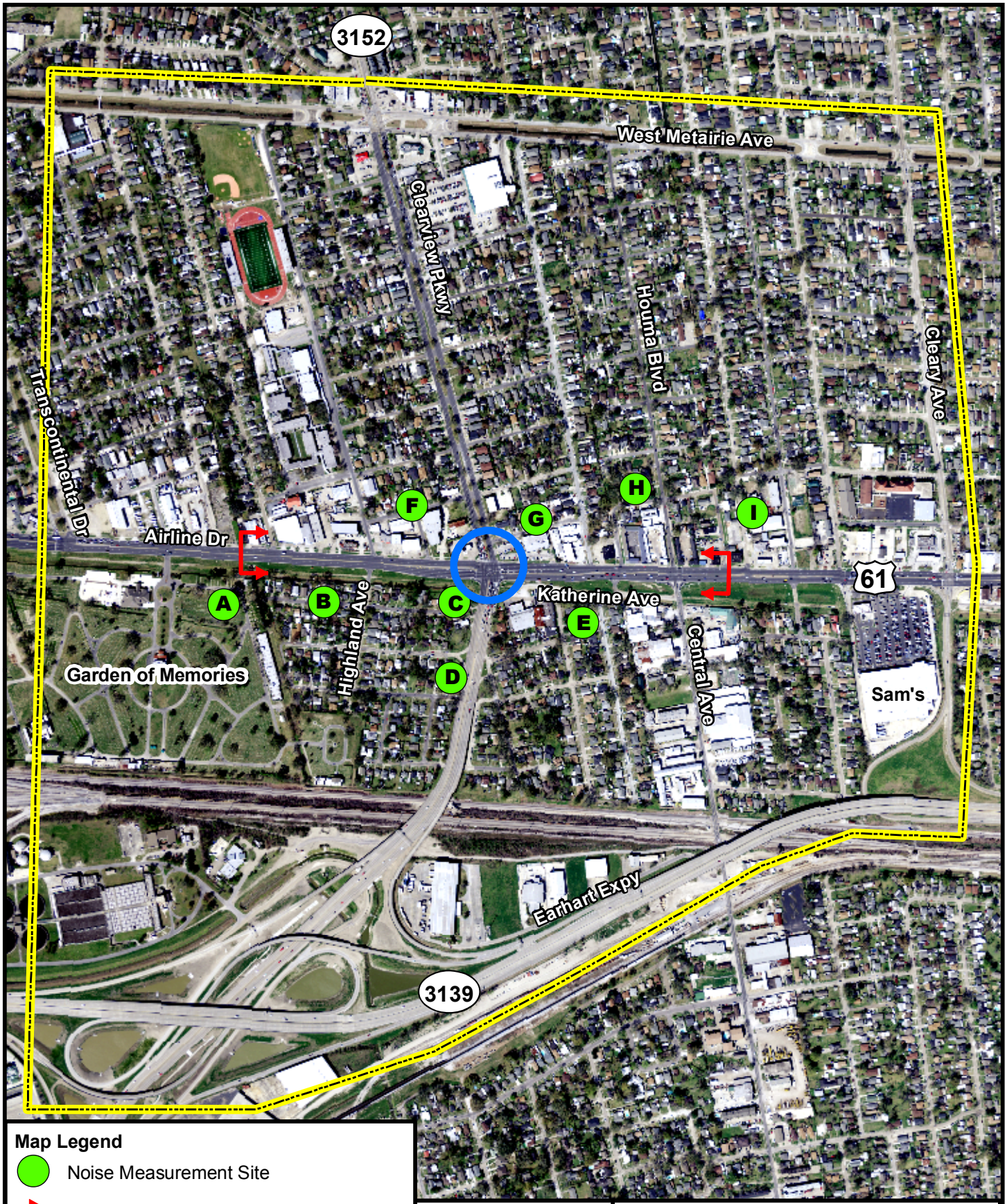
Table 1
Proposed Sound Level Measurement Sites

Measurement Site[1]	Approximate Location	Reasons for Measurement
Site H	Residence located north of Airline Drive just west of Houma Boulevard and north of commercial property that fronts Airline Drive.	Representative of residential area north of the proposed improvements on Airline Drive near Houma Boulevard.
Site I	Ridgewood Preparatory School and Iglesia Amor Vivente located east of Houma Boulevard and north of commercial property that fronts Airline Drive.	Community facilities, church and school.

Notes:
1. Measurement Site locations are shown in Figure 1.

Noise measurements will be performed following procedures outlined in *Measurement of Highway-Related Noise* (Federal Highway Administration, 1996). Noise measurements will be recorded using a Larson Davis Model 820 Type 1 Integrating/Logging Sound Level Meter (ANSI S1.4-1983, IEC 651-1979, and IEC 804-1985). The noise meter internally records continuous noise levels measuring real time, sound level, peak level, maximum level, and equivalent sound level (Leq(h)). The response switch on the meter will be set to "slow" and the weighting set to "A." Ambient noise measurements must be performed only under suitable weather conditions to provide accurate results. There must be no ongoing precipitation during the measurements, relatively dry roadway surfaces, and low wind velocity (preferably less than 10 mph). Measurement of wind velocity and relative humidity will be taken prior to initiating noise readings. Sound levels will be recorded over a period of 20 minutes at each site during or near peak noise hour(s). The meter continuously measures the ambient noise level and integrates these values into an equivalent sound level for the duration of the reading. Statistical summaries, computed and recorded by an internal microprocessor, provide substantive, error-free documentation of field measurements. The summaries include the Leq(h) in decibels on the A-weighted scale, the maximum level (L_{max} in dBA), the peak level (L_{peak} in dBA), and the L_{10} and L_{90} exceedance levels in dBA, which represent the noise levels that are exceeded 10 and 90 percent of the time, respectively, during the measurement period. Copies of the printouts for each measurement site will be included in the Traffic Noise Report as well as a copy of the meter calibration certificate.

At each measurement site, the noise meter will be tripod-mounted at a height of approximately five feet (average ear height) and the microphone (with windscreen attached) oriented at a 70º angle toward the predominant noise source, the nearest travel lane of the adjacent roadway. The meter will be calibrated prior to starting measurements at each site and the calibration will be checked following completion of each measurement. During the measurement period, traffic data will be manually recorded by vehicle type (automobiles, medium trucks, heavy trucks, buses, and motorcycles). Field data sheets presenting sketches of the meter orientation with respect to the sensitive receiver and the roadway as well as



Map Legend

- Noise Measurement Site
- General Limits of Proposed Improvements
- Airline Dr at Clearview Pkwy Intersection
- Study Area

N
W E
S

0 400 800 Feet

US 61 at LA 3152 (Clearview Parkway)
Intersection Improvement

Figure 1
Noise Measurement Sites

weather and traffic data will be reproduced in the Traffic Noise Report that will be appended to the Draft EA.

The traffic volume projections were generated for Airline Drive and Clearview Parkway using 2010 average daily traffic volumes. Currently, both Airline Drive and Clearview Parkway are six-lane, divided roadways. The two build alternatives include improvements of the at-grade intersection of Airline Drive and Clearview Parkway.

Step 2: Predict Design Year 2033 Build and No-Build Sound Levels

The Federal Highway Administration's Traffic Noise Model (TNM) (Version 2.5) will be utilized to predict Design Year 2033 sound levels for the build alternatives and the no-build alternative. Roadway and barrier centerline data (XYZ coordinates) representing the Airline Drive and Clearview parkway study area will be used for the analysis. All coordinates utilized will be in the UTM Zone 15 coordinate system.

The primary TNM roadway input assumptions are:

1. Each roadway centerline will represent a minimum of one travel lane in each direction, but will vary.
2. Pavement widths will be approximated based on planned roadway cross-sections and include paved shoulders, if any.
3. Every horizontal and vertical roadway curve will be converted to chords with a horizontal criterion of < 10 foot arc-chord difference and a vertical criterion of < 3 foot offset.
4. For noise analysis purposes, proposed roadway elevations will be obtained from the conceptual plan and profile sheets.
5. Roadway elevations will not account for cross slopes and superelevations.
6. Existing and projected peak hour traffic volumes, expressed in vehicles per hour, will be derived from the *Intersection Improvements for US 61 & LA 3152 Environmental Assessment Draft Traffic Report* (May 2012). Vehicle classification data will also be obtained from the *Intersection Improvements for US 61 & LA 3152 Environmental Assessment Draft Traffic Report*. The hourly traffic is assumed to represent the peak noise hour with volumes at, or near, peak hour traffic levels, with vehicles moving at the posted speed limit. In areas projected to experience congestion, travel speeds may be adjusted accordingly. Vehicle speeds utilized will be documented in the Traffic Noise Report. Traffic will be assigned to roadway segments utilizing the directional distribution factor obtained from the *Intersection Improvements for US 61 & LA 3152 Environmental Assessment Draft Traffic Report*.
7. Cruise speeds of 40 miles per hour (mph) for US 61 (Airline Drive) and 35 mph for LA 3152 (Clearview Parkway) will be utilized.

The primary TNM receiver input assumptions are:

1. Topographic information obtained from Atlas: The Louisiana Statewide GIS (Atlas) will be used for the receiver ground (Z) elevations. These data can be located on the Atlas website (http://atlas.lsu.edu/).
2. Receiver heights will be five feet.
3. Adjustment factors will not be utilized.
4. Only external ground-level receivers, representing locations of frequent outdoor human use or activity, will be considered. One receiver per dwelling unit will be considered for determining benefits (i.e., either the front or back yard of the same residence will be counted).
5. Receiver locations will be approximated based primarily on review of available geographic information systems (GIS) data (building structure outlines), 2010 aerial photography, and build alternative layout plans. Planned, designed, and programmed developments that would influence the analysis through the addition of a substantial number of noise-sensitive receivers will be considered.

The primary TNM barrier input assumptions are:

1. Heights considered for at-grade barriers will be 10 to 30 feet in two foot increments.
2. For Draft EA analysis purposes, at-grade barrier elevations will be obtained using the conceptual plan/profile data (i.e., the barrier ground elevations are assumed to be equal to the elevations of the adjacent at-grade roadway).
3. Potential noise barrier locations will be modeled as centerlines located at the existing or planned right-of-way for ground-mounted noise barriers.
4. The construction costs utilized for the analysis will follow the cost ranges per quantity (square feet [SF]) identified in **Table 2**. These unit costs are assumed to include the costs of real estate acquisition, construction servitude, and utility relocations.
5. Closures of existing streets and driveways to eliminate barrier gaps, and thereby allow longer and more effective barriers, are not considered, other than those included in the proposed roadway design.

Table 2
LADOTD Noise Barrier Costs

Wall Height (feet)	Quantity Ranges (SF of Wall)											
	10,000 or less	10,001 to 15,000	15,001 to 20,000	20,001 to 25,000	25,001 to 30,000	30,001 to 35,000	35,001 to 40,000	40,001 to 50,000	50,001 to 60,000	60,001 to 70,000	70,001 to 80,000	Greater than 80,000
10 or less	$26	$24	$21	$20	$19	$18	$17	$16	$16	$15	$14	$12
11 to 14	$53	$49	$44	$41	$39	$37	$36	$34	$32	$31	$29	$26

Table 2
LADOTD Noise Barrier Costs

Wall Height (feet)	Quantity Ranges (SF of Wall)											
	10,000 or less	10,001 to 15,000	15,001 to 20,000	20,001 to 25,000	25,001 to 30,000	30,001 to 35,000	35,001 to 40,000	40,001 to 50,000	50,001 to 60,000	60,001 to 70,000	70,001 to 80,000	Greater than 80,000
15 to 20	$113	$103	$94	$87	$83	$79	$76	$72	$68	$65	$62	$54
21 to 25	$172	$157	$143	$133	$126	$120	$115	$110	$104	$99	$95	$83
26 or more	$226	$207	$188	$175	$165	$158	$151	$144	$136	$130	$125	$109

Source: http://www.dotd.la.gov/NoiseCompatibility/, accessed April 2012.

Other TNM input assumptions include:

1. Building row average heights to be utilized are 15 feet for one-story structures, 25 feet for two-story structures, and 35 feet for three-story structures. Building percentages of 25%, 50%, or 75% are typically assigned.
2. TNM default values of 50% relative humidity, temperature of 68° Fahrenheit and "lawn" ground type will be utilized, as is consistent with normal practice.

The existing, Design Year 2033 no-build and year 2033 build noise levels will be determined at each noise sensitive activity or land use identified along the proposed project. The results will be presented in a table in the Traffic Noise Report and the noise analysis section of the Draft EA.

Step 3: Identify Noise Impacts

Consistent with LADOTD policy, highway traffic noise impacts occur when:

1. The Design Year 2033 build alternative(s) sound levels predicted by TNM equal or exceed the applicable LADOTD Noise Abatement Criterion (presented in **Table 3**) at any receiver, or
2. The Design Year 2033 build alternative(s) sound levels exceed the measured existing condition sound levels by 10 dBA or more (i.e., a "substantial" increase).

Table 3
FHWA Noise Abatement Criteria[1]

Activity Category	Activity Leq (h)[2]	Evaluation Location	Description of Activity Category	In Louisiana, Impact Occurs when Noise Level is Equal to or Greater than the Values Below
A	57	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.	56
B	67	Exterior	Residential (includes undeveloped lands permitted for residential).	66
C	67	Exterior	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings. (Includes undeveloped lands permitted for these activities)	66
D	52	Interior	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.	51
E	72	Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D or F (Includes undeveloped lands permitted for these activities).	71
F	___	___	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.	n/a
G	___	___	Undeveloped lands that area not permitted.	n/a

Notes: (1) Source: *LADOTD Highway Traffic Noise Policy* (July 2011).
(2) Hourly A-weighted sound level in decibels (dBA).

Based primarily on the review of GIS data and aerial photography, it was determined that most of the potential noise sensitive receivers in close proximity to the existing Airline Drive and Clearview Parkway intersection are Activity Category B; however one place of worship (Activity Category C) and one cemetery (Activity C) are also present in close proximity of the existing intersection. If modeled results approach or exceed the applicable noise abetment criteria presented in **Table 3**, then mitigation measures will be evaluated. The LADOTD has defined "approach" as equaling or exceeding the values shown in **Table 3**. Consequently, Category B and Category C area impacts will be defined as any noise level equal to or exceeding 66 dBA. Traffic noise impacts will be determined by entering these noise sensitive receivers into the noise model. The resulting year 2033 no-build and build noise levels will be compared to the noise abatement criteria in **Table 3**. Also, the noise levels will be compared to the existing noise levels recorded at the nearest field measurement site to determine if a substantial increase is predicted to occur. A table showing the distances to the 66 dBA Leq contours and the distances to where an increase of 10 dBA over the existing noise levels occurs along major segments of the project will be included in the Traffic Noise Report.

Step 4: Determine Potential Noise Abatement Measures

If a noise impact is predicted to occur at any receiver, then the mitigation measures specified in 23 CFR 772.13(c) will be evaluated for feasibility and reasonableness. These measures include: 1) Traffic management measures; 2) alteration of horizontal alignments; 3) acquisition of property rights for construction of noise barriers; 4) construction of noise barriers; and 5) noise insulation of public use or nonprofit institutional structures.

If barriers appear to be feasible and reasonable within the study area, then the modeling analysis will focus on utilizing TNM to determine the construction of noise barriers as the primary noise abatement measure. In order for a noise barrier to be considered for implementation, it must be determined to be both "feasible" and "reasonable" as defined by LADOTD policy.

Other criteria to be evaluated include:

1. The cost estimate of the noise abatement measure should be equal to or less than $35,000 per benefited receptor.
2. Feedback from public involvement during the NEPA process to ascertain community desirability.
3. Amount of development which occurred before and after, as indicated by the date of plat approval, the initial highway construction.
4. The age of development and the longevity of the noise impact from the highway.
5. Effects on the natural and human environments.
6. Extent of zoning changes in development toward a less sensitive land use (i.e. Activity Category – see **Table 3**), and the effectiveness of land use controls implemented by local officials to prevent incompatible development.
7. The effect that background or ambient noise may have on receptors.

8. The noise contribution from other (non-highway) sources in the area, such as rail traffic, aircraft and industrial equipment, etc.
9. The extent to which the predicted future build noise exceed the LADOTD Noise Abatement Criteria (**Table 3**) for each applicable Activity Category.
10. The extent to which the predicted future build noise levels exceed the existing noise levels.
11. The extent to which the predicted future build noise levels exceed the future no-build noise levels.
12. Other factors such as animal migratory paths, Section 4(f) properties, and cultural resources.

Areas of the proposed facility and the associated individual land uses where a noise impact is determined to occur, but where noise abatement measures are not feasible and reasonable, will be identified in the Traffic Noise Report. Areas of the proposed facility where noise abatement measures are determined to be reasonable and feasible, if any, will be identified in the Traffic Noise Report along with the associated individual land uses and benefited receptors.

APPENDIX B

QUEST TECHNOLOGIES
2900 INTEGRATING/LOGGING SOUND LEVEL METER

Unit Version Number: 02.4 Serial Number: CDF040010

Name _____

Work Area Sik A

Comments _____

Meter Calibration: 110.1dB 10-SEP-12 @ 16:57:22

Calibrator:
Serial Number _____ Calibration Date _____

STUDY 1
Notes _____

Measuring Parameters:

Range	80-120dB	Weighting	A	Time Constant	SLOW
Threshold	OFF	Exchange Rate	3dB	Peak Weighting	A

Session Started	Session Stopped	Run Time
10-SEP-12 @ 17:17:49	10-SEP-12 @ 17:37:50	0:20:01
Peak Level 122.2dB	10-SEP-12 @ 17:37:04	
Max Level 99.5dB	10-SEP-12 @ 17:37:03	
Min Level 51.6dB	10-SEP-12 @ 17:34:49	
Overload 0.00%		

LEQ	85.8dB	SEL(3)	96.6dB	THA	52.0dB	TAKM3	71.3dB
LDN	85.8dB	CNEL	85.8dB	Pa2Sec	1.9		
L1	77.6dB	L10	84.7dB	L50	81.5dB	L90	59.1dB

LOGGING (1 MIN)	LEQ	LMAX	LPK	L10	L90
Study 1					
17:18:49	82.3dB	89.1dB	96.9dB	83.7dB	59.5dB
17:19:49	81.3dB	84.8dB	90.8dB	83.4dB	58.4dB
17:20:49	82.4dB	89.1dB	95.0dB	84.7dB	57.5dB
17:21:49	88.5dB	90.4dB	94.0dB	72.9dB	61.8dB
17:22:49	81.5dB	86.4dB	92.6dB	84.5dB	56.5dB
17:23:49	81.8dB	85.5dB	79.8dB	84.3dB	58.7dB
17:24:49	80.4dB	85.8dB	92.2dB	83.7dB	55.7dB
17:25:49	83.7dB	86.8dB	94.2dB	85.3dB	61.8dB
17:26:49	81.4dB	84.1dB	78.6dB	83.3dB	58.7dB
17:27:49	72.5dB	88.4dB	119.1dB	68.2dB	58.1dB
17:28:49	58.8dB	84.4dB	91.8dB	62.4dB	56.1dB
17:29:49	84.1dB	86.0dB	91.6dB	85.2dB	62.7dB
17:30:49	81.4dB	84.8dB	90.8dB	83.1dB	58.0dB

site A

LOGGING (1 MIN)	LEQ	LMAX	LPK	L10	L90
Study 1					
17:31:49	62.2dB	65.8dB	82.3dB	64.4dB	60.0dB
17:32:49	61.0dB	65.0dB	82.1dB	63.5dB	59.2dB
17:33:49	62.4dB	64.5dB	81.6dB	63.8dB	60.8dB
17:34:49	61.0dB	64.7dB	79.8dB	63.2dB	59.0dB
17:35:49	59.0dB	69.3dB	100.3dB	60.4dB	55.5dB
17:36:49	70.4dB	83.8dB	96.6dB	71.1dB	59.8dB
17:37:49	71.3dB	88.5dB	102.2dB	66.4dB	60.1dB

QUEST TECHNOLOGIES
2900 INTEGRATING/LOGGING SOUND LEVEL METER

Unit Version Number: 02.4 Serial Number: CDF040010

Name _____

Work Area Site B

Comments _____

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Meter Calibration: 110.0dB 10-SEP-12 @ 17:51:25

Calibrator:
Serial Number _____ Calibration Date _____

STUDY 1
Notes _____

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Measuring Parameters:

Range	50-110dB	Weighting	A	Time Constant	SLOW
Threshold	OFF	Exchange Rate	3dB	Peak Weighting	A

Session Started	Session Stopped	Run Time
10-SEP-12 @ 17:55:30	10-SEP-12 @ 18:15:31	0:20:01
Peak Level 99.1dB	10-SEP-12 @ 17:59:59	
Max Level 79.3dB	10-SEP-12 @ 18:03:51	
Min Level 54.9dB	10-SEP-12 @ 18:04:15	
Overload 0.00%		

LEQ	70.9dB	SEL(3)	101.7dB	THA	57.1dB	TAKM3	73.9dB
LDN	70.9dB	CNEL	70.9dB	Pa2Sec	5.9		
L1	75.3dB	L10	73.6dB	L50	70.4dB	L90	65.3dB

LOGGING (1 MIN)	LEQ	LMAX	LPK	L10	L90
Study 1					
17:55:30	71.3dB	75.9dB	99.6dB	74.6dB	67.2dB
17:57:30	69.5dB	74.6dB	88.3dB	72.7dB	63.3dB
17:58:30	70.8dB	74.0dB	91.8dB	73.4dB	65.6dB
17:59:30	71.2dB	74.9dB	99.1dB	73.7dB	65.9dB
18:00:30	69.5dB	73.1dB	86.3dB	71.9dB	66.7dB
18:01:30	70.5dB	74.3dB	88.3dB	73.1dB	57.4dB
18:02:30	71.9dB	75.6dB	89.7dB	74.5dB	69.4dB
18:03:30	70.8dB	75.2dB	89.1dB	73.2dB	65.7dB
18:04:30	71.3dB	79.3dB	92.6dB	74.3dB	69.0dB
18:05:30	72.7dB	75.9dB	90.6dB	74.3dB	70.5dB
18:06:30	69.6dB	74.0dB	88.0dB	73.1dB	64.8dB
18:07:30	69.9dB	74.6dB	89.7dB	72.7dB	59.6dB
18:08:30	71.6dB	75.8dB	89.8dB	74.0dB	63.5dB

Site B

LOGGING (1 MIN)	LEQ	LMAX	LPK	L10	L90
Study 1					
19:09:30	70.8dB	74.1dB	87.8dB	73.5dB	69.6dB
19:10:30	70.6dB	75.9dB	83.8dB	72.4dB	65.0dB
19:11:30	70.5dB	75.9dB	88.0dB	73.8dB	64.6dB
19:12:30	72.6dB	76.0dB	88.0dB	74.8dB	69.6dB
19:13:30	70.3dB	72.7dB	87.1dB	71.8dB	69.5dB
19:14:30	69.8dB	74.2dB	87.6dB	73.5dB	62.5dB
19:15:30	71.3dB	74.5dB	88.5dB	73.7dB	68.0dB

QUEST TECHNOLOGIES
2900 INTEGRATING/LOGGING SOUND LEVEL METER

Unit Version Number: 02.4 Serial Number: CDF040010

Name _____

Work Area _____

Comments _____

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Meter Calibration: 110.0dB 11-SEP-12 @ 19:09:09

Calibrator:
Serial Number _____ Calibration Date _____

STUDY 1
Notes Site C

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Measuring Parameters:

Range	50-110dB	Weighting	A	Time Constant	SLOW
Threshold	OFF	Exchange Rate	3dB	Peak Weighting	A

Session Started	Session Stopped	Run Time
11-SEP-12 @ 19:19:51	11-SEP-12 @ 19:39:52	0:20:00
Peak Level 93.9dB	11-SEP-12 @ 19:27:55	
Max Level 79.5dB	11-SEP-12 @ 19:27:54	
Min Level 52.2dB	11-SEP-12 @ 19:35:11	
Overload 0.00%		

LEQ	65.4dB	SEL(3)	86.1dB	TWA	51.5dB	TAKM3	69.1dB
LDN	65.4dB	ONEL	65.4dB	Pa2Sec	1.5		
L1	73.5dB	L10	69.5dB	L50	63.5dB	L90	57.1dB

LOGGING (1 MIN)	LEQ	LMAX	LPK	L10	L90
Study 1					
19:19:51	64.5dB	74.1dB	90.9dB	69.3dB	55.5dB
19:20:51	67.1dB	72.3dB	88.2dB	69.6dB	63.1dB
19:21:51	64.5dB	67.6dB	83.0dB	66.0dB	62.0dB
19:22:51	65.1dB	74.7dB	89.1dB	69.6dB	55.7dB
19:23:51	67.4dB	74.7dB	87.4dB	71.4dB	56.8dB
19:24:51	65.2dB	69.8dB	83.8dB	69.0dB	61.4dB
19:25:51	61.9dB	65.3dB	85.1dB	64.6dB	55.8dB
19:26:51	63.3dB	69.4dB	84.3dB	66.5dB	57.5dB
19:27:51	67.8dB	75.5dB	80.3dB	69.7dB	64.5dB
19:28:51	66.8dB	79.5dB	83.8dB	69.5dB	59.4dB
19:29:51	62.3dB	71.5dB	85.6dB	66.0dB	56.7dB
19:30:51	69.1dB	79.0dB	83.3dB	70.5dB	63.8dB
19:31:51	64.7dB	67.6dB	87.1dB	66.2dB	62.5dB

Site C

LOGGING (1 MIN)	LEQ	LMAX	LPK	L10	L90
Study 1					
19:32:51	59.4dB	66.7dB	82.0dB	60.1dB	54.3dB
19:33:51	69.0dB	74.2dB	89.2dB	70.0dB	63.3dB
19:34:51	63.7dB	68.0dB	86.5dB	66.1dB	60.0dB
19:35:51	59.2dB	64.7dB	82.1dB	62.4dB	55.4dB
19:36:51	63.1dB	69.3dB	85.6dB	67.9dB	53.3dB
19:37:51	66.7dB	72.0dB	85.3dB	69.7dB	62.9dB
19:38:51	61.4dB	65.5dB	83.7dB	63.7dB	56.0dB

QUEST TECHNOLOGIES
2900 INTEGRATING/LOGGING SOUND LEVEL METER

Unit Version Number: 02.4 Serial Number: CDF040010

Name _____

Work Area _____

Comments _____

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Meter Calibration: 110.0dB 11-SEP-12 @ 18:41:55

Calibrator:
Serial Number _____ Calibration Date _____

STUDY 1
Notes Site E

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Measuring Parameters:

Range	50-110dB	Weighting	A	Time Constant	SLOW
Threshold	OFF	Exchange Rate	3dB	Peak Weighting	A

Session Started	Session Stopped	Run Time
11-SEP-12 @ 19:54:09	11-SEP-12 @ 19:14:10	0:20:01
Peak Level 92.5dB	11-SEP-12 @ 19:13:16	
Max Level 75.9dB	11-SEP-12 @ 19:02:16	
Min Level 55.7dB	11-SEP-12 @ 19:04:54	
Overload 0.00%		

LEQ	64.9dB	SEL(3)	95.6dB	THA	51.0dB	TAKM3	57.6dB
LDN	64.9dB	CNEL	69.7dB	Pa2Sec	1.4		
L1	69.9dB	L10	67.6dB	L50	64.0dB	L90	60.7dB

LOGGING (1 MIN)	LEQ	LMAX	LPK	L10	L90
Study 1					
19:55:09	66.0dB	69.7dB	83.9dB	69.8dB	61.0dB
19:56:09	65.6dB	69.9dB	83.5dB	67.9dB	61.9dB
19:57:09	64.9dB	69.9dB	81.7dB	69.1dB	59.5dB
19:58:09	66.2dB	70.3dB	83.5dB	69.5dB	60.9dB
19:59:09	64.6dB	69.4dB	82.8dB	67.3dB	61.9dB
19:00:09	64.9dB	69.5dB	87.7dB	66.3dB	61.3dB
19:01:09	63.8dB	72.1dB	86.1dB	65.2dB	59.3dB
19:02:09	64.1dB	66.6dB	79.1dB	65.8dB	61.2dB
19:03:09	66.8dB	75.8dB	88.7dB	69.8dB	62.6dB
19:04:09	66.3dB	70.3dB	87.4dB	69.0dB	62.5dB
19:05:09	63.2dB	66.2dB	79.3dB	65.8dB	56.5dB
19:06:09	65.8dB	69.8dB	82.1dB	69.1dB	62.1dB
19:07:09	64.5dB	69.8dB	85.2dB	69.3dB	60.4dB

Site E

LOGGING (1 MIN)	LEQ	LMAX	LPK	L10	L90
Study 1					
19:09:09	55.0dB	69.4dB	99.4dB	67.2dB	60.5dB
19:09:09	64.5dB	69.9dB	92.4dB	69.3dB	61.7dB
19:10:09	64.4dB	67.2dB	90.4dB	66.3dB	60.6dB
19:11:09	63.9dB	67.7dB	92.0dB	65.7dB	59.6dB
19:12:09	62.9dB	65.2dB	77.7dB	64.8dB	61.2dB
19:13:09	63.7dB	66.8dB	90.6dB	64.8dB	62.0dB
19:14:09	61.7dB	65.4dB	92.5dB	64.0dB	59.1dB

QUEST TECHNOLOGIES
2900 INTEGRATING/LOGGING SOUND LEVEL METER

Unit Version Number: 02.4 Serial Number: CDF040010

Name _____

Work Area _____

Comments _____

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Meter Calibration: 110.1dB 11-SEP-12 @ 17:22:50

Calibrator:
Serial Number _____ Calibration Date _____

STUDY 1
Notes Site F

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Measuring Parameters:

Range	50-110dB	Weighting	A	Time Constant	SLOW
Threshold	OFF	Exchange Rate	3dB	Peak Weighting	A

Session Started	Session Stopped	Run Time
11-SEP-12 @ 17:44:16	11-SEP-12 @ 18:04:17	0:20:01
Peak Level 96.2dB	11-SEP-12 @ 17:51:22	
Max Level 76.4dB	11-SEP-12 @ 17:44:17	
Min Level 49.2dB	11-SEP-12 @ 17:54:52	
Overload 0.00%		

LEQ	59.7dB	SEL(3)	99.5dB	TWA	44.9dB	TAKM3	52.5dB
LDN	59.7dB	CNEL	59.7dB	Pa2Sec	0.3		
L1	69.4dB	L10	61.9dB	L50	54.4dB	L90	51.1dB

LOGGING (1 MIN)	LEQ	LMAX	LPK	L10	L90
Study 1					
17:45:16	61.1dB	76.4dB	79.3dB	62.8dB	52.7dB
17:46:16	63.0dB	69.1dB	82.6dB	66.5dB	59.3dB
17:47:16	59.4dB	69.9dB	83.7dB	61.2dB	52.7dB
17:48:16	54.3dB	59.6dB	73.4dB	55.0dB	52.3dB
17:49:16	54.9dB	59.2dB	77.2dB	57.3dB	51.8dB
17:50:16	52.5dB	70.3dB	87.7dB	55.9dB	52.7dB
17:51:16	57.5dB	70.7dB	86.5dB	57.7dB	51.9dB
17:52:16	57.4dB	67.8dB	86.2dB	61.6dB	50.5dB
17:53:16	63.9dB	74.8dB	88.7dB	67.8dB	55.3dB
17:54:16	57.7dB	69.0dB	82.8dB	59.4dB	52.0dB
17:55:16	51.4dB	53.1dB	74.2dB	52.4dB	50.0dB
17:56:16	55.7dB	65.3dB	80.7dB	57.3dB	51.7dB
17:57:16	60.8dB	68.8dB	85.2dB	65.3dB	52.6dB

Site F

LOGGING (1 MIN)	LEQ	LMAX	LPK	L10	L90
Study 1					
17:59:19	59.7dB	67.5dB	81.8dB	63.5dB	51.7dB
17:59:19	51.3dB	54.7dB	69.7dB	52.2dB	49.7dB
18:00:19	54.8dB	55.1dB	79.7dB	55.6dB	54.1dB
18:01:19	54.6dB	60.4dB	74.0dB	59.1dB	51.5dB
18:02:19	51.9dB	54.1dB	71.5dB	52.3dB	50.2dB
18:03:19	55.4dB	59.0dB	85.6dB	55.9dB	50.6dB
18:04:19	57.5dB	55.2dB	76.7dB	52.0dB	51.9dB

QUEST TECHNOLOGIES
2900 INTEGRATING/LOGGING SOUND LEVEL METER

Unit Version Number: 02.4 Serial Number: CDF040010

Name _____

Work Area _____

Comments _____

Meter Calibration: 110.0dB 11-SEP-12 @ 17:00:20

Calibrator:
Serial Number _____ Calibration Date _____

STUDY 1
Notes Site G

Measuring Parameters:

Range	50-110dB	Weighting	A	Time Constant	SLOW
Threshold	OFF	Exchange Rate	3dB	Peak Weighting	A

Session Started	Session Stopped	Run Time
11-SEP-12 @ 17:05:05	11-SEP-12 @ 17:25:07	0:20:01
Peak Level 101.0dB	11-SEP-12 @ 17:13:57	
Max Level 90.5dB	11-SEP-12 @ 17:21:30	
Min Level 55.7dB	11-SEP-12 @ 17:19:32	
Overload 0.00%		

LEQ	89.5dB	SEL(3)	100.4dB	TWA	55.9dB	TAKM3	72.7dB
LDN	89.5dB	CNEL	89.5dB	Pa2Sec	4.4		
L1	76.5dB	L10	73.9dB	L50	59.1dB	L90	50.0dB

LOGGING (1 MIN)	LEQ	LMAX	LPK	L10	L90
Study 1					
17:05:05	65.4dB	72.2dB	91.5dB	69.3dB	60.5dB
17:07:05	71.2dB	75.3dB	93.0dB	73.9dB	65.0dB
17:09:05	69.0dB	73.5dB	91.5dB	73.0dB	62.9dB
17:09:05	63.5dB	67.2dB	84.6dB	66.4dB	59.2dB
17:10:05	71.4dB	77.7dB	97.1dB	75.5dB	60.0dB
17:11:05	70.9dB	75.8dB	93.9dB	73.9dB	63.5dB
17:12:05	65.0dB	70.0dB	93.2dB	67.5dB	61.7dB
17:13:05	65.5dB	70.9dB	85.0dB	69.1dB	62.9dB
17:14:05	73.3dB	78.7dB	101.0dB	75.4dB	63.5dB
17:15:05	70.7dB	74.5dB	89.0dB	73.7dB	64.0dB
17:16:05	64.1dB	72.0dB	92.9dB	66.2dB	60.5dB
17:17:05	65.4dB	75.0dB	89.4dB	67.5dB	55.5dB
17:18:05	72.1dB	76.2dB	92.5dB	74.5dB	69.4dB

Site G

LOGGING (1 MIN)	LEQ	LMAX	LPK	L10	L90
Study 1					
17:19:00	65.1dB	70.8dB	87.7dB	69.2dB	61.1dB
17:20:00	62.5dB	70.5dB	87.3dB	66.5dB	57.2dB
17:21:00	71.6dB	76.6dB	90.7dB	75.2dB	57.7dB
17:22:00	73.4dB	80.6dB	94.7dB	75.1dB	68.2dB
17:23:00	67.3dB	71.6dB	91.8dB	69.5dB	64.0dB
17:24:00	64.5dB	68.3dB	88.0dB	67.8dB	58.6dB
17:25:00	72.6dB	76.5dB	92.3dB	75.2dB	68.4dB

QUEST TECHNOLOGIES
2900 INTEGRATING/LOGGING SOUND LEVEL METER

Unit Version Number: 02.4 Serial Number: CDF040010

Name _____

Work Area _____

Comments _____

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Meter Calibration: 109.9dB 11-SEP-12 @ 15:20:49

Calibrator:
Serial Number _____ Calibration Date _____

STUDY 1
Notes Site H

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Measuring Parameters:

Range	50-110dB	Weighting	A	Time Constant	SLOW
Threshold	OFF	Exchange Rate	3dB	Peak Weighting	A

Session Started	Session Stopped	Run Time
11-SEP-12 @ 15:51:10	11-SEP-12 @ 16:11:13	0:20:03
Peak Level 99.2dB	11-SEP-12 @ 16:07:32	
Max Level 78.0dB	11-SEP-12 @ 16:07:31	
Min Level 50.9dB	11-SEP-12 @ 15:05:02	
Overload 0.00%		

LEQ	61.9dB	SEL(3)	92.7dB	TWA	49.1dB	TAKM3	55.9dB
LDN	61.9dB	CNEL	61.9dB	Pa2Sec	0.7		
L1	69.3dB	L10	65.2dB	L50	59.0dB	L90	54.9dB

LOGGING (1 MIN)	LEQ	LMAX	LPK	L10	L90
Study 1					
15:52:10	61.6dB	67.0dB	94.9dB	65.3dB	59.1dB
15:53:10	60.1dB	65.6dB	90.9dB	62.0dB	57.5dB
15:54:10	66.6dB	76.0dB	99.7dB	69.7dB	55.3dB
15:55:10	61.6dB	67.7dB	99.3dB	64.2dB	57.0dB
15:56:10	60.7dB	67.5dB	93.9dB	63.9dB	55.4dB
15:57:10	62.2dB	69.0dB	92.3dB	65.8dB	57.0dB
15:58:10	62.4dB	69.6dB	94.5dB	66.5dB	55.2dB
15:59:10	62.8dB	69.7dB	96.1dB	66.9dB	55.6dB
16:00:10	60.2dB	67.9dB	93.3dB	64.5dB	54.2dB
16:01:10	60.6dB	67.1dB	92.9dB	63.9dB	54.0dB
16:02:10	61.2dB	69.2dB	92.8dB	65.5dB	54.9dB
16:03:10	60.2dB	67.2dB	79.8dB	64.6dB	53.8dB
16:04:10	59.0dB	62.9dB	91.8dB	60.1dB	55.8dB

Site H

LOGGING (1 MIN)	LEQ	LMAX	LPK	L10	L90
Study 1					
16:05:10	60.0dB	67.8dB	86.7dB	63.7dB	53.7dB
16:06:10	66.5dB	64.1dB	78.3dB	69.6dB	52.7dB
16:07:10	62.6dB	69.3dB	82.9dB	65.4dB	56.6dB
16:08:10	66.2dB	78.0dB	83.2dB	69.7dB	59.6dB
16:09:10	60.4dB	67.3dB	81.5dB	64.6dB	52.9dB
16:10:10	58.0dB	69.8dB	85.5dB	61.5dB	52.2dB
16:11:10	61.8dB	67.8dB	86.5dB	65.1dB	53.8dB

QUEST TECHNOLOGIES
2900 INTEGRATING/LOGGING SOUND LEVEL METER

Unit Version Number: 02.4 Serial Number: CDF040010

Name _____

Work Area Site I

Comments _____

Meter Calibration: 110.0dB 10-SEP-12 @ 10:50:22

Calibrator:
Serial Number _____ Calibration Date _____

STUDY 1
Notes _____

Measuring Parameters:

Range	50-110dB	Weighting	A	Time Constant	FAST
Threshold	OFF	Exchange Rate	3dB	Peak Weighting	A

Session Started	Session Stopped	Run Time
10-SEP-12 @ 10:30:57	10-SEP-12 @ 10:50:58	0:20:01
Peak Level 95.5dB	10-SEP-12 @ 10:35:22	
Max Level 79.9dB	10-SEP-12 @ 10:32:50	
Min Level 55.2dB	10-SEP-12 @ 10:35:02	
Overload 0.00%		

LEQ	63.7dB	SEL(3)	94.5dB	TWA	49.9dB	TAKM3	69.5dB
LDN	63.7dB	CNEL	63.7dB	Pa2Sec	1.1		
L1	71.1dB	L10	66.9dB	L50	61.7dB	L90	57.9dB

LOGGING (1 MIN)	LEQ	LMAX	LPK	L10	L90
Study 1					
10:31:57	64.2dB	74.3dB	96.4dB	69.0dB	60.1dB
10:32:57	62.1dB	78.8dB	92.7dB	63.3dB	58.2dB
10:33:57	63.5dB	72.5dB	96.0dB	65.8dB	58.8dB
10:34:57	64.7dB	72.9dB	97.5dB	69.7dB	57.9dB
10:35:57	63.6dB	69.6dB	93.1dB	67.0dB	56.3dB
10:36:57	64.3dB	75.9dB	95.5dB	66.6dB	56.1dB
10:37:57	64.0dB	78.3dB	92.7dB	66.8dB	58.0dB
10:38:57	62.7dB	69.7dB	93.7dB	65.6dB	58.9dB
10:39:57	64.3dB	71.3dB	94.5dB	68.5dB	58.1dB
10:40:57	63.2dB	71.4dB	93.3dB	66.8dB	58.3dB
10:41:57	65.0dB	73.5dB	99.4dB	69.7dB	57.7dB
10:42:57	62.8dB	71.0dB	95.5dB	65.8dB	57.2dB
10:43:57	64.2dB	70.8dB	96.1dB	69.0dB	56.9dB

Site I

LOGGING (1 MIN)	LEQ	LMAX	LPK	L10	L90
Study 1					
19:44:57	63.7dB	77.5dB	97.6dB	66.0dB	59.1dB
19:45:57	64.0dB	76.4dB	97.6dB	66.8dB	59.0dB
19:46:57	62.9dB	70.7dB	93.8dB	66.6dB	57.9dB
19:47:57	62.3dB	67.6dB	90.8dB	64.1dB	60.2dB
19:48:57	62.5dB	70.7dB	93.2dB	65.2dB	59.6dB
19:49:57	62.2dB	72.0dB	88.4dB	64.7dB	57.9dB
19:50:57	66.1dB	75.9dB	97.5dB	68.8dB	59.3dB

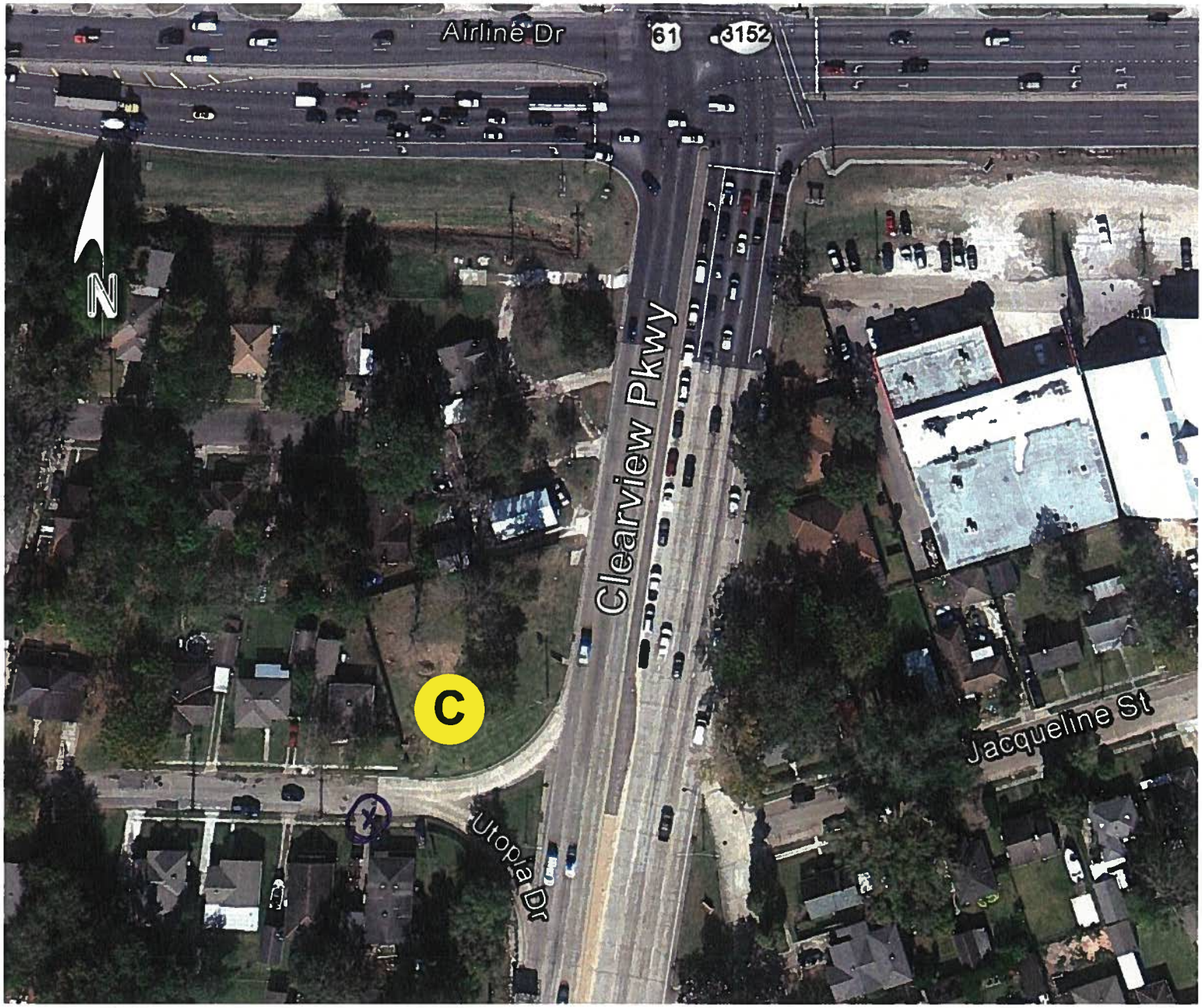
Site E - Date 9/11/2012, Time 6:48 Temp (°F) 84.6°

Noise Monitor on third fencepost from corner

Woodlawn & Catherine

Wind Speed 4.3 mph

Humidity 51.2%



Site C - Date 9/11/2012, Time 6:15 pm Temp (°F) 85.7

Noise Monitor on Driveway of 4520 Utopia Dr

Corner of sidewalk & Drive southeast side over water meter

Wind Speed 3.8

Humidity 48.3%

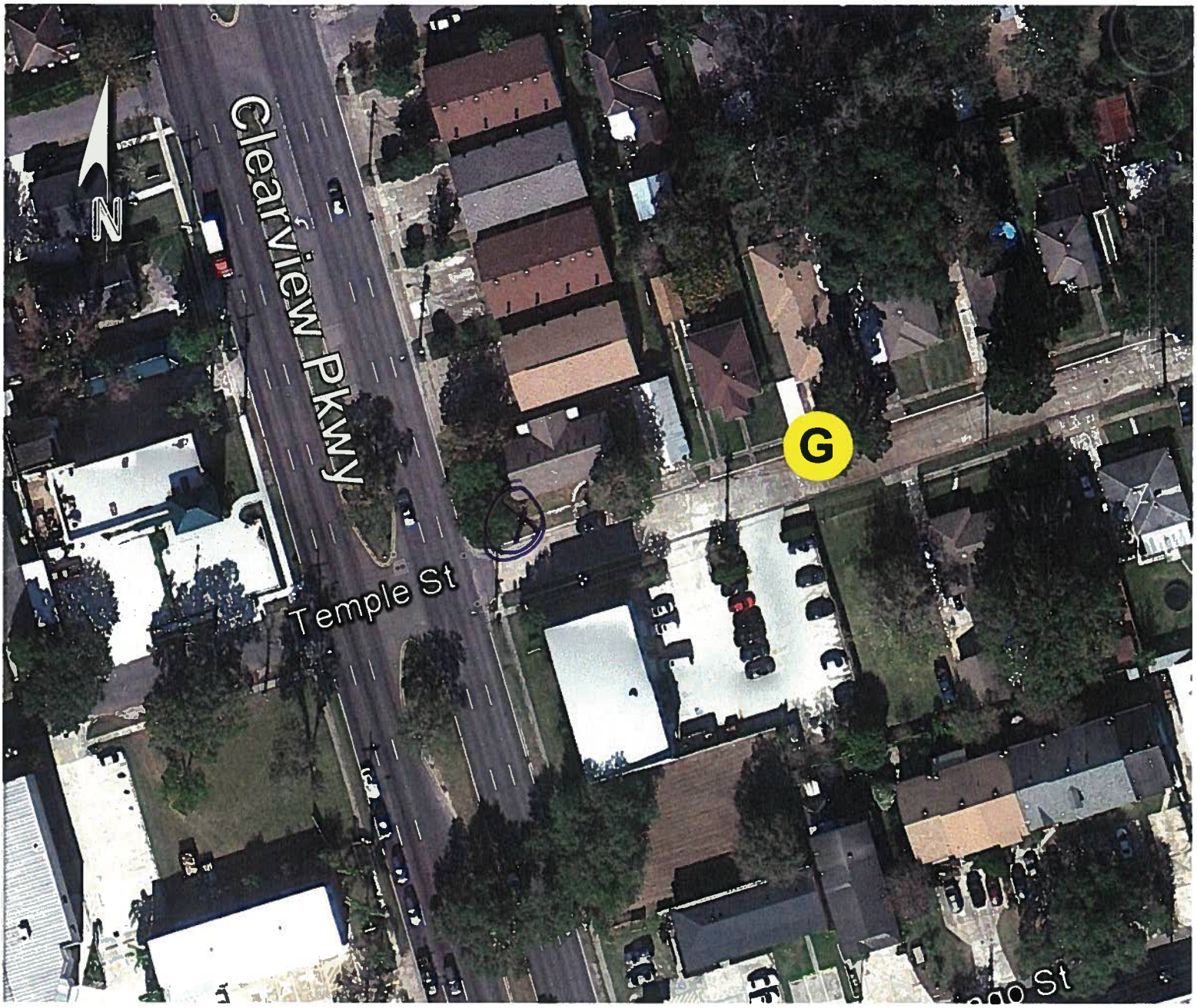
Site F - Date 9/11/2012, Time 3:40 pm Temp (°F) 87.3°

Noise Monitor on Drive CL @ 4513 Temple

ON R-O-W Line

Wind Speed 4.8 mph

Humidity 49.2%

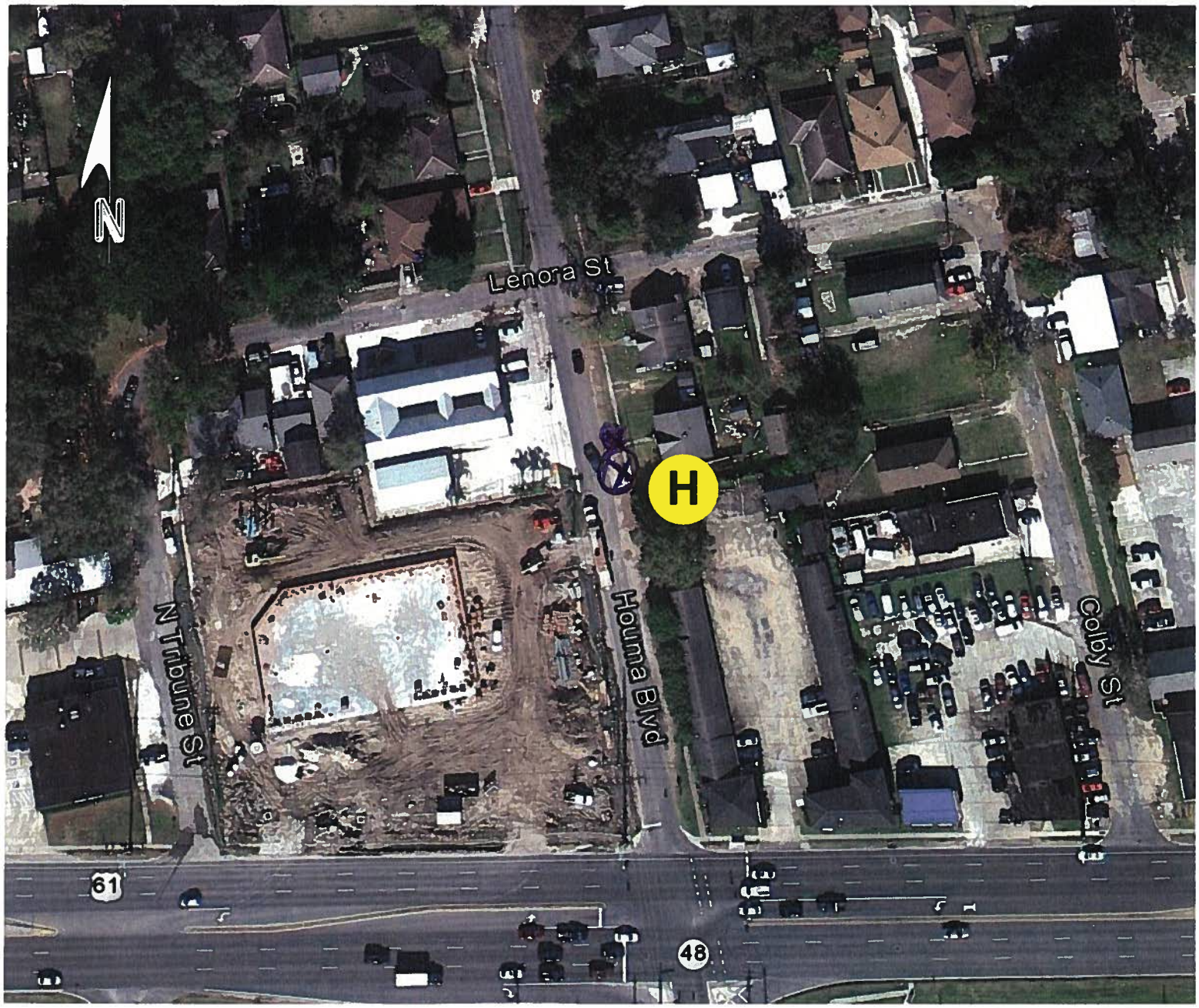


Site G - Date 9/11/2012, Time 5:02pm Temp (°F) 83.7

Noise Monitor on Temple @ 4439 Even with sidewalk & Gas meter

Wind Speed 3.7 mph

Humidity 48.8%



Site H - Date 9/11/2012, Time 3:30 Temp (°F) 95.2

Noise Monitor on Houma BLVD @ edge of House 117 Houma

on Fence Line

Wind Speed 4.6mph

Humidity 44.4%

APPENDIX C

3M Occupational Health and
Environmental Safety Division

Quest Technologies
1060 Corporate Center Drive
Oconomowoc, WI 53066-4828
www.3M.com/detection
262 567 9157 800 245 0779
262 567 4047 Fax

QUEST TECHNOLOGIES
now part of 3M
An ISO 9001
Registered Company

Certificate of Calibration

Certificate No:1098504U8080027

Submitted By: URS CORPORATION
1375 EUCLID AVENUE
CLEVELAND, OH 44115

Serial Number: U8080027
Customer ID:
Model: CA-12B CALIBRATOR

Date Received: 8/23/2012
Date Issued: 8/24/2012
Valid Until: 8/24/2013

Test Conditions:

Temperature: 18°C to 29°C
Humidity: 20% to 80%
Barometric Pressure: 890 mbar to 1050 mbar

Model Conditions:

As Found: IN TOLERANCE
As Left: IN TOLERANCE

SubAssemblies:

Description: **Serial Number:**

Calibrated per Procedure: 58V886

Reference Standard(s):

I.D. Number	Device	Last Calibration Date	Calibration Due
ET0000556	B&K ENSEMBLE	12/7/2010	12/7/2012

Measurement Uncertainty:

+/- 1.1% ACOUSTIC (0.1DB) +/- 0.012% HZ
Estimated at 95% Confidence Level (k=2)

Calibrated By: Bryan Rasmussen 8/24/2012
BRYAN RASMUSSEN **Service Technician**

This report certifies that all calibration equipment used in the test is traceable to NIST, and applies only to the unit identified under equipment above. This report must not be reproduced except in its entirety without the written approval of Quest Technologies.

APPENDIX D

TNM Model Input

2033 No-Action Alternative

URS
SPG

31-Oct-12
TNM 2.5

INPUT: ROADWAYS
PROJECT/CONTRACT: US 61/LA 3152 Intersection Improvement
RUN: No-Action Alternative 2033

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA

Roadway Name	Width (ft)	Point Number	No.	Coordinates			Flow Control			Pavement Type	On Structure?
				X	Y	Z	Control Device	Speed Constraint (mph)	Percent Vehicles Affected		
Airline EB at Clearview Lane 3	12	point1	1	-2,721.80	186.80	0				Average	
		point2	2	-1,846.00	129.70	0				Average	
		point3	3	-1,162.00	86.60	0				Average	
		point4	4	-593.30	48.30	0				Average	
		point5	5	-558.50	45.30	0					
Airline EB at Clearview Lane 2"	12	point8	8	-2,723.00	200.30	0				Average	
		point9	9	-1,851.30	141.90	0				Average	
		point10	10	-1,160.00	99.20	0				Average	
		point11	11	-595.80	62.00	0				Average	
		point12	12	-556.80	57.80	0					
Airline EB at Clearview Lane 1"	12	point15	15	-2,725.00	210.10	0				Average	
		point16	16	-1,858.50	153.00	0				Average	
		point17	17	-1,172.80	110.00	0				Average	
		point18	18	-540.00	66.90	0					
Airline EB at Clearview LT-Lane"	12	point22	22	-309.30	52.50	0				Average	
		point23	23	-30.80	41.70	0					
Airline EB at Clearview RT-Lane"	12	point24	24	-353.30	5.00	0				Average	
		point25	25	-47.80	-14.20	0					
Airline WB at Clearview - LT-Lane1"	12	point26	26	438.50	28.30	0				Average	
		point27	27	25.20	36.20	0					
Airline WB at Clearview - LT-Lane2"	12	point28	28	436.20	38.30	0				Average	
		point29	29	25.20	48.90	0					
Airline EB at Central Lane 3"	12	point30	30	18.70	-5.00	0	Signal	0	100	Average	
		point31	31	433.50	-17.70	0				Average	
		point32	32	497.20	-17.00	0				Average	
		point33	33	594.50	-7.10	0				Average	
		point34	34	656.00	-4.30	0				Average	
		point35	35	1,050.50	-12.00	0					
Airline EB at Central Lane 2"	12	point36	36	15.50	7.80	0	Signal	0	100	Average	
		point37	37	423.70	-5.70	0				Average	
		point38	38	490.50	-4.30	0				Average	
		point39	39	585.50	5.00	0				Average	
		point40	40	653.50	7.10	0				Average	
		point41	41	1,049.70	0.00	0					
Airline EB at Central Lane 1"	12	point42	42	16.70	19.20	0	Signal	0	100	Average	
		point43	43	420.00	6.40	0				Average	
		point44	44	485.20	7.10	0				Average	
		point45	45	581.70	15.60	0				Average	
		point46	46	654.70	19.80	0				Average	
		point47	47	1,050.00	10.70	0					

Roadway Name	Width (ft)	Point Number	No.	Coordinates			Flow Control			Pavement Type	On Structure?
				X	Y	Z	Control Device	Speed Constraint (mph)	Percent Vehicles Affected		
Airline EB at Central RT-Lane"	12	point48	48	929.50	-22.00	0				Average	
		point49	49	1,025.00	-24.10	0					
Roadway12"	12	point50	50	-25.00	65.00	0	Signal	0	100	Average	
		point51	51	-309.30	71.50	0				Average	
		point52	52	-563.00	86.30	0				Average	
		point53	53	-2,728.50	226.80	0					
Roadway13"	12	point54	54	-26.80	77.00	0	Signal	0	100	Average	
		point55	55	-312.00	82.70	0				Average	
		point56	56	-559.30	99.00	0				Average	
		point57	57	-2,732.90	239.80	0					
Roadway14"	12	point58	58	-25.50	88.30	0	Signal	0	100	Average	
		point59	59	-314.30	95.40	0				Average	
		point60	60	-558.30	111.00	0				Average	
		point61	61	-2,733.20	252.10	0					
Roadway15"	12	point62	62	-14.30	-18.70	0	Signal	0	100	Average	
		point63	63	-69.50	-318.60	0				Average	
		point64	64	-179.00	-883.20	0				Average	
		point65	65	-285.70	-1,432.70	0					
Roadway16"	12	point66	66	-24.30	-18.00	0	Signal	0	100	Average	
		point67	67	-83.00	-321.40	0				Average	
		point68	68	-190.50	-877.90	0				Average	
		point69	69	-294.30	-1,421.70	0					
Roadway17"	12	point70	70	-36.00	-17.30	0	Signal	0	100	Average	
		point71	71	-94.00	-317.90	0				Average	
		point72	72	-201.00	-872.10	0				Average	
		point73	73	-302.40	-1,402.90	0					
Clearview NB at Airline Lane 3"	12	point74	74	-237.50	-1,478.30	0				Average	
		point75	75	-95.80	-757.30	0				Average	
		point76	76	43.20	-31.50	0					
Clearview NB at Airline - RT_Lane"	12	point77	77	-19.00	-414.70	0				Average	
		point78	78	55.50	-33.60	0					
Clearview NB at Airline Lane 2"	12	point79	79	-247.80	-1,471.80	0				Average	
		point80	80	-108.50	-754.60	0				Average	
		point81	81	29.00	-30.80	0					
Clearview NB at Airline Lane 1"	12	point82	82	-256.10	-1,467.80	0				Average	
		point83	83	19.00	-27.20	0					
Clearview NB at Airline - LT-Lane"	12	point84	84	-183.80	-1,020.40	0				Average	
		point85	85	7.70	-24.50	0					
Clearview SB at Airline - LT-Lane"	12	point86	86	-71.50	342.80	0				Average	
		point87	87	-16.30	132.30	0					
Clearview SB at Airline Lane 3"	12	point88	88	-526.30	1,954.60	0				Average	
		point89	89	-335.80	1,237.90	0				Average	
		point90	90	-154.50	529.70	0				Average	
		point91	91	-48.00	121.50	0					
Clearview SB at Airline Lane 2"	12	point92	92	-515.80	1,967.80	0				Average	
		point93	93	-325.80	1,241.50	0				Average	

Roadway Name	Width (ft)	Point Number	No.	Coordinates			Flow Control			Pavement Type	On Structure?
				X	Y	Z	Control Device	Speed Constraint (mph)	Percent Vehicles Affected		
		point94	94	-143.80	535.70	0				Average	
		point95	95	-38.00	125.20	0					
Clearview SB at Airline Lane 1"	12	point96	96	-505.50	1,991.60	0				Average	
		point97	97	-316.50	1,247.30	0				Average	
		point98	98	-134.80	543.50	0				Average	
		point99	99	-28.50	130.80	0					
Roadway27"	12	point100	100	11.50	109.50	0	Signal	0	100	Average	
		point101	101	-75.00	450.50	0				Average	
		point102	102	-481.70	2,023.00	0					
Roadway28"	12	point103	103	24.70	111.60	0	Signal	0	100	Average	
		point104	104	-64.00	451.20	0				Average	
		point105	105	-475.20	2,038.20	0					
Roadway29"	12	point106	106	36.00	113.20	0	Signal	0	100	Average	
		point107	107	-52.50	451.70	0				Average	
		point108	108	-465.70	2,035.70	0					
Airline WB at Clearview Lane 1"	12	point109	109	1,050.50	36.00	0	Signal	0	100	Average	
		point110	110	429.00	49.50	0				Average	
		point111	111	18.00	60.80	0					
Airline WB at Clearview Lane 2"	12	point112	112	1,051.00	45.90	0	Signal	0	100	Average	
		point113	113	423.00	60.80	0				Average	
		point115	115	17.70	70.70	0					
Airline WB at Clearview Lane 3"	12	point116	116	1,051.70	56.60	0	Signal	0	100	Average	
		point117	117	418.70	70.70	0				Average	
		point118	118	18.70	80.70	0					
Roadway33"	12	point119	119	1,114.00	7.80	0	Signal	0	100	Average	
		point120	120	1,805.20	-5.70	0				Average	
		point121	121	3,324.20	-32.30	0					
Roadway34"	12	point122	122	1,112.20	-5.70	0	Signal	0	100	Average	
		point123	123	1,805.50	-15.60	0				Average	
		point124	124	3,324.70	-42.90	0					
Roadway35"	12	point125	125	1,114.20	-17.00	0	Signal	0	100	Average	
		point126	126	1,802.70	-27.70	0				Average	
		point127	127	3,326.40	-52.90	0					
Roadway36"	12	point128	128	3,327.20	-12.40	0				Average	
		point129	129	1,519.00	23.40	0				Average	
		point130	130	1,117.50	33.30	0					
Airline WB at Central - LT-Lane"	12	point131	131	1,321.70	17.00	0				Average	
		point132	132	1,115.50	21.30	0					
Roadway38"	12	point133	133	3,329.40	-2.70	0				Average	
		point134	134	1,523.20	35.50	0				Average	
		point135	135	1,116.50	44.00	0					
Airline WB at Central Lane 3"	12	point136	136	3,318.20	3.30	0				Average	
		point137	137	1,526.00	46.10	0				Average	
		point138	138	1,117.20	54.60	0					
Airline EB at Central LT-Lane"	12	point139	139	904.20	24.10	0				Average	
		point140	140	1,051.50	20.50	0					

Roadway Name	Width (ft)	Point Number	No.	Coordinates			Flow Control			Pavement Type	On Structure?
				X	Y	Z	Control Device	Speed Constraint (mph)	Percent Vehicles Affected		
Airline EB at Clearview Lane 1-2"	12	point143	143	-543.00	67.00	0				Average	
		point19	19	-371.80	43.30	0				Average	
		point20	20	-259.80	35.50	0				Average	
		point21	21	-18.00	19.50	0					
Airline EB at Clearview Lane 2-2"	12	point144	144	-556.80	57.80	0				Average	
		point13	13	-379.00	32.70	0				Average	
		point14	14	-18.50	6.20	0					
Airline EB at Clearview Lane 3-2"	12	point145	145	-558.50	45.30	0				Average	
		point6	6	-363.00	18.30	0				Average	
		point7	7	-25.00	-3.20	0					
Houma NB"	9	point146	146	1,090.20	83.20	0	Signal	0	100	Average	
		point147	147	982.00	815.10	0					
Houma SB"	9	point148	148	976.00	800.80	0				Average	
		point149	149	1,081.00	80.70	0					
Central Ave SB"	12	point154	154	1,091.50	-5.90	0	Signal	0	100	Average	
		point155	155	1,232.20	-832.00	0					
Central Ave NB"	12	point156	156	1,243.20	-826.50	0				Average	
		point157	157	1,100.60	-0.50	0					

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: US 61/LA 3152 Intersection Improvement
RUN: No-Action Alternative 2033

Roadway Name	Point Names	Point Nos.	Automobiles Volume veh/h	Automobiles Speed mph	Medium Trucks Volume veh/h	Medium Trucks Speed mph	Heavy Trucks Volume veh/h	Heavy Trucks Speed mph	Buses Volume veh/h	Buses Speed mph	Motorcycles Volume veh/h	Motorcycles Speed mph
Airline EB at Clearview Lane	point1	1	454	40	10	40	14	40	0	0	0	0
	point2	2	454	40	10	40	14	40	0	0	0	0
	point3	3	454	40	10	40	14	40	0	0	0	0
	point4	4	454	40	10	40	14	40	0	0	0	0
	point5	5										
Airline EB at Clearview Lane	point8	8	454	40	10	40	14	40	0	0	0	0
	point9	9	454	40	10	40	14	40	0	0	0	0
	point10	10	454	40	10	40	14	40	0	0	0	0
	point11	11	454	40	10	40	14	40	0	0	0	0
	point12	12										
Airline EB at Clearview Lane	point15	15	454	40	10	40	14	40	0	0	0	0
	point16	16	454	40	10	40	14	40	0	0	0	0
	point17	17	454	40	10	40	14	40	0	0	0	0
	point18	18										
Airline EB at Clearview LT-La	point22	22	96	40	2	40	3	40	0	0	0	0
	point23	23										
Airline EB at Clearview RT-L	point24	24	481	40	10	40	15	40	0	0	0	0
	point25	25										
Airline WB at Clearview - LT-	point26	26	574	40	12	40	18	40	0	0	0	0
	point27	27										
Airline WB at Clearview - LT-	point28	28	574	40	12	40	18	40	0	0	0	0
	point29	29										
Airline EB at Central Lane 3	point30	30	498	40	10	40	16	40	0	0	0	0
	point31	31	498	40	10	40	16	40	0	0	0	0
	point32	32	498	40	10	40	16	40	0	0	0	0
	point33	33	498	40	10	40	16	40	0	0	0	0
	point34	34	498	40	10	40	16	40	0	0	0	0
	point35	35										
Airline EB at Central Lane 2	point36	36	498	40	10	40	16	40	0	0	0	0
	point37	37	498	40	10	40	16	40	0	0	0	0
	point38	38	498	40	10	40	16	40	0	0	0	0
	point39	39	498	40	10	40	16	40	0	0	0	0
	point40	40	498	40	10	40	16	40	0	0	0	0
	point41	41										
Airline EB at Central Lane 1	point42	42	498	40	10	40	16	40	0	0	0	0
	point43	43	498	40	10	40	16	40	0	0	0	0
	point44	44	498	40	10	40	16	40	0	0	0	0
	point45	45	498	40	10	40	16	40	0	0	0	0
	point46	46	498	40	10	40	16	40	0	0	0	0
	point47	47										
Airline EB at Central RT-Lan	point48	48	135	40	3	40	4	40	0	0	0	0
	point49	49										

Roadway Name	Point Names	Point Nos.	Automobiles		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
			Volume veh/h	Speed mph	Volume veh/h	Speed mph	Volume veh/h	Speed mph	Volume veh/h	Speed mph	Volume veh/h	Speed mph
Roadway12"	point50	50	611	40	13	40	19	40	0	0	0	0
	point51	51	611	40	13	40	19	40	0	0	0	0
	point52	52	611	40	13	40	19	40	0	0	0	0
	point53	53										
Roadway13"	point54	54	611	40	13	40	19	40	0	0	0	0
	point55	55	611	40	13	40	19	40	0	0	0	0
	point56	56	611	40	13	40	19	40	0	0	0	0
	point57	57										
Roadway14"	point58	58	611	40	13	40	19	40	0	0	0	0
	point59	59	611	40	13	40	19	40	0	0	0	0
	point60	60	611	40	13	40	19	40	0	0	0	0
	point61	61										
Roadway15"	point62	62	959	35	31	35	31	35	0	0	0	0
	point63	63	959	35	31	35	31	35	0	0	0	0
	point64	64	959	35	31	35	31	35	0	0	0	0
	point65	65										
Roadway16"	point66	66	959	35	31	35	31	35	0	0	0	0
	point67	67	959	35	31	35	31	35	0	0	0	0
	point68	68	959	35	31	35	31	35	0	0	0	0
	point69	69										
Roadway17"	point70	70	959	35	31	35	31	35	0	0	0	0
	point71	71	959	35	31	35	31	35	0	0	0	0
	point72	72	959	35	31	35	31	35	0	0	0	0
	point73	73										
Clearview NB at Airline Lane	point74	74	575	35	18	35	18	35	0	0	0	0
	point75	75	575	35	18	35	18	35	0	0	0	0
	point76	76										
Clearview NB at Airline - RT_	point77	77	487	35	16	35	16	35	0	0	0	0
	point78	78										
Clearview NB at Airline Lane	point79	79	575	35	18	35	18	35	0	0	0	0
	point80	80	575	35	18	35	18	35	0	0	0	0
	point81	81										
Clearview NB at Airline Lane	point82	82	575	35	18	35	18	35	0	0	0	0
	point83	83										
Clearview NB at Airline - LT-I	point84	84	157	35	5	35	5	35	0	0	0	0
	point85	85										
Clearview SB at Airline - LT-I	point86	86	226	35	7	35	7	35	0	0	0	0
	point87	87										
Clearview SB at Airline Lane	point88	88	534	35	17	35	17	35	0	0	0	0
	point89	89	534	35	17	35	17	35	0	0	0	0
	point90	90	534	35	17	35	17	35	0	0	0	0
	point91	91										
Clearview SB at Airline Lane	point92	92	534	35	17	35	17	35	0	0	0	0
	point93	93	534	35	17	35	17	35	0	0	0	0
	point94	94	534	35	17	35	17	35	0	0	0	0
	point95	95										
Clearview SB at Airline Lane	point96	96	534	35	17	35	17	35	0	0	0	0
	point97	97	534	35	17	35	17	35	0	0	0	0

Roadway Name	Point Names	Point Nos.	Automobiles		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
			Volume veh/h	Speed mph	Volume veh/h	Speed mph	Volume veh/h	Speed mph	Volume veh/h	Speed mph	Volume veh/h	Speed mph
	point98	98	534	35	17	35	17	35	0	0	0	0
	point99	99										
Roadway27"	point100	100	464	35	15	35	15	35	0	0	0	0
	point101	101	464	35	15	35	15	35	0	0	0	0
	point102	102										
Roadway28"	point103	103	464	35	15	35	15	35	0	0	0	0
	point104	104	464	35	15	35	15	35	0	0	0	0
	point105	105										
Roadway29"	point106	106	464	35	15	35	15	35	0	0	0	0
	point107	107	464	35	15	35	15	35	0	0	0	0
	point108	108										
Airline WB at Clearview Lane	point109	109	527	40	11	40	17	40	0	0	0	0
	point110	110	527	40	11	40	17	40	0	0	0	0
	point111	111										
Airline WB at Clearview Lane	point112	112	527	40	11	40	17	40	0	0	0	0
	point113	113	527	40	11	40	17	40	0	0	0	0
	point115	115										
Airline WB at Clearview Lane	point116	116	527	40	11	40	17	40	0	0	0	0
	point117	117	527	40	11	40	17	40	0	0	0	0
	point118	118										
Roadway33"	point119	119	545	40	11	40	17	40	0	0	0	0
	point120	120	545	40	11	40	17	40	0	0	0	0
	point121	121										
Roadway34"	point122	122	545	40	11	40	17	40	0	0	0	0
	point123	123	545	40	11	40	17	40	0	0	0	0
	point124	124										
Roadway35"	point125	125	545	40	11	40	17	40	0	0	0	0
	point126	126	545	40	11	40	17	40	0	0	0	0
	point127	127										
Roadway36"	point128	128	938	40	20	40	30	40	0	0	0	0
	point129	129	938	40	20	40	30	40	0	0	0	0
	point130	130										
Airline WB at Central - LT-La	point131	131	199	40	4	40	6	40	0	0	0	0
	point132	132										
Roadway38"	point133	133	938	40	20	40	30	40	0	0	0	0
	point134	134	938	40	20	40	30	40	0	0	0	0
	point135	135										
Airline WB at Central Lane 3	point136	136	938	40	20	40	30	40	0	0	0	0
	point137	137	938	40	20	40	30	40	0	0	0	0
	point138	138										
Airline EB at Central LT-Lane	point139	139	29	40	1	40	1	40	0	0	0	0
	point140	140										
Airline EB at Clearview Lane	point143	143	266	40	6	40	8	40	0	0	0	0
	point19	19	266	40	6	40	8	40	0	0	0	0
	point20	20	266	40	6	40	8	40	0	0	0	0
	point21	21										
Airline EB at Clearview Lane	point144	144	266	40	6	40	8	40	0	0	0	0
	point13	13	266	40	6	40	8	40	0	0	0	0

Roadway Name	Point Names	Point Nos.	Automobiles		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
			Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed
			veh/h	mph	veh/h	mph	veh/h	mph	veh/h	mph	veh/h	mph
	point14	14										
Airline EB at Clearview Lane	point145	145	266	40	6	40	8	40	0	0	0	0
	point6	6	266	40	6	40	8	40	0	0	0	0
	point7	7										
Houma NB"	point146	146	188	35	4	35	6	35	0	0	0	0
	point147	147										
Houma SB"	point148	148	95	35	2	35	3	35	0	0	0	0
	point149	149										
Central Ave SB"	point154	154	360	30	12	30	12	30	0	0	0	0
	point155	155										
Central Ave NB"	point156	156	695	30	22	30	22	30	0	0	0	0
	point157	157										

URS 31-Oct-12
SPG TNM 2.5

INPUT: RECEIVERS
PROJECT/CONTRACT: US 61/LA 3152 Intersection Improvement
RUN: No-Action Alternative 2033

Receiver Name	No.	No. of Dwelling Units	Coordinates (ft) X	Y	Z	Height above Ground (ft)	Existing Leq (dBA)	Impact Criteria Leq (dBA)	Substantial Increase	Noise Reduction Goal (dBA)
Receiver A	442	1	-1,625.00	20.10	0	4.92	0	66	10	8
Receiver B	443	1	-1,023.60	48.80	0	4.92	0	66	10	8
Receiver C	438	1	-240.80	-429.60	0	4.92	0	66	10	8
Receiver D	437	1	436.00	-126.40	0	4.92	0	66	10	8
Receiver E	439	1	-458.90	415.10	0	4.92	0	66	10	8
Receiver F	436	1	-25.00	519.80	0	4.92	0	66	10	8
Receiver G	440	1	1,086.00	330.10	0	4.92	0	66	10	8
Receiver H	441	1	1,499.00	146.30	0	4.92	0	66	10	8
C01	444	1	-2,127.40	334.10	0	4.92	0	71	10	8
C02	445	1	-1,863.70	323.00	0	4.92	0	71	10	8
C03	446	1	-1,717.60	274.30	0	4.92	0	71	10	8
C04	447	1	-1,535.50	251.20	0	4.92	0	71	10	8
C05	448	1	-1,338.20	197.40	0	4.92	0	71	10	8
C06	449	1	-992.10	205.10	0	4.92	0	71	10	8
C07	450	1	-766.50	192.30	0	4.92	0	71	10	8
C08	451	1	-828.00	246.10	0	4.92	0	71	10	8
C09	452	1	-548.60	192.30	0	4.92	0	71	10	8
C10	453	1	-481.90	266.60	0	4.92	0	71	10	8
C11	454	1	-276.90	248.70	0	4.92	0	71	10	8
C12	455	1	184.00	189.60	0	4.92	0	71	10	8
C13	456	1	514.70	184.50	0	4.92	0	71	10	8
C14	457	1	701.80	99.90	0	4.92	0	71	10	8
C15	458	1	976.10	189.60	0	4.92	0	71	10	8
C16	459	1	1,158.10	166.60	0	4.92	0	71	10	8
C17	460	1	1,294.00	112.70	0	4.92	0	71	10	8
C18	461	1	209.60	-164.10	0	4.92	0	71	10	8
C19	462	1	294.20	-159.00	0	4.92	0	71	10	8
C20	463	1	991.50	-292.30	0	4.92	0	71	10	8
C21	464	1	1,242.70	-235.90	0	4.92	0	71	10	8
C22	465	1	1,386.30	-241.00	0	4.92	0	71	10	8
C23	466	1	1,311.90	-307.70	0	4.92	0	71	10	8
C24	467	1	1,083.80	-387.20	0	4.92	0	71	10	8
C25	468	1	30.20	299.90	0	4.92	0	71	10	8
C26	469	1	-31.40	443.40	0	4.92	0	71	10	8
C27	470	1	-72.40	814.10	0	4.92	0	71	10	8
C28	471	1	-239.00	1,377.60	0	4.92	0	71	10	8
C29	472	1	-313.40	970.00	0	4.92	0	71	10	8

C30	473	1	-221.10	477.80	0	4.92	0	71	10	8
C31	474	1	-192.90	570.10	0	4.92	0	71	10	8
C32	475	1	-2,071.40	582.90	0	4.92	0	71	10	8
C33	476	1	-1,666.30	588.00	0	4.92	0	71	10	8
C34	477	1	-1,689.40	644.40	0	4.92	0	71	10	8
C35	478	1	-887.00	552.10	0	4.92	0	71	10	8
C36	479	1	-730.70	593.10	0	4.92	0	71	10	8
C37	480	1	-402.50	1,351.90	0	4.92	0	71	10	8
C38	481	1	-305.10	1,523.70	0	4.92	0	71	10	8
C39	482	1	-312.80	1,577.50	0	4.92	0	71	10	8
C40	484	1	1,298.70	457.80	0	4.92	0	71	10	8
C41	485	1	1,337.20	288.60	0	4.92	0	71	10	8
Site 001	487	1	-1,876.30	653.90	0	4.92	0	66	10	8
Site 002	488	1	-1,710.50	739.30	0	4.92	0	66	10	8
Site 003	489	1	-1,724.20	806.00	0	4.92	0	66	10	8
Site 004	490	1	-1,741.30	855.60	0	4.92	0	66	10	8
Site 005	491	1	-1,837.00	881.20	0	4.92	0	66	10	8
Site 006	492	2	-1,895.10	855.60	0	4.92	0	66	10	8
Site 007	493	1	-1,980.50	835.00	0	4.92	0	66	10	8
Site 008	494	1	-2,045.50	811.10	0	4.92	0	66	10	8
Site 009	495	1	-2,083.10	799.20	0	4.92	0	66	10	8
Site 010	496	1	-2,130.90	775.20	0	4.92	0	66	10	8
Site 011	497	1	-2,182.20	759.80	0	4.92	0	66	10	8
Site 012	498	1	-2,247.20	747.90	0	4.92	0	66	10	8
Site 013	499	1	-2,284.80	729.10	0	4.92	0	66	10	8
Site 014	500	1	-2,318.90	717.10	0	4.92	0	66	10	8
Site 015	501	1	-2,385.60	705.20	0	4.92	0	66	10	8
Site 016	502	1	-2,242.00	498.40	0	4.92	0	66	10	8
Site 017	503	1	-2,295.00	493.20	0	4.92	0	66	10	8
Site 018	504	1	-1,372.10	395.80	0	4.92	0	66	10	8
Site 019	505	1	-1,384.10	438.60	0	4.92	0	66	10	8
Site 020	506	1	-1,392.60	484.70	0	4.92	0	66	10	8
Site 021	507	1	-1,408.00	541.10	0	4.92	0	66	10	8
Site 022	508	1	-1,418.30	583.80	0	4.92	0	66	10	8
Site 023	509	1	-1,437.10	631.70	0	4.92	0	66	10	8
Site 024	510	1	-1,326.00	510.30	0	4.92	0	66	10	8
Site 025	511	1	-1,339.70	559.90	0	4.92	0	66	10	8
Site 026	512	1	-1,351.60	616.30	0	4.92	0	66	10	8
Site 027	513	1	-1,367.00	659.00	0	4.92	0	66	10	8
Site 028	514	1	-681.90	363.40	0	4.92	0	66	10	8
Site 029	515	1	-639.20	382.20	0	4.92	0	66	10	8
Site 030	636	1	-598.10	393.40	0	4.92	0	66	10	8
Site 031	637	1	-534.80	412.40	0	4.92	0	66	10	8
Site 032	638	1	-502.70	421.90	0	4.92	0	66	10	8
Site 033	639	1	-400.20	449.70	0	4.92	0	66	10	8
Site 034	640	1	-351.90	456.00	0	4.92	0	66	10	8
Site 035	641	1	-298.00	472.70	0	4.92	0	66	10	8
Site 036	642	1	-207.80	620.60	0	4.92	0	66	10	8
Site 037	643	1	-235.10	660.20	0	4.92	0	66	10	8
Site 038	644	1	-239.10	708.10	0	4.92	0	66	10	8
Site 039	645	1	-353.8	683.5	0	4.92	0	66	10	8

Site 040	646	1	-404.1	655.8	0	4.92	0	66	10	8
Site 041	647	1	-460.3	653.1	0	4.92	0	66	10	8
Site 042	648	1	-506.9	637.6	0	4.92	0	66	10	8
Site 043	649	1	-550.5	621.8	0	4.92	0	66	10	8
Site 044	650	1	-612.2	609.1	0	4.92	0	66	10	8
Site 045	651	1	-649	600.8	0	4.92	0	66	10	8
Site 046	652	1	-761.3	653.1	0	4.92	0	66	10	8
Site 047	653	1	-709	667.4	0	4.92	0	66	10	8
Site 048	654	1	-669	676.5	0	4.92	0	66	10	8
Site 049	655	1	-614.4	693.1	0	4.92	0	66	10	8
Site 050	656	1	-563.4	695.1	0	4.92	0	66	10	8
Site 051	657	1	-520.4	713	0	4.92	0	66	10	8
Site 052	658	1	-477.3	731.2	0	4.92	0	66	10	8
Site 053	659	1	-428.2	748.2	0	4.92	0	66	10	8
Site 054	660	1	-374.7	752.2	0	4.92	0	66	10	8
Site 055	661	1	-257.9	786.7	0	4.92	0	66	10	8
Site 056	662	1	-273.7	821.5	0	4.92	0	66	10	8
Site 057	663	1	-286	872	0	4.92	0	66	10	8
Site 058	664	1	-293.1	906.4	0	4.92	0	66	10	8
Site 059	666	1	-299.9	943.6	0	4.92	0	66	10	8
Site 060	667	1	-391.1	972.6	0	4.92	0	66	10	8
Site 061	668	1	-437	947.6	0	4.92	0	66	10	8
Site 062	669	1	-488.9	933	0	4.92	0	66	10	8
Site 063	670	1	-529.7	932.2	0	4.92	0	66	10	8
Site 064	671	1	-587	918.3	0	4.92	0	66	10	8
Site 065	672	1	-627.3	901.7	0	4.92	0	66	10	8
Site 066	673	1	-673.6	895.8	0	4.92	0	66	10	8
Site 067	674	1	-716.4	883.1	0	4.92	0	66	10	8
Site 068	675	1	-821.7	851.4	0	4.92	0	66	10	8
Site 069	676	1	-385.6	1047.5	0	4.92	0	66	10	8
Site 070	677	1	-447.3	1029.7	0	4.92	0	66	10	8
Site 071	678	1	-509.9	1068	0	4.92	0	66	10	8
Site 072	679	1	-525.3	1017.8	0	4.92	0	66	10	8
Site 073	680	1	-555	1011.1	0	4.92	0	66	10	8
Site 074	681	1	-604.1	1000.4	0	4.92	0	66	10	8
Site 075	682	2	-640.9	984.5	0	4.92	0	66	10	8
Site 076	683	2	-693.4	969.9	0	4.92	0	66	10	8
Site 077	684	1	-743.7	958.8	0	4.92	0	66	10	8
Site 078	685	1	-794.4	946.1	0	4.92	0	66	10	8
Site 079	686	1	-854.1	936.6	0	4.92	0	66	10	8
Site 080	687	1	-345	1125.1	0	4.92	0	66	10	8
Site 081	688	1	-364	1160	0	4.92	0	66	10	8
Site 082	689	1	-367.9	1227.9	0	4.92	0	66	10	8
Site 083	691	1	-494.4	1235.4	0	4.92	0	66	10	8
Site 084	692	1	-519.4	1227.5	0	4.92	0	66	10	8
Site 085	693	1	-553	1220	0	4.92	0	66	10	8
Site 086	694	1	-598.5	1211.6	0	4.92	0	66	10	8
Site 087	695	1	-659.1	1196.6	0	4.92	0	66	10	8
Site 088	696	1	-706.6	1184.3	0	4.92	0	66	10	8
Site 089	697	1	-745.4	1174	0	4.92	0	66	10	8
Site 090	698	1	-797.6	1159	0	4.92	0	66	10	8

Site 091	699	1	-875.6	1134.5	0	4.92	0	66	10	8
Site 092	700	1	-885.9	1235.4	0	4.92	0	66	10	8
Site 093	701	1	-812.2	1238.2	0	4.92	0	66	10	8
Site 094	702	1	-767.9	1275.8	0	4.92	0	66	10	8
Site 095	703	1	-718	1278.5	0	4.92	0	66	10	8
Site 096	704	1	-667	1281.3	0	4.92	0	66	10	8
Site 097	705	1	-573.8	1323.5	0	4.92	0	66	10	8
Site 098	706	1	-528.3	1330.2	0	4.92	0	66	10	8
Site 099	707	1	-476.9	1321.1	0	4.92	0	66	10	8
Site 100	708	1	-418.3	1403.2	0	4.92	0	66	10	8
Site 101	709	1	-424.6	1450.3	0	4.92	0	66	10	8
Site 102	710	1	-435.3	1493	0	4.92	0	66	10	8
Site 103	711	1	-451.1	1539	0	4.92	0	66	10	8
Site 104	713	1	-141.6	1428.5	0	4.92	0	66	10	8
Site 105	714	1	-88.2	1423.3	0	4.92	0	66	10	8
Site 106	715	1	-51.8	1490.2	0	4.92	0	66	10	8
Site 107	716	1	-2.3	1469.6	0	4.92	0	66	10	8
Site 108	717	1	58.2	1487.4	0	4.92	0	66	10	8
Site 109	718	1	113.3	1477.9	0	4.92	0	66	10	8
Site 110	719	1	159.2	1489.8	0	4.92	0	66	10	8
Site 111	720	1	165.1	1411.8	0	4.92	0	66	10	8
Site 112	721	1	118	1401.9	0	4.92	0	66	10	8
Site 113	722	1	60.2	1385.7	0	4.92	0	66	10	8
Site 114	723	1	17.9	1370.9	0	4.92	0	66	10	8
Site 115	724	2	-20.5	1362.2	0	4.92	0	66	10	8
Site 116	725	2	-68.4	1350.7	0	4.92	0	66	10	8
Site 117	726	1	-121	1337.3	0	4.92	0	66	10	8
Site 118	727	1	-241	1292.9	0	4.92	0	66	10	8
Site 119	728	1	-231.9	1254.2	0	4.92	0	66	10	8
Site 120	729	1	-188.7	1208	0	4.92	0	66	10	8
Site 121	730	1	-152.7	1132.8	0	4.92	0	66	10	8
Site 122	731	1	-32.4	1152.2	0	4.92	0	66	10	8
Site 123	732	1	38.5	1168	0	4.92	0	66	10	8
Site 124	733	1	76.4	1181.5	0	4.92	0	66	10	8
Site 125	734	1	141	1183.1	0	4.92	0	66	10	8
Site 126	735	1	180.9	1196.5	0	4.92	0	66	10	8
Site 127	736	1	232.9	1206	0	4.92	0	66	10	8
Site 128	738	1	245.5	1128.7	0	4.92	0	66	10	8
Site 129	739	1	191.7	1118.8	0	4.92	0	66	10	8
Site 130	740	1	144.6	1116.4	0	4.92	0	66	10	8
Site 131	741	1	101.5	1098.2	0	4.92	0	66	10	8
Site 132	742	1	44.5	1085.2	0	4.92	0	66	10	8
Site 133	743	1	-7.4	1061.8	0	4.92	0	66	10	8
Site 134	744	1	-41.8	1052.7	0	4.92	0	66	10	8
Site 135	745	4	-151.8	1014.3	0	4.92	0	66	10	8
Site 136	746	4	-139.6	967.4	0	4.92	0	66	10	8
Site 137	747	4	-130.9	929.5	0	4.92	0	66	10	8
Site 138	748	4	-118.3	880.8	0	4.92	0	66	10	8
Site 139	749	1	-5.9	893	0	4.92	0	66	10	8
Site 140	750	1	51.9	883.9	0	4.92	0	66	10	8
Site 141	751	1	108.9	895.4	0	4.92	0	66	10	8

Site 142	752	1	154	903.7	0	4.92	0	66	10	8
Site 143	753	1	204.2	896.2	0	4.92	0	66	10	8
Site 144	754	1	256.4	920.3	0	4.92	0	66	10	8
Site 145	755	1	307.5	939	0	4.92	0	66	10	8
Site 146	756	1	340.8	961.5	0	4.92	0	66	10	8
Site 147	757	1	333.2	868.1	0	4.92	0	66	10	8
Site 148	758	1	280.2	841.6	0	4.92	0	66	10	8
Site 149	760	1	217.2	827.5	0	4.92	0	66	10	8
Site 150	761	1	162.6	814.4	0	4.92	0	66	10	8
Site 151	762	1	116.7	800.6	0	4.92	0	66	10	8
Site 152	763	1	71.5	787.9	0	4.92	0	66	10	8
Site 153	764	1	26.6	776.5	0	4.92	0	66	10	8
Site 154	765	8	-77.9	745.7	0	4.92	0	66	10	8
Site 155	766	8	-66.4	704.5	0	4.92	0	66	10	8
Site 156	767	8	-52.6	654.1	0	4.92	0	66	10	8
Site 157	768	8	-40.7	605.4	0	4.92	0	66	10	8
Site 158	769	1	50.8	550.1	0	4.92	0	66	10	8
Site 159	770	1	86	568.7	0	4.92	0	66	10	8
Site 160	771	1	138.7	585.3	0	4.92	0	66	10	8
Site 161	772	1	188.5	599.9	0	4.92	0	66	10	8
Site 162	773	1	236.4	601.1	0	4.92	0	66	10	8
Site 163	774	1	277.2	628	0	4.92	0	66	10	8
Site 164	775	1	323.7	642.3	0	4.92	0	66	10	8
Site 165	776	1	201	526.5	0	4.92	0	66	10	8
Site 166	777	1	240.9	534	0	4.92	0	66	10	8
Site 167	778	1	290.4	547	0	4.92	0	66	10	8
Site 168	779	1	340.7	571.2	0	4.92	0	66	10	8
Site 169	780	1	248.5	354.9	0	4.92	0	66	10	8
Site 170	781	1	151.1	297.2	0	4.92	0	66	10	8
Site 171	782	1	408	393.4	0	4.92	0	66	10	8
Site 172	783	1	504.3	389.1	0	4.92	0	66	10	8
Site 173	784	1	493.2	434.2	0	4.92	0	66	10	8
Site 174	786	1	608.8	272.6	0	4.92	0	66	10	8
Site 175	787	1	604.7	359.3	0	4.92	0	66	10	8
Site 176	788	1	572.6	412.7	0	4.92	0	66	10	8
Site 177	789	1	579.2	457.9	0	4.92	0	66	10	8
Site 178	790	1	569.7	499.8	0	4.92	0	66	10	8
Site 179	791	1	560.2	552.6	0	4.92	0	66	10	8
Site 180	792	1	710.9	467.7	0	4.92	0	66	10	8
Site 181	793	1	784.6	470.7	0	4.92	0	66	10	8
Site 182	794	1	841.6	482	0	4.92	0	66	10	8
Site 183	795	1	800.6	389.9	0	4.92	0	66	10	8
Site 184	796	1	987.6	390.5	0	4.92	0	66	10	8
Site 185	797	1	971	521.1	0	4.92	0	66	10	8
Site 186	798	1	963.3	570.4	0	4.92	0	66	10	8
Site 187	799	1	957.3	617.3	0	4.92	0	66	10	8
Site 188	800	1	1092.6	447.5	0	4.92	0	66	10	8
Site 189	801	1	1139.5	464.7	0	4.92	0	66	10	8
Site 190	802	1	1113.9	534.2	0	4.92	0	66	10	8
Site 191	803	1	1232.1	532.4	0	4.92	0	66	10	8
Site 192	804	1	1277.2	534.2	0	4.92	0	66	10	8

Site 193	805	1	1327.7	544.3	0	4.92	0	66	10	8
Site 194	806	1	1056.3	621.9	0	4.92	0	66	10	8
Site 195	808	1	1301.2	324.6	0	4.92	0	66	10	8
Site 196	809	1	1446	489.7	0	4.92	0	66	10	8
Site 197	810	1	1424.7	547.3	0	4.92	0	66	10	8
Site 198	811	1	1409.2	620.3	0	4.92	0	66	10	8
Site 199	812	1	1492.3	649.3	0	4.92	0	66	10	8
F02/Ridgewood Prep	814	1	1579.6	215.8	0	4.92	0	66	10	8
Site 200	816	1	1763.6	-239.2	0	4.92	0	66	10	8
Site 201	817	1	1707.2	-226.2	0	4.92	0	66	10	8
Site 202	818	1	1645.5	-227.4	0	4.92	0	66	10	8
Site 203	819	1	1593.3	-225.6	0	4.92	0	66	10	8
Site 204	820	1	1544.6	-238	0	4.92	0	66	10	8
Site 205	821	1	1487	-231.5	0	4.92	0	66	10	8
Site 206	822	1	1753	-400.7	0	4.92	0	66	10	8
Site 207	823	1	1707.2	-379.9	0	4.92	0	66	10	8
Site 208	824	1	1605.1	-373.4	0	4.92	0	66	10	8
Site 209	825	1	1558.8	-370.4	0	4.92	0	66	10	8
Site 210	826	1	1511.9	-372.2	0	4.92	0	66	10	8
Site 211	828	1	694.9	-207	0	4.92	0	66	10	8
Site 212	829	1	708.2	-243.5	0	4.92	0	66	10	8
Site 213	830	1	712.7	-311.2	0	4.92	0	66	10	8
Site 214	831	1	718	-376.2	0	4.92	0	66	10	8
Site 215	832	1	738.5	-497.3	0	4.92	0	66	10	8
Site 216	833	1	757.2	-549	0	4.92	0	66	10	8
Site 217	834	1	765.2	-609.2	0	4.92	0	66	10	8
Site 218	835	1	776.8	-668	0	4.92	0	66	10	8
Site 219	836	1	608.5	-195.5	0	4.92	0	66	10	8
Site 220	837	1	622.8	-252.4	0	4.92	0	66	10	8
Site 221	838	1	630.8	-297.9	0	4.92	0	66	10	8
Site 222	839	1	645.9	-355.7	0	4.92	0	66	10	8
Site 223	840	1	646.8	-433.2	0	4.92	0	66	10	8
Site 224	841	1	670.8	-482.2	0	4.92	0	66	10	8
Site 225	842	1	674.4	-539.2	0	4.92	0	66	10	8
Site 226	843	1	696.7	-636.8	0	4.92	0	66	10	8
Site 227	844	1	708.2	-679.5	0	4.92	0	66	10	8
Site 228	845	1	543.5	-714.3	0	4.92	0	66	10	8
Site 229	846	1	528.4	-677.8	0	4.92	0	66	10	8
Site 230	847	1	510.6	-561.1	0	4.92	0	66	10	8
Site 231	848	1	498.1	-511.2	0	4.92	0	66	10	8
Site 232	849	1	492.7	-455.5	0	4.92	0	66	10	8
Site 233	850	1	482.9	-413.6	0	4.92	0	66	10	8
Site 234	851	1	475.8	-359.3	0	4.92	0	66	10	8
Site 235	852	1	465.1	-305.9	0	4.92	0	66	10	8
Site 236	853	1	458.9	-251.6	0	4.92	0	66	10	8
Site 237	854	1	440.2	-188.3	0	4.92	0	66	10	8
Site 238	856	1	374.8	-350.4	0	4.92	0	66	10	8
Site 239	857	1	262.6	-378.9	0	4.92	0	66	10	8
Site 240	858	1	227.9	-390.5	0	4.92	0	66	10	8
Site 241	859	1	162	-405.6	0	4.92	0	66	10	8
Site 242	860	1	130.8	-412.7	0	4.92	0	66	10	8

Site 243	861	1	23.1	-449.2	0	4.92	0	66	10	8
Site 244	862	1	22.2	-386.9	0	4.92	0	66	10	8
Site 245	863	1	45.3	-301.4	0	4.92	0	66	10	8
Site 246	864	1	46.2	-241.8	0	4.92	0	66	10	8
Site 247	865	1	397.1	-438.6	0	4.92	0	66	10	8
Site 248	866	1	324.1	-462.6	0	4.92	0	66	10	8
Site 249	867	1	282.2	-454.6	0	4.92	0	66	10	8
Site 250	868	1	248.4	-473.3	0	4.92	0	66	10	8
Site 251	869	1	186.9	-479.5	0	4.92	0	66	10	8
Site 252	870	1	141.5	-490.2	0	4.92	0	66	10	8
Site 253	871	1	49.8	-509.8	0	4.92	0	66	10	8
Site 254	872	1	44.5	-587.8	0	4.92	0	66	10	8
Site 255	873	1	61.4	-632.3	0	4.92	0	66	10	8
Site 256	874	1	73	-675.1	0	4.92	0	66	10	8
Site 257	875	1	188.7	-663.5	0	4.92	0	66	10	8
Site 258	876	1	238.6	-639.5	0	4.92	0	66	10	8
Site 259	877	1	289.3	-639.5	0	4.92	0	66	10	8
Site 260	878	1	339.2	-619	0	4.92	0	66	10	8
Site 261	879	1	384.6	-611.9	0	4.92	0	66	10	8
Site 262	880	1	437.2	-595.8	0	4.92	0	66	10	8
Site 263	882	1	445.2	-678.3	0	4.92	0	66	10	8
Site 264	883	1	397.1	-687.2	0	4.92	0	66	10	8
Site 265	884	1	359.7	-699.7	0	4.92	0	66	10	8
Site 266	885	1	295.6	-711.2	0	4.92	0	66	10	8
Site 267	886	1	260	-726.4	0	4.92	0	66	10	8
Site 268	887	1	208.3	-745.1	0	4.92	0	66	10	8
Site 269	888	1	95.2	-777.1	0	4.92	0	66	10	8
Site 270	889	1	111.2	-818.1	0	4.92	0	66	10	8
Site 271	890	1	-36.6	-778	0	4.92	0	66	10	8
Site 272	891	1	-25.9	-823.4	0	4.92	0	66	10	8
Site 273	892	1	-42.8	-895.6	0	4.92	0	66	10	8
Site 274	893	1	-61.5	-942.8	0	4.92	0	66	10	8
Site 275	894	1	17.7	-965.9	0	4.92	0	66	10	8
Site 276	895	1	-71.3	-1008.7	0	4.92	0	66	10	8
Site 277	896	1	-82	-1056.6	0	4.92	0	66	10	8
Site 278	897	1	19.5	-1079.7	0	4.92	0	66	10	8
Site 279	898	1	160.2	-915	0	4.92	0	66	10	8
Site 280	899	1	165.6	-974.6	0	4.92	0	66	10	8
Site 281	900	1	165.6	-1021	0	4.92	0	66	10	8
Site 282	901	1	172.7	-1081.5	0	4.92	0	66	10	8
Site 283	902	1	200.3	-1208.5	0	4.92	0	66	10	8
Site 284	903	1	119.3	-1172	0	4.92	0	66	10	8
Site 285	904	1	76.5	-1173.8	0	4.92	0	66	10	8
Site 286	905	1	21.3	-1168.4	0	4.92	0	66	10	8
Site 287	906	1	-21.4	-1163.1	0	4.92	0	66	10	8
Site 288	907	1	-66	-1164	0	4.92	0	66	10	8
Site 289	908	1	-120.3	-1156.8	0	4.92	0	66	10	8
Site 290	910	1	-332.9	-1047.3	0	4.92	0	66	10	8
Site 291	911	1	-330.3	-994.8	0	4.92	0	66	10	8
Site 292	912	1	-313.3	-929.8	0	4.92	0	66	10	8
Site 293	913	1	-310.7	-881.7	0	4.92	0	66	10	8

Site 294	914	1	-271.5	-801.7	0	4.92	0	66	10	8
Site 295	915	1	-426.4	-1050.2	0	4.92	0	66	10	8
Site 296	916	1	-413.1	-1009.2	0	4.92	0	66	10	8
Site 297	917	1	-411.3	-964.7	0	4.92	0	66	10	8
Site 298	918	1	-398.8	-909.5	0	4.92	0	66	10	8
Site 299	919	1	-394.4	-863.2	0	4.92	0	66	10	8
Site 300	920	1	-367.7	-782.1	0	4.92	0	66	10	8
Site 301	921	1	-425.6	-742.9	0	4.92	0	66	10	8
Site 302	922	1	-493.2	-740.3	0	4.92	0	66	10	8
Site 303	923	1	-544.9	-733.1	0	4.92	0	66	10	8
Site 304	925	1	-243	-660.8	0	4.92	0	66	10	8
Site 305	926	1	-297.3	-658.2	0	4.92	0	66	10	8
Site 306	927	1	-370.3	-653.7	0	4.92	0	66	10	8
Site 307	928	1	-406.9	-649.3	0	4.92	0	66	10	8
Site 308	929	1	-260.8	-498.8	0	4.92	0	66	10	8
Site 309	930	1	-299.1	-485.4	0	4.92	0	66	10	8
Site 310	931	1	-335.6	-490.7	0	4.92	0	66	10	8
Site 311	932	1	-393.5	-479.2	0	4.92	0	66	10	8
Site 312	933	1	-306.2	-415.1	0	4.92	0	66	10	8
Site 313	934	1	-371.2	-414.2	0	4.92	0	66	10	8
Site 314	935	1	-141.5	-290.7	0	4.92	0	66	10	8
Site 315	936	1	-231.4	-240	0	4.92	0	66	10	8
Site 316	937	1	-291.1	-235.5	0	4.92	0	66	10	8
Site 317	938	1	-353.4	-232	0	4.92	0	66	10	8
Site 318	939	1	-206.5	-168.7	0	4.92	0	66	10	8
Site 319	940	1	-276.8	-174.1	0	4.92	0	66	10	8
Site 320	941	1	-320.5	-167	0	4.92	0	66	10	8
Site 321	943	1	-417.5	-80.8	0	4.92	0	66	10	8
Site 322	944	1	-465.6	-87.9	0	4.92	0	66	10	8
Site 323	945	1	-504.8	-88.8	0	4.92	0	66	10	8
Site 324	946	1	-544	-55.8	0	4.92	0	66	10	8
Site 325	947	1	-613.5	-68.3	0	4.92	0	66	10	8
Site 326	948	1	-690.9	-111	0	4.92	0	66	10	8
Site 327	949	1	-688.3	-60.3	0	4.92	0	66	10	8
Site 328	950	1	-467.4	-234.8	0	4.92	0	66	10	8
Site 329	951	1	-548.4	-220.6	0	4.92	0	66	10	8
Site 330	952	1	-590.3	-221.5	0	4.92	0	66	10	8
Site 331	953	1	-673.1	-199.2	0	4.92	0	66	10	8
Site 332	954	1	-706.1	-262.4	0	4.92	0	66	10	8
Site 333	955	1	-725.7	-317.6	0	4.92	0	66	10	8
Site 334	956	1	-737.2	-370.2	0	4.92	0	66	10	8
Site 335	957	1	-633.9	-383.5	0	4.92	0	66	10	8
Site 336	958	1	-569.8	-392.4	0	4.92	0	66	10	8
Site 337	959	1	-528.9	-390.7	0	4.92	0	66	10	8
Site 338	960	1	-461.2	-404.9	0	4.92	0	66	10	8
Site 339	962	1	-777.3	-56.7	0	4.92	0	66	10	8
Site 340	963	1	-787.1	-108.4	0	4.92	0	66	10	8
Site 341	964	1	-853	-91.4	0	4.92	0	66	10	8
Site 342	965	1	-894.9	-79	0	4.92	0	66	10	8
Site 343	966	1	-938.5	-73.6	0	4.92	0	66	10	8
Site 344	967	1	-999	-112.8	0	4.92	0	66	10	8

Site 345	968	1	-1044.5	-108.4	0	4.92	0	66	10	8
Site 346	969	1	-1097.7	-111.9	0	4.92	0	66	10	8
Site 347	970	1	-1142.2	-107.5	0	4.92	0	66	10	8
Site 348	971	1	-1193.9	-51.4	0	4.92	0	66	10	8
Site 349	972	1	-1258	-30	0	4.92	0	66	10	8
Site 350	973	1	-1297.2	-46	0	4.92	0	66	10	8
Site 351	974	1	-1234.8	-153.8	0	4.92	0	66	10	8
Site 352	975	1	-1181.4	-160.9	0	4.92	0	66	10	8
Site 353	976	1	-1131.5	-171.6	0	4.92	0	66	10	8
Site 354	977	1	-1080.8	-181.4	0	4.92	0	66	10	8
Site 355	978	1	-1030.9	-182.3	0	4.92	0	66	10	8
Site 356	979	1	-971.3	-183.2	0	4.92	0	66	10	8
Site 357	980	1	-916.9	-183.2	0	4.92	0	66	10	8
Site 358	981	1	-803.5	-224.1	0	4.92	0	66	10	8
Site 359	982	1	-802.6	-260.6	0	4.92	0	66	10	8
Site 360	983	1	-816	-310.5	0	4.92	0	66	10	8
Site 361	984	1	-819.5	-355.9	0	4.92	0	66	10	8
Site 362	985	1	-933.5	-380	0	4.92	0	66	10	8
Site 363	986	1	-995.8	-346.1	0	4.92	0	66	10	8
Site 364	987	1	-1033.2	-343.5	0	4.92	0	66	10	8
Site 365	988	1	-1085.8	-351.5	0	4.92	0	66	10	8
Site 366	989	1	-1139.2	-356.8	0	4.92	0	66	10	8
Site 367	990	1	-1206.9	-339	0	4.92	0	66	10	8
Site 368	991	1	-856	-462.8	0	4.92	0	66	10	8
Site 369	992	1	-742.9	-461.9	0	4.92	0	66	10	8
F01/East Jefferson	994	1	-1103	644.2	0	4.92	0	66	10	8
F03/Garden of Memories	996	1	-1900.3	-396.8	0	4.92	0	66	10	8

TNM Model Input

2033 Alternative 1

INPUT: ROADWAYS
PROJECT/CONTRACT: US 61/LA 3152 Intersection Improvement
RUN: Alt 1 2033

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA

Roadway Name	Width (ft)	Point Number	No.	Coordinates			Flow Control			Pavement Type	On Structure?
				X	Y	Z	Control Device	Speed Constraint (mph)	Percent Vehicles Affected		
Airline EB at Clearview Lane 3	11	point1	1	-3284.7	225.2	0				Average	
		point2	2	-1842.6	126.6	0				Average	
		point191	191	-1586.9	106.8	0				Average	
		point3	3	-1334.8	76.1	0				Average	
		point4	4	-617.3	-12.1	0				Average	
		point5	5	-548.2	-18.3	0					
Airline EB at Clearview Lane 2"	11	point8	8	-3261.1	242.1	0				Average	
		point9	9	-1847.4	138.3	0				Average	
		point193	193	-1589.4	118.3	0				Average	
		point10	10	-1334.7	86.9	0				Average	
		point11	11	-617.5	-1.1	0				Average	
		point12	12	-545.8	-7.1	0					
Airline EB at Clearview Lane 1"	11	point15	15	-3297.3	260.2	0				Average	
		point16	16	-1853.3	151.3	0				Average	
		point194	194	-1515.4	121	0				Average	
		point17	17	-1177.6	80.3	0				Average	
		point192	192	-865.3	39.5	0				Average	
		point18	18	-549.4	7	0					
Airline EB at Clearview LT-Lane1b"	11	point22	22	-344.1	53.1	0				Average	
		point235	235	-302.5	57.5	0				Average	
		point236	236	-218.6	55.7	0				Average	
		point154	154	-157	52.4	0				Average	
		point23	23	-61.3	48	0					
Airline EB at Clearview RT-Lane"	11	point24	24	-503.8	-31.8	0				Average	
		point176	176	-168.8	-44.3	0				Average	
		point177	177	-109.2	-48	0				Average	
		point178	178	-84.9	-56.9	0				Average	
		point179	179	-73.2	-70.3	0				Average	
		point25	25	-62.8	-94.1	0					
Airline WB at Clearview - LT-Lane1b"	11	point26	26	479.3	-60.9	0				Average	
		point229	229	401.3	-77.9	0				Average	
		point230	230	306.3	-78.7	0				Average	
		point231	231	144.2	-74.1	0				Average	
		point27	27	51.6	-70.3	0					
Airline WB at Clearview - LT-Lane2b"	11	point28	28	439.4	-58.7	0				Average	
		point232	232	387.2	-68.5	0				Average	
		point233	233	234.9	-64.3	0				Average	
		point234	234	145	-62.5	0				Average	

Roadway Name	Width (ft)	Point Number	No.	Coordinates			Flow Control			Pavement Type	On Structure?
				X	Y	Z	Control Device	Speed Constraint (mph)	Percent Vehicles Affected		
		point29	29	54.3	-60.7	0					
Airline EB at Central Lane 3"	11	point30	30	68.6	-39.6	0	Signal	0	100	Average	
		point182	182	172.1	-44.3	0				Average	
		point31	31	252.6	-47.3	0				Average	
		point32	32	421.8	-51.8	0				Average	
		point33	33	530	-54.9	0				Average	
		point34	34	676.7	-56.5	0				Average	
		point35	35	1054.5	-43	0					
Airline EB at Central Lane 2"	11	point36	36	69.3	-29.9	0	Signal	0	100	Average	
		point180	180	169.1	-32.8	0				Average	
		point37	37	247.6	-34.3	0				Average	
		point38	38	420.4	-41.5	0				Average	
		point39	39	530	-44.6	0				Average	
		point40	40	689.2	-45.4	0				Average	
		point41	41	1055.4	-33	0					
Airline EB at Central Lane 1"	11	point42	42	64.9	-17	0	Signal	0	100	Average	
		point181	181	182.4	-21	0				Average	
		point150	150	257.7	-25.2	0				Average	
		point43	43	431.2	-30.2	0				Average	
		point44	44	521.2	-31.5	0				Average	
		point45	45	604	-34	0				Average	
		point46	46	712.1	-33.3	0				Average	
		point47	47	1054.1	-22.5	0					
Airline WB west of Clearview Lane 1"	11	point50	50	-76.5	6	0	Signal	0	100	Average	
		point51	51	-323.2	21	0				Average	
		point52	52	-566.5	46.6	0				Average	
		point203	203	-871	91.1	0				Average	
		point204	204	-1211.8	128.7	0				Average	
		point205	205	-1540.7	149.4	0				Average	
		point206	206	-1876.4	170.2	0				Average	
		point53	53	-3275.5	270.6	0					
Airline WB west of Clearview Lane 2"	11	point54	54	-76.8	16.4	0	Signal	0	100	Average	
		point55	55	-317.6	31	0				Average	
		point56	56	-562.3	57.8	0				Average	
		point199	199	-872	102.2	0				Average	
		point200	200	-1210.5	137.9	0				Average	
		point201	201	-1541.3	159.9	0				Average	
		point202	202	-1875.2	182.3	0				Average	
		point57	57	-3205	283.5	0					
Airline WB west of Clearview Lane 3"	11	point58	58	-78	30.1	0	Signal	0	100	Average	
		point59	59	-313.3	41.8	0				Average	
		point60	60	-558	68.1	0				Average	
		point195	195	-876.2	114.5	0				Average	

Roadway Name	Width (ft)	Point Number	No.	Coordinates			Flow Control			Pavement Type	On Structure?
				X	Y	Z	Control Device	Speed Constraint (mph)	Percent Vehicles Affected		
		point196	196	-1208.1	150.4	0				Average	
		point197	197	-1544.2	172.6	0				Average	
		point198	198	-1873.8	193.4	0				Average	
		point61	61	-3220.2	294.8	0					
Clearview SB south of Airline Lane 1"	12	point62	62	-13.9	-23.5	0	Signal	0	100	Average	
		point63	63	-72.9	-318.1	0				Average	
		point64	64	-180.1	-881.1	0				Average	
		point65	65	-200.2	-1015.4	0					
Clearview SB south of Airline Lane 2"	12	point66	66	-30.5	-22.8	0	Signal	0	100	Average	
		point67	67	-85.6	-320.1	0				Average	
		point68	68	-190.8	-876.6	0				Average	
		point69	69	-212.4	-1012.8	0					
Clearview SB south of Airline Lane 3"	12	point70	70	-42.7	-19.9	0	Signal	0	100	Average	
		point71	71	-95.8	-316.6	0				Average	
		point72	72	-199.8	-870.8	0				Average	
		point73	73	-222.9	-1013.4	0					
Clearview NB at Airline Lane 3"	11	point74	74	-144.7	-1028.3	0				Average	
		point75	75	-96.1	-756	0				Average	
		point76	76	42.2	-29.4	0					
Clearview NB at Airline - RT_Lane"	11	point77	77	-21.6	-393.4	0				Average	
		point163	163	-7.3	-329.2	0				Average	
		point164	164	4.1	-283.4	0				Average	
		point165	165	18.6	-216.1	0				Average	
		point167	167	26.9	-176.5	0				Average	
		point168	168	43.3	-116.7	0				Average	
		point169	169	66.6	-98.2	0				Average	
		point170	170	85.6	-93.7	0				Average	
		point166	166	157.8	-96.3	0				Average	
		point211	211	432.2	-101.4	0				Average	
		point212	212	499.1	-90.4	0				Average	
		point213	213	544.4	-81.6	0				Average	
		point78	78	587.5	-65.9	0					
Clearview NB at Airline Lane 2"	11	point79	79	-159.7	-1022.6	0				Average	
		point80	80	-106.5	-752.5	0				Average	
		point81	81	28.8	-30.7	0					
Clearview NB at Airline Lane 1"	11	point82	82	-172.8	-1021.3	0				Average	
		point83	83	18.8	-28.2	0					
Clearview NB at Airline - LT-Lane1"	11	point84	84	-179.4	-1019.9	0				Average	
		point85	85	-3.4	-21.6	0					
Clearview SB at Airline - LT-Lane1"	11	point86	86	-68.5	372.5	0				Average	
		point87	87	-6.6	134.8	0					
Clearview SB at Airline Lane 3"	12.5	point88	88	-526.3	1954.6	0				Average	
		point89	89	-331.4	1238.4	0				Average	

Roadway Name	Width (ft)	Point Number	No.	Coordinates			Flow Control			Pavement Type	On Structure?
				X	Y	Z	Control Device	Speed Constraint (mph)	Percent Vehicles Affected		
		point90	90	-156.1	528.2	0				Average	
		point91	91	-52.3	120.1	0					
Clearview SB at Airline Lane 2"	11	point92	92	-515.8	1967.8	0				Average	
		point93	93	-321.4	1242	0				Average	
		point94	94	-148	533.5	0				Average	
		point95	95	-41	123.7	0					
Clearview SB at Airline Lane 1"	11	point96	96	-505.5	1991.6	0				Average	
		point97	97	-312.2	1247.8	0				Average	
		point98	98	-139	540	0				Average	
		point99	99	-31.5	128.7	0					
Clearview NB north of Airline Lane 1"	11	point100	100	15.8	110	0	Signal	0	100	Average	
		point101	101	-70.7	451	0				Average	
		point102	102	-481.7	2023	0					
Clearview NB north of Airline Lane 2"	11	point103	103	29.1	112.1	0	Signal	0	100	Average	
		point104	104	-59.7	451.7	0				Average	
		point105	105	-475.2	2038.2	0					
Clearview NB north of Airline Lane 3"	12.5	point106	106	40.3	113.7	0	Signal	0	100	Average	
		point107	107	-48.2	452.2	0				Average	
		point108	108	-465.7	2035.7	0					
Airline WB at Clearview Lane 1"	11	point109	109	1050	29.2	0	Signal	0	100	Average	
		point153	153	755.4	21.9	0				Average	
		point110	110	441.8	1.3	0				Average	
		point111	111	22.8	0.5	0					
Airline WB at Clearview Lane 2"	11	point112	112	1053	40.9	0	Signal	0	100	Average	
		point152	152	755.6	30.6	0				Average	
		point113	113	445.5	13	0				Average	
		point115	115	23	10.2	0					
Airline WB at Clearview Lane 3"	11	point116	116	1053.6	53.7	0	Signal	0	100	Average	
		point151	151	751.8	41	0				Average	
		point117	117	443.3	22.3	0					
Airline EB east of Central Lane 1"	12	point119	119	1102.3	-24.1	0	Signal	0	100	Average	
		point120	120	1381.3	-9	0				Average	
		point183	183	1707.8	-5.5	0				Average	
		point121	121	2238.6	-13	0					
Airline EB east of Central Lane 2"	12	point122	122	1104.5	-32.1	0	Signal	0	100	Average	
		point123	123	1382.3	-20.8	0				Average	
		point184	184	1709.9	-17.1	0				Average	
		point124	124	2238.1	-23.6	0					
Airline EB east of Central Lane 3"	12	point125	125	1107.2	-47.7	0	Signal	0	100	Average	
		point126	126	1384.4	-32.2	0				Average	
		point185	185	1706.7	-27.8	0				Average	
		point127	127	2237.8	-33.5	0					
Airline WB east of Central Lane 1"	12	point128	128	2240.6	9	0				Average	

Roadway Name	Width (ft)	Point Number	No.	Coordinates			Flow Control			Pavement Type	On Structure?
				X	Y	Z	Control Device	Speed Constraint (mph)	Percent Vehicles Affected		
		point129	129	1624.3	21.6	0					
Airline WB at Central - LT-Lane"	12	point131	131	1328.8	6.1	0				Average	
		point132	132	1121.2	8.1	0					
Airline WB east of Central Lane 2"	12	point133	133	2238.8	19.7	0				Average	
		point134	134	1632.4	33.7	0					
Airline WB east of Central Lane 3"	12	point136	136	2238.6	29.6	0				Average	
		point137	137	1637.5	43.5	0					
Airline EB at Central LT-Lane"	11	point139	139	718	-28.3	0				Average	
		point140	140	1051.5	-11.3	0					
Airline EB at Clearview Lane 1-2"	12	point143	143	-548.3	6.6	0				Average	
		point19	19	-370.8	-3.8	0				Average	
		point20	20	-263.9	-6.3	0				Average	
		point21	21	-72.1	-13.7	0					
Airline EB at Clearview Lane 2-2"	11	point144	144	-545.1	-7.6	0				Average	
		point13	13	-371.7	-15.9	0				Average	
		point14	14	-65.4	-24.9	0					
Airline EB at Clearview Lane 3-2"	11	point145	145	-548.2	-18.3	0				Average	
		point6	6	-369.2	-26.5	0				Average	
		point7	7	-68.4	-36.6	0					
Houma NB"	9	point146	146	1090.2	83.2	0	Signal	0	100	Average	
		point147	147	982	815.1	0					
Houma SB"	9	point148	148	976	800.8	0				Average	
		point149	149	1081	80.7	0					
Airline WB at Clearview RT-Lane2"	11	point155	155	412.4	39.5	0				Average	
		point188	188	325.5	60.9	0				Average	
		point189	189	236.3	73.2	0				Average	
		point190	190	150.4	77.3	0				Average	
		point156	156	72.6	82.3	0					
Clearview SB at Airline - LT-Lane2"	11	point159	159	-80.8	368.4	0				Average	
		point160	160	-17.3	134.2	0					
Clearview NB at Airline - LT-Lane2"	11	point161	161	-75.1	-483.1	0				Average	
		point162	162	8.4	-24.1	0					
Airline WB west of Clearview Lane 4"	11	point171	171	-55.2	113.9	0				Average	
		point172	172	-98.7	91.3	0				Average	
		point173	173	-188	87.8	0				Average	
		point174	174	-347.2	89.6	0				Average	
		point175	175	-485.7	79.7	0					
Airline WB east of Central Lane 1 at 4"	12	point186	186	1626.8	10.9	0				Average	
		point187	187	1123.2	21.9	0					
Airline EB at Clearview LT-Lane2b"	11	point207	207	-376.1	58.7	0				Average	
		point208	208	-316.7	67.1	0				Average	
		point209	209	-275.8	69.5	0				Average	
		point210	210	-63	57.9	0					

Roadway Name	Width (ft)	Point Number	No.	Coordinates			Flow Control			Pavement Type	On Structure?
				X	Y	Z	Control Device	Speed Constraint (mph)	Percent Vehicles Affected		
Airline EB at Central RT-Lane"	12	point214	214	882.4	-57.8	0				Average	
		point215	215	970.3	-57.8	0				Average	
		point216	216	1053.6	-54.7	0					
Airline WB at Clearview RT-Lane1"	11	point217	217	319.1	50.2	0				Average	
		point218	218	235.1	64.8	0				Average	
		point219	219	151	64.8	0				Average	
		point220	220	71.6	71.8	0					
Airline WB at Clearview - LT-Lane2a"	11	point221	221	1044.3	20.9	0	Signal	0	100	Average	
		point222	222	848.5	15.5	0				Average	
		point223	223	634.9	-0.7	0				Average	
		point224	224	557.8	-20.8	0					
Airline WB at Clearview - LT-Lane1a"	11	point225	225	1044.3	9.3	0	Signal	0	100	Average	
		point226	226	847.7	4.7	0				Average	
		point227	227	641.1	-9.2	0				Average	
		point228	228	581.7	-23.1	0					
Airline EB at Clearview LT-Lane1a"	11	point237	237	-841.1	47.9	0				Average	
		point238	238	-680	29.4	0				Average	
		point239	239	-573.6	17	0				Average	
		point240	240	-524.3	16.3	0				Average	
		point241	241	-470.3	24	0					
Airline EB at Clearview LT-Lane2a"	11	point242	242	-784.9	54	0				Average	
		point243	243	-685.4	40.9	0				Average	
		point244	244	-579.8	30.9	0				Average	
		point245	245	-527.3	27.8	0				Average	
		point246	246	-484.9	34	0					
Airline WB at Clearview Lane 3-2"	11	point247	247	443.3	22.3	0				Average	
		point118	118	23.8	22.5	0					
Airline WB east of Central Lane 4 at 4"	12	point248	248	1637.5	43.5	0				Average	
		point138	138	1121.6	55.1	0					
Airline WB east of Central Lane 3 at 4"	12	point249	249	1632.4	33.7	0				Average	
		point135	135	1120.8	44.5	0					
Airline WB east of Central Lane 2 at 4"	12	point250	250	1624.3	21.6	0				Average	
		point130	130	1121.8	33.9	0					
Central Ave NB"	12	point251	251	1243.2	-826.5	0				Average	
		point252	252	1111.2	-54.3	0					
Central Ave SB"	12	point253	253	1101.2	-65.5	0	Signal	0	100	Average	
		point254	254	1232.2	-832	0					

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: US 61/LA 3152 Intersection Improvement
RUN: Alt 1 2033

Roadway Name	Point Names	Point Nos.	Automobiles Volume veh/h	Automobiles Speed mph	Medium Trucks Volume veh/h	Medium Trucks Speed mph	Heavy Trucks Volume veh/h	Heavy Trucks Speed mph	Buses Volume veh/h	Buses Speed mph	Motorcycles Volume veh/h	Motorcycles Speed mph
Airline EB at Clearview Lane 3	point1	1	454	40	10	40	14	40	0	0	0	0
	point2	2	454	40	10	40	14	40	0	0	0	0
	point191	191	454	40	10	40	14	40	0	0	0	0
	point3	3	454	40	10	40	14	40	0	0	0	0
	point4	4	454	40	10	40	14	40	0	0	0	0
	point5	5										
Airline EB at Clearview Lane 2	point8	8	454	40	10	40	14	40	0	0	0	0
	point9	9	454	40	10	40	14	40	0	0	0	0
	point193	193	454	40	10	40	14	40	0	0	0	0
	point10	10	454	40	10	40	14	40	0	0	0	0
	point11	11	454	40	10	40	14	40	0	0	0	0
	point12	12										
Airline EB at Clearview Lane 1	point15	15	454	40	10	40	14	40	0	0	0	0
	point16	16	454	40	10	40	14	40	0	0	0	0
	point194	194	454	40	10	40	14	40	0	0	0	0
	point17	17	454	40	10	40	14	40	0	0	0	0
	point192	192	454	40	10	40	14	40	0	0	0	0
	point18	18										
Airline EB at Clearview LT-Lane1b	point22	22	48	40	1	40	2	40	0	0	0	0
	point235	235	48	40	1	40	2	40	0	0	0	0
	point236	236	48	40	1	40	2	40	0	0	0	0
	point154	154	48	40	1	40	2	40	0	0	0	0
	point23	23										
Airline EB at Clearview RT-Lane	point24	24	481	40	10	40	15	40	0	0	0	0
	point176	176	481	40	10	40	15	40	0	0	0	0
	point177	177	481	40	10	40	15	40	0	0	0	0
	point178	178	481	40	10	40	15	40	0	0	0	0
	point179	179	481	40	10	40	15	40	0	0	0	0
	point25	25										
Airline WB at Clearview - LT-Lane1b	point26	26	574	40	12	40	18	40	0	0	0	0
	point229	229	574	40	12	40	18	40	0	0	0	0
	point230	230	574	40	12	40	18	40	0	0	0	0
	point231	231	574	40	12	40	18	40	0	0	0	0
	point27	27										
Airline WB at Clearview - LT-Lane2b	point28	28	574	40	12	40	18	40	0	0	0	0
	point232	232	574	40	12	40	18	40	0	0	0	0
	point233	233	574	40	12	40	18	40	0	0	0	0
	point234	234	574	40	12	40	18	40	0	0	0	0
	point29	29										
Airline EB at Central Lane 3	point30	30	498	40	10	40	16	40	0	0	0	0
	point182	182	498	40	10	40	16	40	0	0	0	0

Roadway Name	Point Names	Point Nos.	Automobiles		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
			Volume veh/h	Speed mph	Volume veh/h	Speed mph	Volume veh/h	Speed mph	Volume veh/h	Speed mph	Volume veh/h	Speed mph
	point31	31	498	40	10	40	16	40	0	0	0	0
	point32	32	498	40	10	40	16	40	0	0	0	0
	point33	33	498	40	10	40	16	40	0	0	0	0
	point34	34	446	40	9	40	14	40	0	0	0	0
	point35	35										
Airline EB at Central Lane 2	point36	36	498	40	10	40	16	40	0	0	0	0
	point180	180	498	40	10	40	16	40	0	0	0	0
	point37	37	498	40	10	40	16	40	0	0	0	0
	point38	38	498	40	10	40	16	40	0	0	0	0
	point39	39	498	40	10	40	16	40	0	0	0	0
	point40	40	446	40	9	40	14	40	0	0	0	0
	point41	41										
Airline EB at Central Lane 1	point42	42	498	40	10	40	16	40	0	0	0	0
	point181	181	498	40	10	40	16	40	0	0	0	0
	point150	150	498	40	10	40	16	40	0	0	0	0
	point43	43	498	40	10	40	16	40	0	0	0	0
	point44	44	498	40	10	40	16	40	0	0	0	0
	point45	45	498	40	10	40	16	40	0	0	0	0
	point46	46	446	40	9	40	14	40	0	0	0	0
	point47	47										
Airline WB west of Clearview Lane 1	point50	50	611	40	13	40	19	40	0	0	0	0
	point51	51	611	40	13	40	19	40	0	0	0	0
	point52	52	611	40	13	40	19	40	0	0	0	0
	point203	203	611	40	13	40	19	40	0	0	0	0
	point204	204	611	40	13	40	19	40	0	0	0	0
	point205	205	611	40	13	40	19	40	0	0	0	0
	point206	206	611	40	13	40	19	40	0	0	0	0
	point53	53										
Airline WB west of Clearview Lane 2	point54	54	611	40	13	40	19	40	0	0	0	0
	point55	55	611	40	13	40	19	40	0	0	0	0
	point56	56	611	40	13	40	19	40	0	0	0	0
	point199	199	611	40	13	40	19	40	0	0	0	0
	point200	200	611	40	13	40	19	40	0	0	0	0
	point201	201	611	40	13	40	19	40	0	0	0	0
	point202	202	611	40	13	40	19	40	0	0	0	0
	point57	57										
Airline WB west of Clearview Lane 3	point58	58	611	40	13	40	19	40	0	0	0	0
	point59	59	611	40	13	40	19	40	0	0	0	0
	point60	60	611	40	13	40	19	40	0	0	0	0
	point195	195	611	40	13	40	19	40	0	0	0	0
	point196	196	611	40	13	40	19	40	0	0	0	0
	point197	197	611	40	13	40	19	40	0	0	0	0
	point198	198	611	40	13	40	19	40	0	0	0	0
	point61	61										
Clearview SB south of Airline Lane 1	point62	62	959	35	31	35	31	35	0	0	0	0
	point63	63	959	35	31	35	31	35	0	0	0	0
	point64	64	959	35	31	35	31	35	0	0	0	0

Roadway Name	Point Names	Point Nos.	Automobiles		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
			Volume veh/h	Speed mph	Volume veh/h	Speed mph	Volume veh/h	Speed mph	Volume veh/h	Speed mph	Volume veh/h	Speed mph
	point65	65										
Clearview SB south of Airline Lane 2	point66	66	959	35	31	35	31	35	0	0	0	0
	point67	67	959	35	31	35	31	35	0	0	0	0
	point68	68	959	35	31	35	31	35	0	0	0	0
	point69	69										
Clearview SB south of Airline Lane 3	point70	70	959	35	31	35	31	35	0	0	0	0
	point71	71	959	35	31	35	31	35	0	0	0	0
	point72	72	959	35	31	35	31	35	0	0	0	0
	point73	73										
Clearview NB at Airline Lane 3	point74	74	367	35	12	35	12	35	0	0	0	0
	point75	75	367	35	12	35	12	35	0	0	0	0
	point76	76										
Clearview NB at Airline - RT_Lane	point77	77	487	35	16	35	16	35	0	0	0	0
	point163	163	487	35	16	35	16	35	0	0	0	0
	point164	164	487	35	16	35	16	35	0	0	0	0
	point165	165	487	35	16	35	16	35	0	0	0	0
	point167	167	487	35	16	35	16	35	0	0	0	0
	point168	168	487	35	16	35	16	35	0	0	0	0
	point169	169	487	35	16	35	16	35	0	0	0	0
	point170	170	487	35	16	35	16	35	0	0	0	0
	point166	166	487	35	16	35	16	35	0	0	0	0
	point211	211	487	35	16	35	16	35	0	0	0	0
	point212	212	487	35	16	35	16	35	0	0	0	0
	point213	213	487	35	16	35	16	35	0	0	0	0
	point78	78										
Clearview NB at Airline Lane 2	point79	79	367	35	12	35	12	35	0	0	0	0
	point80	80	367	35	12	35	12	35	0	0	0	0
	point81	81										
Clearview NB at Airline Lane 1	point82	82	367	35	12	35	12	35	0	0	0	0
	point83	83										
Clearview NB at Airline - LT-Lane1	point84	84	79	35	3	35	3	35	0	0	0	0
	point85	85										
Clearview SB at Airline - LT-Lane1	point86	86	113	35	3	35	3	35	0	0	0	0
	point87	87										
Clearview SB at Airline Lane 3	point88	88	636	35	20	35	20	35	0	0	0	0
	point89	89	636	35	20	35	20	35	0	0	0	0
	point90	90	636	35	20	35	20	35	0	0	0	0
	point91	91										
Clearview SB at Airline Lane 2	point92	92	534	35	17	35	17	35	0	0	0	0
	point93	93	534	35	17	35	17	35	0	0	0	0
	point94	94	534	35	17	35	17	35	0	0	0	0
	point95	95										
Clearview SB at Airline Lane 1	point96	96	534	35	17	35	17	35	0	0	0	0
	point97	97	534	35	17	35	17	35	0	0	0	0
	point98	98	534	35	17	35	17	35	0	0	0	0
	point99	99										
Clearview NB north of Airline Lane 1	point100	100	464	35	15	35	15	35	0	0	0	0

Roadway Name	Point Names	Point Nos.	Automobiles		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
			Volume veh/h	Speed mph	Volume veh/h	Speed mph	Volume veh/h	Speed mph	Volume veh/h	Speed mph	Volume veh/h	Speed mph
	point101	101	464	35	15	35	15	35	0	0	0	0
	point102	102										
Clearview NB north of Airline Lane 2	point103	103	464	35	15	35	15	35	0	0	0	0
	point104	104	464	35	15	35	15	35	0	0	0	0
	point105	105										
Clearview NB north of Airline Lane 3	point106	106	464	35	15	35	15	35	0	0	0	0
	point107	107	464	35	15	35	15	35	0	0	0	0
	point108	108										
Airline WB at Clearview Lane 1	point109	109	527	40	11	40	17	40	0	0	0	0
	point153	153	527	40	11	40	17	40	0	0	0	0
	point110	110	527	40	11	40	17	40	0	0	0	0
	point111	111										
Airline WB at Clearview Lane 2	point112	112	527	40	11	40	17	40	0	0	0	0
	point152	152	527	40	11	40	17	40	0	0	0	0
	point113	113	527	40	11	40	17	40	0	0	0	0
	point115	115										
Airline WB at Clearview Lane 3	point116	116	630	40	13	40	20	40	0	0	0	0
	point151	151	630	40	13	40	20	40	0	0	0	0
	point117	117										
Airline EB east of Central Lane 1	point119	119	545	40	11	40	17	40	0	0	0	0
	point120	120	545	40	11	40	17	40	0	0	0	0
	point183	183	545	40	11	40	17	40	0	0	0	0
	point121	121										
Airline EB east of Central Lane 2	point122	122	545	40	11	40	17	40	0	0	0	0
	point123	123	545	40	11	40	17	40	0	0	0	0
	point184	184	545	40	11	40	17	40	0	0	0	0
	point124	124										
Airline EB east of Central Lane 3	point125	125	545	40	11	40	17	40	0	0	0	0
	point126	126	545	40	11	40	17	40	0	0	0	0
	point185	185	545	40	11	40	17	40	0	0	0	0
	point127	127										
Airline WB east of Central Lane 1	point128	128	938	40	20	40	30	40	0	0	0	0
	point129	129										
Airline WB at Central - LT-Lane	point131	131	199	40	4	40	6	40	0	0	0	0
	point132	132										
Airline WB east of Central Lane 2	point133	133	938	40	20	40	30	40	0	0	0	0
	point134	134										
Airline WB east of Central Lane 3	point136	136	938	40	20	40	30	40	0	0	0	0
	point137	137										
Airline EB at Central LT-Lane	point139	139	29	40	1	40	1	40	0	0	0	0
	point140	140										
Airline EB at Clearview Lane 1-2	point143	143	266	40	6	40	8	40	0	0	0	0
	point19	19	266	40	6	40	8	40	0	0	0	0
	point20	20	266	40	6	40	8	40	0	0	0	0
	point21	21										
Airline EB at Clearview Lane 2-2	point144	144	266	40	6	40	8	40	0	0	0	0
	point13	13	266	40	6	40	8	40	0	0	0	0

Roadway Name	Point Names	Point Nos.	Automobiles		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
			Volume veh/h	Speed mph	Volume veh/h	Speed mph	Volume veh/h	Speed mph	Volume veh/h	Speed mph	Volume veh/h	Speed mph
	point14	14										
Airline EB at Clearview Lane 3-2	point145	145	266	40	6	40	8	40	0	0	0	0
	point6	6	266	40	6	40	8	40	0	0	0	0
	point7	7										
Houma NB"	point146	146	188	35	4	35	6	35	0	0	0	0
	point147	147										
Houma SB"	point148	148	95	35	2	35	3	35	0	0	0	0
	point149	149										
Airline WB at Clearview RT-Lane2	point155	155	103	40	2	40	3	40	0	0	0	0
	point188	188	103	40	2	40	3	40	0	0	0	0
	point189	189	103	40	2	40	3	40	0	0	0	0
	point190	190	103	40	2	40	3	40	0	0	0	0
	point156	156										
Clearview SB at Airline - LT-Lane2	point159	159	113	35	3	35	3	35	0	0	0	0
	point160	160										
Clearview NB at Airline - LT-Lane2	point161	161	79	35	3	35	3	35	0	0	0	0
	point162	162										
Airline WB west of Clearview Lane 4	point171	171	102	40	3	40	3	40	0	0	0	0
	point172	172	102	40	3	40	3	40	0	0	0	0
	point173	173	102	40	3	40	3	40	0	0	0	0
	point174	174	102	40	3	40	3	40	0	0	0	0
	point175	175										
Airline WB east of Central Lane 1 at	point186	186	654	40	14	40	21	40	0	0	0	0
	point187	187										
Airline EB at Clearview LT-Lane2b	point207	207	48	40	1	40	2	40	0	0	0	0
	point208	208	48	40	1	40	2	40	0	0	0	0
	point209	209	48	40	1	40	2	40	0	0	0	0
	point210	210										
Airline EB at Central RT-Lane	point214	214	135	40	3	40	4	40	0	0	0	0
	point215	215	135	40	3	40	4	40	0	0	0	0
	point216	216										
Airline WB at Clearview RT-Lane1	point217	217	103	40	2	40	3	40	0	0	0	0
	point218	218	103	40	2	40	3	40	0	0	0	0
	point219	219	103	40	2	40	3	40	0	0	0	0
	point220	220										
Airline WB at Clearview - LT-Lane2a	point221	221	574	40	12	40	18	40	0	0	0	0
	point222	222	574	40	12	40	18	40	0	0	0	0
	point223	223	574	40	12	40	18	40	0	0	0	0
	point224	224										
Airline WB at Clearview - LT-Lane1a	point225	225	574	40	12	40	18	40	0	0	0	0
	point226	226	574	40	12	40	18	40	0	0	0	0
	point227	227	574	40	12	40	18	40	0	0	0	0
	point228	228										
Airline EB at Clearview LT-Lane1a	point237	237	48	40	1	40	2	40	0	0	0	0
	point238	238	48	40	1	40	2	40	0	0	0	0
	point239	239	48	40	1	40	2	40	0	0	0	0
	point240	240	48	40	1	40	2	40	0	0	0	0

Roadway Name	Point Names	Point Nos.	Automobiles		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
			Volume veh/h	Speed mph	Volume veh/h	Speed mph	Volume veh/h	Speed mph	Volume veh/h	Speed mph	Volume veh/h	Speed mph
	point241	241										
Airline EB at Clearview LT-Lane2a	point242	242	48	40	1	40	2	40	0	0	0	0
	point243	243	48	40	1	40	2	40	0	0	0	0
	point244	244	48	40	1	40	2	40	0	0	0	0
	point245	245	48	40	1	40	2	40	0	0	0	0
	point246	246										
Airline WB at Clearview Lane 3-2	point247	247	527	40	11	40	17	40	0	0	0	0
	point118	118										
Airline WB east of Central Lane 4 at	point248	248	654	40	14	40	21	40	0	0	0	0
	point138	138										
Airline WB east of Central Lane 3 at	point249	249	654	40	14	40	21	40	0	0	0	0
	point135	135										
Airline WB east of Central Lane 2 at	point250	250	654	40	14	40	21	40	0	0	0	0
	point130	130										
Central Ave NB"	point251	251	695	30	22	30	22	30	0	0	0	0
	point252	252										
Central Ave SB"	point253	253	360	30	12	30	12	30	0	0	0	0
	point254	254										

INPUT: Receiver
PROJECT/CONTRACT: US 61/LA 3152 Intersection Improvement
RUN: Alt 1 2033

Receiver Name	No.	No. of Dwelling Units	Coordinates (ft) X	Y	Z	Height above Ground (ft)	Existing Leq (dBA)	Impact Criteria Leq (dBA)	Substantial Increase (dB)	Noise Reduction Goal (dBA)
Receiver A	13	1	-1,622.10	20.00	0	4.92	65.8	66	10	8
Receiver B	15	1	-1,030.90	24.90	0	4.92	70.9	66	10	8
Receiver C	5	1	-237.90	-429.70	0	4.92	65.4	66	10	8
Receiver D	3	1	438.90	-126.50	0	4.92	64.9	66	10	8
Receiver E	7	1	-458.90	415.10	0	4.92	58.7	66	10	8
Receiver F	1	1	-22.10	519.70	0	4.92	69.6	66	10	8
Receiver G	9	1	1,088.90	330.00	0	4.92	61.9	66	10	8
Receiver H	11	1	1,501.90	146.20	0	4.92	63.7	66	10	8
C01	209	1	-2,127.40	334.10	0	4.92	0	71	10	8
C02	210	1	-1,863.70	323.00	0	4.92	0	71	10	8
C03	211	1	-1,717.60	274.30	0	4.92	0	71	10	8
C04	212	1	-1,535.60	251.20	0	4.92	0	71	10	8
C05	213	1	-1,338.20	197.40	0	4.92	0	71	10	8
C06	214	1	-992.10	205.10	0	4.92	0	71	10	8
C07	215	1	-766.50	192.30	0	4.92	0	71	10	8
C08	216	1	-828.00	246.10	0	4.92	0	71	10	8
C09	217	1	-548.60	192.30	0	4.92	0	71	10	8
C10	218	1	-481.90	266.60	0	4.92	0	71	10	8
C11	219	1	-276.90	248.70	0	4.92	0	71	10	8
C12	220	1	184.00	189.60	0	4.92	0	71	10	8
C13	221	1	514.70	184.50	0	4.92	0	71	10	8
C14	222	1	701.80	99.90	0	4.92	0	71	10	8
C15	223	1	976.10	189.60	0	4.92	0	71	10	8
C16	224	1	1,158.10	166.60	0	4.92	0	71	10	8
C17	225	1	1,294.00	112.70	0	4.92	0	71	10	8
C18	226	1	209.60	-164.10	0	4.92	0	71	10	8
C19	227	1	294.20	-159.00	0	4.92	0	71	10	8
C20	228	1	991.50	-292.30	0	4.92	0	71	10	8
C21	229	1	1,242.70	-235.90	0	4.92	0	71	10	8
C22	230	1	1,386.30	-241.00	0	4.92	0	71	10	8
C23	231	1	1,311.90	-307.70	0	4.92	0	71	10	8
C24	232	1	1,083.80	-387.20	0	4.92	0	71	10	8

Receiver Name	No.	No. of Dwelling Units	Coordinates (ft) X	Y	Z	Height above Ground (ft)	Existing Leq (dBA)	Impact Criteria Leq (dBA)	Substantial Increase (dB)	Noise Reduction Goal (dBA)
C25	233	1	30.10	299.90	0	4.92	0	71	10	8
C26	234	1	-31.40	443.40	0	4.92	0	71	10	8
C27	235	1	-72.40	814.10	0	4.92	0	71	10	8
C28	236	1	-239.00	1,377.60	0	4.92	0	71	10	8
C29	237	1	-313.40	970.00	0	4.92	0	71	10	8
C30	238	1	-221.10	477.80	0	4.92	0	71	10	8
C31	239	1	-192.90	570.10	0	4.92	0	71	10	8
C32	240	1	-2,071.40	582.90	0	4.92	0	71	10	8
C33	241	1	-1,666.30	588.00	0	4.92	0	71	10	8
C34	242	1	-1,689.40	644.40	0	4.92	0	71	10	8
C35	243	1	-887.00	552.10	0	4.92	0	71	10	8
C36	244	1	-730.70	593.10	0	4.92	0	71	10	8
C37	245	1	-402.50	1,351.90	0	4.92	0	71	10	8
C38	246	1	-305.10	1,523.70	0	4.92	0	71	10	8
C39	247	1	-312.80	1,577.50	0	4.92	0	71	10	8
C40	248	1	1,298.70	457.80	0	4.92	0	71	10	8
C41	249	1	1,337.20	288.60	0	4.92	0	71	10	8
Site 001	250	1	-1,876.30	653.90	0	4.92	0	66	10	8
Site 002	251	1	-1,710.50	739.30	0	4.92	0	66	10	8
Site 003	252	1	-1,724.20	806.00	0	4.92	0	66	10	8
Site 004	253	1	-1,741.30	855.50	0	4.92	0	66	10	8
Site 005	254	1	-1,837.00	881.20	0	4.92	0	66	10	8
Site 006	255	2	-1,895.10	855.50	0	4.92	0	66	10	8
Site 007	256	1	-1,980.60	835.00	0	4.92	0	66	10	8
Site 008	257	1	-2,045.50	811.10	0	4.92	0	66	10	8
Site 009	258	1	-2,083.10	799.20	0	4.92	0	66	10	8
Site 010	259	1	-2,130.90	775.20	0	4.92	0	66	10	8
Site 011	260	1	-2,182.20	759.80	0	4.92	0	66	10	8
Site 012	261	1	-2,247.10	747.90	0	4.92	0	66	10	8
Site 013	262	1	-2,284.80	729.10	0	4.92	0	66	10	8
Site 014	263	1	-2,318.90	717.10	0	4.92	0	66	10	8
Site 015	264	1	-2,385.60	705.20	0	4.92	0	66	10	8
Site 016	265	1	-2,242.00	498.40	0	4.92	0	66	10	8
Site 017	266	1	-2,295.00	493.20	0	4.92	0	66	10	8
Site 018	267	1	-1,372.10	395.80	0	4.92	0	66	10	8
Site 019	268	1	-1,384.10	438.50	0	4.92	0	66	10	8
Site 020	269	1	-1,392.70	484.70	0	4.92	0	66	10	8
Site 021	270	1	-1,408.00	541.10	0	4.92	0	66	10	8
Site 022	271	1	-1,418.30	583.80	0	4.92	0	66	10	8

Receiver Name	No.	No. of Dwelling Units	Coordinates (ft) X	Y	Z	Height above Ground (ft)	Existing Leq (dBA)	Impact Criteria Leq (dBA)	Substantial Increase (dB)	Noise Reduction Goal (dBA)
Site 023	272	1	-1,437.10	631.70	0	4.92	0	66	10	8
Site 024	273	1	-1,326.00	510.30	0	4.92	0	66	10	8
Site 025	274	1	-1,339.70	559.90	0	4.92	0	66	10	8
Site 026	275	1	-1,351.60	616.30	0	4.92	0	66	10	8
Site 027	276	1	-1,367.00	659.00	0	4.92	0	66	10	8
Site 028	277	1	-682.00	363.40	0	4.92	0	66	10	8
Site 029	278	1	-639.20	382.20	0	4.92	0	66	10	8
Site 030	279	1	-598.10	393.50	0	4.92	0	66	10	8
Site 031	280	1	-534.80	412.50	0	4.92	0	66	10	8
Site 032	281	1	-502.70	422.00	0	4.92	0	66	10	8
Site 033	282	1	-400.20	449.60	0	4.92	0	66	10	8
Site 034	283	1	-352.00	456.00	0	4.92	0	66	10	8
Site 035	284	1	-298	472.7	0	4.92	0	66	10	8
Site 036	285	1	-207.8	620.6	0	4.92	0	66	10	8
Site 037	286	1	-235.1	660.2	0	4.92	0	66	10	8
Site 038	287	1	-239.1	708.1	0	4.92	0	66	10	8
Site 039	288	1	-353.9	683.5	0	4.92	0	66	10	8
Site 040	289	1	-404.1	655.8	0	4.92	0	66	10	8
Site 041	290	1	-460.3	653.1	0	4.92	0	66	10	8
Site 042	291	1	-506.9	637.6	0	4.92	0	66	10	8
Site 043	292	1	-550.5	621.8	0	4.92	0	66	10	8
Site 044	293	1	-612.2	609.1	0	4.92	0	66	10	8
Site 045	294	1	-649	600.8	0	4.92	0	66	10	8
Site 046	295	1	-761.3	653.1	0	4.92	0	66	10	8
Site 047	296	1	-709	667.4	0	4.92	0	66	10	8
Site 048	297	1	-669	676.5	0	4.92	0	66	10	8
Site 049	298	1	-614.4	693.1	0	4.92	0	66	10	8
Site 050	299	1	-563.4	695.1	0	4.92	0	66	10	8
Site 051	300	1	-520.4	713	0	4.92	0	66	10	8
Site 052	301	1	-477.2	731.2	0	4.92	0	66	10	8
Site 053	302	1	-428.2	748.2	0	4.92	0	66	10	8
Site 054	303	1	-374.7	752.2	0	4.92	0	66	10	8
Site 055	304	1	-257.9	786.7	0	4.92	0	66	10	8
Site 056	305	1	-273.7	821.5	0	4.92	0	66	10	8
Site 057	306	1	-286	872	0	4.92	0	66	10	8
Site 058	307	1	-293.1	906.4	0	4.92	0	66	10	8
Site 059	308	1	-299.9	943.5	0	4.92	0	66	10	8
Site 060	309	1	-391.1	972.5	0	4.92	0	66	10	8
Site 061	310	1	-437	947.6	0	4.92	0	66	10	8

Receiver Name	No.	No. of Dwelling Units	Coordinates (ft) X	Y	Z	Height above Ground (ft)	Existing Leq (dBA)	Impact Criteria Leq (dBA)	Substantial Increase (dB)	Noise Reduction Goal (dBA)
Site 062	311	1	-488.9	933	0	4.92	0	66	10	8
Site 063	312	1	-529.7	932.2	0	4.92	0	66	10	8
Site 064	313	1	-587	918.3	0	4.92	0	66	10	8
Site 065	314	1	-627.3	901.7	0	4.92	0	66	10	8
Site 066	315	1	-673.6	895.8	0	4.92	0	66	10	8
Site 067	316	1	-716.4	883.1	0	4.92	0	66	10	8
Site 068	317	1	-821.7	851.5	0	4.92	0	66	10	8
Site 069	318	1	-385.6	1047.5	0	4.92	0	66	10	8
Site 070	319	1	-447.3	1029.7	0	4.92	0	66	10	8
Site 071	320	1	-509.9	1068.1	0	4.92	0	66	10	8
Site 072	321	1	-525.3	1017.8	0	4.92	0	66	10	8
Site 073	322	1	-555	1011	0	4.92	0	66	10	8
Site 074	323	1	-604.1	1000.4	0	4.92	0	66	10	8
Site 075	324	2	-640.9	984.5	0	4.92	0	66	10	8
Site 076	325	2	-693.4	969.9	0	4.92	0	66	10	8
Site 077	326	1	-743.7	958.8	0	4.92	0	66	10	8
Site 078	327	1	-794.3	946.2	0	4.92	0	66	10	8
Site 079	328	1	-854.1	936.7	0	4.92	0	66	10	8
Site 080	329	1	-345	1125.2	0	4.92	0	66	10	8
Site 081	330	1	-364	1160	0	4.92	0	66	10	8
Site 082	331	1	-367.9	1227.9	0	4.92	0	66	10	8
Site 083	332	1	-494.4	1235.4	0	4.92	0	66	10	8
Site 084	333	1	-519.4	1227.5	0	4.92	0	66	10	8
Site 085	334	1	-553	1220	0	4.92	0	66	10	8
Site 086	335	1	-598.5	1211.7	0	4.92	0	66	10	8
Site 087	336	1	-659.1	1196.6	0	4.92	0	66	10	8
Site 088	337	1	-706.6	1184.3	0	4.92	0	66	10	8
Site 089	338	1	-745.3	1174.1	0	4.92	0	66	10	8
Site 090	339	1	-797.6	1159	0	4.92	0	66	10	8
Site 091	340	1	-875.6	1134.5	0	4.92	0	66	10	8
Site 092	341	1	-885.9	1235.4	0	4.92	0	66	10	8
Site 093	342	1	-812.2	1238.2	0	4.92	0	66	10	8
Site 094	343	1	-767.9	1275.8	0	4.92	0	66	10	8
Site 095	344	1	-718	1278.5	0	4.92	0	66	10	8
Site 096	345	1	-667	1281.3	0	4.92	0	66	10	8
Site 097	346	1	-573.8	1323.5	0	4.92	0	66	10	8
Site 098	347	1	-528.3	1330.2	0	4.92	0	66	10	8
Site 099	348	1	-476.9	1321.1	0	4.92	0	66	10	8
Site 100	349	1	-418.3	1403.2	0	4.92	0	66	10	8

Receiver Name	No.	No. of Dwelling Units	Coordinates (ft) X	Y	Z	Height above Ground (ft)	Existing Leq (dBA)	Impact Criteria Leq (dBA)	Substantial Increase (dB)	Noise Reduction Goal (dBA)
Site 101	350	1	-424.6	1450.3	0	4.92	0	66	10	8
Site 102	351	1	-435.3	1493.1	0	4.92	0	66	10	8
Site 103	352	1	-451.1	1539	0	4.92	0	66	10	8
Site 104	353	1	-141.6	1428.4	0	4.92	0	66	10	8
Site 105	354	1	-88.2	1423.3	0	4.92	0	66	10	8
Site 106	355	1	-51.8	1490.2	0	4.92	0	66	10	8
Site 107	356	1	-2.3	1469.6	0	4.92	0	66	10	8
Site 108	357	1	58.2	1487.4	0	4.92	0	66	10	8
Site 109	358	1	113.3	1477.9	0	4.92	0	66	10	8
Site 110	359	1	159.2	1489.8	0	4.92	0	66	10	8
Site 111	360	1	165.1	1411.8	0	4.92	0	66	10	8
Site 112	361	1	118	1401.9	0	4.92	0	66	10	8
Site 113	362	1	60.2	1385.7	0	4.92	0	66	10	8
Site 114	363	1	17.9	1370.9	0	4.92	0	66	10	8
Site 115	364	2	-20.5	1362.2	0	4.92	0	66	10	8
Site 116	365	2	-68.4	1350.7	0	4.92	0	66	10	8
Site 117	366	1	-121.1	1337.3	0	4.92	0	66	10	8
Site 118	367	1	-241	1292.9	0	4.92	0	66	10	8
Site 119	368	1	-231.9	1254.2	0	4.92	0	66	10	8
Site 120	369	1	-188.7	1208	0	4.92	0	66	10	8
Site 121	370	1	-152.7	1132.8	0	4.92	0	66	10	8
Site 122	371	1	-32.4	1152.2	0	4.92	0	66	10	8
Site 123	372	1	38.5	1168	0	4.92	0	66	10	8
Site 124	373	1	76.4	1181.5	0	4.92	0	66	10	8
Site 125	374	1	141	1183.1	0	4.92	0	66	10	8
Site 126	375	1	180.9	1196.5	0	4.92	0	66	10	8
Site 127	376	1	232.9	1206	0	4.92	0	66	10	8
Site 128	377	1	245.5	1128.7	0	4.92	0	66	10	8
Site 129	378	1	191.7	1118.8	0	4.92	0	66	10	8
Site 130	379	1	144.6	1116.4	0	4.92	0	66	10	8
Site 131	380	1	101.5	1098.2	0	4.92	0	66	10	8
Site 132	381	1	44.5	1085.2	0	4.92	0	66	10	8
Site 133	382	1	-7.4	1061.8	0	4.92	0	66	10	8
Site 134	383	1	-41.8	1052.7	0	4.92	0	66	10	8
Site 135	384	4	-151.8	1014.3	0	4.92	0	66	10	8
Site 136	385	4	-139.6	967.5	0	4.92	0	66	10	8
Site 137	386	4	-130.9	929.5	0	4.92	0	66	10	8
Site 138	387	4	-118.3	880.8	0	4.92	0	66	10	8
Site 139	388	1	-5.9	893	0	4.92	0	66	10	8

Receiver Name	No.	No. of Dwelling Units	Coordinates (ft) X	Y	Z	Height above Ground (ft)	Existing Leq (dBA)	Impact Criteria Leq (dBA)	Substantial Increase (dB)	Noise Reduction Goal (dBA)
Site 140	389	1	51.9	883.9	0	4.92	0	66	10	8
Site 141	390	1	108.9	895.4	0	4.92	0	66	10	8
Site 142	391	1	154	903.7	0	4.92	0	66	10	8
Site 143	392	1	204.2	896.2	0	4.92	0	66	10	8
Site 144	393	1	256.5	920.3	0	4.92	0	66	10	8
Site 145	394	1	307.5	939	0	4.92	0	66	10	8
Site 146	395	1	340.8	961.5	0	4.92	0	66	10	8
Site 147	396	1	333.2	868.1	0	4.92	0	66	10	8
Site 148	397	1	280.2	841.6	0	4.92	0	66	10	8
Site 149	398	1	217.2	827.5	0	4.92	0	66	10	8
Site 150	399	1	162.6	814.4	0	4.92	0	66	10	8
Site 151	400	1	116.7	800.6	0	4.92	0	66	10	8
Site 152	401	1	71.5	787.9	0	4.92	0	66	10	8
Site 153	402	1	26.6	776.5	0	4.92	0	66	10	8
Site 154	403	8	-77.9	745.7	0	4.92	0	66	10	8
Site 155	404	8	-66.4	704.5	0	4.92	0	66	10	8
Site 156	405	8	-52.6	654.1	0	4.92	0	66	10	8
Site 157	406	8	-40.7	605.4	0	4.92	0	66	10	8
Site 158	407	1	50.8	550.1	0	4.92	0	66	10	8
Site 159	408	1	86	568.7	0	4.92	0	66	10	8
Site 160	409	1	138.7	585.3	0	4.92	0	66	10	8
Site 161	410	1	188.5	599.9	0	4.92	0	66	10	8
Site 162	411	1	236.4	601.1	0	4.92	0	66	10	8
Site 163	412	1	277.2	628	0	4.92	0	66	10	8
Site 164	413	1	323.6	642.3	0	4.92	0	66	10	8
Site 165	414	1	201	526.5	0	4.92	0	66	10	8
Site 166	415	1	240.9	534	0	4.92	0	66	10	8
Site 167	416	1	290.4	547	0	4.92	0	66	10	8
Site 168	417	1	340.7	571.2	0	4.92	0	66	10	8
Site 169	418	1	248.5	354.9	0	4.92	0	66	10	8
Site 170	419	1	151.1	297.2	0	4.92	0	66	10	8
Site 171	420	1	408	393.4	0	4.92	0	66	10	8
Site 172	421	1	504.3	389	0	4.92	0	66	10	8
Site 173	422	1	493.2	434.2	0	4.92	0	66	10	8
Site 174	423	1	608.8	272.6	0	4.92	0	66	10	8
Site 175	424	1	604.7	359.3	0	4.92	0	66	10	8
Site 176	425	1	572.6	412.7	0	4.92	0	66	10	8
Site 177	426	1	579.2	457.9	0	4.92	0	66	10	8
Site 178	427	1	569.7	499.8	0	4.92	0	66	10	8

Receiver Name	No.	No. of Dwelling Units	Coordinates (ft) X	Y	Z	Height above Ground (ft)	Existing Leq (dBA)	Impact Criteria Leq (dBA)	Substantial Increase (dB)	Noise Reduction Goal (dBA)
Site 179	428	1	560.2	552.6	0	4.92	0	66	10	8
Site 180	429	1	711	467.7	0	4.92	0	66	10	8
Site 181	430	1	784.6	470.7	0	4.92	0	66	10	8
Site 182	431	1	841.5	482	0	4.92	0	66	10	8
Site 183	432	1	800.6	389.9	0	4.92	0	66	10	8
Site 184	433	1	987.6	390.5	0	4.92	0	66	10	8
Site 185	434	1	971	521.1	0	4.92	0	66	10	8
Site 186	435	1	963.3	570.4	0	4.92	0	66	10	8
Site 187	436	1	957.3	617.3	0	4.92	0	66	10	8
Site 188	437	1	1092.6	447.5	0	4.92	0	66	10	8
Site 189	438	1	1139.5	464.7	0	4.92	0	66	10	8
Site 190	439	1	1113.9	534.2	0	4.92	0	66	10	8
Site 191	440	1	1232.1	532.4	0	4.92	0	66	10	8
Site 192	441	1	1277.2	534.2	0	4.92	0	66	10	8
Site 193	442	1	1327.7	544.3	0	4.92	0	66	10	8
Site 194	443	1	1056.3	622	0	4.92	0	66	10	8
Site 195	444	1	1301.2	324.6	0	4.92	0	66	10	8
Site 196	445	1	1446	489.7	0	4.92	0	66	10	8
Site 197	446	1	1424.7	547.3	0	4.92	0	66	10	8
Site 198	447	1	1409.2	620.3	0	4.92	0	66	10	8
Site 199	448	1	1492.3	649.3	0	4.92	0	66	10	8
F02/Ridgewood Prep	449	1	1579.6	215.8	0	4.92	0	66	10	8
Site 200	450	1	1763.7	-239.2	0	4.92	0	66	10	8
Site 201	451	1	1707.2	-226.2	0	4.92	0	66	10	8
Site 202	452	1	1645.5	-227.4	0	4.92	0	66	10	8
Site 203	453	1	1593.3	-225.6	0	4.92	0	66	10	8
Site 204	454	1	1544.6	-238.1	0	4.92	0	66	10	8
Site 205	455	1	1487	-231.5	0	4.92	0	66	10	8
Site 206	456	1	1753	-400.7	0	4.92	0	66	10	8
Site 207	457	1	1707.2	-379.9	0	4.92	0	66	10	8
Site 208	458	1	1605.1	-373.4	0	4.92	0	66	10	8
Site 209	459	1	1558.8	-370.4	0	4.92	0	66	10	8
Site 210	460	1	1511.9	-372.2	0	4.92	0	66	10	8
Site 211	461	1	694.9	-207	0	4.92	0	66	10	8
Site 212	462	1	708.2	-243.5	0	4.92	0	66	10	8
Site 213	463	1	712.7	-311.2	0	4.92	0	66	10	8
Site 214	464	1	718	-376.2	0	4.92	0	66	10	8
Site 215	465	1	738.5	-497.3	0	4.92	0	66	10	8
Site 216	466	1	757.2	-549	0	4.92	0	66	10	8

Receiver Name	No.	No. of Dwelling Units	Coordinates (ft) X	Y	Z	Height above Ground (ft)	Existing Leq (dBA)	Impact Criteria Leq (dBA)	Substantial Increase (dB)	Noise Reduction Goal (dBA)
Site 217	467	1	765.2	-609.2	0	4.92	0	66	10	8
Site 218	468	1	776.8	-668	0	4.92	0	66	10	8
Site 219	469	1	608.5	-195.4	0	4.92	0	66	10	8
Site 220	470	1	622.8	-252.4	0	4.92	0	66	10	8
Site 221	471	1	630.8	-297.9	0	4.92	0	66	10	8
Site 222	472	1	645.9	-355.7	0	4.92	0	66	10	8
Site 223	473	1	646.8	-433.2	0	4.92	0	66	10	8
Site 224	474	1	670.8	-482.2	0	4.92	0	66	10	8
Site 225	475	1	674.4	-539.2	0	4.92	0	66	10	8
Site 226	476	1	696.7	-636.8	0	4.92	0	66	10	8
Site 227	477	1	708.2	-679.5	0	4.92	0	66	10	8
Site 228	478	1	543.5	-714.3	0	4.92	0	66	10	8
Site 229	479	1	528.4	-677.8	0	4.92	0	66	10	8
Site 230	480	1	510.5	-561.1	0	4.92	0	66	10	8
Site 231	481	1	498.1	-511.2	0	4.92	0	66	10	8
Site 232	482	1	492.7	-455.5	0	4.92	0	66	10	8
Site 233	483	1	483	-413.6	0	4.92	0	66	10	8
Site 234	484	1	475.8	-359.3	0	4.92	0	66	10	8
Site 235	485	1	465.1	-305.9	0	4.92	0	66	10	8
Site 236	486	1	458.9	-251.6	0	4.92	0	66	10	8
Site 237	487	1	440.2	-188.3	0	4.92	0	66	10	8
Site 238	488	1	374.8	-350.4	0	4.92	0	66	10	8
Site 239	489	1	262.6	-378.9	0	4.92	0	66	10	8
Site 240	490	1	227.9	-390.5	0	4.92	0	66	10	8
Site 241	491	1	162	-405.6	0	4.92	0	66	10	8
Site 242	492	1	130.8	-412.7	0	4.92	0	66	10	8
Site 243	493	1	23.1	-449.2	0	4.92	0	66	10	8
Site 244	494	1	22.2	-386.9	0	4.92	0	66	10	8
Site 245	495	1	45.3	-301.4	0	4.92	0	66	10	8
Site 246	496	1	46.2	-241.8	0	4.92	0	66	10	8
Site 247	497	1	397.1	-438.6	0	4.92	0	66	10	8
Site 248	498	1	324.1	-462.6	0	4.92	0	66	10	8
Site 249	499	1	282.2	-454.6	0	4.92	0	66	10	8
Site 250	500	1	248.4	-473.3	0	4.92	0	66	10	8
Site 251	501	1	186.9	-479.5	0	4.92	0	66	10	8
Site 252	502	1	141.5	-490.2	0	4.92	0	66	10	8
Site 253	503	1	49.8	-509.8	0	4.92	0	66	10	8
Site 254	504	1	44.5	-587.8	0	4.92	0	66	10	8
Site 255	505	1	61.4	-632.3	0	4.92	0	66	10	8

Receiver Name	No.	No. of Dwelling Units	Coordinates (ft) X	Y	Z	Height above Ground (ft)	Existing Leq (dBA)	Impact Criteria Leq (dBA)	Substantial Increase (dB)	Noise Reduction Goal (dBA)
Site 256	506	1	73	-675.1	0	4.92	0	66	10	8
Site 257	507	1	188.7	-663.5	0	4.92	0	66	10	8
Site 258	508	1	238.6	-639.5	0	4.92	0	66	10	8
Site 259	509	1	289.4	-639.5	0	4.92	0	66	10	8
Site 260	510	1	339.2	-619	0	4.92	0	66	10	8
Site 261	511	1	384.6	-611.8	0	4.92	0	66	10	8
Site 262	512	1	437.2	-595.8	0	4.92	0	66	10	8
Site 263	513	1	445.2	-678.3	0	4.92	0	66	10	8
Site 264	514	1	397.1	-687.2	0	4.92	0	66	10	8
Site 265	515	1	359.7	-699.7	0	4.92	0	66	10	8
Site 266	516	1	295.6	-711.2	0	4.92	0	66	10	8
Site 267	517	1	260	-726.4	0	4.92	0	66	10	8
Site 268	518	1	208.3	-745.1	0	4.92	0	66	10	8
Site 269	519	1	95.2	-777.1	0	4.92	0	66	10	8
Site 270	520	1	111.2	-818.1	0	4.92	0	66	10	8
Site 271	521	1	-36.6	-778	0	4.92	0	66	10	8
Site 272	522	1	-25.9	-823.4	0	4.92	0	66	10	8
Site 273	523	1	-42.8	-895.6	0	4.92	0	66	10	8
Site 274	524	1	-61.5	-942.8	0	4.92	0	66	10	8
Site 275	525	1	17.7	-965.9	0	4.92	0	66	10	8
Site 276	526	1	-71.3	-1008.7	0	4.92	0	66	10	8
Site 277	527	1	-82	-1056.6	0	4.92	0	66	10	8
Site 278	528	1	19.5	-1079.7	0	4.92	0	66	10	8
Site 279	529	1	160.2	-915	0	4.92	0	66	10	8
Site 280	530	1	165.6	-974.7	0	4.92	0	66	10	8
Site 281	531	1	165.6	-1021	0	4.92	0	66	10	8
Site 282	532	1	172.7	-1081.5	0	4.92	0	66	10	8
Site 283	533	1	200.3	-1208.5	0	4.92	0	66	10	8
Site 284	534	1	119.3	-1172	0	4.92	0	66	10	8
Site 285	535	1	76.5	-1173.8	0	4.92	0	66	10	8
Site 286	536	1	21.3	-1168.4	0	4.92	0	66	10	8
Site 287	537	1	-21.4	-1163.1	0	4.92	0	66	10	8
Site 288	538	1	-66	-1164	0	4.92	0	66	10	8
Site 289	539	1	-120.3	-1156.8	0	4.92	0	66	10	8
Site 290	540	1	-332.9	-1047.3	0	4.92	0	66	10	8
Site 291	541	1	-330.3	-994.8	0	4.92	0	66	10	8
Site 292	542	1	-313.4	-929.8	0	4.92	0	66	10	8
Site 293	543	1	-310.7	-881.7	0	4.92	0	66	10	8
Site 294	544	1	-271.5	-801.7	0	4.92	0	66	10	8

Receiver Name	No.	No. of Dwelling Units	Coordinates (ft) X	Y	Z	Height above Ground (ft)	Existing Leq (dBA)	Impact Criteria Leq (dBA)	Substantial Increase (dB)	Noise Reduction Goal (dBA)
Site 295	545	1	-426.4	-1050.2	0	4.92	0	66	10	8
Site 296	546	1	-413.1	-1009.2	0	4.92	0	66	10	8
Site 297	547	1	-411.3	-964.7	0	4.92	0	66	10	8
Site 298	548	1	-398.8	-909.5	0	4.92	0	66	10	8
Site 299	549	1	-394.4	-863.2	0	4.92	0	66	10	8
Site 300	550	1	-367.7	-782.1	0	4.92	0	66	10	8
Site 301	551	1	-425.5	-742.9	0	4.92	0	66	10	8
Site 302	552	1	-493.2	-740.3	0	4.92	0	66	10	8
Site 303	553	1	-544.9	-733.1	0	4.92	0	66	10	8
Site 304	554	1	-243	-660.8	0	4.92	0	66	10	8
Site 305	555	1	-297.3	-658.2	0	4.92	0	66	10	8
Site 306	556	1	-370.3	-653.7	0	4.92	0	66	10	8
Site 307	557	1	-406.9	-649.2	0	4.92	0	66	10	8
Site 308	558	1	-260.8	-498.8	0	4.92	0	66	10	8
Site 309	559	1	-299.1	-485.4	0	4.92	0	66	10	8
Site 310	560	1	-335.6	-490.7	0	4.92	0	66	10	8
Site 311	561	1	-393.5	-479.2	0	4.92	0	66	10	8
Site 312	562	1	-306.2	-415	0	4.92	0	66	10	8
Site 313	563	1	-371.2	-414.2	0	4.92	0	66	10	8
Site 314	564	1	-141.5	-290.7	0	4.92	0	66	10	8
Site 315	565	1	-231.4	-240	0	4.92	0	66	10	8
Site 316	566	1	-291.1	-235.5	0	4.92	0	66	10	8
Site 317	567	1	-353.4	-232	0	4.92	0	66	10	8
Site 318	568	1	-206.5	-168.7	0	4.92	0	66	10	8
Site 319	569	1	-276.8	-174.1	0	4.92	0	66	10	8
Site 320	570	1	-320.5	-166.9	0	4.92	0	66	10	8
Site 321	571	1	-417.5	-80.8	0	4.92	0	66	10	8
Site 322	572	1	-465.6	-87.9	0	4.92	0	66	10	8
Site 323	573	1	-504.8	-88.8	0	4.92	0	66	10	8
Site 324	574	1	-544	-55.8	0	4.92	0	66	10	8
Site 325	575	1	-613.5	-68.3	0	4.92	0	66	10	8
Site 326	576	1	-690.9	-111	0	4.92	0	66	10	8
Site 327	577	1	-688.2	-60.3	0	4.92	0	66	10	8
Site 328	578	1	-467.4	-234.8	0	4.92	0	66	10	8
Site 329	579	1	-548.4	-220.6	0	4.92	0	66	10	8
Site 330	580	1	-590.3	-221.4	0	4.92	0	66	10	8
Site 331	581	1	-673.1	-199.2	0	4.92	0	66	10	8
Site 332	582	1	-706.1	-262.4	0	4.92	0	66	10	8
Site 333	583	1	-725.7	-317.6	0	4.92	0	66	10	8

Receiver Name	No.	No. of Dwelling Units	Coordinates (ft) X	Y	Z	Height above Ground (ft)	Existing Leq (dBA)	Impact Criteria Leq (dBA)	Substantial Increase (dB)	Noise Reduction Goal (dBA)
Site 334	584	1	-737.2	-370.2	0	4.92	0	66	10	8
Site 335	585	1	-633.9	-383.5	0	4.92	0	66	10	8
Site 336	586	1	-569.8	-392.4	0	4.92	0	66	10	8
Site 337	587	1	-528.8	-390.6	0	4.92	0	66	10	8
Site 338	588	1	-461.2	-404.9	0	4.92	0	66	10	8
Site 339	589	1	-777.3	-56.7	0	4.92	0	66	10	8
Site 340	590	1	-787.1	-108.4	0	4.92	0	66	10	8
Site 341	591	1	-853	-91.4	0	4.92	0	66	10	8
Site 342	592	1	-894.8	-79	0	4.92	0	66	10	8
Site 343	593	1	-938.5	-73.6	0	4.92	0	66	10	8
Site 344	594	1	-999	-112.8	0	4.92	0	66	10	8
Site 345	595	1	-1044.5	-108.4	0	4.92	0	66	10	8
Site 346	596	1	-1097.7	-111.9	0	4.92	0	66	10	8
Site 347	597	1	-1142.2	-107.5	0	4.92	0	66	10	8
Site 348	598	1	-1193.9	-51.4	0	4.92	0	66	10	8
Site 349	599	1	-1258	-30	0	4.92	0	66	10	8
Site 350	600	1	-1297.2	-46	0	4.92	0	66	10	8
Site 351	601	1	-1234.8	-153.8	0	4.92	0	66	10	8
Site 352	602	1	-1181.4	-160.9	0	4.92	0	66	10	8
Site 353	603	1	-1131.6	-171.6	0	4.92	0	66	10	8
Site 354	604	1	-1080.8	-181.4	0	4.92	0	66	10	8
Site 355	605	1	-1030.9	-182.3	0	4.92	0	66	10	8
Site 356	606	1	-971.3	-183.2	0	4.92	0	66	10	8
Site 357	607	1	-916.9	-183.2	0	4.92	0	66	10	8
Site 358	608	1	-803.5	-224.1	0	4.92	0	66	10	8
Site 359	609	1	-802.6	-260.6	0	4.92	0	66	10	8
Site 360	610	1	-816	-310.5	0	4.92	0	66	10	8
Site 361	611	1	-819.5	-355.9	0	4.92	0	66	10	8
Site 362	612	1	-933.5	-380	0	4.92	0	66	10	8
Site 363	613	1	-995.8	-346.1	0	4.92	0	66	10	8
Site 364	614	1	-1033.2	-343.5	0	4.92	0	66	10	8
Site 365	615	1	-1085.8	-351.5	0	4.92	0	66	10	8
Site 366	616	1	-1139.2	-356.8	0	4.92	0	66	10	8
Site 367	617	1	-1206.9	-339	0	4.92	0	66	10	8
Site 368	618	1	-856	-462.8	0	4.92	0	66	10	8
Site 369	619	1	-742.9	-461.9	0	4.92	0	66	10	8
F01/East Jefferson	621	1	-1103	644.2	0	4.92	0	66	10	8
F03/Garden of Memories	622	1	-1900.3	-396.8	0	4.92	0	66	10	8

TNM Model Input

2033 Alternative 2

URS 31-Oct-12
SPG TNM 2.5

INPUT: ROADWAYS
PROJECT/CONTRACT: US 61/LA 3152 Intersection Improvement
RUN: Alt 2 2033

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA

Roadway Name	Width (ft)	Point Number	No.	Coordinates			Flow Control			Pavement Type	On Structure?
				X	Y	Z	Control Device	Speed Constraint (mph)	Percent Vehicles Affected		
Airline EB at Clearview Lane 3	11		point1	1	-2721.8	186.8	0				Average
			point2	2	-1841.7	130.2	0				Average
			point3	3	-1157.7	87.1	0				Average
			point4	4	-588.9	48.8	0				Average
			point5	5	-554.2	45.8	0				
Airline EB at Clearview Lane 2"	11		point8	8	-2723	200.3	0				Average
			point9	9	-1846.9	142.4	0				Average
			point10	10	-1155.7	99.7	0				Average
			point11	11	-592.8	61.2	0				Average
			point12	12	-553.1	58.4	0				
Airline EB at Clearview Lane 1"	11		point15	15	-2725	210.1	0				Average
			point16	16	-1854.2	153.5	0				Average
			point17	17	-1168.4	110.5	0				Average
			point18	18	-535.7	67.4	0				
Airline EB at Clearview LT-Lane"	11		point22	22	-334	43.7	0				Average
			point154	154	-172.7	30.5	0				Average
			point23	23	-75.5	29.2	0				
Airline EB at Clearview RT-Lane"	11		point24	24	-546.3	34.1	0				Average
			point176	176	-167.4	-21.5	0				Average
			point177	177	-84.9	-37	0				Average
			point178	178	-73	-48.7	0				Average
			point179	179	-63.6	-65.8	0				Average
			point25	25	-66.5	-111.9	0				
Airline WB at Clearview - LT-Lane1"	11		point26	26	390.5	7	0				Average
			point27	27	32.2	6.9	0				
Airline WB at Clearview - LT-Lane2"	11		point28	28	404.8	16.3	0				Average
			point29	29	32.9	14.3	0				
Airline EB at Central Lane 3"	11		point30	30	72.7	-50.1	0	Signal	0	100	Average
			point182	182	159.3	-62.1	0				Average
			point31	31	243.9	-70.1	0				Average
			point32	32	419.5	-77.4	0				Average
			point33	33	518.1	-72.8	0				Average
			point34	34	674.9	-62	0				Average
			point35	35	1056.8	-32	0				
Airline EB at Central Lane 2"	11		point36	36	69.8	-38.2	0	Signal	0	100	Average
			point180	180	156.2	-49.7	0				Average
			point37	37	234.8	-56.8	0				Average

Roadway Name	Width (ft)	Point Number	No.	Coordinates			Flow Control			Pavement Type	On Structure?
				X	Y	Z	Control Device	Speed Constraint (mph)	Percent Vehicles Affected		
			point38	38	416.7	-66.6	0				Average
			point39	39	513	-63.3	0				Average
			point40	40	686.9	-50	0				Average
			point41	41	1055.4	-23.3	0				
Airline EB at Central Lane 1"	11		point42	42	66.7	-28	0	Signal	0	100	Average
			point181	181	178.3	-41.6	0				Average
			point150	150	242.6	-46.3	0				Average
			point43	43	418.4	-54	0				Average
			point44	44	507.4	-53.9	0				Average
			point45	45	596.7	-45.4	0				Average
			point46	46	709.4	-37.9	0				Average
			point47	47	1055	-13.3	0				
Airline WB west of Clearview Lane 1"	11		point50	50	-32.6	53.6	0	Signal	0	100	Average
			point51	51	-312.2	65.4	0				Average
			point52	52	-558.7	86.9	0				Average
			point53	53	-2728.5	226.8	0				
Airline WB west of Clearview Lane 2"	11		point54	54	-31	63.6	0	Signal	0	100	Average
			point55	55	-313	75.9	0				Average
			point56	56	-554.9	99.5	0				Average
			point57	57	-2732.9	239.8	0				
Airline WB west of Clearview Lane 3"	11		point58	58	-27.1	73.6	0	Signal	0	100	Average
			point59	59	-311.9	86.7	0				Average
			point60	60	-553.9	111.5	0				Average
			point61	61	-2733.2	252.1	0				
Clearview SB south of Airline Lane 1"	12		point62	62	-13.9	-23.5	0	Signal	0	100	Average
			point63	63	-65.2	-318.1	0				Average
			point64	64	-174.7	-882.6	0				Average
			point65	65	-285.7	-1432.7	0				
Clearview SB south of Airline Lane 2"	12		point66	66	-30.5	-22.8	0	Signal	0	100	Average
			point67	67	-78.7	-320.9	0				Average
			point68	68	-186.2	-877.4	0				Average
			point69	69	-294.3	-1421.7	0				
Clearview SB south of Airline Lane 3"	12		point70	70	-42.7	-19.9	0	Signal	0	100	Average
			point71	71	-89.7	-317.4	0				Average
			point72	72	-196.7	-871.6	0				Average
			point73	73	-302.4	-1402.9	0				
Clearview NB at Airline Lane 3"	11		point74	74	-237.5	-1478.3	0				Average
			point75	75	-91.4	-756.8	0				Average
			point76	76	47.6	-31	0				
Clearview NB at Airline - RT_Lane"	11		point77	77	-14.7	-414.2	0				Average
			point163	163	-1.9	-348.5	0				Average
			point164	164	10.9	-282.8	0				Average

Roadway Name	Width (ft)	Point Number	No.	Coordinates			Flow Control			Pavement Type	On Structure?
				X	Y	Z	Control Device	Speed Constraint (mph)	Percent Vehicles Affected		
			point165	165	23.7	-217	0				Average
			point167	167	32	-177.4	0				Average
			point168	168	45.5	-102.5	0				Average
			point169	169	55.6	-84.5	0				Average
			point170	170	70.1	-73.1	0				Average
			point166	166	96	-67.5	0				Average
			point78	78	261.9	-79.4	0				
Clearview NB at Airline Lane 2"	11		point79	79	-247.8	-1471.8	0				Average
			point80	80	-104.2	-754.1	0				Average
			point81	81	37.3	-30.7	0				
Clearview NB at Airline Lane 1"	11		point82	82	-256.1	-1467.8	0				Average
			point83	83	27.3	-29.8	0				
Clearview NB at Airline - LT-Lane1"	11		point84	84	-179.4	-1019.9	0				Average
			point85	85	2.8	-23.1	0				
Clearview SB at Airline - LT-Lane1"	11		point86	86	-68.5	372.5	0				Average
			point87	87	-6.6	134.8	0				
Clearview SB at Airline Lane 3"	12.5		point88	88	-526.3	1954.6	0				Average
			point89	89	-331.4	1238.4	0				Average
			point90	90	-156.1	528.2	0				Average
			point91	91	-52.3	120.1	0				
Clearview SB at Airline Lane 2"	11		point92	92	-515.8	1967.8	0				Average
			point93	93	-321.4	1242	0				Average
			point94	94	-148	533.5	0				Average
			point95	95	-41	123.7	0				
Clearview SB at Airline Lane 1"	11		point96	96	-505.5	1991.6	0				Average
			point97	97	-312.2	1247.8	0				Average
			point98	98	-139	540	0				Average
			point99	99	-31.5	128.7	0				
Clearview NB north of Airline Lane 1"	11		point100	100	15.8	110	0	Signal	0	100	Average
			point101	101	-70.7	451	0				Average
			point102	102	-481.7	2023	0				
Clearview NB north of Airline Lane 2"	11		point103	103	29.1	112.1	0	Signal	0	100	Average
			point104	104	-59.7	451.7	0				Average
			point105	105	-475.2	2038.2	0				
Clearview NB north of Airline Lane 3"	12.5		point106	106	40.3	113.7	0	Signal	0	100	Average
			point107	107	-48.2	452.2	0				Average
			point108	108	-465.7	2035.7	0				
Airline WB at Clearview Lane 1"	11		point109	109	1054.2	36.5	0	Signal	0	100	Average
			point153	153	752.7	41.6	0				Average
			point110	110	438.6	36.1	0				Average
			point111	111	21	49.4	0				
Airline WB at Clearview Lane 2"	11		point112	112	1055.3	46.4	0	Signal	0	100	Average

Roadway Name	Width (ft)	Point Number	No.	Coordinates			Flow Control			Pavement Type	On Structure?
				X	Y	Z	Control Device	Speed Constraint (mph)	Percent Vehicles Affected		
			point152	152	750.6	51.2	0				Average
			point113	113	441.9	45.5	0				Average
			point115	115	26.7	62	0				
Airline WB at Clearview Lane 3"	11		point116	116	1055	57.3	0	Signal	0	100	Average
			point151	151	748.6	61.6	0				Average
			point117	117	439.6	58	0				Average
			point118	118	21.1	71.9	0				
Airline EB east of Central Lane 1"	12		point119	119	1105.1	-7.6	0	Signal	0	100	Average
			point120	120	1384	0.2	0				Average
			point121	121	2238.6	-13	0				
Airline EB east of Central Lane 2"	12		point122	122	1102.7	-19.7	0	Signal	0	100	Average
			point123	123	1386.9	-9.8	0				Average
			point124	124	2238.1	-23.6	0				
Airline EB east of Central Lane 3"	12		point125	125	1104	-28.4	0	Signal	0	100	Average
			point126	126	1383.5	-19.9	0				Average
			point127	127	2237.8	-33.5	0				
Airline WB east of Central Lane 1"	12		point128	128	2240.6	9	0				Average
			point129	129	1523.3	23.9	0				Average
			point130	130	1121.8	33.9	0				
Airline WB at Central - LT-Lane"	12		point131	131	1326.1	17.5	0				Average
			point132	132	1119.8	21.8	0				
Airline WB east of Central Lane 2"	12		point133	133	2238.8	19.7	0				Average
			point134	134	1527.6	36	0				Average
			point135	135	1120.8	44.5	0				
Airline WB east of Central Lane 3"	12		point136	136	2238.6	29.6	0				Average
			point137	137	1530.3	46.6	0				Average
			point138	138	1121.6	55.1	0				
Airline EB at Central LT-Lane"	11		point139	139	718	-28.3	0				Average
			point140	140	1053.8	-0.8	0				
Airline EB at Clearview Lane 1-2"	12		point143	143	-538.7	67.5	0				Average
			point19	19	-369.4	43.8	0				Average
			point20	20	-260.7	24.8	0				Average
			point21	21	-62	-7.7	0				
Airline EB at Clearview Lane 2-2"	11		point144	144	-552.4	58.4	0				Average
			point13	13	-374	29.9	0				Average
			point14	14	-64.5	-15.8	0				
Airline EB at Clearview Lane 3-2"	11		point145	145	-554.2	45.8	0				Average
			point6	6	-358.7	18.9	0				Average
			point7	7	-65.7	-29.8	0				
Houma NB"	9		point146	146	1090.2	83.2	0	Signal	0	100	Average
			point147	147	982	815.1	0				
Houma SB"	9		point148	148	976	800.8	0				Average

Roadway Name	Width (ft)	Point Number	No.	Coordinates			Flow Control			Pavement Type	On Structure?
				X	Y	Z	Control Device	Speed Constraint (mph)	Percent Vehicles Affected		
			point149	149	1081	80.7	0				
Airline WB at Clearview RT-Lane"	11		point155	155	518.2	68.8	0				Average
			point156	156	57.5	81.3	0				
Airline WB at Clearview - LT-Lane3"	11		point157	157	402.3	25.7	0				Average
			point158	158	37.7	27.1	0				
Clearview SB at Airline - LT-Lane2"	11		point159	159	-80.8	368.4	0				Average
			point160	160	-17.3	134.2	0				
Clearview NB at Airline - LT-Lane2"	11		point161	161	-48.2	-348.9	0				Average
			point162	162	15.4	-26.4	0				
Airline WB west of Clearview Lane 4"	11		point171	171	-55.2	113.9	0				Average
			point172	172	-68.9	95.4	0				Average
			point173	173	-92.3	88.8	0				Average
			point174	174	-179.2	91.8	0				Average
			point175	175	-307.6	97.1	0				
Central Ave NB"	12		point183	183	1243.2	-826.5	0				Average
			point184	184	1107.4	-36.2	0				
Central Ave SB"	12		point185	185	1098.3	-40.8	0	Signal	0	100	Average
			point186	186	1232.2	-832	0				
		point13	13	-371.7	-15.9	0				Average	
		point14	14	-65.4	-24.9	0					
Airline EB at Clearview Lane 3-2"	11	point145	145	-548.2	-18.3	0				Average	
		point6	6	-369.2	-26.5	0				Average	
		point7	7	-68.4	-36.6	0					
Houma NB"	9	point146	146	1090.2	83.2	0	Signal	0	100	Average	
		point147	147	982	815.1	0					
Houma SB"	9	point148	148	976	800.8	0				Average	
		point149	149	1081	80.7	0					
Airline WB at Clearview RT-Lane2"	11	point155	155	412.4	39.5	0				Average	
		point188	188	325.5	60.9	0				Average	
		point189	189	236.3	73.2	0				Average	
		point190	190	150.4	77.3	0				Average	
		point156	156	72.6	82.3	0					
Clearview SB at Airline - LT-Lane2"	11	point159	159	-80.8	368.4	0				Average	
		point160	160	-17.3	134.2	0					
Clearview NB at Airline - LT-Lane2"	11	point161	161	-75.1	-483.1	0				Average	
		point162	162	8.4	-24.1	0					
Airline WB west of Clearview Lane 4"	11	point171	171	-55.2	113.9	0				Average	
		point172	172	-98.7	91.3	0				Average	
		point173	173	-188	87.8	0				Average	
		point174	174	-347.2	89.6	0				Average	
		point175	175	-485.7	79.7	0					

Roadway Name	Width (ft)	Point Number	No.	Coordinates			Flow Control			Pavement Type	On Structure?
				X	Y	Z	Control Device	Speed Constraint (mph)	Percent Vehicles Affected		
Airline WB east of Central Lane 1 at 4	12	point186	186	1626.8	10.9	0				Average	
		point187	187	1123.2	21.9	0					
Airline EB at Clearview LT-Lane2b"	11	point207	207	-376.1	58.7	0				Average	
		point208	208	-316.7	67.1	0				Average	
		point209	209	-275.8	69.5	0				Average	
		point210	210	-63	57.9	0					
Airline EB at Central RT-Lane"	12	point214	214	882.4	-57.8	0				Average	
		point215	215	970.3	-57.8	0				Average	
		point216	216	1053.6	-54.7	0					
Airline WB at Clearview RT-Lane1"	11	point217	217	319.1	50.2	0				Average	
		point218	218	235.1	64.8	0				Average	
		point219	219	151	64.8	0				Average	
		point220	220	71.6	71.8	0					
Airline WB at Clearview - LT-Lane2a"	11	point221	221	1044.3	20.9	0	Signal	0	100	Average	
		point222	222	848.5	15.5	0				Average	
		point223	223	634.9	-0.7	0				Average	
		point224	224	557.8	-20.8	0					
Airline WB at Clearview - LT-Lane1a"	11	point225	225	1044.3	9.3	0	Signal	0	100	Average	
		point226	226	847.7	4.7	0				Average	
		point227	227	641.1	-9.2	0				Average	
		point228	228	581.7	-23.1	0					
Airline EB at Clearview LT-Lane1a"	11	point237	237	-841.1	47.9	0				Average	
		point238	238	-680	29.4	0				Average	
		point239	239	-573.6	17	0				Average	
		point240	240	-524.3	16.3	0				Average	
		point241	241	-470.3	24	0					
Airline EB at Clearview LT-Lane2a"	11	point242	242	-784.9	54	0				Average	
		point243	243	-685.4	40.9	0				Average	
		point244	244	-579.8	30.9	0				Average	
		point245	245	-527.3	27.8	0				Average	
		point246	246	-484.9	34	0					
Airline WB at Clearview Lane 3-2"	11	point247	247	443.3	22.3	0				Average	
		point118	118	23.8	22.5	0					
Airline WB east of Central Lane 4 at 4	12	point248	248	1637.5	43.5	0				Average	
		point138	138	1121.6	55.1	0					
Airline WB east of Central Lane 3 at 4	12	point249	249	1632.4	33.7	0				Average	
		point135	135	1120.8	44.5	0					
Airline WB east of Central Lane 2 at 4	12	point250	250	1624.3	21.6	0				Average	
		point130	130	1121.8	33.9	0					
Central Ave NB"	12	point251	251	1243.2	-826.5	0				Average	
		point252	252	1100.6	-0.5	0					
Central Ave SB"	12	point253	253	1091.5	-5.9	0	Signal	0	100	Average	

Roadway Name	Width (ft)	Point Number	No.	Coordinates			Flow Control			Pavement Type	On Structure?
				X	Y	Z	Control Device	Speed Constraint (mph)	Percent Vehicles Affected		
		point254	254	1232.2	-832	0					

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: US 61/LA 3152 Intersection Improvement
RUN: Alt 2 2033

Roadway Name	Point Names	Point Nos.	Automobiles Volume veh/h	Automobiles Speed mph	Medium Trucks Volume veh/h	Medium Trucks Speed mph	Heavy Trucks Volume veh/h	Heavy Trucks Speed mph	Buses Volume veh/h	Buses Speed mph	Motorcycles Volume veh/h	Motorcycles Speed mph
Airline EB at Clearview Lane 3	point1	1	454	40	10	40	14	40	0	0	0	0
	point2	2	454	40	10	40	14	40	0	0	0	0
	point3	3	454	40	10	40	14	40	0	0	0	0
	point4	4	454	40	10	40	14	40	0	0	0	0
	point5	5										
Airline EB at Clearview Lane 2	point8	8	454	40	10	40	14	40	0	0	0	0
	point9	9	454	40	10	40	14	40	0	0	0	0
	point10	10	454	40	10	40	14	40	0	0	0	0
	point11	11	454	40	10	40	14	40	0	0	0	0
	point12	12										
Airline EB at Clearview Lane 1	point15	15	454	40	10	40	14	40	0	0	0	0
	point16	16	454	40	10	40	14	40	0	0	0	0
	point17	17	454	40	10	40	14	40	0	0	0	0
	point18	18										
Airline EB at Clearview LT-Lane	point22	22	96	40	2	40	3	40	0	0	0	0
	point154	154	96	40	2	40	3	40	0	0	0	0
	point23	23										
Airline EB at Clearview RT-Lane	point24	24	481	40	10	40	15	40	0	0	0	0
	point176	176	481	40	10	40	15	40	0	0	0	0
	point177	177	481	40	10	40	15	40	0	0	0	0
	point178	178	481	40	10	40	15	40	0	0	0	0
	point179	179	481	40	10	40	15	40	0	0	0	0
	point25	25										
Airline WB at Clearview - LT-Lane1	point26	26	383	40	8	40	12	40	0	0	0	0
	point27	27										
Airline WB at Clearview - LT-Lane2	point28	28	383	40	8	40	12	40	0	0	0	0
	point29	29										
Airline EB at Central Lane 3	point30	30	498	40	10	40	16	40	0	0	0	0
	point182	182	498	40	10	40	16	40	0	0	0	0
	point31	31	498	40	10	40	16	40	0	0	0	0
	point32	32	498	40	10	40	16	40	0	0	0	0
	point33	33	498	40	10	40	16	40	0	0	0	0
	point34	34	498	40	10	40	16	40	0	0	0	0
	point35	35										
Airline EB at Central Lane 2	point36	36	498	40	10	40	16	40	0	0	0	0
	point180	180	498	40	10	40	16	40	0	0	0	0
	point37	37	498	40	10	40	16	40	0	0	0	0
	point38	38	498	40	10	40	16	40	0	0	0	0
	point39	39	498	40	10	40	16	40	0	0	0	0
	point40	40	498	40	10	40	16	40	0	0	0	0
	point41	41										

Roadway Name	Point Names	Point Nos.	Automobiles		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
			Volume veh/h	Speed mph	Volume veh/h	Speed mph	Volume veh/h	Speed mph	Volume veh/h	Speed mph	Volume veh/h	Speed mph
Airline EB at Central Lane 1	point42	42	498	40	10	40	16	40	0	0	0	0
	point181	181	498	40	10	40	16	40	0	0	0	0
	point150	150	498	40	10	40	16	40	0	0	0	0
	point43	43	498	40	10	40	16	40	0	0	0	0
	point44	44	498	40	10	40	16	40	0	0	0	0
	point45	45	498	40	10	40	16	40	0	0	0	0
	point46	46	498	40	10	40	16	40	0	0	0	0
	point47	47										
Airline WB west of Clearview Lane 1	point50	50	611	40	13	40	19	40	0	0	0	0
	point51	51	611	40	13	40	19	40	0	0	0	0
	point52	52	611	40	13	40	19	40	0	0	0	0
	point53	53										
Airline WB west of Clearview Lane 2	point54	54	611	40	13	40	19	40	0	0	0	0
	point55	55	611	40	13	40	19	40	0	0	0	0
	point56	56	611	40	13	40	19	40	0	0	0	0
	point57	57										
Airline WB west of Clearview Lane 3	point58	58	611	40	13	40	19	40	0	0	0	0
	point59	59	611	40	13	40	19	40	0	0	0	0
	point60	60	611	40	13	40	19	40	0	0	0	0
	point61	61										
Clearview SB south of Airline Lane 1	point62	62	959	35	31	35	31	35	0	0	0	0
	point63	63	959	35	31	35	31	35	0	0	0	0
	point64	64	959	35	31	35	31	35	0	0	0	0
	point65	65										
Clearview SB south of Airline Lane 2	point66	66	959	35	31	35	31	35	0	0	0	0
	point67	67	959	35	31	35	31	35	0	0	0	0
	point68	68	959	35	31	35	31	35	0	0	0	0
	point69	69										
Clearview SB south of Airline Lane 3	point70	70	959	35	31	35	31	35	0	0	0	0
	point71	71	959	35	31	35	31	35	0	0	0	0
	point72	72	959	35	31	35	31	35	0	0	0	0
	point73	73										
Clearview NB at Airline Lane 3	point74	74	575	35	18	35	18	35	0	0	0	0
	point75	75	575	35	18	35	18	35	0	0	0	0
	point76	76										
Clearview NB at Airline - RT_Lane	point77	77	487	35	16	35	16	35	0	0	0	0
	point163	163	487	35	16	35	16	35	0	0	0	0
	point164	164	487	35	16	35	16	35	0	0	0	0
	point165	165	487	35	16	35	16	35	0	0	0	0
	point167	167	487	35	16	35	16	35	0	0	0	0
	point168	168	487	35	16	35	16	35	0	0	0	0
	point169	169	487	35	16	35	16	35	0	0	0	0
	point170	170	487	35	16	35	16	35	0	0	0	0
	point166	166	487	35	16	35	16	35	0	0	0	0
	point78	78										
Clearview NB at Airline Lane 2	point79	79	575	35	18	35	18	35	0	0	0	0
	point80	80	575	35	18	35	18	35	0	0	0	0

Roadway Name	Point Names	Point Nos.	Automobiles		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
			Volume veh/h	Speed mph	Volume veh/h	Speed mph	Volume veh/h	Speed mph	Volume veh/h	Speed mph	Volume veh/h	Speed mph
	point81	81										
Clearview NB at Airline Lane 1	point82	82	575	35	18	35	18	35	0	0	0	0
	point83	83										
Clearview NB at Airline - LT-Lane1	point84	84	79	35	3	35	3	35	0	0	0	0
	point85	85										
Clearview SB at Airline - LT-Lane1	point86	86	113	35	3	35	3	35	0	0	0	0
	point87	87										
Clearview SB at Airline Lane 3	point88	88	534	35	17	35	17	35	0	0	0	0
	point89	89	534	35	17	35	17	35	0	0	0	0
	point90	90	534	35	17	35	17	35	0	0	0	0
	point91	91										
Clearview SB at Airline Lane 2	point92	92	534	35	17	35	17	35	0	0	0	0
	point93	93	534	35	17	35	17	35	0	0	0	0
	point94	94	534	35	17	35	17	35	0	0	0	0
	point95	95										
Clearview SB at Airline Lane 1	point96	96	534	35	17	35	17	35	0	0	0	0
	point97	97	534	35	17	35	17	35	0	0	0	0
	point98	98	534	35	17	35	17	35	0	0	0	0
	point99	99										
Clearview NB north of Airline Lane 1	point100	100	464	35	15	35	15	35	0	0	0	0
	point101	101	464	35	15	35	15	35	0	0	0	0
	point102	102										
Clearview NB north of Airline Lane 2	point103	103	464	35	15	35	15	35	0	0	0	0
	point104	104	464	35	15	35	15	35	0	0	0	0
	point105	105										
Clearview NB north of Airline Lane 3	point106	106	464	35	15	35	15	35	0	0	0	0
	point107	107	464	35	15	35	15	35	0	0	0	0
	point108	108										
Airline WB at Clearview Lane 1	point109	109	527	40	11	40	17	40	0	0	0	0
	point153	153	527	40	11	40	17	40	0	0	0	0
	point110	110	527	40	11	40	17	40	0	0	0	0
	point111	111										
Airline WB at Clearview Lane 2	point112	112	527	40	11	40	17	40	0	0	0	0
	point152	152	527	40	11	40	17	40	0	0	0	0
	point113	113	527	40	11	40	17	40	0	0	0	0
	point115	115										
Airline WB at Clearview Lane 3	point116	116	527	40	11	40	17	40	0	0	0	0
	point151	151	527	40	11	40	17	40	0	0	0	0
	point117	117	527	40	11	40	17	40	0	0	0	0
	point118	118										
Airline EB east of Central Lane 1	point119	119	545	40	11	40	17	40	0	0	0	0
	point120	120	545	40	11	40	17	40	0	0	0	0
	point121	121										
Airline EB east of Central Lane 2	point122	122	545	40	11	40	17	40	0	0	0	0
	point123	123	545	40	11	40	17	40	0	0	0	0
	point124	124										
Airline EB east of Central Lane 3	point125	125	545	40	11	40	17	40	0	0	0	0

Roadway Name	Point Names	Point Nos.	Automobiles		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
			Volume veh/h	Speed mph	Volume veh/h	Speed mph	Volume veh/h	Speed mph	Volume veh/h	Speed mph	Volume veh/h	Speed mph
	point126	126	545	40	11	40	17	40	0	0	0	0
	point127	127										
Airline WB east of Central Lane 1	point128	128	938	40	20	40	30	40	0	0	0	0
	point129	129	938	40	20	40	30	40	0	0	0	0
	point130	130										
Airline WB at Central - LT-Lane	point131	131	199	40	4	40	6	40	0	0	0	0
	point132	132										
Airline WB east of Central Lane 2	point133	133	938	40	20	40	30	40	0	0	0	0
	point134	134	938	40	20	40	30	40	0	0	0	0
	point135	135										
Airline WB east of Central Lane 3	point136	136	938	40	20	40	30	40	0	0	0	0
	point137	137	938	40	20	40	30	40	0	0	0	0
	point138	138										
Airline EB at Central LT-Lane	point139	139	29	40	1	40	1	40	0	0	0	0
	point140	140										
Airline EB at Clearview Lane 1-2	point143	143	266	40	6	40	8	40	0	0	0	0
	point19	19	266	40	6	40	8	40	0	0	0	0
	point20	20	266	40	6	40	8	40	0	0	0	0
	point21	21										
Airline EB at Clearview Lane 2-2	point144	144	266	40	6	40	8	40	0	0	0	0
	point13	13	266	40	6	40	8	40	0	0	0	0
	point14	14										
Airline EB at Clearview Lane 3-2	point145	145	266	40	6	40	8	40	0	0	0	0
	point6	6	266	40	6	40	8	40	0	0	0	0
	point7	7										
Houma NB"	point146	146	188	35	4	35	6	35	0	0	0	0
	point147	147										
Houma SB"	point148	148	95	35	2	35	3	35	0	0	0	0
	point149	149										
Airline WB at Clearview RT-Lane	point155	155	207	40	4	40	7	40	0	0	0	0
	point156	156										
Airline WB at Clearview - LT-Lane3	point157	157	383	40	8	40	12	40	0	0	0	0
	point158	158										
Clearview SB at Airline - LT-Lane2	point159	159	113	35	3	35	3	35	0	0	0	0
	point160	160										
Clearview NB at Airline - LT-Lane2	point161	161	79	35	3	35	3	35	0	0	0	0
	point162	162										
Airline WB west of Clearview Lane 4	point171	171	102	40	3	40	3	40	0	0	0	0
	point172	172	102	40	3	40	3	40	0	0	0	0
	point173	173	102	40	3	40	3	40	0	0	0	0
	point174	174	102	40	3	40	3	40	0	0	0	0
	point175	175										
Central Ave NB"	point183	183	695	30	22	30	22	30	0	0	0	0
	point184	184										
Central Ave SB"	point185	185	360	30	12	30	12	30	0	0	0	0
	point186	186										

INPUT: Receiver
PROJECT/CONTRACT: US 61/LA 3152 Intersection Improvement
RUN: Alt 2 2033

Receiver Name	No.	No. of Dwelling Units	Coordinates (ft) X	Y	Z	Height above Ground (ft)	Existing Leq (dBA)	Impact Criteria Leq (dBA)	Substantial Increase (dB)	Noise Reduction Goal (dBA)
Receiver A	13	1	-1,622.10	20.00	0	4.92	65.8	66	10	8
Receiver B	145	1	-1,023.60	48.80	0	4.92	70.9	66	10	8
Receiver C	5	1	-237.90	-429.70	0	4.92	65.4	66	10	8
Receiver D	3	1	438.90	-126.50	0	4.92	64.9	66	10	8
Receiver E	7	1	-458.90	415.10	0	4.92	58.7	66	10	8
Receiver F	1	1	-22.10	519.70	0	4.92	69.6	66	10	8
Receiver G	9	1	1,088.90	330.00	0	4.92	61.9	66	10	8
Receiver H	11	1	1,501.90	146.20	0	4.92	63.7	66	10	8
C01	208	1	-2,127.40	334.10	0	4.92	0	71	10	8
C02	209	1	-1,863.70	323.00	0	4.92	0	71	10	8
C03	210	1	-1,717.60	274.30	0	4.92	0	71	10	8
C04	211	1	-1,535.60	251.20	0	4.92	0	71	10	8
C05	212	1	-1,338.20	197.40	0	4.92	0	71	10	8
C06	213	1	-992.10	205.10	0	4.92	0	71	10	8
C07	214	1	-766.50	192.30	0	4.92	0	71	10	8
C08	215	1	-828.00	246.10	0	4.92	0	71	10	8
C09	216	1	-548.60	192.30	0	4.92	0	71	10	8
C10	217	1	-481.90	266.60	0	4.92	0	71	10	8
C11	218	1	-276.90	248.70	0	4.92	0	71	10	8
C12	219	1	184.00	189.60	0	4.92	0	71	10	8
C13	220	1	514.70	184.50	0	4.92	0	71	10	8
C14	221	1	701.80	99.90	0	4.92	0	71	10	8
C15	222	1	976.10	189.60	0	4.92	0	71	10	8
C16	223	1	1,158.10	166.60	0	4.92	0	71	10	8
C17	224	1	1,294.00	112.70	0	4.92	0	71	10	8
C18	225	1	209.60	-164.10	0	4.92	0	71	10	8
C19	226	1	294.20	-159.00	0	4.92	0	71	10	8
C20	227	1	991.50	-292.30	0	4.92	0	71	10	8
C21	228	1	1,242.70	-235.90	0	4.92	0	71	10	8
C22	229	1	1,386.30	-241.00	0	4.92	0	71	10	8
C23	230	1	1,311.90	-307.70	0	4.92	0	71	10	8
C24	231	1	1,083.80	-387.20	0	4.92	0	71	10	8

Receiver Name	No.	No. of Dwelling Units	Coordinates (ft)			Height above Ground (ft)	Existing Leq (dBA)	Impact Criteria		Noise Reduction Goal (dBA)
			X	Y	Z			Leq (dBA)	Substantial Increase (dB)	
C25	232	1	30.10	299.90	0	4.92	0	71	10	8
C26	233	1	-31.40	443.40	0	4.92	0	71	10	8
C27	234	1	-72.40	814.10	0	4.92	0	71	10	8
C28	235	1	-239.00	1,377.60	0	4.92	0	71	10	8
C29	236	1	-313.40	970.00	0	4.92	0	71	10	8
C30	237	1	-221.10	477.80	0	4.92	0	71	10	8
C31	238	1	-192.90	570.10	0	4.92	0	71	10	8
C32	239	1	-2,071.40	582.90	0	4.92	0	71	10	8
C33	240	1	-1,666.30	588.00	0	4.92	0	71	10	8
C34	241	1	-1,689.40	644.40	0	4.92	0	71	10	8
C35	242	1	-887.00	552.10	0	4.92	0	71	10	8
C36	243	1	-730.70	593.10	0	4.92	0	71	10	8
C37	244	1	-402.50	1,351.90	0	4.92	0	71	10	8
C38	245	1	-305.10	1,523.70	0	4.92	0	71	10	8
C39	246	1	-312.80	1,577.50	0	4.92	0	71	10	8
C40	247	1	1,298.70	457.80	0	4.92	0	71	10	8
C41	248	1	1,337.20	288.60	0	4.92	0	71	10	8
Site 001	249	1	-1,876.30	653.90	0	4.92	0	66	10	8
Site 002	250	1	-1,710.50	739.30	0	4.92	0	66	10	8
Site 003	251	1	-1,724.20	806.00	0	4.92	0	66	10	8
Site 004	252	1	-1,741.30	855.50	0	4.92	0	66	10	8
Site 005	253	1	-1,837.00	881.20	0	4.92	0	66	10	8
Site 006	254	2	-1,895.10	855.50	0	4.92	0	66	10	8
Site 007	255	1	-1,980.60	835.00	0	4.92	0	66	10	8
Site 008	256	1	-2,045.50	811.10	0	4.92	0	66	10	8
Site 009	257	1	-2,083.10	799.20	0	4.92	0	66	10	8
Site 010	258	1	-2,130.90	775.20	0	4.92	0	66	10	8
Site 011	259	1	-2,182.20	759.80	0	4.92	0	66	10	8
Site 012	260	1	-2,247.10	747.90	0	4.92	0	66	10	8
Site 013	261	1	-2,284.80	729.10	0	4.92	0	66	10	8
Site 014	262	1	-2,318.90	717.10	0	4.92	0	66	10	8
Site 015	263	1	-2,385.60	705.20	0	4.92	0	66	10	8
Site 016	264	1	-2,242.00	498.40	0	4.92	0	66	10	8
Site 017	265	1	-2,295.00	493.20	0	4.92	0	66	10	8
Site 018	266	1	-1,372.10	395.80	0	4.92	0	66	10	8
Site 019	267	1	-1,384.10	438.50	0	4.92	0	66	10	8
Site 020	268	1	-1,392.70	484.70	0	4.92	0	66	10	8
Site 021	269	1	-1,408.00	541.10	0	4.92	0	66	10	8
Site 022	270	1	-1,418.30	583.80	0	4.92	0	66	10	8

Receiver Name	No.	No. of Dwelling Units	Coordinates (ft) X	Y	Z	Height above Ground (ft)	Existing Leq (dBA)	Impact Criteria Leq (dBA)	Substantial Increase (dB)	Noise Reduction Goal (dBA)
Site 023	271	1	-1,437.10	631.70	0	4.92	0	66	10	8
Site 024	272	1	-1,326.00	510.30	0	4.92	0	66	10	8
Site 025	273	1	-1,339.70	559.90	0	4.92	0	66	10	8
Site 026	274	1	-1,351.60	616.30	0	4.92	0	66	10	8
Site 027	275	1	-1,367.00	659.00	0	4.92	0	66	10	8
Site 028	276	1	-682.00	363.40	0	4.92	0	66	10	8
Site 029	277	1	-639.20	382.20	0	4.92	0	66	10	8
Site 030	278	1	-598.10	393.50	0	4.92	0	66	10	8
Site 031	279	1	-534.80	412.50	0	4.92	0	66	10	8
Site 032	280	1	-502.70	422.00	0	4.92	0	66	10	8
Site 033	281	1	-400.20	449.60	0	4.92	0	66	10	8
Site 034	282	1	-352.00	456.00	0	4.92	0	66	10	8
Site 035	283	1	-298	472.7	0	4.92	0	66	10	8
Site 036	284	1	-207.8	620.6	0	4.92	0	66	10	8
Site 037	285	1	-235.1	660.2	0	4.92	0	66	10	8
Site 038	286	1	-239.1	708.1	0	4.92	0	66	10	8
Site 039	287	1	-353.9	683.5	0	4.92	0	66	10	8
Site 040	288	1	-404.1	655.8	0	4.92	0	66	10	8
Site 041	289	1	-460.3	653.1	0	4.92	0	66	10	8
Site 042	290	1	-506.9	637.6	0	4.92	0	66	10	8
Site 043	291	1	-550.5	621.8	0	4.92	0	66	10	8
Site 044	292	1	-612.2	609.1	0	4.92	0	66	10	8
Site 045	293	1	-649	600.8	0	4.92	0	66	10	8
Site 046	294	1	-761.3	653.1	0	4.92	0	66	10	8
Site 047	295	1	-709	667.4	0	4.92	0	66	10	8
Site 048	296	1	-669	676.5	0	4.92	0	66	10	8
Site 049	297	1	-614.4	693.1	0	4.92	0	66	10	8
Site 050	298	1	-563.4	695.1	0	4.92	0	66	10	8
Site 051	299	1	-520.4	713	0	4.92	0	66	10	8
Site 052	300	1	-477.2	731.2	0	4.92	0	66	10	8
Site 053	301	1	-428.2	748.2	0	4.92	0	66	10	8
Site 054	302	1	-374.7	752.2	0	4.92	0	66	10	8
Site 055	303	1	-257.9	786.7	0	4.92	0	66	10	8
Site 056	304	1	-273.7	821.5	0	4.92	0	66	10	8
Site 057	305	1	-286	872	0	4.92	0	66	10	8
Site 058	306	1	-293.1	906.4	0	4.92	0	66	10	8
Site 059	307	1	-299.9	943.5	0	4.92	0	66	10	8
Site 060	308	1	-391.1	972.5	0	4.92	0	66	10	8
Site 061	309	1	-437	947.6	0	4.92	0	66	10	8

Receiver Name	No.	No. of Dwelling Units	Coordinates (ft)			Height above Ground (ft)	Existing Leq (dBA)	Impact Criteria		Noise Reduction Goal (dBA)
			X	Y	Z			Leq (dBA)	Substantial Increase (dB)	
Site 062	310	1	-488.9	933	0	4.92	0	66	10	8
Site 063	311	1	-529.7	932.2	0	4.92	0	66	10	8
Site 064	312	1	-587	918.3	0	4.92	0	66	10	8
Site 065	313	1	-627.3	901.7	0	4.92	0	66	10	8
Site 066	314	1	-673.6	895.8	0	4.92	0	66	10	8
Site 067	315	1	-716.4	883.1	0	4.92	0	66	10	8
Site 068	316	1	-821.7	851.5	0	4.92	0	66	10	8
Site 069	317	1	-385.6	1047.5	0	4.92	0	66	10	8
Site 070	318	1	-447.3	1029.7	0	4.92	0	66	10	8
Site 071	319	1	-509.9	1068.1	0	4.92	0	66	10	8
Site 072	320	1	-525.3	1017.8	0	4.92	0	66	10	8
Site 073	321	1	-555	1011	0	4.92	0	66	10	8
Site 074	322	1	-604.1	1000.4	0	4.92	0	66	10	8
Site 075	323	2	-640.9	984.5	0	4.92	0	66	10	8
Site 076	324	2	-693.4	969.9	0	4.92	0	66	10	8
Site 077	325	1	-743.7	958.8	0	4.92	0	66	10	8
Site 078	326	1	-794.3	946.2	0	4.92	0	66	10	8
Site 079	327	1	-854.1	936.7	0	4.92	0	66	10	8
Site 080	328	1	-345	1125.2	0	4.92	0	66	10	8
Site 081	329	1	-364	1160	0	4.92	0	66	10	8
Site 082	330	1	-367.9	1227.9	0	4.92	0	66	10	8
Site 083	331	1	-494.4	1235.4	0	4.92	0	66	10	8
Site 084	332	1	-519.4	1227.5	0	4.92	0	66	10	8
Site 085	333	1	-553	1220	0	4.92	0	66	10	8
Site 086	334	1	-598.5	1211.7	0	4.92	0	66	10	8
Site 087	335	1	-659.1	1196.6	0	4.92	0	66	10	8
Site 088	336	1	-706.6	1184.3	0	4.92	0	66	10	8
Site 089	337	1	-745.3	1174.1	0	4.92	0	66	10	8
Site 090	338	1	-797.6	1159	0	4.92	0	66	10	8
Site 091	339	1	-875.6	1134.5	0	4.92	0	66	10	8
Site 092	340	1	-885.9	1235.4	0	4.92	0	66	10	8
Site 093	341	1	-812.2	1238.2	0	4.92	0	66	10	8
Site 094	342	1	-767.9	1275.8	0	4.92	0	66	10	8
Site 095	343	1	-718	1278.5	0	4.92	0	66	10	8
Site 096	344	1	-667	1281.3	0	4.92	0	66	10	8
Site 097	345	1	-573.8	1323.5	0	4.92	0	66	10	8
Site 098	346	1	-528.3	1330.2	0	4.92	0	66	10	8
Site 099	347	1	-476.9	1321.1	0	4.92	0	66	10	8
Site 100	348	1	-418.3	1403.2	0	4.92	0	66	10	8

Receiver Name	No.	No. of Dwelling Units	Coordinates (ft)			Height above Ground (ft)	Existing Leq (dBA)	Impact Criteria		Noise Reduction Goal (dBA)
			X	Y	Z			Leq (dBA)	Substantial Increase (dB)	
Site 101	349	1	-424.6	1450.3	0	4.92	0	66	10	8
Site 102	350	1	-435.3	1493.1	0	4.92	0	66	10	8
Site 103	351	1	-451.1	1539	0	4.92	0	66	10	8
Site 104	352	1	-141.6	1428.4	0	4.92	0	66	10	8
Site 105	353	1	-88.2	1423.3	0	4.92	0	66	10	8
Site 106	354	1	-51.8	1490.2	0	4.92	0	66	10	8
Site 107	355	1	-2.3	1469.6	0	4.92	0	66	10	8
Site 108	356	1	58.2	1487.4	0	4.92	0	66	10	8
Site 109	357	1	113.3	1477.9	0	4.92	0	66	10	8
Site 110	358	1	159.2	1489.8	0	4.92	0	66	10	8
Site 111	359	1	165.1	1411.8	0	4.92	0	66	10	8
Site 112	360	1	118	1401.9	0	4.92	0	66	10	8
Site 113	361	1	60.2	1385.7	0	4.92	0	66	10	8
Site 114	362	1	17.9	1370.9	0	4.92	0	66	10	8
Site 115	363	2	-20.5	1362.2	0	4.92	0	66	10	8
Site 116	364	2	-68.4	1350.7	0	4.92	0	66	10	8
Site 117	365	1	-121.1	1337.3	0	4.92	0	66	10	8
Site 118	366	1	-241	1292.9	0	4.92	0	66	10	8
Site 119	367	1	-231.9	1254.2	0	4.92	0	66	10	8
Site 120	368	1	-188.7	1208	0	4.92	0	66	10	8
Site 121	369	1	-152.7	1132.8	0	4.92	0	66	10	8
Site 122	370	1	-32.4	1152.2	0	4.92	0	66	10	8
Site 123	371	1	38.5	1168	0	4.92	0	66	10	8
Site 124	372	1	76.4	1181.5	0	4.92	0	66	10	8
Site 125	373	1	141	1183.1	0	4.92	0	66	10	8
Site 126	374	1	180.9	1196.5	0	4.92	0	66	10	8
Site 127	375	1	232.9	1206	0	4.92	0	66	10	8
Site 128	376	1	245.5	1128.7	0	4.92	0	66	10	8
Site 129	377	1	191.7	1118.8	0	4.92	0	66	10	8
Site 130	378	1	144.6	1116.4	0	4.92	0	66	10	8
Site 131	379	1	101.5	1098.2	0	4.92	0	66	10	8
Site 132	380	1	44.5	1085.2	0	4.92	0	66	10	8
Site 133	381	1	-7.4	1061.8	0	4.92	0	66	10	8
Site 134	382	1	-41.8	1052.7	0	4.92	0	66	10	8
Site 135	383	4	-151.8	1014.3	0	4.92	0	66	10	8
Site 136	384	4	-139.6	967.5	0	4.92	0	66	10	8
Site 137	385	4	-130.9	929.5	0	4.92	0	66	10	8
Site 138	386	4	-118.3	880.8	0	4.92	0	66	10	8
Site 139	387	1	-5.9	893	0	4.92	0	66	10	8

Receiver Name	No.	No. of Dwelling Units	Coordinates (ft)			Height above Ground (ft)	Existing Leq (dBA)	Impact Criteria		Noise Reduction Goal (dBA)
			X	Y	Z			Leq (dBA)	Substantial Increase (dB)	
Site 140	388	1	51.9	883.9	0	4.92	0	66	10	8
Site 141	389	1	108.9	895.4	0	4.92	0	66	10	8
Site 142	390	1	154	903.7	0	4.92	0	66	10	8
Site 143	391	1	204.2	896.2	0	4.92	0	66	10	8
Site 144	392	1	256.5	920.3	0	4.92	0	66	10	8
Site 145	393	1	307.5	939	0	4.92	0	66	10	8
Site 146	394	1	340.8	961.5	0	4.92	0	66	10	8
Site 147	395	1	333.2	868.1	0	4.92	0	66	10	8
Site 148	396	1	280.2	841.6	0	4.92	0	66	10	8
Site 149	397	1	217.2	827.5	0	4.92	0	66	10	8
Site 150	398	1	162.6	814.4	0	4.92	0	66	10	8
Site 151	399	1	116.7	800.6	0	4.92	0	66	10	8
Site 152	400	1	71.5	787.9	0	4.92	0	66	10	8
Site 153	401	1	26.6	776.5	0	4.92	0	66	10	8
Site 154	402	8	-77.9	745.7	0	4.92	0	66	10	8
Site 155	403	8	-66.4	704.5	0	4.92	0	66	10	8
Site 156	404	8	-52.6	654.1	0	4.92	0	66	10	8
Site 157	405	8	-40.7	605.4	0	4.92	0	66	10	8
Site 158	406	1	50.8	550.1	0	4.92	0	66	10	8
Site 159	407	1	86	568.7	0	4.92	0	66	10	8
Site 160	408	1	138.7	585.3	0	4.92	0	66	10	8
Site 161	409	1	188.5	599.9	0	4.92	0	66	10	8
Site 162	410	1	236.4	601.1	0	4.92	0	66	10	8
Site 163	411	1	277.2	628	0	4.92	0	66	10	8
Site 164	412	1	323.6	642.3	0	4.92	0	66	10	8
Site 165	413	1	201	526.5	0	4.92	0	66	10	8
Site 166	414	1	240.9	534	0	4.92	0	66	10	8
Site 167	415	1	290.4	547	0	4.92	0	66	10	8
Site 168	416	1	340.7	571.2	0	4.92	0	66	10	8
Site 169	417	1	248.5	354.9	0	4.92	0	66	10	8
Site 170	418	1	151.1	297.2	0	4.92	0	66	10	8
Site 171	419	1	408	393.4	0	4.92	0	66	10	8
Site 172	420	1	504.3	389	0	4.92	0	66	10	8
Site 173	421	1	493.2	434.2	0	4.92	0	66	10	8
Site 174	422	1	608.8	272.6	0	4.92	0	66	10	8
Site 175	423	1	604.7	359.3	0	4.92	0	66	10	8
Site 176	424	1	572.6	412.7	0	4.92	0	66	10	8
Site 177	425	1	579.2	457.9	0	4.92	0	66	10	8
Site 178	426	1	569.7	499.8	0	4.92	0	66	10	8

Receiver Name	No.	No. of Dwelling Units	Coordinates (ft)			Height above Ground (ft)	Existing Leq (dBA)	Impact Criteria		Noise Reduction Goal (dBA)
			X	Y	Z			Leq (dBA)	Substantial Increase (dB)	
Site 179	427	1	560.2	552.6	0	4.92	0	66	10	8
Site 180	428	1	711	467.7	0	4.92	0	66	10	8
Site 181	429	1	784.6	470.7	0	4.92	0	66	10	8
Site 182	430	1	841.5	482	0	4.92	0	66	10	8
Site 183	431	1	800.6	389.9	0	4.92	0	66	10	8
Site 184	432	1	987.6	390.5	0	4.92	0	66	10	8
Site 185	433	1	971	521.1	0	4.92	0	66	10	8
Site 186	434	1	963.3	570.4	0	4.92	0	66	10	8
Site 187	435	1	957.3	617.3	0	4.92	0	66	10	8
Site 188	436	1	1092.6	447.5	0	4.92	0	66	10	8
Site 189	437	1	1139.5	464.7	0	4.92	0	66	10	8
Site 190	438	1	1113.9	534.2	0	4.92	0	66	10	8
Site 191	439	1	1232.1	532.4	0	4.92	0	66	10	8
Site 192	440	1	1277.2	534.2	0	4.92	0	66	10	8
Site 193	441	1	1327.7	544.3	0	4.92	0	66	10	8
Site 194	442	1	1056.3	622	0	4.92	0	66	10	8
Site 195	443	1	1301.2	324.6	0	4.92	0	66	10	8
Site 196	444	1	1446	489.7	0	4.92	0	66	10	8
Site 197	445	1	1424.7	547.3	0	4.92	0	66	10	8
Site 198	446	1	1409.2	620.3	0	4.92	0	66	10	8
Site 199	447	1	1492.3	649.3	0	4.92	0	66	10	8
F02/Ridgewood Prep	448	1	1579.6	215.8	0	4.92	0	66	10	8
Site 200	449	1	1763.7	-239.2	0	4.92	0	66	10	8
Site 201	450	1	1707.2	-226.2	0	4.92	0	66	10	8
Site 202	451	1	1645.5	-227.4	0	4.92	0	66	10	8
Site 203	452	1	1593.3	-225.6	0	4.92	0	66	10	8
Site 204	453	1	1544.6	-238.1	0	4.92	0	66	10	8
Site 205	454	1	1487	-231.5	0	4.92	0	66	10	8
Site 206	455	1	1753	-400.7	0	4.92	0	66	10	8
Site 207	456	1	1707.2	-379.9	0	4.92	0	66	10	8
Site 208	457	1	1605.1	-373.4	0	4.92	0	66	10	8
Site 209	458	1	1558.8	-370.4	0	4.92	0	66	10	8
Site 210	459	1	1511.9	-372.2	0	4.92	0	66	10	8
Site 211	460	1	694.9	-207	0	4.92	0	66	10	8
Site 212	461	1	708.2	-243.5	0	4.92	0	66	10	8
Site 213	462	1	712.7	-311.2	0	4.92	0	66	10	8
Site 214	463	1	718	-376.2	0	4.92	0	66	10	8
Site 215	464	1	738.5	-497.3	0	4.92	0	66	10	8
Site 216	465	1	757.2	-549	0	4.92	0	66	10	8

Receiver Name	No.	No. of Dwelling Units	Coordinates (ft)			Height above Ground (ft)	Existing Leq (dBA)	Impact Criteria		Noise Reduction Goal (dBA)
			X	Y	Z			Leq (dBA)	Substantial Increase (dB)	
Site 217	466	1	765.2	-609.2	0	4.92	0	66	10	8
Site 218	467	1	776.8	-668	0	4.92	0	66	10	8
Site 219	468	1	608.5	-195.4	0	4.92	0	66	10	8
Site 220	469	1	622.8	-252.4	0	4.92	0	66	10	8
Site 221	470	1	630.8	-297.9	0	4.92	0	66	10	8
Site 222	471	1	645.9	-355.7	0	4.92	0	66	10	8
Site 223	472	1	646.8	-433.2	0	4.92	0	66	10	8
Site 224	473	1	670.8	-482.2	0	4.92	0	66	10	8
Site 225	474	1	674.4	-539.2	0	4.92	0	66	10	8
Site 226	475	1	696.7	-636.8	0	4.92	0	66	10	8
Site 227	476	1	708.2	-679.5	0	4.92	0	66	10	8
Site 228	477	1	543.5	-714.3	0	4.92	0	66	10	8
Site 229	478	1	528.4	-677.8	0	4.92	0	66	10	8
Site 230	479	1	510.5	-561.1	0	4.92	0	66	10	8
Site 231	480	1	498.1	-511.2	0	4.92	0	66	10	8
Site 232	481	1	492.7	-455.5	0	4.92	0	66	10	8
Site 233	482	1	483	-413.6	0	4.92	0	66	10	8
Site 234	483	1	475.8	-359.3	0	4.92	0	66	10	8
Site 235	484	1	465.1	-305.9	0	4.92	0	66	10	8
Site 236	485	1	458.9	-251.6	0	4.92	0	66	10	8
Site 237	486	1	440.2	-188.3	0	4.92	0	66	10	8
Site 238	487	1	374.8	-350.4	0	4.92	0	66	10	8
Site 239	488	1	262.6	-378.9	0	4.92	0	66	10	8
Site 240	489	1	227.9	-390.5	0	4.92	0	66	10	8
Site 241	490	1	162	-405.6	0	4.92	0	66	10	8
Site 242	491	1	130.8	-412.7	0	4.92	0	66	10	8
Site 243	492	1	23.1	-449.2	0	4.92	0	66	10	8
Site 244	493	1	22.2	-386.9	0	4.92	0	66	10	8
Site 245	494	1	45.3	-301.4	0	4.92	0	66	10	8
Site 246	495	1	46.2	-241.8	0	4.92	0	66	10	8
Site 247	496	1	397.1	-438.6	0	4.92	0	66	10	8
Site 248	497	1	324.1	-462.6	0	4.92	0	66	10	8
Site 249	498	1	282.2	-454.6	0	4.92	0	66	10	8
Site 250	499	1	248.4	-473.3	0	4.92	0	66	10	8
Site 251	500	1	186.9	-479.5	0	4.92	0	66	10	8
Site 252	501	1	141.5	-490.2	0	4.92	0	66	10	8
Site 253	502	1	49.8	-509.8	0	4.92	0	66	10	8
Site 254	503	1	44.5	-587.8	0	4.92	0	66	10	8
Site 255	504	1	61.4	-632.3	0	4.92	0	66	10	8

Receiver Name	No.	No. of Dwelling Units	Coordinates (ft)			Height above Ground (ft)	Existing Leq (dBA)	Impact Criteria		Noise Reduction Goal (dBA)
			X	Y	Z			Leq (dBA)	Substantial Increase (dB)	
Site 256	505	1	73	-675.1	0	4.92	0	66	10	8
Site 257	506	1	188.7	-663.5	0	4.92	0	66	10	8
Site 258	507	1	238.6	-639.5	0	4.92	0	66	10	8
Site 259	508	1	289.4	-639.5	0	4.92	0	66	10	8
Site 260	509	1	339.2	-619	0	4.92	0	66	10	8
Site 261	510	1	384.6	-611.8	0	4.92	0	66	10	8
Site 262	511	1	437.2	-595.8	0	4.92	0	66	10	8
Site 263	512	1	445.2	-678.3	0	4.92	0	66	10	8
Site 264	513	1	397.1	-687.2	0	4.92	0	66	10	8
Site 265	514	1	359.7	-699.7	0	4.92	0	66	10	8
Site 266	515	1	295.6	-711.2	0	4.92	0	66	10	8
Site 267	516	1	260	-726.4	0	4.92	0	66	10	8
Site 268	517	1	208.3	-745.1	0	4.92	0	66	10	8
Site 269	518	1	95.2	-777.1	0	4.92	0	66	10	8
Site 270	519	1	111.2	-818.1	0	4.92	0	66	10	8
Site 271	520	1	-36.6	-778	0	4.92	0	66	10	8
Site 272	521	1	-25.9	-823.4	0	4.92	0	66	10	8
Site 273	522	1	-42.8	-895.6	0	4.92	0	66	10	8
Site 274	523	1	-61.5	-942.8	0	4.92	0	66	10	8
Site 275	524	1	17.7	-965.9	0	4.92	0	66	10	8
Site 276	525	1	-71.3	-1008.7	0	4.92	0	66	10	8
Site 277	526	1	-82	-1056.6	0	4.92	0	66	10	8
Site 278	527	1	19.5	-1079.7	0	4.92	0	66	10	8
Site 279	528	1	160.2	-915	0	4.92	0	66	10	8
Site 280	529	1	165.6	-974.7	0	4.92	0	66	10	8
Site 281	530	1	165.6	-1021	0	4.92	0	66	10	8
Site 282	531	1	172.7	-1081.5	0	4.92	0	66	10	8
Site 283	532	1	200.3	-1208.5	0	4.92	0	66	10	8
Site 284	533	1	119.3	-1172	0	4.92	0	66	10	8
Site 285	534	1	76.5	-1173.8	0	4.92	0	66	10	8
Site 286	535	1	21.3	-1168.4	0	4.92	0	66	10	8
Site 287	536	1	-21.4	-1163.1	0	4.92	0	66	10	8
Site 288	537	1	-66	-1164	0	4.92	0	66	10	8
Site 289	538	1	-120.3	-1156.8	0	4.92	0	66	10	8
Site 290	539	1	-332.9	-1047.3	0	4.92	0	66	10	8
Site 291	540	1	-330.3	-994.8	0	4.92	0	66	10	8
Site 292	541	1	-313.4	-929.8	0	4.92	0	66	10	8
Site 293	542	1	-310.7	-881.7	0	4.92	0	66	10	8
Site 294	543	1	-271.5	-801.7	0	4.92	0	66	10	8

Receiver Name	No.	No. of Dwelling Units	Coordinates (ft)			Height above Ground (ft)	Existing Leq (dBA)	Impact Criteria		Noise Reduction Goal (dBA)
			X	Y	Z			Leq (dBA)	Substantial Increase (dB)	
Site 295	544	1	-426.4	-1050.2	0	4.92	0	66	10	8
Site 296	545	1	-413.1	-1009.2	0	4.92	0	66	10	8
Site 297	546	1	-411.3	-964.7	0	4.92	0	66	10	8
Site 298	547	1	-398.8	-909.5	0	4.92	0	66	10	8
Site 299	548	1	-394.4	-863.2	0	4.92	0	66	10	8
Site 300	549	1	-367.7	-782.1	0	4.92	0	66	10	8
Site 301	550	1	-425.5	-742.9	0	4.92	0	66	10	8
Site 302	551	1	-493.2	-740.3	0	4.92	0	66	10	8
Site 303	552	1	-544.9	-733.1	0	4.92	0	66	10	8
Site 304	553	1	-243	-660.8	0	4.92	0	66	10	8
Site 305	554	1	-297.3	-658.2	0	4.92	0	66	10	8
Site 306	555	1	-370.3	-653.7	0	4.92	0	66	10	8
Site 307	556	1	-406.9	-649.2	0	4.92	0	66	10	8
Site 308	557	1	-260.8	-498.8	0	4.92	0	66	10	8
Site 309	558	1	-299.1	-485.4	0	4.92	0	66	10	8
Site 310	559	1	-335.6	-490.7	0	4.92	0	66	10	8
Site 311	560	1	-393.5	-479.2	0	4.92	0	66	10	8
Site 312	561	1	-306.2	-415	0	4.92	0	66	10	8
Site 313	562	1	-371.2	-414.2	0	4.92	0	66	10	8
Site 314	563	1	-141.5	-290.7	0	4.92	0	66	10	8
Site 315	564	1	-231.4	-240	0	4.92	0	66	10	8
Site 316	565	1	-291.1	-235.5	0	4.92	0	66	10	8
Site 317	566	1	-353.4	-232	0	4.92	0	66	10	8
Site 318	567	1	-206.5	-168.7	0	4.92	0	66	10	8
Site 319	568	1	-276.8	-174.1	0	4.92	0	66	10	8
Site 320	569	1	-320.5	-166.9	0	4.92	0	66	10	8
Site 321	570	1	-417.5	-80.8	0	4.92	0	66	10	8
Site 322	571	1	-465.6	-87.9	0	4.92	0	66	10	8
Site 323	572	1	-504.8	-88.8	0	4.92	0	66	10	8
Site 324	573	1	-544	-55.8	0	4.92	0	66	10	8
Site 325	574	1	-613.5	-68.3	0	4.92	0	66	10	8
Site 326	575	1	-690.9	-111	0	4.92	0	66	10	8
Site 327	576	1	-688.2	-60.3	0	4.92	0	66	10	8
Site 328	577	1	-467.4	-234.8	0	4.92	0	66	10	8
Site 329	578	1	-548.4	-220.6	0	4.92	0	66	10	8
Site 330	579	1	-590.3	-221.4	0	4.92	0	66	10	8
Site 331	580	1	-673.1	-199.2	0	4.92	0	66	10	8
Site 332	581	1	-706.1	-262.4	0	4.92	0	66	10	8
Site 333	582	1	-725.7	-317.6	0	4.92	0	66	10	8

Receiver Name	No.	No. of Dwelling Units	Coordinates (ft)			Height above Ground (ft)	Existing Leq (dBA)	Impact Criteria		Noise Reduction Goal (dBA)
			X	Y	Z			Leq (dBA)	Substantial Increase (dB)	
Site 334	583	1	-737.2	-370.2	0	4.92	0	66	10	8
Site 335	584	1	-633.9	-383.5	0	4.92	0	66	10	8
Site 336	585	1	-569.8	-392.4	0	4.92	0	66	10	8
Site 337	586	1	-528.8	-390.6	0	4.92	0	66	10	8
Site 338	587	1	-461.2	-404.9	0	4.92	0	66	10	8
Site 339	588	1	-777.3	-56.7	0	4.92	0	66	10	8
Site 340	589	1	-787.1	-108.4	0	4.92	0	66	10	8
Site 341	590	1	-853	-91.4	0	4.92	0	66	10	8
Site 342	591	1	-894.8	-79	0	4.92	0	66	10	8
Site 343	592	1	-938.5	-73.6	0	4.92	0	66	10	8
Site 344	593	1	-999	-112.8	0	4.92	0	66	10	8
Site 345	594	1	-1044.5	-108.4	0	4.92	0	66	10	8
Site 346	595	1	-1097.7	-111.9	0	4.92	0	66	10	8
Site 347	596	1	-1142.2	-107.5	0	4.92	0	66	10	8
Site 348	597	1	-1193.9	-51.4	0	4.92	0	66	10	8
Site 349	598	1	-1258	-30	0	4.92	0	66	10	8
Site 350	599	1	-1297.2	-46	0	4.92	0	66	10	8
Site 351	600	1	-1234.8	-153.8	0	4.92	0	66	10	8
Site 352	601	1	-1181.4	-160.9	0	4.92	0	66	10	8
Site 353	602	1	-1131.6	-171.6	0	4.92	0	66	10	8
Site 354	603	1	-1080.8	-181.4	0	4.92	0	66	10	8
Site 355	604	1	-1030.9	-182.3	0	4.92	0	66	10	8
Site 356	605	1	-971.3	-183.2	0	4.92	0	66	10	8
Site 357	606	1	-916.9	-183.2	0	4.92	0	66	10	8
Site 358	607	1	-803.5	-224.1	0	4.92	0	66	10	8
Site 359	608	1	-802.6	-260.6	0	4.92	0	66	10	8
Site 360	609	1	-816	-310.5	0	4.92	0	66	10	8
Site 361	610	1	-819.5	-355.9	0	4.92	0	66	10	8
Site 362	611	1	-933.5	-380	0	4.92	0	66	10	8
Site 363	612	1	-995.8	-346.1	0	4.92	0	66	10	8
Site 364	613	1	-1033.2	-343.5	0	4.92	0	66	10	8
Site 365	614	1	-1085.8	-351.5	0	4.92	0	66	10	8
Site 366	615	1	-1139.2	-356.8	0	4.92	0	66	10	8
Site 367	616	1	-1206.9	-339	0	4.92	0	66	10	8
Site 368	617	1	-856	-462.8	0	4.92	0	66	10	8
Site 369	618	1	-742.9	-461.9	0	4.92	0	66	10	8
F01/East Jefferson	619	1	-1103	644.2	0	4.92	0	66	10	8
F03/Garden of Memories	620	1	-1900.3	-396.8	0	4.92	0	66	10	8

APPENDIX E

TNM Model Output

2033 No-Action Alternative

URS
SPG

31-Oct-12
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: US 61/LA 3152 Intersection Improvement
RUN: No-Action Alternative 2033
BARRIER DESIGN: INPUT HEIGHTS

ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA

				No Barrier Evaluation					With Barrier Evaluation			
Receiver Name	No.	No. of Dwelling Units	Existing Leq (dBA)	Calculated Leq (dBA)	Impact Criteria (dBA)	Increase over existing (dB)	Substantial Increase (dB)	Type of Impact	Calcuated Leq (dBA)	Noise Reduction (dB)	Nolise Reduction Goal (dB)	Calculated minus Goal (dB)
Receiver A	441	1	65.8	66.6	66	66.6	10	Snd Lvl	66.6	0	8	-8
Receiver B	442	1	70.9	71.7	66	71.7	10	Snd Lvl	71.7	0	8	-8
Receiver C	438	1	65.4	67.9	66	67.9	10	Snd Lvl	67.9	0	8	-8
Receiver D	437	1	64.9	67.5	66	67.5	10	Snd Lvl	67.5	0	8	-8
Receiver E	443	1	58.7	62.2	66	62.2	10	----	62.2	0	8	-8
Receiver F	436	1	69.6	71.2	66	71.2	10	Snd Lvl	71.2	0	8	-8
Receiver G	439	1	61.9	66.8	66	66.8	10	Snd Lvl	66.8	0	8	-8
Receiver H	440	1	63.7	67.6	66	67.6	10	Snd Lvl	67.6	0	8	-8
C01	444	1	0	65.6	71	65.6	10	----	65.6	0	8	-8
C02	445	1	0	65.4	71	65.4	10	----	65.4	0	8	-8
C03	446	1	0	67.4	71	67.4	10	----	67.4	0	8	-8
C04	447	1	0	68.1	71	68.1	10	----	68.1	0	8	-8
C05	448	1	0	71.6	71	71.6	10	Snd Lvl	71.6	0	8	-8
C06	449	1	0	68.9	71	68.9	10	----	68.9	0	8	-8
C07	450	1	0	68.9	71	68.9	10	----	68.9	0	8	-8
C08	451	1	0	66.2	71	66.2	10	----	66.2	0	8	-8
C09	452	1	0	68.5	71	68.5	10	----	68.5	0	8	-8
C10	453	1	0	65.3	71	65.3	10	----	65.3	0	8	-8
C11	454	1	0	66.8	71	66.8	10	----	66.8	0	8	-8
C12	455	1	0	69	71	69	10	----	69	0	8	-8
C13	456	1	0	67	71	67	10	----	67	0	8	-8
C14	457	1	0	72.9	71	72.9	10	Snd Lvl	72.9	0	8	-8
C15	458	1	0	67.6	71	67.6	10	----	67.6	0	8	-8
C16	459	1	0	68.4	71	68.4	10	----	68.4	0	8	-8
C17	460	1	0	70.8	71	70.8	10	----	70.8	0	8	-8
C18	461	1	0	68	71	68	10	----	68	0	8	-8
C19	462	1	0	67.2	71	67.2	10	----	67.2	0	8	-8
C20	463	1	0	63.5	71	63.5	10	----	63.5	0	8	-8

Receiver Name	No.	No. of Dwelling Units	Existing Leq (dBA)	No Barrier Evaluation					With Barrier Evaluation			
				Calculated Leq (dBA)	Impact Criteria (dBA)	Increase over existing (dB)	Substantial Increase (dB)	Type of Impact	Calcuated Leq (dBA)	Noise Reduction (dB)	Nolise Reduction Goal (dB)	Calculated minus Goal (dB)
C21	464	1	0	65.1	71	65.1	10	----	65.1	0	8	-8
C22	465	1	0	63.3	71	63.3	10	----	63.3	0	8	-8
C23	466	1	0	62.7	71	62.7	10	----	62.7	0	8	-8
C24	467	1	0	64.8	71	64.8	10	----	64.8	0	8	-8
C25	468	1	0	72.4	71	72.4	10	Snd Lvl	72.4	0	8	-8
C26	469	1	0	74.4	71	74.4	10	Snd Lvl	74.4	0	8	-8
C27	470	1	0	67.9	71	67.9	10	----	67.9	0	8	-8
C28	471	1	0	69.6	71	69.6	10	----	69.6	0	8	-8
C29	472	1	0	69.2	71	69.2	10	----	69.2	0	8	-8
C30	473	1	0	67.1	71	67.1	10	----	67.1	0	8	-8
C31	474	1	0	71.1	71	71.1	10	Snd Lvl	71.1	0	8	-8
C32	475	1	0	57.7	71	57.7	10	----	57.7	0	8	-8
C33	476	1	0	57.5	71	57.5	10	----	57.5	0	8	-8
C34	477	1	0	56.5	71	56.5	10	----	56.5	0	8	-8
C35	478	1	0	58.5	71	58.5	10	----	58.5	0	8	-8
C36	479	1	0	58.6	71	58.6	10	----	58.6	0	8	-8
C37	480	1	0	70	71	70	10	----	70	0	8	-8
C38	481	1	0	72.8	71	72.8	10	Snd Lvl	72.8	0	8	-8
C39	482	1	0	72	71	72	10	Snd Lvl	72	0	8	-8
C40	484	1	0	59.7	71	59.7	10	----	59.7	0	8	-8
C41	485	1	0	62.9	71	62.9	10	----	62.9	0	8	-8
Site 001	487	1	0	56.3	66	56.3	10	----	56.3	0	8	-8
Site 002	488	1	0	54.8	66	54.8	10	----	54.8	0	8	-8
Site 003	489	1	0	53.8	66	53.8	10	----	53.8	0	8	-8
Site 004	490	1	0	53.1	66	53.1	10	----	53.1	0	8	-8
Site 005	491	1	0	52.7	66	52.7	10	----	52.7	0	8	-8
Site 006	492	2	0	53	66	53	10	----	53	0	8	-8
Site 007	493	1	0	53.2	66	53.2	10	----	53.2	0	8	-8
Site 008	494	1	0	53.5	66	53.5	10	----	53.5	0	8	-8
Site 009	495	1	0	53.7	66	53.7	10	----	53.7	0	8	-8
Site 010	496	1	0	54.1	66	54.1	10	----	54.1	0	8	-8
Site 011	497	1	0	54.3	66	54.3	10	----	54.3	0	8	-8
Site 012	498	1	0	54.4	66	54.4	10	----	54.4	0	8	-8
Site 013	499	1	0	54.7	66	54.7	10	----	54.7	0	8	-8
Site 014	500	1	0	54.9	66	54.9	10	----	54.9	0	8	-8
Site 015	501	1	0	55	66	55	10	----	55	0	8	-8
Site 016	502	1	0	59.8	66	59.8	10	----	59.8	0	8	-8
Site 017	503	1	0	59.9	66	59.9	10	----	59.9	0	8	-8

Receiver Name	No.	No. of Dwelling Units	Existing Leq (dBA)	No Barrier Evaluation					With Barrier Evaluation			
				Calculated Leq (dBA)	Impact Criteria (dBA)	Increase over existing (dB)	Substantial Increase (dB)	Type of Impact	Calcuated Leq (dBA)	Noise Reduction (dB)	Nolise Reduction Goal (dB)	Calculated minus Goal (dB)
Site 018	504	1	0	61.7	66	61.7	10	----	61.7	0	8	-8
Site 019	505	1	0	60.5	66	60.5	10	----	60.5	0	8	-8
Site 020	506	1	0	59.5	66	59.5	10	----	59.5	0	8	-8
Site 021	507	1	0	58.3	66	58.3	10	----	58.3	0	8	-8
Site 022	508	1	0	57.5	66	57.5	10	----	57.5	0	8	-8
Site 023	509	1	0	56.7	66	56.7	10	----	56.7	0	8	-8
Site 024	510	1	0	58.9	66	58.9	10	----	58.9	0	8	-8
Site 025	511	1	0	58	66	58	10	----	58	0	8	-8
Site 026	512	1	0	57	66	57	10	----	57	0	8	-8
Site 027	513	1	0	56.3	66	56.3	10	----	56.3	0	8	-8
Site 028	514	1	0	62.3	66	62.3	10	----	62.3	0	8	-8
Site 029	515	1	0	62	66	62	10	----	62	0	8	-8
Site 030	636	1	0	61.9	66	61.9	10	----	61.9	0	8	-8
Site 031	637	1	0	61.9	66	61.9	10	----	61.9	0	8	-8
Site 032	638	1	0	61.9	66	61.9	10	----	61.9	0	8	-8
Site 033	639	1	0	62.4	66	62.4	10	----	62.4	0	8	-8
Site 034	640	1	0	62.9	66	62.9	10	----	62.9	0	8	-8
Site 035	641	1	0	64	66	64	10	----	64	0	8	-8
Site 036	642	1	0	70.9	66	70.9	10	Snd Lvl	70.9	0	8	-8
Site 037	643	1	0	69.2	66	69.2	10	Snd Lvl	69.2	0	8	-8
Site 038	644	1	0	70	66	70	10	Snd Lvl	70	0	8	-8
Site 039	645	1	0	62.7	66	62.7	10	----	62.7	0	8	-8
Site 040	646	1	0	61.3	66	61.3	10	----	61.3	0	8	-8
Site 041	647	1	0	60.4	66	60.4	10	----	60.4	0	8	-8
Site 042	648	1	0	60	66	60	10	----	60	0	8	-8
Site 043	649	1	0	59.7	66	59.7	10	----	59.7	0	8	-8
Site 044	650	1	0	59.3	66	59.3	10	----	59.3	0	8	-8
Site 045	651	1	0	59.1	66	59.1	10	----	59.1	0	8	-8
Site 046	652	1	0	57.9	66	57.9	10	----	57.9	0	8	-8
Site 047	653	1	0	58.2	66	58.2	10	----	58.2	0	8	-8
Site 048	654	1	0	58.4	66	58.4	10	----	58.4	0	8	-8
Site 049	655	1	0	58.7	66	58.7	10	----	58.7	0	8	-8
Site 050	656	1	0	59.2	66	59.2	10	----	59.2	0	8	-8
Site 051	657	1	0	59.5	66	59.5	10	----	59.5	0	8	-8
Site 052	658	1	0	60	66	60	10	----	60	0	8	-8
Site 053	659	1	0	60.9	66	60.9	10	----	60.9	0	8	-8
Site 054	660	1	0	62.4	66	62.4	10	----	62.4	0	8	-8
Site 055	661	1	0	70	66	70	10	Snd Lvl	70	0	8	-8

Receiver Name	No.	No. of Dwelling Units	Existing Leq (dBA)	No Barrier Evaluation					With Barrier Evaluation			
				Calculated Leq (dBA)	Impact Criteria (dBA)	Increase over existing (dB)	Substantial Increase (dB)	Type of Impact	Calcuated Leq (dBA)	Noise Reduction (dB)	Nolise Reduction Goal (dB)	Calculated minus Goal (dB)
Site 056	662	1	0	69.3	66	69.3	10	Snd Lvl	69.3	0	8	-8
Site 057	663	1	0	69.4	66	69.4	10	Snd Lvl	69.4	0	8	-8
Site 058	664	1	0	69.5	66	69.5	10	Snd Lvl	69.5	0	8	-8
Site 059	666	1	0	69.8	66	69.8	10	Snd Lvl	69.8	0	8	-8
Site 060	667	1	0	63.7	66	63.7	10	----	63.7	0	8	-8
Site 061	668	1	0	61.4	66	61.4	10	----	61.4	0	8	-8
Site 062	669	1	0	59.9	66	59.9	10	----	59.9	0	8	-8
Site 063	670	1	0	59.2	66	59.2	10	----	59.2	0	8	-8
Site 064	671	1	0	58.4	66	58.4	10	----	58.4	0	8	-8
Site 065	672	1	0	58	66	58	10	----	58	0	8	-8
Site 066	673	1	0	57.5	66	57.5	10	----	57.5	0	8	-8
Site 067	674	1	0	57.1	66	57.1	10	----	57.1	0	8	-8
Site 068	675	1	0	56.2	66	56.2	10	----	56.2	0	8	-8
Site 069	676	1	0	65	66	65	10	----	65	0	8	-8
Site 070	677	1	0	61.7	66	61.7	10	----	61.7	0	8	-8
Site 071	678	1	0	60	66	60	10	----	60	0	8	-8
Site 072	679	1	0	59.4	66	59.4	10	----	59.4	0	8	-8
Site 073	680	1	0	58.9	66	58.9	10	----	58.9	0	8	-8
Site 074	681	1	0	58.2	66	58.2	10	----	58.2	0	8	-8
Site 075	682	2	0	57.8	66	57.8	10	----	57.8	0	8	-8
Site 076	683	2	0	57.2	66	57.2	10	----	57.2	0	8	-8
Site 077	684	1	0	56.7	66	56.7	10	----	56.7	0	8	-8
Site 078	685	1	0	56.2	66	56.2	10	----	56.2	0	8	-8
Site 079	686	1	0	55.6	66	55.6	10	----	55.6	0	8	-8
Site 080	687	1	0	69.9	66	69.9	10	Snd Lvl	69.9	0	8	-8
Site 081	688	1	0	68.9	66	68.9	10	Snd Lvl	68.9	0	8	-8
Site 082	689	1	0	70.3	66	70.3	10	Snd Lvl	70.3	0	8	-8
Site 083	691	1	0	61.8	66	61.8	10	----	61.8	0	8	-8
Site 084	692	1	0	60.8	66	60.8	10	----	60.8	0	8	-8
Site 085	693	1	0	59.7	66	59.7	10	----	59.7	0	8	-8
Site 086	694	1	0	58.6	66	58.6	10	----	58.6	0	8	-8
Site 087	695	1	0	57.7	66	57.7	10	----	57.7	0	8	-8
Site 088	696	1	0	57.1	66	57.1	10	----	57.1	0	8	-8
Site 089	697	1	0	56.6	66	56.6	10	----	56.6	0	8	-8
Site 090	698	1	0	56	66	56	10	----	56	0	8	-8
Site 091	699	1	0	55.1	66	55.1	10	----	55.1	0	8	-8
Site 092	700	1	0	54.9	66	54.9	10	----	54.9	0	8	-8
Site 093	701	1	0	55.8	66	55.8	10	----	55.8	0	8	-8

Receiver Name	No.	No. of Dwelling Units	Existing Leq (dBA)	No Barrier Evaluation					With Barrier Evaluation			
				Calculated Leq (dBA)	Impact Criteria (dBA)	Increase over existing (dB)	Substantial Increase (dB)	Type of Impact	Calcuated Leq (dBA)	Noise Reduction (dB)	Nolise Reduction Goal (dB)	Calculated minus Goal (dB)
Site 094	702	1	0	56.4	66	56.4	10	----	56.4	0	8	-8
Site 095	703	1	0	57.1	66	57.1	10	----	57.1	0	8	-8
Site 096	704	1	0	57.7	66	57.7	10	----	57.7	0	8	-8
Site 097	705	1	0	59.8	66	59.8	10	----	59.8	0	8	-8
Site 098	706	1	0	61.4	66	61.4	10	----	61.4	0	8	-8
Site 099	707	1	0	63.7	66	63.7	10	----	63.7	0	8	-8
Site 100	708	1	0	69.8	66	69.8	10	Snd Lvl	69.8	0	8	-8
Site 101	709	1	0	70.4	66	70.4	10	Snd Lvl	70.4	0	8	-8
Site 102	710	1	0	70.4	66	70.4	10	Snd Lvl	70.4	0	8	-8
Site 103	711	1	0	70	66	70	10	Snd Lvl	70	0	8	-8
Site 104	713	1	0	62.2	66	62.2	10	----	62.2	0	8	-8
Site 105	714	1	0	60.2	66	60.2	10	----	60.2	0	8	-8
Site 106	715	1	0	58.6	66	58.6	10	----	58.6	0	8	-8
Site 107	716	1	0	57.7	66	57.7	10	----	57.7	0	8	-8
Site 108	717	1	0	56.7	66	56.7	10	----	56.7	0	8	-8
Site 109	718	1	0	56	66	56	10	----	56	0	8	-8
Site 110	719	1	0	55.4	66	55.4	10	----	55.4	0	8	-8
Site 111	720	1	0	55.7	66	55.7	10	----	55.7	0	8	-8
Site 112	721	1	0	56.4	66	56.4	10	----	56.4	0	8	-8
Site 113	722	1	0	57.2	66	57.2	10	----	57.2	0	8	-8
Site 114	723	1	0	58	66	58	10	----	58	0	8	-8
Site 115	724	2	0	58.8	66	58.8	10	----	58.8	0	8	-8
Site 116	725	2	0	60.2	66	60.2	10	----	60.2	0	8	-8
Site 117	726	1	0	62.4	66	62.4	10	----	62.4	0	8	-8
Site 118	727	1	0	72.3	66	72.3	10	Snd Lvl	72.3	0	8	-8
Site 119	728	1	0	72.4	66	72.4	10	Snd Lvl	72.4	0	8	-8
Site 120	729	1	0	69	66	69	10	Snd Lvl	69	0	8	-8
Site 121	730	1	0	67.5	66	67.5	10	Snd Lvl	67.5	0	8	-8
Site 122	731	1	0	61	66	61	10	----	61	0	8	-8
Site 123	732	1	0	59	66	59	10	----	59	0	8	-8
Site 124	733	1	0	58.3	66	58.3	10	----	58.3	0	8	-8
Site 125	734	1	0	57.3	66	57.3	10	----	57.3	0	8	-8
Site 126	735	1	0	56.7	66	56.7	10	----	56.7	0	8	-8
Site 127	736	1	0	56	66	56	10	----	56	0	8	-8
Site 128	738	1	0	56.3	66	56.3	10	----	56.3	0	8	-8
Site 129	739	1	0	57	66	57	10	----	57	0	8	-8
Site 130	740	1	0	57.7	66	57.7	10	----	57.7	0	8	-8
Site 131	741	1	0	58.5	66	58.5	10	----	58.5	0	8	-8

Receiver Name	No.	No. of Dwelling Units	Existing Leq (dBA)	No Barrier Evaluation					With Barrier Evaluation			
				Calculated Leq (dBA)	Impact Criteria (dBA)	Increase over existing (dB)	Substantial Increase (dB)	Type of Impact	Calcuated Leq (dBA)	Noise Reduction (dB)	Nolise Reduction Goal (dB)	Calculated minus Goal (dB)
Site 132	742	1	0	59.5	66	59.5	10	----	59.5	0	8	-8
Site 133	743	1	0	61.1	66	61.1	10	----	61.1	0	8	-8
Site 134	744	1	0	62.4	66	62.4	10	----	62.4	0	8	-8
Site 135	745	4	0	70.5	66	70.5	10	Snd Lvl	70.5	0	8	-8
Site 136	746	4	0	70.5	66	70.5	10	Snd Lvl	70.5	0	8	-8
Site 137	747	4	0	70.7	66	70.7	10	Snd Lvl	70.7	0	8	-8
Site 138	748	4	0	70.7	66	70.7	10	Snd Lvl	70.7	0	8	-8
Site 139	749	1	0	62.9	66	62.9	10	----	62.9	0	8	-8
Site 140	750	1	0	61.2	66	61.2	10	----	61.2	0	8	-8
Site 141	751	1	0	59.8	66	59.8	10	----	59.8	0	8	-8
Site 142	752	1	0	58.9	66	58.9	10	----	58.9	0	8	-8
Site 143	753	1	0	58.4	66	58.4	10	----	58.4	0	8	-8
Site 144	754	1	0	57.8	66	57.8	10	----	57.8	0	8	-8
Site 145	755	1	0	57.2	66	57.2	10	----	57.2	0	8	-8
Site 146	756	1	0	56.7	66	56.7	10	----	56.7	0	8	-8
Site 147	757	1	0	57.5	66	57.5	10	----	57.5	0	8	-8
Site 148	758	1	0	58.2	66	58.2	10	----	58.2	0	8	-8
Site 149	760	1	0	58.9	66	58.9	10	----	58.9	0	8	-8
Site 150	761	1	0	59.6	66	59.6	10	----	59.6	0	8	-8
Site 151	762	1	0	60.4	66	60.4	10	----	60.4	0	8	-8
Site 152	763	1	0	61.7	66	61.7	10	----	61.7	0	8	-8
Site 153	764	1	0	63.2	66	63.2	10	----	63.2	0	8	-8
Site 154	765	8	0	70.2	66	70.2	10	Snd Lvl	70.2	0	8	-8
Site 155	766	8	0	70.2	66	70.2	10	Snd Lvl	70.2	0	8	-8
Site 156	767	8	0	70.2	66	70.2	10	Snd Lvl	70.2	0	8	-8
Site 157	768	8	0	70.3	66	70.3	10	Snd Lvl	70.3	0	8	-8
Site 158	769	1	0	65.6	66	65.6	10	----	65.6	0	8	-8
Site 159	770	1	0	63.9	66	63.9	10	----	63.9	0	8	-8
Site 160	771	1	0	62.6	66	62.6	10	----	62.6	0	8	-8
Site 161	772	1	0	61.5	66	61.5	10	----	61.5	0	8	-8
Site 162	773	1	0	60.9	66	60.9	10	----	60.9	0	8	-8
Site 163	774	1	0	60.2	66	60.2	10	----	60.2	0	8	-8
Site 164	775	1	0	59.6	66	59.6	10	----	59.6	0	8	-8
Site 165	776	1	0	62.2	66	62.2	10	----	62.2	0	8	-8
Site 166	777	1	0	61.6	66	61.6	10	----	61.6	0	8	-8
Site 167	778	1	0	61	66	61	10	----	61	0	8	-8
Site 168	779	1	0	60.3	66	60.3	10	----	60.3	0	8	-8
Site 169	780	1	0	64	66	64	10	----	64	0	8	-8

Receiver Name	No.	No. of Dwelling Units	Existing Leq (dBA)	No Barrier Evaluation					With Barrier Evaluation			
				Calculated Leq (dBA)	Impact Criteria (dBA)	Increase over existing (dB)	Substantial Increase (dB)	Type of Impact	Calcuated Leq (dBA)	Noise Reduction (dB)	Nolise Reduction Goal (dB)	Calculated minus Goal (dB)
Site 170	781	1	0	66.8	66	66.8	10	Snd Lvl	66.8	0	8	-8
Site 171	782	1	0	62.2	66	62.2	10	----	62.2	0	8	-8
Site 172	783	1	0	61.7	66	61.7	10	----	61.7	0	8	-8
Site 173	784	1	0	61.1	66	61.1	10	----	61.1	0	8	-8
Site 174	786	1	0	63.6	66	63.6	10	----	63.6	0	8	-8
Site 175	787	1	0	61.8	66	61.8	10	----	61.8	0	8	-8
Site 176	788	1	0	61.1	66	61.1	10	----	61.1	0	8	-8
Site 177	789	1	0	60.4	66	60.4	10	----	60.4	0	8	-8
Site 178	790	1	0	59.9	66	59.9	10	----	59.9	0	8	-8
Site 179	791	1	0	59.3	66	59.3	10	----	59.3	0	8	-8
Site 180	792	1	0	60	66	60	10	----	60	0	8	-8
Site 181	793	1	0	60	66	60	10	----	60	0	8	-8
Site 182	794	1	0	60	66	60	10	----	60	0	8	-8
Site 183	795	1	0	61.2	66	61.2	10	----	61.2	0	8	-8
Site 184	796	1	0	64	66	64	10	----	64	0	8	-8
Site 185	797	1	0	63	66	63	10	----	63	0	8	-8
Site 186	798	1	0	62.7	66	62.7	10	----	62.7	0	8	-8
Site 187	799	1	0	62.5	66	62.5	10	----	62.5	0	8	-8
Site 188	800	1	0	63.1	66	63.1	10	----	63.1	0	8	-8
Site 189	801	1	0	60.9	66	60.9	10	----	60.9	0	8	-8
Site 190	802	1	0	60.4	66	60.4	10	----	60.4	0	8	-8
Site 191	803	1	0	58.8	66	58.8	10	----	58.8	0	8	-8
Site 192	804	1	0	58.5	66	58.5	10	----	58.5	0	8	-8
Site 193	805	1	0	58.1	66	58.1	10	----	58.1	0	8	-8
Site 194	806	1	0	63.1	66	63.1	10	----	63.1	0	8	-8
Site 195	808	1	0	62.3	66	62.3	10	----	62.3	0	8	-8
Site 196	809	1	0	58.6	66	58.6	10	----	58.6	0	8	-8
Site 197	810	1	0	57.7	66	57.7	10	----	57.7	0	8	-8
Site 198	811	1	0	56.6	66	56.6	10	----	56.6	0	8	-8
Site 199	812	1	0	55.9	66	55.9	10	----	55.9	0	8	-8
F02/Ridgewood Prep	814	1	0	64.1	66	64.1	10	----	64.1	0	8	-8
Site 200	816	1	0	62.4	66	62.4	10	----	62.4	0	8	-8
Site 201	817	1	0	62.9	66	62.9	10	----	62.9	0	8	-8
Site 202	818	1	0	63	66	63	10	----	63	0	8	-8
Site 203	819	1	0	63.1	66	63.1	10	----	63.1	0	8	-8
Site 204	820	1	0	62.8	66	62.8	10	----	62.8	0	8	-8
Site 205	821	1	0	63.2	66	63.2	10	----	63.2	0	8	-8
Site 206	822	1	0	59.1	66	59.1	10	----	59.1	0	8	-8

Receiver Name	No.	No. of Dwelling Units	Existing Leq (dBA)	No Barrier Evaluation					With Barrier Evaluation			
				Calculated Leq (dBA)	Impact Criteria (dBA)	Increase over existing (dB)	Substantial Increase (dB)	Type of Impact	Calcuated Leq (dBA)	Noise Reduction (dB)	Nolise Reduction Goal (dB)	Calculated minus Goal (dB)
Site 207	823	1	0	59.5	66	59.5	10	----	59.5	0	8	-8
Site 208	824	1	0	59.9	66	59.9	10	----	59.9	0	8	-8
Site 209	825	1	0	60.1	66	60.1	10	----	60.1	0	8	-8
Site 210	826	1	0	60.2	66	60.2	10	----	60.2	0	8	-8
Site 211	828	1	0	63.7	66	63.7	10	----	63.7	0	8	-8
Site 212	829	1	0	63	66	63	10	----	63	0	8	-8
Site 213	830	1	0	61.8	66	61.8	10	----	61.8	0	8	-8
Site 214	831	1	0	60.8	66	60.8	10	----	60.8	0	8	-8
Site 215	832	1	0	59.3	66	59.3	10	----	59.3	0	8	-8
Site 216	833	1	0	58.7	66	58.7	10	----	58.7	0	8	-8
Site 217	834	1	0	58	66	58	10	----	58	0	8	-8
Site 218	835	1	0	57.3	66	57.3	10	----	57.3	0	8	-8
Site 219	836	1	0	64.2	66	64.2	10	----	64.2	0	8	-8
Site 220	837	1	0	62.9	66	62.9	10	----	62.9	0	8	-8
Site 221	838	1	0	62.1	66	62.1	10	----	62.1	0	8	-8
Site 222	839	1	0	61.3	66	61.3	10	----	61.3	0	8	-8
Site 223	840	1	0	60.3	66	60.3	10	----	60.3	0	8	-8
Site 224	841	1	0	59.6	66	59.6	10	----	59.6	0	8	-8
Site 225	842	1	0	59	66	59	10	----	59	0	8	-8
Site 226	843	1	0	57.9	66	57.9	10	----	57.9	0	8	-8
Site 227	844	1	0	57.4	66	57.4	10	----	57.4	0	8	-8
Site 228	845	1	0	58.1	66	58.1	10	----	58.1	0	8	-8
Site 229	846	1	0	58.5	66	58.5	10	----	58.5	0	8	-8
Site 230	847	1	0	59.6	66	59.6	10	----	59.6	0	8	-8
Site 231	848	1	0	60.2	66	60.2	10	----	60.2	0	8	-8
Site 232	849	1	0	60.8	66	60.8	10	----	60.8	0	8	-8
Site 233	850	1	0	61.3	66	61.3	10	----	61.3	0	8	-8
Site 234	851	1	0	61.9	66	61.9	10	----	61.9	0	8	-8
Site 235	852	1	0	62.7	66	62.7	10	----	62.7	0	8	-8
Site 236	853	1	0	63.7	66	63.7	10	----	63.7	0	8	-8
Site 237	854	1	0	65.3	66	65.3	10	----	65.3	0	8	-8
Site 238	856	1	0	62.9	66	62.9	10	----	62.9	0	8	-8
Site 239	857	1	0	64	66	64	10	----	64	0	8	-8
Site 240	858	1	0	64.5	66	64.5	10	----	64.5	0	8	-8
Site 241	859	1	0	65.5	66	65.5	10	----	65.5	0	8	-8
Site 242	860	1	0	66.2	66	66.2	10	Snd Lvl	66.2	0	8	-8
Site 243	861	1	0	70	66	70	10	Snd Lvl	70	0	8	-8
Site 244	862	1	0	71.5	66	71.5	10	Snd Lvl	71.5	0	8	-8

Receiver Name	No.	No. of Dwelling Units	Existing Leq (dBA)	No Barrier Evaluation					With Barrier Evaluation			
				Calculated Leq (dBA)	Impact Criteria (dBA)	Increase over existing (dB)	Substantial Increase (dB)	Type of Impact	Calcuated Leq (dBA)	Noise Reduction (dB)	Nolise Reduction Goal (dB)	Calculated minus Goal (dB)
Site 245	863	1	0	71.4	66	71.4	10	Snd Lvl	71.4	0	8	-8
Site 246	864	1	0	72.5	66	72.5	10	Snd Lvl	72.5	0	8	-8
Site 247	865	1	0	61.7	66	61.7	10	----	61.7	0	8	-8
Site 248	866	1	0	62.3	66	62.3	10	----	62.3	0	8	-8
Site 249	867	1	0	63	66	63	10	----	63	0	8	-8
Site 250	868	1	0	63.4	66	63.4	10	----	63.4	0	8	-8
Site 251	869	1	0	64.3	66	64.3	10	----	64.3	0	8	-8
Site 252	870	1	0	65.2	66	65.2	10	----	65.2	0	8	-8
Site 253	871	1	0	67.8	66	67.8	10	Snd Lvl	67.8	0	8	-8
Site 254	872	1	0	67.2	66	67.2	10	Snd Lvl	67.2	0	8	-8
Site 255	873	1	0	66.2	66	66.2	10	Snd Lvl	66.2	0	8	-8
Site 256	874	1	0	65.4	66	65.4	10	----	65.4	0	8	-8
Site 257	875	1	0	62.9	66	62.9	10	----	62.9	0	8	-8
Site 258	876	1	0	62.2	66	62.2	10	----	62.2	0	8	-8
Site 259	877	1	0	61.4	66	61.4	10	----	61.4	0	8	-8
Site 260	878	1	0	60.9	66	60.9	10	----	60.9	0	8	-8
Site 261	879	1	0	60.4	66	60.4	10	----	60.4	0	8	-8
Site 262	880	1	0	60	66	60	10	----	60	0	8	-8
Site 263	882	1	0	59.2	66	59.2	10	----	59.2	0	8	-8
Site 264	883	1	0	59.7	66	59.7	10	----	59.7	0	8	-8
Site 265	884	1	0	60	66	60	10	----	60	0	8	-8
Site 266	885	1	0	60.7	66	60.7	10	----	60.7	0	8	-8
Site 267	886	1	0	61.1	66	61.1	10	----	61.1	0	8	-8
Site 268	887	1	0	61.9	66	61.9	10	----	61.9	0	8	-8
Site 269	888	1	0	63.9	66	63.9	10	----	63.9	0	8	-8
Site 270	889	1	0	63.2	66	63.2	10	----	63.2	0	8	-8
Site 271	890	1	0	69	66	69	10	Snd Lvl	69	0	8	-8
Site 272	891	1	0	67.8	66	67.8	10	Snd Lvl	67.8	0	8	-8
Site 273	892	1	0	67.7	66	67.7	10	Snd Lvl	67.7	0	8	-8
Site 274	893	1	0	68.1	66	68.1	10	Snd Lvl	68.1	0	8	-8
Site 275	894	1	0	64.2	66	64.2	10	----	64.2	0	8	-8
Site 276	895	1	0	67.6	66	67.6	10	Snd Lvl	67.6	0	8	-8
Site 277	896	1	0	67.5	66	67.5	10	Snd Lvl	67.5	0	8	-8
Site 278	897	1	0	62.9	66	62.9	10	----	62.9	0	8	-8
Site 279	898	1	0	61.4	66	61.4	10	----	61.4	0	8	-8
Site 280	899	1	0	60.8	66	60.8	10	----	60.8	0	8	-8
Site 281	900	1	0	60.4	66	60.4	10	----	60.4	0	8	-8
Site 282	901	1	0	59.8	66	59.8	10	----	59.8	0	8	-8

Receiver Name	No.	No. of Dwelling Units	Existing Leq (dBA)	No Barrier Evaluation					With Barrier Evaluation			
				Calculated Leq (dBA)	Impact Criteria (dBA)	Increase over existing (dB)	Substantial Increase (dB)	Type of Impact	Calcuated Leq (dBA)	Noise Reduction (dB)	Nolise Reduction Goal (dB)	Calculated minus Goal (dB)
Site 283	902	1	0	58.2	66	58.2	10	----	58.2	0	8	-8
Site 284	903	1	0	59.8	66	59.8	10	----	59.8	0	8	-8
Site 285	904	1	0	60.5	66	60.5	10	----	60.5	0	8	-8
Site 286	905	1	0	61.8	66	61.8	10	----	61.8	0	8	-8
Site 287	906	1	0	63.2	66	63.2	10	----	63.2	0	8	-8
Site 288	907	1	0	65.1	66	65.1	10	----	65.1	0	8	-8
Site 289	908	1	0	68.7	66	68.7	10	Snd Lvl	68.7	0	8	-8
Site 290	910	1	0	67	66	67	10	Snd Lvl	67	0	8	-8
Site 291	911	1	0	66.8	66	66.8	10	Snd Lvl	66.8	0	8	-8
Site 292	912	1	0	67.3	66	67.3	10	Snd Lvl	67.3	0	8	-8
Site 293	913	1	0	67.3	66	67.3	10	Snd Lvl	67.3	0	8	-8
Site 294	914	1	0	69.3	66	69.3	10	Snd Lvl	69.3	0	8	-8
Site 295	915	1	0	62.4	66	62.4	10	----	62.4	0	8	-8
Site 296	916	1	0	62.8	66	62.8	10	----	62.8	0	8	-8
Site 297	917	1	0	62.7	66	62.7	10	----	62.7	0	8	-8
Site 298	918	1	0	63.1	66	63.1	10	----	63.1	0	8	-8
Site 299	919	1	0	63.2	66	63.2	10	----	63.2	0	8	-8
Site 300	920	1	0	64	66	64	10	----	64	0	8	-8
Site 301	921	1	0	62	66	62	10	----	62	0	8	-8
Site 302	922	1	0	60.5	66	60.5	10	----	60.5	0	8	-8
Site 303	923	1	0	59.5	66	59.5	10	----	59.5	0	8	-8
Site 304	925	1	0	69.8	66	69.8	10	Snd Lvl	69.8	0	8	-8
Site 305	926	1	0	66.6	66	66.6	10	Snd Lvl	66.6	0	8	-8
Site 306	927	1	0	63.5	66	63.5	10	----	63.5	0	8	-8
Site 307	928	1	0	62.4	66	62.4	10	----	62.4	0	8	-8
Site 308	929	1	0	67.3	66	67.3	10	Snd Lvl	67.3	0	8	-8
Site 309	930	1	0	65.5	66	65.5	10	----	65.5	0	8	-8
Site 310	931	1	0	64.3	66	64.3	10	----	64.3	0	8	-8
Site 311	932	1	0	62.8	66	62.8	10	----	62.8	0	8	-8
Site 312	933	1	0	65.1	66	65.1	10	----	65.1	0	8	-8
Site 313	934	1	0	63.4	66	63.4	10	----	63.4	0	8	-8
Site 314	935	1	0	73.2	66	73.2	10	Snd Lvl	73.2	0	8	-8
Site 315	936	1	0	67.6	66	67.6	10	Snd Lvl	67.6	0	8	-8
Site 316	937	1	0	65.7	66	65.7	10	----	65.7	0	8	-8
Site 317	938	1	0	64.5	66	64.5	10	----	64.5	0	8	-8
Site 318	939	1	0	68.7	66	68.7	10	Snd Lvl	68.7	0	8	-8
Site 319	940	1	0	66.6	66	66.6	10	Snd Lvl	66.6	0	8	-8
Site 320	941	1	0	65.8	66	65.8	10	----	65.8	0	8	-8

Receiver Name	No.	No. of Dwelling Units	Existing Leq (dBA)	No Barrier Evaluation					With Barrier Evaluation			
				Calculated Leq (dBA)	Impact Criteria (dBA)	Increase over existing (dB)	Substantial Increase (dB)	Type of Impact	Calcuated Leq (dBA)	Noise Reduction (dB)	Nolise Reduction Goal (dB)	Calculated minus Goal (dB)
Site 321	943	1	0	66.7	66	66.7	10	Snd Lvl	66.7	0	8	-8
Site 322	944	1	0	66.1	66	66.1	10	Snd Lvl	66.1	0	8	-8
Site 323	945	1	0	65.8	66	65.8	10	----	65.8	0	8	-8
Site 324	946	1	0	66.8	66	66.8	10	Snd Lvl	66.8	0	8	-8
Site 325	947	1	0	66	66	66	10	Snd Lvl	66	0	8	-8
Site 326	948	1	0	64.3	66	64.3	10	----	64.3	0	8	-8
Site 327	949	1	0	66	66	66	10	Snd Lvl	66	0	8	-8
Site 328	950	1	0	63	66	63	10	----	63	0	8	-8
Site 329	951	1	0	62.5	66	62.5	10	----	62.5	0	8	-8
Site 330	952	1	0	62.2	66	62.2	10	----	62.2	0	8	-8
Site 331	953	1	0	62.1	66	62.1	10	----	62.1	0	8	-8
Site 332	954	1	0	60.8	66	60.8	10	----	60.8	0	8	-8
Site 333	955	1	0	60	66	60	10	----	60	0	8	-8
Site 334	956	1	0	59.3	66	59.3	10	----	59.3	0	8	-8
Site 335	957	1	0	60	66	60	10	----	60	0	8	-8
Site 336	958	1	0	60.6	66	60.6	10	----	60.6	0	8	-8
Site 337	959	1	0	61	66	61	10	----	61	0	8	-8
Site 338	960	1	0	61.8	66	61.8	10	----	61.8	0	8	-8
Site 339	962	1	0	65.8	66	65.8	10	----	65.8	0	8	-8
Site 340	963	1	0	64	66	64	10	----	64	0	8	-8
Site 341	964	1	0	64.3	66	64.3	10	----	64.3	0	8	-8
Site 342	965	1	0	64.6	66	64.6	10	----	64.6	0	8	-8
Site 343	966	1	0	64.7	66	64.7	10	----	64.7	0	8	-8
Site 344	967	1	0	63.2	66	63.2	10	----	63.2	0	8	-8
Site 345	968	1	0	63.2	66	63.2	10	----	63.2	0	8	-8
Site 346	969	1	0	62.9	66	62.9	10	----	62.9	0	8	-8
Site 347	970	1	0	62.9	66	62.9	10	----	62.9	0	8	-8
Site 348	971	1	0	64.8	66	64.8	10	----	64.8	0	8	-8
Site 349	972	1	0	65.4	66	65.4	10	----	65.4	0	8	-8
Site 350	973	1	0	64.7	66	64.7	10	----	64.7	0	8	-8
Site 351	974	1	0	61.3	66	61.3	10	----	61.3	0	8	-8
Site 352	975	1	0	61.2	66	61.2	10	----	61.2	0	8	-8
Site 353	976	1	0	61.1	66	61.1	10	----	61.1	0	8	-8
Site 354	977	1	0	61	66	61	10	----	61	0	8	-8
Site 355	978	1	0	61.1	66	61.1	10	----	61.1	0	8	-8
Site 356	979	1	0	61.2	66	61.2	10	----	61.2	0	8	-8
Site 357	980	1	0	61.4	66	61.4	10	----	61.4	0	8	-8
Site 358	981	1	0	61	66	61	10	----	61	0	8	-8

Receiver Name	No.	No. of Dwelling Units	Existing Leq (dBA)	No Barrier Evaluation					With Barrier Evaluation			
				Calculated Leq (dBA)	Impact Criteria (dBA)	Increase over existing (dB)	Substantial Increase (dB)	Type of Impact	Calcuated Leq (dBA)	Noise Reduction (dB)	Nolise Reduction Goal (dB)	Calculated minus Goal (dB)
Site 359	982	1	0	60.4	66	60.4	10	----	60.4	0	8	-8
Site 360	983	1	0	59.5	66	59.5	10	----	59.5	0	8	-8
Site 361	984	1	0	58.9	66	58.9	10	----	58.9	0	8	-8
Site 362	985	1	0	58.1	66	58.1	10	----	58.1	0	8	-8
Site 363	986	1	0	58.3	66	58.3	10	----	58.3	0	8	-8
Site 364	987	1	0	58.2	66	58.2	10	----	58.2	0	8	-8
Site 365	988	1	0	57.9	66	57.9	10	----	57.9	0	8	-8
Site 366	989	1	0	57.6	66	57.6	10	----	57.6	0	8	-8
Site 367	990	1	0	57.7	66	57.7	10	----	57.7	0	8	-8
Site 368	991	1	0	57.6	66	57.6	10	----	57.6	0	8	-8
Site 369	992	1	0	58.4	66	58.4	10	----	58.4	0	8	-8
F01/East Jefferson	994	1	0	56.7	66	56.7	10	----	56.7	0	8	-8
F03/Garden of Memories	996	1	0	55.1	66	55.1	10	----	55.1	0	8	-8

TNM Model Ouput

2033 Alternative 1

URS
SPG

31-Oct-12
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: US 61/LA 3152 Intersection Improvement
RUN: Alt 1 2033
BARRIER DESIGN: INPUT HEIGHTS

ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA

				No Barrier Evaluation					With Barrier Evaluation			
Receiver Name	No.	No. of Dwelling Units	Existing Leq (dBA)	Calculated Leq (dBA)	Impact Criteria (dBA)	Increase over existing (dB)	Substantial Increase (dB)	Type of Impact	Calcuated Leq (dBA)	Noise Reduction (dB)	Nolise Reduction Goal (dB)	Calculated minus Goal (dB)
Receiver A	13	1	65.8	66.1	66	0.3	10	Snd Lvl	66.1	0	8	-8
Receiver B	15	1	70.9	72.9	66	2	10	Snd Lvl	72.9	0	8	-8
Receiver C	5	1	65.4	68.1	66	2.7	10	Snd Lvl	67	1.1	8	-6.9
Receiver D	3	1	64.9	71.6	66	6.7	10	Snd Lvl	71.6	0	8	-8
Receiver E	7	1	58.7	61.6	66	2.9	10	----	61.5	0.1	8	-7.9
Receiver F	1	1	69.6	71.1	66	1.5	10	Snd Lvl	71.1	0	8	-8
Receiver G	9	1	61.9	66.6	66	4.7	10	Snd Lvl	66.6	0	8	-8
Receiver H	11	1	63.7	67.3	66	3.6	10	Snd Lvl	67.3	0	8	-8
C01	209	1	0	64.5	71	64.5	10	----	64.5	0	8	-8
C02	210	1	0	64.8	71	64.8	10	----	64.8	0	8	-8
C03	211	1	0	66.8	71	66.8	10	----	66.8	0	8	-8
C04	212	1	0	67.1	71	67.1	10	----	67.1	0	8	-8
C05	213	1	0	71	71	71	10	Snd Lvl	71	0	8	-8
C06	214	1	0	67.2	71	67.2	10	----	67.2	0	8	-8
C07	215	1	0	67.6	71	67.6	10	----	67.6	0	8	-8
C08	216	1	0	65	71	65	10	----	65	0	8	-8
C09	217	1	0	66.4	71	66.4	10	----	66.4	0	8	-8
C10	218	1	0	63.9	71	63.9	10	----	63.8	0.1	8	-7.9
C11	219	1	0	66	71	66	10	----	65.9	0.1	8	-7.9
C12	220	1	0	67.6	71	67.6	10	----	67.6	0	8	-8
C13	221	1	0	65.9	71	65.9	10	----	65.9	0	8	-8
C14	222	1	0	71	71	71	10	Snd Lvl	71	0	8	-8
C15	223	1	0	68.2	71	68.2	10	----	68.2	0	8	-8
C16	224	1	0	68.3	71	68.3	10	----	68.3	0	8	-8
C17	225	1	0	70.2	71	70.2	10	----	70.2	0	8	-8
C18	226	1	0	69.9	71	69.9	10	----	69.9	0	8	-8
C19	227	1	0	69.6	71	69.6	10	----	69.6	0	8	-8
C20	228	1	0	64.4	71	64.4	10	----	64.4	0	8	-8
C21	229	1	0	65.8	71	65.8	10	----	65.8	0	8	-8

Receiver Name	No.	No. of Dwelling Units	Existing Leq (dBA)	No Barrier Evaluation					With Barrier Evaluation			
				Calculated Leq (dBA)	Impact Criteria (dBA)	Increase over existing (dB)	Substantial Increase (dB)	Type of Impact	Calcuated Leq (dBA)	Noise Reduction (dB)	Nolise Reduction Goal (dB)	Calculated minus Goal (dB)
C22	230	1	0	63.8	71	63.8	10	----	63.8	0	8	-8
C23	231	1	0	63.1	71	63.1	10	----	63.1	0	8	-8
C24	232	1	0	65.2	71	65.2	10	----	65.2	0	8	-8
C25	233	1	0	72.4	71	72.4	10	Snd Lvl	72.4	0	8	-8
C26	234	1	0	75	71	75	10	Snd Lvl	75	0	8	-8
C27	235	1	0	68.1	71	68.1	10	----	68.1	0	8	-8
C28	236	1	0	69.9	71	69.9	10	----	69.9	0	8	-8
C29	237	1	0	69.1	71	69.1	10	----	69.1	0	8	-8
C30	238	1	0	67.1	71	67.1	10	----	67.1	0	8	-8
C31	239	1	0	71.5	71	71.5	10	Snd Lvl	71.5	0	8	-8
C32	240	1	0	56.9	71	56.9	10	----	56.9	0	8	-8
C33	241	1	0	56.7	71	56.7	10	----	56.7	0	8	-8
C34	242	1	0	55.8	71	55.8	10	----	55.8	0	8	-8
C35	243	1	0	57.7	71	57.7	10	----	57.7	0	8	-8
C36	244	1	0	58.2	71	58.2	10	----	58.1	0.1	8	-7.9
C37	245	1	0	69.8	71	69.8	10	----	69.8	0	8	-8
C38	246	1	0	73	71	73	10	Snd Lvl	73	0	8	-8
C39	247	1	0	72.2	71	72.2	10	Snd Lvl	72.2	0	8	-8
C40	248	1	0	59.7	71	59.7	10	----	59.7	0	8	-8
C41	249	1	0	62.7	71	62.7	10	----	62.7	0	8	-8
Site 001	250	1	0	55.7	66	55.7	10	----	55.7	0	8	-8
Site 002	251	1	0	54.3	66	54.3	10	----	54.3	0	8	-8
Site 003	252	1	0	53.4	66	53.4	10	----	53.3	0.1	8	-7.9
Site 004	253	1	0	52.7	66	52.7	10	----	52.7	0	8	-8
Site 005	254	1	0	52.3	66	52.3	10	----	52.3	0	8	-8
Site 006	255	2	0	52.6	66	52.6	10	----	52.6	0	8	-8
Site 007	256	1	0	52.8	66	52.8	10	----	52.7	0.1	8	-7.9
Site 008	257	1	0	53.1	66	53.1	10	----	53	0.1	8	-7.9
Site 009	258	1	0	53.2	66	53.2	10	----	53.2	0	8	-8
Site 010	259	1	0	53.5	66	53.5	10	----	53.5	0	8	-8
Site 011	260	1	0	53.7	66	53.7	10	----	53.7	0	8	-8
Site 012	261	1	0	53.9	66	53.9	10	----	53.9	0	8	-8
Site 013	262	1	0	54.2	66	54.2	10	----	54.2	0	8	-8
Site 014	263	1	0	54.4	66	54.4	10	----	54.4	0	8	-8
Site 015	264	1	0	54.6	66	54.6	10	----	54.6	0	8	-8
Site 016	265	1	0	58.9	66	58.9	10	----	58.9	0	8	-8
Site 017	266	1	0	59	66	59	10	----	59	0	8	-8
Site 018	267	1	0	60.4	66	60.4	10	----	60.4	0	8	-8
Site 019	268	1	0	59.3	66	59.3	10	----	59.2	0.1	8	-7.9

Receiver Name	No.	No. of Dwelling Units	Existing Leq (dBA)	No Barrier Evaluation					With Barrier Evaluation			
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Site 020	269	1	0	58.3	66	58.3	10	----	58.2	0.1	8	-7.9
Site 021	270	1	0	57.3	66	57.3	10	----	57.2	0.1	8	-7.9
Site 022	271	1	0	56.6	66	56.6	10	----	56.6	0	8	-8
Site 023	272	1	0	55.9	66	55.9	10	----	55.8	0.1	8	-7.9
Site 024	273	1	0	57.7	66	57.7	10	----	57.7	0	8	-8
Site 025	274	1	0	56.9	66	56.9	10	----	56.9	0	8	-8
Site 026	275	1	0	56.1	66	56.1	10	----	56.1	0	8	-8
Site 027	276	1	0	55.5	66	55.5	10	----	55.5	0	8	-8
Site 028	277	1	0	61.2	66	61.2	10	----	61.2	0	8	-8
Site 029	278	1	0	61	66	61	10	----	61	0	8	-8
Site 030	279	1	0	61	66	61	10	----	61	0	8	-8
Site 031	280	1	0	61.1	66	61.1	10	----	61	0.1	8	-7.9
Site 032	281	1	0	61.2	66	61.2	10	----	61.1	0.1	8	-7.9
Site 033	282	1	0	61.9	66	61.9	10	----	61.8	0.1	8	-7.9
Site 034	283	1	0	62.6	66	62.6	10	----	62.6	0	8	-8
Site 035	284	1	0	63.8	66	63.8	10	----	63.8	0	8	-8
Site 036	285	1	0	71.2	66	71.2	10	Snd Lvl	71.2	0	8	-8
Site 037	286	1	0	69.3	66	69.3	10	Snd Lvl	69.3	0	8	-8
Site 038	287	1	0	70.1	66	70.1	10	Snd Lvl	70.1	0	8	-8
Site 039	288	1	0	62.6	66	62.6	10	----	62.6	0	8	-8
Site 040	289	1	0	61.2	66	61.2	10	----	61.1	0.1	8	-7.9
Site 041	290	1	0	60.2	66	60.2	10	----	60.1	0.1	8	-7.9
Site 042	291	1	0	59.6	66	59.6	10	----	59.6	0	8	-8
Site 043	292	1	0	59.3	66	59.3	10	----	59.2	0.1	8	-7.9
Site 044	293	1	0	58.9	66	58.9	10	----	58.8	0.1	8	-7.9
Site 045	294	1	0	58.7	66	58.7	10	----	58.6	0.1	8	-7.9
Site 046	295	1	0	57.5	66	57.5	10	----	57.5	0	8	-8
Site 047	296	1	0	57.8	66	57.8	10	----	57.7	0.1	8	-7.9
Site 048	297	1	0	58.1	66	58.1	10	----	58	0.1	8	-7.9
Site 049	298	1	0	58.4	66	58.4	10	----	58.3	0.1	8	-7.9
Site 050	299	1	0	58.8	66	58.8	10	----	58.8	0	8	-8
Site 051	300	1	0	59.2	66	59.2	10	----	59.2	0	8	-8
Site 052	301	1	0	59.8	66	59.8	10	----	59.7	0.1	8	-7.9
Site 053	302	1	0	60.7	66	60.7	10	----	60.7	0	8	-8
Site 054	303	1	0	62.2	66	62.2	10	----	62.2	0	8	-8
Site 055	304	1	0	70.1	66	70.1	10	Snd Lvl	70.1	0	8	-8
Site 056	305	1	0	69.4	66	69.4	10	Snd Lvl	69.4	0	8	-8
Site 057	306	1	0	69.4	66	69.4	10	Snd Lvl	69.4	0	8	-8
Site 058	307	1	0	69.5	66	69.5	10	Snd Lvl	69.5	0	8	-8

Receiver Name	No.	No. of Dwelling Units	Existing Leq (dBA)	No Barrier Evaluation					With Barrier Evaluation			
				Calculated Leq (dBA)	Impact Criteria (dBA)	Increase over existing (dB)	Substantial Increase (dB)	Type of Impact	Calcuated Leq (dBA)	Noise Reduction (dB)	Nolise Reduction Goal (dB)	Calculated minus Goal (dB)
Site 059	308	1	0	69.8	66	69.8	10	Snd Lvl	69.8	0	8	-8
Site 060	309	1	0	63.5	66	63.5	10	----	63.5	0	8	-8
Site 061	310	1	0	61.3	66	61.3	10	----	61.3	0	8	-8
Site 062	311	1	0	59.8	66	59.8	10	----	59.8	0	8	-8
Site 063	312	1	0	59	66	59	10	----	59	0	8	-8
Site 064	313	1	0	58.2	66	58.2	10	----	58.1	0.1	8	-7.9
Site 065	314	1	0	57.7	66	57.7	10	----	57.7	0	8	-8
Site 066	315	1	0	57.3	66	57.3	10	----	57.2	0.1	8	-7.9
Site 067	316	1	0	56.8	66	56.8	10	----	56.8	0	8	-8
Site 068	317	1	0	56	66	56	10	----	55.9	0.1	8	-7.9
Site 069	318	1	0	64.8	66	64.8	10	----	64.8	0	8	-8
Site 070	319	1	0	61.6	66	61.6	10	----	61.6	0	8	-8
Site 071	320	1	0	59.9	66	59.9	10	----	59.9	0	8	-8
Site 072	321	1	0	59.3	66	59.3	10	----	59.3	0	8	-8
Site 073	322	1	0	58.7	66	58.7	10	----	58.7	0	8	-8
Site 074	323	1	0	58	66	58	10	----	58	0	8	-8
Site 075	324	2	0	57.5	66	57.5	10	----	57.5	0	8	-8
Site 076	325	2	0	57	66	57	10	----	57	0	8	-8
Site 077	326	1	0	56.5	66	56.5	10	----	56.4	0.1	8	-7.9
Site 078	327	1	0	55.9	66	55.9	10	----	55.9	0	8	-8
Site 079	328	1	0	55.4	66	55.4	10	----	55.3	0.1	8	-7.9
Site 080	329	1	0	69.7	66	69.7	10	Snd Lvl	69.7	0	8	-8
Site 081	330	1	0	68.7	66	68.7	10	Snd Lvl	68.7	0	8	-8
Site 082	331	1	0	70	66	70	10	Snd Lvl	70	0	8	-8
Site 083	332	1	0	61.6	66	61.6	10	----	61.6	0	8	-8
Site 084	333	1	0	60.7	66	60.7	10	----	60.7	0	8	-8
Site 085	334	1	0	59.7	66	59.7	10	----	59.7	0	8	-8
Site 086	335	1	0	58.6	66	58.6	10	----	58.6	0	8	-8
Site 087	336	1	0	57.6	66	57.6	10	----	57.5	0.1	8	-7.9
Site 088	337	1	0	56.9	66	56.9	10	----	56.9	0	8	-8
Site 089	338	1	0	56.5	66	56.5	10	----	56.4	0.1	8	-7.9
Site 090	339	1	0	55.8	66	55.8	10	----	55.8	0	8	-8
Site 091	340	1	0	54.9	66	54.9	10	----	54.9	0	8	-8
Site 092	341	1	0	54.8	66	54.8	10	----	54.8	0	8	-8
Site 093	342	1	0	55.7	66	55.7	10	----	55.7	0	8	-8
Site 094	343	1	0	56.3	66	56.3	10	----	56.3	0	8	-8
Site 095	344	1	0	56.9	66	56.9	10	----	56.9	0	8	-8
Site 096	345	1	0	57.7	66	57.7	10	----	57.6	0.1	8	-7.9
Site 097	346	1	0	59.8	66	59.8	10	----	59.8	0	8	-8

Receiver Name	No.	No. of Dwelling Units	Existing Leq (dBA)	No Barrier Evaluation					With Barrier Evaluation			
				Calculated Leq (dBA)	Impact Criteria (dBA)	Increase over existing (dB)	Substantial Increase (dB)	Type of Impact	Calcuated Leq (dBA)	Noise Reduction (dB)	Nolise Reduction Goal (dB)	Calculated minus Goal (dB)
Site 098	347	1	0	61.3	66	61.3	10	----	61.3	0	8	-8
Site 099	348	1	0	63.6	66	63.6	10	----	63.6	0	8	-8
Site 100	349	1	0	69.5	66	69.5	10	Snd Lvl	69.5	0	8	-8
Site 101	350	1	0	70.2	66	70.2	10	Snd Lvl	70.2	0	8	-8
Site 102	351	1	0	70.2	66	70.2	10	Snd Lvl	70.2	0	8	-8
Site 103	352	1	0	69.8	66	69.8	10	Snd Lvl	69.8	0	8	-8
Site 104	353	1	0	62.4	66	62.4	10	----	62.4	0	8	-8
Site 105	354	1	0	60.3	66	60.3	10	----	60.3	0	8	-8
Site 106	355	1	0	58.7	66	58.7	10	----	58.7	0	8	-8
Site 107	356	1	0	57.8	66	57.8	10	----	57.8	0	8	-8
Site 108	357	1	0	56.7	66	56.7	10	----	56.7	0	8	-8
Site 109	358	1	0	56	66	56	10	----	56	0	8	-8
Site 110	359	1	0	55.4	66	55.4	10	----	55.4	0	8	-8
Site 111	360	1	0	55.7	66	55.7	10	----	55.7	0	8	-8
Site 112	361	1	0	56.4	66	56.4	10	----	56.4	0	8	-8
Site 113	362	1	0	57.2	66	57.2	10	----	57.2	0	8	-8
Site 114	363	1	0	58	66	58	10	----	58	0	8	-8
Site 115	364	2	0	58.9	66	58.9	10	----	58.9	0	8	-8
Site 116	365	2	0	60.3	66	60.3	10	----	60.3	0	8	-8
Site 117	366	1	0	62.5	66	62.5	10	----	62.5	0	8	-8
Site 118	367	1	0	72.6	66	72.6	10	Snd Lvl	72.6	0	8	-8
Site 119	368	1	0	72.7	66	72.7	10	Snd Lvl	72.7	0	8	-8
Site 120	369	1	0	69.2	66	69.2	10	Snd Lvl	69.2	0	8	-8
Site 121	370	1	0	67.7	66	67.7	10	Snd Lvl	67.7	0	8	-8
Site 122	371	1	0	61	66	61	10	----	61	0	8	-8
Site 123	372	1	0	59	66	59	10	----	59	0	8	-8
Site 124	373	1	0	58.2	66	58.2	10	----	58.2	0	8	-8
Site 125	374	1	0	57.2	66	57.2	10	----	57.2	0	8	-8
Site 126	375	1	0	56.6	66	56.6	10	----	56.6	0	8	-8
Site 127	376	1	0	56	66	56	10	----	56	0	8	-8
Site 128	377	1	0	56.3	66	56.3	10	----	56.3	0	8	-8
Site 129	378	1	0	56.9	66	56.9	10	----	56.9	0	8	-8
Site 130	379	1	0	57.5	66	57.5	10	----	57.5	0	8	-8
Site 131	380	1	0	58.3	66	58.3	10	----	58.3	0	8	-8
Site 132	381	1	0	59.5	66	59.5	10	----	59.5	0	8	-8
Site 133	382	1	0	61.1	66	61.1	10	----	61.1	0	8	-8
Site 134	383	1	0	62.5	66	62.5	10	----	62.4	0.1	8	-7.9
Site 135	384	4	0	70.8	66	70.8	10	Snd Lvl	70.8	0	8	-8
Site 136	385	4	0	70.8	66	70.8	10	Snd Lvl	70.8	0	8	-8

Receiver Name	No.	No. of Dwelling Units	Existing Leq (dBA)	No Barrier Evaluation					With Barrier Evaluation			
				Calculated Leq (dBA)	Impact Criteria (dBA)	Increase over existing (dB)	Substantial Increase (dB)	Type of Impact	Calcuated Leq (dBA)	Noise Reduction (dB)	Nolise Reduction Goal (dB)	Calculated minus Goal (dB)
Site 137	386	4	0	70.9	66	70.9	10	Snd Lvl	70.9	0	8	-8
Site 138	387	4	0	70.9	66	70.9	10	Snd Lvl	70.9	0	8	-8
Site 139	388	1	0	63	66	63	10	----	63	0	8	-8
Site 140	389	1	0	61.1	66	61.1	10	----	61.1	0	8	-8
Site 141	390	1	0	59.7	66	59.7	10	----	59.7	0	8	-8
Site 142	391	1	0	58.8	66	58.8	10	----	58.8	0	8	-8
Site 143	392	1	0	58.3	66	58.3	10	----	58.3	0	8	-8
Site 144	393	1	0	57.6	66	57.6	10	----	57.6	0	8	-8
Site 145	394	1	0	57.1	66	57.1	10	----	57.1	0	8	-8
Site 146	395	1	0	56.6	66	56.6	10	----	56.6	0	8	-8
Site 147	396	1	0	57.4	66	57.4	10	----	57.4	0	8	-8
Site 148	397	1	0	58	66	58	10	----	58	0	8	-8
Site 149	398	1	0	58.7	66	58.7	10	----	58.7	0	8	-8
Site 150	399	1	0	59.4	66	59.4	10	----	59.4	0	8	-8
Site 151	400	1	0	60.4	66	60.4	10	----	60.4	0	8	-8
Site 152	401	1	0	61.5	66	61.5	10	----	61.5	0	8	-8
Site 153	402	1	0	63.2	66	63.2	10	----	63.2	0	8	-8
Site 154	403	8	0	70.5	66	70.5	10	Snd Lvl	70.5	0	8	-8
Site 155	404	8	0	70.4	66	70.4	10	Snd Lvl	70.4	0	8	-8
Site 156	405	8	0	70.4	66	70.4	10	Snd Lvl	70.4	0	8	-8
Site 157	406	8	0	70.6	66	70.6	10	Snd Lvl	70.6	0	8	-8
Site 158	407	1	0	65.5	66	65.5	10	----	65.5	0	8	-8
Site 159	408	1	0	63.9	66	63.9	10	----	63.9	0	8	-8
Site 160	409	1	0	62.3	66	62.3	10	----	62.3	0	8	-8
Site 161	410	1	0	61.2	66	61.2	10	----	61.2	0	8	-8
Site 162	411	1	0	60.6	66	60.6	10	----	60.6	0	8	-8
Site 163	412	1	0	59.9	66	59.9	10	----	59.9	0	8	-8
Site 164	413	1	0	59.4	66	59.4	10	----	59.4	0	8	-8
Site 165	414	1	0	61.9	66	61.9	10	----	61.9	0	8	-8
Site 166	415	1	0	61.3	66	61.3	10	----	61.3	0	8	-8
Site 167	416	1	0	60.7	66	60.7	10	----	60.7	0	8	-8
Site 168	417	1	0	60	66	60	10	----	60	0	8	-8
Site 169	418	1	0	63.5	66	63.5	10	----	63.5	0	8	-8
Site 170	419	1	0	66.2	66	66.2	10	Snd Lvl	66.2	0	8	-8
Site 171	420	1	0	61.8	66	61.8	10	----	61.8	0	8	-8
Site 172	421	1	0	61.5	66	61.5	10	----	61.5	0	8	-8
Site 173	422	1	0	60.9	66	60.9	10	----	60.9	0	8	-8
Site 174	423	1	0	63.6	66	63.6	10	----	63.6	0	8	-8
Site 175	424	1	0	61.8	66	61.8	10	----	61.8	0	8	-8

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Site 176	425	1	0	61	66	61	10	----	61	0	8	-8
Site 177	426	1	0	60.4	66	60.4	10	----	60.4	0	8	-8
Site 178	427	1	0	59.9	66	59.9	10	----	59.8	0.1	8	-7.9
Site 179	428	1	0	59.2	66	59.2	10	----	59.2	0	8	-8
Site 180	429	1	0	60.2	66	60.2	10	----	60.1	0.1	8	-7.9
Site 181	430	1	0	60.2	66	60.2	10	----	60.2	0	8	-8
Site 182	431	1	0	60.2	66	60.2	10	----	60.2	0	8	-8
Site 183	432	1	0	61.5	66	61.5	10	----	61.5	0	8	-8
Site 184	433	1	0	64.2	66	64.2	10	----	64.2	0	8	-8
Site 185	434	1	0	63.2	66	63.2	10	----	63.1	0.1	8	-7.9
Site 186	435	1	0	62.8	66	62.8	10	----	62.8	0	8	-8
Site 187	436	1	0	62.6	66	62.6	10	----	62.6	0	8	-8
Site 188	437	1	0	63.2	66	63.2	10	----	63.2	0	8	-8
Site 189	438	1	0	61	66	61	10	----	61	0	8	-8
Site 190	439	1	0	60.6	66	60.6	10	----	60.6	0	8	-8
Site 191	440	1	0	58.9	66	58.9	10	----	58.9	0	8	-8
Site 192	441	1	0	58.6	66	58.6	10	----	58.6	0	8	-8
Site 193	442	1	0	58.2	66	58.2	10	----	58.2	0	8	-8
Site 194	443	1	0	63.1	66	63.1	10	----	63.1	0	8	-8
Site 195	444	1	0	62.1	66	62.1	10	----	62.1	0	8	-8
Site 196	445	1	0	58.5	66	58.5	10	----	58.5	0	8	-8
Site 197	446	1	0	57.7	66	57.7	10	----	57.7	0	8	-8
Site 198	447	1	0	56.8	66	56.8	10	----	56.7	0.1	8	-7.9
Site 199	448	1	0	56	66	56	10	----	56	0	8	-8
F02/Ridgewood Prep	449	1	0	63.9	66	63.9	10	----	63.9	0	8	-8
Site 200	450	1	0	62.1	66	62.1	10	----	62.1	0	8	-8
Site 201	451	1	0	62.7	66	62.7	10	----	62.7	0	8	-8
Site 202	452	1	0	62.9	66	62.9	10	----	62.9	0	8	-8
Site 203	453	1	0	63.2	66	63.2	10	----	63.2	0	8	-8
Site 204	454	1	0	63	66	63	10	----	63	0	8	-8
Site 205	455	1	0	63.4	66	63.4	10	----	63.4	0	8	-8
Site 206	456	1	0	58.7	66	58.7	10	----	58.7	0	8	-8
Site 207	457	1	0	59.3	66	59.3	10	----	59.3	0	8	-8
Site 208	458	1	0	59.8	66	59.8	10	----	59.8	0	8	-8
Site 209	459	1	0	60	66	60	10	----	60	0	8	-8
Site 210	460	1	0	60.3	66	60.3	10	----	60.2	0.1	8	-7.9
Site 211	461	1	0	65.9	66	65.9	10	----	65.8	0.1	8	-7.9
Site 212	462	1	0	64.7	66	64.7	10	----	64.7	0	8	-8
Site 213	463	1	0	63.1	66	63.1	10	----	63.1	0	8	-8

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Site 214	464	1	0	62	66	62	10	----	61.9	0.1	8	-7.9
Site 215	465	1	0	60.2	66	60.2	10	----	60.1	0.1	8	-7.9
Site 216	466	1	0	59.5	66	59.5	10	----	59.4	0.1	8	-7.9
Site 217	467	1	0	58.8	66	58.8	10	----	58.6	0.2	8	-7.8
Site 218	468	1	0	58.1	66	58.1	10	----	57.9	0.2	8	-7.8
Site 219	469	1	0	66.5	66	66.5	10	Snd Lvl	66.4	0.1	8	-7.9
Site 220	470	1	0	64.6	66	64.6	10	----	64.5	0.1	8	-7.9
Site 221	471	1	0	63.5	66	63.5	10	----	63.5	0	8	-8
Site 222	472	1	0	62.4	66	62.4	10	----	62.3	0.1	8	-7.9
Site 223	473	1	0	61.2	66	61.2	10	----	61.1	0.1	8	-7.9
Site 224	474	1	0	60.5	66	60.5	10	----	60.4	0.1	8	-7.9
Site 225	475	1	0	59.8	66	59.8	10	----	59.6	0.2	8	-7.8
Site 226	476	1	0	58.6	66	58.6	10	----	58.3	0.3	8	-7.7
Site 227	477	1	0	58.1	66	58.1	10	----	57.8	0.3	8	-7.7
Site 228	478	1	0	58.5	66	58.5	10	----	57.9	0.6	8	-7.4
Site 229	479	1	0	59	66	59	10	----	58.4	0.6	8	-7.4
Site 230	480	1	0	60.3	66	60.3	10	----	59.9	0.4	8	-7.6
Site 231	481	1	0	60.9	66	60.9	10	----	60.6	0.3	8	-7.7
Site 232	482	1	0	61.6	66	61.6	10	----	61.3	0.3	8	-7.7
Site 233	483	1	0	62.2	66	62.2	10	----	61.9	0.3	8	-7.7
Site 234	484	1	0	63	66	63	10	----	62.8	0.2	8	-7.8
Site 235	485	1	0	64	66	64	10	----	63.8	0.2	8	-7.8
Site 236	486	1	0	65.2	66	65.2	10	----	65.1	0.1	8	-7.9
Site 237	487	1	0	67.4	66	67.4	10	Snd Lvl	67.4	0	8	-8
Site 238	488	1	0	63.7	66	63.7	10	----	63.5	0.2	8	-7.8
Site 239	489	1	0	64.5	66	64.5	10	----	64.2	0.3	8	-7.7
Site 240	490	1	0	64.9	66	64.9	10	----	64.6	0.3	8	-7.7
Site 241	491	1	0	65.8	66	65.8	10	----	65.4	0.4	8	-7.6
Site 242	492	1	0	66.3	66	66.3	10	Snd Lvl	65.9	0.4	8	-7.6
Site 243	493	1	0	69.5	66	69.5	10	Snd Lvl	69.2	0.3	8	-7.7
Site 244	494	1	0	70.9	66	70.9	10	Snd Lvl	70.9	0	8	-8
Site 245	495	1	0	71.1	66	71.1	10	Snd Lvl	71.1	0	8	-8
Site 246	496	1	0	72.4	66	72.4	10	Snd Lvl	72.3	0.1	8	-7.9
Site 247	497	1	0	62.4	66	62.4	10	----	62.1	0.3	8	-7.7
Site 248	498	1	0	62.8	66	62.8	10	----	62.4	0.4	8	-7.6
Site 249	499	1	0	63.4	66	63.4	10	----	62.9	0.5	8	-7.5
Site 250	500	1	0	63.6	66	63.6	10	----	63.1	0.5	8	-7.5
Site 251	501	1	0	64.4	66	64.4	10	----	63.8	0.6	8	-7.4
Site 252	502	1	0	65.1	66	65.1	10	----	64.4	0.7	8	-7.3

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Site 253	503	1	0	67.5	66	67.5	10	Snd Lvl	66.1	1.4	8	-6.6
Site 254	504	1	0	66.7	66	66.7	10	Snd Lvl	63.7	3	8	-5
Site 255	505	1	0	65.6	66	65.6	10	----	62.6	3	8	-5
Site 256	506	1	0	64.7	66	64.7	10	----	61.8	2.9	8	-5.1
Site 257	507	1	0	62.4	66	62.4	10	----	61.1	1.3	8	-6.7
Site 258	508	1	0	62	66	62	10	----	60.9	1.1	8	-6.9
Site 259	509	1	0	61.4	66	61.4	10	----	60.5	0.9	8	-7.1
Site 260	510	1	0	61.1	66	61.1	10	----	60.4	0.7	8	-7.3
Site 261	511	1	0	60.8	66	60.8	10	----	60.1	0.7	8	-7.3
Site 262	512	1	0	60.5	66	60.5	10	----	59.9	0.6	8	-7.4
Site 263	513	1	0	59.6	66	59.6	10	----	58.9	0.7	8	-7.3
Site 264	514	1	0	60	66	60	10	----	59.1	0.9	8	-7.1
Site 265	515	1	0	60.2	66	60.2	10	----	59.3	0.9	8	-7.1
Site 266	516	1	0	60.6	66	60.6	10	----	59.5	1.1	8	-6.9
Site 267	517	1	0	60.9	66	60.9	10	----	59.7	1.2	8	-6.8
Site 268	518	1	0	61.3	66	61.3	10	----	59.9	1.4	8	-6.6
Site 269	519	1	0	63	66	63	10	----	60.1	2.9	8	-5.1
Site 270	520	1	0	62.2	66	62.2	10	----	59.7	2.5	8	-5.5
Site 271	521	1	0	68	66	68	10	Snd Lvl	61.2	6.8	8	-1.2
Site 272	522	1	0	66.6	66	66.6	10	Snd Lvl	60.4	6.2	8	-1.8
Site 273	523	1	0	66.3	66	66.3	10	Snd Lvl	59.9	6.4	8	-1.6
Site 274	524	1	0	66.3	66	66.3	10	Snd Lvl	59.7	6.6	8	-1.4
Site 275	525	1	0	62.5	66	62.5	10	----	58.4	4.1	8	-3.9
Site 276	526	1	0	65.1	66	65.1	10	----	58.7	6.4	8	-1.6
Site 277	527	1	0	63.9	66	63.9	10	----	57.8	6.1	8	-1.9
Site 278	528	1	0	60.3	66	60.3	10	----	56.7	3.6	8	-4.4
Site 279	529	1	0	60.2	66	60.2	10	----	58.4	1.8	8	-6.2
Site 280	530	1	0	59.5	66	59.5	10	----	57.7	1.8	8	-6.2
Site 281	531	1	0	58.9	66	58.9	10	----	57.1	1.8	8	-6.2
Site 282	532	1	0	58.1	66	58.1	10	----	56.3	1.8	8	-6.2
Site 283	533	1	0	56.3	66	56.3	10	----	54.7	1.6	8	-6.4
Site 284	534	1	0	57.4	66	57.4	10	----	55.6	1.8	8	-6.2
Site 285	535	1	0	57.8	66	57.8	10	----	55.6	2.2	8	-5.8
Site 286	536	1	0	58.5	66	58.5	10	----	55.4	3.1	8	-4.9
Site 287	537	1	0	59.2	66	59.2	10	----	55.6	3.6	8	-4.4
Site 288	538	1	0	59.8	66	59.8	10	----	56.4	3.4	8	-4.6
Site 289	539	1	0	61.4	66	61.4	10	----	59	2.4	8	-5.6
Site 290	540	1	0	62.8	66	62.8	10	----	58.2	4.6	8	-3.4
Site 291	541	1	0	64	66	64	10	----	59.3	4.7	8	-3.3

Receiver Name	No.	No. of Dwelling Units	Existing Leq (dBA)	No Barrier Evaluation					With Barrier Evaluation			
				Calculated Leq (dBA)	Impact Criteria (dBA)	Increase over existing (dB)	Substantial Increase (dB)	Type of Impact	Calcuated Leq (dBA)	Noise Reduction (dB)	Nolise Reduction Goal (dB)	Calculated minus Goal (dB)
Site 292	542	1	0	65.8	66	65.8	10	----	60.7	5.1	8	-2.9
Site 293	543	1	0	66.3	66	66.3	10	Snd Lvl	61.1	5.2	8	-2.8
Site 294	544	1	0	68.9	66	68.9	10	Snd Lvl	62.6	6.3	8	-1.7
Site 295	545	1	0	59.1	66	59.1	10	----	56.6	2.5	8	-5.5
Site 296	546	1	0	60.1	66	60.1	10	----	57.4	2.7	8	-5.3
Site 297	547	1	0	60.7	66	60.7	10	----	57.9	2.8	8	-5.2
Site 298	548	1	0	61.6	66	61.6	10	----	58.8	2.8	8	-5.2
Site 299	549	1	0	62.1	66	62.1	10	----	59.2	2.9	8	-5.1
Site 300	550	1	0	63.3	66	63.3	10	----	60.3	3	8	-5
Site 301	551	1	0	61.4	66	61.4	10	----	59.3	2.1	8	-5.9
Site 302	552	1	0	59.8	66	59.8	10	----	58.2	1.6	8	-6.4
Site 303	553	1	0	58.9	66	58.9	10	----	57.5	1.4	8	-6.6
Site 304	554	1	0	69.6	66	69.6	10	Snd Lvl	63.4	6.2	8	-1.8
Site 305	555	1	0	66.4	66	66.4	10	Snd Lvl	62.7	3.7	8	-4.3
Site 306	556	1	0	63.2	66	63.2	10	----	60.9	2.3	8	-5.7
Site 307	557	1	0	62.1	66	62.1	10	----	60.2	1.9	8	-6.1
Site 308	558	1	0	67.3	66	67.3	10	Snd Lvl	65.4	1.9	8	-6.1
Site 309	559	1	0	65.5	66	65.5	10	----	63.9	1.6	8	-6.4
Site 310	560	1	0	64.3	66	64.3	10	----	62.8	1.5	8	-6.5
Site 311	561	1	0	62.8	66	62.8	10	----	61.5	1.3	8	-6.7
Site 312	562	1	0	65.2	66	65.2	10	----	64.1	1.1	8	-6.9
Site 313	563	1	0	63.5	66	63.5	10	----	62.3	1.2	8	-6.8
Site 314	564	1	0	73.4	66	73.4	10	Snd Lvl	73.2	0.2	8	-7.8
Site 315	565	1	0	68	66	68	10	Snd Lvl	67.1	0.9	8	-7.1
Site 316	566	1	0	66.3	66	66.3	10	Snd Lvl	64.8	1.5	8	-6.5
Site 317	567	1	0	65.2	66	65.2	10	----	63.2	2	8	-6
Site 318	568	1	0	69.5	66	69.5	10	Snd Lvl	67.9	1.6	8	-6.4
Site 319	569	1	0	67.5	66	67.5	10	Snd Lvl	65.2	2.3	8	-5.7
Site 320	570	1	0	66.9	66	66.9	10	Snd Lvl	64.1	2.8	8	-5.2
Site 321	571	1	0	70	66	70	10	Snd Lvl	62	8	8	0
Site 322	572	1	0	68.9	66	68.9	10	Snd Lvl	61.8	7.1	8	-0.9
Site 323	573	1	0	68.4	66	68.4	10	Snd Lvl	61.6	6.8	8	-1.2
Site 324	574	1	0	70.4	66	70.4	10	Snd Lvl	59.6	10.8	8	2.8
Site 325	575	1	0	68.9	66	68.9	10	Snd Lvl	61.6	7.3	8	-0.7
Site 326	576	1	0	66	66	66	10	Snd Lvl	63.3	2.7	8	-5.3
Site 327	577	1	0	68.9	66	68.9	10	Snd Lvl	65.3	3.6	8	-4.4
Site 328	578	1	0	63.8	66	63.8	10	----	61.4	2.4	8	-5.6
Site 329	579	1	0	63.5	66	63.5	10	----	60.8	2.7	8	-5.3
Site 330	580	1	0	63.2	66	63.2	10	----	60.6	2.6	8	-5.4

Receiver Name	No.	No. of Dwelling Units	Existing Leq (dBA)	No Barrier Evaluation					With Barrier Evaluation			
				Calculated Leq (dBA)	Impact Criteria (dBA)	Increase over existing (dB)	Substantial Increase (dB)	Type of Impact	Calcuated Leq (dBA)	Noise Reduction (dB)	Nolise Reduction Goal (dB)	Calculated minus Goal (dB)
Site 331	581	1	0	63.1	66	63.1	10	----	60.9	2.2	8	-5.8
Site 332	582	1	0	61.4	66	61.4	10	----	59.7	1.7	8	-6.3
Site 333	583	1	0	60.4	66	60.4	10	----	59.1	1.3	8	-6.7
Site 334	584	1	0	59.7	66	59.7	10	----	58.5	1.2	8	-6.8
Site 335	585	1	0	60.4	66	60.4	10	----	59	1.4	8	-6.6
Site 336	586	1	0	60.9	66	60.9	10	----	59.5	1.4	8	-6.6
Site 337	587	1	0	61.3	66	61.3	10	----	59.9	1.4	8	-6.6
Site 338	588	1	0	62	66	62	10	----	60.7	1.3	8	-6.7
Site 339	589	1	0	68.1	66	68.1	10	Snd Lvl	67.8	0.3	8	-7.7
Site 340	590	1	0	65.3	66	65.3	10	----	64.5	0.8	8	-7.2
Site 341	591	1	0	65.3	66	65.3	10	----	65	0.3	8	-7.7
Site 342	592	1	0	65.5	66	65.5	10	----	65.3	0.2	8	-7.8
Site 343	593	1	0	65.3	66	65.3	10	----	65.2	0.1	8	-7.9
Site 344	594	1	0	63.3	66	63.3	10	----	63	0.3	8	-7.7
Site 345	595	1	0	63.1	66	63.1	10	----	62.9	0.2	8	-7.8
Site 346	596	1	0	62.7	66	62.7	10	----	62.5	0.2	8	-7.8
Site 347	597	1	0	62.7	66	62.7	10	----	62.5	0.2	8	-7.8
Site 348	598	1	0	64.7	66	64.7	10	----	64.7	0	8	-8
Site 349	599	1	0	65.4	66	65.4	10	----	65.4	0	8	-8
Site 350	600	1	0	64.5	66	64.5	10	----	64.5	0	8	-8
Site 351	601	1	0	60.8	66	60.8	10	----	60.6	0.2	8	-7.8
Site 352	602	1	0	60.8	66	60.8	10	----	60.6	0.2	8	-7.8
Site 353	603	1	0	60.7	66	60.7	10	----	60.5	0.2	8	-7.8
Site 354	604	1	0	60.7	66	60.7	10	----	60.4	0.3	8	-7.7
Site 355	605	1	0	60.9	66	60.9	10	----	60.6	0.3	8	-7.7
Site 356	606	1	0	61.3	66	61.3	10	----	60.8	0.5	8	-7.5
Site 357	607	1	0	61.7	66	61.7	10	----	61.1	0.6	8	-7.4
Site 358	608	1	0	61.5	66	61.5	10	----	60.4	1.1	8	-6.9
Site 359	609	1	0	60.7	66	60.7	10	----	59.6	1.1	8	-6.9
Site 360	610	1	0	59.8	66	59.8	10	----	58.8	1	8	-7
Site 361	611	1	0	59.2	66	59.2	10	----	58.2	1	8	-7
Site 362	612	1	0	58.2	66	58.2	10	----	57.4	0.8	8	-7.2
Site 363	613	1	0	58.3	66	58.3	10	----	57.7	0.6	8	-7.4
Site 364	614	1	0	58.1	66	58.1	10	----	57.5	0.6	8	-7.4
Site 365	615	1	0	57.8	66	57.8	10	----	57.3	0.5	8	-7.5
Site 366	616	1	0	57.5	66	57.5	10	----	57	0.5	8	-7.5
Site 367	617	1	0	57.5	66	57.5	10	----	57.1	0.4	8	-7.6
Site 368	618	1	0	57.8	66	57.8	10	----	56.9	0.9	8	-7.1
Site 369	619	1	0	58.7	66	58.7	10	----	57.6	1.1	8	-6.9

Receiver Name	No.	No. of Dwelling Units	Existing Leq (dBA)	No Barrier Evaluation					With Barrier Evaluation			
				Calculated Leq (dBA)	Impact Criteria (dBA)	Increase over existing (dB)	Substantial Increase (dB)	Type of Impact	Calcuated Leq (dBA)	Noise Reduction (dB)	Nolise Reduction Goal (dB)	Calculated minus Goal (dB)
F01/East Jefferson	621	1	0	56.1	66	56.1	10	----	56	0.1	8	-7.9
F03/Garden of Memories	622	1	0	55.2	66	55.2	10	----	55	0.2	8	-7.8

TNM Model Ouput

2033 Alternative 2

URS
SPG

31-Oct-12
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: US 61/LA 3152 Intersection Improvement
RUN: Alt 2 2033
BARRIER DESIGN: INPUT HEIGHTS

ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA

				No Barrier Evaluation					With Barrier Evaluation			
Receiver Name	No.	No. of Dwelling Units	Existing Leq (dBA)	Calculated Leq (dBA)	Impact Criteria (dBA)	Increase over existing (dB)	Substantial Increase (dB)	Type of Impact	Calcuated Leq (dBA)	Noise Reduction (dB)	Nolise Reduction Goal (dB)	Calculated minus Goal (dB)
Receiver A	13	1	65.8	66.2	66	0.4	10	Snd Lvl	66.2	0	8	-8
Receiver B	145	1	70.9	71.4	66	0.5	10	Snd Lvl	71.4	0	8	-8
Receiver C	5	1	65.4	67.8	66	2.4	10	Snd Lvl	66.7	1.1	8	-6.9
Receiver D	3	1	64.9	70.6	66	5.7	10	Snd Lvl	70.5	0.1	8	-7.9
Receiver E	7	1	58.7	62	66	3.3	10	----	62	0	8	-8
Receiver F	1	1	69.6	71.1	66	1.5	10	Snd Lvl	71.1	0	8	-8
Receiver G	9	1	61.9	66.2	66	4.3	10	Snd Lvl	66.2	0	8	-8
Receiver H	11	1	63.7	67.4	66	3.7	10	Snd Lvl	67.4	0	8	-8
C01	208	1	0	65.3	71	65.3	10	----	65.3	0	8	-8
C02	209	1	0	65.1	71	65.1	10	----	65.1	0	8	-8
C03	210	1	0	67.1	71	67.1	10	----	67.1	0	8	-8
C04	211	1	0	67.8	71	67.8	10	----	67.8	0	8	-8
C05	212	1	0	71.4	71	71.4	10	Snd Lvl	71.4	0	8	-8
C06	213	1	0	68.5	71	68.5	10	----	68.5	0	8	-8
C07	214	1	0	68.6	71	68.6	10	----	68.6	0	8	-8
C08	215	1	0	65.9	71	65.9	10	----	65.9	0	8	-8
C09	216	1	0	68.4	71	68.4	10	----	68.3	0.1	8	-7.9
C10	217	1	0	65.2	71	65.2	10	----	65.2	0	8	-8
C11	218	1	0	66.8	71	66.8	10	----	66.7	0.1	8	-7.9
C12	219	1	0	68.5	71	68.5	10	----	68.5	0	8	-8
C13	220	1	0	66.3	71	66.3	10	----	66.3	0	8	-8
C14	221	1	0	72	71	72	10	Snd Lvl	72	0	8	-8
C15	222	1	0	67.1	71	67.1	10	----	67.1	0	8	-8
C16	223	1	0	67.8	71	67.8	10	----	67.8	0	8	-8
C17	224	1	0	70.5	71	70.5	10	----	70.5	0	8	-8
C18	225	1	0	69.6	71	69.6	10	----	69.6	0	8	-8
C19	226	1	0	69	71	69	10	----	68.9	0.1	8	-7.9
C20	227	1	0	63	71	63	10	----	63	0	8	-8
C21	228	1	0	64.9	71	64.9	10	----	64.9	0	8	-8

Receiver Name	No.	No. of Dwelling Units	Existing Leq (dBA)	No Barrier Evaluation					With Barrier Evaluation			
				Calculated Leq (dBA)	Impact Criteria (dBA)	Increase over existing (dB)	Substantial Increase (dB)	Type of Impact	Calcuated Leq (dBA)	Noise Reduction (dB)	Nolise Reduction Goal (dB)	Calculated minus Goal (dB)
C22	229	1	0	62.9	71	62.9	10	----	62.9	0	8	-8
C23	230	1	0	62.3	71	62.3	10	----	62.3	0	8	-8
C24	231	1	0	64.7	71	64.7	10	----	64.7	0	8	-8
C25	232	1	0	72.5	71	72.5	10	Snd Lvl	72.5	0	8	-8
C26	233	1	0	75	71	75	10	Snd Lvl	75	0	8	-8
C27	234	1	0	68	71	68	10	----	68	0	8	-8
C28	235	1	0	69.8	71	69.8	10	----	69.8	0	8	-8
C29	236	1	0	68.9	71	68.9	10	----	68.9	0	8	-8
C30	237	1	0	67.1	71	67.1	10	----	67	0.1	8	-7.9
C31	238	1	0	71.3	71	71.3	10	Snd Lvl	71.2	0.1	8	-7.9
C32	239	1	0	57.4	71	57.4	10	----	57.4	0	8	-8
C33	240	1	0	57.2	71	57.2	10	----	57.2	0	8	-8
C34	241	1	0	56.2	71	56.2	10	----	56.1	0.1	8	-7.9
C35	242	1	0	58.2	71	58.2	10	----	58.2	0	8	-8
C36	243	1	0	58.4	71	58.4	10	----	58.3	0.1	8	-7.9
C37	244	1	0	69.5	71	69.5	10	----	69.5	0	8	-8
C38	245	1	0	73	71	73	10	Snd Lvl	73	0	8	-8
C39	246	1	0	72.2	71	72.2	10	Snd Lvl	72.2	0	8	-8
C40	247	1	0	59.1	71	59.1	10	----	59.1	0	8	-8
C41	248	1	0	62.2	71	62.2	10	----	62.2	0	8	-8
Site 001	249	1	0	56	66	56	10	----	56	0	8	-8
Site 002	250	1	0	54.6	66	54.6	10	----	54.6	0	8	-8
Site 003	251	1	0	53.6	66	53.6	10	----	53.6	0	8	-8
Site 004	252	1	0	52.9	66	52.9	10	----	52.9	0	8	-8
Site 005	253	1	0	52.5	66	52.5	10	----	52.5	0	8	-8
Site 006	254	2	0	52.8	66	52.8	10	----	52.8	0	8	-8
Site 007	255	1	0	53	66	53	10	----	53	0	8	-8
Site 008	256	1	0	53.3	66	53.3	10	----	53.3	0	8	-8
Site 009	257	1	0	53.4	66	53.4	10	----	53.4	0	8	-8
Site 010	258	1	0	53.8	66	53.8	10	----	53.8	0	8	-8
Site 011	259	1	0	54	66	54	10	----	54	0	8	-8
Site 012	260	1	0	54.1	66	54.1	10	----	54.1	0	8	-8
Site 013	261	1	0	54.4	66	54.4	10	----	54.4	0	8	-8
Site 014	262	1	0	54.6	66	54.6	10	----	54.6	0	8	-8
Site 015	263	1	0	54.7	66	54.7	10	----	54.7	0	8	-8
Site 016	264	1	0	59.4	66	59.4	10	----	59.4	0	8	-8
Site 017	265	1	0	59.6	66	59.6	10	----	59.6	0	8	-8
Site 018	266	1	0	61.4	66	61.4	10	----	61.4	0	8	-8
Site 019	267	1	0	60.2	66	60.2	10	----	60.2	0	8	-8

Receiver Name	No.	No. of Dwelling Units	Existing Leq (dBA)	No Barrier Evaluation					With Barrier Evaluation			
				Calculated Leq (dBA)	Impact Criteria (dBA)	Increase over existing (dB)	Substantial Increase (dB)	Type of Impact	Calcuated Leq (dBA)	Noise Reduction (dB)	Nolise Reduction Goal (dB)	Calculated minus Goal (dB)
Site 020	268	1	0	59.1	66	59.1	10	----	59.1	0	8	-8
Site 021	269	1	0	58	66	58	10	----	58	0	8	-8
Site 022	270	1	0	57.2	66	57.2	10	----	57.2	0	8	-8
Site 023	271	1	0	56.4	66	56.4	10	----	56.4	0	8	-8
Site 024	272	1	0	58.6	66	58.6	10	----	58.6	0	8	-8
Site 025	273	1	0	57.6	66	57.6	10	----	57.6	0	8	-8
Site 026	274	1	0	56.7	66	56.7	10	----	56.6	0.1	8	-7.9
Site 027	275	1	0	56	66	56	10	----	56	0	8	-8
Site 028	276	1	0	62.1	66	62.1	10	----	62	0.1	8	-7.9
Site 029	277	1	0	61.8	66	61.8	10	----	61.7	0.1	8	-7.9
Site 030	278	1	0	61.7	66	61.7	10	----	61.6	0.1	8	-7.9
Site 031	279	1	0	61.6	66	61.6	10	----	61.6	0	8	-8
Site 032	280	1	0	61.7	66	61.7	10	----	61.6	0.1	8	-7.9
Site 033	281	1	0	62.2	66	62.2	10	----	62.1	0.1	8	-7.9
Site 034	282	1	0	62.8	66	62.8	10	----	62.7	0.1	8	-7.9
Site 035	283	1	0	63.9	66	63.9	10	----	63.9	0	8	-8
Site 036	284	1	0	70.9	66	70.9	10	Snd Lvl	70.9	0	8	-8
Site 037	285	1	0	69.2	66	69.2	10	Snd Lvl	69.1	0.1	8	-7.9
Site 038	286	1	0	69.9	66	69.9	10	Snd Lvl	69.9	0	8	-8
Site 039	287	1	0	62.6	66	62.6	10	----	62.5	0.1	8	-7.9
Site 040	288	1	0	61.1	66	61.1	10	----	61.1	0	8	-8
Site 041	289	1	0	60.2	66	60.2	10	----	60.1	0.1	8	-7.9
Site 042	290	1	0	59.7	66	59.7	10	----	59.6	0.1	8	-7.9
Site 043	291	1	0	59.4	66	59.4	10	----	59.3	0.1	8	-7.9
Site 044	292	1	0	59	66	59	10	----	59	0	8	-8
Site 045	293	1	0	58.8	66	58.8	10	----	58.8	0	8	-8
Site 046	294	1	0	57.7	66	57.7	10	----	57.6	0.1	8	-7.9
Site 047	295	1	0	57.9	66	57.9	10	----	57.9	0	8	-8
Site 048	296	1	0	58.1	66	58.1	10	----	58.1	0	8	-8
Site 049	297	1	0	58.5	66	58.5	10	----	58.4	0.1	8	-7.9
Site 050	298	1	0	58.9	66	58.9	10	----	58.8	0.1	8	-7.9
Site 051	299	1	0	59.2	66	59.2	10	----	59.2	0	8	-8
Site 052	300	1	0	59.7	66	59.7	10	----	59.7	0	8	-8
Site 053	301	1	0	60.7	66	60.7	10	----	60.6	0.1	8	-7.9
Site 054	302	1	0	62.2	66	62.2	10	----	62.2	0	8	-8
Site 055	303	1	0	69.9	66	69.9	10	Snd Lvl	69.9	0	8	-8
Site 056	304	1	0	69.2	66	69.2	10	Snd Lvl	69.2	0	8	-8
Site 057	305	1	0	69.2	66	69.2	10	Snd Lvl	69.2	0	8	-8
Site 058	306	1	0	69.3	66	69.3	10	Snd Lvl	69.3	0	8	-8

Receiver Name	No.	No. of Dwelling Units	Existing Leq (dBA)	No Barrier Evaluation					With Barrier Evaluation			
				Calculated Leq (dBA)	Impact Criteria (dBA)	Increase over existing (dB)	Substantial Increase (dB)	Type of Impact	Calcuated Leq (dBA)	Noise Reduction (dB)	Nolise Reduction Goal (dB)	Calculated minus Goal (dB)
Site 059	307	1	0	69.5	66	69.5	10	Snd Lvl	69.5	0	8	-8
Site 060	308	1	0	63.4	66	63.4	10	----	63.4	0	8	-8
Site 061	309	1	0	61.3	66	61.3	10	----	61.2	0.1	8	-7.9
Site 062	310	1	0	59.7	66	59.7	10	----	59.7	0	8	-8
Site 063	311	1	0	59	66	59	10	----	58.9	0.1	8	-7.9
Site 064	312	1	0	58.1	66	58.1	10	----	58.1	0	8	-8
Site 065	313	1	0	57.7	66	57.7	10	----	57.7	0	8	-8
Site 066	314	1	0	57.2	66	57.2	10	----	57.2	0	8	-8
Site 067	315	1	0	56.9	66	56.9	10	----	56.8	0.1	8	-7.9
Site 068	316	1	0	56	66	56	10	----	56	0	8	-8
Site 069	317	1	0	64.7	66	64.7	10	----	64.7	0	8	-8
Site 070	318	1	0	61.5	66	61.5	10	----	61.5	0	8	-8
Site 071	319	1	0	59.8	66	59.8	10	----	59.8	0	8	-8
Site 072	320	1	0	59.3	66	59.3	10	----	59.2	0.1	8	-7.9
Site 073	321	1	0	58.7	66	58.7	10	----	58.7	0	8	-8
Site 074	322	1	0	58	66	58	10	----	57.9	0.1	8	-7.9
Site 075	323	2	0	57.5	66	57.5	10	----	57.5	0	8	-8
Site 076	324	2	0	57	66	57	10	----	56.9	0.1	8	-7.9
Site 077	325	1	0	56.5	66	56.5	10	----	56.4	0.1	8	-7.9
Site 078	326	1	0	56	66	56	10	----	55.9	0.1	8	-7.9
Site 079	327	1	0	55.4	66	55.4	10	----	55.4	0	8	-8
Site 080	328	1	0	69.5	66	69.5	10	Snd Lvl	69.5	0	8	-8
Site 081	329	1	0	68.5	66	68.5	10	Snd Lvl	68.5	0	8	-8
Site 082	330	1	0	69.8	66	69.8	10	Snd Lvl	69.8	0	8	-8
Site 083	331	1	0	61.5	66	61.5	10	----	61.5	0	8	-8
Site 084	332	1	0	60.6	66	60.6	10	----	60.6	0	8	-8
Site 085	333	1	0	59.6	66	59.6	10	----	59.6	0	8	-8
Site 086	334	1	0	58.5	66	58.5	10	----	58.5	0	8	-8
Site 087	335	1	0	57.5	66	57.5	10	----	57.5	0	8	-8
Site 088	336	1	0	56.9	66	56.9	10	----	56.9	0	8	-8
Site 089	337	1	0	56.4	66	56.4	10	----	56.4	0	8	-8
Site 090	338	1	0	55.8	66	55.8	10	----	55.8	0	8	-8
Site 091	339	1	0	54.9	66	54.9	10	----	54.9	0	8	-8
Site 092	340	1	0	54.8	66	54.8	10	----	54.8	0	8	-8
Site 093	341	1	0	55.7	66	55.7	10	----	55.6	0.1	8	-7.9
Site 094	342	1	0	56.3	66	56.3	10	----	56.2	0.1	8	-7.9
Site 095	343	1	0	56.9	66	56.9	10	----	56.9	0	8	-8
Site 096	344	1	0	57.6	66	57.6	10	----	57.6	0	8	-8
Site 097	345	1	0	59.7	66	59.7	10	----	59.7	0	8	-8

Receiver Name	No.	No. of Dwelling Units	Existing Leq (dBA)	No Barrier Evaluation					With Barrier Evaluation			
				Calculated Leq (dBA)	Impact Criteria (dBA)	Increase over existing (dB)	Substantial Increase (dB)	Type of Impact	Calcuated Leq (dBA)	Noise Reduction (dB)	Nolise Reduction Goal (dB)	Calculated minus Goal (dB)
Site 098	346	1	0	61.2	66	61.2	10	----	61.2	0	8	-8
Site 099	347	1	0	63.5	66	63.5	10	----	63.5	0	8	-8
Site 100	348	1	0	69.3	66	69.3	10	Snd Lvl	69.3	0	8	-8
Site 101	349	1	0	69.9	66	69.9	10	Snd Lvl	69.9	0	8	-8
Site 102	350	1	0	70	66	70	10	Snd Lvl	70	0	8	-8
Site 103	351	1	0	69.6	66	69.6	10	Snd Lvl	69.6	0	8	-8
Site 104	352	1	0	62.3	66	62.3	10	----	62.3	0	8	-8
Site 105	353	1	0	60.3	66	60.3	10	----	60.2	0.1	8	-7.9
Site 106	354	1	0	58.7	66	58.7	10	----	58.6	0.1	8	-7.9
Site 107	355	1	0	57.7	66	57.7	10	----	57.7	0	8	-8
Site 108	356	1	0	56.6	66	56.6	10	----	56.6	0	8	-8
Site 109	357	1	0	56	66	56	10	----	55.9	0.1	8	-7.9
Site 110	358	1	0	55.3	66	55.3	10	----	55.3	0	8	-8
Site 111	359	1	0	55.6	66	55.6	10	----	55.6	0	8	-8
Site 112	360	1	0	56.3	66	56.3	10	----	56.3	0	8	-8
Site 113	361	1	0	57.2	66	57.2	10	----	57.2	0	8	-8
Site 114	362	1	0	58	66	58	10	----	58	0	8	-8
Site 115	363	2	0	58.8	66	58.8	10	----	58.8	0	8	-8
Site 116	364	2	0	60.3	66	60.3	10	----	60.3	0	8	-8
Site 117	365	1	0	62.5	66	62.5	10	----	62.5	0	8	-8
Site 118	366	1	0	72.6	66	72.6	10	Snd Lvl	72.6	0	8	-8
Site 119	367	1	0	72.7	66	72.7	10	Snd Lvl	72.7	0	8	-8
Site 120	368	1	0	69.2	66	69.2	10	Snd Lvl	69.2	0	8	-8
Site 121	369	1	0	67.6	66	67.6	10	Snd Lvl	67.6	0	8	-8
Site 122	370	1	0	61	66	61	10	----	61	0	8	-8
Site 123	371	1	0	59	66	59	10	----	58.9	0.1	8	-7.9
Site 124	372	1	0	58.2	66	58.2	10	----	58.2	0	8	-8
Site 125	373	1	0	57.2	66	57.2	10	----	57.2	0	8	-8
Site 126	374	1	0	56.6	66	56.6	10	----	56.6	0	8	-8
Site 127	375	1	0	55.9	66	55.9	10	----	55.9	0	8	-8
Site 128	376	1	0	56.3	66	56.3	10	----	56.3	0	8	-8
Site 129	377	1	0	56.9	66	56.9	10	----	56.9	0	8	-8
Site 130	378	1	0	57.5	66	57.5	10	----	57.5	0	8	-8
Site 131	379	1	0	58.3	66	58.3	10	----	58.3	0	8	-8
Site 132	380	1	0	59.5	66	59.5	10	----	59.5	0	8	-8
Site 133	381	1	0	61.1	66	61.1	10	----	61	0.1	8	-7.9
Site 134	382	1	0	62.4	66	62.4	10	----	62.4	0	8	-8
Site 135	383	4	0	70.7	66	70.7	10	Snd Lvl	70.7	0	8	-8
Site 136	384	4	0	70.7	66	70.7	10	Snd Lvl	70.7	0	8	-8

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				Calculated Leq (dBA)	Impact Criteria (dBA)	Increase over existing (dB)	Substantial Increase (dB)	Type of Impact	Calcuated Leq (dBA)	Noise Reduction (dB)	Nolise Reduction Goal (dB)	Calculated minus Goal (dB)
Site 137	385	4	0	70.9	66	70.9	10	Snd Lvl	70.9	0	8	-8
Site 138	386	4	0	70.9	66	70.9	10	Snd Lvl	70.9	0	8	-8
Site 139	387	1	0	62.9	66	62.9	10	----	62.9	0	8	-8
Site 140	388	1	0	61.1	66	61.1	10	----	61.1	0	8	-8
Site 141	389	1	0	59.6	66	59.6	10	----	59.6	0	8	-8
Site 142	390	1	0	58.8	66	58.8	10	----	58.8	0	8	-8
Site 143	391	1	0	58.2	66	58.2	10	----	58.2	0	8	-8
Site 144	392	1	0	57.6	66	57.6	10	----	57.6	0	8	-8
Site 145	393	1	0	57.1	66	57.1	10	----	57.1	0	8	-8
Site 146	394	1	0	56.6	66	56.6	10	----	56.6	0	8	-8
Site 147	395	1	0	57.4	66	57.4	10	----	57.3	0.1	8	-7.9
Site 148	396	1	0	58	66	58	10	----	58	0	8	-8
Site 149	397	1	0	58.6	66	58.6	10	----	58.6	0	8	-8
Site 150	398	1	0	59.4	66	59.4	10	----	59.4	0	8	-8
Site 151	399	1	0	60.3	66	60.3	10	----	60.3	0	8	-8
Site 152	400	1	0	61.5	66	61.5	10	----	61.5	0	8	-8
Site 153	401	1	0	63.2	66	63.2	10	----	63.2	0	8	-8
Site 154	402	8	0	70.4	66	70.4	10	Snd Lvl	70.4	0	8	-8
Site 155	403	8	0	70.4	66	70.4	10	Snd Lvl	70.4	0	8	-8
Site 156	404	8	0	70.4	66	70.4	10	Snd Lvl	70.4	0	8	-8
Site 157	405	8	0	70.6	66	70.6	10	Snd Lvl	70.6	0	8	-8
Site 158	406	1	0	65.5	66	65.5	10	----	65.5	0	8	-8
Site 159	407	1	0	63.9	66	63.9	10	----	63.9	0	8	-8
Site 160	408	1	0	62.2	66	62.2	10	----	62.2	0	8	-8
Site 161	409	1	0	61.2	66	61.2	10	----	61.2	0	8	-8
Site 162	410	1	0	60.6	66	60.6	10	----	60.6	0	8	-8
Site 163	411	1	0	59.9	66	59.9	10	----	59.8	0.1	8	-7.9
Site 164	412	1	0	59.3	66	59.3	10	----	59.3	0	8	-8
Site 165	413	1	0	61.9	66	61.9	10	----	61.9	0	8	-8
Site 166	414	1	0	61.3	66	61.3	10	----	61.3	0	8	-8
Site 167	415	1	0	60.6	66	60.6	10	----	60.6	0	8	-8
Site 168	416	1	0	59.9	66	59.9	10	----	59.9	0	8	-8
Site 169	417	1	0	63.7	66	63.7	10	----	63.6	0.1	8	-7.9
Site 170	418	1	0	66.5	66	66.5	10	Snd Lvl	66.5	0	8	-8
Site 171	419	1	0	61.6	66	61.6	10	----	61.6	0	8	-8
Site 172	420	1	0	61.1	66	61.1	10	----	61	0.1	8	-7.9
Site 173	421	1	0	60.5	66	60.5	10	----	60.4	0.1	8	-7.9
Site 174	422	1	0	63.1	66	63.1	10	----	63	0.1	8	-7.9
Site 175	423	1	0	61.2	66	61.2	10	----	61.1	0.1	8	-7.9

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Site 176	424	1	0	60.4	66	60.4	10	----	60.4	0	8	-8
Site 177	425	1	0	59.8	66	59.8	10	----	59.7	0.1	8	-7.9
Site 178	426	1	0	59.3	66	59.3	10	----	59.3	0	8	-8
Site 179	427	1	0	58.7	66	58.7	10	----	58.7	0	8	-8
Site 180	428	1	0	59.3	66	59.3	10	----	59.3	0	8	-8
Site 181	429	1	0	59.3	66	59.3	10	----	59.3	0	8	-8
Site 182	430	1	0	59.4	66	59.4	10	----	59.4	0	8	-8
Site 183	431	1	0	60.5	66	60.5	10	----	60.4	0.1	8	-7.9
Site 184	432	1	0	63.7	66	63.7	10	----	63.7	0	8	-8
Site 185	433	1	0	62.8	66	62.8	10	----	62.8	0	8	-8
Site 186	434	1	0	62.5	66	62.5	10	----	62.5	0	8	-8
Site 187	435	1	0	62.4	66	62.4	10	----	62.4	0	8	-8
Site 188	436	1	0	62.8	66	62.8	10	----	62.8	0	8	-8
Site 189	437	1	0	60.4	66	60.4	10	----	60.4	0	8	-8
Site 190	438	1	0	60.1	66	60.1	10	----	60.1	0	8	-8
Site 191	439	1	0	58.3	66	58.3	10	----	58.3	0	8	-8
Site 192	440	1	0	58	66	58	10	----	58	0	8	-8
Site 193	441	1	0	57.7	66	57.7	10	----	57.7	0	8	-8
Site 194	442	1	0	62.9	66	62.9	10	----	62.9	0	8	-8
Site 195	443	1	0	61.5	66	61.5	10	----	61.5	0	8	-8
Site 196	444	1	0	58.1	66	58.1	10	----	58.1	0	8	-8
Site 197	445	1	0	57.3	66	57.3	10	----	57.3	0	8	-8
Site 198	446	1	0	56.2	66	56.2	10	----	56.2	0	8	-8
Site 199	447	1	0	55.5	66	55.5	10	----	55.5	0	8	-8
F02/Ridgewood Prep	448	1	0	63.7	66	63.7	10	----	63.7	0	8	-8
Site 200	449	1	0	62	66	62	10	----	62	0	8	-8
Site 201	450	1	0	62.5	66	62.5	10	----	62.5	0	8	-8
Site 202	451	1	0	62.5	66	62.5	10	----	62.5	0	8	-8
Site 203	452	1	0	62.7	66	62.7	10	----	62.7	0	8	-8
Site 204	453	1	0	62.4	66	62.4	10	----	62.4	0	8	-8
Site 205	454	1	0	62.8	66	62.8	10	----	62.8	0	8	-8
Site 206	455	1	0	58.5	66	58.5	10	----	58.5	0	8	-8
Site 207	456	1	0	59	66	59	10	----	59	0	8	-8
Site 208	457	1	0	59.4	66	59.4	10	----	59.4	0	8	-8
Site 209	458	1	0	59.6	66	59.6	10	----	59.6	0	8	-8
Site 210	459	1	0	59.8	66	59.8	10	----	59.8	0	8	-8
Site 211	460	1	0	64.4	66	64.4	10	----	64.4	0	8	-8
Site 212	461	1	0	63.2	66	63.2	10	----	63.2	0	8	-8
Site 213	462	1	0	61.7	66	61.7	10	----	61.6	0.1	8	-7.9

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Site 214	463	1	0	60.6	66	60.6	10	----	60.4	0.2	8	-7.8
Site 215	464	1	0	59	66	59	10	----	58.8	0.2	8	-7.8
Site 216	465	1	0	58.4	66	58.4	10	----	58.2	0.2	8	-7.8
Site 217	466	1	0	57.8	66	57.8	10	----	57.6	0.2	8	-7.8
Site 218	467	1	0	57.2	66	57.2	10	----	57	0.2	8	-7.8
Site 219	468	1	0	65.4	66	65.4	10	----	65.3	0.1	8	-7.9
Site 220	469	1	0	63.4	66	63.4	10	----	63.3	0.1	8	-7.9
Site 221	470	1	0	62.3	66	62.3	10	----	62.1	0.2	8	-7.8
Site 222	471	1	0	61.2	66	61.2	10	----	61	0.2	8	-7.8
Site 223	472	1	0	60.1	66	60.1	10	----	59.9	0.2	8	-7.8
Site 224	473	1	0	59.4	66	59.4	10	----	59.2	0.2	8	-7.8
Site 225	474	1	0	58.8	66	58.8	10	----	58.5	0.3	8	-7.7
Site 226	475	1	0	57.8	66	57.8	10	----	57.5	0.3	8	-7.7
Site 227	476	1	0	57.4	66	57.4	10	----	57	0.4	8	-7.6
Site 228	477	1	0	58.1	66	58.1	10	----	57.5	0.6	8	-7.4
Site 229	478	1	0	58.5	66	58.5	10	----	57.9	0.6	8	-7.4
Site 230	479	1	0	59.7	66	59.7	10	----	59.1	0.6	8	-7.4
Site 231	480	1	0	60.2	66	60.2	10	----	59.8	0.4	8	-7.6
Site 232	481	1	0	60.8	66	60.8	10	----	60.4	0.4	8	-7.6
Site 233	482	1	0	61.4	66	61.4	10	----	61	0.4	8	-7.6
Site 234	483	1	0	62.2	66	62.2	10	----	61.9	0.3	8	-7.7
Site 235	484	1	0	63.2	66	63.2	10	----	63	0.2	8	-7.8
Site 236	485	1	0	64.4	66	64.4	10	----	64.3	0.1	8	-7.9
Site 237	486	1	0	66.7	66	66.7	10	Snd Lvl	66.7	0	8	-8
Site 238	487	1	0	63.2	66	63.2	10	----	62.9	0.3	8	-7.7
Site 239	488	1	0	64.3	66	64.3	10	----	64	0.3	8	-7.7
Site 240	489	1	0	64.8	66	64.8	10	----	64.4	0.4	8	-7.6
Site 241	490	1	0	65.9	66	65.9	10	----	65.4	0.5	8	-7.5
Site 242	491	1	0	66.7	66	66.7	10	Snd Lvl	66.2	0.5	8	-7.5
Site 243	492	1	0	70.6	66	70.6	10	Snd Lvl	70.2	0.4	8	-7.6
Site 244	493	1	0	72.1	66	72.1	10	Snd Lvl	72	0.1	8	-7.9
Site 245	494	1	0	72	66	72	10	Snd Lvl	72	0	8	-8
Site 246	495	1	0	73.2	66	73.2	10	Snd Lvl	73.2	0	8	-8
Site 247	496	1	0	61.9	66	61.9	10	----	61.4	0.5	8	-7.5
Site 248	497	1	0	62.5	66	62.5	10	----	61.9	0.6	8	-7.4
Site 249	498	1	0	63.2	66	63.2	10	----	62.6	0.6	8	-7.4
Site 250	499	1	0	63.5	66	63.5	10	----	62.9	0.6	8	-7.4
Site 251	500	1	0	64.6	66	64.6	10	----	63.8	0.8	8	-7.2
Site 252	501	1	0	65.5	66	65.5	10	----	64.5	1	8	-7

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Site 253	502	1	0	68.3	66	68.3	10	Snd Lvl	66.7	1.6	8	-6.4
Site 254	503	1	0	67.6	66	67.6	10	Snd Lvl	64.3	3.3	8	-4.7
Site 255	504	1	0	66.5	66	66.5	10	Snd Lvl	63.1	3.4	8	-4.6
Site 256	505	1	0	65.7	66	65.7	10	----	62.2	3.5	8	-4.5
Site 257	506	1	0	62.9	66	62.9	10	----	61.3	1.6	8	-6.4
Site 258	507	1	0	62.2	66	62.2	10	----	60.9	1.3	8	-6.7
Site 259	508	1	0	61.4	66	61.4	10	----	60.3	1.1	8	-6.9
Site 260	509	1	0	61	66	61	10	----	60.1	0.9	8	-7.1
Site 261	510	1	0	60.5	66	60.5	10	----	59.6	0.9	8	-7.1
Site 262	511	1	0	60	66	60	10	----	59.3	0.7	8	-7.3
Site 263	512	1	0	59.3	66	59.3	10	----	58.5	0.8	8	-7.2
Site 264	513	1	0	59.7	66	59.7	10	----	58.8	0.9	8	-7.1
Site 265	514	1	0	60.1	66	60.1	10	----	59.1	1	8	-7
Site 266	515	1	0	60.7	66	60.7	10	----	59.5	1.2	8	-6.8
Site 267	516	1	0	61.1	66	61.1	10	----	59.7	1.4	8	-6.6
Site 268	517	1	0	61.9	66	61.9	10	----	60.1	1.8	8	-6.2
Site 269	518	1	0	64.1	66	64.1	10	----	60.7	3.4	8	-4.6
Site 270	519	1	0	63.3	66	63.3	10	----	60.3	3	8	-5
Site 271	520	1	0	69.3	66	69.3	10	Snd Lvl	62.1	7.2	8	-0.8
Site 272	521	1	0	68.1	66	68.1	10	Snd Lvl	61.5	6.6	8	-1.4
Site 273	522	1	0	67.9	66	67.9	10	Snd Lvl	61.3	6.6	8	-1.4
Site 274	523	1	0	68.1	66	68.1	10	Snd Lvl	61.6	6.5	8	-1.5
Site 275	524	1	0	64.4	66	64.4	10	----	60.5	3.9	8	-4.1
Site 276	525	1	0	67.7	66	67.7	10	Snd Lvl	62.3	5.4	8	-2.6
Site 277	526	1	0	67.5	66	67.5	10	Snd Lvl	64	3.5	8	-4.5
Site 278	527	1	0	63	66	63	10	----	60.5	2.5	8	-5.5
Site 279	528	1	0	61.4	66	61.4	10	----	59.3	2.1	8	-5.9
Site 280	529	1	0	60.8	66	60.8	10	----	58.8	2	8	-6
Site 281	530	1	0	60.4	66	60.4	10	----	58.5	1.9	8	-6.1
Site 282	531	1	0	59.7	66	59.7	10	----	58	1.7	8	-6.3
Site 283	532	1	0	58.2	66	58.2	10	----	56.8	1.4	8	-6.6
Site 284	533	1	0	59.8	66	59.8	10	----	58.3	1.5	8	-6.5
Site 285	534	1	0	60.6	66	60.6	10	----	59	1.6	8	-6.4
Site 286	535	1	0	62	66	62	10	----	60.3	1.7	8	-6.3
Site 287	536	1	0	63.4	66	63.4	10	----	61.9	1.5	8	-6.5
Site 288	537	1	0	65.1	66	65.1	10	----	64	1.1	8	-6.9
Site 289	538	1	0	68.7	66	68.7	10	Snd Lvl	68.3	0.4	8	-7.6
Site 290	539	1	0	66.8	66	66.8	10	Snd Lvl	64.3	2.5	8	-5.5
Site 291	540	1	0	66.6	66	66.6	10	Snd Lvl	63.1	3.5	8	-4.5

Receiver Name	No.	No. of Dwelling Units	Existing Leq (dBA)	No Barrier Evaluation					With Barrier Evaluation			
				Calculated Leq (dBA)	Impact Criteria (dBA)	Increase over existing (dB)	Substantial Increase (dB)	Type of Impact	Calcuated Leq (dBA)	Noise Reduction (dB)	Nolise Reduction Goal (dB)	Calculated minus Goal (dB)
Site 292	541	1	0	67.1	66	67.1	10	Snd Lvl	62.6	4.5	8	-3.5
Site 293	542	1	0	67	66	67	10	Snd Lvl	62.4	4.6	8	-3.4
Site 294	543	1	0	68.9	66	68.9	10	Snd Lvl	62.6	6.3	8	-1.7
Site 295	544	1	0	62.2	66	62.2	10	----	60.8	1.4	8	-6.6
Site 296	545	1	0	62.6	66	62.6	10	----	60.8	1.8	8	-6.2
Site 297	546	1	0	62.6	66	62.6	10	----	60.5	2.1	8	-5.9
Site 298	547	1	0	62.9	66	62.9	10	----	60.5	2.4	8	-5.6
Site 299	548	1	0	62.9	66	62.9	10	----	60.4	2.5	8	-5.5
Site 300	549	1	0	63.7	66	63.7	10	----	60.9	2.8	8	-5.2
Site 301	550	1	0	61.8	66	61.8	10	----	59.9	1.9	8	-6.1
Site 302	551	1	0	60.3	66	60.3	10	----	58.7	1.6	8	-6.4
Site 303	552	1	0	59.4	66	59.4	10	----	58	1.4	8	-6.6
Site 304	553	1	0	69.4	66	69.4	10	Snd Lvl	63.5	5.9	8	-2.1
Site 305	554	1	0	66.3	66	66.3	10	Snd Lvl	62.7	3.6	8	-4.4
Site 306	555	1	0	63.3	66	63.3	10	----	61.1	2.2	8	-5.8
Site 307	556	1	0	62.2	66	62.2	10	----	60.4	1.8	8	-6.2
Site 308	557	1	0	67.1	66	67.1	10	Snd Lvl	65.1	2	8	-6
Site 309	558	1	0	65.3	66	65.3	10	----	63.8	1.5	8	-6.5
Site 310	559	1	0	64.1	66	64.1	10	----	62.7	1.4	8	-6.6
Site 311	560	1	0	62.6	66	62.6	10	----	61.4	1.2	8	-6.8
Site 312	561	1	0	64.9	66	64.9	10	----	63.8	1.1	8	-6.9
Site 313	562	1	0	63.2	66	63.2	10	----	62.1	1.1	8	-6.9
Site 314	563	1	0	72.7	66	72.7	10	Snd Lvl	72.5	0.2	8	-7.8
Site 315	564	1	0	67.7	66	67.7	10	Snd Lvl	66.9	0.8	8	-7.2
Site 316	565	1	0	65.9	66	65.9	10	----	64.7	1.2	8	-6.8
Site 317	566	1	0	64.7	66	64.7	10	----	62.9	1.8	8	-6.2
Site 318	567	1	0	69	66	69	10	Snd Lvl	67.7	1.3	8	-6.7
Site 319	568	1	0	66.9	66	66.9	10	Snd Lvl	65	1.9	8	-6.1
Site 320	569	1	0	66.1	66	66.1	10	Snd Lvl	63.7	2.4	8	-5.6
Site 321	570	1	0	67.2	66	67.2	10	Snd Lvl	60.9	6.3	8	-1.7
Site 322	571	1	0	66.5	66	66.5	10	Snd Lvl	60.7	5.8	8	-2.2
Site 323	572	1	0	66.2	66	66.2	10	Snd Lvl	60.5	5.7	8	-2.3
Site 324	573	1	0	67.1	66	67.1	10	Snd Lvl	58	9.1	8	1.1
Site 325	574	1	0	66.1	66	66.1	10	Snd Lvl	60	6.1	8	-1.9
Site 326	575	1	0	64.1	66	64.1	10	----	61.7	2.4	8	-5.6
Site 327	576	1	0	65.9	66	65.9	10	----	62.7	3.2	8	-4.8
Site 328	577	1	0	63.1	66	63.1	10	----	61	2.1	8	-5.9
Site 329	578	1	0	62.6	66	62.6	10	----	60.2	2.4	8	-5.6
Site 330	579	1	0	62.2	66	62.2	10	----	60	2.2	8	-5.8

Receiver Name	No.	No. of Dwelling Units	Existing Leq (dBA)	No Barrier Evaluation					With Barrier Evaluation			
				Calculated Leq (dBA)	Impact Criteria (dBA)	Increase over existing (dB)	Substantial Increase (dB)	Type of Impact	Calcuated Leq (dBA)	Noise Reduction (dB)	Nolise Reduction Goal (dB)	Calculated minus Goal (dB)
Site 331	580	1	0	62	66	62	10	----	60	2	8	-6
Site 332	581	1	0	60.7	66	60.7	10	----	59.3	1.4	8	-6.6
Site 333	582	1	0	59.8	66	59.8	10	----	58.6	1.2	8	-6.8
Site 334	583	1	0	59.2	66	59.2	10	----	58	1.2	8	-6.8
Site 335	584	1	0	59.9	66	59.9	10	----	58.6	1.3	8	-6.7
Site 336	585	1	0	60.5	66	60.5	10	----	59.1	1.4	8	-6.6
Site 337	586	1	0	61	66	61	10	----	59.6	1.4	8	-6.6
Site 338	587	1	0	61.7	66	61.7	10	----	60.5	1.2	8	-6.8
Site 339	588	1	0	65.6	66	65.6	10	----	65.3	0.3	8	-7.7
Site 340	589	1	0	63.7	66	63.7	10	----	63	0.7	8	-7.3
Site 341	590	1	0	64	66	64	10	----	63.7	0.3	8	-7.7
Site 342	591	1	0	64.3	66	64.3	10	----	64.1	0.2	8	-7.8
Site 343	592	1	0	64.3	66	64.3	10	----	64.2	0.1	8	-7.9
Site 344	593	1	0	62.8	66	62.8	10	----	62.6	0.2	8	-7.8
Site 345	594	1	0	62.8	66	62.8	10	----	62.7	0.1	8	-7.9
Site 346	595	1	0	62.5	66	62.5	10	----	62.4	0.1	8	-7.9
Site 347	596	1	0	62.5	66	62.5	10	----	62.5	0	8	-8
Site 348	597	1	0	64.4	66	64.4	10	----	64.4	0	8	-8
Site 349	598	1	0	65	66	65	10	----	65	0	8	-8
Site 350	599	1	0	64.3	66	64.3	10	----	64.3	0	8	-8
Site 351	600	1	0	60.9	66	60.9	10	----	60.8	0.1	8	-7.9
Site 352	601	1	0	60.8	66	60.8	10	----	60.7	0.1	8	-7.9
Site 353	602	1	0	60.7	66	60.7	10	----	60.6	0.1	8	-7.9
Site 354	603	1	0	60.6	66	60.6	10	----	60.4	0.2	8	-7.8
Site 355	604	1	0	60.7	66	60.7	10	----	60.5	0.2	8	-7.8
Site 356	605	1	0	60.9	66	60.9	10	----	60.6	0.3	8	-7.7
Site 357	606	1	0	61.1	66	61.1	10	----	60.6	0.5	8	-7.5
Site 358	607	1	0	60.8	66	60.8	10	----	59.8	1	8	-7
Site 359	608	1	0	60.2	66	60.2	10	----	59.2	1	8	-7
Site 360	609	1	0	59.3	66	59.3	10	----	58.4	0.9	8	-7.1
Site 361	610	1	0	58.7	66	58.7	10	----	57.8	0.9	8	-7.1
Site 362	611	1	0	57.8	66	57.8	10	----	57.2	0.6	8	-7.4
Site 363	612	1	0	58	66	58	10	----	57.5	0.5	8	-7.5
Site 364	613	1	0	57.9	66	57.9	10	----	57.4	0.5	8	-7.5
Site 365	614	1	0	57.6	66	57.6	10	----	57.2	0.4	8	-7.6
Site 366	615	1	0	57.3	66	57.3	10	----	57	0.3	8	-7.7
Site 367	616	1	0	57.4	66	57.4	10	----	57.1	0.3	8	-7.7
Site 368	617	1	0	57.4	66	57.4	10	----	56.6	0.8	8	-7.2
Site 369	618	1	0	58.2	66	58.2	10	----	57.3	0.9	8	-7.1

Receiver Name	No.	No. of Dwelling Units	Existing Leq (dBA)	No Barrier Evaluation					With Barrier Evaluation			
				Calculated Leq (dBA)	Impact Criteria (dBA)	Increase over existing (dB)	Substantial Increase (dB)	Type of Impact	Calcuated Leq (dBA)	Noise Reduction (dB)	Nolise Reduction Goal (dB)	Calculated minus Goal (dB)
F01/East Jefferson	619	1	0	56.5	66	56.5	10	----	56.5	0	8	-8
F03+A286/Garden of Memories	620	1	0	54.8	66	54.8	10	----	54.7	0.1	8	-7.9

TNM Model Alternative Comparison Summary

Alternative Noise Level Comparison
Noise Level Increases Over Existing

Receiver Name	2012 Existing Noise Levels	No-Action Alt		Alt 1		Alt 2	
		Noise Levels	Noise Level Increase	Noise Levels	Noise Level Increase	Noise Levels	Noise Level Increase
Receiver A	64.0	66.6	2.6	66.1	2.1	66.2	2.2
Receiver B	69.3	71.7	2.4	72.9	3.6	71.4	2.1
Receiver C	64.7	67.9	3.2	68.1	3.4	67.8	3.1
Receiver D	63.4	67.5	4.1	71.6	8.2	70.6	7.2
Receiver E	59.6	62.2	2.6	61.6	2.0	62.0	2.4
Receiver F	70.3	71.2	0.9	71.1	0.8	71.1	0.8
Receiver G	64.7	66.8	2.1	66.6	1.9	66.2	1.5
Receiver H	64.3	67.6	3.3	67.3	3.0	67.4	3.1
C01	62.8	65.6	2.8	64.5	1.7	65.3	2.5
C02	62.5	65.4	2.9	64.8	2.3	65.1	2.6
C03	64.5	67.4	2.9	66.8	2.3	67.1	2.6
C04	65.2	68.1	2.9	67.1	1.9	67.8	2.6
C05	68.7	71.6	2.9	71.0	2.3	71.4	2.7
C06	66.0	68.9	2.9	67.2	1.2	68.5	2.5
C07	66.0	68.9	2.9	67.6	1.6	68.6	2.6
C08	63.3	66.2	2.9	65.0	1.7	65.9	2.6
C09	65.8	68.5	2.7	66.4	0.6	68.4	2.6
C10	62.5	65.3	2.8	63.9	1.4	65.2	2.7
C11	64.0	66.8	2.8	66.0	2.0	66.8	2.8
C12	65.5	69.0	3.5	67.6	2.1	68.5	3.0
C13	62.3	67.0	4.7	65.9	3.6	66.3	4.0
C14	67.6	72.9	5.3	71.0	3.4	72.0	4.4
C15	63.5	67.6	4.1	68.2	4.7	67.1	3.6
C16	65.3	68.4	3.1	68.3	3.0	67.8	2.5
C17	67.5	70.8	3.3	70.2	2.7	70.5	3.0
C18	64.5	68.0	3.5	69.9	5.4	69.6	5.1
C19	63.4	67.2	3.8	69.6	6.2	69.0	5.6
C20	60.4	63.5	3.1	64.4	4.0	63.0	2.6
C21	62.6	65.1	2.5	65.8	3.2	64.9	2.3
C22	60.1	63.3	3.2	63.8	3.7	62.9	2.8
C23	59.8	62.7	2.9	63.1	3.3	62.3	2.5
C24	63.3	64.8	1.5	65.2	1.9	64.7	1.4
C25	71.3	72.4	1.1	72.4	1.1	72.5	1.2
C26	73.9	74.4	0.5	75.0	1.1	75.0	1.1
C27	67.2	67.9	0.7	68.1	0.9	68.0	0.8
C28	69.2	69.6	0.4	69.9	0.7	69.8	0.6
C29	67.5	69.2	1.7	69.1	1.6	68.9	1.4
C30	65.2	67.1	1.9	67.1	1.9	67.1	1.9
C31	69.3	71.1	1.8	71.5	2.2	71.3	2.0
C32	55.2	57.7	2.5	56.9	1.7	57.4	2.2
C33	54.7	57.5	2.8	56.7	2.0	57.2	2.5
C34	53.6	56.5	2.9	55.8	2.2	56.2	2.6
C35	55.7	58.5	2.8	57.7	2.0	58.2	2.5
C36	56.0	58.6	2.6	58.2	2.2	58.4	2.4
C37	68.4	70.0	1.6	69.8	1.4	69.5	1.1
C38	72.4	72.8	0.4	73.0	0.6	73.0	0.6
C39	71.7	72.0	0.3	72.2	0.5	72.2	0.5
C40	56.3	59.7	3.4	59.7	3.4	59.1	2.8

Receiver Name	2012 Existing Noise Levels	No-Action Alt		Alt 1		Alt 2	
		Noise Levels	Noise Level Increase	Noise Levels	Noise Level Increase	Noise Levels	Noise Level Increase
C41	59.7	62.9	3.2	62.7	3.0	62.2	2.5
Site 001	53.6	56.3	2.7	55.7	2.1	56.0	2.4
Site 002	52.0	54.8	2.8	54.3	2.3	54.6	2.6
Site 003	51.0	53.8	2.8	53.4	2.4	53.6	2.6
Site 004	50.3	53.1	2.8	52.7	2.4	52.9	2.6
Site 005	49.9	52.7	2.8	52.3	2.4	52.5	2.6
Site 006	50.2	53.0	2.8	52.6	2.4	52.8	2.6
Site 007	50.5	53.2	2.7	52.8	2.3	53.0	2.5
Site 008	50.9	53.5	2.6	53.1	2.2	53.3	2.4
Site 009	51.1	53.7	2.6	53.2	2.1	53.4	2.3
Site 010	51.5	54.1	2.6	53.5	2.0	53.8	2.3
Site 011	51.8	54.3	2.5	53.7	1.9	54.0	2.2
Site 012	52.1	54.4	2.3	53.9	1.8	54.1	2.0
Site 013	52.5	54.7	2.2	54.2	1.7	54.4	1.9
Site 014	52.7	54.9	2.2	54.4	1.7	54.6	1.9
Site 015	53.0	55.0	2.0	54.6	1.6	54.7	1.7
Site 016	57.4	59.8	2.4	58.9	1.5	59.4	2.0
Site 017	57.6	59.9	2.3	59.0	1.4	59.6	2.0
Site 018	58.8	61.7	2.9	60.4	1.6	61.4	2.6
Site 019	57.6	60.5	2.9	59.3	1.7	60.2	2.6
Site 020	56.6	59.5	2.9	58.3	1.7	59.1	2.5
Site 021	55.5	58.3	2.8	57.3	1.8	58.0	2.5
Site 022	54.7	57.5	2.8	56.6	1.9	57.2	2.5
Site 023	53.8	56.7	2.9	55.9	2.1	56.4	2.6
Site 024	56.0	58.9	2.9	57.7	1.7	58.6	2.6
Site 025	55.1	58.0	2.9	56.9	1.8	57.6	2.5
Site 026	54.1	57.0	2.9	56.1	2.0	56.7	2.6
Site 027	53.4	56.3	2.9	55.5	2.1	56.0	2.6
Site 028	59.4	62.3	2.9	61.2	1.8	62.1	2.7
Site 029	59.2	62.0	2.8	61.0	1.8	61.8	2.6
Site 030	59.2	61.9	2.7	61.0	1.8	61.7	2.5
Site 031	59.2	61.9	2.7	61.1	1.9	61.6	2.4
Site 032	59.3	61.9	2.6	61.2	1.9	61.7	2.4
Site 033	59.8	62.4	2.6	61.9	2.1	62.2	2.4
Site 034	60.5	62.9	2.4	62.6	2.1	62.8	2.3
Site 035	61.7	64.0	2.3	63.8	2.1	63.9	2.2
Site 036	69.1	70.9	1.8	71.2	2.1	70.9	1.8
Site 037	67.5	69.2	1.7	69.3	1.8	69.2	1.7
Site 038	68.2	70.0	1.8	70.1	1.9	69.9	1.7
Site 039	60.7	62.7	2.0	62.6	1.9	62.6	1.9
Site 040	59.1	61.3	2.2	61.2	2.1	61.1	2.0
Site 041	58.2	60.4	2.2	60.2	2.0	60.2	2.0
Site 042	57.7	60.0	2.3	59.6	1.9	59.7	2.0
Site 043	57.4	59.7	2.3	59.3	1.9	59.4	2.0
Site 044	56.9	59.3	2.4	58.9	2.0	59.0	2.1
Site 045	56.6	59.1	2.5	58.7	2.1	58.8	2.2
Site 046	55.3	57.9	2.6	57.5	2.2	57.7	2.4
Site 047	55.7	58.2	2.5	57.8	2.1	57.9	2.2
Site 048	56.0	58.4	2.4	58.1	2.1	58.1	2.1
Site 049	56.5	58.7	2.2	58.4	1.9	58.5	2.0
Site 050	57.0	59.2	2.2	58.8	1.8	58.9	1.9

Receiver Name	2012 Existing Noise Levels	No-Action Alt		Alt 1		Alt 2	
		Noise Levels	Noise Level Increase	Noise Levels	Noise Level Increase	Noise Levels	Noise Level Increase
Site 051	57.3	59.5	2.2	59.2	1.9	59.2	1.9
Site 052	57.8	60.0	2.2	59.7	1.9	59.7	1.9
Site 053	58.8	60.9	2.1	60.7	1.9	60.7	1.9
Site 054	60.4	62.4	2.0	62.2	1.8	62.2	1.8
Site 055	68.3	70.0	1.7	70.1	1.8	69.9	1.6
Site 056	67.7	69.3	1.6	69.4	1.7	69.2	1.5
Site 057	67.7	69.4	1.7	69.4	1.7	69.2	1.5
Site 058	67.9	69.5	1.6	69.5	1.6	69.3	1.4
Site 059	68.1	69.8	1.7	69.8	1.7	69.5	1.4
Site 060	62.0	63.7	1.7	63.5	1.5	63.4	1.4
Site 061	59.6	61.4	1.8	61.3	1.7	61.3	1.7
Site 062	58.0	59.9	1.9	59.8	1.8	59.7	1.7
Site 063	57.2	59.2	2.0	59.0	1.8	59.0	1.8
Site 064	56.4	58.4	2.0	58.2	1.8	58.1	1.7
Site 065	56.0	58.0	2.0	57.7	1.7	57.7	1.7
Site 066	55.5	57.5	2.0	57.3	1.8	57.2	1.7
Site 067	55.0	57.1	2.1	56.8	1.8	56.9	1.9
Site 068	53.8	56.2	2.4	56.0	2.2	56.0	2.2
Site 069	63.4	65.0	1.6	64.8	1.4	64.7	1.3
Site 070	59.9	61.7	1.8	61.6	1.7	61.5	1.6
Site 071	58.2	60.0	1.8	59.9	1.7	59.8	1.6
Site 072	57.6	59.4	1.8	59.3	1.7	59.3	1.7
Site 073	57.0	58.9	1.9	58.7	1.7	58.7	1.7
Site 074	56.3	58.2	1.9	58.0	1.7	58.0	1.7
Site 075	55.9	57.8	1.9	57.5	1.6	57.5	1.6
Site 076	55.2	57.2	2.0	57.0	1.8	57.0	1.8
Site 077	54.6	56.7	2.1	56.5	1.9	56.5	1.9
Site 078	54.0	56.2	2.2	55.9	1.9	56.0	2.0
Site 079	53.2	55.6	2.4	55.4	2.2	55.4	2.2
Site 080	68.3	69.9	1.6	69.7	1.4	69.5	1.2
Site 081	67.3	68.9	1.6	68.7	1.4	68.5	1.2
Site 082	68.6	70.3	1.7	70.0	1.4	69.8	1.2
Site 083	60.0	61.8	1.8	61.6	1.6	61.5	1.5
Site 084	59.0	60.8	1.8	60.7	1.7	60.6	1.6
Site 085	57.9	59.7	1.8	59.7	1.8	59.6	1.7
Site 086	56.8	58.6	1.8	58.6	1.8	58.5	1.7
Site 087	55.9	57.7	1.8	57.6	1.7	57.5	1.6
Site 088	55.3	57.1	1.8	56.9	1.6	56.9	1.6
Site 089	54.8	56.6	1.8	56.5	1.7	56.4	1.6
Site 090	54.0	56.0	2.0	55.8	1.8	55.8	1.8
Site 091	52.9	55.1	2.2	54.9	2.0	54.9	2.0
Site 092	52.8	54.9	2.1	54.8	2.0	54.8	2.0
Site 093	53.9	55.8	1.9	55.7	1.8	55.7	1.8
Site 094	54.6	56.4	1.8	56.3	1.7	56.3	1.7
Site 095	55.3	57.1	1.8	56.9	1.6	56.9	1.6
Site 096	55.9	57.7	1.8	57.7	1.8	57.6	1.7
Site 097	58.0	59.8	1.8	59.8	1.8	59.7	1.7
Site 098	59.6	61.4	1.8	61.3	1.7	61.2	1.6
Site 099	62.1	63.7	1.6	63.6	1.5	63.5	1.4
Site 100	68.2	69.8	1.6	69.5	1.3	69.3	1.1
Site 101	68.8	70.4	1.6	70.2	1.4	69.9	1.1

Receiver Name	2012 Existing Noise Levels	No-Action Alt		Alt 1		Alt 2	
		Noise Levels	Noise Level Increase	Noise Levels	Noise Level Increase	Noise Levels	Noise Level Increase
Site 102	68.8	70.4	1.6	70.2	1.4	70.0	1.2
Site 103	68.4	70.0	1.6	69.8	1.4	69.6	1.2
Site 104	61.0	62.2	1.2	62.4	1.4	62.3	1.3
Site 105	58.8	60.2	1.4	60.3	1.5	60.3	1.5
Site 106	57.0	58.6	1.6	58.7	1.7	58.7	1.7
Site 107	55.9	57.7	1.8	57.8	1.9	57.7	1.8
Site 108	54.7	56.7	2.0	56.7	2.0	56.6	1.9
Site 109	54.0	56.0	2.0	56.0	2.0	56.0	2.0
Site 110	53.3	55.4	2.1	55.4	2.1	55.3	2.0
Site 111	53.6	55.7	2.1	55.7	2.1	55.6	2.0
Site 112	54.3	56.4	2.1	56.4	2.1	56.3	2.0
Site 113	55.3	57.2	1.9	57.2	1.9	57.2	1.9
Site 114	56.2	58.0	1.8	58.0	1.8	58.0	1.8
Site 115	57.2	58.8	1.6	58.9	1.7	58.8	1.6
Site 116	58.8	60.2	1.4	60.3	1.5	60.3	1.5
Site 117	61.3	62.4	1.1	62.5	1.2	62.5	1.2
Site 118	71.9	72.3	0.4	72.6	0.7	72.6	0.7
Site 119	72.1	72.4	0.3	72.7	0.6	72.7	0.6
Site 120	68.5	69.0	0.5	69.2	0.7	69.2	0.7
Site 121	66.9	67.5	0.6	67.7	0.8	67.6	0.7
Site 122	59.5	61.0	1.5	61.0	1.5	61.0	1.5
Site 123	57.2	59.0	1.8	59.0	1.8	59.0	1.8
Site 124	56.3	58.3	2.0	58.2	1.9	58.2	1.9
Site 125	55.2	57.3	2.1	57.2	2.0	57.2	2.0
Site 126	54.5	56.7	2.2	56.6	2.1	56.6	2.1
Site 127	53.7	56.0	2.3	56.0	2.3	55.9	2.2
Site 128	54.0	56.3	2.3	56.3	2.3	56.3	2.3
Site 129	54.7	57.0	2.3	56.9	2.2	56.9	2.2
Site 130	55.5	57.7	2.2	57.5	2.0	57.5	2.0
Site 131	56.4	58.5	2.1	58.3	1.9	58.3	1.9
Site 132	57.7	59.5	1.8	59.5	1.8	59.5	1.8
Site 133	59.6	61.1	1.5	61.1	1.5	61.1	1.5
Site 134	61.2	62.4	1.2	62.5	1.3	62.4	1.2
Site 135	70.1	70.5	0.4	70.8	0.7	70.7	0.6
Site 136	70.1	70.5	0.4	70.8	0.7	70.7	0.6
Site 137	70.3	70.7	0.4	70.9	0.6	70.9	0.6
Site 138	70.3	70.7	0.4	70.9	0.6	70.9	0.6
Site 139	61.6	62.9	1.3	63.0	1.4	62.9	1.3
Site 140	59.4	61.2	1.8	61.1	1.7	61.1	1.7
Site 141	57.7	59.8	2.1	59.7	2.0	59.6	1.9
Site 142	56.7	58.9	2.2	58.8	2.1	58.8	2.1
Site 143	56.0	58.4	2.4	58.3	2.3	58.2	2.2
Site 144	55.3	57.8	2.5	57.6	2.3	57.6	2.3
Site 145	54.6	57.2	2.6	57.1	2.5	57.1	2.5
Site 146	54.1	56.7	2.6	56.6	2.5	56.6	2.5
Site 147	54.7	57.5	2.8	57.4	2.7	57.4	2.7
Site 148	55.5	58.2	2.7	58.0	2.5	58.0	2.5
Site 149	56.5	58.9	2.4	58.7	2.2	58.6	2.1
Site 150	57.3	59.6	2.3	59.4	2.1	59.4	2.1
Site 151	58.3	60.4	2.1	60.4	2.1	60.3	2.0
Site 152	59.8	61.7	1.9	61.5	1.7	61.5	1.7

Receiver Name	2012 Existing Noise Levels	No-Action Alt		Alt 1		Alt 2	
		Noise Levels	Noise Level Increase	Noise Levels	Noise Level Increase	Noise Levels	Noise Level Increase
Site 153	61.7	63.2	1.5	63.2	1.5	63.2	1.5
Site 154	69.8	70.2	0.4	70.5	0.7	70.4	0.6
Site 155	69.7	70.2	0.5	70.4	0.7	70.4	0.7
Site 156	69.7	70.2	0.5	70.4	0.7	70.4	0.7
Site 157	69.8	70.3	0.5	70.6	0.8	70.6	0.8
Site 158	64.1	65.6	1.5	65.5	1.4	65.5	1.4
Site 159	62.1	63.9	1.8	63.9	1.8	63.9	1.8
Site 160	60.2	62.6	2.4	62.3	2.1	62.2	2.0
Site 161	58.9	61.5	2.6	61.2	2.3	61.2	2.3
Site 162	58.1	60.9	2.8	60.6	2.5	60.6	2.5
Site 163	57.3	60.2	2.9	59.9	2.6	59.9	2.6
Site 164	56.6	59.6	3.0	59.4	2.8	59.3	2.7
Site 165	59.5	62.2	2.7	61.9	2.4	61.9	2.4
Site 166	58.7	61.6	2.9	61.3	2.6	61.3	2.6
Site 167	57.9	61.0	3.1	60.7	2.8	60.6	2.7
Site 168	57.2	60.3	3.1	60.0	2.8	59.9	2.7
Site 169	60.8	64.0	3.2	63.5	2.7	63.7	2.9
Site 170	64.1	66.8	2.7	66.2	2.1	66.5	2.4
Site 171	58.5	62.2	3.7	61.8	3.3	61.6	3.1
Site 172	57.9	61.7	3.8	61.5	3.6	61.1	3.2
Site 173	57.4	61.1	3.7	60.9	3.5	60.5	3.1
Site 174	59.2	63.6	4.4	63.6	4.4	63.1	3.9
Site 175	57.8	61.8	4.0	61.8	4.0	61.2	3.4
Site 176	57.2	61.1	3.9	61.0	3.8	60.4	3.2
Site 177	56.7	60.4	3.7	60.4	3.7	59.8	3.1
Site 178	56.3	59.9	3.6	59.9	3.6	59.3	3.0
Site 179	55.7	59.3	3.6	59.2	3.5	58.7	3.0
Site 180	56.2	60.0	3.8	60.2	4.0	59.3	3.1
Site 181	56.2	60.0	3.8	60.2	4.0	59.3	3.1
Site 182	56.4	60.0	3.6	60.2	3.8	59.4	3.0
Site 183	57.2	61.2	4.0	61.5	4.3	60.5	3.3
Site 184	61.6	64.0	2.4	64.2	2.6	63.7	2.1
Site 185	61.1	63.0	1.9	63.2	2.1	62.8	1.7
Site 186	60.9	62.7	1.8	62.8	1.9	62.5	1.6
Site 187	60.9	62.5	1.6	62.6	1.7	62.4	1.5
Site 188	61.1	63.1	2.0	63.2	2.1	62.8	1.7
Site 189	58.0	60.9	2.9	61.0	3.0	60.4	2.4
Site 190	57.8	60.4	2.6	60.6	2.8	60.1	2.3
Site 191	55.4	58.8	3.4	58.9	3.5	58.3	2.9
Site 192	55.1	58.5	3.4	58.6	3.5	58.0	2.9
Site 193	54.7	58.1	3.4	58.2	3.5	57.7	3.0
Site 194	61.7	63.1	1.4	63.1	1.4	62.9	1.2
Site 195	59.1	62.3	3.2	62.1	3.0	61.5	2.4
Site 196	55.3	58.6	3.3	58.5	3.2	58.1	2.8
Site 197	54.3	57.7	3.4	57.7	3.4	57.3	3.0
Site 198	53.2	56.6	3.4	56.8	3.6	56.2	3.0
Site 199	52.4	55.9	3.5	56.0	3.6	55.5	3.1
F02/Ridgewood Prep	60.8	64.1	3.3	63.9	3.1	63.7	2.9
Site 200	59.1	62.4	3.3	62.1	3.0	62.0	2.9
Site 201	59.7	62.9	3.2	62.7	3.0	62.5	2.8
Site 202	59.7	63.0	3.3	62.9	3.2	62.5	2.8

Receiver Name	2012 Existing Noise Levels	No-Action Alt		Alt 1		Alt 2	
		Noise Levels	Noise Level Increase	Noise Levels	Noise Level Increase	Noise Levels	Noise Level Increase
Site 203	59.8	63.1	3.3	63.2	3.4	62.7	2.9
Site 204	59.5	62.8	3.3	63.0	3.5	62.4	2.9
Site 205	59.8	63.2	3.4	63.4	3.6	62.8	3.0
Site 206	55.3	59.1	3.8	58.7	3.4	58.5	3.2
Site 207	55.8	59.5	3.7	59.3	3.5	59.0	3.2
Site 208	56.2	59.9	3.7	59.8	3.6	59.4	3.2
Site 209	56.4	60.1	3.7	60.0	3.6	59.6	3.2
Site 210	56.7	60.2	3.5	60.3	3.6	59.8	3.1
Site 211	59.6	63.7	4.1	65.9	6.3	64.4	4.8
Site 212	58.8	63.0	4.2	64.7	5.9	63.2	4.4
Site 213	57.7	61.8	4.1	63.1	5.4	61.7	4.0
Site 214	56.9	60.8	3.9	62.0	5.1	60.6	3.7
Site 215	55.5	59.3	3.8	60.2	4.7	59.0	3.5
Site 216	55.0	58.7	3.7	59.5	4.5	58.4	3.4
Site 217	54.5	58.0	3.5	58.8	4.3	57.8	3.3
Site 218	54.0	57.3	3.3	58.1	4.1	57.2	3.2
Site 219	60.1	64.2	4.1	66.5	6.4	65.4	5.3
Site 220	58.8	62.9	4.1	64.6	5.8	63.4	4.6
Site 221	58.1	62.1	4.0	63.5	5.4	62.3	4.2
Site 222	57.3	61.3	4.0	62.4	5.1	61.2	3.9
Site 223	56.4	60.3	3.9	61.2	4.8	60.1	3.7
Site 224	55.8	59.6	3.8	60.5	4.7	59.4	3.6
Site 225	55.3	59.0	3.7	59.8	4.5	58.8	3.5
Site 226	54.4	57.9	3.5	58.6	4.2	57.8	3.4
Site 227	54.0	57.4	3.4	58.1	4.1	57.4	3.4
Site 228	54.7	58.1	3.4	58.5	3.8	58.1	3.4
Site 229	55.1	58.5	3.4	59.0	3.9	58.5	3.4
Site 230	56.2	59.6	3.4	60.3	4.1	59.7	3.5
Site 231	56.7	60.2	3.5	61.0	4.3	60.2	3.5
Site 232	57.1	60.8	3.7	61.6	4.5	60.8	3.7
Site 233	57.6	61.3	3.7	62.2	4.6	61.4	3.8
Site 234	58.1	61.9	3.8	63.0	4.9	62.2	4.1
Site 235	58.9	62.7	3.8	64.0	5.1	63.2	4.3
Site 236	59.8	63.7	3.9	65.2	5.4	64.4	4.6
Site 237	61.3	65.3	4.0	67.4	6.1	66.7	5.4
Site 238	59.2	62.9	3.7	63.7	4.5	63.2	4.0
Site 239	60.7	64.0	3.3	64.5	3.8	64.3	3.6
Site 240	61.3	64.5	3.2	64.9	3.6	64.8	3.5
Site 241	62.4	65.5	3.1	65.8	3.4	65.9	3.5
Site 242	63.2	66.2	3.0	66.3	3.1	66.7	3.5
Site 243	67.3	70.0	2.7	69.5	2.2	70.6	3.3
Site 244	69.3	71.5	2.2	70.9	1.6	72.1	2.8
Site 245	69.1	71.4	2.3	71.1	2.0	72.0	2.9
Site 246	70.3	72.5	2.2	72.4	2.1	73.2	2.9
Site 247	58.2	61.7	3.5	62.4	4.2	61.9	3.7
Site 248	59.0	62.3	3.3	62.8	3.8	62.5	3.5
Site 249	59.7	63.0	3.3	63.4	3.7	63.2	3.5
Site 250	60.2	63.4	3.2	63.6	3.4	63.5	3.3
Site 251	61.2	64.3	3.1	64.4	3.2	64.6	3.4
Site 252	62.1	65.2	3.1	65.1	3.0	65.5	3.4
Site 253	64.9	67.8	2.9	67.4	2.5	68.3	3.4

Receiver Name	2012 Existing Noise Levels	No-Action Alt		Alt 1		Alt 2	
		Noise Levels	Noise Level Increase	Noise Levels	Noise Level Increase	Noise Levels	Noise Level Increase
Site 254	64.2	67.2	3.0	66.6	2.4	67.6	3.4
Site 255	63.1	66.2	3.1	65.6	2.5	66.5	3.4
Site 256	62.4	65.4	3.0	64.7	2.3	65.7	3.3
Site 257	59.7	62.9	3.2	62.4	2.7	62.9	3.2
Site 258	59.0	62.2	3.2	61.9	2.9	62.2	3.2
Site 259	58.2	61.4	3.2	61.4	3.2	61.4	3.2
Site 260	57.7	60.9	3.2	61.1	3.4	61.0	3.3
Site 261	57.2	60.4	3.2	60.7	3.5	60.5	3.3
Site 262	56.6	60.0	3.4	60.5	3.9	60.0	3.4
Site 263	55.9	59.2	3.3	59.6	3.7	59.3	3.4
Site 264	56.5	59.7	3.2	59.9	3.4	59.7	3.2
Site 265	56.9	60.0	3.1	60.2	3.3	60.1	3.2
Site 266	57.6	60.7	3.1	60.6	3.0	60.7	3.1
Site 267	58.0	61.1	3.1	60.9	2.9	61.1	3.1
Site 268	58.7	61.9	3.2	61.3	2.6	61.8	3.1
Site 269	60.9	63.9	3.0	62.9	2.0	64.1	3.2
Site 270	60.1	63.2	3.1	62.2	2.1	63.3	3.2
Site 271	66.1	69.0	2.9	68.0	1.9	69.3	3.2
Site 272	64.8	67.8	3.0	66.6	1.8	68.0	3.2
Site 273	64.7	67.7	3.0	66.2	1.5	67.9	3.2
Site 274	64.9	68.1	3.2	66.3	1.4	68.1	3.2
Site 275	61.0	64.2	3.2	62.5	1.5	64.4	3.4
Site 276	64.4	67.6	3.2	65.1	0.7	67.6	3.2
Site 277	64.2	67.5	3.3	63.8	-0.4	67.5	3.3
Site 278	59.5	62.9	3.4	60.3	0.8	62.9	3.4
Site 279	58.3	61.4	3.1	60.2	1.9	61.4	3.1
Site 280	57.7	60.8	3.1	59.4	1.7	60.8	3.1
Site 281	57.3	60.4	3.1	58.9	1.6	60.3	3.0
Site 282	56.7	59.8	3.1	58.1	1.4	59.7	3.0
Site 283	55.3	58.2	2.9	56.3	1.0	58.2	2.9
Site 284	56.6	59.8	3.2	57.5	0.9	59.7	3.1
Site 285	57.3	60.5	3.2	57.8	0.5	60.6	3.3
Site 286	58.4	61.8	3.4	58.5	0.1	61.9	3.5
Site 287	59.8	63.2	3.4	59.2	-0.6	63.4	3.6
Site 288	61.7	65.1	3.4	59.8	-1.9	65.1	3.4
Site 289	65.4	68.7	3.3	61.4	-4.0	68.7	3.3
Site 290	63.7	67.0	3.3	62.7	-1.0	66.8	3.1
Site 291	63.4	66.8	3.4	64.0	0.6	66.5	3.1
Site 292	64.0	67.3	3.3	65.8	1.8	67.0	3.0
Site 293	63.9	67.3	3.4	66.3	2.4	67.0	3.1
Site 294	66.0	69.3	3.3	68.8	2.8	68.9	2.9
Site 295	59.1	62.4	3.3	59.1	0.0	62.2	3.1
Site 296	59.4	62.8	3.4	60.1	0.7	62.6	3.2
Site 297	59.4	62.7	3.3	60.7	1.3	62.6	3.2
Site 298	59.8	63.1	3.3	61.6	1.8	62.9	3.1
Site 299	59.8	63.2	3.4	62.0	2.2	62.9	3.1
Site 300	60.7	64.0	3.3	63.3	2.6	63.7	3.0
Site 301	58.7	62.0	3.3	61.4	2.7	61.8	3.1
Site 302	57.2	60.5	3.3	59.8	2.6	60.3	3.1
Site 303	56.2	59.5	3.3	58.9	2.7	59.4	3.2
Site 304	66.4	69.8	3.4	69.6	3.2	69.4	3.0

Receiver Name	2012 Existing Noise Levels	No-Action Alt		Alt 1		Alt 2	
		Noise Levels	Noise Level Increase	Noise Levels	Noise Level Increase	Noise Levels	Noise Level Increase
Site 305	63.3	66.6	3.3	66.3	3.0	66.3	3.0
Site 306	60.2	63.5	3.3	63.2	3.0	63.3	3.1
Site 307	59.2	62.4	3.2	62.1	2.9	62.2	3.0
Site 308	64.0	67.3	3.3	67.3	3.3	67.0	3.0
Site 309	62.2	65.5	3.3	65.5	3.3	65.2	3.0
Site 310	61.0	64.3	3.3	64.3	3.3	64.1	3.1
Site 311	59.5	62.8	3.3	62.8	3.3	62.6	3.1
Site 312	61.8	65.1	3.3	65.2	3.4	64.9	3.1
Site 313	60.1	63.4	3.3	63.5	3.4	63.2	3.1
Site 314	69.7	73.2	3.5	73.4	3.7	72.7	3.0
Site 315	64.3	67.6	3.3	68.0	3.7	67.7	3.4
Site 316	62.5	65.7	3.2	66.3	3.8	65.9	3.4
Site 317	61.4	64.5	3.1	65.2	3.8	64.6	3.2
Site 318	65.4	68.7	3.3	69.5	4.1	69.0	3.6
Site 319	63.4	66.6	3.2	67.5	4.1	66.8	3.4
Site 320	62.7	65.8	3.1	66.9	4.2	66.1	3.4
Site 321	64.1	66.7	2.6	69.9	5.8	67.1	3.0
Site 322	63.5	66.1	2.6	68.8	5.3	66.4	2.9
Site 323	63.2	65.8	2.6	68.3	5.1	66.1	2.9
Site 324	64.3	66.8	2.5	70.3	6.0	67.1	2.8
Site 325	63.3	66.0	2.7	68.9	5.6	66.0	2.7
Site 326	61.4	64.3	2.9	66.0	4.6	64.1	2.7
Site 327	63.3	66.0	2.7	68.8	5.5	65.8	2.5
Site 328	59.9	63.0	3.1	63.8	3.9	63.1	3.2
Site 329	59.4	62.5	3.1	63.4	4.0	62.5	3.1
Site 330	59.1	62.2	3.1	63.1	4.0	62.2	3.1
Site 331	59.0	62.1	3.1	63.0	4.0	61.9	2.9
Site 332	57.7	60.8	3.1	61.4	3.7	60.7	3.0
Site 333	56.8	60.0	3.2	60.3	3.5	59.8	3.0
Site 334	56.1	59.3	3.2	59.6	3.5	59.2	3.1
Site 335	56.7	60.0	3.3	60.4	3.7	59.9	3.2
Site 336	57.3	60.6	3.3	60.9	3.6	60.4	3.1
Site 337	57.8	61.0	3.2	61.3	3.5	60.9	3.1
Site 338	58.5	61.8	3.3	62.0	3.5	61.7	3.2
Site 339	63.1	65.8	2.7	68.1	5.0	65.6	2.5
Site 340	61.1	64.0	2.9	65.2	4.1	63.7	2.6
Site 341	61.5	64.3	2.8	65.3	3.8	64.0	2.5
Site 342	61.8	64.6	2.8	65.5	3.7	64.3	2.5
Site 343	61.9	64.7	2.8	65.3	3.4	64.3	2.4
Site 344	60.2	63.2	3.0	63.2	3.0	62.8	2.6
Site 345	60.3	63.2	2.9	63.1	2.8	62.8	2.5
Site 346	60.0	62.9	2.9	62.7	2.7	62.5	2.5
Site 347	60.0	62.9	2.9	62.6	2.6	62.5	2.5
Site 348	62.0	64.8	2.8	64.7	2.7	64.4	2.4
Site 349	62.7	65.4	2.7	65.4	2.7	65.0	2.3
Site 350	61.9	64.7	2.8	64.5	2.6	64.3	2.4
Site 351	58.3	61.3	3.0	60.8	2.5	60.9	2.6
Site 352	58.2	61.2	3.0	60.8	2.6	60.8	2.6
Site 353	58.1	61.1	3.0	60.7	2.6	60.7	2.6
Site 354	57.9	61.0	3.1	60.7	2.8	60.6	2.7
Site 355	58.1	61.1	3.0	60.9	2.8	60.7	2.6

Receiver Name	2012 Existing Noise Levels	No-Action Alt		Alt 1		Alt 2	
		Noise Levels	Noise Level Increase	Noise Levels	Noise Level Increase	Noise Levels	Noise Level Increase
Site 356	58.2	61.2	3.0	61.3	3.1	60.9	2.7
Site 357	58.4	61.4	3.0	61.7	3.3	61.1	2.7
Site 358	57.9	61.0	3.1	61.5	3.6	60.8	2.9
Site 359	57.2	60.4	3.2	60.7	3.5	60.2	3.0
Site 360	56.3	59.5	3.2	59.8	3.5	59.3	3.0
Site 361	55.7	58.9	3.2	59.2	3.5	58.7	3.0
Site 362	54.8	58.1	3.3	58.2	3.4	57.8	3.0
Site 363	55.1	58.3	3.2	58.3	3.2	58.0	2.9
Site 364	55.0	58.2	3.2	58.1	3.1	57.9	2.9
Site 365	54.7	57.9	3.2	57.8	3.1	57.6	2.9
Site 366	54.4	57.6	3.2	57.5	3.1	57.3	2.9
Site 367	54.5	57.7	3.2	57.5	3.0	57.4	2.9
Site 368	54.3	57.6	3.3	57.8	3.5	57.4	3.1
Site 369	55.1	58.4	3.3	58.7	3.6	58.2	3.1
F01/East Jefferson	53.9	56.7	2.8	56.1	2.2	56.5	2.6
F03/Garden of Memories	52.1	55.1	3.0	55.2	3.1	54.8	2.7

Appendix G: Traffic Study

US 61 (Airline Drive) at LA 3152
(Clearview Parkway)
Environmental Assessment
Traffic Study
Jefferson Parish, Louisiana

Presented to Louisiana Department of Transportation and Development

Stantec

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1.0 Introduction

1.1 PROJECT PURPOSE

The purpose of this project is to determine improvements at the intersection of US 61 (Airline Drive) and LA 3152 (Clearview Parkway) in Jefferson Parish, Louisiana, that will sufficiently serve both existing and future traffic demands.

1.2 PROJECT BACKGROUND

The intersection of Airline Drive will experience various changes in traffic patterns in both the near and short term. The completion of the Huey P Long Bridge Widening Project will increase trips in the short term. In the long term, several proposed access projects in the area will further impact traffic patterns.

1.3 STUDY PURPOSE

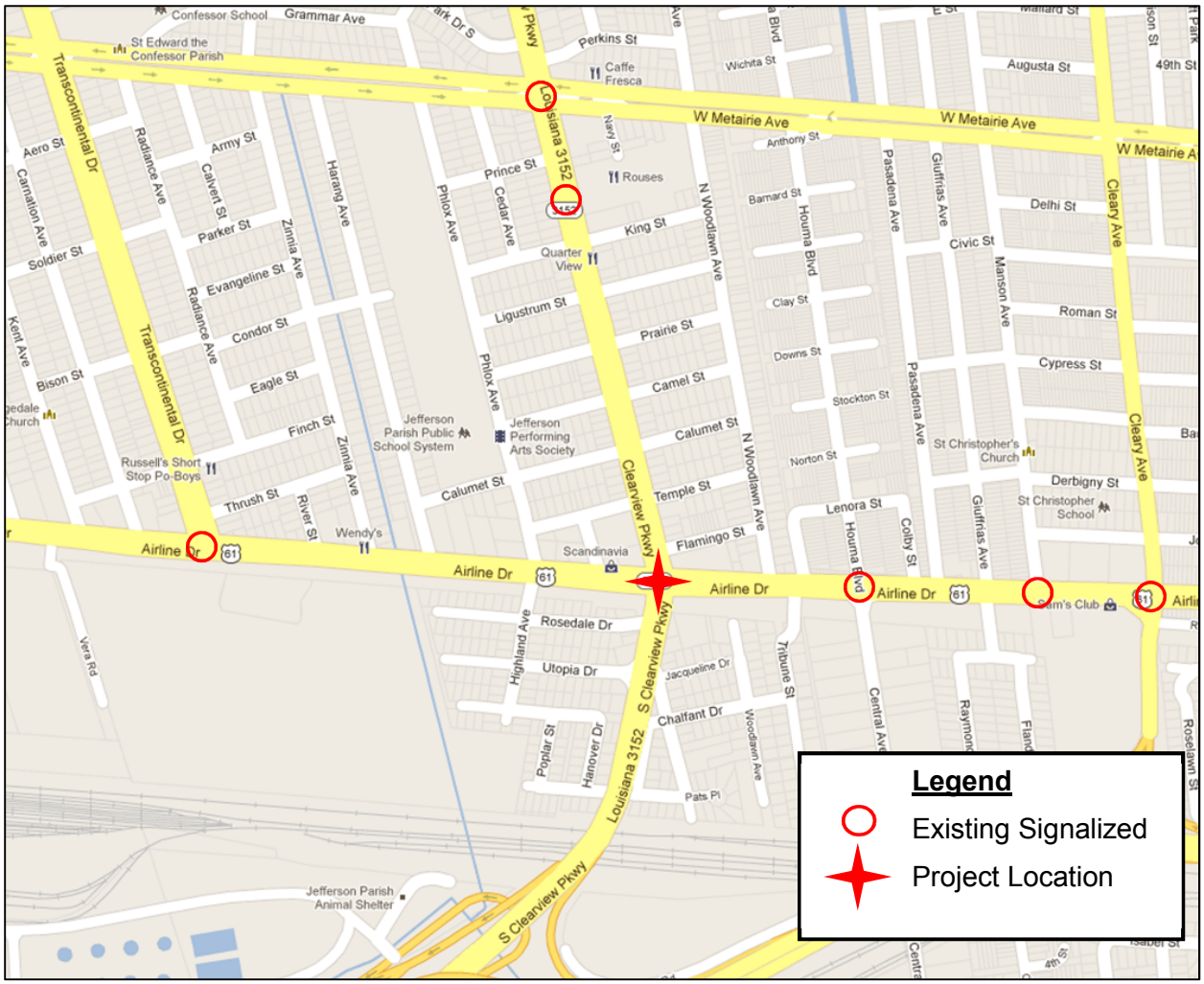
Stantec was hired as a sub-consultant by URS Corporation to perform a traffic study at the intersection of the Airline Drive and Clearview Parkway. Stantec utilized VISSIM micro-simulation software to model and analyze the performance of different intersection alternatives in the years 2013 and 2033.

1.4 STUDY AREA

The study area includes the intersection Airline Drive and Clearview Parkway as well as several other nearby intersections for calibration purposes. The studied intersections are listed below and shown in **Figure 1**.

- Airline Drive at Clearview Parkway
- Airline Drive at Transcontinental Avenue
- Airline Drive at Houma Boulevard / Central Avenue
- Airline Drive at Manson Avenue
- Airline Drive at Cleary Avenue
- Clearview Parkway at West Metairie Avenue
- Clearview Parkway at Rouses Driveway

Figure 1: Vicinity Map Showing Project Location and Studied Intersections



1.5 SCOPE OF WORK

The scope of work of this study included collection of traffic counts at each of the studied intersections. The traffic counts were processed and balanced to achieve volumes suitable for use in the traffic model. The traffic volumes were grown to an implementation year and a design year.

A traffic model was developed for comparing the different alternatives. The model was calibrated using the traffic volumes and current traffic signal timings. Current traffic signal timings were obtained from Traffic Signal Inventories (TSI) provided by the Louisiana Department of Transportation and Development (LADOTD). In addition to these data sources,

the traffic model was calibrated based on field visits which confirmed signal timings, operation, and queues.

1.6 STUDY ANALYSES PERIOD

For the sake of analysis, 2013 was chosen as the implementation year to coincide with the completion of the Huey P Long Bridge Widening Project. Using 2013 as an implementation year, the 20-year design year used was 2033. Analysis was performed for both the 2013 implementation year and the 2033 design years because the traffic distributions and travel patterns are expected to change significantly over time due to several regional projects. All analyses are presented for both AM and PM peak hours.

2.0 Description of Vicinity of Study

2.1 EXISTING MAJOR ROADWAYS

US 61 (Airline Drive) is a six-lane divided roadway with 12-foot lanes and LA 3152 (Clearview Parkway) is a four-lane divided roadway with 12-foot lanes. The posted speed limit on US 61 is 40 miles per hour (MPH) and 35 MPH on LA 3152.

The intersection of US 61 at LA 3152 is signalized. The traffic signal at US 61 and LA 3152 operates as a fully-actuated isolated intersection. Nearby signalized intersections exist at the following locations:

- Airline Drive at Transcontinental Avenue
- Airline Drive at Houma Boulevard / Central Avenue
- Airline Drive at Manson Avenue
- Airline Drive at Cleary Avenue
- Clearview Parkway at West Metairie Avenue
- Clearview Parkway at Rouses Driveway

2.2 PROPOSED INTERSECTION ALTERNATIVES

The following four alternatives were analyzed:

- No Build
- Traditional Intersection
    - The Traditional Intersection alternative includes the addition of turn lanes to the existing intersection geometry in order to increase capacity. The improvements included in this alternative are continuous northbound and southbound right turn lanes, triple westbound left turn lanes, and a new westbound right turn lane.
- Continuous Flow Intersection (CFI)
    - A CFI design is typically used to increase capacity of an intersection of major roadways in a cost-effective way. This is accomplished by shifting the conflict point of the left-turn movement with opposing traffic four hundred to nine hundred feet in advance of the main intersection. In combination with appropriate signal timing, left-turning vehicles are allowed to travel simultaneously with opposing traffic. Thus, signal phases can be eliminated, allowing a higher percentage of green time for other movements. The increase in green time and reduction of phases allows for an increase in signal timing efficiency. This efficiency results in a higher overall vehicular throughput and an increase in the total capacity of the intersection.
- Overpass
    - The Overpass alternative includes construction of an overpass along Airline Drive over Clearview Parkway. Ramps would connect Airline Drive to Clearview Parkway, forming a two-level interchange.

3.0 Traffic Volumes

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.

3.2 TRAFFIC COUNT METHODOLOGY

Stantec collected turning movement counts along Airline Drive between January 18, 2011 and January 20, 2011. Although taken at the start of 2011, these counts are considered base year 2010 values for purposes of this analysis. All of DOTD's best practices with regard to traffic data collection were utilized when collecting the data. The counts were performed on Tuesdays, Wednesdays, and Thursdays only, and no counts were taken on holidays. The times for the counts were 6:00 AM - 9:00 AM and 3:00 PM - 6:00 PM.

- Airline Drive at Clearview Parkway
- Airline Drive at Transcontinental Avenue
- Airline Drive at Houma Boulevard / Central Avenue
- Airline Drive at Manson Avenue
- Airline Drive at Cleary Avenue

Data on traffic volumes were also taken from the 2008 *Clearview Parkway Stage 0 Feasibility Study & Environmental Inventory* (Regional Planning Commission, April 2008). This study included traffic volumes for the years 2007 and 2027 for the following intersections:

- Clearview Parkway at West Metairie Avenue
- Clearview Parkway at Rouses Driveway

Vehicle classification counts along US 61 indicate that the traffic is composed of approximately 5% heavy vehicles during the peak hours. On LA 3152, the ADT is composed of approximately 6% heavy vehicles.

3.3 VOLUME FORECASTING METHODOLOGY

An initial methodology for determining traffic volumes during each of the analysis years was developed which based volume growth from the existing year to the design year on the most current TransCAD models in use by the Regional Planning Commission (RPC) at the time. Agreement to this initial methodology was received from the RPC in March 2011 and the Louisiana Department of Transportation and Development (LADOTD) in June 2011. LADOTD raised concerns about the magnitude of volumes for some movements in the design year.

Based on these concerns, the design year volumes were reworked to match a growth rate used in the Stage 0 study. The Stage 0 study was also based on TransCAD models provided by the RPC, but the TransCAD models in the Stage 0 had accounted for more regional projects which would impact traffic distribution through the studied intersection.

The revised methodology was accepted by both the RPC and LADOTD in August 2011 and is described in the following sections.

3.3.1 2010 Existing Volumes

Traffic volumes were developed for three different analysis years: 2010 Existing Year, 2013 Implementation Year, and 2033 Design Year. The 2010 Existing Year volumes were based on the existing traffic counts. The intersection of Airline Drive and Clearview Parkway acted as the anchor for turning movement count balancing. Peak hour traffic at the other signalized intersections was balanced by holding the Airline Drive at Clearview Parkway counted volumes constant.

3.3.2 2013 Implementation Year Volumes

For the sake of analysis, 2013 was chosen as the implementation year to assume implementation the same year as the completion of the Huey P Long Bridge Widening Project. A base growth rate of 0.5% per year was applied to the volumes to grow them to 2013. In addition to this base growth, an additional 15% volume surge was implemented based on the completion of the Huey P Long Bridge Widening Project.

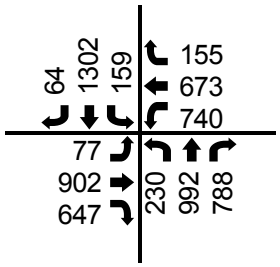
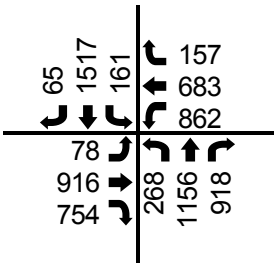
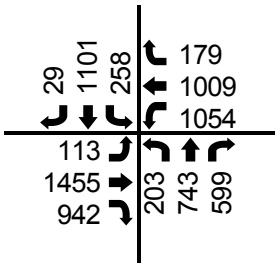
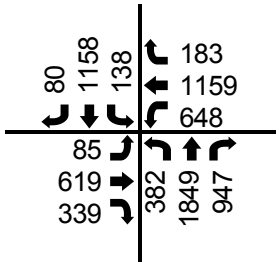
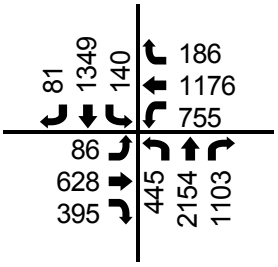
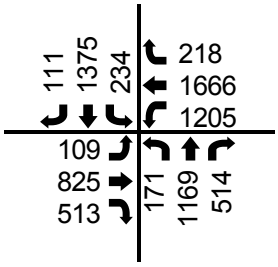
3.3.3 2033 Design Year Volumes

For the determination of 2033 volumes, a 20-year growth rate was calculated for each movement between the years 2007 to 2027. The 2007 volumes were derived by using the 0.5% growth rate used previously to decrease the 2010 counts. The 2027 volumes were used from the Stage 0 study. The 2033 modeled volumes were calculated by applying this 20-year growth rate to each movement of the 2013 base volumes.

3.4 PEAK HOUR TURNING MOVEMENT VOLUMES

The traffic volumes used in the traffic modeling are presented in **Figure 2**.

Figure 2: Traffic Volumes, Airline at Clearview

ABMB Counts	Volumes w/Huey P	Final Volumes
2010 AM	2013 AM	2033 AM
		
Total Throughput 6729	Total Throughput 7535	Total Throughput 7685
2010 PM	2013 PM	2033 PM
		
Total Throughput 7587	Total Throughput 8498	Total Throughput 8110

4.0 Operational Analyses

4.1 PURPOSE

Operational analyses were conducted to evaluate existing conditions and determine future capacity requirements. Traffic models were developed which provided numerical outputs, such as vehicle delay and level of service, which can be useful in comparing the different alternatives. The models also influenced certain features of alternative development, including the number of turn lanes and stop bar placement.

4.2 METHODOLOGY

Traffic models were developed using VISSIM software (Version 5.4). VISSIM is a microscopic, time-step and behavior based traffic simulation program. It analyzes traffic operations, which are influenced by roadway geometry, lane configuration, traffic composition, and traffic signal timing.

VISSIM was chosen as the preferred analysis software because of its flexibility in analyzing several build alternatives. VISSIM allows more detail for certain design parameters including roadway approach angles, stop bar locations, and turning movement conflicts. VISSIM allows for modeling the progression of vehicles through multiple intersections and outputting comprehensive levels of service.

The implementation (2013) and design (2033) years were analyzed to determine the operating Level of Service (LOS) for individual movements and the overall intersection operation. The LOS was determined by calculating the delay at each approach using the model. Based on the seconds of delay, a LOS was determined for both the 2013 and 2033 years in the AM and PM peak hours. LOS's are rated from A (free flow of traffic) to F (total breakdown of traffic flow). LOS criteria for signalized intersections (based on the Highway Capacity Manual 2010) are presented in **Table 1**.

Table 1: Level of Service Criteria for Signalized Intersections

Level of Service	Delay Range (seconds)
A	< 10
B	≥ 10 and < 20
C	≥ 20 and < 35
D	≥ 35 and < 55
E	≥ 55 and < 80
F	≥ 80

4.3 ANALYSIS RESULTS

The summary of results from the models can be seen in **Table 2** below. The No Build and Overpass alternatives both included LOS F, and should not be considered further. The Traditional Intersection performs at a LOS D for each period except the 2033 AM peak hour, when it operates at LOS E. The CFI performs at a LOS D in all analysis periods.

Table 2: Summary of Delay Results

Airline Drive at Clearview Parkway	No Build		Traditional Intersection		CFI		Overpass	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
2013 AM	88.3	F	52.9	D	38.8	D	56.2	E
2033 AM	120.1	F	63.6	E	53.4	D	67.9	E
2013 PM	69.8	E	50.6	D	38.5	D	88.0	F
2033 PM	94.0	F	47.0	D	43.7	D	47.6	D

5.0 Travel Patterns, Control of Access and Associated Access Impacts

Regulating access is called access control or control of access. According to A Policy on Geometric Design of Highways and Streets, “Control of access refers to the regulation of public access rights to and from properties abutting the highway. With full control of access, preference is given to through traffic by providing access connections with selected public roads only and by prohibiting crossings at-grade and direct private driveway connections. Generally, full or partial access control is accomplished by legally obtaining the access rights from the abutting property owners (usually at the time of purchase of the right-of-way) or by the use of frontage roads” (AASHTO, 2004). Control of access is important because it defines where vehicular access can and cannot connect to a portion of an interchange roadway system, including cross streets, and entrance and exit ramps.

Access under the Traditional Intersection alternative would remain the same as it is today. Both the CFI alternative and the Overpass alternative will require some restrictions on left-turning access along Airline Drive. **Figure 3** shows three driveways affected under the CFI alternative. The same access restrictions will be required for the Overpass alternative.

Harang Ave.
Phlox Ave.
Clearview Parkway
N. Woodlawn Ave.
Houma Blvd.
Pasadena Ave.
SCALE: 1" = 200'
Spar St.
Colby St.
Airline Drive
Highland Ave.
Clearview Parkway
Woodlawn Ave.
Tribune St.
Central Ave.
TURNING MOVEMENT LOST
TURNING MOVEMENT SAVED
AIRLINE AT CLEARVIEW
JEFFERSON PARISH
CONTINUOUS FLOW INTERSECTION
AIRLINE DRIVE
AT CLEARVIEW PARKWAY
Figure 3
ABMB

6.0 Summary

The No Build and Overpass scenarios both result in a LOS F in one or more analysis periods and should therefore be eliminated. The traditional intersection and the CFI perform comparably, and both should be acceptable solutions. The CFI performs slightly more efficiently than the Traditional Intersection. The capability of the CFI to reduce delay compared to the Traditional intersection is a result of phase reductions inherent to the CFI design. However, the CFI design also requires some access restrictions which may be undesirable.

Appendix A : Traffic Counts

Southern Traffic Services, Inc.
2911 Westfield Rd
Gulf Breeze, FL 32563
1800-786-3374

Airline Hwy @ Transcontinental Dr
Jefferson Parrish, LA

File Name : 11018-1 Airline Hwy @ Transcontinental Dr
Site Code : 00110181
Start Date : 01/18/2011
Page No : 1

Groups Printed- Automobiles - Trucks - Buses

	Transcontinental Dr Southbound			Airline Hwy Westbound			Airline Hwy Eastbound			
Start Time	Left	Right	Utrns	Thru	Right	Utrns	Left	Thru	Utrns	Int. Total
06:00	30	3	0	57	11	0	2	92	0	195
06:15	55	2	0	48	3	0	7	96	0	211
06:30	57	12	0	66	14	0	6	128	0	283
06:45	92	18	0	88	24	0	18	187	0	427
Total	234	35	0	259	52	0	33	503	0	1116
07:00	140	16	0	126	50	0	9	210	0	551
07:15	153	19	0	132	57	0	18	215	1	595
07:30	139	28	0	157	37	0	26	231	0	618
07:45	145	37	0	211	54	1	29	245	1	723
Total	577	100	0	626	198	1	82	901	2	2487
08:00	181	31	0	224	59	1	28	243	0	767
08:15	136	31	0	156	42	0	45	271	0	681
08:30	122	35	0	169	33	0	23	220	1	603
08:45	79	18	0	179	45	0	29	186	0	536
Total	518	115	0	728	179	1	125	920	1	2587
break										
15:00	61	37	0	251	76	0	26	186	0	637
15:15	60	41	0	235	79	0	48	216	0	679
15:30	68	32	0	274	100	2	21	194	0	691
15:45	61	42	0	248	111	0	29	210	1	702
Total	250	152	0	1008	366	2	124	806	1	2709
16:00	64	34	0	230	92	0	36	189	1	646
16:15	56	39	0	245	81	0	41	199	1	662
16:30	72	43	0	249	114	0	43	178	0	699
16:45	48	37	0	279	131	0	41	172	0	708
Total	240	153	0	1003	418	0	161	738	2	2715
17:00	63	37	0	266	153	1	47	189	0	756
17:15	79	36	0	260	149	0	47	206	0	777
17:30	73	24	0	214	115	1	43	180	0	650
17:45	52	28	0	219	96	0	33	146	0	574
Total	267	125	0	959	513	2	170	721	0	2757
Grand Total	2086	680	0	4583	1726	6	695	4589	6	14371
Apprch %	75.4	24.6	0.0	72.6	27.3	0.1	13.1	86.7	0.1	
Total %	14.5	4.7	0.0	31.9	12.0	0.0	4.8	31.9	0.0	

Southern Traffic Services, Inc.
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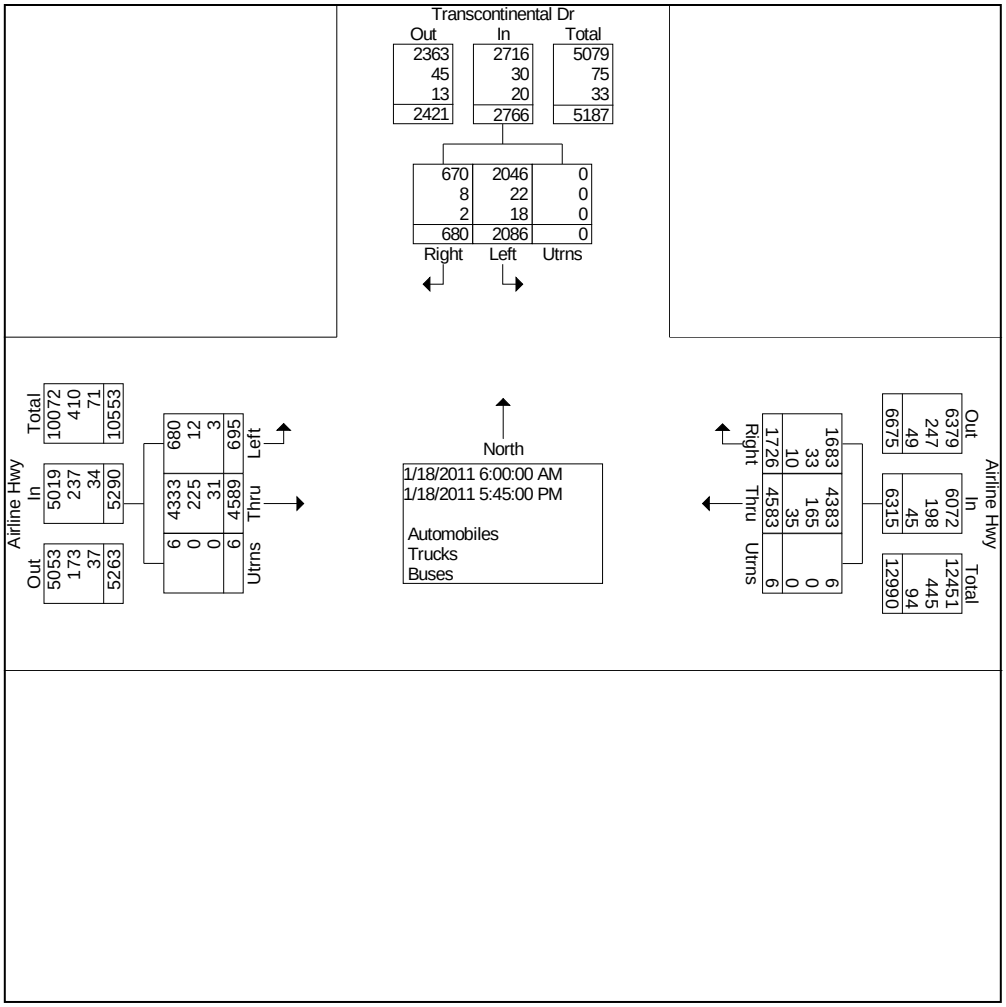
Airline Hwy @ Transcontinental Dr
Jefferson Parrish, LA

File Name : 11018-1 Airline Hwy @ Transcontinental Dr
Site Code : 00110181
Start Date : 01/18/2011
Page No : 2



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2911 Westfield Rd
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Airline Hwy @ Transcontinental Dr
Jefferson Parrish, LA

File Name : 11018-1 Airline Hwy @ Transcontinental Dr
Site Code : 00110181
Start Date : 01/18/2011
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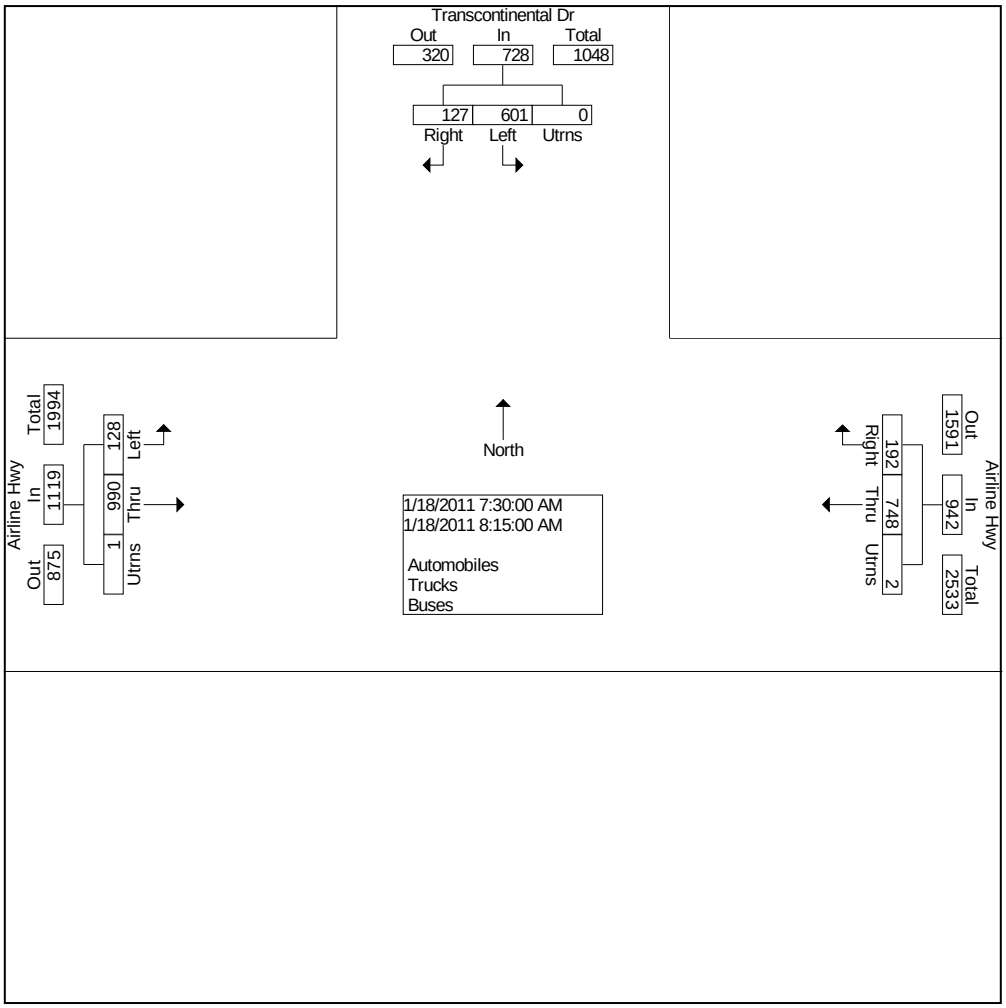
	Transcontinental Dr Southbound				Airline Hwy Westbound				Airline Hwy Eastbound				
Start Time	Left	Right	Utrns	App. Total	Thru	Right	Utrns	App. Total	Left	Thru	Utrns	App. Total	Int. Total
Peak Hour From 06:00 to 12:00 - Peak 1 of 1													
Intersection	07:30												
Volume	601	127	0	728	748	192	2	942	128	990	1	1119	2789
Percent	82.6	17.4	0.0		79.4	20.4	0.2		11.4	88.5	0.1		
Volume	601	127	0	728	748	192	2	942	128	990	1	1119	2789
Volume	181	31	0	212	224	59	1	284	28	243	0	271	767
Peak Factor													0.909
High Int.	08:00				08:00				08:15				
Volume	181	31	0	212	224	59	1	284	45	271	0	316	
Peak Factor				0.858				0.829				0.885	



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Airline Hwy @ Transcontinental Dr
Jefferson Parrish, LA

File Name : 11018-1 Airline Hwy @ Transcontinental Dr
Site Code : 00110181
Start Date : 01/18/2011
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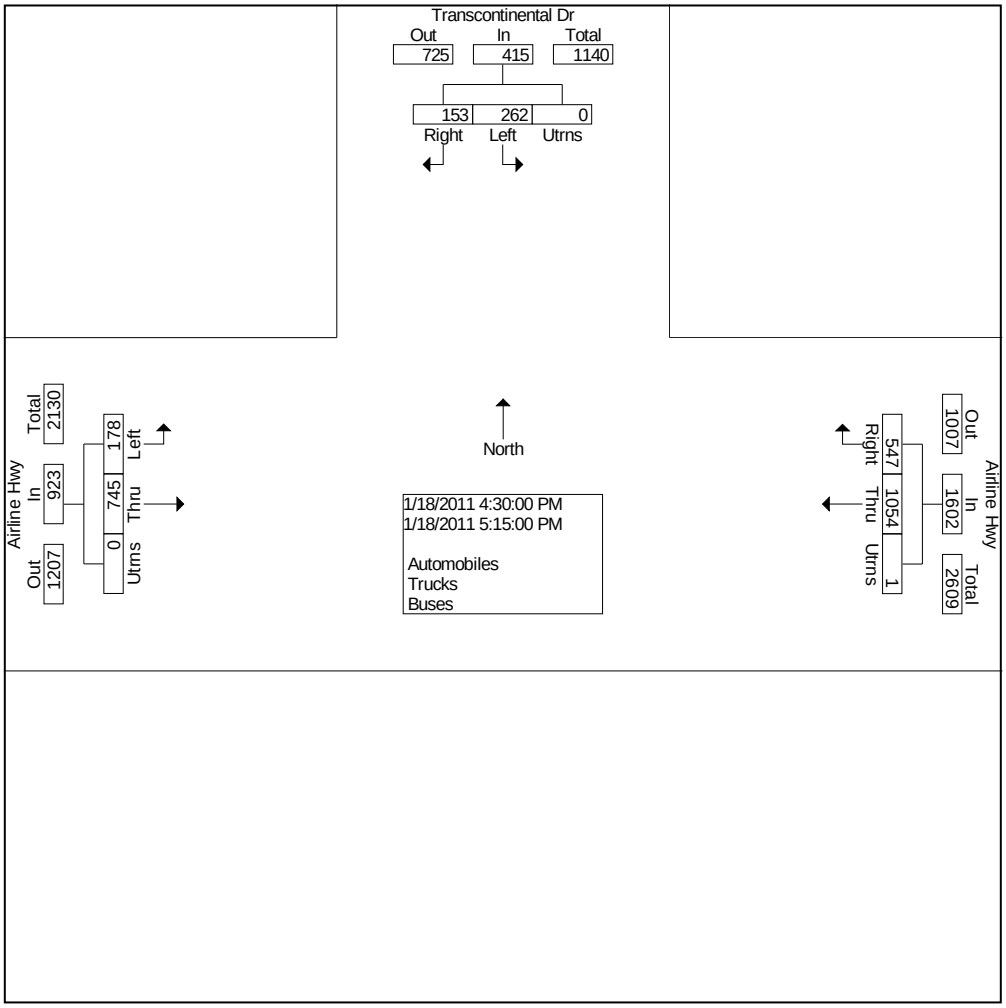
	Transcontinental Dr Southbound				Airline Hwy Westbound				Airline Hwy Eastbound				
Start Time	Left	Right	Utrns	App. Total	Thru	Right	Utrns	App. Total	Left	Thru	Utrns	App. Total	Int. Total
Peak Hour From 12:15 to 17:45 - Peak 1 of 1													
Intersection	16:30												
Volume	262	153	0	415	1054	547	1	1602	178	745	0	923	2940
Percent	63.1	36.9	0.0		65.8	34.1	0.1		19.3	80.7	0.0		
Volume	262	153	0	415	1054	547	1	1602	178	745	0	923	2940
Volume	79	36	0	115	260	149	0	409	47	206	0	253	777
Peak Factor													0.946
High Int.	16:30				17:00				17:15				
Volume	72	43	0	115	266	153	1	420	47	206	0	253	
Peak Factor				0.902				0.954				0.912	



Southern Traffic Services, Inc.
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Airline Hwy @ Clearview Pkwy
Jefferson Parrish, LA

File Name : 11018-2 Airline Hwy @ Clearview Pkwy
Site Code : 01101821
Start Date : 01/19/2011
Page No : 1

Groups Printed- Automobiles - Trucks - Buses

	Clearview Pkwy Southbound				Airline Hwy Westbound				Clearview Pkwy Northbound				Airline Hwy Eastbound				
Start Time	Left	Thru	Right	Utrns	Left	Thru	Right	Utrns	Left	Thru	Right	Utrns	Left	Thru	Right	Utrns	Int. Total
06:00	9	192	7	0	60	51	17	0	16	103	45	0	11	64	38	0	613
06:15	23	224	9	0	77	51	13	0	19	134	68	0	10	87	47	0	762
06:30	33	241	6	0	92	56	14	1	21	136	61	0	11	128	64	0	864
06:45	22	281	18	0	120	84	19	0	30	189	144	0	13	132	92	0	1144
Total	87	938	40	0	349	242	63	1	86	562	318	0	45	411	241	0	3383
07:00	37	276	10	1	130	89	33	0	43	176	183	0	13	187	120	0	1298
07:15	26	334	12	0	169	128	19	0	41	249	188	0	17	178	132	0	1493
07:30	27	364	9	0	161	137	23	0	52	232	215	1	14	252	127	0	1614
07:45	35	359	17	0	202	154	33	0	57	269	216	0	15	210	154	0	1721
Total	125	1333	48	1	662	508	108	0	193	926	802	1	59	827	533	0	6126
08:00	38	348	12	0	146	147	35	0	59	274	211	2	21	261	188	0	1742
08:15	43	262	15	0	212	189	43	0	60	218	182	1	21	237	166	0	1649
08:30	43	333	20	0	180	183	44	0	54	231	179	0	20	194	139	0	1620
08:45	35	292	26	0	180	178	57	0	52	262	173	2	26	174	107	0	1564
Total	159	1235	73	0	718	697	179	0	225	985	745	5	88	866	600	0	6575
break																	
15:00	44	278	20	0	143	249	52	1	79	369	176	2	23	181	91	0	1708
15:15	36	269	28	0	174	252	48	1	96	372	163	1	27	147	78	1	1693
15:30	34	336	25	0	164	241	54	2	78	392	190	1	22	132	83	0	1754
15:45	43	272	21	1	190	275	48	0	79	334	177	0	27	173	92	0	1732
Total	157	1155	94	1	671	1017	202	4	332	1467	706	4	99	633	344	1	6887
16:00	57	265	12	3	123	241	41	0	87	334	214	0	25	153	84	0	1639
16:15	39	317	15	1	128	246	48	0	69	450	220	0	14	151	89	1	1788
16:30	50	292	18	0	162	267	37	1	84	433	205	1	32	122	81	0	1785
16:45	29	282	21	1	131	313	45	2	95	430	237	1	21	171	71	0	1850
Total	175	1156	66	5	544	1067	171	3	335	1647	876	2	92	597	325	1	7062
17:00	41	279	21	0	150	266	36	1	97	514	240	0	12	120	79	0	1856
17:15	34	277	18	1	208	278	55	0	99	443	253	1	24	154	94	0	1939
17:30	34	320	20	0	159	302	47	0	91	462	217	0	28	174	95	0	1949
17:45	37	279	12	0	140	313	67	1	93	376	195	3	19	201	91	1	1828
Total	146	1155	71	1	657	1159	205	2	380	1795	905	4	83	649	359	1	7572
Grand Total	849	6972	392	8	3601	4690	928	10	1551	7382	4352	16	466	3983	2402	3	37605
Apprch %	10.3	84.8	4.8	0.1	39.0	50.8	10.1	0.1	11.7	55.5	32.7	0.1	6.8	58.1	35.0	0.0	
Total %	2.3	18.5	1.0	0.0	9.6	12.5	2.5	0.0	4.1	19.6	11.6	0.0	1.2	10.6	6.4	0.0	

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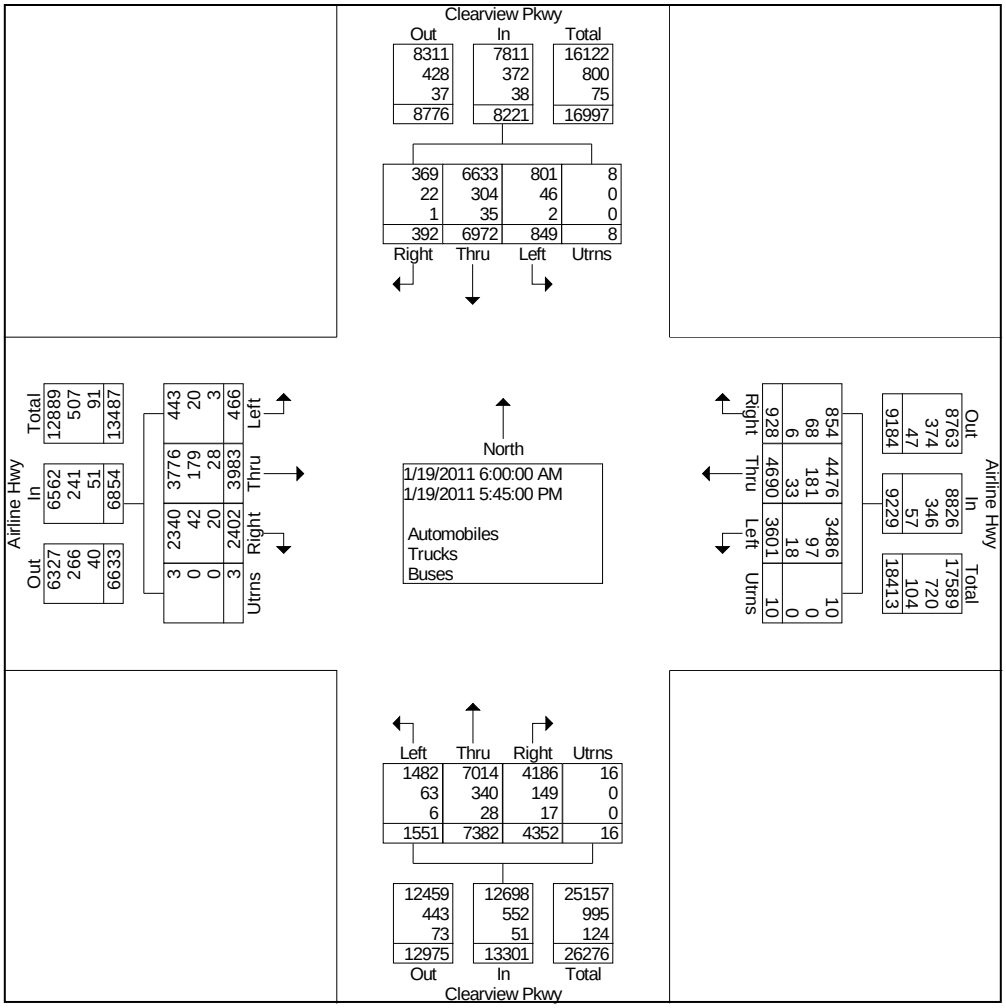
Airline Hwy @ Clearview Pkwy
Jefferson Parrish, LA

File Name : 11018-2 Airline Hwy @ Clearview Pkwy
Site Code : 01101821
Start Date : 01/19/2011
Page No : 2



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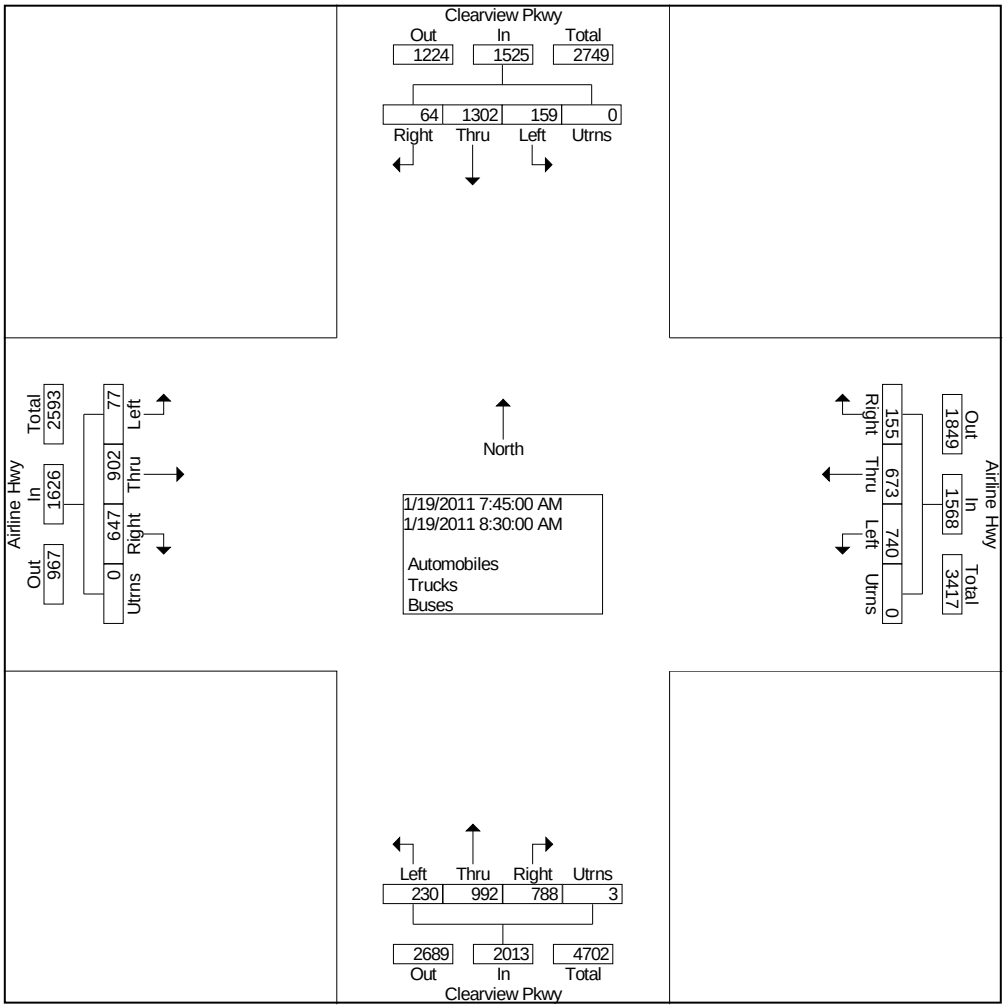
Airline Hwy @ Clearview Pkwy
Jefferson Parrish, LA

File Name : 11018-2 Airline Hwy @ Clearview Pkwy
Site Code : 01101821
Start Date : 01/19/2011
Page No : 3

	Clearview Pkwy Southbound					Airline Hwy Westbound					Clearview Pkwy Northbound					Airline Hwy Eastbound					
Start Time	Left	Thru	Right	Utrns	App. Total	Left	Thru	Right	Utrns	App. Total	Left	Thru	Right	Utrns	App. Total	Left	Thru	Right	Utrns	App. Total	Int. Total
Peak Hour From 06:00 to 12:00 - Peak 1 of 1																					
Intersection	07:45																				
Volume	159	1302	64	0	1525	740	673	155	0	1568	230	992	788	3	2013	77	902	647	0	1626	6732
Percent	10.4	85.4	4.2	0.0		47.2	42.9	9.9	0.0		11.4	49.3	39.1	0.1		4.7	55.5	39.8	0.0		
Volume	159	1302	64	0	1525	740	673	155	0	1568	230	992	788	3	2013	77	902	647	0	1626	6732
Volume	38	348	12	0	398	146	147	35	0	328	59	274	211	2	546	21	261	188	0	470	1742
Peak Factor																					0.966
High Int.	07:45					08:15					08:00					08:00					
Volume	35	359	17	0	411	212	189	43	0	444	59	274	211	2	546	21	261	188	0	470	
Peak Factor					0.928					0.883					0.922					0.865	



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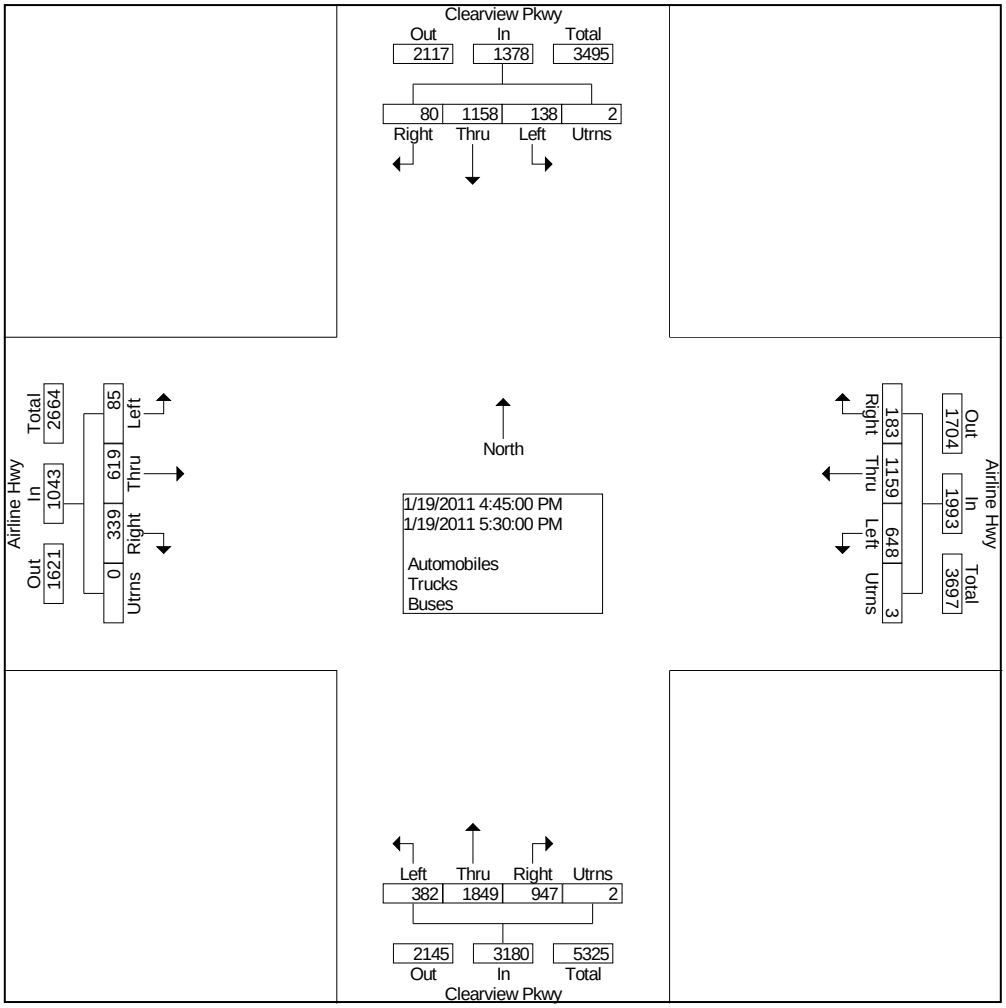
Airline Hwy @ Clearview Pkwy
Jefferson Parrish, LA

File Name : 11018-2 Airline Hwy @ Clearview Pkwy
Site Code : 01101821
Start Date : 01/19/2011
Page No : 4

	Clearview Pkwy Southbound					Airline Hwy Westbound					Clearview Pkwy Northbound					Airline Hwy Eastbound					
Start Time	Left	Thru	Right	Utrns	App. Total	Left	Thru	Right	Utrns	App. Total	Left	Thru	Right	Utrns	App. Total	Left	Thru	Right	Utrns	App. Total	Int. Total
Peak Hour From 12:15 to 17:45 - Peak 1 of 1																					
Intersection	16:45																				
Volume	138	1158	80	2	1378	648	1159	183	3	1993	382	1849	947	2	3180	85	619	339	0	1043	7594
Percent	10.0	84.0	5.8	0.1		32.5	58.2	9.2	0.2		12.0	58.1	29.8	0.1		8.1	59.3	32.5	0.0		
Volume	138	1158	80	2	1378	648	1159	183	3	1993	382	1849	947	2	3180	85	619	339	0	1043	7594
Volume	34	320	20	0	374	159	302	47	0	508	91	462	217	0	770	28	174	95	0	297	1949
Peak Factor																					0.974
High Int.	17:30					17:15					17:00					17:30					
Volume	34	320	20	0	374	208	278	55	0	541	97	514	240	0	851	28	174	95	0	297	
Peak Factor					0.921					0.921					0.934					0.878	



Southern Traffic Services, Inc.
2911 Westfield Rd
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Airline Hwy @ Houma Blvd
Jefferson Parrish, LA

File Name : 11018-3 Airline Hwy @ Houma Blvd
Site Code : 00110183
Start Date : 01/18/2011
Page No : 1

Groups Printed- Automobiles - Trucks - Buses

	Houma Blvd Southbound				Airline Hwy Westbound				Houma Blvd Northbound				Airline Hwy Eastbound				
Start Time	Left	Thru	Right	Utrns	Left	Thru	Right	Utrns	Left	Thru	Right	Utrns	Left	Thru	Right	Utrns	Int. Total
06:00	1	5	3	0	3	81	0	0	14	3	9	0	0	128	8	0	255
06:15	2	12	3	0	15	96	2	0	14	2	15	0	0	161	18	0	340
06:30	9	11	4	0	22	145	0	0	13	2	29	0	1	191	33	2	462
06:45	11	7	3	0	25	166	3	0	26	2	23	0	2	245	31	1	545
Total	23	35	13	0	65	488	5	0	67	9	76	0	3	725	90	3	1602
07:00	13	20	7	0	31	180	2	2	41	3	45	0	2	280	36	1	663
07:15	16	24	4	0	28	271	1	0	34	3	51	0	2	403	44	4	885
07:30	10	16	4	0	27	268	1	0	29	2	54	0	0	430	31	1	873
07:45	10	32	3	0	48	369	0	0	39	7	51	0	2	473	53	0	1087
Total	49	92	18	0	134	1088	4	2	143	15	201	0	6	1586	164	6	3508
08:00	8	28	6	0	39	339	6	1	38	6	55	0	5	419	52	1	1003
08:15	12	14	4	0	56	364	4	0	36	7	65	0	1	422	34	1	1020
08:30	6	13	2	0	30	328	3	0	46	6	52	0	3	414	37	0	940
08:45	6	13	4	0	31	311	4	0	45	11	84	0	4	357	28	0	898
Total	32	68	16	0	156	1342	17	1	165	30	256	0	13	1612	151	2	3861
break																	
15:00	7	7	6	0	45	406	4	1	61	17	47	0	6	363	34	2	1006
15:15	12	7	2	0	41	433	12	2	54	23	70	0	5	362	26	3	1052
15:30	5	10	1	0	45	429	8	0	67	22	82	0	9	325	41	3	1047
15:45	3	13	9	0	32	458	10	1	45	17	64	0	6	389	43	2	1092
Total	27	37	18	0	163	1726	34	4	227	79	263	0	26	1439	144	10	4197
16:00	2	9	9	0	34	404	7	0	55	18	58	0	4	347	57	5	1009
16:15	9	12	7	0	29	421	9	0	45	18	62	0	4	345	42	2	1005
16:30	2	21	3	0	44	457	7	0	69	22	61	0	7	346	28	2	1069
16:45	12	9	7	0	32	478	5	1	52	28	50	0	9	373	37	3	1096
Total	25	51	26	0	139	1760	28	1	221	86	231	0	24	1411	164	12	4179
17:00	3	8	6	0	43	496	5	1	86	22	87	0	7	407	37	5	1213
17:15	3	17	3	0	35	499	12	0	51	25	61	0	12	369	46	3	1136
17:30	8	12	3	0	54	537	12	0	48	31	57	0	9	386	42	3	1202
17:45	3	12	5	0	38	528	5	0	37	16	38	0	6	336	44	9	1077
Total	17	49	17	0	170	2060	34	1	222	94	243	0	34	1498	169	20	4628
Grand Total	173	332	108	0	827	8464	122	9	1045	313	1270	0	106	8271	882	53	21975
Apprch %	28.2	54.2	17.6	0.0	8.8	89.8	1.3	0.1	39.8	11.9	48.3	0.0	1.1	88.8	9.5	0.6	
Total %	0.8	1.5	0.5	0.0	3.8	38.5	0.6	0.0	4.8	1.4	5.8	0.0	0.5	37.6	4.0	0.2	

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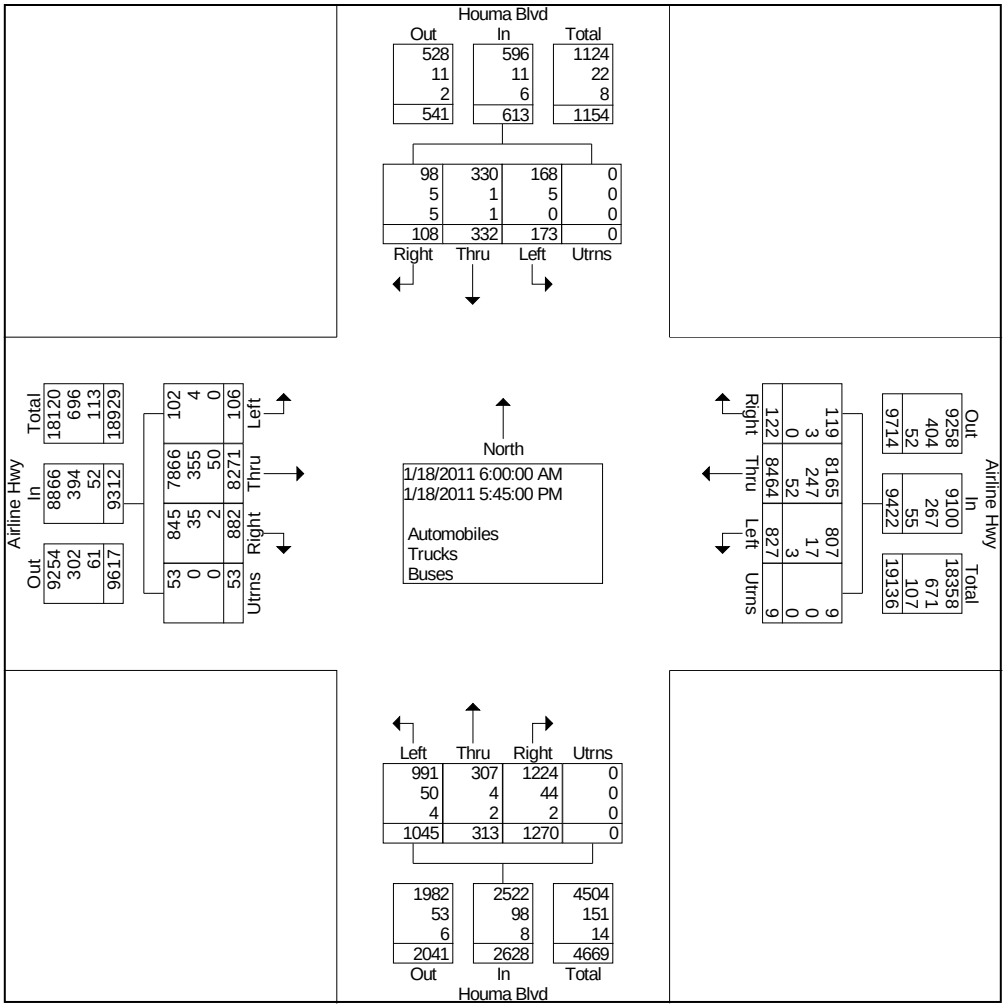
Airline Hwy @ Houma Blvd
Jefferson Parrish, LA

File Name : 11018-3 Airline Hwy @ Houma Blvd
Site Code : 00110183
Start Date : 01/18/2011
Page No : 2



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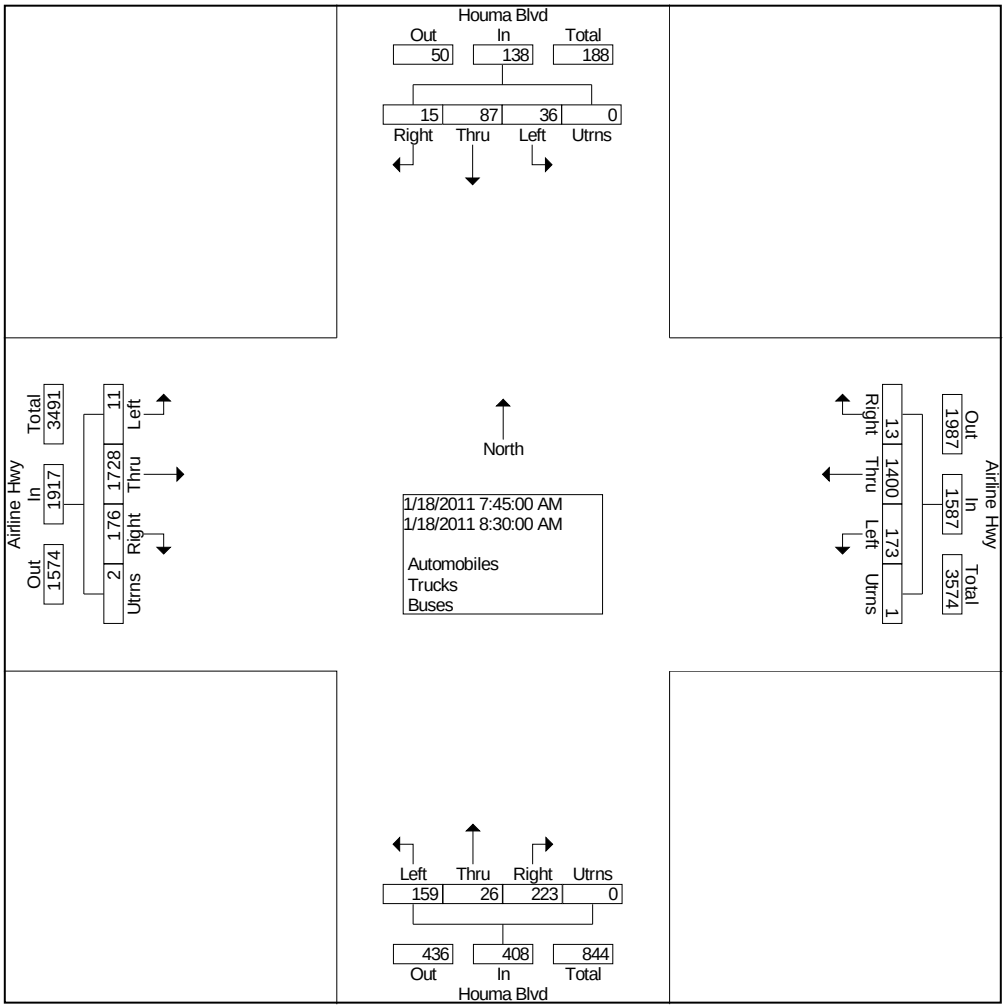
Airline Hwy @ Houma Blvd
Jefferson Parrish, LA

File Name : 11018-3 Airline Hwy @ Houma Blvd
Site Code : 00110183
Start Date : 01/18/2011
Page No : 3

	Houma Blvd Southbound					Airline Hwy Westbound					Houma Blvd Northbound					Airline Hwy Eastbound					
Start Time	Left	Thru	Right	Utrns	App. Total	Left	Thru	Right	Utrns	App. Total	Left	Thru	Right	Utrns	App. Total	Left	Thru	Right	Utrns	App. Total	Int. Total
Peak Hour From 06:00 to 12:00 - Peak 1 of 1																					
Intersection	07:45																				
Volume	36	87	15	0	138	173	1400	13	1	1587	159	26	223	0	408	11	1728	176	2	1917	4050
Percent	26.1	63.0	10.9	0.0		10.9	88.2	0.8	0.1		39.0	6.4	54.7	0.0		0.6	90.1	9.2	0.1		
Volume	36	87	15	0	138	173	1400	13	1	1587	159	26	223	0	408	11	1728	176	2	1917	4050
Volume	10	32	3	0	45	48	369	0	0	417	39	7	51	0	97	2	473	53	0	528	1087
Peak Factor																					0.931
High Int.	07:45					08:15					08:15					07:45					
Volume	10	32	3	0	45	56	364	4	0	424	36	7	65	0	108	2	473	53	0	528	
Peak Factor					0.767					0.936					0.944					0.908	



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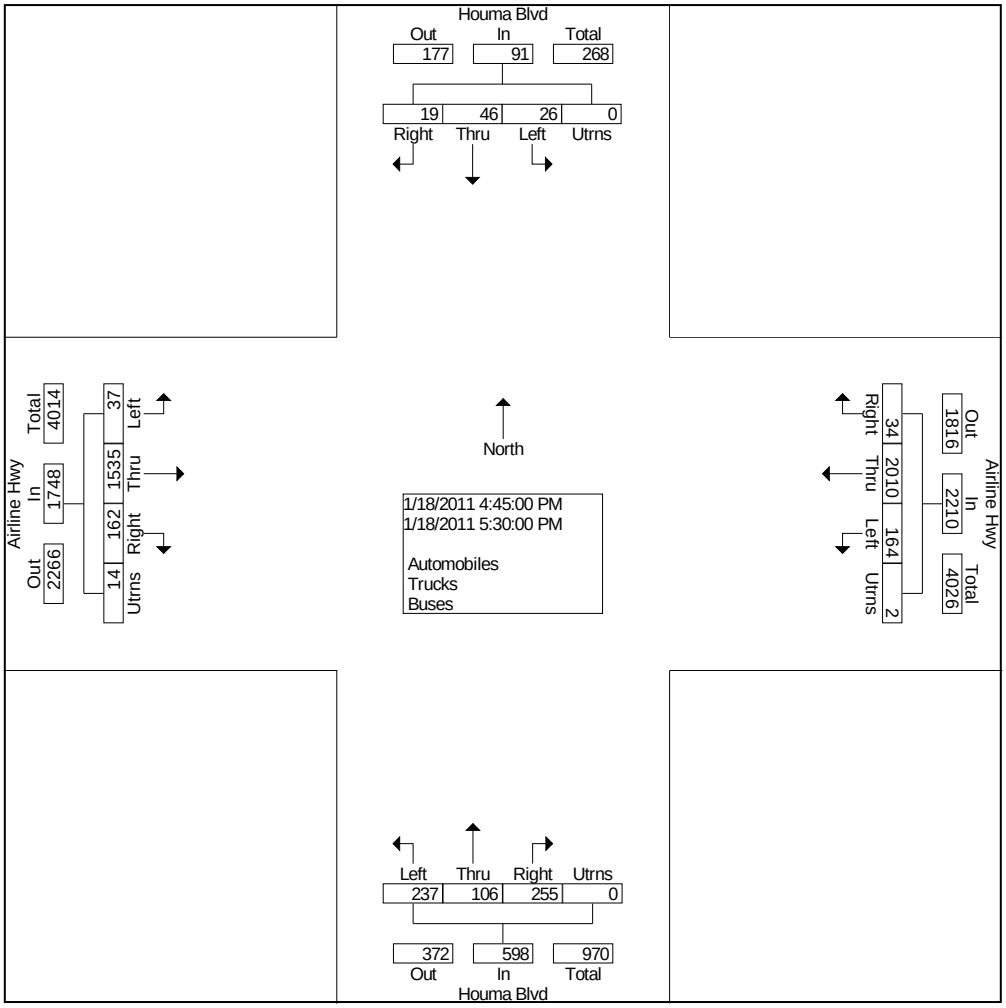
Airline Hwy @ Houma Blvd
Jefferson Parrish, LA

File Name : 11018-3 Airline Hwy @ Houma Blvd
Site Code : 00110183
Start Date : 01/18/2011
Page No : 4

	Houma Blvd Southbound					Airline Hwy Westbound					Houma Blvd Northbound					Airline Hwy Eastbound					
Start Time	Left	Thru	Right	Utrns	App. Total	Left	Thru	Right	Utrns	App. Total	Left	Thru	Right	Utrns	App. Total	Left	Thru	Right	Utrns	App. Total	Int. Total
Peak Hour From 12:15 to 17:45 - Peak 1 of 1																					
Intersection	16:45																				
Volume	26	46	19	0	91	164	2010	34	2	2210	237	106	255	0	598	37	1535	162	14	1748	4647
Percent	28.6	50.5	20.9	0.0		7.4	91.0	1.5	0.1		39.6	17.7	42.6	0.0		2.1	87.8	9.3	0.8		
Volume	26	46	19	0	91	164	2010	34	2	2210	237	106	255	0	598	37	1535	162	14	1748	4647
Volume	3	8	6	0	17	43	496	5	1	545	86	22	87	0	195	7	407	37	5	456	1213
Peak Factor																					0.958
High Int.	16:45					17:30					17:00					17:00					
Volume	12	9	7	0	28	54	537	12	0	603	86	22	87	0	195	7	407	37	5	456	
Peak Factor					0.813					0.916					0.767					0.958	



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Airline Hwy @ Manson Ave
Jefferson Parrish, LA

File Name : 11018-4 Airline Hwy @ Manson Ave
Site Code : 00110184
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Groups Printed- Automobiles - Trucks - Buses

	Manson Ave Southbound				Airline Hwy Westbound				Sam's Club Northbound				Airline Hwy Eastbound				
Start Time	Left	Thru	Right	Utrns	Left	Thru	Right	Utrns	Left	Thru	Right	Utrns	Left	Thru	Right	Utrns	Int. Total
06:00	0	0	2	0	5	97	0	2	2	0	0	0	0	124	2	0	234
06:15	2	0	1	0	2	120	0	0	2	0	1	0	2	168	6	0	304
06:30	4	2	4	0	5	166	2	0	4	0	1	0	1	214	5	0	408
06:45	3	2	11	0	9	166	1	0	4	0	1	0	0	283	12	0	492
Total	9	4	18	0	21	549	3	2	12	0	3	0	3	789	25	0	1438
07:00	12	11	13	0	14	225	3	3	7	2	2	0	1	358	12	1	664
07:15	18	6	14	0	20	262	2	1	10	1	1	0	5	436	19	0	795
07:30	14	5	14	0	20	314	4	3	10	1	6	0	3	408	14	0	816
07:45	15	2	12	0	14	322	3	0	11	1	4	0	13	483	17	0	897
Total	59	24	53	0	68	1123	12	7	38	5	13	0	22	1685	62	1	3172
08:00	27	7	27	0	22	391	14	1	15	2	6	0	21	386	21	0	940
08:15	32	8	27	0	24	292	7	2	16	0	5	0	19	464	26	0	922
08:30	10	7	14	0	27	294	4	4	20	0	4	0	4	357	23	0	768
08:45	4	3	13	0	29	250	3	2	13	1	4	0	3	349	34	0	708
Total	73	25	81	0	102	1227	28	9	64	3	19	0	47	1556	104	0	3338
break																	
15:00	11	7	12	0	32	356	10	2	39	3	5	0	19	322	53	2	873
15:15	16	9	37	0	35	411	9	0	30	6	10	0	18	346	55	1	983
15:30	6	10	28	0	63	434	5	0	37	6	7	0	11	360	72	1	1040
15:45	4	7	20	0	53	384	1	0	33	2	13	0	18	334	70	1	940
Total	37	33	97	0	183	1585	25	2	139	17	35	0	66	1362	250	5	3836
16:00	5	10	29	0	60	443	2	0	31	4	15	0	10	332	63	1	1005
16:15	9	5	19	0	55	384	5	1	39	7	7	0	9	364	73	2	979
16:30	4	5	19	0	51	439	5	1	34	5	11	0	6	373	43	0	996
16:45	4	12	41	0	37	396	4	0	23	7	12	0	17	338	61	0	952
Total	22	32	108	0	203	1662	16	2	127	23	45	0	42	1407	240	3	3932
17:00	5	4	30	0	52	470	7	0	46	7	11	0	9	347	54	0	1042
17:15	7	14	30	0	44	417	5	1	28	6	16	0	11	369	61	1	1010
17:30	5	7	33	0	33	483	5	1	39	5	14	0	16	418	80	3	1142
17:45	7	12	30	0	45	408	4	1	44	6	10	0	17	301	53	0	938
Total	24	37	123	0	174	1778	21	3	157	24	51	0	53	1435	248	4	4132
Grand Total	224	155	480	0	751	7924	105	25	537	72	166	0	233	8234	929	13	19848
Apprch %	26.1	18.0	55.9	0.0	8.5	90.0	1.2	0.3	69.3	9.3	21.4	0.0	2.5	87.5	9.9	0.1	
Total %	1.1	0.8	2.4	0.0	3.8	39.9	0.5	0.1	2.7	0.4	0.8	0.0	1.2	41.5	4.7	0.1	

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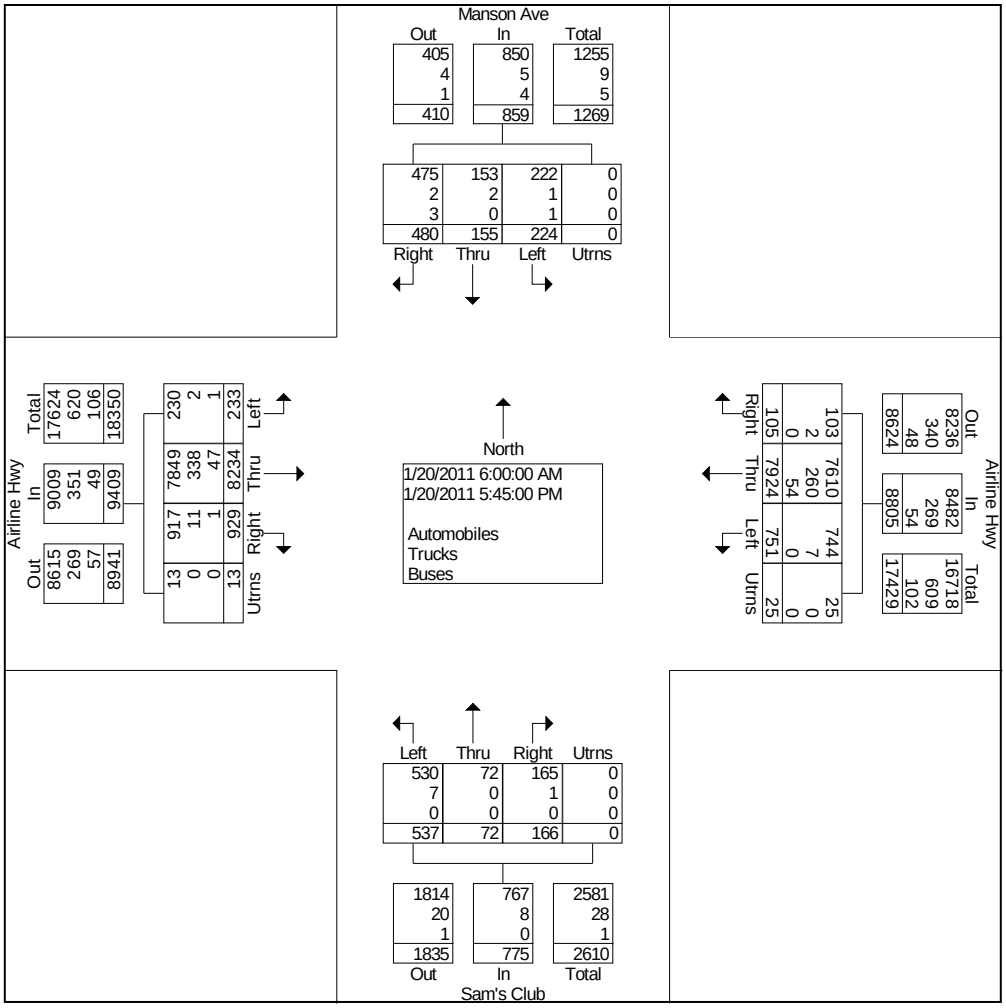

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Airline Hwy @ Manson Ave
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File Name : 11018-4 Airline Hwy @ Manson Ave
Site Code : 00110184
Start Date : 01/20/2011
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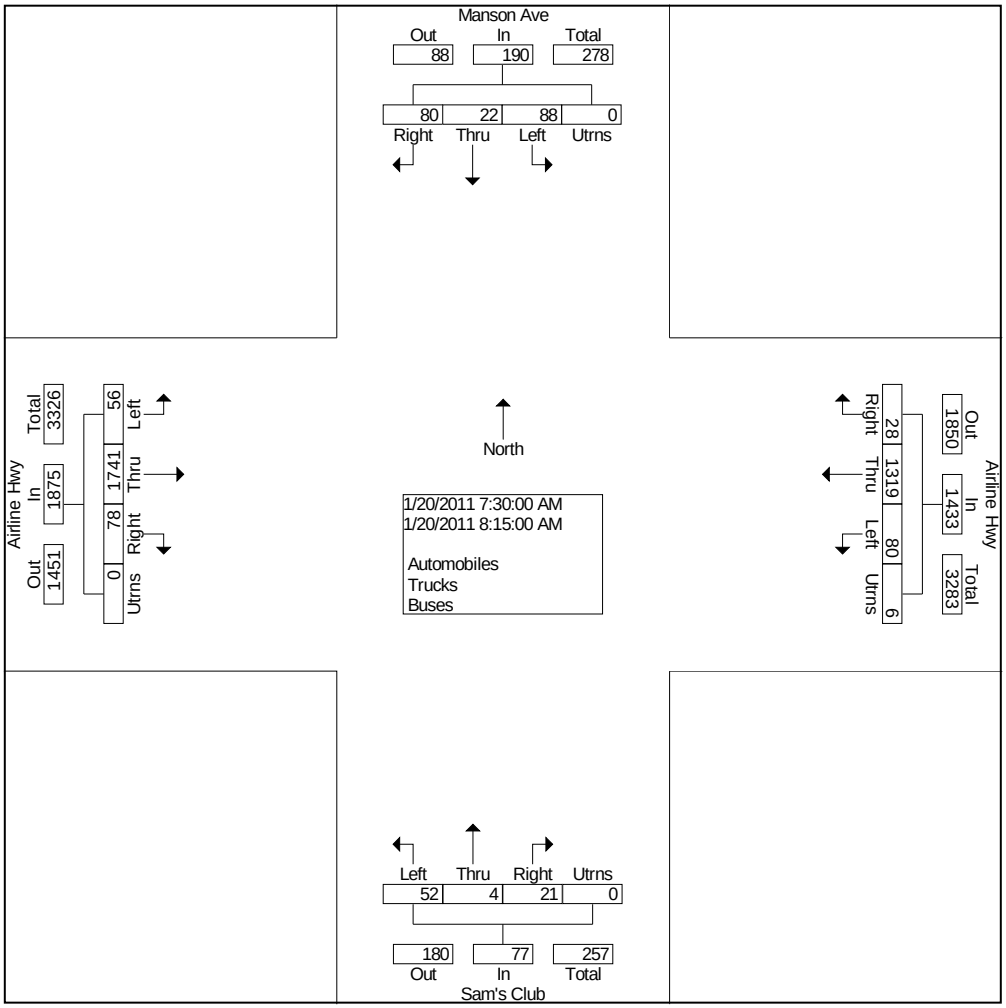
	Manson Ave Southbound					Airline Hwy Westbound					Sam's Club Northbound					Airline Hwy Eastbound					
Start Time	Left	Thru	Right	Utrns	App. Total	Left	Thru	Right	Utrns	App. Total	Left	Thru	Right	Utrns	App. Total	Left	Thru	Right	Utrns	App. Total	Int. Total
Peak Hour From 06:00 to 12:00 - Peak 1 of 1																					
Intersection	07:30																				
Volume	88	22	80	0	190	80	1319	28	6	1433	52	4	21	0	77	56	1741	78	0	1875	3575
Percent	46.3	11.6	42.1	0.0		5.6	92.0	2.0	0.4		67.5	5.2	27.3	0.0		3.0	92.9	4.2	0.0		
Volume	88	22	80	0	190	80	1319	28	6	1433	52	4	21	0	77	56	1741	78	0	1875	3575
Volume	27	7	27	0	61	22	391	14	1	428	15	2	6	0	23	21	386	21	0	428	940
Peak Factor																					0.951
High Int.	08:15					08:00					08:00					07:45					
Volume	32	8	27	0	67	22	391	14	1	428	15	2	6	0	23	13	483	17	0	513	
Peak Factor					0.709					0.837					0.837					0.914	



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Airline Hwy @ Manson Ave
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Site Code : 00110184
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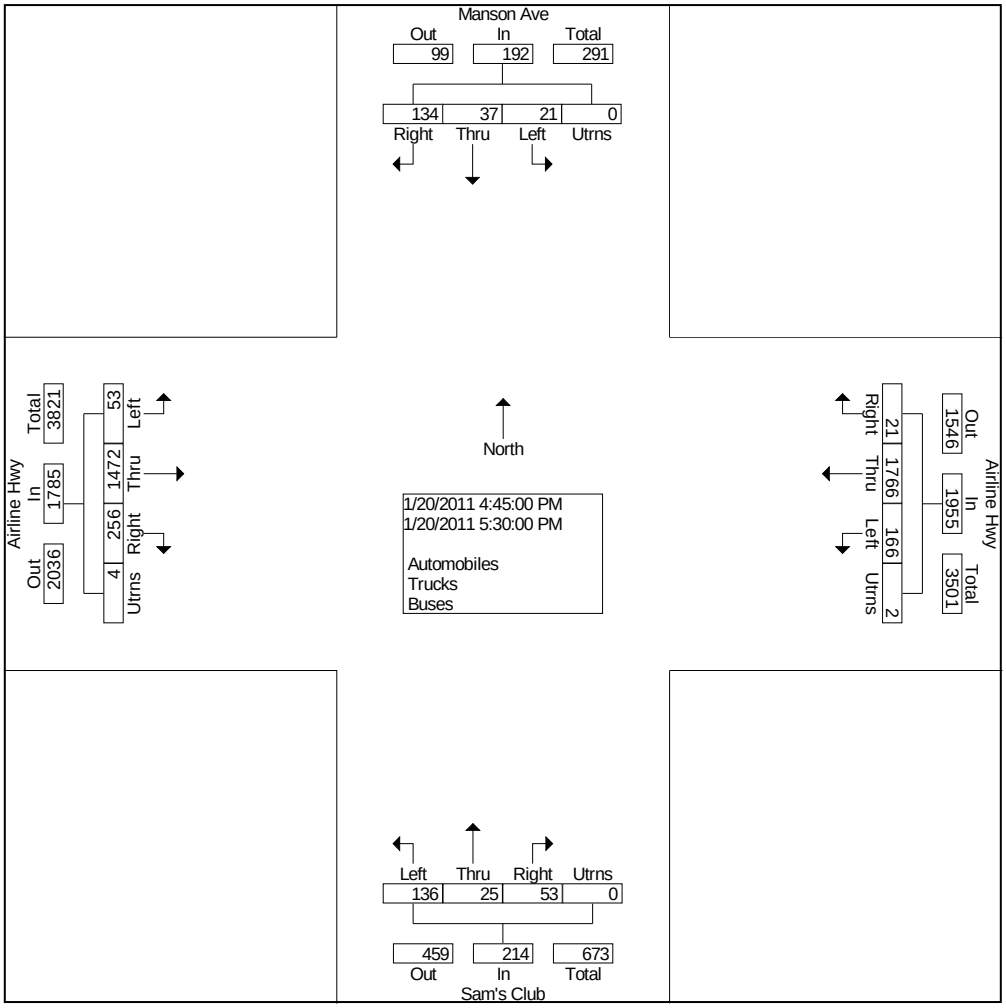
	Manson Ave Southbound					Airline Hwy Westbound					Sam's Club Northbound					Airline Hwy Eastbound					
Start Time	Left	Thru	Right	Utrns	App. Total	Left	Thru	Right	Utrns	App. Total	Left	Thru	Right	Utrns	App. Total	Left	Thru	Right	Utrns	App. Total	Int. Total
Peak Hour From 12:15 to 17:45 - Peak 1 of 1																					
Intersection	16:45																				
Volume	21	37	134	0	192	166	1766	21	2	1955	136	25	53	0	214	53	1472	256	4	1785	4146
Percent	10.9	19.3	69.8	0.0		8.5	90.3	1.1	0.1		63.6	11.7	24.8	0.0		3.0	82.5	14.3	0.2		
Volume	21	37	134	0	192	166	1766	21	2	1955	136	25	53	0	214	53	1472	256	4	1785	4146
Volume	5	7	33	0	45	33	483	5	1	522	39	5	14	0	58	16	418	80	3	517	1142
Peak Factor																					0.908
High Int.	16:45					17:00					17:00					17:30					
Volume	4	12	41	0	57	52	470	7	0	529	46	7	11	0	64	16	418	80	3	517	
Peak Factor					0.842					0.924					0.836					0.863	



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Airline Hwy @ Cleary Ave
Jefferson Parrish, LA

File Name : 11018-5 Airline Hwy @ Cleary Ave
Site Code : 00110185
Start Date : 01/20/2011
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Groups Printed- Automobiles - Trucks - Buses

	Cleary Ave Southbound				Airline Hwy Westbound				Cleary Ave Northbound				Airline Hwy Eastbound				
Start Time	Left	Thru	Right	Utrns	Left	Thru	Right	Utrns	Left	Thru	Right	Utrns	Left	Thru	Right	Utrns	Int. Total
06:00	12	4	11	0	0	87	3	0	0	3	0	0	10	118	1	0	249
06:15	25	10	15	0	0	114	3	0	0	1	0	0	15	148	2	1	334
06:30	29	13	18	0	2	144	2	0	1	5	0	0	21	195	6	1	437
06:45	26	28	22	0	0	158	5	0	2	4	3	0	39	227	17	0	531
Total	92	55	66	0	2	503	13	0	3	13	3	0	85	688	26	2	1551
07:00	35	23	17	0	3	217	6	1	8	12	1	0	33	326	15	2	699
07:15	51	38	29	0	4	242	10	0	12	7	2	0	45	384	21	1	846
07:30	50	35	24	0	2	299	10	0	11	9	5	0	28	422	9	1	905
07:45	40	37	27	0	4	281	7	1	23	16	7	0	61	439	12	1	956
Total	176	133	97	0	13	1039	33	2	54	44	15	0	167	1571	57	5	3406
08:00	47	28	39	0	3	361	5	0	21	10	6	0	35	417	11	4	987
08:15	47	22	30	0	4	268	9	0	18	21	3	0	50	424	22	3	921
08:30	25	25	32	0	4	275	8	1	10	18	2	0	47	344	9	0	800
08:45	39	29	25	0	1	246	8	0	11	13	5	0	41	325	8	1	752
Total	158	104	126	0	12	1150	30	1	60	62	16	0	173	1510	50	8	3460
break																	
15:00	26	16	47	0	1	334	17	2	14	17	9	0	48	294	18	3	846
15:15	22	13	48	0	6	408	26	1	28	23	9	0	44	345	4	4	981
15:30	22	18	50	0	5	386	24	0	17	37	7	0	59	317	10	1	953
15:45	27	11	46	0	8	420	24	1	26	25	6	0	71	328	7	2	1002
Total	97	58	191	0	20	1548	91	4	85	102	31	0	222	1284	39	10	3782
16:00	16	22	38	0	6	396	20	2	27	31	5	0	58	297	8	0	926
16:15	22	14	32	0	4	447	34	0	34	28	8	0	58	374	15	0	1070
16:30	33	19	47	0	5	373	33	0	26	31	6	0	51	309	12	1	946
16:45	22	18	44	0	2	407	29	1	34	34	6	0	51	332	13	1	994
Total	93	73	161	0	17	1623	116	3	121	124	25	0	218	1312	48	2	3936
17:00	22	25	39	0	1	393	34	0	38	36	4	0	61	323	19	1	996
17:15	23	13	43	0	3	432	33	0	49	28	0	0	44	361	13	1	1043
17:30	29	21	46	0	1	396	34	0	27	40	5	0	70	361	13	1	1044
17:45	24	15	44	0	2	425	45	0	31	30	9	0	57	271	9	0	962
Total	98	74	172	0	7	1646	146	0	145	134	18	0	232	1316	54	3	4045
Grand Total	714	497	813	0	71	7509	429	10	468	479	108	0	1097	7681	274	30	20180
Apprch %	35.3	24.6	40.2	0.0	0.9	93.6	5.3	0.1	44.4	45.4	10.2	0.0	12.1	84.6	3.0	0.3	
Total %	3.5	2.5	4.0	0.0	0.4	37.2	2.1	0.0	2.3	2.4	0.5	0.0	5.4	38.1	1.4	0.1	

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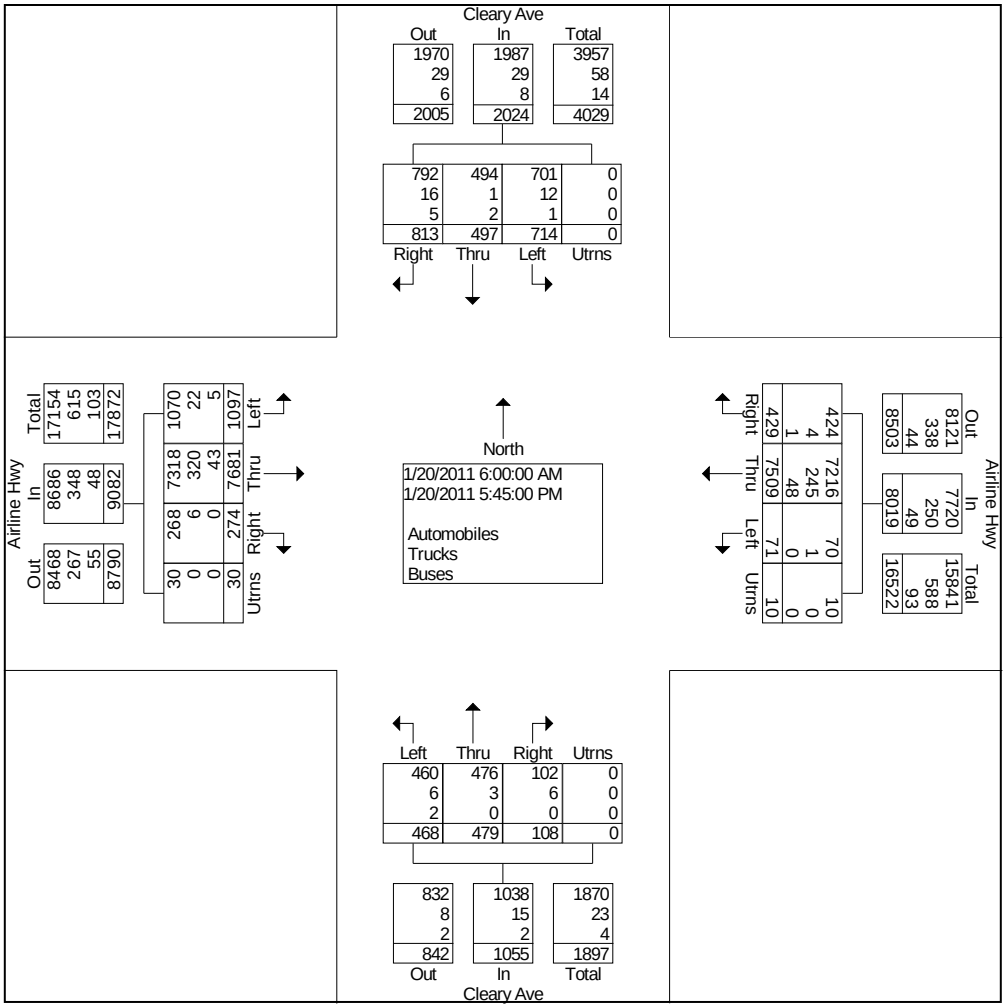

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Airline Hwy @ Cleary Ave
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File Name : 11018-5 Airline Hwy @ Cleary Ave
Site Code : 00110185
Start Date : 01/20/2011
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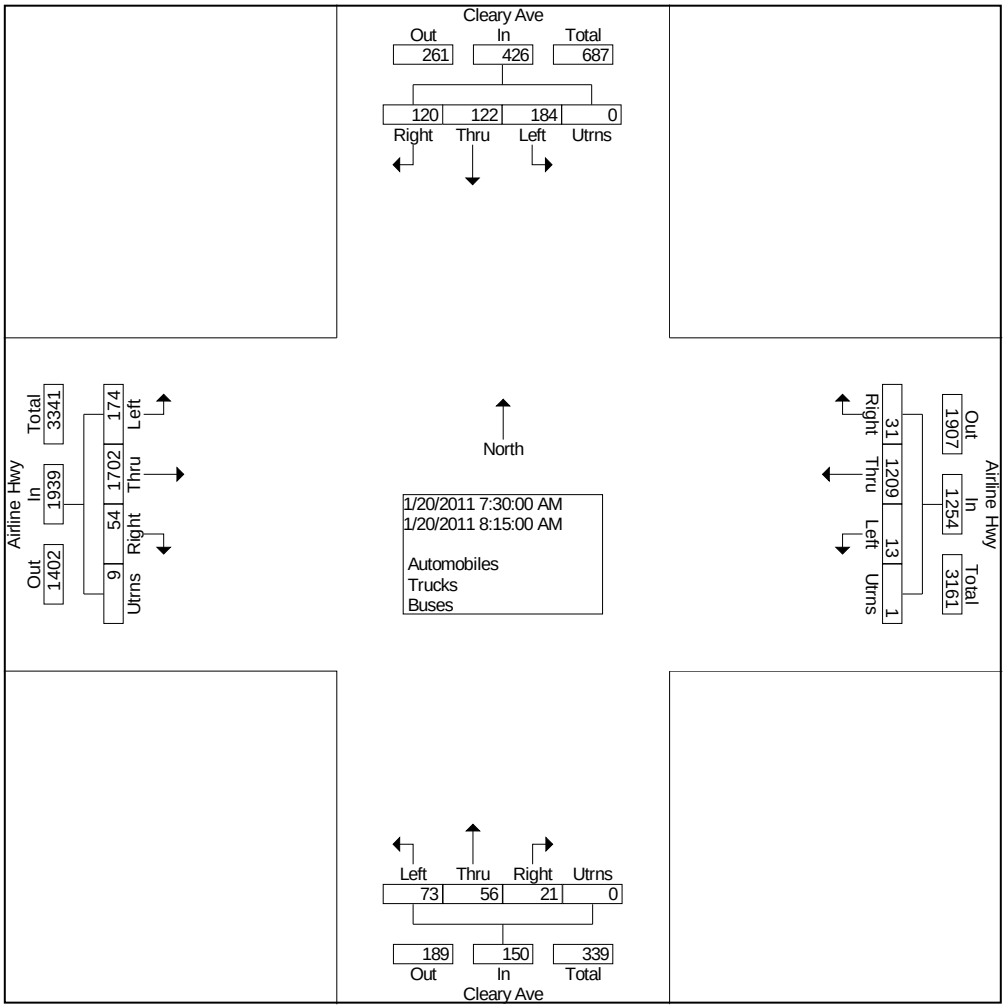
	Cleary Ave Southbound					Airline Hwy Westbound					Cleary Ave Northbound					Airline Hwy Eastbound					
Start Time	Left	Thru	Right	Utrns	App. Total	Left	Thru	Right	Utrns	App. Total	Left	Thru	Right	Utrns	App. Total	Left	Thru	Right	Utrns	App. Total	Int. Total
Peak Hour From 06:00 to 12:00 - Peak 1 of 1																					
Intersection	07:30																				
Volume	184	122	120	0	426	13	1209	31	1	1254	73	56	21	0	150	174	1702	54	9	1939	3769
Percent	43.2	28.6	28.2	0.0		1.0	96.4	2.5	0.1		48.7	37.3	14.0	0.0		9.0	87.8	2.8	0.5		
Volume	184	122	120	0	426	13	1209	31	1	1254	73	56	21	0	150	174	1702	54	9	1939	3769
Volume	47	28	39	0	114	3	361	5	0	369	21	10	6	0	37	35	417	11	4	467	987
Peak Factor																					0.955
High Int.	08:00					08:00					07:45					07:45					
Volume	47	28	39	0	114	3	361	5	0	369	23	16	7	0	46	61	439	12	1	513	
Peak Factor					0.934					0.850					0.815					0.945	



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Airline Hwy @ Cleary Ave
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File Name : 11018-5 Airline Hwy @ Cleary Ave
Site Code : 00110185
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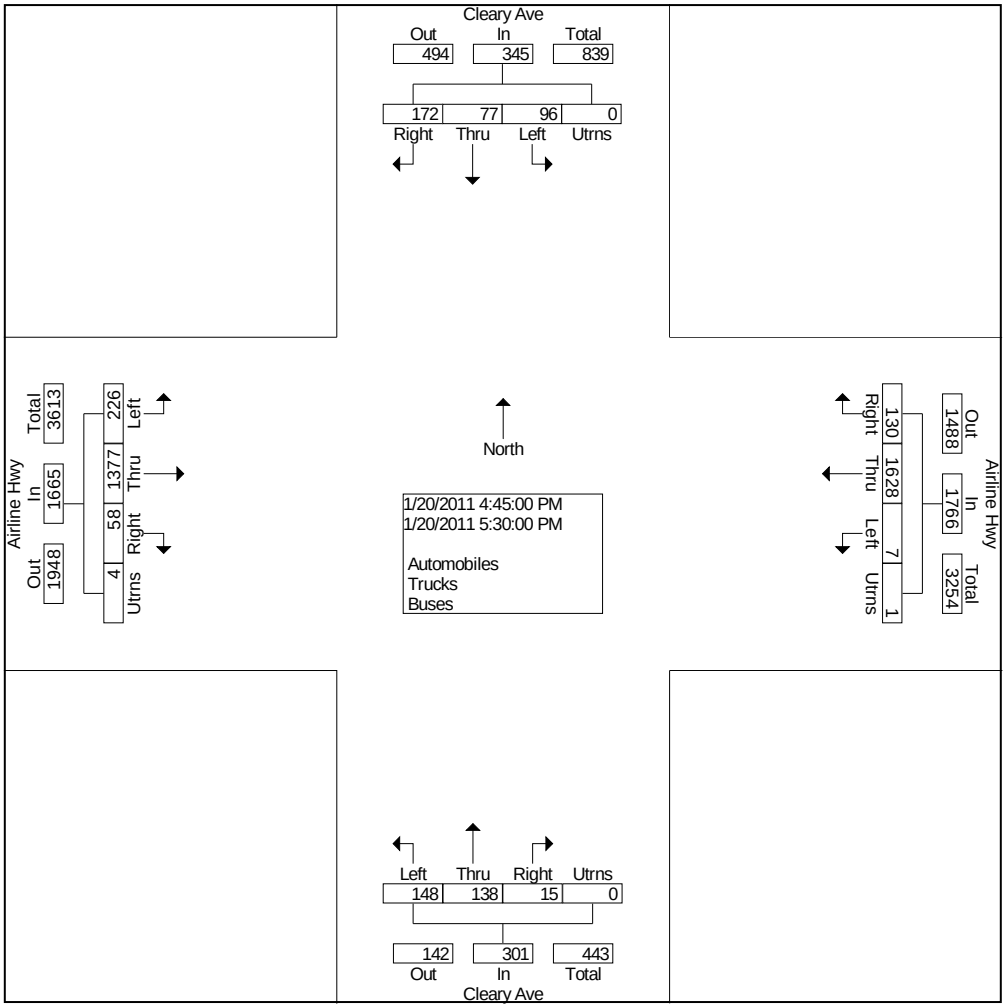
	Cleary Ave Southbound					Airline Hwy Westbound					Cleary Ave Northbound					Airline Hwy Eastbound					
Start Time	Left	Thru	Right	Utrns	App. Total	Left	Thru	Right	Utrns	App. Total	Left	Thru	Right	Utrns	App. Total	Left	Thru	Right	Utrns	App. Total	Int. Total
Peak Hour From 12:15 to 17:45 - Peak 1 of 1																					
Intersection	16:45																				
Volume	96	77	172	0	345	7	1628	130	1	1766	148	138	15	0	301	226	1377	58	4	1665	4077
Percent	27.8	22.3	49.9	0.0		0.4	92.2	7.4	0.1		49.2	45.8	5.0	0.0		13.6	82.7	3.5	0.2		
Volume	96	77	172	0	345	7	1628	130	1	1766	148	138	15	0	301	226	1377	58	4	1665	4077
Volume	29	21	46	0	96	1	396	34	0	431	27	40	5	0	72	70	361	13	1	445	1044
Peak Factor																					0.976
High Int.	17:30					17:15					17:00					17:30					
Volume	29	21	46	0	96	3	432	33	0	468	38	36	4	0	78	70	361	13	1	445	
Peak Factor					0.898					0.943					0.965					0.935	



Appendix B : VISSIM Model Results

Table B-1: Results of Nodal Analyses, 2013 AM Peak Hour

Airline Drive at Clearview Parkway	2010 Existing		2013 No Build		2013 Traditional Improv.		2013 CFI		2013 Overpass	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Northbound (Clearview)	56.0	E	49.2	D	35.4	D	28.1	C	22.8	C
Southbound (Clearview)	117.7	F	84.9	F	60.1	E	58.4	E	61.1	E
Eastbound (Airline)	98.1	F	103.1	F	44.7	D	36.7	D	113.1	F
Westbound (Airline)	89.6	F	110.4	F	69.0	E	32.2	C	23.9	C
Overall	**94.2**	**F**	**88.3**	**F**	**52.9**	**D**	**38.8**	**D**	**56.2**	**E**

Table B-2: Results of Nodal Analyses, 2013 PM Peak Hour

Airline Drive at Clearview Parkway	2010 Existing		2013 No Build		2013 Traditional Improv.		2013 CFI		2013 Overpass	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Northbound (Clearview)	54.4	D	49.8	D	30.4	C	28.9	C	86.5	F
Southbound (Clearview)	95.7	F	76.4	E	43.8	D	61.1	E	76.5	E
Eastbound (Airline)	74.9	E	70.5	E	41.6	D	31.3	C	23.8	C
Westbound (Airline)	91.6	F	82.8	F	90.2	F	39.4	D	102.1	F
Overall	**79.7**	**E**	**69.8**	**E**	**50.6**	**D**	**38.5**	**D**	**88.0**	**F**

Table B-3: Results of Nodal Analyses, 2033 AM Peak Hour

Airline Drive at Clearview Parkway	2010 Existing		2033 No Build		2033 Traditional Improv.		2033 CFI		2033 Overpass	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Northbound (Clearview)	56.0	E	56.2	E	39.9	D	31.1	C	59.8	E
Southbound (Clearview)	117.7	F	120.7	F	75.0	E	115.4	F	89.0	F
Eastbound (Airline)	98.1	F	144.9	F	40.5	D	43.2	D	70.0	E
Westbound (Airline)	89.6	F	113.0	F	92.8	F	29.6	C	25.1	C
Overall	**94.2**	**F**	**120.1**	**F**	**63.6**	**E**	**53.4**	**D**	**67.9**	**E**

Table B-4: Results of Nodal Analyses, 2033 PM Peak Hour

Airline Drive at Clearview Parkway	2010 Existing		2033 No Build		2033 Traditional Improv.		2033 CFI		2033 Overpass	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Northbound (Clearview)	54.4	D	53.5	D	28.1	C	35.5	D	25.4	C
Southbound (Clearview)	95.7	F	104.1	F	56.9	E	59.2	E	86.1	F
Eastbound (Airline)	74.9	E	81.8	F	30.3	C	38.6	D	46.5	D
Westbound (Airline)	91.6	F	109.1	F	57.3	E	38.5	D	20.3	C
Overall	**79.7**	**E**	**94.0**	**F**	**47.0**	**D**	**43.7**	**D**	**47.6**	**D**