

STAGE 1 ENVIRONMENTAL ASSESSMENT

WIDENING LA 28 EAST

RAPIDES PARISH, LA

PUBLIC HEARING



10.11.2016

Presented by:



PURPOSE OF TONIGHT'S HEARING

- Present the findings of the Widening LA 28 East EA (SPN H.004825.2) –the Proposed Action 
- Obtain your comments and opinions relative to the project

TONIGHT'S HEARING FORMAT

- This is an open house Public Hearing
- There *will not* be a formal question and answer session (as not all members of the public would be able to participate)
- Comments will be verbally received by the Court Reporter and via comment forms
- Project Team members are available in the exhibit area to respond to questions
- A GIS table is available whereby you can view the proposed right-of-way on Google Earth

PROJECT DESCRIPTION

- DOTD proposes to expand a portion of LA 28 East starting from its western intersection with LA 3128 (Libuse) to its eastern intersection with LA 1207 (Holloway) in Rapides Parish
- An environmental and engineering constraints review of LA 28 from LA 1207 to US 84 in Catahoula Parish is included

THE PROJECT DEVELOPMENT PROCESS

DOTD Project Delivery Process

Current Stage



| Stage 0 | Stage 1 | Stage 2 | Stage 3 | Stage 4 | Stage 5 | Stage 6 |
|-------------|--------------------------|--------------------------------------|-------------------------|------------------------|--------------|-----------|
| Feasibility | Planning/ Environment | Funding Project Prioritization | Final Design Process | Bid Letting Process | Construction | Operation |
| 18 months | 1-2 years | Indefinite | 1-3 years | 1 year | 1-3 years | Ongoing |

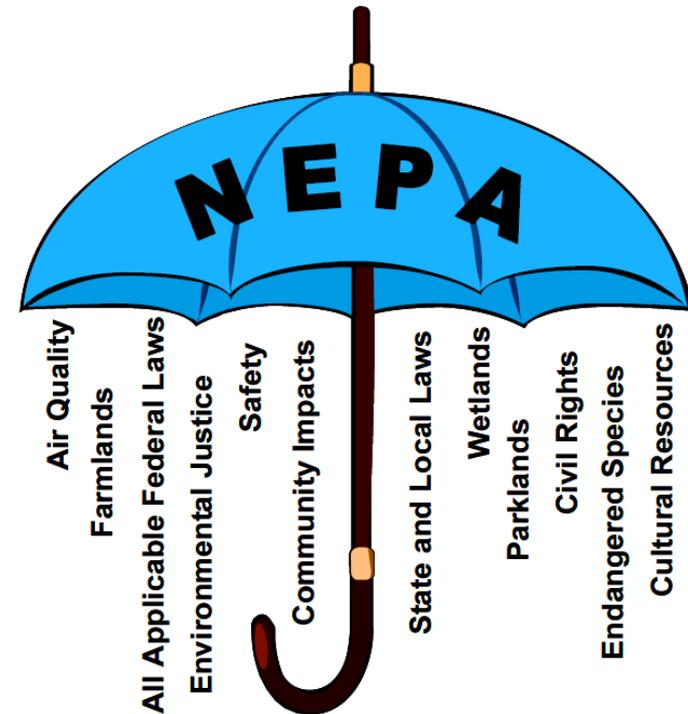


Completed
April 2010

10 – 20 years

NEPA ENVIRONMENTAL REVIEW PROCESS

- Part of Stage 1 is to consider environmental impacts in accordance with the National Environmental Policy Act of 1969 (NEPA).
- NEPA requires federal agencies to use a systematic interdisciplinary approach to consider environmental effects when making decisions.
- NEPA acts as an “umbrella” under which other environmental statutes and regulations are administered.



NEPA ENVIRONMENTAL REVIEW PROCESS

- Purpose and Need
- Alternatives Development
- Evaluation of Environmental Impacts
- Alternative Screening
- Environmental Document



PURPOSE AND NEED

Purpose

The purpose of the proposed action is to identify and evaluate alternatives to widen LA 28 from Libuse (LA 3128) 7.25 miles to Holloway (LA 1207) in order to provide adequate capacity for future use.



Need

The needs addressed by the proposed action include:

- Improved Capacity
- Improved Safety

ALTERNATIVES DEVELOPMENT

- The three build alternatives recommended for further study in the Feasibility Study were presented to the public during the first public meeting held in April 2013
- Public outreach as well as DOTD review resulted in the development of additional build alternatives that were presented to the public at a second public meeting held in January 2015
- The No Build Alternative is always an option

ALTERNATIVES DEVELOPMENT

ALTERNATIVES ELIMINATED

Eliminated:

1. Urban Arterial – 4
 - Four, 12-foot lanes with 18-foot raised median
 - Design Speed = 55 mph
 - Removed after first public meeting in favor of UA-5 to achieve higher design speed to accommodate LA 28 use
2. Rural Arterial – 2 (with 53-foot depressed median)
 - Four, 12-foot lanes with a 53-foot depressed median
 - Design Speed = 60 mph
 - Removed from further study after the April public meeting and subsequent agency meeting because it only offered a differing median width and was not considered a true alternative
3. Rural Arterial – 3 (with 60-foot median)
 - Four, 12-foot lanes with a 60-foot depressed median
 - Design Speed = 70 mph
 - Removed from further study during alternative development because it only offered a differing median width and was not considered a true alternative

ALTERNATIVES DEVELOPMENT

- Build Alternative 1 -
 - Urban Arterial 5 (median width varied from 18 to 30 feet)
Roundabouts at LA 3128, LA 116, LA 1207
- Build Alternative 2—
 - Rural Arterial 2 (42-foot median)
Two Intersection Alternatives
 - 2a - Roundabout at LA1207
 - 2b - Signalized Intersection at LA1207
- J-turns throughout both Alternatives
- Build Alternative 1a
 - Urban Arterial 5 (median width from 18 to 30 feet)
Roundabout at LA 1207



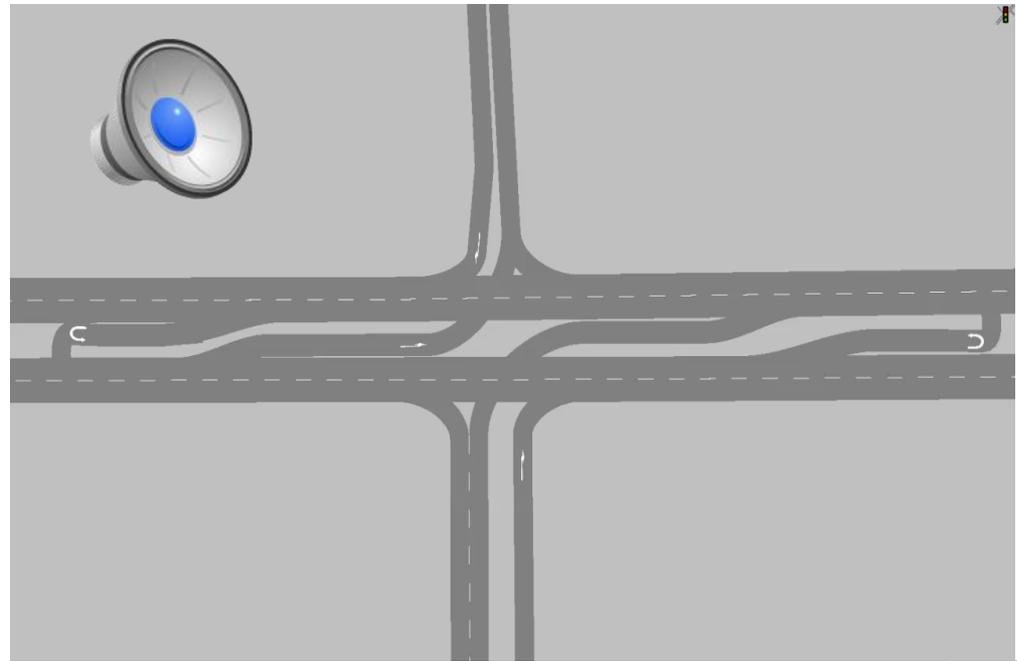
TRAFFIC ANALYSES

The traffic study analyzed the efficiency of various intersection types and the potential for service roads for each alternative (including the No Build)

Roundabout analysis was performed at three locations



J-turn and signalization analyses were performed at all intersections



TRAFFIC ANALYSES RESULTS

- Service Roads failed to improve traffic and were removed
- Signals were analyzed at all intersecting street locations; only LA 1207 met the analysis criteria to warrant a signal
- Roundabout analysis was performed at three locations and allowed for ideal traffic flow, or Level of Service A
- J-turns safely and efficiently manage traffic volumes at intersections by redirecting through- and left-turning traffic on the side street approach to turn right, proceed to the nearby U-turn, and then return to its original course – they were deemed appropriate throughout the construction area



ENVIRONMENTAL SCREENING

- Environmental effects of all alternatives were studied including:
 - Floodplains
 - Wetlands
 - Prime Farmlands
 - Traffic Noise
 - Utility Conflicts
 - Wells
 - Cultural Resources
 - Significant Trees
 - Social Impacts



ALTERNATIVES DEVELOPMENT

SCREENING COMPARISON OF BUILD ALTERNATIVES

| EVALUATION CRITERIA | Build Alternative 1 (UA5) | Build Alternative 2 (RA2) | |
|---|---------------------------|----------------------------|-------------------------------|
| | | 2a (Roundabout at LA 1207) | 2b (Signalization at LA 1207) |
| Purpose and Need | | | |
| Meets Purpose and Need | Yes | Yes | Yes |
| Engineering | | | |
| Length (miles) | 7.36 | 7.63 | 7.63 |
| Required Right-of-Way (acres) | 78.34 | 100.88 | 99.89 |
| Cultural Resources | | | |
| Potential to Impact Historical Resources | Low | Low | Low |
| Potential to Impact Archaeological Resources | Low | Low | Low |
| Potential Wetlands | | | |
| Freshwater Forested/Shrub Wetland (acres) | 0.00 | 0.11 | 0.11 |
| Community Impacts | | | |
| Residential Structures | 16 | 28 | 25 |
| Commercial Property | 15 | 16 | 15 |
| Churches | 1 | 0 | 0 |
| Recreational Areas | 1 | 2 | 2 |
| Land Use | | | |
| Potential Impact to Prime Farmland (acres) | 12.51 | 13.94 | 13.94 |
| Potential Impact to the 100-yr Floodplain (acres) | 5.92 | 7.19 | 7.19 |
| Environmental Liability Concerns | | | |
| Potential Impacts to Hazardous Sites | Medium | Medium | Medium |
| Active Water Well Locations | 4 | 4 | 4 |
| Other Environmental Concerns | | | |
| Utility Impacts | 51,850 feet | 55,100 feet | 55,100 feet |



ALTERNATIVES DEVELOPMENT

MORE ALTERNATIVES ELIMINATED

- Build Alternative 2–
 - Rural Arterial 2 (42-foot median)
Two Intersection Alternatives
 - 2a - Roundabout at LA1207
 - 2b - Signalized Intersection at LA1207



ALTERNATIVES DEVELOPMENT

BUILD ALTERNATIVE 1A

- Build Alternative 1a (modified version of Build Alternative 1)-
 - Urban Arterial 5 (30-foot raised median at dual lane J-turns, otherwise 18-feet)
 - Dual Lane Roundabout at LA 1207
 - Two Phased Signalized J-turn at LA 116
 - J-turns throughout, some dual lane to accommodate larger trucks

There will be no additional ROW acquired between the western logical terminus (just west of LA 3128) and LA 1205, as LA 28 is five lanes in this area. Installation of raised median will occur in this area.

ALTERNATIVES DEVELOPMENT PREFERRED IDENTIFICATION ANALYSIS

| EVALUATION CRITERIA | Build Alternative 1 (UA5) | Build Alternative 1a (UA 5 Roundabout at LA 1207) |
|--|---------------------------|--|
| Purpose and Need | | |
| Meets Purpose and Need | Yes | Yes |
| Function/Engineering | | |
| Length (miles) | 7.63 | 7.63 |
| 2030 Average Daily Traffic for Connector (Mainline) | 23,100 | 23,100 |
| Anticipated Level of Service for the Alternatives (Mainline) | A | A |
| Cost | | |
| Preliminary Construction Costs (millions) ¹ | \$53.4 | \$49.8 |
| Impacts | | |
| Required Right-of-Way (acres) | 78.34 | 57.98 |
| Potential to Impact Cultural Resources | Low | None |
| Potential to Impact Potential Wetlands | 0.00 | 0.00 |
| Potential Impact to the 100-yr Floodplain (acres) | 5.97 | 5.07 |
| Active Water Well Locations | 4 | 4 |
| Residential Structures | 17 | 15 |
| Commercial Property | 15 | 10 |
| Churches | 1 | 0 |
| Recreational Areas | 1 | 0 |
| Potential Impacts to Hazardous Sites | Medium | Medium |
| Utility Impacts | 51,850 feet | 51,850 feet |



NOTES:

¹ Construction costs are preliminary estimates and do not include utility relocations. A 20% contingency and 8% design fee is applied to each alternative.

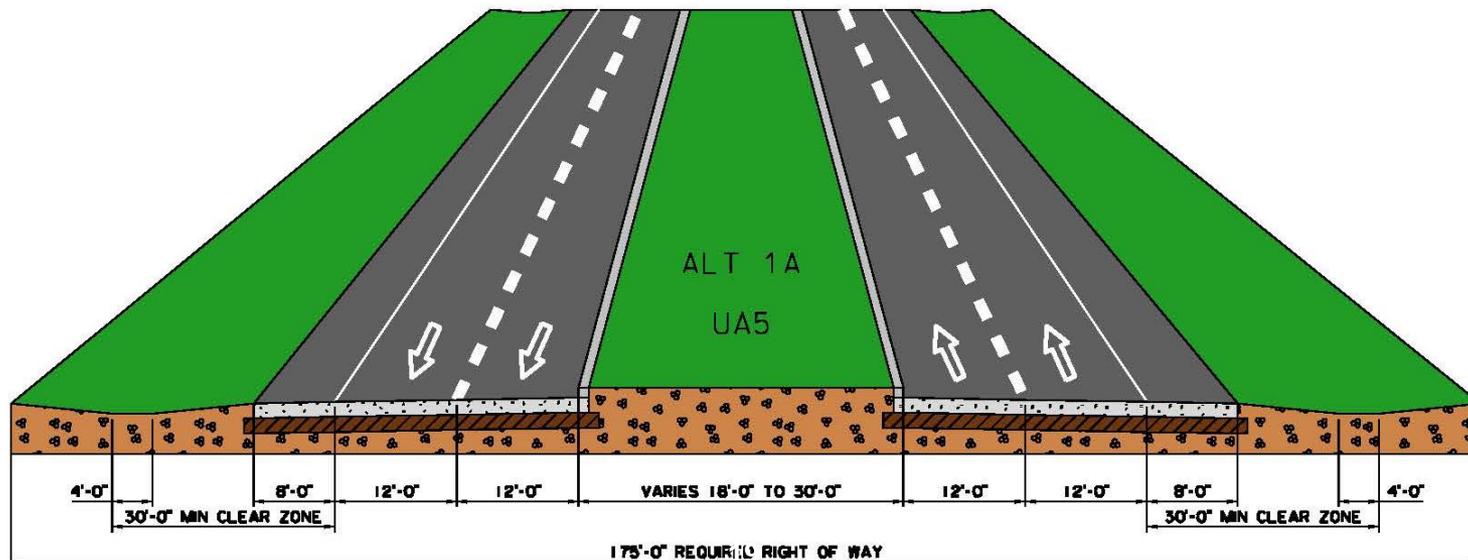


PREFERRED ALTERNATIVE IDENTIFIED

BUILD ALTERNATIVE 1A

Design - Urban Arterial – 5

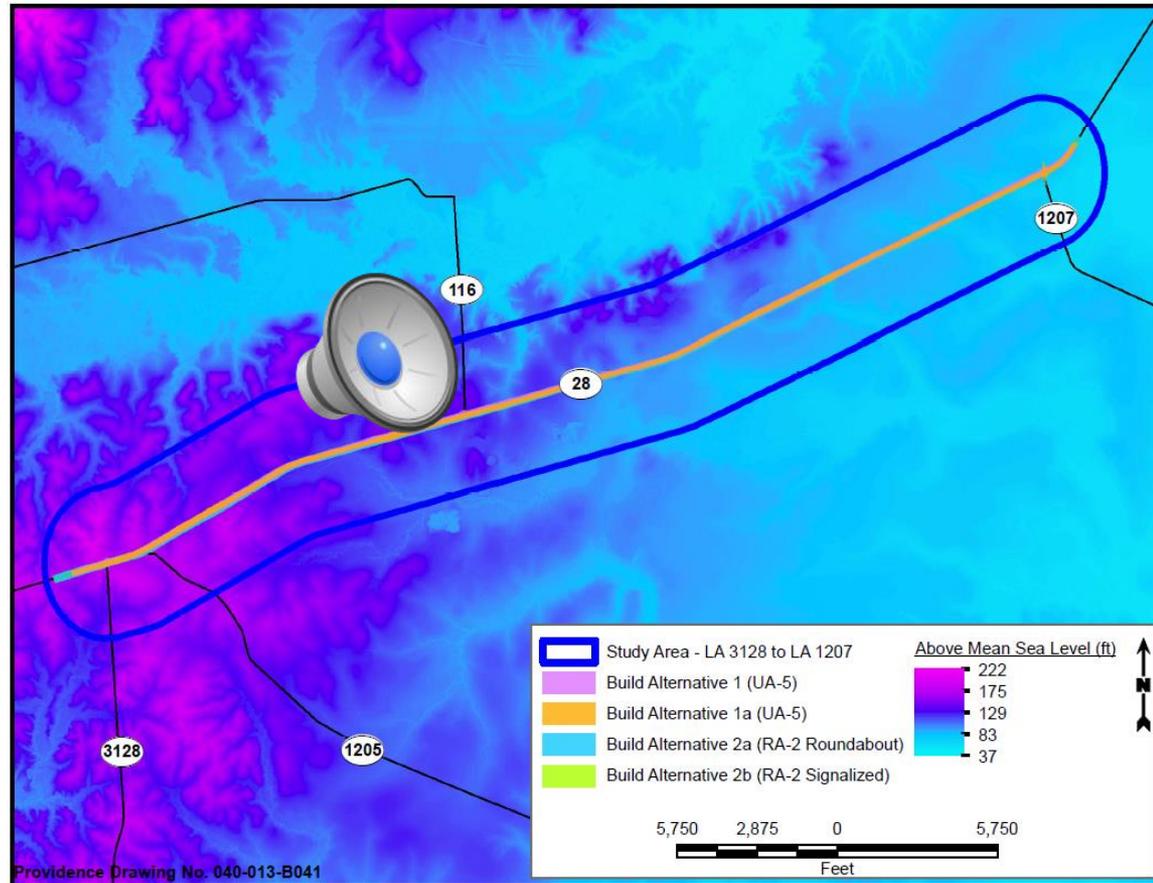
- Four, 12-foot travel lanes with variable width raised median
- Design Speed = 60 mph
- 8-foot outside shoulder width
- Dual Lane Roundabout at LA 17
- Two-phased signalized J-turn  16



ENVIRONMENTAL EFFECTS

Floodplains

Build Alternative 1a may affect approximately 6.23 acres within the 100-year Floodplain



LIDAR data obtained from Louisiana Oil Spill Coordinator's Office Dataset 2014.

ENVIRONMENTAL EFFECTS

Wetlands

Build
Alternative 1a
may affect up
to 1.52 acres
of
jurisdictional
wetlands



ENVIRONMENTAL EFFECTS

Noise

Noise associated with the operation of Build Alternative 1a may affect up to 111 receptors



ENVIRONMENTAL EFFECTS

Relocations

Fifteen residences may be acquired, along with 10 commercial structures

Utilities including gas, water, and electric may also be affected



ENVIRONMENTAL EFFECTS

Utilities



| Utility | Mitigation Description | Length (ft) | Unit Cost | Total |
|--------------|------------------------|-------------|-----------|--------------------|
| Water | Relocation | 38,366 | 20 | \$767,320 |
| Gas | Relocation | 229 | 100 | \$22,900 |
| Electric | Relocation | 14,071 | 70 | \$984,970 |
| Total | | | | \$1,775,190 |

ENVIRONMENTAL EFFECTS

Other Environmental Effects

No measurable effects on:

- Air Quality
- Water Quality
- Prime Farmlands
- Cultural Resources
- Protected Species
- Visual Quality

Minimal effect on:

- Driveways, Fences, and Parking (will be restored)



OPINION OF PROBABLE COST

Summary of Main Items in Opinion of Probable Cost

| ITEM DESCRIPTION | COST |
|-----------------------------------|------------------------|
| Construction | \$38,917,976.58 |
| Contingency (20%) | \$7,783,595.32 |
| Real Estate (ROW and Relocations) | \$9,073,807.00 |
| Utility Relocations | \$1,775,190.00 |
| Engineering Design (8%) | \$3,113,438.13 |
| Environmental Mitigation | \$63,387.00 |
| Total Cost | \$60,727,394.02 |

The fully detailed Opinion of Probable Cost may be viewed in the Exhibit area

FUNDING

- The Widening of LA 28 East project is expected to utilize a combination of state and federal funding
- Federally funded projects require compliance with the NEPA 
- The NEPA process concludes after a Public Hearing on the EA has been held and a final EA is approved
- Funding for this project will be prioritized after the NEPA process has concluded

SCHEDULE

| DATE | ACTION |
|------------------------------|--|
| April 2, 2013 | <ul style="list-style-type: none"> Public Meeting 1: Project Initiation |
| May 2013 - December 2014 | <ul style="list-style-type: none"> Scope change, additional alternatives, traffic studies, preliminary environmental screening |
| January 22, 2015 | <ul style="list-style-type: none"> Public Meeting 2: Alternatives Development |
| February 2015 – July 2016 | <ul style="list-style-type: none"> Refine alternatives Identify preferred alternative Preliminary line and grade Technical studies |
| July 2016 - October 11, 2016 | <ul style="list-style-type: none"> Line and Grade accepted Draft EA approved for printing Public Hearing |
| November 2016 | <ul style="list-style-type: none"> Final EA submitted and FONSI requested |
| Early 2017 - TBD | <ul style="list-style-type: none"> EA with FONSI issued (if approved) Funding Requested/Obtained Final Design moves forward |

NEXT STEPS



This Evening...

- Please stay and view exhibits and provide comments/concerns to Project Team Members
- Provide written comments  the comment forms located on the comment *(tonight or mail in)*
- Provide verbal comments to the court reporter
- Email comments to kerryoriol@providenceeng.com
- Please provide all comments by **October 21, 2016** to ensure a response is included in the EA

RIGHT-OF-WAY ACQUISITION AND RELOCATION INFORMATION

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

The DOTD Brochure explaining Acquisition of Right-of-Way and Relocation Assistance Program is available tonight at that table or can be obtained later from:



DOTD Real Estate Section
P.O. Box 94245
Baton Rouge, LA 70804 70804-9245
(225) 242-4591

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

STEPS IN THE ACQUISITION PROCESS

It is the DOTD's objective to pay just compensation for all properties required for the project.

- Owners of required properties may be contacted by an appraiser or appraisers and given the opportunity to go with them on the inspection of the property.
- This will provide owners an opportunity to point out things that may be important to the evaluation of the property.
- All evaluations will be reviewed by a review appraiser and approved by DOTD.
- After review and approval, a Real Estate Agent will contact each property owner, and present a letter setting forth the amount of the DOTD's cash offer for the purchase of the property. S/he also will explain the property value and discuss any alternate offers including possible options to keep and move any buildings, fencing, etc.



RELOCATION ASSISTANCE

Relocation Advisory Services shall include current and continuing information on:

- Availability and prices of comparable, decent, safe, and sanitary dwellings for displaced residents
- Comparable commercial properties and locations for displaced businesses
- Finance charges
- Federal and State programs offering assistance to displaced persons



RELOCATION ASSISTANCE PAYMENTS

- Relocation assistance payments are separate and in addition to payments for the purchase of your property. They are made for:
 - Moving expenses
 - Replacement housing
 - Business re-establishment expense
- Moving expense payments will be made to any individual, family, or business, in legal occupancy of the property either at the start of negotiations or at the time of purchase.



RELOCATED BUSINESSES

- Displaced businesses, farms and non-profit organizations may be paid the actual, reasonable expenses of moving, together with certain eligible costs incident to the move.
- Some businesses may also be eligible for certain actual costs incidental to re-establishing their businesses.
- Instead of payment for moving expenses, some business owners may be eligible to receive a payment based on the average annual net earnings of the business. If the business meets the qualifications, this payment shall not be less than \$1,000.00 nor more than \$40,000.00.
- Moving payment information for businesses may be found beginning on Page 22 of the brochure.



REPLACEMENT HOUSING PAYMENTS

- Replacement housing payments are also available to qualifying owners and tenants:
 - Must occupy property at start of negotiations
 - Must have been there at least 90 days
 - Must move into decent, safe, and sanitary replacement housing
- The amount of your maximum supplemental payment will be given to you in writing. Additional requirements and payment limits may be found beginning on Page 14 of the brochure.
- Certain owners and tenants not in occupancy for at least 90 days or who become occupants after negotiations have started may qualify for replacement housing payments:
 - Must have been in occupancy at the time the property was acquired by the DOTD
 - Must move into decent, safe, and sanitary replacement housing



RIGHT TO APPEAL

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

- Appeals must be submitted to the Real Estate District Manager within 60 days after the applicant has been notified that his claim has not been approved.
- Final decisions on eligibility and payments will be made by the DOTD's Real Estate Administrator in Baton Rouge.
- Additional information on appeals may be found on Page 26 of the brochure.

OTHER TERMS AND CONDITIONS

- To the greatest extent practicable, no person lawfully occupying real property shall be required to move without at least 90 days written notice from DOTD.
- The notice will indicate the specific date the property must be vacated.
- No person lawfully occupying dwelling will be required to move unless, and until, comparable, decent, safe and sanitary replacement housing is made available within the general area of the project.
- The replacement housing must be available within a reasonable time prior to the scheduled move of the occupants, and must be within the occupants' financial means.
- Replacement housing must be fair, open and offered to all persons regardless of race, color, religion, sex or national origin.



OTHER TERMS AND CONDITIONS

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



A SPECIAL WORD OF CAUTION:

Before moving or purchasing replacement housing, contact DOTD to assure your eligibility and the prompt payment of your relocation benefits. If you move without prior notification to DOTD, you risk losing all possible benefits provided by the Relocation Assistance Program.

THANK YOU



This presentation will repeat shortly.



Please visit the remaining stations to view the exhibits and provide your comments.

Thank you for your time!



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