

LAFAYETTE  
METROPOLITAN  
EXPRESSWAY

## TIER 1 EIS STATUS REPORT

August, 2006

**HNTB**

# **TIER 1 EIS STATUS REPORT**

**August 2006**

<b>Notice of Intent .....</b>	<b>Published on December 16, 2005</b>
<b>Public Involvement Plan.....</b>	<b>Final issued on January 8, 2006</b>
<b>Agency Involvement Plan.....</b>	<b>Final issued on January 8, 2006</b>
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# NOTICE OF INTENT

FAA's evaluation of the maps, and the proposed noise compatibility program are available for examination at the following locations: Federal Aviation Administration, Orlando Airports District Office, 5950 Hazeltine National Dr., Suite 400, Orlando, Florida 32822.

Questions may be directed to the individual named above under the heading, **FOR FURTHER INFORMATION CONTACT**.

Dated: Issued in Orlando, Florida December 2, 2005.

W. Dean Stringer,

Manager, Orlando Airports District Office.

[FR Doc. 05-23890 Filed 12-15-05; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Extension of the Public Comment Period for the Draft Supplemental Environmental Assessment for the Proposed Modification to the Four Corner-Post Plan at Las Vegas McCarran International Airport

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Extension of public comment period.

**SUMMARY:** This notice advises the public that the comment period for the Draft Supplemental Environmental Assessment (DSEA) for the proposed modification to the Four Corner-Post Plan at Las Vegas McCarran International Airport, Las Vegas, Nevada is extended.

**DATES:** The comment period of the DSEA, ending on December 30, 2005, is extended to January 13, 2006.

**SUPPLEMENTARY INFORMATION:** On November 22, 2005, the Federal Aviation Administration (FAA) issued a notice of the availability of the DSEA for the Las Vegas McCarran International Airport. The notice, published on December 5, 2005, 70 FR 72497, also announced the schedule for public workshops regarding the DSEA, and advised that the public comment period would close Friday, December 30, 2005. While the public workshops will be held as scheduled on November 12 and 13, 2005, the public comment period on the DSEA is extended.

All written comments are to be submitted to Ms. Sara Hassert, Landrum & Brown, Inc., 8755 W. Higgins Rd., Ste. 850, Chicago, IL 60631, fax: 773-628-2901, E-mail: [shassert@landrum-brown.com](mailto:shassert@landrum-brown.com) and the comments must be postmarked and e-mail/fax must be sent

by no later than midnight, Friday, January 13, 2006.

**FOR FURTHER INFORMATION CONTACT:** Ms. Kathryn Higgins, Environmental Specialist, Western Terminal Service Area Office, FAA Western Terminal Operations, 15000 Aviation Blvd., Lawndale, CA 90261, Ph. 310-725-6597, E-mail: [kathryn.higgins@faa.gov](mailto:kathryn.higgins@faa.gov).

Dated: Issued in Lawndale, California on December 9, 2005.

Anthony DiBernardo,

Manager, Program Operations, Western Terminal Service Area.

[FR Doc. 05-24129 Filed 12-15-05; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Tier 1 Environmental Impact Statement: Lafayette Parish, LA

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

**SUMMARY:** The FHWA is issuing this notice to advise the public that a Tier 1 Environmental Impact Statement (EIS) will be prepared for a proposed toll highway facility in the vicinity of Lafayette, Louisiana.

**FOR FURTHER INFORMATION CONTACT:** Mr. William Farr, Program Operations Manager, Federal Highway Administration, 5304 Planders Drive, Suite A, Baton Rouge, Louisiana 70808, Telephone: (225) 757-7615, or Mr. Michael Mangham, Commission Chairperson, Lafayette Metropolitan Expressway Commission, 406 Audubon Boulevard, Lafayette, Louisiana 70503, Telephone: (337) 233-6200, or Dr. Eric Kalivoda, Assistant Secretary, Office of Planning and Programming, Louisiana Department of Transportation and Development, PO Box 94245, Baton Rouge, LA 70804-9245. Project information may be obtained from the project Internet Web site at <http://www.lafayettexpressway.com/project.htm>.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the Lafayette Metropolitan Expressway Commission (LMEC), and the Louisiana Department of Transportation and Development (LADOTD), will prepare a Tier 1 EIS on corridor alternatives for the proposed Lafayette Metropolitan Expressway to connect on new location to I-49 north of Lafayette, LA, I-10 west of Lafayette, LA, and US 90 south of Lafayette, LA. The proposed facility would be a controlled access toll road

on new location with interchanges with I-10, I-49, and Johnston Street.

Interchanges with other connecting cross streets will also be considered. The proposed facility would initially have four lanes with provision to expand to six lanes.

The new facility is considered necessary to provide for existing and future traffic demand and to improve the hurricane evacuation system.

At a minimum, the current project will examine, in addition to the no build alternative, three corridor build alternatives that were identified in the Lafayette Metropolitan Expressway Feasibility Study. Three corridors were identified in the study that ranged in length from 31 to 38 miles. The implementation cost estimate, including planning, design, right of way acquisition, and construction, was generally about the same for the various corridors (\$760 million in 2005 dollars).

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, local agencies, tribes, elected officials and to private organizations and citizens who have previously expressed or are known to have interest in this proposal. Public meetings will be held. In addition, a public hearing will be held. Public notice will be given of the time and place of the public meetings and public hearing. The draft EIS will be available for public and agency review and comment prior to the public hearing. A formal scoping meeting will be held upon initiation of this project. Public scoping meetings will be scheduled to provide the public with information about the project and an opportunity to assist in formulating the scope of the study.

To ensure that the full range of issues related to this proposed project are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation of Federal programs and activities, apply to this program.)

Authority: 23 U.S.C. 315; 23 CFR 771.123.

Issued on: December 2, 2005.

Joe A. Bloise,

Acting Division Administrator, FHWA, Louisiana Division.

[FR Doc. 05-24111 Filed 12-15-05; 8:45 am]

BILLING CODE 4910-22-M



# PUBLIC INVOLVEMENT PLAN

## INTRODUCTION

The Public Involvement Plan (PIP) for the Lafayette Metropolitan Expressway (LME) Tier 1 Environmental Impact Statement (EIS) is designed to systematically build a broad basis of support from parish and municipal stakeholders, the general public and other interested parties. The HNTB Team will work closely with the Lafayette Metropolitan Expressway Commission (LMEC) and Stakeholders Committee to ensure effective public participation. The community engagement and consensus building process will be augmented with sound technical analysis to develop an EIS that will be submitted for a Record of Decision (ROD).

The key objectives of the Public Involvement Plan (PIP) activities presented herein are to: 1) provide continuous information flow to stakeholders and the public; 2) solicit meaningful input representing the diverse points of view; 3) Facilitate problem identification and conflict resolution through consensus-building activities.

This process is designed not only to create consensus for a unified plan and model agreements, but also to create new networks of communication and set precedents for inter-jurisdictional cooperation.

## TARGETED AUDIENCE

Based on our initial understanding of the dynamics within Lafayette Parish and the goals of this process, we believe there are three primary levels of target audiences that need to be actively engaged in the visioning and planning process:

- Federal and State agencies
- Municipal and Parish staffs and elected officials
- Business owners, developers, environmental interests, other affected parties and the general public

This group can be further defined by geography. During the initial stages of the project, HNTB will conduct town hall meetings and municipal staff interviews to gather information, identify issues and uncover the unique perspectives associated with each municipality, the parish and the unincorporated areas. Each of the outreach strategies described in the following pages will be tailored to one group or the other, and in some cases to both.

HNTB will work with the Stakeholders Committee to identify the target audience and develop a core set of community contacts. A Plan Information Network (PIN) was created during the feasibility phase of the project and will be continuously updated to establish this communications network. The PIN is different from a traditional notification list, because it involves cultivating prime contacts in order to engender a dialogue with their larger constituent groups. The contact information not only includes name, address, phone number and e-mail for a group's representative, but also includes how, when and where the group communicates (e.g., via mailed or e-mailed newsletter, regular meetings, etc.) so we can best make use of established networks in the community to reach a broader audience.

The PIN will be developed and maintained by HNTB in an excel format during the course of the entire project. This will allow sorting by geography and type of contact. We will continually solicit interest in the PIN, and use it to promote town hall meetings, workshops and the public hearing. It will also serve as the primary mailing list for the newsletters and surveys. Names and contact information will be added to the PIN following town hall meetings and other outreach activities, when appropriate.

## OUTREACH METHODS

The following outreach methods will be used to engage the community during EIS phase of the project. These methods allow for ongoing liaison with community residents, business owners, public officials, and news media. Awareness activities will occur periodically during the duration of the Study as appropriate.

### Project Identity

The HNTB Team will develop a project identity, including project name, logo, design guidelines and graphic element. The project logo will appear on all project publications. Design guidelines will be distributed to all project team members to ensure consistent use of graphic elements.

### Newsletters

The HNTB will prepare and distribute up to four (4) newsletters about the project to area residents and interested parties on behalf of LMEC. Each newsletter will be either four pages in 8.5" x 11" format or two pages in 11 X 17" format, with graphics and/or photographs and study contact information. The consultant will prepare each newsletter for review by staff, and make necessary revisions following receipt of comments. The consultant will perform design, layout, and editing for each newsletter. The consultant will provide the LMEC with an electronic version of each newsletter for its use, and for printing and mailing to the PIN.

- Produce and distribute up to 1,500 copies of each issue, depending on the size of the mailing list. It is anticipated that approximately 1,000 copies of the first issue will be distributed. Every effort will be made to distribute newsletters in electronic form. A newsletter will be considered distributed electronically when it has been posted on the website and a notice of its availability has been e-mailed to the electronic mailing list. Each e-mail will be considered a distributed copy of the newsletter.

### Stakeholder Committee

The LMEC has provided HNTB with a list of potential stakeholders to serve on a Stakeholders Committee during the course of the Tier 1 studies. Project engineers or other appropriate staff will conduct briefings. Exhibits and presentation material prepared for these briefings will be submitted for LMEC's review and approval prior to production and distribution. The HNTB Team will:

- Conduct up to 25 one-on-one interviews with potential stakeholders in the early months of the project.
- Conduct up to four (4) group stakeholder committee meetings.
- Conduct up to eight (8) special interest group briefings such as the Greater Lafayette Chamber of Commerce and Lafayette Economic Development Authority.

### Website

Pending authorization from LMEC, the HNTB Team will establish, host and maintain a website. The website will be fully updated twice over the course of the project. In addition to providing general project and contact information, the website will utilize a GIS/internet solution to receive, document and map public feedback. This will require the user to categorize his or her written input. All input will reside in a database that will be accessible on the Project Network. Other elements of the website may include maps, graphics, text, photography and video. Website users' comments and concerns received by email will be responded to via e-mail if possible. An engineer, planner or other appropriate staff will address technical questions.

### **Public Library System**

The public library system will be also used to make project reports, meeting summaries, transcripts, and EIS documents available to both the public and interested agencies.

### **Project Information Video**

Produce a project information video. Up to 250 CD copies will be distributed to key stakeholders, stakeholder groups, agencies, libraries and public officials in the corridor. Videos will be used as support material during presentations and public meetings/hearings.

### **Public Information Network (PIN) List**

An electronic mailing list will be maintained and updated throughout the Study. Key stakeholders and public officials will be identified appropriately on this list. All interested parties will also be added to this list. The list will be delivered to LMEC in electronic form at the conclusion of the Study and will be provided upon request during the duration of the study.

### **Media Relations**

A media list will be maintained and updated throughout the Study. This list will be delivered to LMEC in electronic form at the conclusion of the Study.

- Prepare and distribute up to 50 introductory media kits. Media kits will contain an overview of the project, a fact sheet and key contact information.
- Prepare and distribute media releases as appropriate.
- Serve as a resource and conduct ongoing liaison with media throughout Study.

All material distributed to the media will be submitted to LMEC for review prior to distribution.

### **Public Information Meetings**

The HNTB Team will organize and coordinate two (2) rounds of public information meetings during Phase B-1 of the Study. It is expected that meetings could be conducted at several locations along the corridor for each round of meetings. Services will include making arrangements for adequate facilities, advertising the meetings, mailing pre-meeting post cards or other notice, preparing exhibits for the meetings, and preparing and giving an oral presentation. An open house format will be utilized for the public meetings. Exhibits and handouts will be submitted to LMEC for review prior to production for public meetings. The HNTB Team will:

- Prepare project information handouts for informational meetings and news media briefings.
- Conduct public meetings with participation by LMEC.
- Prepare and distribute comment forms for each meeting.
- Prepare written summary of each public meeting to be included in the Study document.
- Provide informal recording services to document public comment for those persons choosing to make oral comments.

### **Public Hearing**

A public hearing after issuance of the Tier 1 Draft EIS will be required by the National Environmental Policy Act (NEPA). It is anticipated that the hearing will be conducted three times at different locations throughout the corridor. The HNTB Team will:

- Organize and coordinate a public hearing at up to three (3) different locations, including meeting arrangements for adequate facilities, advertising the public hearings, mailing pre-meeting postcards or other notice and preparing exhibits for the open house public hearings. Exhibits and other collateral material will be submitted to LMEC for review prior to production for hearings.
- Conduct the public hearings with participation from LMEC. Have adequate staff in attendance to answer questions about environmental, roadway, bridge, right-of-way requirements and other concerns.
- Prepare and distribute comment forms for the meetings and prepare a written transcript, summary of comments, and responses to comments from the public hearings.
- Provide court reporter services to document oral public comments for all public hearings.
- Provide an official public hearing record that will include hearing transcripts for LMEC, LaDOTD, and FHWA review and approval. The original comments will be provided to LMEC.
- The HNTB Team will prepare a summary of comments including draft responses to substantive comments for inclusion in the Study document for review by LMEC, LaDOTD, and FHWA staff. The final responses will be included by the HNTB Team in the final Study document.

#### **Public Involvement Log**

The HNTB Team will incorporate public concerns and information into the planning process and document these efforts in a Public Involvement Log.

### **AGENCY INVOLVEMENT AND COORDINATION PLAN**

The HNTB Team will prepare an Agency Involvement and Coordination Plan for the proposed action with the approval of LMEC, LaDOTD, and FHWA. The plan will outline the agency involvement and coordination program, identifying key contacts with public agencies. The various methods of involvement will be outlined.

### **MANAGEMENT AND COORDINATION**

HNTB will provide management and coordination of this task throughout the Tier 1 studies. HNTB will coordinate community involvement activities with technical activities, including key dates, announcements, and meetings with LMEC. HNTB will:

- Assure that summaries of these involvement activities are included in the Study document.
- Attend a kick-off meeting with all project public involvement staff, including subconsultants to HNTB Corporation, and LMEC.
- Maintain communication and coordination with LMEC regarding community involvement activities.
- Maintain a Public Involvement Log and review and update the Public Involvement Plan as necessary throughout the project.

# AGENCY INVOLVEMENT PLAN

## INTRODUCTION

The Agency Involvement Plan (AIP) for the Lafayette Metropolitan Expressway (LME) Tier 1 Environmental Impact Statement (EIS) is designed to systematically build a broad basis of support from Federal, State, and local agencies. The HNTB Team will work closely with the Lafayette Metropolitan Expressway Commission (LMEC), Federal Highway Administration (FHWA), and Louisiana Department of Transportation and Development (LADOTD) to ensure effective agency participation. The agency engagement and consensus building process will augment a procedurally complete and technically sound Tier 1 Draft and Final EIS with a Record of Decision (ROD) submitted for FHWA approval.

The key objectives of the Agency Involvement Plan (AIP) activities presented herein are to: 1) provide continuous information flow to agencies; 2) solicit meaningful input representing the diverse points of view; and 3) facilitate problem identification and conflict resolution through consensus-building activities.

This process is designed not only to obtain consensus or informed consent for a unified plan and model agreements, but also to create new networks of communication and set precedents for inter-jurisdictional cooperation.

## TARGETED AGENCIES

A Plan Information Network (PIN) was created during the feasibility phase of the project and will be continuously updated to establish this communications network. The PIN is different from a traditional notification list, because it involves cultivating prime contacts in order to engender a dialogue with their larger constituent groups. The contact information includes name, address, phone number and e-mail for agencies.

The PIN will be further updated and maintained by HNTB in a spreadsheet format during the course of the entire project. This will allow sorting by geography and type of contact. The PIN will also serve as the primary mailing list for newsletters and project correspondence. Names and contact information will be added to the PIN as necessary.

The FHWA has agreed to be the Lead Federal Agency, and the LADOTD has agreed to be a Cooperating Agency. Other agencies will be invited to become Cooperating Agencies at the appropriate time. The 1978 Council on Environmental Quality (CEQ) regulations introduced the concepts "lead agency" and "cooperating agency." Effective interagency coordination and cooperation are needed to properly implement these concepts. The Lead Federal Agency supervises the preparation of an environmental impact statement (EIS) if more than one Federal agency is called upon to take an action on the same project. The Lead Federal Agency will request all Federal agencies which have an action to take on the project (for example, permit approval) to be a Cooperating Agency. Other agencies with special expertise may also be requested to be a Cooperating Agency. In accordance with 23 CFR 771, any agency with jurisdiction by law must be requested to be a Cooperating Agency.

The following additional agencies will be considered for either Cooperating Agency or Participating Agency status:

- Corps of Engineers (COE)
- Environmental Protection Agency (EPA)
- US Coast Guard (USCG)
- US Fish and Wildlife Service (USFWS)

- Natural Resources Conservation Service (NRCS)
- Louisiana Department of Natural Resources (LADNR)
- Louisiana Department of Environmental Quality (LADEQ)
- Louisiana Department of Culture, Recreation and Tourism/State Historic Preservation Officer (LADCRT/SHPO)
- Louisiana Department of Wildlife and Fisheries (LADWF)
- Lafayette Consolidated Government/MPO (LCG/MPO)

## AGENCY INVOLVEMENT

- ❖ **Notice of Intent** - FHWA, LADOTD, and HNTB will collaborate in the preparation of a Notice of Intent that FHWA will submit for publication in the Federal Register. The Notice of Intent informs the agencies and the general public that a Tier 1 Environmental Impact Statement will be prepared for the proposed Lafayette Metropolitan Expressway and informs them of the scope of the project.
- ❖ **Solicitation of Views** - A Solicitation of Views letter with accompanying project description and map will be sent to all agencies.
- ❖ **Scoping Meeting** - A Scoping Meeting will be held with Cooperating and Participating Agencies invited.
- ❖ **Joint Field Reviews** - Joint field reviews will be conducted as necessary or by agency request.
- ❖ **Review and Concurrence Milestones** - The Cooperating and Participating Agencies in addition to LMEC, LADOTD, FHWA, and HNTB will comprise the Study Management Group (SMG). Members of the SMG will be supplied the following draft documents and will be asked to provide review comments and then concurrence prior to general circulation and use. Acceptable review times will be established with input from the members of the SMG. The SMG will also establish a conflict resolution process for resolving specific disagreements as they occur.
  - ✓ **Draft Purpose and Need Chapter**
  - ✓ **Draft Reasonable Alternatives**
  - ✓ **Draft Tier 1 Draft Environmental Impact Statement**
  - ✓ **Draft Preferred Alternative Justification**
  - ✓ **Draft Tier 1 Final Environmental Impact Statement**

## ADDITIONAL METHODS TO OUTREACH TO AGENCIES

The following additional outreach methods will be used to engage all agencies during the EIS phase of the project. These methods allow for ongoing liaison with all the agencies.

### Newsletters

HNTB will prepare and distribute up to four (4) newsletters about the project to the agencies on behalf of LMEC.



### **Website**

Pending authorization from LMEC, the HNTB Team will establish, host and maintain a website. The website will be fully updated twice over the course of the project. In addition to providing general project and contact information, the website will utilize a GIS/internet solution to receive, document and map agency feedback. This will require the user to categorize his or her written input. All input will reside in a database that will be accessible on the Project Network. Other elements of the website may include maps, graphics, text, photography and video. Website users' comments and concerns received by email will be responded to via e-mail if possible. An engineer, planner or other appropriate staff will address technical questions.

### **Public Library System**

The public library system will be also used to make project reports, meeting summaries, transcripts, and EIS documents available to both the public and interested agencies.

### **Project Information Video**

Produce a project information video. CD copies will be distributed to Cooperating and Participating Agencies, key stakeholders, stakeholder groups, libraries and public officials in the corridor

### **Public Information Network (PIN) List**

As mentioned earlier, an electronic mailing list will be maintained and updated throughout the Study. Agencies will be identified appropriately on this list. The list will be delivered to LMEC and the FHWA in electronic form at the conclusion of the study and will be provided upon request during the duration of the study. The PIN will also be a key part of the Administrative Record developed for the project.

### **Public Information Meetings**

The HNTB Team will organize and coordinate two (2) rounds of public information meetings during Phase B-1 of the Study. It is expected that meetings could be conducted at several locations along the corridor for each round of meetings. Exhibits and handouts will be submitted to LMEC, LADOTD, and FHWA for review prior to production for public meetings. The HNTB Team will:

- Prepare project information handouts for informational meetings and news media briefings.
- Conduct public meetings with participation by LMEC, LADOTD, and FHWA.
- Prepare and distribute comment forms for each meeting.
- Prepare written summary of each public meeting to be included in the Study document.
- Provide informal recording services to document public comment for those persons choosing to make oral comments.

### **Public Hearing**

A public hearing after issuance of the Tier 1 Draft EIS will be required by the National Environmental Policy Act (NEPA). It is anticipated that the hearing will be conducted three times at different locations throughout the corridor. The HNTB Team will:

- Organize and coordinate a public hearing at up to three (3) different locations, including meeting arrangements for adequate facilities, advertising the public hearings, mailing pre-meeting postcards or other notice and preparing exhibits for the

open house public hearings. Exhibits and other collateral material will be submitted to LMEC, LADOTD, and FHWA for review prior to production for hearings.

- Conduct the public hearings with participation from LMEC, LADOTD, and FHWA. Have adequate staff in attendance to answer questions about environmental, roadway, bridge, right-of-way requirements and other concerns.
- Prepare and distribute comment forms for the meetings and prepare a written transcript, summary of comments, and responses to comments from the public hearings.
- Provide court reporter services to document oral public comments for all public hearings.
- Provide an official public hearing record that will include hearing transcripts for LMEC, LADOTD, and FHWA review and approval. The original comments will be provided to LMEC.
- The HNTB Team will prepare a summary of comments including draft responses to substantive comments for inclusion in the Study document for review by LMEC, LADOTD, and FHWA staff. The final responses will be included by the HNTB Team in the final Study document.

#### **Agency Involvement Log**

The HNTB Team will incorporate agency concerns and information into the planning process and document these efforts in an Agency Involvement Log.

#### **MANAGEMENT AND COORDINATION**

HNTB will provide management and coordination of this task throughout the Tier 1 studies. HNTB will coordinate agency involvement activities with technical activities, including key dates, announcements, and meetings. HNTB will:

- Assure that summaries of these involvement activities are included in the Study document.
- Maintain communication and coordination with LMEC, LADOTD, and FHWA regarding agency involvement activities.
- Maintain an Agency Involvement Log and review and update the Agency Involvement Plan as necessary throughout the project.

**APPENDIX A**  
**RESPONSES TO SOLICITATION OF VIEWS**







## SIGNED SOV LETTER, SCOPING



December 5, 2005

**STATE PROJECT NO.:** 700-93-0009  
**F.A.P. NO.:** STP-9305 (500)  
**PROJECT NAME:** LAFAYETTE METROPOLITAN EXPRESSWAY  
**LOCATION:** LAFAYETTE, LOUISIANA  
**PARISH:** LAFAYETTE

### RE: SOLICITATION OF VIEWS

Early in the planning stages of an enhancement project, views from federal, state, and local agencies, organizations, and individuals are solicited. The special expertise of these groups can assist us with the early identification of possible adverse economic, social, or environmental effects or concerns. Your assistance in this regard will be appreciated.

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

It is requested that you review the attached information and furnish us with your views and comments by January 6, 2006. Replies should be addressed to: Warren Myers, HNTB Corporation, 9100 Bluebonnet Centre Boulevard, Suite 301, Baton Rouge, LA 70809.

Please reference the project name in your reply. If you have any questions or need additional information, please call Warren Myers at 225-368-2812.

In addition, you are invited to attend a Scoping Meeting on Tuesday, January 10, 2006 at 10:00 AM. This meeting will occur in Lafayette, LA at the Lafayette Economic Development Authority, 211 East Devalcourt Street. This coordination session will fully disclose the overall scope of this project and will address the full range of socio-economic and environmental concerns facing the proposed action. The process and procedures contained in the "Interagency NEPA and 404/10 Concurrent Process Agreement for Transportation Projects" are appropriate and will be followed during the development of this project. This scoping meeting will aid in project development and increase interagency

### 2005 Officers:

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Mangham & Associates

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Eric Kallvoda  
Department of Transportation  
and Development

Thomas "Tom" Sammons  
UL Lafayette School of  
Architecture & Design

Dr. Xiaodan Sun  
UL Lafayette

Lloyd Rochon  
City of Cadeiro

William "Bill" Rucks, III  
William Rucks, III  
Oil Properties

awareness of each other's concerns. The attached location map will assist you in studying this project and outlining issues. If you have any questions prior to the meeting, please feel free to contact Warren Myers at the address given above or by email ([wmyers@hntb.com](mailto:wmyers@hntb.com)). Your agency's participation and cooperation in this important coordination is encouraged, and Warren Myers would appreciate being notified by January 6, 2006 if your agency will attend the meeting.

Sincerely,



Michael Mangham  
Commission Chairperson

Attachments



## **PRELIMINARY PROJECT DESCRIPTION**

### **Tier 1 Environmental Impact Statement (EIS)**

HNTB completed A preliminary feasibility study (Phase A) for the Lafayette Metropolitan Expressway Commission (LMEC) project was completed in June 2005. After review of this study, the Commission adopted a motion with the intent to proceed into the next phase of the project, which will include the Environmental Impact Statement and Record of Decision. This has been designated Phase B.

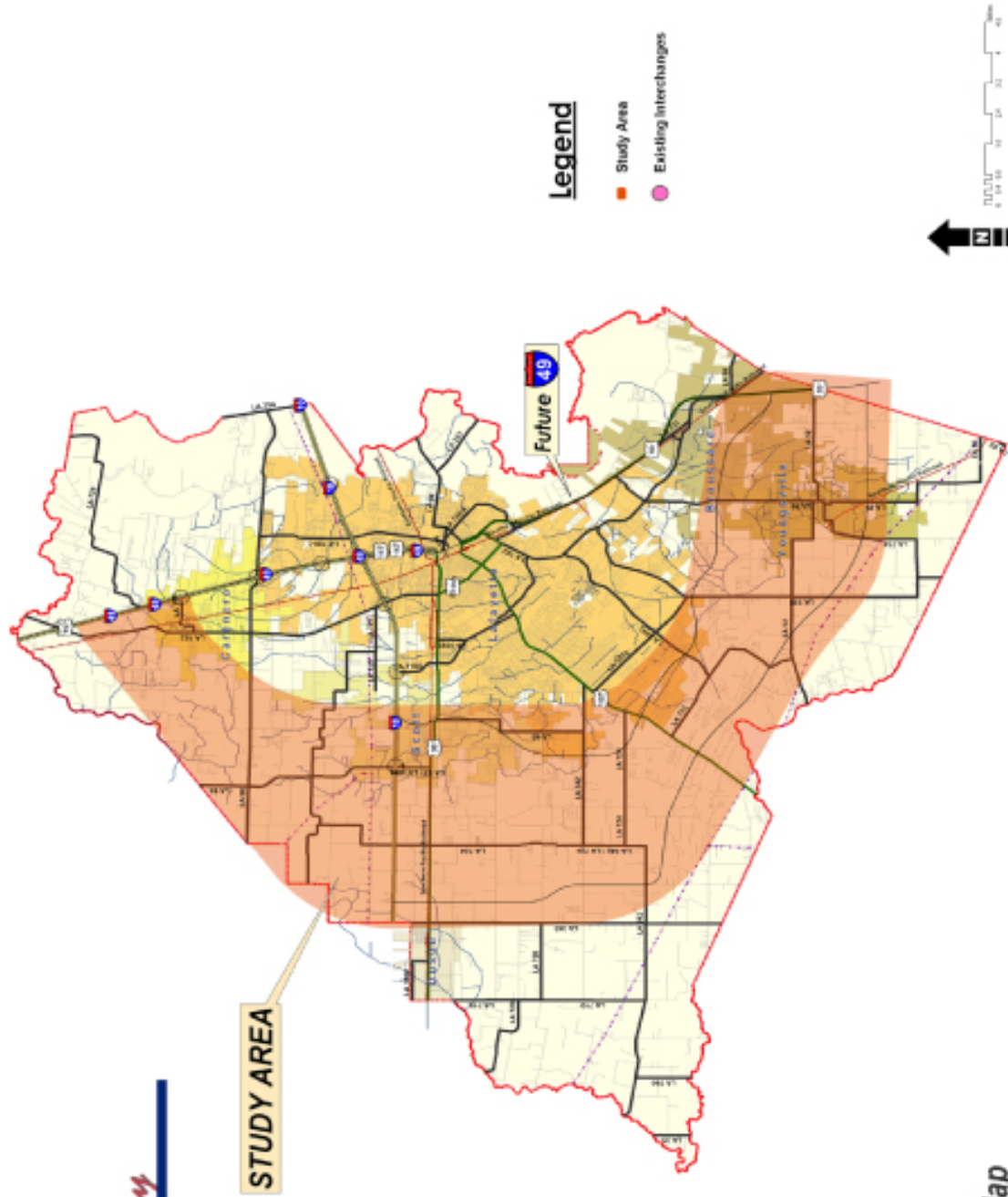
After review of the issues associated with this project and preliminary discussions with federal and state agencies, the Commission has identified that the tiered Environmental Impact Statement (EIS) approach would be appropriate to develop the project further. Tiering is an option available within the NEPA process to organize analysis and decision-making in complex circumstances in a way that takes into account the different geographic scope, funding, and implementation timing plans for different parts of a project. According to the regulations, the first tier would focus on broad issues such as general location, logical termini, identification of subsections of independent utility or independent significance, purpose and need, and area-wide air quality and land use implications of the major corridors.

For the LMEC project, this will be invaluable with regard to identifying a corridor for further detailed study. Subsequent tiers of the process for independent segments would address site-specific project details at termini locations, impacts, costs, and mitigation measures. Primarily, the end result of Tier 1 for LMEC will be a Record of Decision that will identify the general total corridor to be implemented for the expressway project, the proposed funding sources (includes toll), and the phased implementation plan for the total corridor (first segment, second segment, etc.). After completion of Tier 1, the stage will be set for Tier 2 to conduct detailed analysis of the selected first segment on the selected corridor.

For the purpose of this study, the study area follows a route from I-49 north of Carencro, south west to a crossing of I-10 between Scott and Duson, south east to a crossing of Johnston Street/US 167 north east of Maurice, then east, terminating at US 90 or the future I-49. The study area is shown on the attached sketch map. The proposed facility would be a controlled access toll road on new location with interchanges with I-10, I-49, and Johnston Street. Interchanges with other connecting cross streets will also be considered. The proposed facility would initially have four lanes with provision to expand to six lanes.

# SKETCH MAP LAFAYETTE METROPOLITAN EXPRESSWAY

Lafayette  
Metropolitan  
Expressway



Study Area Map

## SIGNED SOV LETTER, NON-SCOPING



December 5, 2005

**STATE PROJECT NO.:** 700-93-0009  
**F.A.P. NO.:** STP-9305 (500)  
**PROJECT NAME:** LAFAYETTE METROPOLITAN EXPRESSWAY  
**LOCATION:** LAFAYETTE, LOUISIANA  
**PARISH:** LAFAYETTE

### RE: SOLICITATION OF VIEWS

Early in the planning stages of an enhancement project, views from federal, state, and local agencies, organizations, and individuals are solicited. The special expertise of these groups can assist us with the early identification of possible adverse economic, social, or environmental effects or concerns. Your assistance in this regard will be appreciated.

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

It is requested that you review the attached information and furnish us with your views and comments by January 6, 2006. Replies should be addressed to: Warren Myers, HNTB Corporation, 9100 Bluebonnet Centre Boulevard, Suite 301, Baton Rouge, LA 70809.

Please reference the project name in your reply. If you have any questions or need additional information, please call Warren Myers at 225-368-2812.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Mangham".

Michael Mangham  
Commission Chairperson

Attachments

### 2005 Officers:

**Chairperson**  
Michael Mangham  
Mangham & Associates

**Vice Chairperson**  
Elaine Abell  
Fountain Memorial Gardens  
& Mausoleum

**Secretary/Treasurer**  
James "Tex" Plumley, Jr.  
Lafayette Economic  
Development Authority

### Board of Directors:

William "Bill" Fontenot  
Department of Transportation  
and Development

Gregg Gethiaux  
Lafayette Economic  
Development Authority

Rob Guidry  
Greater Lafayette  
Chamber of Commerce

Eric Kalvoda  
Department of Transportation  
and Development

Thomas "Tom" Sammons  
UL Lafayette School of  
Architecture & Design

Dr. Xiaoduan Sun  
UL Lafayette

Lloyd Rodden  
City of Carencro

William "Bill" Rucka, III  
William Rucka, III  
CR Properties

## **PRELIMINARY PROJECT DESCRIPTION**

### **Tier 1 Environmental Impact Statement (EIS)**

A preliminary feasibility study (Phase A) for the Lafayette Metropolitan Expressway Commission (LMEC) project was completed in June 2005. After review of this study, the Commission adopted a motion with the intent to proceed into the next phase of the project, which will include the Environmental Impact Statement and Record of Decision. This has been designated Phase B.

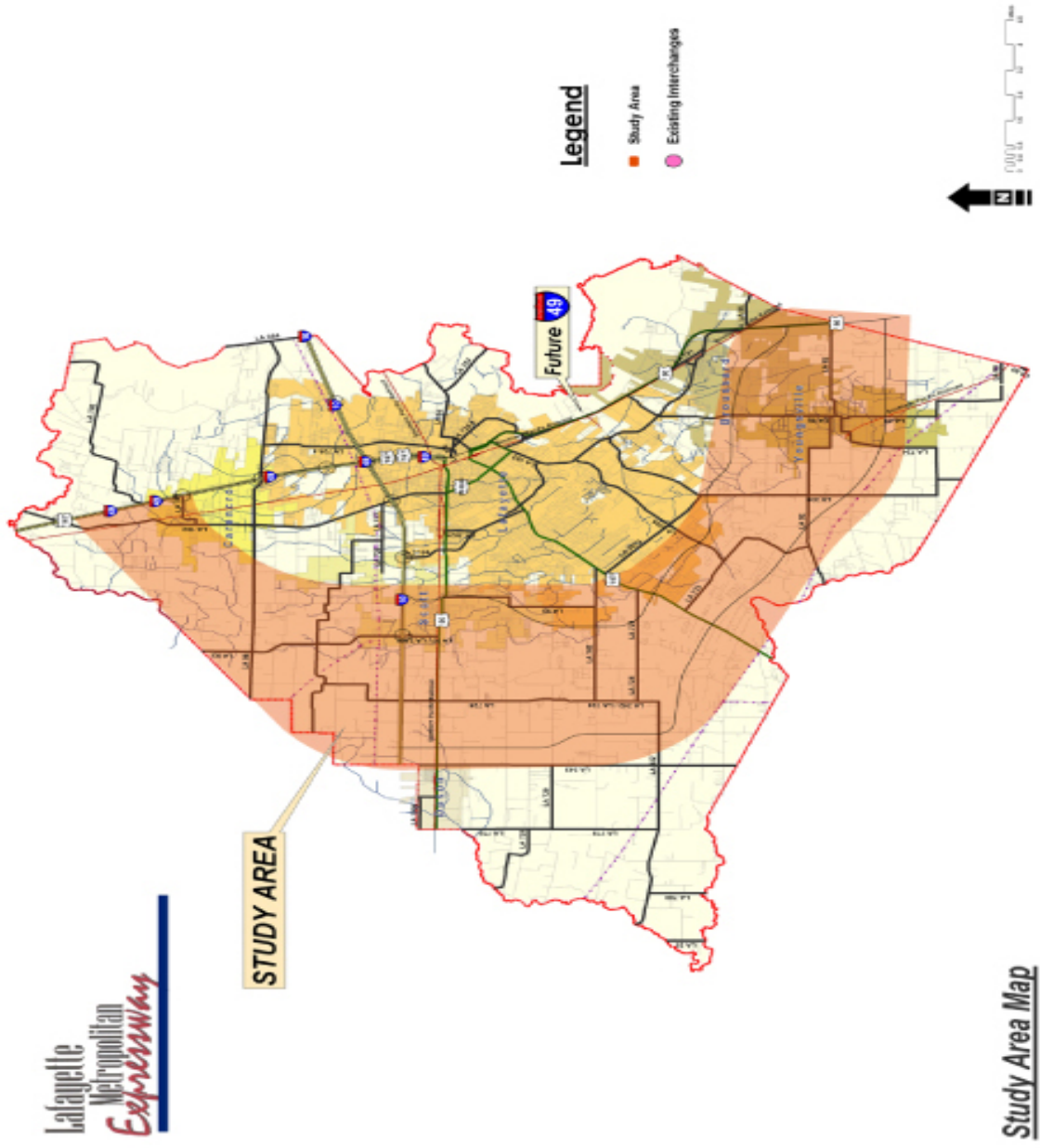
After review of the issues associated with this project and preliminary discussions with federal and state agencies, the Commission has identified that the tiered Environmental Impact Statement (EIS) approach would be appropriate to develop the project further. Tiering is an option available within the NEPA process to organize analysis and decision-making in complex circumstances in a way that takes into account the different geographic scope, funding, and implementation timing plans for different parts of a project. According to the regulations, the first tier would focus on broad issues such as general location, logical termini, identification of subsections of independent utility or independent significance, purpose and need, and area-wide air quality and land use implications of the major corridors.

For the LMEC project, this will be invaluable with regard to identifying a corridor for further detailed study. Subsequent tiers of the process for independent segments would address site-specific project details at termini locations, impacts, costs, and mitigation measures. Primarily, the end result of Tier 1 for LMEC will be a Record of Decision that will identify the general total corridor to be implemented for the expressway project, the proposed funding sources (includes toll), and the phased implementation plan for the total corridor (first segment, second segment, etc.). After completion of Tier 1, the stage will be set for Tier 2 to conduct detailed analysis of the selected first segment on the selected corridor.

For the purpose of this study, the study area follows a route from I-49 north of Carencro, south west to a crossing of I-10 between Scott and Duson, south east to a crossing of Johnston Street/US 167 north east of Maurice, then east, terminating at US 90 or the future I-49. The study area is shown on the attached sketch map. The proposed facility would be a controlled access toll road on new location with interchanges with I-10, I-49, and Johnston Street. Interchanges with other connecting cross streets will also be considered. The proposed facility would initially have four lanes with provision to expand to six lanes.



# SKETCH MAP LAFAYETTE METROPOLITAN EXPRESSWAY



## RESPONSES TO SOLICITATION OF VIEWS

### LOUISIANA HOUSE OF REPRESENTATIVES

110 East Kaliste Saloom Road  
Lafayette, LA 70508  
Email: dogpolly@cox-internet.com  
Phone: 337.262.1214  
Fax: 337.235.2313



Civil Law and Procedure  
Education

**ERNIE ALEXANDER**  
State Representative - District 43

Warren Myers  
HNTB Corporation  
9100 Bluebonnet Centre Blvd. (Ste. 301)  
Baton Rouge, Louisiana 70809

Dear Warren:

I received a letter from Michael Mangum (Commission Chairperson) dated December 5, 2005 in which he requested I contact you regarding the proposed Lafayette Metropolitan Expressway (state project # 700-93-0009).

The proposed route will travel through a less-populated area of Lafayette Parish than does the future I-49 route. It would be of great asset to those who live in this mostly-rural area as another major road. It would also be of benefit to those traveling from west of Scott on I-10 choosing to take I-49 South (and vice-versa).

The proposed road would be a definite asset to the area. I have no expertise in predicting whether tolls would cover cost of the project.

Sincerely,

A handwritten signature in black ink, appearing to read "Ernie Alexander", with a long horizontal flourish extending to the right.



LOUISIANA DEPARTMENT OF AGRICULTURE & FORESTRY  
BOB ODOM, COMMISSIONER



RANDAL JOHNSON  
DEPUTY COMMISSIONER

December 12, 2005

ASSISTANT  
COMMISSIONERS

**Agricultural &  
Environmental Sciences**

Matthew Keppinger, III  
P.O. Box 3596  
Baton Rouge, LA 70821  
(225) 925-3770  
Fax: 925-3760

Warren Myers  
HNTB Corporation  
9100 Bluebonnet Centre Blvd. Ste 301  
Baton Rouge, LA 70809

**Agro-Consumer  
Services**

Manning Broussard

P.O. Box 3098  
Baton Rouge, LA 70821  
(225) 922-1341  
Fax: 922-0477

RE: Solicitation of Views

**Animal Health  
Services**

Terrel Delphin  
P.O. Box 1951  
Baton Rouge, LA 70821  
(225) 925-3962  
Fax: 925-4103

SAP No- 700-93-0009  
FAP No- STP-9305 (500)  
Location-Lafayette, LA  
Parish: Lafayette

**Forestry**

Paul D. Frey  
P.O. Box 1628  
Baton Rouge, LA 70821  
(225) 925-4500  
Fax: 922-1356

Dear Mr. Myers:

I have no comment at this time regarding the above referenced project.

**Management  
& Finance**

Skip Rhorer  
P.O. Box 3481  
Baton Rouge, LA 70821  
(225) 922-1255  
Fax: 925-6012

Sincerely,

Bradley E. Spicer  
Assistant Commissioner  
BES: SLM

**Marketing**

Bryce Malone  
P.O. Box 3334  
Baton Rouge, LA 70821  
(225) 922-1277  
Fax: 922-1289

**Soil & Water**

**Conservation**

Bradley E. Spicer  
P.O. Box 3554  
Baton Rouge, LA 70821  
(225) 922-1269  
Fax: 922-2577



State of Louisiana  
Department of Environmental Quality



KATHLEEN BABINEAUX BLANCO  
GOVERNOR

December 19, 2005

MIKE D. McDANIEL, Ph.D.  
SECRETARY

DEC 27 2005

Mr. Warren Myers  
HNTB Corporation  
9100 Bluebonnet Centre Blvd., Ste. 301  
Baton Rouge, LA 70809

RE: State Project No. 700-93-0009; Lafayette Metropolitan  
Expressway Project; Lafayette Parish  
Proposed Tier 1 Environmental Impact Statement (EIS) and  
Record of Decision for the Lafayette Metropolitan Expressway

Dear Mr. Myers:

The Department of Environmental Quality, Office of  
Environmental Assessment and Office of Environmental Services has  
received your request for comments on the above referenced  
project.

There were no objections based on the limited information  
submitted to us. However, the following comments have been  
included and/or attached. Should you encounter a problem during  
the implementation of this project, please make the appropriate  
notification to this Department.

The Office of Environmental Services recommends that you  
investigate the following requirements that may influence your  
proposed project:

1. If your project results in a discharge to waters of the  
state, submittal of a Louisiana Pollutant Discharge  
Elimination System application may be necessary.
2. LDEQ has stormwater general permits for construction  
areas equal to or greater than one acre. It is  
recommended that you contact Yvonne Baker at (225) 219-  
3111 to determine if your proposed improvements require  
one of these permits.
3. All precautions should be observed to control nonpoint  
source pollution from construction activities.
4. 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  
to inquire about the possible necessity for permits.  
If a Corps permit is required, part of the application  
process may involve a Water Quality Certification from  
LDEQ.
5. All precautions should be observed to protect the  
groundwater of the region (SEE ATTACHMENT).





December 19, 2005  
Page 2

Currently, Lafayette Parish is classified as an attainment parish with the National Ambient Air Quality Standards for all criteria air pollutants.

Please forward all future requests to the Louisiana Department of Environmental Quality, Office of Management and Finance, Contracts & Grants, P. O. Box 4303, Baton Rouge, LA 70821-4303, and we will expedite your request as quickly as possible. Should you need any additional information please call me at (225) 219-3815.

Sincerely,



Lisa L. Miller  
Contracts & Grants

llm:vhn  
Enclosures



KATHLEEN BABINEAUX BLANCO  
GOVERNOR

SCOTT A. ANGELLE  
SECRETARY

JAMES H. WELSH  
COMMISSIONER OF CONSERVATION

DEPARTMENT OF NATURAL RESOURCES  
OFFICE OF CONSERVATION

January 3, 2006

TO: Mr. Warren Myers  
HNTB Corporation  
9100 Bluebonnet Centre Boulevard  
Suite 301  
Baton Rouge, LA 70809

RE: State Project No. 700-93-0009  
F. A. P. No. STP-9305 (500)  
LAFAYETTE METROPOLITAN EXPRESSWAY  
Parish: Lafayette



Dear Mr. Myers:

In response to Mr. Michael Mangham's letter dated December 5, 2005, regarding 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 a very large number of oil, gas and water wells (in active and/or inactive status) located in and adjacent to the project area. Therefore, it is recommended that once a final or more detailed corridor is identified, the impact of the wells in the vicinity thereof be reevaluated. Care must be taken to accurately locate water wells that may have been installed before registration was required. The proposed project area is located within several drinking water protection areas as designated by the Louisiana Department of Environmental Quality. Additional information

State Project No. 700-93-0009

Page Two


about such designation can be obtained from that agency. The prevention of ground water contamination should be considered at all times.

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

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

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

Sincerely,

  
James H. Welsh  
Commissioner of Conservation

JHW:MBK



KATHLEEN BABINEAUX BLANCO  
GOVERNOR

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



JOHNNY B. BRADBERRY  
SECRETARY

December 29, 2005

STATE PROJECT NO. 700-93-0009  
F.A.P. NO. STP-9305(500)  
LAFAYETTE METROPOLITAN EXPRESSWAY  
LAFAYETTE PARISH

Mr. Warren Myers  
HNTB Corporation  
9100 Bluebonnet Centre Blvd., Ste. 301  
Baton Rouge, LA 70809

**SUBJECT: SOLICITATION OF VIEWS**

Dear Mr. Myers:

It appears that the project area will cover a large portion of Lafayette Parish, along with some surrounding communities, that are both in and out of special flood hazard areas.

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.

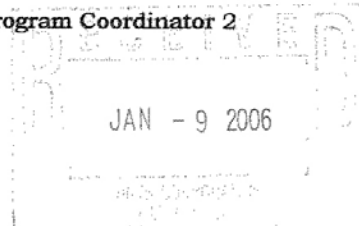
In order to assure compliance with city, town and parish requirements for the National Flood Insurance Program (NFIP) and so that appropriate permits are obtained please contact the floodplain administrator for Lafayette Parish along with the incorporated areas, Carencro, Scott, Broussard & Youngsville, that are possibly involved. The contact person for Lafayette Parish is: Mr. Brad Duhon, P.O. Box 4017C, Lafayette, LA, 70502, phone (337) 291-8000.

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

Sincerely,

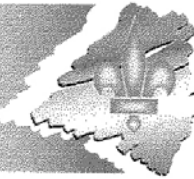
Pamela L. Miller  
Flood Insurance Program Coordinator 2

pc: Mr. Brad Duhon, Lafayette Parish &  
The City of Lafayette  
Ms. Bonnie Anderson, City of Carencro  
Ms. Sarah Hebert, Town of Broussard  
Ms. Tammy Roberts, City of Scott  
Ms. Karen Romero, Town of Youngsville



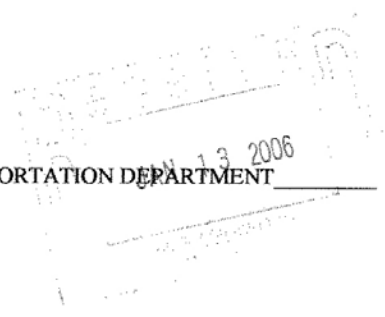
LAFAYETTE  
CONSOLIDATED  
GOVERNMENT

CENTRE DE LA CULTURE ACADIENNE ET CREOLE



TRAFFIC & TRANSPORTATION DEPARTMENT

DIRECTOR'S OFFICE  
TEL: (337) 291-8545  
FAX: (337) 291-5693  
1515 UNIVERSITY AVENUE  
P. O. BOX 4017-C  
LAFAYETTE, LOUISIANA 70502



January 10, 2006

Mr. Warren Myers  
HNTB Corporation  
9100 Bluebonnet Centre Boulevard, Suite 301  
Baton Rouge, LA 70809

Re: Solicitation of Views  
State Project No.: 700-93-0009  
F.A.P. No.: STP-9305  
Project Name: Lafayette Metropolitan Expressway  
Location: Lafayette, Louisiana  
Parish: Lafayette

Dear Mr. Myers:

This will acknowledge receipt of Mr. Michael Mangham's December 5, 2005 letter requesting we provide views and comments on the Lafayette Metropolitan Expressway, copy attached for ease of reference. It is my understanding one of your staff members will be coming to conduct interviews relating to same. I, therefore, intend to provide the requested information at that time.

However, my primary concern is the economic feasibility and impact this project may or may not have on the transportation network of Lafayette Consolidated Government, as well as its influence on potential urban development sprawl that may be in conflict with the Metropolitan Planning Organization process.

If you need additional information, please contact me at (337) 291-8546.

Yours truly,

Tony R. Tramel, P.E., P.T.O.E.  
Director of Traffic and Transportation

TRT:cp

Attachment

c: Joey Durel  
Dee Stanley  
Mike Hollier



United States Department of Agriculture



Natural Resources Conservation Service  
3737 Government Street  
Alexandria, LA 71302

January 18, 2006

Mr. Warren Myers  
HNTB Corporation  
9100 Bluebonnet Centre Boulevard, Suite 301  
Baton Rouge, Louisiana 70809

Dear Mr. Myers:

RE: **SP #700-93-0009**  
**FAP #STP-9305(500)**  
**LAFAYETTE METROPOLITAN EXPRESSWAY**  
**LAFAYETTE PARISH**

Thank you for providing our agency with the opportunity to respond to your letter regarding the above project.

NRCS has no objection to this project and it does not appear that it will affect any of our work in the immediate vicinity. Further, we do not believe there will be an adverse effect on the surrounding environment provided appropriate erosion control measures are taken during construction. However, our Soil Survey indicates that the soils present on the proposed project site contain 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. If the area impacted is "urban," there will be no impact. If, on the other hand, it is, then there will be impact and an impact rating will be required. Please contact our offices when a final location has been selected.

Should you have questions regarding the above comments, please feel free to contact Emmett Wilson, District Conservationist in our Lafayette Field Office, at (337) 262-6601.

Sincerely,

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

cc: Emmett Wilson, District Conservationist, Lafayette Field Office



**DEPARTMENT OF THE ARMY**  
NEW ORLEANS DISTRICT, CORPS OF ENGINEERS  
P. O. BOX 60267  
NEW ORLEANS, LOUISIANA 70180-0267

JAN 30 2006

REPLY TO  
ATTENTION OF

Operations Division  
Operations Manager  
Completed Works

Mr. Michael Mangham  
Lafayette Metropolitan Expressway Commission  
Post Office Box 60485  
Lafayette, Louisiana 70596-0485

Dear Mr. Mangham:

This is in response to your Solicitation of Views request dated December 5, 2005, concerning the construction of the Lafayette Metropolitan Expressway project, in Lafayette Parish, Louisiana (State Project Number 700-93-0009).

We have reviewed your request for potential Department of the Army regulatory requirements and impacts on any Department of the Army projects.

We do not anticipate any adverse impacts to any Corps of Engineers' projects.

Based on review of recent maps, aerial photography, and soils data, we have determined that the study area contains wetlands subject to Corps of Engineers' jurisdiction. A Department of the Army permit under Section 404 of the Clean Water Act will be required prior to the deposition or redistribution of dredged or fill material into these wetlands. Additionally, the study area contains navigable waters subject to Corps' jurisdiction under Section 10 of the Rivers and Harbors Act. A Department of the Army Section 10 permit will be required prior to any work in these waters.

You should apply for said permit well in advance of the work to be performed. The application should include sufficiently detailed maps, drawings, photographs, and descriptive text for accurate evaluation of the proposal. You are encouraged to schedule a pre-application meeting to discuss the permit process early in your planning stage.

FEB -1 2006

-2-

Please contact Dr. John Bruza, of our Regulatory Branch by telephone at (504) 862-1288, or by e-mail at [John.D.Bruza@mvn02.usace.army.mil](mailto:John.D.Bruza@mvn02.usace.army.mil) for questions concerning wetlands determinations or need for on-site evaluations. Questions concerning regulatory permit requirements or to set up a pre-application meeting please contact Mr. Ronnie Duke by telephone at (504) 862-2261 or by e-mail at [Ronnie.W.Duke@mvn02.usace.army.mil](mailto:Ronnie.W.Duke@mvn02.usace.army.mil).

This determination of permit requirements is valid for a period of five years from the date of this letter unless new information warrants a revision prior to the expiration date. In addition, any changes or modifications to the proposed project may require a revised determination.

Future correspondence concerning this matter should reference our account number MVN-2006-74-SZ. This will allow us to more easily locate records of previous correspondence, and thus provide a quicker response.

Sincerely,

Amy E. Powell  
Solicitation of Views Manager

Copy Furnished:

Mr. Warren Myers  
HNTB Corporation  
9100 Bluebonnet Center Boulevard  
Suite 301  
Baton Rouge, Louisiana 70809



13-FEB-2006 08:30

FROM-LEDA

337-234-3009

T-358 P.009/013 F-485



**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY**

REGION 6  
1445 ROSS AVENUE  
DALLAS, TEXAS 75202-2733

**NOTICE**


The Ground Water/UIC Section, Region 6 U.S. Environmental Protection Agency (EPA) has reviewed the proposed changes to the following project and reiterate our earlier statement that we have not identified any problem:

**STP No. 700-93-0009**  
**FAP No. STP-9305-(500)**  
**Toll Road Construction**  
**Lafayette Parish**  
**Lafayette, Louisiana**

This project is located above the Chicot aquifer system, which has been designated a sole source aquifer by the EPA. Under Section 1424(e) of the Safe Drinking Water Act no federal funds will be committed to a project which may contaminate a sole source aquifer so as to cause a hazard to public health.

The information provided is not sufficient for an evaluation of the ground water quality impacts from the project. The Ground Water/UIC Section, EPA Region 6, has not at this time identified a hazard to ground water quality as a result of the proposed activities. However, we request the opportunity to evaluate any environmental assessment or other environmental review document which may be prepared for the project. If an environmental assessment is prepared, it should include an identification a any known contamination present at the site and should explain the affect of the proposed activities on ground water quality.

This approval of the proposed project does not relieve the applicant from adhering to other State and Federal requirements which may apply. This approval is based solely on the potential impact to the quality of ground water as it relates to the EPA's authority pursuant to section 1424(e) of the Safe Drinking Water Act.

Project evaluated by:   
Clay Chesney  
(214) 665-7128

Date: January 5, 2006

13-FEB-2006 08:31

FROM-LEDA

337-234-3009

T-358 P.013/013 F-485



**CHITIMACHA**  
TRIBE OF LOUISIANA

CULTURAL DEPARTMENT

January 10, 2005

Mr. Michael Mangham  
Commission Chairperson  
Lafayette Metropolitan Expressway Commission  
P.O. Box 60485  
Lafayette, Louisiana 70596-0485

Re: State Project No. 700-93-0009  
F.A.P. No. STP-9305(500)  
Lafayette Metropolitan Expressway  
Lafayette Parish, Louisiana

We are in receipt of your letter, dated December 5, 2005, concerning the above-referenced project. The parish where the proposed project is to take place is part of the aboriginal Chitimacha homeland. That is, historically and prehistorically the Chitimacha Tribe of Louisiana was located in this area. This homeland contains many village sites, religious/sacred sites, and burial sites, which must be taken into account in the planning process.

Our records and oral traditions do not indicate that a specific Chitimacha archaeological site or Traditional Cultural Property is in the immediate vicinity of your project, therefore we have no objection to the implementation of the proposed activity. However, if archaeological remains representing a village site and/or burial site are discovered during the process of construction you should stop and contact the tribe and the State Historic Preservation Office immediately, in order to begin consultation regarding the encountered remains.

The Chitimacha Tribe of Louisiana appreciates your compliance with federal and state laws concerning Native American notification and consultation. Should you have any questions, do not hesitate to contact me at (337) 923-9923.

Sincerely,

Kimberly S. Walden,  
Director, Cultural Department

KW: JE

**APPENDIX B**  
**AGENCY SCOPING MEETING**



January 10, 2006

**IN REPLY REFER TO**

FAP No: STP-9305(500)

SP No: 700-93-0009

Lafayette Metropolitan Expressway

Lafayette, LA

RE: Environmental Impact Statement

The Lafayette Metropolitan Expressway Commission (LMEC) in cooperation with the Federal Highway Administration (FHWA) is preparing a Tier 1 Environmental Impact Statement (EIS) on a proposal to construct a Highway Toll Facility around Lafayette. Since the project may involve resources of concern to your agency, we are requesting your agency to be a participating agency.

The proposed project will provide a divided four-lane, limited access highway on new location between the Junction of Interstate Highway 49 (I-49) north of Carencro, Louisiana and U.S. 90 south of Broussard, Louisiana, a distance of approximately 31-38 miles. Final length will depend on the alternative selected. Enclosed is a map showing the project study area.

Your agency's involvement should entail those areas under its jurisdiction, and no direct writing or analysis will be necessary for the document's preparation. The following are activities we will take to maximize interagency cooperation:

1. Invite you or your representative to coordination meetings;
2. Consult with you on any relevant technical studies that will be required for the project;
3. Organize joint field reviews with you;
4. Provide you with project information, including study results;
5. Encourage your agency to use the above documents to express your views on subjects within your jurisdiction, and
6. Include information in the project environmental documents that participating agencies need to discharge their National Environmental Policy Act (NEPA) responsibilities and any other requirements regarding jurisdictional approvals, permits, licenses, and/or clearances.

Please involve all appropriate sections within your agency.

P.O. Box 60485 • Lafayette, LA • 70596-0485 • (337) 233-6200

**2005 Officers:**

**Chairperson**

Michael Mangham  
Mangham & Associates

**Vice Chairperson**

Elaine Abell  
Fountain Memorial  
Gardens & Mausoleum

**Secretary/Treasurer**

James "Tex" Plumley, Jr.  
Lafayette Economic  
Development Authority

**Board of Directors:**

William "Bill" Fontenot  
Department of  
Transportation and  
Development

Gregg Gothreaux  
Lafayette Economic  
Development Authority

Rob Guidry  
Greater Lafayette  
Chamber of Commerce

Eric Kalivoda  
Department of Transportation  
and Development

Thomas "Tom" Sammons  
UL Lafayette School of  
Architecture & Design

Dr. Xiaoduan Sun  
UL Lafayette

Lloyd Rochon  
City of Carencro

William "Bill" Rucks, III  
William Rucks, III  
Oil Properties

# Lafayette Metropolitan Expressway Commission

You have the right to expect that the EIS will enable you to discharge your jurisdictional responsibilities. Likewise you have the obligation to inform us if, at any point in the process, your needs are not being met. We expect that at the end of the process the EIS will satisfy your NEPA requirements including those related to project alternatives, environmental consequences, and mitigation. Further, we intend to utilize the EIS as our decision making document and as the basis for any required permit applications. We expect the permit applications to proceed concurrently with the EIS approval process.

The Notice of Intent was published in the Federal Register on December 16, 2005. A special interagency scoping meeting has been scheduled for February 14, 2006 at 10:00 am in the Conference Room of the Lafayette Economic Development Authority at 211 East Devalcourt St. in Lafayette, LA. We would like to encourage your attendance and participation at this meeting.

Please advise in writing by February 14, 2006 if you decline being a participating agency. We look forward to your response to the request and your role as a participating agency on this project. If you have any question or would like to discuss in more detail the project, please contact Warren Myers, HNTB Corporation, 9100 Bluebonnet Centre Boulevard, Suite 301, Baton Rouge, LA 70809; phone: (225) 368-2812; email wmyers@hntb.com. If your agency decides to decline to be a participating agency and/or cannot attend the scoping meeting, please let Warren Myers know by letter or email by February 10, 2006.

Sincerely yours,

Michael Mangham  
Commission Chairman

CC: FHWA - Colby Guidry  
LDOTD - Michele Deshotels

Enclosure

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William Rucks, III  
Oil Properties

**AGENCY SCOPING MEETING**  
**FEBRUARY 14, 2006 - 10:00AM**  
**FINAL MINUTES**

1. **OPENING COMMENTS AND INTRODUCTIONS:** Michael Mangham, Chairman of the LMEC, welcomed everyone to the meeting and asked all attendees to introduce themselves.

Attendees: Michael Mangham (LMEC), Elaine Abell (LMEC), Phillip Parker (Pensco), Al Martin (Pensco), Raymon Reaux (C.H. Fenstermaker), Fred Dunham (LA Dept. of Wildlife & Fisheries), Kam Movassaghi (C.H. Fenstermaker), Tony Tramel (Lafayette Consolidated Government – Traffic and Transportation), Purvis Marrison (City of Scott), Scott Nelson (Fed. Highway Administration), Bill Farr (Fed. Highway Administration), Michele Deshotels (DOTD), Richard Hudson (DNR/OC), Emmett Wilson (Natural Resources Conservation Service), Colby Guidry (Fed. Highway Administration), Stacey Crevelle (NRCS Acadiana RC & D), Pamela LaFleur (Lafayette Economic Development Authority), Warren Myers (HNTB), Bob Schmidt (HNTB) Mike Jansky (Environmental Protection Agency) via conference call

2. **PROJECT REVIEW (presented by Bob Schmidt):** The history of the project was presented to the attending agencies. The Lafayette Metropolitan Expressway Commission was created to pursue alternative funding sources, including tolls, for a limited access highway system in Lafayette Parish. The first step was to conduct an economic feasibility study; therefore the Commission conducted a competitive selection process to complete the study (Phase A).

Following the selection process, HNTB Corporation was awarded the contract along with their subcontractors, C.H. Fenstermaker and Associates and PENSCO. HNTB started the process by determining a study area in Lafayette Parish with a 5 mile wide corridor. This study area was shown to the attending agencies on a map labeled “Study Area”. Ten corridors within that area were identified, which were later narrowed down to 3. These 3 corridors were used for the feasibility study. These 3 corridors were shown to the attending agencies on a map labeled “Initial Alternatives”. These alternatives have been revised numerous times. After consulting with the LMEC, the northeast quadrant was eliminated from the study and a decision was made to concentrate on 2 corridors that were a combination of the Middle Alternative and Outer Alternative. Another alternative was later added that dips into Vermilion Parish. These 3 corridors were shown to the attending agencies on a map labeled “Current Alternatives”. The plan is to have free-flow, grade separated interchanges.

Before Hurricane Katrina, the construction costs were estimated to be around \$600 million.

The purpose of the Tier EIS process is to finalize which corridor will be adopted. This option is available within the NEPA process.

Tony Tramel (LCG-Traffic & Transportation) questioned the range of miles the expressway will cover. Mr. Schmidt (HNTB) responded that at this time, there is no exact number....it will probably be between 25-35 miles.

3. **ENVIRONMENTAL CONSTRAINTS AND INPUT FROM AGENCIES (presented by Warren Myers):** The Solicitation of Views letter was sent to 68 agencies. Responses have been received from State Representative Ernie Alexander, Louisiana Department of Agriculture & Forestry, Louisiana Department of Environmental Quality, Louisiana Department of Natural Resources, Louisiana

DOTD Floodplain Management Section, Lafayette Consolidated Government, Natural Resources Conservation Service (NRCS), Corps of Engineers, Environmental Protection Agency (EPA), and the Chitimacha Tribe of Louisiana. These agencies are contacted to provide information to them regarding the process and to ensure that their input is considered during the planning process. The following is a brief summary of each response:

- State Representative Ernie Alexander – It would be a great asset to those who live in this mostly rural area as another major road. It would also be of benefit to those traveling from west of Scott on I-10 choosing to take I-49 South (and vice-versa).
- Louisiana Department of Agriculture & Forestry – No Comment at this time regarding the project.
- Louisiana Department of Environmental Quality – No objections. Recommend that the following be investigated: Louisiana Pollutant Discharge Elimination System application, control of nonpoint sources of pollution, Corps wetlands permit, Water Quality Certification from LADEQ, and protection of groundwater. Currently, Lafayette Parish is classified as an attainment parish with the National Ambient Air Quality Standards.
- Louisiana Department of Natural Resources – There are a very large number of oil, gas, and water wells (active and inactive) in the project area. The proposed project area is also located within several drinking water protection areas. The prevention of groundwater contamination should be considered at all times.
- Louisiana DOTD Floodplain Management Section – The project area contains special flood hazard areas. Consideration must be given to pre-project and post-project occurrence of base flood inundation. Contact the floodplain administrators involved so that appropriate permits are obtained.
- Lafayette Consolidated Government – Concerned about the economic feasibility and impact on the existing transportation network and the influence on potential urban development sprawl.
- Natural Resources Conservation Service (NRCS) – No objection to this project. It does not appear that it will effect any of our work. No adverse effect is foreseen provided appropriate erosion control measures are taken. Prime/unique farmland soils are present and a determination of prime farmland conversion impact will have to be made.
- Corps of Engineers – No adverse impacts are anticipated to any Corps projects. Impacted wetlands will require a Section 404 permit. Impacted navigable waters will require a Section 10 permit.
- Environmental Protection Agency (EPA) – We have not identified any problem. The project is above the Chicot aquifer system which has been designated a sole source aquifer by EPA. No hazard as a result of this project has been identified at this time. However, EPA requests the opportunity to evaluate any environmental documents prepared for the project.
- Chitimacha Tribe of Louisiana – Our record and oral traditions do not indicate that a specific Chitimacha archaeological site or Traditional Cultural Property is in the immediate vicinity of your project. If archaeological remains are found during construction, construction should

stop, and the tribe and the State Historic Preservation Officer should be contacted immediately.

The Federal Highway Administration (FHWA) will be the Lead Federal Agency and the Louisiana Department of Transportation and Development (LADOTD) and Corps of Engineer have already agreed to be Cooperating Agencies. Nine agencies were invited to be Participating Agencies due to their areas of expertise. Those that have accepted include Lafayette Consolidated Government, LA Dept. Of Wildlife and Fisheries, EPA, Natural Resources Conservation Service, 8th Coast Guard District, and LA Dept. of Natural Resources. The US Fish and Wildlife Service declined to be a Participating Agency citing that there are no significant Federal-trust fish and wildlife resource issues associated with the project. They did request to review the draft EIS and related documents. A copy of the minutes of this scoping meeting and a second letter will be sent to those agencies that have not yet responded to the first request to be a Participating Agency. Those include LA Dept. of Culture, Recreation, & Tourism and LA Dept. of Environmental Quality.

The purpose of involving these agencies is to keep them informed during the project and get significant input from them during the planning process.

The attending agency representatives were given an opportunity to make comments regarding the project.

Mike Jansky (EPA) commented that his agency would like to be involved as the project relates to air quality, wetland impact, water quality and agricultural land impact.

Richard Hudson (LADNR) brought up concerns about the abundance of oil and gas wells in the area and the proper plugging of the wells.

Bill Farr (FHWA) commented that his agency is comfortable with following the Tier 1 EIS format. FHWA and LADOTD also expressed concern with the tie-in of the toll road with the interstate system. FHWA further expressed concerned about interstate access approval.

Michele Deshotels (LADOTD) commented that her agency is in an advisory capacity for the EIS.

Purvis Warren (City of Scott, LA – Councilman) commented that he would like to be involved in the planning process to make sure that this project will not make it more difficult for the Scott citizens to drive around the City of Scott. He also stated the City of Scott would prefer that the road go west of Scott.

Tony Trammel (LCG-Traffic & Transportation) commented that he has not seen the MPO involvement which needs to be addressed. He also stated that they will soon be flying new aerials which can be used for Tier 2. Tony Trammel also questioned whether there was a need for the roadway. He also expressed concerns about traffic and sprawl.

Fred Dunham (LA Wildlife & Fisheries) stated that he would like to stay involved in the project in case issues come up involving his agency. He also stated that LA Wildlife & Fisheries does not have serious concerns about wildlife issues for this project as it is proposed.

Bill Farr (FHWA) asked Warren Myers when HNTB will know the amount of the toll. Mr. Myers and Mr. Schmidt responded that the amount is determined during Tier 2 which involves more detailed impact studies.



Fred Dunham (LA Wildlife & Fisheries) questioned the timetable of the project. Mr. Myers responded that this phase of the project will be concluded in mid-April. Stakeholders meetings, public meetings and additional engineering studies on the revised alternatives will take place between now and mid-April.

Bill Farr (FHWA) questioned the number of public meetings that will be held. Mr. Schmidt responded that a total of 3 meetings will likely be held. Mr. Farr suggested an “open house” format for those meetings. Mr. Schmidt commented that 2 public meetings have been held already. One meeting was to inform the public about toll roads in general and another meeting was to review possible corridors for this project.

Mike Jansky (EPA) requested that he be sent the timeline and a copy of the maps presented to the agencies. He also questioned whether many rivers will be crossed. Mr. Myers said that not many rivers will be crossed, but the Vermilion River is one that will be crossed. The plans show mostly floodplains being crossed.

Meeting ended at 11:00am.

## APPENDIX C

### STAKEHOLDER INTERVIEWS

## STAKEHOLDER INTERVIEW LETTER



December 15, 2005

«Prefix» «FirstName» «LastName», «Title»  
«Organization»  
«Address1»  
«Address2»  
«City», «State» «Zip»

Dear «Prefix» «LastName»:

In 2003, the Louisiana Legislature formed the Lafayette Metropolitan Expressway Commission (LMEC) to address the need for a toll expressway within the parish. The LMEC was charged with pursuing alternative and innovative funding sources, including but not limited to tolls, to supplement public revenue sources for the construction, maintenance, and operation of a safe and efficient limited access highway system exclusively within Lafayette Parish. As consultants to the LMEC, HNTB Corporation completed the first phase of the feasibility study in July, 2005 which compared preliminary construction costs of three possible corridors with the potential toll revenue that could be generated. HNTB has recently begun the next phase of the study, a Tier 1 Environmental Impact Statement (EIS). Tiering is an approach that is often used in complex circumstances because it allows planners to conduct analysis and decision making in a phased fashion, focusing on the issues that are most crucial for a particular stage of the process.

The first step in this initiative is a series of interviews with stakeholders and community leaders. We want to benefit from your experience and insight from the start. The best way to do this is to sit down together, so we can listen to your thoughts before beginning this initiative.

In the next week, an HNTB representative will contact you to schedule an interview that we hope can take place the last week of December or early January, 2006. This interview will last about 45 minutes and will be conducted by an HNTB representative. We want the most candid feedback possible, so LMEC representatives will not be present at the interview, and your name will not be linked to your responses.

I know you face many competing priorities everyday, but I do hope you will participate in this critical phase of the Lafayette expressway. Your feedback will be most helpful and appreciated. Please contact Warren Myers, HNTB or Krista Goodin, HNTB at 225.368.2800, if you have any questions. And thank you for your help.

Sincerely,  
Lafayette Metropolitan Expressway Commission

Michael R. Mangham  
Commission Chairman  
P.O. Box 60485 • Lafayette, LA • 70596-0485 • (337) 233-6200

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Eric Salinas  
Department of Transportation  
and Development

Thomas "Tim" Simmons  
UL Lafayette School of  
Architecture & Design

Dr. Xianjun Sun  
UL Lafayette

Larry Roshan  
City of Cadeaux

William "BP" Rude, III  
William Rude, III  
CR Properties

## STAKEHOLDER INTERVIEW RESPONSE SUMMARY

### SUMMARY

The LMEC identified 20 potential stakeholders to provide input throughout the course of the Environmental Impact Statement phase. Of the 20 potential stakeholders, 16 were interviewed or responded to questions. The stakeholders were interviewed from January 2006 through March 2006.

Overall, the interviewed stakeholders responded that some sort of expressway or loop around the City of Lafayette is needed. About half of the responders would like to see the toll road within the inner corridor and the other half would like to see it within the outer. Some responders preferred the inner corridor for reducing congestion and traffic from the City of Lafayette, while the outer corridor was said to provide for economic development for the parish and have limited constraints from existing development. A majority of responders said they would use the toll road if they lived within one to five miles from it. All responses were compiled by question and are documented below.

### QUESTIONS/RESPONSES

1. Looking into the future - say over the next 20 years - what are the critical transportation needs you think need to be addressed in Lafayette?

- A loop around Lafayette. 7-8 years ago a survey was done by The Advertiser that found two most critical needs are:
  - I-49:
  - A beltway/loop around Lafayette
- People just want to correct today's problems (Band-Aid it), not addressing future needs, some people against it because of finances.
- Yes. Projects on the books that are unfunded. 80% of Lafayette's roads are State roads. Back roads are being used to get around the traffic.
- Moving traffic from the northwest to the southwest. South to north is critical - either through an expressway or a toll loop.
- It is badly needed - The inner city is running out of space. It is starting to grow into outer areas. Some type of loop or expressway is needed to bypass congestion in the corporate areas. Need to address infrastructure needs to accommodate increasing growth. Need more connector streets - People are coming from the north to the south.
- Enable traffic to move from one end of Lafayette Parish to the other side in an efficient manner. Widen Hwy 182(University Ave.) to a divided 4-lane road connecting I-10 and I-49. Add turn lanes going east and west on Gloria Switch (Hwy 98) at University Ave. (Hwy 182).
- Urban areas are built out. There are intersection improvements needed. Need improved roadways on outskirts. Rural roads have no shoulders. I-10/I-90 need a bypass/loop in the SW quadrant.
- An expressway - extending I-49 all the way to New Orleans. Develop a second expressway around Lafayette.
- Getting people efficiently (quickly and without incident) into and out of the city.
- Major/minor connector roads (major thoroughfares) need to be 4 or 5-lanes.
- Airport service, focus on infrastructure needs - Move around easily in the City of Lafayette. Needs to accommodate growth without congestion. Public transit is more useful. The City is not pedestrian, bicycle or transit friendly.

- More access - It is coming in slow but sure. Transportation in Lafayette is terrible.
- 1) Ambassador Caffery, 2) loop (toll?), 3) other roads
- One of the most important things is this expressway, some sort of outer loop. Almost all cities the size of Lafayette have them.
- Better air service. Better connectivity from metro areas within combined statistical area to airport to facilitate these two critical transportation nodes.
- New roads, toll roads - new infrastructure - we are way too congested. Need methods on how to do transportation financing. Lafayette sends \$25 Million in gasoline taxes every year to the State. We only get back \$8 Million - We are a huge donor parish. There are 20 urban parishes and 44 rural parishes in Louisiana. 25,000 trips made through Lafayette a day - 10,000 trips on I-10 and 5,000-6,000 trips on US 90.
- Would building the tollway have impact on traffic in the City? User fee - will it be paid? Self preservation for commission and consultant.
- Local communities cannot tax fuel - amendment?
- Lafayette is approximately 20 years behind times in critical transportation needs. I believe we need to look forward and address the heavy influx of vehicles in Lafayette now, and double that for a twenty year plan.
- We need to complete I-49. Verot School Road needs to be four-laned all the way to the Parish line and Ambassador Caffery Extension needs to be completed to Highway 90.

2. Do you think Lafayette needs an expressway in the location of the proposed study area?

- Yes - Expressway or loop system, toll or public.
- People need to have some access to property. Need to address how people will access their property.
- Yes - my concern is how we handle limited access.
- Political pressure can change real estate plans.
- Most traffic on I-10 is to New Orleans.
- Yes.
- Yes.
- Need some sort of expressway/transportation feature.
- Definitely - in 20 years, growth will slow in the west and start in the north.
- Yes - We need to (1) relieve traffic, (2) provide economic development, and (3) secure an evacuation route.
- Absolutely - something along the line of the 210 loop in Lake Charles.
- Depending. I don't know, but my goal is that money can be better spent in other areas that could do more for congestion and economic development.
- Yes
- Yes
- Yes - A lot of people from the north work in Lafayette. I would like more access to Lafayette and Vermilion the other way.
- Perhaps, if it is on the innermost section, available to the main population base.

- In part - study area should be expanded south (to Vermilion) instead of west.
- Based on data, it is hard to justify from an engineering perspective:
  - Creating a roadway with no demand
  - Smart growth issues - against the future land use report
- 6,000 soccer people in Lafayette - largest operation in the state.
- Yes
- Yes, Lafayette needs an expressway designed in a way where it does not restrict the rural traffic or the traffic from the smaller municipalities.

3. a. How do you feel about tolling as a strategy to fund new roadways in Louisiana?

- Whatever it takes as long as it is affordable/cost effective. The fee needs to be high enough to pay for maintenance. We should be tolling the interstate from border to border, all the interstates.
- By 2020, there will be a quarter million people from Breaux Bridge to Duson.
- 15% growth in 15 days from the 2005 hurricanes.
- I support it.
- I think that we have to create new ways to fund projects and I would pay to use a road of this type.
- Personally I don't have any issues with tolling.
- People in Louisiana probably wouldn't go for that - "It's the government's job, we shouldn't have to pay for it."
- I like user fees.
- One of the few options we have to fund a project of this sort is for those who use it, help to pay for it.
- User fee - most people in the state are reluctant to take user fees.
- Great - 100% in favor of - It's a perfect user fee.
- Mixed feelings, some pros and cons. The low to moderate income people may have issues, but there would be fuel savings and people will get there sooner.
- Ok
- I think it would be a good way. Toll roads are good - I've been on them, they are favorable.
- This is a reasonable strategy given funding constraints at Local/State/Federal (ie. Those who use it, pay for it). Issue is the utilization rate and ability to secure funding, Opportunity costs. (Cajuns wouldn't pay money to drive on a road). We need a better regional transportation system.
- I am a great proponent. I introduced the mobility fund to the legislature.
- It is a viable option. A financial investment issue - Is it stable?
- Good option, however being the first in the Lafayette area has its disadvantages...but I believe the public will accept toll roads as time savers.
- I think it is a good idea.

b. How do you feel about tolling as a strategy to fund a new roadway in Lafayette?

- Same thing. People that I have spoken to are willing to pay if it is worth it.
- I like it.
- I support it.
- Yes.
- More of a professional community, university, white collar drivers.
- The way traffic is going, it is needed.
- I would pay to avoid middle town if reasonable.
- Same thing - let the general population pay for a part of it with property or sales tax, bonds. Make up a portion in tolls.
- Great.
- Have no idea. Duson is the smallest municipality in Lafayette.
- Good.
- Good.
- Same answer - with funding it will always be an issue. Depends on where it is and if people will use it.
- User vs. cost.
- Lafayette is ready.
- Lafayette may object initially, but eventually people will succumb and travel on the toll road frequently.
- I think it will work very well in Lafayette Parish and the surrounding parishes.

4. Do you have a preference of the location of the tolled expressway (inner, middle, outer)? What are your reasons?

- Prefer outer, but may need to go to middle to have more usage/revenue. Prefer to see it go outside of parish into Vermilion. Prefer the I-10 intersection to go to the west side of Scott. Original thought was an outer loop - expecting growth and "most bang for the buck".
- At some point the road has to pay for itself.
- Not opposed to having it outside of the parish.
- Outer. Because of sprawl/growth (an inner expressway wouldn't necessarily relieve congestion. Outer loop, I think that would be the easiest probably least expensive to secure property that is sparsely developed.
- Outer corridor. Knowing the terrain, development features, less impact on existing features.
- Use existing roads as much as possible - don't lay new concrete.
- Outer. Land is less expensive and it allows growth on both sides. Opens up that part of the parish that is underdeveloped.
- Inner. Best opportunity to relieve congestion.

- Should go on Highway 95, partly in Acadia Parish going south towards Congress and connecting past Industrial Park. Look at the cost. Don't have take property and would have fewer displacements, and help development.
- Inner.
- Not inner. Too much congestion in Scott.
- The outer loop would be best because of studies over the years show increased population west of Scott. Less impacts on residential.
- Inner. Serves more people.
- Funding would be more possible, potential to alleviate traffic on existing thoroughfares.
- Should build a road of that magnitude away from congestion.
- No real preference. But if so, would be in close to limit sprawl.
- Outer. This option would in my opinion become the cheapest alternative.
- The outer loop would be the only route that I could support. It would have to allow for normal traffic flow in my area for my support.

5. Do you know of any opposition to a toll road in Lafayette? Do you know why they would be opposed?

- Not that I know of.
- Only opposition may be if we can't afford to pay for the road in a reasonable timely manner.
- Toll bridges have a "checkered past".
- Financing.
- A small percentage would be opposed to anything as soon as there is a clear designation of revenue use.
- I am not opposed, however it would take a good selling job to convince the average Joe to pay to drive. This is a new concept in our area and people are used to driving on free roads. People are scared of change.
- Not aware of any organized opposition. People think the government should have to pay for it.
- Not that I know of.
- Haven't heard any. You will always have people not wanting new taxes.
- Nothing organized.
- No.
- No - If they don't like it, tell them to stand in traffic with the other mules, donkeys & sulkies.
- Don't know of any opposition.
- Yes.
- No public opposition.
- Technical folks and people in the TTC.
- Does it serve a public need? Is it an investment that makes sense?
- Yes. It is evident the citizens of Youngsville do not want the toll road inside of their subdivisions, but agree with the concept of toll road (loop) accessible near by. The citizens of



Scott do not want the “loop” in their downtown district, but would support a loop several miles out of town.

- No.

6. Do you know of any proponents to a toll road in Lafayette?

- Everyone wants a loop. (Whether it is a loop or not) people see the need. Lafayette continues to grow.
- A lot, most people in the MPO.
- People looking for solutions to a problem.
- The chamber, infrastructure committee.
- Some industries need to meet demands.
- I haven’t heard of any.
- Proponents for an expressway, loop, bypass, etc., not necessarily a toll road.
- No.
- Other than those involved in project (the LMEC), no.
- Overall, Lafayette in general is for it. Everyone assumes it is a cure all.
- No.
- Yes.
- Not really.
- Politics of Louisiana are wait and see attitude. .
- Want to demonstrate it can happen.
- Lack of public transit.
- I am its greatest proponent.
- Expressway commission. A lot of people who perceive it as a solution and see it in another place but have never lived/experienced a toll road.
- Yes, Maurice residents, as well at North Vermilion Parish residents.
- No.

7. Do you know of any opposition to the possible location of the toll road? Do you know why they would be opposed?

- Because there is no real location set, there is no real opposition now.
- Lynnewood Broussard, City Councilman for the 5<sup>th</sup> District may speak against it if it doesn’t benefit him.
- Only opposition.
- To keep the road in Lafayette Parish is too constrictive. People want the numbers to work.
- It can’t get here quick enough.
- No.

- No. Nothing at all, this is usually the case. You can have public hearing after public hearing and not have any opposition until it is almost a reality and then you will always have negative people that will try to kill a project.
- Not really. They did the beltway study.
- Inner location would be a traffic mover.
- Would do nothing for traffic.
- Other than NIMBY's, No.
- Not right now. People don't know enough about the project yet.
- No, except for the NIMBY's.
- Me.
- Both.
- Any residential area will be opposed.
- Of course all potential displacements.
- Howard Shelter, property owner.
- Concerns from my district. Constituents express that the further out, the better. My constituents would be most affected. A new road should not disrupt a community.
- Maurice may be concerned.
- There may have been comments from the N-S Beltway wanting it in Vermilion. They man not want the government telling them what to do.
- Local municipalities would like the loop, but would not like it to pass in their downtown areas.
- Yes. Two big concerns that I hear are cutting a small municipality in half and restricting the normal flow of traffic in the area.

8. Do you know of any proponents to the possible location of the toll road?

- No, people are holding their opinions until they see what location is proposed.
- Maybe landowners in western part of parish who want it to improve property value. However, the same people may be skeptical about access to their property and exit from the toll road.
- No.
- Not really, no organized proponents.
- Maybe large landowners.
- Large landowners.
- No. People who want it on their land.
- No.
- Yes.
- Mayor Lagneaux (Duson) may be for the outer loop (724 is the logical route - but there are possible gasfields).
- Large property owners.
- Business community chamber - as far out as possible.

- No. Some floodplains and cultural land.
- Yes, the southern route around Lafayette Parish should extend into North Vermilion parish.
- Most Youngsville citizens would prefer the outer loop.

9. Do you know of any future large developments that may be impacted by the toll road?

- Talk to Mike Hollier.
- From Ambassador Caffery to Scott there is a lot of development.
- John Montesanto - From Ridge Road/Dillon to Johnston Street.
- Subdivision along Golden Grain 20/30 house. Right across the street is the Pellarin Property.
- 60 acre residential development, developer is doing S. College.
- None.
- There are a number of developments in the upper through Planning/Zoning.
- The road may attract more development.
- Not at this time.
- Sugarmill Pond in Youngsville; 700 acre development by Robert Daigle (River Ranch Developer) and Rodney Savoy.
- SW quad - Lots of mom and pop small developments.
- A development in Carencro.
- Sugarmill Pond - 2,000 lots.
- No.
- Yes.
- No.
- 5 or 6 huge projects, talk to Broussard/Youngsville.
- No.
- Sugarmill Pond, Golf Course - ask Rebecca Raines.
- None at this time.
- If you go with the inner or middle loop, you would run through several residential developments in Youngsville.

10. If you lived within 1 mile of a toll road that connected to both I-10 and the future I-49 to the south, would you use it?

- Yes.
- Absolutely.
- Yes.
- Yes.
- Yes.
- Yes.

- Absolutely - As long as the number of stops are minimized.
- Yes, without having to go through Lafayette.
- Yes.
- Yes - up to five miles, you can quote me on that!
- Probably would sometimes, maybe not regularly.
- High probability - I live in New Iberia, depends.
- Yes.
- Depends - How much and where am I going.
- Yes, to avoid Lafayette congestion.
- Yes.

11. If you lived within 5 miles of a toll road that connected to both I-10 and the future I-49 to the south, would you use it?

- Yes.
- Absolutely - I'm on the road a lot.
- Yes.
- Yes.
- Depends if it were on the way.
- Probably.
- Depending on if it saved me time, yes.
- Doubt it, it may not save time.
- Yes.
- Yes.
- Yes, depends really.
- 50/50 probability - needs to be an added value with us. Depends where you are and how congested.
- Yes.
- Probably not, but it depends - location, fee, and costs.
- Yes, again to avoid Lafayette congestion.
- Yes.

12. Would you be interested in participating in the stakeholders committee for duration of the EIS?

- Yes.
- Yes.
- Yes.
- Maybe would need to know more.

- Yes.
- Yes.
- Yes.
- Yes.
- No, don't have the time.
- No.
- Yes. If I can't go, I will try to send someone.
- Yes.
- Yes.
- Yes.
- Yes.
- Yes.

13. Is there anything else you would like us to know?

- Would be a potential stakeholder candidate.
- Underfunded, undercapitalized, 50 years behind in infrastructure.
- Toll existing roads.
- More public input, positive public exchange, keep up the public relations, some public announcements - we typically only hear about the bad things.
- Let's get it done.
- Not sure if a toll road would be supported by people in this area.
- Something is needed in SW quadrant.
- What is the impact on flooding? Developing a masterplan - look at both together, large retention areas become surrounded by parks and development.
- Task Force - due June 2006 - initial plan by Corps of Engineers, then further developed from public comment and adopted by City Council. Developing a model - "What if" scenario: If you develop certain areas, how would it impact the flow of water? UL will assume control, then it will be for public use.
- Time is of the essence. The longer it takes, the harder it will be to get built because of developments. Youngsville is growing rapidly - 2,000 lots. North-South issue - "Why are we building in the south side of the parish first?" - People will be upset and will bring about North-South issues. Study would have to show cost and revenue numbers.
- Need to look at the funding - find the quickest way available.
- Get it done & you can quote me on that!
- We need the toll road.
- 724 would have worked well at one time - maybe could veer off an existing road.
- Lack of mass transit is a problem; it causes congestion - demographics/socioeconomics.
- Connecting 2-lane roadways.
- Time sensitive people.

- Local people will shy from it.
- Gas tax - Lafayette is a donor Parish - Louisiana is a donor State.
- Funding mechanisms.
  - Driving is a privilege, not a right.
  - In other states, every year you pay a car tax, vehicle tags, inspection stickers - increase fees.
  - Services for features.
- Going to update the long range transportation plan every 5 years - look at LCG's website for TAZ's, get a disk from Mike Leblanc. The Mobility Fund is a good thing, if the LMEC could only make the Mobility Fund happen, it would be great.
- Village of Maurice administration and residents very much are in favor of some fashion of "Loop" around Lafayette to allow for a speedy travel to Baton Rouge, or Houston.
- Not at this time.

Name	Phone #	Date of Interview	Completed	Notes
Luther Arceneaux	337-988-3149			
Greg Roberts	337-266-4406			
Don Bertrand	337-257-9427			
Lucien Gastineau	337-482-1052			
Tony Tramel	337-291-8546			
Tom Carroll	337-291-8502			
John Lagneaux	337-873-6754			
Wilson Viator	337-856-4181			
Charles Langlinais	337-837-6681			
Joey Durel	337-291-8300			
Conrad Comeaux	337-291-7080			
Kerry Collins	337-237-8360			
Terry Huval	337-291-5804			
Bill Vincent	337-291-5075			
Don Hebert	225-342-5535			
Gerald Boudreaux	337-291-8374			
Hazel Myers	337-233-1130			
Glenn Brasseaux	337-896-8481			
Don Trahan	(337)984-0175			
Barbara Picard	(337) 893-6406			
Hubert J. Faulk	(337) 898-4300			
Charles Boustany, Jr.	(337) 235-6322			

POTENTIAL STEERING COMMITTEE MEMBERS

CAC	TPC	TTC	Express way Commis sion	Gender	NAME	TITLE	AFFILIATION	e-mail	phone	STREET	CITY/ST/ZIP	COMMENT
1	0	0		0 Mr.	Luther Arceneaux	CAC Chair		<a href="mailto:laarceneaux@yahoo.com">laarceneaux@yahoo.com</a>	337-688-3149	421 West Broussard Rd	Lafayette, LA 70508	
0	0	1		0 Mr.	Greg Roberts	TTC Chair		<a href="mailto:greg@thefood.com">greg@thefood.com</a>	337-266-4406	200 Terminal Drive, Suite 205	Lafayette, LA 70508	
0	1	0		0 Mr.	Don Bertrand	TPC Chair		<a href="mailto:donb@bertrandlandservice.com">donb@bertrandlandservice.com</a>	337-257-9427	106 Representative Row, Suite A	Lafayette, LA 70508	
0	1	0		0 Mr.	Lucien Gastineau	PC Chair		<a href="mailto:cardman@lsu.edu">cardman@lsu.edu</a>	337-482-1052	P.O. Box 2650	Lafayette, LA 70504	
0	0	1		0 Mr.	Tony Tramel	Director T&T		<a href="mailto:tramel@lafayettegov.net">tramel@lafayettegov.net</a>	337-291-8546	P.O. Box 4017-C	Lafayette, LA 70502	
0	0	1		0 Mr.	Tom Carroll	Director PW		<a href="mailto:tcarroll@lafayettegov.net">tcarroll@lafayettegov.net</a>	337-291-8502	P.O. Box 4017-C	Lafayette, LA 70502	
0	1	1		0 Mr.	John Lagneau	Mayor of Duson		<a href="mailto:jlagneau@cox-internet.com">jlagneau@cox-internet.com</a>	337-873-6754	P.O. BOX 10	Duson, LA 70520-0010	
0	1	1		0 Mr.	Wilson Viator	Mayor of Youngsville		<a href="mailto:bowofyoungsvlla@cox-internet.com">bowofyoungsvlla@cox-internet.com</a>	337-856-4181	P.O. Box 592	Youngsville, LA 70592	
0	1	1		0 Mr.	Charles Langlais	Mayor of Broussard		<a href="mailto:mayorcob@bellsouth.net">mayorcob@bellsouth.net</a>	337-837-6681	310 Main St	Broussard, LA 70518	
				Mr.	Joey Durel	Mayor-President of LCG		<a href="mailto:president@lafayettegov.com">president@lafayettegov.com</a>	337-291-8300	P.O. Box 4017-C	Lafayette, LA 70502	
				Mr.	Conrad Comeaux	Tax Assessor		<a href="mailto:conradc@lafayetteassessor.com">conradc@lafayetteassessor.com</a>	337-291-7080	1010 Lafayette Street	Lafayette, LA 70501	
				Mr.	Kerry Collins	Bayou Vermilion Dist		<a href="mailto:kerry@bayouvermilion.org">kerry@bayouvermilion.org</a>	337-237-8360	350 Fisher Road	Lafayette, LA 70508	
				Mr.	Terry Huval	LUS		<a href="mailto:THUVAL@lus.org">THUVAL@lus.org</a>	337-291-5804	P.O.Box 4017-C	Lafayette, LA 70502	
				Mr.	Bill Vincent	911 Director		<a href="mailto:bvino@att.net">bvino@att.net</a>	337-291-5075	800 S. Buchanan Street	Lafayette, LA 70501	
				Mr.	Don Hebert	Conservation-Pipeline Division		<a href="mailto:donh@dnr.state.la.us">donh@dnr.state.la.us</a>	225-342-5535	617 N. 3rd Street	Baton Rouge, LA 70802	
				Mr.	Gerald Boudreaux	Parks & Recreation		<a href="mailto:gboudreaux@lafayettegov.net">gboudreaux@lafayettegov.net</a>	337-291-8374	P.O. Box 4017-C	Lafayette, LA 70502	
				Ms.	Hazel Myers	Mayor of Scott		<a href="mailto:scottla@tspedius.net">scottla@tspedius.net</a>	337-233-1130	P.O. Box 517	Scott, LA 70583	
				Mr.	Glen Brasseaux	Mayor of Carencro		<a href="mailto:carencro mayor@bellsouth.net">carencro mayor@bellsouth.net</a>	337-896-8481	P. O. Box 10	Carencro, LA 70520	
				Mr.	Don Trahan	State Representative		<a href="mailto:larep031@legis.state.la.us">larep031@legis.state.la.us</a>	(337)984-0175	5905 Johnston St., Ste. F	Lafayette, LA 70503	
				Ms.	Barbara Picard	Mayor of Maurice			(337) 893-640	P. O. Box 128	Maurice, LA 70555	
				Mr.	Hubert J. Faulk	Vermilion Parish Police Jury		<a href="mailto:vermilionppj@yahoo.com">vermilionppj@yahoo.com</a>	(337) 898-430	100 North State Street, Suite 200	Abbeville, LA 70510	
				Mr.	Charles Boustany, Jr.	7th Congressional District			(337) 235-632	800 Lafayette Street, Suite 1400	Lafayette, LA 70501	
						trucking industry representative						



## APPENDIX D

### COMMUNITY MEETINGS

## SUMMARY OF COMMUNITY MEETINGS

### SUMMARY

HNTB staff, on behalf of the Lafayette Metropolitan Expressway Commission (LMEC) held a series of community meetings in April in different areas of Lafayette Parish to discuss the Lafayette Metropolitan Expressway (LME) Tier 1 Environmental Impact Statement (EIS). The meetings held included: 1) Carencro Community Center – Wednesday, April 5, 2006, 2) Youngsville Town Hall – Tuesday, April 18, 2006, and 3) Scott City Hall – Wednesday, April 19, 2006. The purpose of the community meetings was to present the three proposed corridors that are being studied during the Tier 1 EIS. Community members were encouraged to view aerial maps of the three corridors and provide written or oral comments. Public comments are summarized by meeting below.

### MEETING FORMAT

The meeting format consisted of an open house with several aerial maps showing the proposed corridors. opening remarks from HNTB staff, followed by a presentation on the environmental constraints summary, preliminary cost estimates, a preliminary traffic and toll revenue study, preliminary financing analysis, and possible funding options. After the presentation, attendees were able to visit with study team members to ask individual questions. After a 15 minute break, attendees were able to ask questions from the floor.

### CARENCRO COMMUNITY CENTER - APRIL 5, 2006

The April 5 community meeting was attended by approximately 28 residents, LMEC members, LCG representatives and mayors, and consultants. Public officials in attendance included: Mickey Mangham (LMEC), Lloyd Rochon (LMEC), Glenn Brasseaux (Mayor-Carencro), J.L. Richard (Carencro Alderman), Bill Fontenot (LMEC-DOTD), Dale Bourgeois (LCG Councilman), and Bruce Conque (LCG Councilman).

### SUMMARY of WRITTEN COMMENTS

Approximately nine (9) public comments were made during the question and answer session and three comment forms were turned into facilitators. Unless noted otherwise, Bob Schmidt of HNTB answered the oral questions. The oral comments and written comments are below:

### QUESTION/ANSWER SESSION

QUESTION: Is the common corridor length in the northern portion of the parish included in mileage for each corridor? ANSWER: Yes

QUESTION: Will tolls be collected until the bonds are paid off or forever? Would the collection of tolls end at some time in the future? ANSWER: The LMEC will decide whether to continue tolling the expressway once the bonds have been paid off. Many other toll roads in the country will decide to continue tolling and use the revenue generated to expand the transportation system.

QUESTION: What percentage of toll revenue would be dedicated for maintenance of the facility? ANSWER: First call off of revenue collected is dedicated to O&M.

QUESTION: What is the time table for picking the final alignment? ANSWER: Depends on continued project funding; earliest estimate – two years.

QUESTION: Please clarify whether the toll road will be paid for by public or private participation? ANSWER: Mickey M. (LMEC) explained the commission decision process; traffic updates underway which may help to spur private investment; goal is to keep project “active” until additional funding sources can be identified.

QUESTION: Would potential hurricane evacuation route status help with additional federal funding? ANSWER: Mickey M. did not think so; good idea but so far the federal government has not been responsive in this option.

QUESTION: Who has Record of Decision responsibility? ANSWER: LMEC, FHWA and DOTD as required by NEPA process (in the event federal funding could be secured at later date).

QUESTION: Who determines the Record of Decision (ROD)? ANSWER: LMEC as the lead state agency and FHWA as the lead federal agency will approve and issue the ROD. As a cooperating agency, DOTD will be part of the review process. HNTB will prepare the ROD.

COMMENT: Appears that the location of west corridor heading to the north should be shifted to the west away from Amb. Caffery leaving land for development and avoiding an alternate “free” route.

COMMENT: Future generations will worry more about their “time” spent in traffic than the cost of a toll.

COMMENT: There will need to be education of public on the how and why of toll roads. Mickey M. – through a good PR campaign.

COMMENT: Should advertise thru TV rather than just newspaper.

## **YOUNGSVILLE TOWN HALL - APRIL 18, 2006**

The April 18 community meeting was attended by approximately 34 residents, LMEC members, LCG representatives and mayors, and consultants. Public officials in attendance included: Mickey Mangham (LMEC), Wilson Viator (Mayor-Youngsville), Jessie Vallot (Youngsville Alderman), and A.J. Bernard, Jr. (Youngsville Alderman).

## SUMMARY OF WRITTEN COMMENTS

Approximately nine (9) public comments were made during the question and answer session and five comment forms were turned into facilitators. Mickey Mangham of LMEC and Bob Schmidt of HNTB answered the oral questions. The oral comments and written comments are below:

### QUESTION/ANSWER SESSION

COMMENT: The inner loop would affect my subdivision.

COMMENT: If you did the outer loop, you could grow into it. There are the cane fields available for development.

QUESTION: Is the outer loop feasible if it is so far out? ANSWER: The outer loop is still going to cross all your major roads so it depends how much traffic it will attract.

QUESTION: If and when the Lafayette Parish or State government decides to complete the I-49 Connector, will it have an impact on the toll road? ANSWER: That is being looked at right now. If you have to wait on the government, you are going to have wait for 20 years.

QUESTION: What about the North-South Beltway, will it affect it? ANSWER: Probably not.

QUESTION: Will the federal government match the funds? ANSWER: There are several federal programs available to make up the difference in the funding gap including TIFIA Loans.

COMMENT: The New York Banker said that toll roads tend to work where users save 15 minutes in travel time.

QUESTION: Who is sponsoring the Louisiana Mobility Fund legislation? ANSWER: Representative William Daniel and Representative Don Trahan.

COMMENT: I want to mention that the City of Maurice and Vermilion Parish are in favor of a toll road located in Vermilion Parish near the City of Maurice.

### **SCOTT CITY HALL - APRIL 19, 2006**

The April 19 community meeting was attended by approximately 33 residents, LMEC members, LCG representatives and mayors, and consultants. Public officials in attendance included: Mickey Mangham (LMEC), Hazel Myers (Mayor-Scott), Norwood Menard (Councilman), and Bill Young (Councilman). Fourteen (14) written comment sheets were turned in.

## SUMMARY OF WRITTEN COMMENTS

Several public comments were made during the question and answer session and fourteen (14) comment forms were turned into facilitators and faxed to the project team. Mickey Mangham of LMEC and Bob Schmidt of HNTB answered the oral questions. The oral comments and written comments are below:

### QUESTION/ANSWER SESSION

QUESTION: Is an economic study to be done for Scott? ANSWER: Yes it will be done as part of the Tier 2 EIS.

QUESTION: What would it take to kill this project?

QUESTION: Wouldn't it be cheaper to build the road between Scott and Duson than right on top of Scott? ANSWER: We don't disagree with you.

COMMENT: You could use the existing interchange at Scott or one between Scott and Ambassador Caffrey.

COMMENT: Move the corridor a few miles to the west.

QUESTION: Lake Charles has a loop from Federal funds. Why doesn't Lafayette have one? ANSWER: Rumor has it that Lafayette could not make a decision on the location of the loop, so the money was taken to Lake Charles.

QUESTION: What is the major use of the road?

# NEWSRELEASE

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## For Immediate Release

**Date:** March 22, 2006  
**Contact:** Lafayette Metropolitan Expressway Commission  
**Phone:** 337.233.6200  
[www.lafayettexpressway.com](http://www.lafayettexpressway.com)

### ***Lafayette Toll Road Tier 1 Environmental Impact Statement – Community Meeting***

Lafayette Parish, Louisiana —March 22, 2004—Interested citizens are invited to attend a community meeting for the Lafayette Metropolitan Expressway Tier 1 Environmental Impact Statement (EIS). The Lafayette Metropolitan Expressway Commission (LMEC) will host a series of community meetings in April in different areas of Lafayette Parish. Each meeting will include a short presentation on the tiered EIS approach and the proposed corridors under review. Prior to and following the presentation an open-house format will be followed. Members of the public are encouraged to attend one of these meetings to view displays, discuss the project with team members, and make comments for the project record. The meetings will be held at the following times and locations.

**Wednesday, April 5<sup>th</sup>, 2006**  
Carencro Community Center  
5115 North University Avenue  
Carencro, Louisiana 70520  
6:00 to 8:00 PM

**Tuesday, April 18<sup>th</sup>, 2006**  
Youngsville Town Hall  
305 Iberia Street  
Youngsville, Louisiana 70592  
6:00 to 8:00 PM

**Wednesday, April 19<sup>th</sup>, 2006**  
Scott City Hall  
420 Lions Club Road  
Scott, Louisiana 70583  
6:00 to 8:00 PM

Representatives of LMEC and the project team will be available to receive comments and answer questions related to this study. All interested citizens are invited and encouraged to attend. For more information, please contact Bob Schmidt with HNTB Corporation at 225.368.2800 or visit the project website at [www.lafayettexpressway.com](http://www.lafayettexpressway.com).

**COMMUNITY MEETING  
LAFAYETTE METROPOLITAN EXPRESSWAY TIER 1 ENVIRONMENTAL  
IMPACT STATEMENT (EIS)  
LAFAYETTE PARISH, LOUISIANA**

The Lafayette Metropolitan Expressway Commission (LMEC) is in the early stages of preparing a Tier 1 Environmental Impact Statement (EIS) for a possible expressway primarily in Lafayette Parish, Louisiana with the potential to be partially in Vermilion, Iberia, and St. Martin Parishes.

The LMEC will host a series of community meetings in different areas of Lafayette Parish. Each meeting will include a short presentation on the tiered EIS approach and the proposed corridors under review. Prior to and following the presentation an open-house format will be followed. Members of the public are encouraged to attend one of these meetings to view displays, discuss the project with team members, and make comments for the project record. The first meeting will be held at the following time and location:

**Wednesday, April 5<sup>th</sup>, 2006  
Carencro Community Center  
5115 North University Avenue  
Carencro, Louisiana 70520  
6:00 to 8:00 PM**

Representatives of LMEC and the project team will be available to receive comments and answer questions related to this study. All interested citizens are invited and encouraged to attend.

For more information, please contact Bob Schmidt with HNTB Corporation at 225.368.2800 or visit the project website at [www.lafayettexpressway.com](http://www.lafayettexpressway.com).

**COMMUNITY MEETING  
LAFAYETTE METROPOLITAN EXPRESSWAY TIER 1 ENVIRONMENTAL  
IMPACT STATEMENT (EIS)  
LAFAYETTE PARISH, LOUISIANA**

The Lafayette Metropolitan Expressway Commission (LMEC) is in the early stages of preparing a Tier 1 Environmental Impact Statement (EIS) for a possible expressway primarily in Lafayette Parish, Louisiana with the potential to be partially in Vermilion, Iberia, and St. Martin Parishes.

The LMEC will host a series of community meetings in different areas of Lafayette Parish. Each meeting will include a short presentation on the tiered EIS approach and the proposed corridors under review. Prior to and following the presentation an open-house format will be followed. Members of the public are encouraged to attend one of these meetings to view displays, discuss the project with team members, and make comments for the project record. The meeting options will be held at the following times and locations:

**Tuesday, April 18<sup>th</sup>, 2006  
Youngsville Town Hall  
305 Iberia Street  
Youngsville, Louisiana 70592  
6:00 to 8:00 PM**

**Wednesday, April 19<sup>th</sup>, 2006  
Scott City Hall  
420 Lions Club Road  
Scott, Louisiana 70583  
6:00 to 8:00 PM**

Representatives of LMEC and the project team will be available to receive comments and answer questions related to this study. All interested citizens are invited and encouraged to attend.

For more information, please contact Bob Schmidt with HNTB Corporation at 225.368.2800 or visit the project website at [www.lafayettexpressway.com](http://www.lafayettexpressway.com).



## COMMUNITY MEETINGS HANDOUT

*(please check meeting attended)*

Wednesday, April 5, 2006 ☐

Tuesday, April 18, 2006 ☐

Wednesday, April 19, 2006 ☐

The Lafayette Metropolitan Expressway Commission (LMEC) is in the early stages of preparing a Tier 1 Environmental Impact Statement (EIS) for a possible tolled expressway primarily in Lafayette Parish, Louisiana with the potential to be partially in Vermilion, Iberia, and St. Martin Parishes. The purpose of this community meeting is to present potential corridors for a toll road and enlist feedback from the community. Members of the public are encouraged to view displays, discuss the project with study team members and make comments for the study record.

### Agenda:

6:00 - Sign In/Open House

7:00 - Short Presentation

7:30 - Open House

### INTRODUCTION

The LMEC was formed in 2003 in accordance with Act No. 893 of the 2003 Regular Session of the Louisiana Legislature, which directed that a highway loop be studied around Lafayette using toll revenues and other innovative revenue streams for financing. HNTB Corporation prepared a feasibility study which studied the preliminary financial feasibility of the toll road. The study identified three proposed corridors that were examined for potential environmental flaws, traffic and revenue estimates, and funding opportunities. The feasibility study was completed in July 2005 and can be found on the project website at [www.lafayettexpressway.com](http://www.lafayettexpressway.com). The LMEC voted to initiate the next phase of the project - the Environmental Impact Statement process.

### EIS TIERING PROCESS

Tiering is an approach that is often used for complex projects because it allows planners to conduct analysis and decision making in a phased fashion, focusing on the issues that are most crucial for a particular stage of the process.

For the LME project, the purpose of the Tier EIS process for Tier 1 is to determine the general corridor where the road will be built (inner, middle, or outer) and to establish that it will be a toll facility. The corridor that is selected in the Tier 1 EIS will be documented in a Record of Decision. For Tier 2, resources will be focused within the selected corridor to determine project details and impacts. The Tier 2 EIS will further study a portion of the corridor that is considered to be the first construction section of a phased implementation plan. The Tier 2 studies will be more detailed and will specify an alignment within that section of the corridor. Again, the Tier 2 EIS studies will be documented in a Record of Decision.

## CORRIDOR DETAILS\*

Corridor Details	Outer Corridor	Middle Corridor	Inner Corridor
Approximate Length	32.4 Miles	27.4 Miles	24.7 Miles
Environmental Factors			
<i>Approximate % of Corridor through Floodplains</i>	28%	30%	30%
<i>Approximate % of Corridor through undeveloped land</i>	88%	85%	80%
<i>Approximate % of Corridor through wetlands</i>	1.5%	1.5%	2%
Community Services within or adjacent to Corridors			
<i>Schools</i>	7	9	10
<i>Churches</i>	1	0	1
<i>Cemeteries</i>	1	1	1
<i>Historic Sites</i>	2	1	1
Planned Improvements	4 to 6-lane expressway w/ portion of frontage roads	4 to 6-lane expressway w/ portion of frontage roads	4 to 6-lane expressway w/ portion of frontage roads
New Vermilion River Crossing	Yes	Yes	Yes
Preliminary Cost Estimates**	\$20M per mile	\$21M per mile	\$24M per mile

\* Corridor details are preliminary estimates and are for planning purposes only. These estimates will be refined as the Tier 1 and Tier 2 Environmental Impact Statements progress.

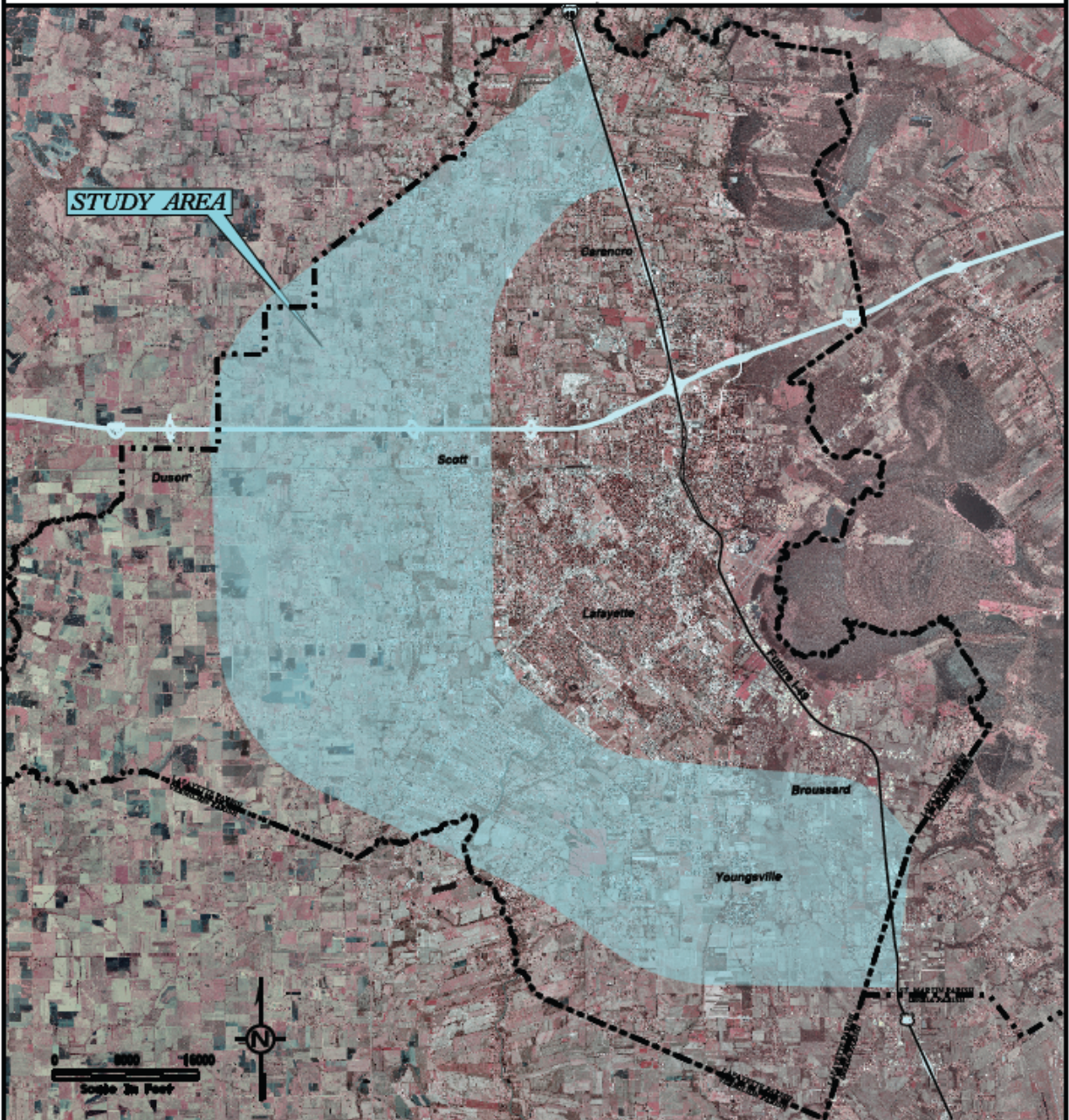
\*\* Preliminary cost estimates are pre-Katrina cost estimates and are for planning purposes only.

## NEXT STEPS

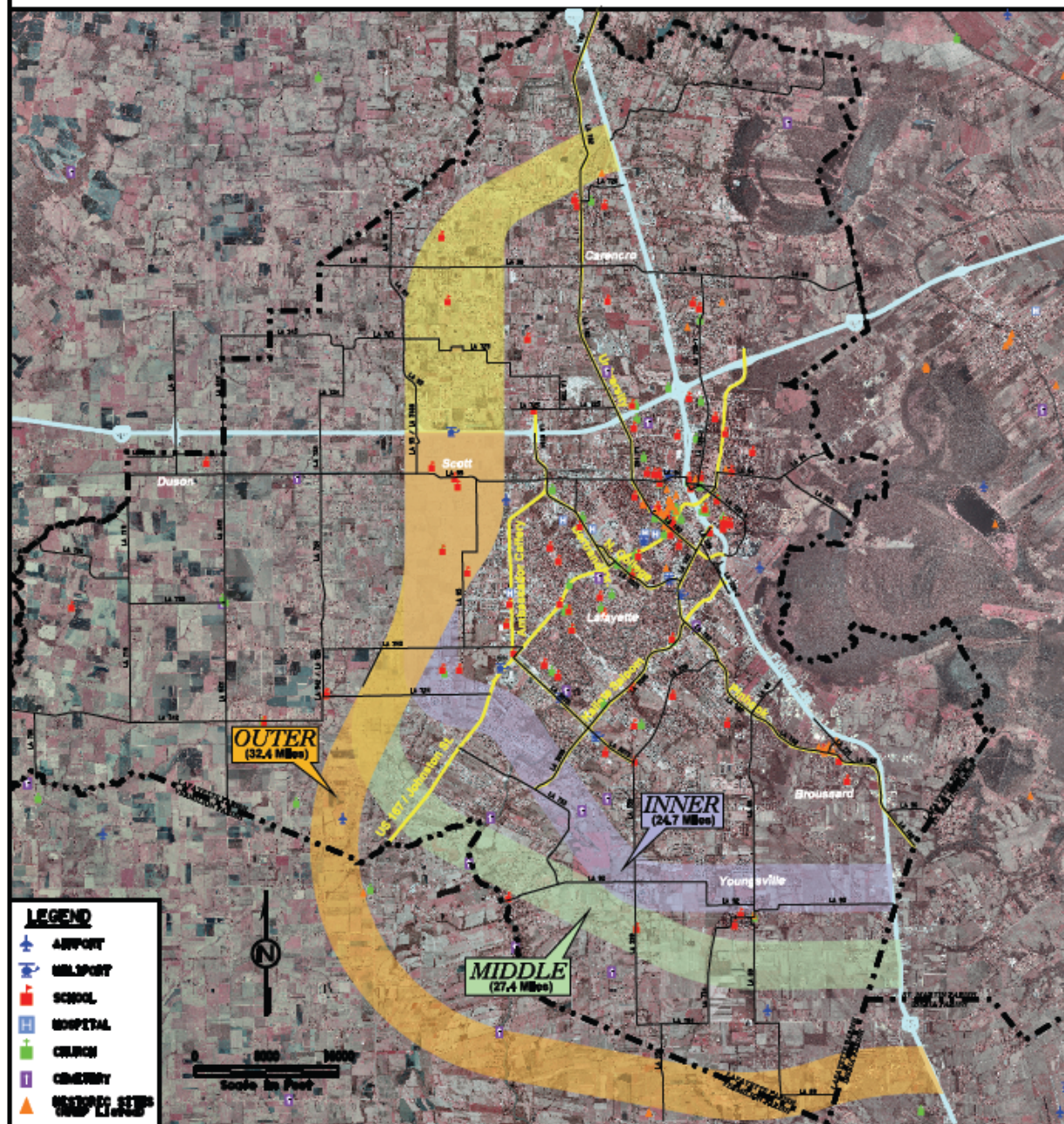
- Summarize input from public meetings for public record.
- Develop a Draft EIS for circulation and public comment.
- Conduct Public Hearing(s) to discuss the Draft EIS and receive comments.
- Develop Final EIS with consideration of input received from Public Hearing(s).
- Record of Decision - Identification of the selected corridor to perform the Tier 2 EIS.
- Initiate Tier 2 EIS process.

Thank you for attending the community meeting tonight. We appreciate your time and comments. For more information, please contact Bob Schmidt with HNTB Corporation at 225.368.2800 or visit the project website at [www.lafayettexpressway.com](http://www.lafayettexpressway.com).

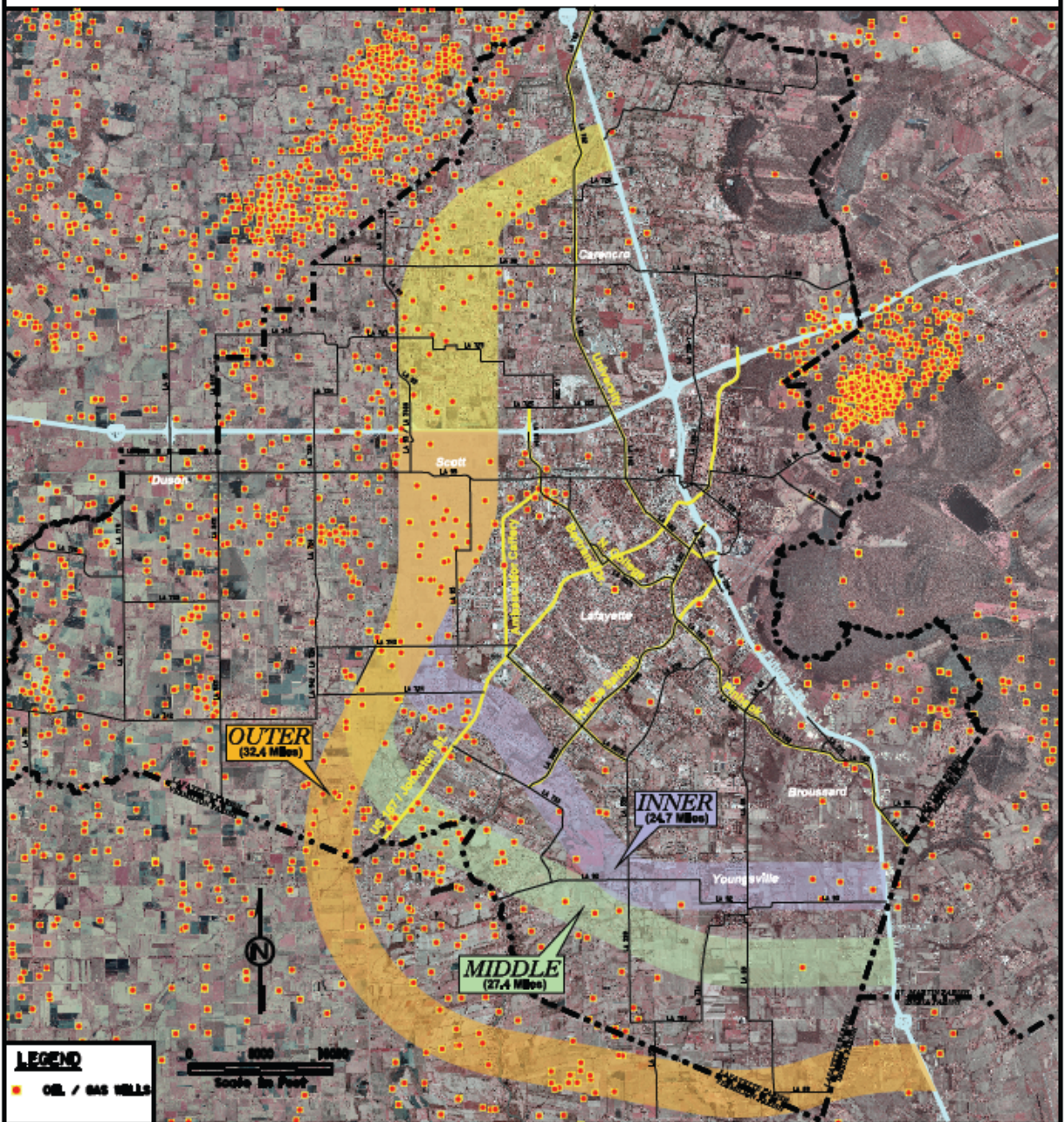
# STUDY AREA



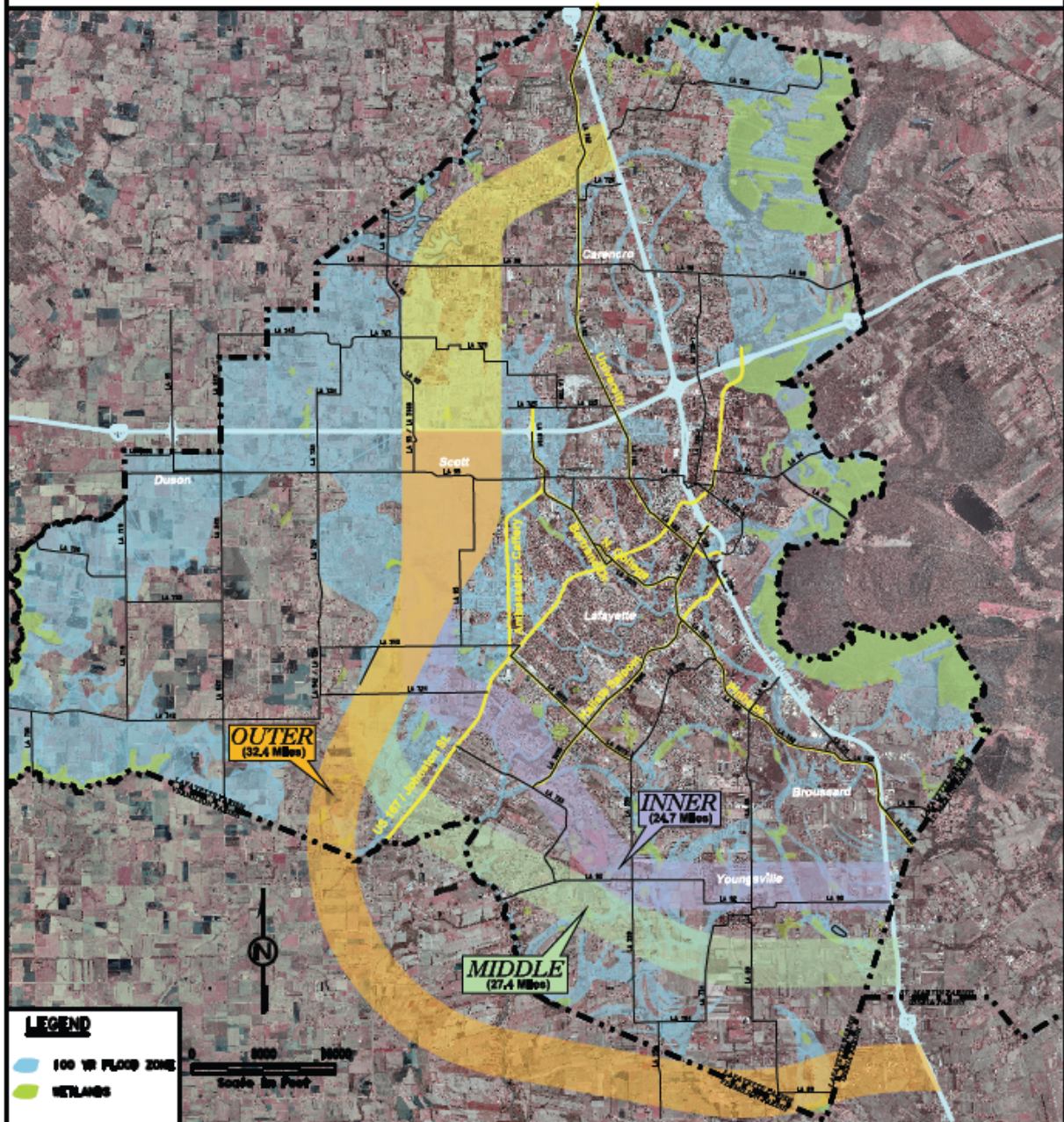












## Public Comment Form

The purpose of the corridor study and your involvement in this open house is to determine a single one to two-mile-wide corridor that should be carried forward for further analysis. Ultimately, one corridor will be selected as a result of the Tier 1 Environmental Impact Statement.

1. Do you think an expressway is needed in Lafayette Parish? \_\_\_\_\_ Why? \_\_\_\_\_

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2. Would you be willing to use the expressway as a tolled facility? \_\_\_\_\_

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3. Of the three possible corridors that were presented at the Open House, which seems to be the best option for further study:

Outer Corridor	<input type="checkbox"/>
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Middle Corridor	<input type="checkbox"/>
--------------------	--------------------------

Inner Corridor	<input type="checkbox"/>
-------------------	--------------------------

4. Why do you feel this corridor is the best option for further study? \_\_\_\_\_

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5. If you do not feel that any of the three possible corridors seem to be the best option for further study, please tell us why:

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6. Do you know of any major property concerns located within the three proposed corridors?

---

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Do you have other comments or concerns that were not addressed during the Open House? Please include your comments below. (Enclose additional pages as necessary.)

This image shows a blank sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

Please include your contact information for the official project record.

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Email: \_\_\_\_\_

PLEASE TURN THIS SHEET IN TO A FACILITATOR AT THE END OF THE MEETING,  
OR FAX TO HNTB (225) 368-2801



## April 5, 18, and 19 Public Comment Form - Responses

1. Do you think an expressway is needed in Lafayette Parish? Yes, Yes, Yes, Yes, Yes, Yes, Yes, Yes, Yes, Yes, No, Yes, Yes, Yes, Yes, Yes, Yes, Yes, Yes, Yes, Yes, Yes, No, Yes

## Why?

- Traffic is really getting congested. A toll road might eliminate some of the traffic bound for I-49. We use I-10 west a great deal and would likely use the toll road to get to it.
- However, long overdue - perhaps too late - by the time of completion of construction.
- Traffic congestion going through Lafayette is only going to get worse. An expressway would allow people to bypass that congestion during normal day to day travel, as well as, emergency evacuation, etc.
- Realize congestion of traffic especially in case of a hurricane evacuation.
- I think it would help solve some of our bad traffic problems.
- Extreme traffic problems. Need it now and also for future growth.
- Lack of traffic congestion may be considered a luxury by some, but the greatest concern is for Emergency/Rescue vehicles.
- Mostly for safety and reduce time involved during evacuations.
- But the proposed corridor is short-sighted - including the main corridor north of Ridge Road. The infused population resulting from the hurricanes of 2005 plus normal growth add to area traffic congestion within the City of Lafayette. Of particular concern is the mobility factor to support evacuation routes.
- Since the hurricanes more people have moved here, so that means more people on the roads. Therefore we need more roads.
- To help with heavy traffic.
- Ease traffic congestion and foster economic development.
- Because of traffic flow and hurricane evacuation routes and also emergency vehicles.
- To help move traffic around Lafayette more freely.
- Present road system cannot support the infrastructure of the growth of South Lafayette.
- More traffic.
- Because of the congestion.

2. Would you be willing to use the expressway as a tolled facility?

- Yes, Yes, Don't know, Yes, Yes, Yes, Yes, No, Yes, Absolutely, Yes, Yes, Yes, Yes, Yes, No, Yes
- No - another tax on the public - an example of government excess not taking care of its responsibility to serve the people - taking but not producing - when it's finally crunch time - tax the people additionally to provide needs
- No, for my traveling needs are very minimum and within a 5-7 mile radius.
- Yes, but only when pressed for time when normal traffic flow experiences unusual delays. I would not want the road's main corridor to flow through the City of Scott as shown but rather to the west of this path from Sunset, LA to Ridge Road.

3. Of the three possible corridors that were presented at the Open House, which seems to be the best option for further study:

Outer Corridor	12	Middle Corridor	2	Inner Corridor	1
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- There are no 3 possible corridors in Scott.
- Outside city limits of Scott

4. Why do you feel this corridor is the best option for further study?

- Not for this project
- I would choose the middle or outer. Inner corridor I think is too close in to congestion that exists now. The outer corridor may be too far out to attract more use of a tollway. However, in years to come with the expansion and growth of the Youngsville area, the outer corridor may be the way to go as that area grows. I'd choose Outer.
- The inner corridor would be closer to Acadiana Mall and should alleviate the awful traffic situation on Ambassador Caffery. It is shorter and might be less expensive to build unless the rate of development in the path makes it more expensive to acquire right of way. (Sorry, I just saw the projected cost which is more.) Youngsville is growing rapidly. The inner corridor could handle some of its traffic to I-10.
- A lot of possibility for growth.
- I think it would displace less people and create more property for business that would use the express toll road.
- Serves needs of Lafayette Parish. Shorter and less expensive than #3.
- I live and work in Scott. The entire city was within the corridor. There was no option offered for that area.
- The corridors which would go through less residential/commercial areas, so each town could reap the benefits of the economical impact it would have without destroying existing developments and residential areas.
- The inner "alternative" is short-sighted in relation to city growth. The outer "alternative" will not address the majority of traffic congestion already burdening the city's roads. The outer loop would be better than the inner to relieve commercial transportation, but would slow recovery of toll income.
- I do not think Mills Rd. could be used because it would be too close to Hwy 93 exit under Federal rules. Also there is a lot of new development going up in that area.
- Lesser impact on developed areas, greater potential for storm evacuation routes, opportunities to foster planned development.
- I don't want it going right through Scott, for one thing the cost & disadvantages.
- As long as it bypasses LA 93N and move the toll road further west between Scott and Duson w/ another interchange on Interstate 10.
- West of Scott Hwy 93.
- Would provide a better evacuation route for people from Vermilion Parish.
- 2 1/2 miles further west.

- If they would have money, they may as well go all the way around the area, because we are so far behind the times it will take another 100 years to do anything else.

5. If you do not feel that any of the three possible corridors seem to be the best option for further study, please tell us why:

- N/A
- Placement at any point within the proposed area would have a negative impact on the Scott community. One mile west of the proposed area would be better.
- Please keep in mind each community has been working towards the Smart Growth concept, and I would recommend Smart Land usage could be more beneficial to us all.
- Do not omit the need to modify the course of main corridor from Carencro to Ridge Road! The route needs to be just west of the one on this HNTB map as it splits the City of Scott within its highly populated & commercially heavy growth areas. The flow of traffic will not suffer, only the people unless it goes west of this route.
- All three of them seem to go right through the middle of Scott. It is a nice quiet town that doesn't need an expressway going through the middle of it.
- This goes through the center of Scott. There is plenty of room - fields and non-developed areas - west of Scott.
- It needs to be out of the city limits.
- Need to pass to the west of Scott. You will create another Evangeline Thruway if you do that.

6. Do you know of any major property concerns located within the three proposed corridors?

- None I know of.
- No, other than schools
- No
- Again, the proposed corridor completely covers the City of Scott. No other community is so negatively affected.
- No. Not for the south direction. But for Scott this plan looks disastrous for us as a small city USA.
- No, but while Scott would benefit from access to the west of this route, the five mile study area completely fails to honor the commercial & residential concentration of the city. It needs to start to the west of your path.
- There is a lot of development in the Scott corridor.
- City of Scott - we have lots of history here.
- Yes. Going through Scott - hope not. Go on outside of Scott in open land.
- Limited access.

Do you have other comments or concerns that were not addressed during the Open House?  
Please include your comments below. (Enclose additional pages as necessary.)

- I agree that people will pay to use a toll road to save time. Many people today would avoid Ambassador Caffery if they had another way to get across Lafayette.
- My name is Bob Ferguson, and I represent a contingency of concerned citizens, including the Mayor and Alderman from, Maurice and Vermilion Parish area. We totally agree with the concept

of a Toll Road loop in and around Lafayette Parish, and would like to offer our suggested route, which will benefit not only Lafayette Parish, but Vermilion Parish and other parts of the state as well, in an effort to expeditiously travel around Lafayette, and provide several alternate Hurricane Evacuation routes not presently offered.

Our suggestion agrees with the commencement at I-10 (Duson Exit) traveling south to intersect and continue down S. Richfield Rd (Hwy 343) all the way to Vermilion Parish line and continue south down Hwy 343, creating an intersection at Hwy 92. This intersection would allow for traffic to turn east into Maurice, as well as turn west and intersect with Hwy 35 from Kaplan. Continuing with the toll loop south down Hwy 343 to the intersection past Hwy 699 and continuing a few hundred yards past Hwy 699 into the cane fields and turning east to intersect with Hwy 167 (Johnston St.). This intersection would also allow for traffic coming from the south to flow easterly to Hwy 90 (future I-49) or west and north to I-10, this route would aid in moving traffic during emergency or evacuation conditions. Our next suggestion would be to continue through rural properties of Vermilion Parish (cane fields, etc.) and intersect at Woodlawn Bridge. This intersection would allow traffic on Hwy 82 (N. State St.) coming from Abbeville to create another evacuation route, but also in addition, with the construction of a new road, again in the rural properties connecting to Kirk Rd., which is the same road as Robley Dr. in Lafayette, this would allow for another infrastructure route to give access to Ambassador Caffery Pkwy at Mall of Acadiana (provided you connect the two Robley Streets in Lafayette Parish). Our suggestion would then be to continue an easterly route with the toll loop, as straight as possible, to final intersection at Hwy 90 (future I-49), with intersections in Lafayette Parish at Verot School Rd., which would be lined up with Hwy 339 to Erath, as well as intersecting with Hwy 89 to Delcambre, creating again, emergency evacuation routes not presently accessible.

This route would not only become a less expensive alternative, but will provide routes which will allow for travel around Lafayette Parish, as well as allow Vermilion Parish residents to have direct access to the toll loop.

- I appreciate the genuine concern expressed by those making the presentation and answering questions. I do believe that you will do what you can to address our concerns.
- I have been living in Scott nearly all of my 48 years of my life. With the love and pride I Have for this little city, I have watched grow from the Village to the Town and now the City of Scott.

If this map indicates what lies for Scott's future, then our city will die.

Please consider going at least 1-2 miles west of our city limits. Do no destroy my home town. I travel to and from work nearly 45 miles away to the west one way each day, but would not move from my home. You know what gas prices are, and how time is money. But I love Scott so much, that I work far away, but come home to Scott each & every night. I also do lots of volunteer work for Scott. I know I am only a pebble to most. But pebbles should also be counted.

- The current economic and environmental issues need to prompt planners to think out-of-the-box and not just copy the typical highway mold. Larger cities have had expensive modifications to existing highway/expressways because of failure to anticipate growth on the front-end with needs to incorporate contra-flows. Build in this ability from the start.

Also, let's think ahead. Incorporate some way to use alternative transport/mobility. How much more would it be to build in a walking/bicycle path. We all saw the problems caused when motorists were stranded in flight from Katrina. We saw how those without cars were left to drown and die. The cost of gas is prohibitive. If we go and make a better plan for mobility it will put Lafayette Parish on the forefront of progressive communities and give us national attention for our wisdom!

Also, do not split the City of Scott. A city is promised respect to its historic district. A city should be able to respond to emergencies. This path through Scott blankets our commercial and residential area rather than wisely benefiting us by proceeding to the west of Hwy 93.

- When the toll way is built and complete, the Parish/State should consider making it available without charge for a period of time (possibly 3 months) so that potential users who might not use

the road otherwise, will be able to test the road, recognize its benefits, and expose them to the time savings and value of using the toll way.

Also, whatever contract may be needed with regard and use of the toll way, some stipulation should be made where in the event of an emergency (e.g., evacuation), tolls will be temporarily suspended and access open for efficient use of the route by the masses.

Frequent users should have the availability of some type of quick pass that allows for non-stop use of the toll way. Some cities have tags for the cars that allow a sensor to detect the existence of an easy pass rather than visual recognition by the toll clerk. Passes can be purchased on an annual basis.

Tolls need to be reasonable to make the most efficient and cost effective availability of the road.

- No other city or town was split like Scott. I feel the Andrus Rd. study is the best one.

Going back, years ago a study was made to do a loop using Apollo Rd., Hwy 93 as part of it. It provided no service road and would have killed Early's and KOA's, etc. business.

Later a study for a loop using Andrus Rd. was done. There were stakes in the ground for proposed right of way. Project died. Not sure why.

Then a study of Hwy 724 was made. That was put on hold or dropped. I was told there were oil & gas wells in the way.

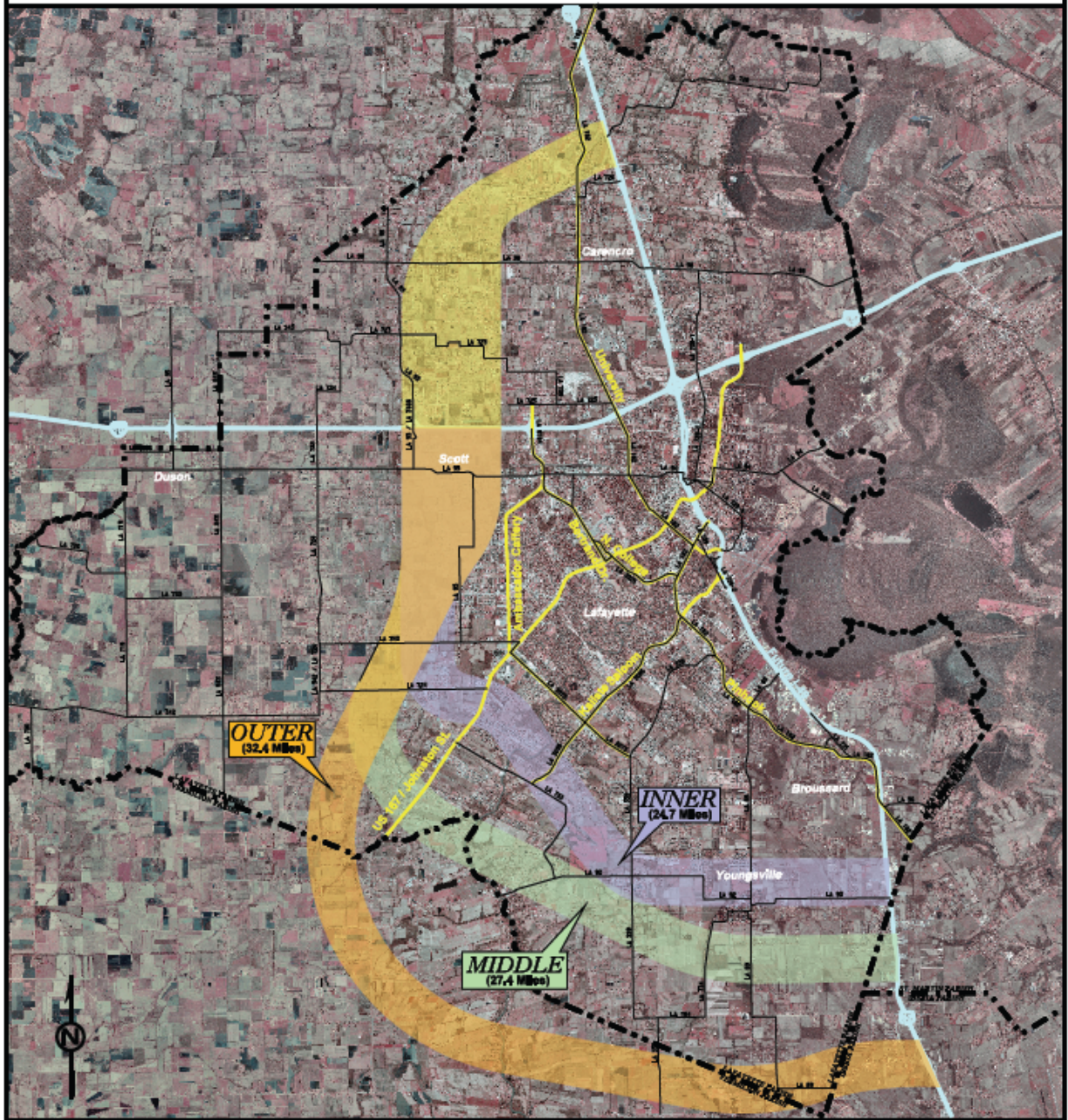
In trying to use the corridor that was presented. I can see perhaps a road could be built on eastern edge, but I would need to see another map with names. Seeing the Hwy numbers did not help. First, I could not make out the numbers and second I keep running into obstacles. At this point, I would like to see a large map a little more detailed. Last night you had maps, but this was the first that we had heard of it going through Scott and I think we were all in shock.

- Please do not allow local narrow-minded, political concerns to impede the selection of the route which would benefit the entire Parish the most.
- It does not seem very feasible to go along Mills St. and right over Scott City limits - The cost seems very astronomical to me. I know I am no engineer or anyone with a degree, but I am not a dummy. When taking off of 182, it would seem they would curve more to go through unincorporated areas like near 723. A little less cost, it would seem, as there would be less subdivisions, less business. I know I live on Mills Street, but I do not live in a subdivision. There are much bigger pieces of property which seems to me that there would be less owners to deal with; less houses to pay for; less businesses. Scott is finally prospering and you all propose to go through it. How stupid. You do not have enough money. Make sense and do something a little more affordable. If I am not mistaken this is a 1940 study.

# APPENDIX E

## ALTERNATIVES STUDIES







## SUMMARY OF TIER 1 PRELIMINARY COST ESTIMATES\*

ALTERNATIVE	NORTH LEG		SOUTH LEG		TOTALS	
	Length	Cost	Length	Cost	Length	Cost
INNER	7.7 Miles	\$194,595,075.00	17.0 Miles	\$404,689,000.00	24.7 Miles	\$599,284,075.00
MIDDLE	7.7 Miles	\$194,595,075.00	19.7 Miles	\$419,438,300.00	27.4 Miles	\$614,033,375.00
OUTER	7.7 Miles	\$194,595,075.00	24.7 Miles	\$449,262,500.00	32.4 Miles	\$643,857,575.00

\* ENGINEERING, RIGHT-OF-WAY, AND CONSTRUCTION