



4.1.4.3 Recreational Development

The project area is immediately east and adjacent to the Atchafalaya Floodway, the largest wetland swamp in the country. The basin offers access to many recreational activities, such as boating, fishing, hiking, picnicking, wildlife and bird watching.

The expressway would increase access to the area and create opportunities for preservation and enjoyment of these activities.

The No Build alternative would leave access to recreational opportunities unchanged.

4.1.4.4 Residential Development

Residential development opportunities in the project area would expand with the construction of the highway, as construction workers would likely move to the west bank in order to access jobs created by the project. The construction of a project of this magnitude would take several years to come to fruition, so the residential market would need to grow in order to accommodate laborers and employees for commercial businesses who support the increased worker presence.

As the highway segments are completed and linkage to the regional highway system is realized, industrial growth would continue to push residential development in the project area. Also, more efficient access to jobs in the region should make the west bank a more desirable housing location for commuters.

All Build alternatives would have a similar impact on the residential growth of the project area.

The No build alternative would likely not only stymie residential growth on the west bank, but could cause a slow exodus of people from the area as job markets become more difficult to access due to increasing congestion along I-10 and LA 1.

4.1.4.5 Consistency of the Expressway with Local Development and Land Use Plans

The Iberville Parish Community Master Plan, completed in 2005, states “the lack of a strong transportation infrastructure connection between the north and central part of the parish is a growing concern and should be considered...adding this connection would help to create a more unified parish and increase parishwide commerce”.

West Baton Rouge Parish’s planWEST, completed in 2011, suggests developing “plans to construct a new road joining Highway 1157 to the Highway 415/Interstate 10 connector road”. It is assumed that the plan advocates connecting a route from the planned LA 1 – LA 415 Connector to LA 1148. This new road is not an access-controlled expressway and is mainly an alternative north-south collector road to connect with LA 1 wholly within the parish.

4.1.5 Community Changes

The construction of a new expressway would likely result in several changes in the communities in close proximity to the highway or an interchange. Examples of possible impacts could include:

1. Changes in neighborhoods or community cohesion
2. Travel patterns and accessibility
3. Local traffic volumes and movements
4. Community services (ex. schools, fire, police, health care, etc.)
5. Property values
6. Highway traffic noise and air quality

4.1.5.1 Changes in Neighborhoods and Community Cohesion

As previously stated, the location of the majority of the alignments lie at the margins of existing development. Therefore, it is unlikely that Port Allen, Brusly, Addis, Plaquemine or Donaldsonville would experience any changes to existing neighborhoods or suffer adverse effects to community cohesion.

However, Alternatives 1 and 2 would directly impact the Town of White Castle. The main expressway alignment right-of-way would probably take the entire first block north of the railroad tracks, between Marque Street/North Railroad Avenue and Mayor Doc Foley Street. The divisiveness of the expressway, however, is somewhat tempered by the railroad itself as a physical barrier which already exists in the town. There currently are only three roads crossing the railroad tracks: Leona Avenue, Bowie Street (LA 69), and Franchise Street.

Alternatives 1 and 2 propose elevating the expressway through the town, maintaining the existing crossings for community and emergency service access, and provide a space underneath the structure with joint-use possibilities.

4.1.5.2 Changes in Accessibility and Travel Patterns

The proposed expressway would be a controlled-access highway, which means that intersecting roadways would be either grade-separated or interchanged. Specific interchange locations listed in Table 4-2 provide locations where ramps would connect existing highways to the expressway, thereby allowing access to most communities in the Study Area. Other intersecting highways and streets would either be overpassed, underpassed, or cutoff to allow the expressway alignment to be sited. Access between communities would not change considerably from the existing highway network. Maintenance of access to individual properties and parcels would be considered in detail and addressed in the final design of the highway.



Travel patterns in the project area may change due to the accesses provided to the new expressway. Motorists would now be able to more efficiently through the Project Area via the new highway, reducing travel time and allowing options for travel during peak hour periods. The new bridge would eliminate the need for the ferry and provide a more efficient connection between Iberville Parish portions on both sides of the river.

The No Build alternate would not improve access or change travel patterns, except that worsening traffic congestion may cause more traffic to redistribute away from congested areas during peak hour periods.

4.1.5.3 Changes in Local Traffic Volumes and Movements

Local traffic volumes may change substantially due to the new highway. Traffic which currently utilizes major arterial and connector routes in the Project Area may shift to the expressway, thereby reducing traffic volumes on the existing network. This would make local trips more efficient and enhance the efficiency of motorists utilizing local goods and services. It is envisioned that most truck traffic using these routes would benefit from the increased efficiency of the expressway, which could divert more trips away from the existing highway network.

4.1.5.4 Community Services

Alternatives 1 and 2 are adjacent to and would likely impact Dorseyville Elementary School on LA 1 just west of the Town of White Castle. However, the extent of the impacts appear to be minimal, any such impacts often can be mitigated in the conceptual and final design of the project.

Alternatives 1 and 2 would require the functional replacement of the US Postal Service Office in White Castle. Since the alignment would take several city blocks adjacent to the railroad, this displacement is unavoidable.

Elevating the expressway through White Castle should minimize impacts to access the northern parts of the town by emergency, police and fire protection services which are currently located south of the railroad tracks.

The south access road for Alternatives 1 and 2 would utilize Moss Street to provide access to properties along the south side of the railroad tracks west of White Castle. This alignment may affect Burton Park in White Castle. All measures should be made to match, as much as possible, the existing right-of-way along Moss Street to minimize impacts to the park during conceptual design in the NEPA process.

No other impacts to facilities such as schools, health care facilities, parks, police and fire protection are anticipated due to any Build alternative.

The No Build alternative would have no impacts to community services.

The Build alternatives cross several bicycle routes. Attention should be paid, during the conceptual design phase and NEPA process, to accommodating the passage of pedestrian and bicyclists along these routes, which include LA 1, LA 30, LA 77, LA 75, LA 69 and segments of the Great River Road.

Where appropriate, conceptual design during the NEPA process should consider context sensitive design principles and DOTD Complete Streets Policy in the implementation of the project within their communities. Public Involvement opportunities as a part of scoping and NEPA planning should engage citizens in visioning the project within the context of their communities.

4.1.6 Displacements

The development of a major highway typically causes impacts to existing development in the project area. The most direct of these impacts is the displacement of residences and businesses which lie within the required right-of-way of the project alternatives.

While at this stage of the project development process it is difficult to say for sure exactly how many and which residents or businesses would be displaced, we would utilize the current conceptual footprint of the alternatives to describe and quantify the potential displacements for each alternate under consideration. Also, in this preliminary stage, complex issues such as access cannot be fully accounted. Estimates of displacements are shown below in Table 4.3.

Table 4.3 Summary of Estimated Displacements and Impacts

Alternative	1	2	3	No Build
Displacements/ Impacts				
Residences	72	72	38	0
Mobile Homes	282	282	274	0
Businesses	38	38	23	0
Other Impacts	4 Cemeteries 1 Park 1 School 1 Post Office	4 Cemeteries 1 Park 1 School 1 Post Office		0

Source: SJB Group, AECOM

For all Build alternatives, a large numbers of displacements occur at the following locations:

- Along Old Choctaw Road and Elwood Road in Brusly
- At the proposed LA 1148 Interchange (Choctaw Mobile Home Park)
- Along Random Oaks, Live Oak and Maple Drives off LA 1 south of Plaquemine
- At the proposed LA 30 Interchange

Alternates 1 and 2 also have a large number of displacements within the Town of White Castle and potentially affect four cemeteries – St. Paul Cemetery at the corner of LA 1 and Corporal Herman Brown, Jr., Street in Bayou Goula, St. John Baptist Church Cemetery at the corner of LA 1 and Lacroix Road in White Castle, and White Castle and Our Lady of Prompt Succor Cemeteries along Moss Street in White Castle. As previously mentioned, Burton Park along Moss Street could also be impacted. Impacts are also possible to Dorseyville Elementary School.

Alternate 3 has some displacements around the proposed LA 69 Interchange.

There could be some access issues along LA 70 between LA 3120 and the Sunshine Bridge for all Build alternatives. A split diamond interchange with service roads is proposed along this stretch of LA 70 which should allow current access to remain. However, conceptual design during the NEPA process will be needed to assess any displacements or damages which would result in loss of access to the highway.

The No Build alternative would result in no residential or business displacements and impacts.

4.2 Economic Impacts

The economic impacts of highway construction have been long debated as to whether these impacts are long term or temporary, new or redistributed, local or regional, etc. While the following discussion does not make a determination as to the precise positive or negative economic impacts which this project would have on the study area, it would try to address the types of economic activity which are commonly experienced with the development of a new highway.

4.2.1 Construction

The construction of a large highway of the magnitude of this proposal would create or support thousands of construction and manufacturing jobs over the construction period, which would likely take several years. Contractors would require skilled and unskilled labor to build roads, bridges and interchanges necessary to complete the project. Supporting industries, such as material and equipment suppliers, benefit by the need to supply concrete, asphalt, steel, heavy construction equipment and other services to the highway construction contractors. Local businesses would also benefit due to the increase in laborers spending their wages in the community.

All Build alternatives would have similar economic development opportunities due to highway construction as described above. The No Build alternative would offer no such opportunities.

4.2.2 Accessibility and Mobility

Increased accessibility to the region and mobility within the study area would offer several economic benefits to study area residents. Decreased commute times to the Interstate System would allow persons seeking employment beyond the local area to increase their employment search area.

Business owners would also reap economic benefits from suppliers and consumers, since the expressway would allow efficient access to and from the west bank and expand their consumer base well beyond the project area. This is especially true for those business and industry who rely on regional, national and international customers.

One possible downside of the project would be that any portions of the build alternatives which are on new alignment may draw traffic away from businesses along or adjacent to LA 1. The extent of this impact would be likely based on the business type, changes in traffic patterns and the proximity to other traffic generators. However, this additional mobility might actually be of benefit to other local businesses, as existing congestion is relieved and access to their locations would be easier.

The impacts of the Build alternatives on accessibility and mobility are similar to each other. The No Build alternative would provide no additional accessibility. In fact, over time the mobility and accessibility may worsen as traffic volumes increase along LA 1.

4.2.3 Economic Development

As has been previously discussed, the west bank of the Mississippi River within the project area is in the deep draft portion of the river, providing with access to national and global markets. However, the lack of an efficient highway system stymies the development of facilities which could take advantage of this asset.

This is especially true for Iberville Parish. While the parish has, to its credit, attracted and sustained some industrial development from companies such as Dow Chemical, Syngenta, and Axiall, previous studies of the site suitability of the parish for industrial development have indicated that an expressway facility and new bridge connection could make more than 120,000 acres more suitable for development. This could result in a possible increase of \$1-2 Billion in land values along the river.

One example of such a development is the Westbank Industrial and Business Park in Ascension Parish. The Ascension Economic Development Corporation (AEDC), who has sought the proposal, is responsible for implementing economic development programs to the benefit of the citizens of Ascension Parish. Located on Philadelphia Point between White Castle and Donaldsonville, the proposal utilizes river access and Union Pacific Railroad to create infrastructure whereby a developer can offer a range of services to potential occupants of the park. While this proposal does not rely on a new bridge or expressway, these facilities would benefit the west bank in pursuing similar industrial opportunities.

Another site proposal is the Iberville Industrial & Technology Park, a 55 acre site located at the intersection of Enterprise Boulevard and John Britton Parkway off LA 1148. With the location of the new



expressway and interchange at LA 1148, this site could be a most valuable acquisition for an industrial facility. The No Build alternative would have no effect on historic economic development. However, it may continue the trend of limiting economic development by not providing the opportunity to offer an efficient connection to the Interstate Highway System.

4.3 Visual Impacts

Visual impacts attributable to the proposed project are generally (1) impacts of the roadway from viewpoints along the corridor, and (2) views from the highway of surrounding landscape.

4.3.1 Views of the Proposed Highway

The expressway would alter the rural setting prevalent in the west bank parishes. This landscape is a mixture of farm and pasture lands and forested wetlands with rural residential development. The lay of the land is relatively flat and interspersed with several bayous and waterways which are typical of what most people would envision as Louisiana marshes.

Residents who are not displaced by the project, but in close proximity to it, would experience the greatest visual impacts. This would occur mainly in the portions of the alternatives which lie in the margins between existing development and edge of the Atchafalaya Basin. Areas where this would likely occur are on the western edges of Brusly and Addis and along Bayous Jacob and Plaquemine near Crescent.

Alternatives 1 and 2 would have less visual impact along the rest of their length, as they enter the parallel LA 1 corridor which is already dominated by a highway alignment. However, it should be noted that this area is still rural in nature, made up of large and small farms and the presence of a highway of this class is highly unusual. If the highway is at ground level, a less imposing visual impact would result. There may be some areas where the highway would need to be elevated or a high level bridge would be sited to maintain navigation. Areas where this would be most prevalent is through the Town of White Castle, in the vicinity of the proposed Mississippi River Bridge and along Bayou Lafourche and Bayou Plaquemine.

Alternative 3, as opposed to the other alternatives, remains in the margins between the farmlands and swamps as it winds the eastern side of the Basin. However, there are very few residents in this area to be impacted by the views of the highway.

4.3.2 Views from the Proposed Highway

While views of the roadway would be problematic for some residents in the project area, travelers along the expressway would be awed by the beauty of the surrounding area. Much of the route traverses the

Atchafalaya Basin and its unique bayous and marshes. Wildlife abounds in their natural habitat in the Basin, and the viewshed opportunities afforded by the highway would be dominated by scenes of forested swamps, farmland and small towns. While the occasional industrial facility might be visible, this viewshed is common along highways in Louisiana (for example, the raised portions of I-10 through the Atchafalaya and along Lake Ponchartrain). This is the type of viewshed which visitors to our State expect to see and would be thrilled to drive within.

4.3.3 Mitigating for Visual Impacts

It is recommended that the Build alternatives be constructed with as little removal of the forested areas as possible while minimizing impacts to farms. The I-310 corridor near New Orleans should be a good example of how to fit a freeway into such a landscape by preserving the visual characteristics of the forested swamp while using the forest as a visual buffer for surrounding residents. The No Build alternate would have no visual impacts.

4.4 Environmental Justice

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, issued February 11, 1994, requires Federal agencies to achieve environmental justice by identifying and addressing disproportionately high and adverse human health or environmental effects on minority populations and low-income populations. FHWA Order 6640.23A affirms their policy to ensure nondiscrimination in Federally-funded activities and to identify and prevent discriminatory effects by actively administering its programs, policies, and activities to ensure that social impacts to communities and people are recognized early and continually throughout the transportation decisionmaking process.

In Chapter 2 (Table 2.9) we identified Census Tracts and Block Groups which contained high percentages of minority, elderly, and low-income populations relative to the State and Parish populations. Where available, we also reviewed the Census Blocks impacted by each Build alternative.

Based on the Build alternatives, it is not anticipated that the project would result in disproportionate impacts to the identified populations. However, during the conceptual engineering phase of the NEPA process for Alternatives 1 and 2, further consideration should be given to mitigating residential and business relocations, especially in the area adjacent to LA 1 in and near White Castle where concentrated Census Blocks of minority and low-income population groups are extant. Information on these Census Blocks, located south of existing LA 1 and north of the Union Pacific Railroad, are shown in Table 4.4

The No Build alternative would not have any disproportionate impacts to minority, low-income or elderly population groups.

Table 4.4, Census Blocks in White Castle

Tract	Block	Population			
		Total	African American	Other Non-White	Elderly (> 65 years of age)
9529	1083	39	31	1	4
	1084	28	28	0	2
	1086	27	25	0	2
	1087	16	11	0	3
9530	2039	33	31	0	3
	2040	35	33	0	0
	2041	22	22	0	1
	2047	6	6	0	2

US Department of Commerce, US Census Bureau, 2010 Decennial Census data

4.5 Safety

Construction of an expressway facility would likely have several positive effects on traffic safety, including:

- Diverting traffic from local roads could reduce overall conflicts caused by limiting the number of access points (such as driveways and intersecting roads);
- Expressways generally have a lower fatality and injury rate than other types of roads;
- Diverting truck traffic from local roads reduces the need to pass, reducing the number of head-on collisions or “run off the road” type of collisions; and
- Reduction of congestion on LA 1 would reduce the number of rear-end type collisions.

While the limited crash study found that LA 1 did not experience unusually high accident rates, it is felt that the new highway could reduce traffic accidents in the project area by diverting some traffic to the new expressway.

The No Build alternative could result in additional crashes, injuries and fatalities due to the future increase in traffic volumes and congestion on LA 1 and other local roadways.

4.6 Cultural Resources

Cultural resources include historic and archaeological sites of value to the community and researchers.

These resources should be identified and evaluated in accordance with the National Historic Preservation Act, especially Section 106 of the act which requires Federal agencies to take into account the effects of their proposals on historic properties. Under Section 4(f) of the Department of Transportation (DOT) Act of 1966, properties identified for historic preservation are given additional protection in that DOT agencies cannot approve the use of land from public and private historical sites unless:

- There is no feasible and prudent avoidance alternative to the use of land; and
- The action includes all possible planning to minimize harm to the property resulting from such use; or
- The Administration determines that the use of the property would have a *de minimis* impact.

A preliminary assessment of the impacts of the Build alternatives was accomplished through the LA Department of Culture Recreation and Tourism's GIS database of cultural resources and review of the National Register of Historic Places for sites which are on or eligible for the Register.

Four sites listed on the Register are in close proximity to the proposed highway alignments:

- Nottaway Plantation, LA 1 near White Castle (Alternatives 1 and 2)
- Palo Alto Plantation, LA 1 south of Donaldsonville (All alternates)
- Palo Alto Dependency, LA 944 south of Donaldsonville (All alternates)
- St. Emma Plantation, LA 1 south of Donaldsonville (All alternates)

The alignments for Alternatives 1 and 2 follow LA 1 and front Nottaway Plantation. Impacts to the plantation should be minimal, based on conceptual drawings. However, consultation with the State Historic Preservation Officer will be required to avoid or minimize impacts to the resource.

As the alternatives converge immediately west of Bayou Lafourche, the alignments cross the bayou on structure between LA 943 and LA 944, just south of Palo Alto Plantation and just north of St. Emma Plantation. At this point, the right-of-way is estimated at about 400 feet in width in order to accommodate a bridge structure and ramps to access both LA 1 and LA 308.

The Brusly Connector terminates at LA 1 across from the Cinclare Sugar Mill Historic District. While certainly proximity impacts should be considered, the project itself does not lie within its boundaries.

The Sunshine Bridge crossing the Mississippi River in St. James Parish, built in 1964, is eligible for the Register. Significance is demonstrated by the presence of distinctive features of the Warren through truss. The bridge is eligible under Criterion C, Design/Engineering.

Three other sites of indeterminate eligibility, recommending further testing, are within the right-of-way of the highway alignments:

- 16AN99 (MN38), LA 943 in Ascension Parish (Alternative 3)
- 16AN98 (DB53), Ascension Parish (Alternative 3)



- 16IV172, Mississippi River levee, Iberville Parish (All alternates)

During the NEPA process, appropriate archaeological surveys and testing would be accomplished to determine if there are additional sites within the project alternative highway corridor, whether additional testing is required of known sites, and the effects of the highway on those properties and sites currently listed on the Register.

The No Build alternative would have no impacts on any listed, known or unknown archaeological and historic sites.

4.7 Public Lands

Alternatives 1 and 2 would possibly impact Burton Park in White Castle. In order to provide access to properties on the south side of the railroad tracks along LA 1, a service road is proposed which would utilize a short section of Moss Street in White Castle. This park is protected under Section 4(f) of the DOT Act, as previously mentioned. Also, any conversions of lands or facilities acquired with Land and Water Conservation Fund Act (LWCFA) funding needs to be coordinated with the US Department of Interior under Section 6(f)(3) of the LWCFA. Usually, conversion of any property acquired or developed with funding under the LWCFA must be replaced in-kind to the satisfaction of the US Department of Interior and local grantee.

During conceptual design, measures to avoid or minimize harm should be developed by matching the existing right-of-way width along Moss Street.

Otherwise, the project Build alternatives do not impact any other publicly owned parks, recreational areas, wildlife refuges, or waterfowl refuges. The No Build alternative would also have no impacts on these types of facilities.

4.8 Water Quality

4.8.1 Surface Water

The project Build alternatives cross many drainage canals, irrigation canals, navigation canals, rivers, bayous and other types of surface waters. Such features include:

- Intracoastal Waterway (Morgan City – Port Allen Route)
- Bayou Jacobs
- Bayou Plaquemine
- Mississippi River
- Bayou Lafourche

Water quality impacts for all of the Build alternatives would be similar and would be associated with construction and placement of culverts and bridges. In general, construction activities include the clearing and grubbing of existing vegetation within the right-of-way limits adjacent to the waterway, exposing soils which could be washed into the waterway due to storm water runoff from the site. Impacts from runoff would likely be temporary in nature and no long-term adverse impacts would be expected.

The National Pollutant Discharge Elimination System (NPDES), delegated to the Louisiana Department of Environmental Quality (LDEQ) through the Louisiana Pollutant Discharge Elimination System (LPDES) program, requires permits for the discharge of pollutants from any point source into the waters of Louisiana. Permitting is required at each construction site which disturbs over 1 acre. Permits require the development of a Storm Water Pollution Prevention Plan (SWPPP) for each construction site which identifies the use of Best Management Practices to be used to control erosion and sediment on the site and reduce, eliminate or prevent runoff.

Most major waterways (such as those listed above) would be crossed utilizing bridge structures. Smaller bayous and canals may be channeled using culverts. However, many considerations go into the decision whether culverts are a practicable alternative to bridges, such as flood zones and floodway, navigational and maintenance requirements. At this time, no definitive decision has been made regarding the use of a particular structure for any crossing, which would be investigated in conceptual design during the NEPA process.

Another consideration for impacts to surface water is whether dredged or fill materials would be placed in waters of the United States. This is regulated under Section 404 of the Clean Water Act (CWA) by the US Army, Corps of Engineers, which must issue a permit for such discharges. Also, the LDEQ, as a part of the Section 404 process, must issue a CWA Section 401 Water Quality Certification indicating their review of the project as regards site specific water quality standards.

The No Build alternative would not have any adverse impacts to surface waters.

4.8.2 Groundwater and Drinking Water Resources

Surface construction activities and highway runoff associated with the Build alternatives should have minimal impacts on ground water resources.

Public water supplies in the area are comprised of wells. The City of Plaquemine, for example, utilizes five water wells for public supply: three located in Plaquemine at a depth of 360 feet and two in West Baton Rouge Parish at 2,000 to 2,400 feet. Generally, communities in the project area on the west bank of the Mississippi River utilize the Mississippi River Alluvial Aquifer for their potable needs.

As mentioned in Chapter 2, there are several Wellhead Protection Areas (WHPA) in the project area. These WHPA are designated to prevent contamination of a well or well field which supplies a public

water system. Two communities have enacted ground water protection ordinances to protect their resources from contamination.

The Town of White Castle enforces a Drinking Water Protection Critical Area of 1,000 feet in radius from any water well serving an active public water system. Prohibited uses, listed under Chapter 11 (Health and Sanitation), Article III (Ground Water Protection), Section 11-35 of the Municipal Code, does not specifically mention highway construction, but does address ancillary facilities such as asphalt plants.

The Town of Addis has a similar municipal code protecting groundwater as found in Chapter 17 (Water and Sewers), Article V (Ground Water Protection). It similarly defines a Drinking Water Protection Critical Area of 1,000 radial feet from drinking water wells and includes asphalt plants among its prohibited uses.

Since Build Alternatives 1 and 2 traverse downtown White Castle, care should be taken to coordinate construction activities with the Mayor and Board of Alderman to make ensure compliance with drinking water regulations. Since all Build alternatives are outside of the Town of Addis, it is unlikely that protected ground water resources would be affected. The No Build alternative would not have any impacts to groundwater resources.

The Louisiana Department of Natural Resources, Office of Conservation oversees the registration, construction, plugging and abandonment of water wells in the State. Louisiana Administrative Code (LAC), Title 56, Part I (Water Wells) authorizes and details the requirements for water wells.

4.9 Wetlands

Wetland information was derived utilizing the US Fish and Wildlife Service (USFWS), National Wetlands Inventory. Based on available wetland types generated by the Service's database, the potential impacts to wetlands are as shown on Table 4.5 below.

Wetlands are defined as areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Therefore, wetlands should have a prevalence of hydrophytic vegetation which are typically found in areas where hydric soils and hydrology are present to cause saturated conditions to support such vegetation.

During the NEPA process (Stage 1), detailed field investigations would be required to identify and delineate wetland areas. Wetland delineations determine the boundaries of the wetland areas and jurisdiction of regulatory agencies under the Clean Water Act, as amended. All discharge of dredged or filled material into wetland areas is regulated by the program established in Section 404 of the Act. Application of the process requires that no such discharge can be permitted if there is a practicable alternative that is less damaging. Impacts which are unavoidable must be mitigated by compensating for wetland losses through on- or off-site offset of wetland habitat and function.

Table 4.5 Wetland Impacts, Acres

Alternative	Wetland Type							
	Estuarine and Marine Deep-water	Estuarine and Marine Wet-land	Freshwater Emergent Wetland	Freshwater Forested/Shrub Wet-land	Freshwater Pond	Lake	Other	Riverine
1	0	0	1,113	6	0	0	0	16
1a	0	0	1,204	6	0	0	0	16
2	0	0	1,078	6	0	0	0	16
2a	0	0	1,169	6	0	0	0	16
3	0	0	1,197	6	0	0	0	16
3a	0	0	1,288	6	0	0	0	16
No Build	0	0	0	0	0	0	0	0

Source: US Fish & Wildlife Service, SJB Group, LLC, and AECOM

4.10 Floodplains and Floodways

All of the Build alternatives traverse areas designated in the Flood Insurance Rate Maps as being in the 100-year floodplain of the Atchafalaya Basin and bayous throughout the Study Area.

Table 4.6 shows the relative impacts of each alternative on floodplains within the Study Area:

Table 4.6 Floodplain Impacts

Alternative	Acres
1	433
1a	560
2	451
2a	578
3	1,070
3a	1,197
No Build	0

Source Federal Emergency Management Agency, SJB Group, LLC and AECOM

Alternative 3 would have the greatest impact on floodplains, while Alternative 1 has the least impact. The No Build alternative would have no impacts on regulatory floodplains.



Several interchanges associated with the Build alternatives lie within floodplains, including

- Brusly Connector (All Build alternates)
- I-10/Sorrento Interchange (All Build alternates)
- WSE/Iberville Mississippi River Bridge Interchange (Alternative 3)

The latter two are system-to-system interchange with no service roads. Secondary development should not occur in the vicinity of these interchanges.

Detailed hydraulic studies would be required during Final Design of the project to determine changes in flood elevations due to construction of the highway to make sure that floodplain encroachment does not increase the risks to flooding of adjacent properties.

4.11 Threatened and Endangered Species

In response to the Solicitation of Views dated September 30, 2015, the Louisiana Department of Wildlife and Fisheries (LAWLF), Office of Wildlife, Coastal & Nongame Resources Division, reviewed the project information and determined that the Pallid Sturgeon (*Scaphirhynchus albus*) may occur in the project area. They indicated that the species is listed as endangered under the Endangered Species Act and occur in the Mississippi and Atchafalaya rivers.

The Pallid Sturgeon is a relatively large (19.5 – 31.2 inches in length, up to 65 pounds in weight) cylindrical fish whose habitat includes large rivers in the southeast United States. They prefer the main channels of excessively turbid rivers with strong currents over sandy or gravelly bars and bottoms. They spawn in the spring or early summer (typically May – August). Threats to the species include channelization of rivers and other man-caused changes to habitats and water quality.

The LAWLF recommends avoidance of construction in the waterways during the breeding season and degradation of water quality in the Mississippi and Atchafalaya rivers.

Consultation under Section 7 of the Endangered Species Act with the USFWS would be required during the NEPA process to ensure that the project would not jeopardize the existence of any listed species. This consultation begins informally, but may end up as a formal consultation with preparation of a biological assessment in order for the Service to officially opine on proposal.

The No Build alternative would have no impact on any listed species. The response from LAWLF also indicated that no other impacts to rare, threatened, or endangered species or critical habitats are anticipated for this project and that no state or federal parks, wildlife refuges, scenic streams or wildlife management areas are present at the project site.

4.12 Coastal Zone Impacts

The southern portions of all of the Build alternatives within St. James, Assumption and part of Ascension parishes, fall within the regulatory coastal zone of the State of Louisiana. As such, the project must be permitted in accordance with the LA Department of Natural Resources Coastal Resources Program. The program regulates development activities to ensure management and reasonable use of our coastal wetlands.

For all Build alternatives, the portions of the alignments which are within the coastal zone boundaries are as follows:

- Ramps from LA 3127 and LA 70 to the LA 70 Interchange (Alternative 1)
- Highway alignments on existing LA 70 on the west bank in St. James Parish (all alternates)
- New alignment and Interchange at I-10 on the east bank (all alternates)

The No Build alternative would have no coastal use impacts.

4.13 Highway Traffic Noise

As stated in Chapter 2, highway traffic noise impacts occur when the Noise Abatement Criteria (NAC) are approached or exceeded (Table 2.16) or when predicted noise levels substantially exceed the existing noise level. The term “substantially exceed” is defined as 10 dBA or greater. In the project area, there are currently a couple of noise sources which affect the background or existing noise levels: LA 1 and the Union Pacific Railroad tracks. The provision of noise abatement measures are based on (1) noise impacts occurring and (2) the reasonableness and feasibility of providing such measures.

In areas which are far from the existing noise generators, impacts can occur due to the substantial exceedance of the existing noise levels. Since a majority of the Build alternatives are located on the margins of development where the background noise levels are probably relatively low, then it is likely that some impacts would occur if the new highway generates noise levels which are 10 dBA or greater. Even along the existing LA 1, noise impacts can occur if the NAC are approached or exceeded, even though the existing highway and parallel railroad contribute to the existing noise.

Highway noise is a function of traffic volumes, mix (cars, trucks, etc.) and speed. Where heavy trucks are of high percentage of the traffic and speed increases, highway noise generally increases. However, the measurement of noise for the purpose of determining impacts is based on the equivalent sound level (Leq), which is the constant hourly sound energy level which is equal to the same hourly time-varying sound energy level. Therefore, while heavy trucks can cause noise levels to peak instantaneously several times over the hourly period, these peaks are leveled to a constant value over the time period.

As stated, provision of noise abatement measures are based on reasonableness and feasibility. For feasibility, providing the measure must consider whether the measure can actually be implemented considering issues such as constructability, safety, maintaining drainage, etc. Reasonableness is a consideration of the cost effectiveness of providing the measure. Noise abatement measures provide a substantial noise level

decrease to receptors (e.g., residences). However, the provision of the measure must be cost effective; i.e., must provide substantial noise levels to a number of receptors for a certain cost per benefitted receptor.

To be considered “benefitted”, a receptor must receive a 5 dBA reduction in noise levels due to the noise abatement measure. As an example, a common noise abatement measure are noise walls or barriers. For a barrier to reduce noise levels, it must be long enough and high enough to reflect or refract noise from the source (highway) away from a receptor to achieve the beneficial reduction. For a noise abatement measure to be considered reasonable, it must be provided at a cost less than or equal to \$35,000 per benefitted receptor and must be acceptable to those who own or occupy the receptors receiving the benefits.

Therefore, the ability of a noise abatement measure to benefit a number of receptors is to an extent based on the density of receptors and the relative position of the receptors to the noise source and the abatement measure. Generally, as receptors are densely packed (such as in a contiguous residential neighborhood), density can be achieved. Also, the more the receptors are aligned parallel to the noise source (highway) and the abatement measure, the more receptors are benefitted since receptors far from the measure are harder to protect due to noise which can refract over the top of a barrier.

The No Build alternative would not result in any highway traffic noise impacts.

As previously stated, a Highway Traffic Study is beyond the scope of this document. However, a noise study is required by FHWA regulations (23 CFR 772) and DOTD policy and would be performed as a part of the NEPA process.

4.14 Air Quality

Air emissions from vehicles is an issue which must be addressed on two levels: Macroscale, or the effects of the emissions on the larger community, and Microscale, which are more localized effects. Generally, macroscale pollutants deal with the conformance of the project as a part of a regional plan to attain the National Ambient Air Quality Standards (NAAQS) imposed by the US Environmental Protection Agency. This involves inclusion of a project in a Transportation Improvement Program (TIP) which conforms to the State Implementation Plan to satisfy and maintain the NAAQS.

On a more localized level, some pollutants from vehicle exhausts can result in exceedances of the NAAQS based on the proximity of the highway. This type of microscale analysis is commonly called a “hot spot” analysis, and is especially used to identify violations of the NAAQS for carbon monoxide (CO), and particulate matter (PM).

In 2008, Baton Rouge was designated as a non-attainment area for the pollutant ozone based on the NAAQS of 75 parts per billion (ppb), 8-hour standard. In 2012, the US Environmental Protection Agency (EPA) designated the Baton Rouge non-attainment area, consisting of the parishes of East Baton Rouge, Ascension, Iberville, Livingston and West Baton Rouge. The area made strides to attain the standard and



has met the standard based on testing and applied for attainment to EPA based conformance with the approved State Implementation Plan.

On October 1, 2015, the EPA adopted rulemaking lowering the NAAQS for ozone to 70 ppb. The EPA would likely not designate non-attainment areas based on the new standard until late 2017.

A hot spot analysis was not done as a part of this study, but is required by EPA as a part of the NEPA process. Each Build alternative would need to be modeled for CO, PM and, possibly, mobile source air toxics.

The No Build alternative would not result in any new impacts as regards air pollution. However, air pollution, especially microscale impacts, probably occur as a result of heavy congestion along LA 1 and would continue to worsen as would traffic congestion in the corridor.

4.15 Climate Change

In 2013, the US Environmental Protection Agency estimated that transportation sources accounted for 27% of the nation's total greenhouse gas (GHG) emissions. Though the number of vehicle miles travelled (VMT) by passenger cars and light-duty trucks increased by 35% from 1990 to 2013, emissions from the transportation sector increased by only about 16% over the same time period. Several factors such as population growth, economic growth, urban sprawl and low fuel prices contributed to the dramatic increase in VMT, which was somewhat offset by gains across the U.S. fleet in fuel efficiency. The primary pollutant emitted from vehicles which contributes to global warming is Carbon Dioxide (CO₂), which accounts for 96% of the transportation sector's contributed emissions.

While it is likely that the transportation emissions resulting from the implementation of the Build alternatives for this project would have a negligible impact on global climate change, the project area has many refineries, oil and gas exploration and storage areas, and other heavy industry which also contribute to cumulative impacts as regards the climate. The transportation targets for projected GHG emissions contributed by the project should be viewed relative to the GHG emissions from other sources in the project area. Should the project result in induced industrial growth, then the indirect impacts of this development should also be accounted, if such estimates are available. Also, the No Build alternative may have similar GHG emissions to the Build alternatives due to the high traffic volumes and resulting congestion of existing roadways.

Therefore, it is left to the discretion of the agencies involved in the NEPA process to decide the appropriateness of any studies or documentation germane to the subject of climate change. Certainly, an analysis of these impacts is beyond the scope of this study.

4.16 Solid and Hazardous Wastes

4.16.1 CERCLIS List

A check of databases maintained by the EPA and Louisiana Department of Environmental Quality (DEQ) revealed a couple of sites of particular interest.

The Cleve Reber Site, located in Ascension Parish on LA 70 about one mile south of its intersection with LA 22, was originally a borrow pit for highway construction which was subsequently operated between 1970 and 1974 by Environmental Control Company (ECCO) as a landfill for municipal and industrial wastes. No records were kept of waste received at the site.

In 1983, after receiving numerous citizen complaints, EPA took over cleanup under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) of 1980, also known as Superfund. The cleanup involved removal of more than 1,100 drums and several waste piles. A clay cap was placed over the area to prevent water infiltration. Numerous monitor wells remain at the site as a part of required remediation oversight to ensure that the contaminants do not leave the site. Cleanup was completed in 1986 and the site was deleted from the National Priority List in December 1997. Semiannual operation and maintenance monitoring are performed as remedial actions at the site in accordance with the Unilateral Administrative Order issued to potentially responsible parties as a part of the Record of Decision issued by EPA in March 1987.

The Colonial Landfill, operated by Republic Services and located in Ascension Parish just south of the Cleve Reber Site, is a Superfund site identified by the EPA because it poses or once posed a potential risk to human health or the environment. It is currently registered as an Archived Site under Superfund and does not require cleanup or further investigation at this time.

No CERCLIS sites are adjacent to New Interchange alignment for Build Alternatives or No Build Alternative.

4.16.2 Leaking Underground Storage Tanks

A review of DEQ Leaking Underground Storage Tank (LUST) list identified two sites which are adjacent to the project alignments:

AI No.	AI Name	Address	Municipality
37099	Sorrento Super Stop*	7140 LA Hwy 22	Sorrento
73956	Chaz's	32025 LA Hwy 1	White Castle

Source: Louisiana Department of Environmental Quality

* Not adjacent to New Interchange alignment for Build Alternatives

Underground Storage Tanks are regulated under the Resource Conservation and Recovery Act (RCRA) by EPA. On July 15, 2015, EPA revised UST regulations to require owners and operators to properly operate and maintain their UST systems, receive training and testing of spill prevention and release detection equipment. The American Recovery and Reinvestment Act (ARRA) provided a congressional appropriation of \$200 million to EPA for cleanup of LUSTs. The DEQ was allocated \$2.68 million from ARRA for grant administration.

4.16.3 Underground Storage Tanks

In order to identify potential environmental hazards along the project alignments, underground storage tanks (USTs) were identified which are adjacent to the alignments. Table 4.7 provides a list of those UST locations.

Table 4.7 Underground Storage Tanks

Master AI ID	Master AI Name	Address	Municipality
2719	Motiva Enterprises	LA 44 & LA 70	Convent
11231	Air Products & Chemicals*	12465 LA 70 E	Convent
14821	Bordelon's Chevron	32015 LA 1	White Castle
31333	Sunshine Super Stop*	12091 LA 70	Convent
37099	Sorrento Super Stop*	7140 LA 22	Sorrento
71263	P&S Truck Stop #6*	7139 LA 22	Sorrento
72208	Popingo's #8	31890 LA 1	White Castle
72211	Sunshine Food & Fuel	2251 LA 70	Donaldsonville
73956	Chaz's	32025 LA 1	White Castle
78125	Popingo's #11	10493 LA 70 W	St. James
78928	Marcello Texaco Food Mart #2	2369 LA 70	Donaldsonville
79986	Bayou Conway Shell*	7330 John LeBlanc Blvd.	Sorrento
84117	Go Bear Food Mart #24*	7337 John LeBlanc Blvd.	Sorrento
87320	Richard Oil & Fuel	2330 LA 70	St. James
101135	Sunshine Truck & Casino Plaza	10433 LA 70 W	St. James
164255	Cane Row Casing & Truck Stop	7775 LA 70 N	Donaldsonville

Source: Louisiana Department of Environmental Quality 9/2/2010

* Not adjacent to New Interchange Alignments for Build Alternatives

The No Build Alternate would not have any impacts to any hazardous waste or UST site.

4.16.4 Environmental Compliance

EPA Environmental and Compliance History Online (ECHO) databases were checked to identify facilities in the current project area zip codes which were in violation of environmental regulations. Table 4.8 provides a summary of sites in current violation by zip code.

Table 4.8 Summary of Environmental Compliance by Zip Code

Zip Code	Facilities in Current	Facilities in Violation (last 3 years)	Facilities with Enforcement Actions (last 5 years)
70346	7	13	7
70778	3	5	2
70767	21	47	22
70719	3	4	0
70710	3	4	3
70764	12	23	12
70780	3	3	2
70788	0	8	4
70086	4	11	6

Source: US EPA ECHO Databases

Table 4.9 below lists the current facilities with current significant violations.

4.17 Indirect and Cumulative Impacts

4.17.1 Indirect Impacts

Indirect effects are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems.

The most likely impact of the construction of this proposal would be the secondary development which could occur as a result of improved access and mobility. In order to balance the latent demand for industrial development with other land uses in the project area, local governments would need to anticipate developmental pressures and enforce or modify their developmental plans and codes to guard against incompatible land use development. Iberville Parish seems to have a very robust Unified Development Code which

Table 4.9 Facilities with Current Significant Violations

Name	Address	Violations	Quarters NC (3 years)	Inspections (5 Years)	Formal Enforce- ment Actions (5 years)
City of Donaldsonville	Section 34 T12S R15E	CWA	12	3	1
Duplessis Primary School	1100 Webster St., Donaldsonville	CWA	12	0	0
Lowery Elementary School	23898 LA 1 S, Don- aldsonville	CWA	11	0	0
Sid Richardson Carbon Black	5221 Sid Richardson Rd, Addis	CAA	12	3	3
Dow Chemical Com- pany LA Ops	21255 LA 1, Plaquemine	RCRA	12	14	5
Axiall LLC	26100 LA 405 S, Plaquemine	CAA	12	8	1
TESI Plantation Gar- dens	Knottaway Dr. Ext, Sunshine	CWA	11	0	2
LBC Baton Rouge Sunshine Terminal	1725 LA 75, Sun- shine	CWA	9	5	0
Mosaic Fertilizer Faustina Plant	9959 LA 18, St. James	RCRA	12	0	1
Donaldsonville As- phalt Plant	Terminal	CWA	3	0	0
Valero Marketing & Supply Company	10455 LA 18, St. James	CWA	12	1	0

Source: US EPA ECHO Databases; CAA = Clean Air Act, CWA = Clean Water Act, RCRA = Resource Conservation and Recovery Act; NC = Non-Compliant

includes several impact studies and requirements to protect the well-being of its residents. Ascension Parish Heavy Industry zoning occurs along the river corridor according to its Zoning Map.

Also, as previously mentioned, development along the freeway can be minimized by limiting the amount of service roads and development at interchanges. Since the area is mainly rural in nature, development along the highway should be minimal as compared to new suburban or urban interchanges.

4.17.2 Cumulative Impacts

Cumulative impact is the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions. Consideration of cumulative effects ensures that actions taken are not perceived as taking place in a vacuum, but as a part of a spectrum of other actions which may have an additive impact on precious resources.

Reviews of the Long Range Transportation Plans of LA DOTD indicate that the following projects might be of interest in evaluating cumulative impacts in the project area:

1. LA 1 – I-10 Connector (LA 415 in West Baton Rouge Parish) – Environmental Assessment/ Finding of No Significant Impact (FONSI)
2. Widen I-10 to 6-Lanes (Siegen Lane – LA 22) in Ascension and East Baton Rouge Parishes) Stage 0 Study
3. Widen LA 30 from LA 42 (Burbank Drive) to US 61 (Airline Highway) in East Baton Rouge, Iberville and Ascension Parishes – Stage 0 Study
4. Baton Rouge Loop Tier 1 Final Environmental Impact Statement

LA 1 – I-10 Connector:

This project consists of a connecting roadway in West Baton Rouge Parish from LA 1 at Beaulieu Lane traversing west and north across property of the Port of Greater Baton Rouge along Northline Road, crossing the Intracoastal Waterway Alternate Route and tying into LA 415 just south of its interchange with I-10. This project was the subject of an Environmental Assessment dated March 2007 and approved by FONSI on April 11, 2007 by FHWA.

Alternative 4 was chosen as the selected alternative as approved by the FONSI. This alternative has the following impacts:

- Potential Wetland Impacts = 11.6 acres
- Prime Farmland = 85.1 acres
- 100-Year Floodplain = 6.5 acres
- Open Water Impacts = 1.8 acres
- Commercial displacements = 3
- Potential Hazardous Waste Sites = 3



The project is currently listed by DOTD as a Priority B Megaproject in their Statewide Transportation Plan, which is a list of projects whose funding would require an “aggressive increase” in additional revenues from the State and Federal governments.

I-10 Widening (Siegen Lane – LA 22):

This project is the subject of a Stage 0 (Feasibility) Study performed by LA DOTD in October 2009. A portion of this route has been widened from Siegen Lane to Highland Road within the Study limits. The project limit in Ascension Parish (LA 22) is the same terminus as the West Side Expressway Alternative using existing LA 70 to connect to I-10.

During the Study, DOTD determined that the inside widening, as utilized in the widening from Siegen Lane to Highland Road section, would be preferable since no additional right-of-way would be required and impacts would be mostly limited to the existing highway footprint.

Most of the impacts identified in the Study are due to several interchange alternatives which accompanied the widening, including a proposed interchange between Highland Road and LA 73, proposed interchange at LA 74 and proposed interchange at LA 429 connecting to LA 30. The portion of this route widening between Highland Road and the existing LA 73 Interchange is currently being designed by DOTD.

LA 30 Widening (Burbank Drive – US 61):

This proposal was the subject of a Stage 0 Study performed by LA DOTD in July 2013. It was initiated under House Concurrent Resolution 177 of the 2012 Regular Legislative Session. A portion of this route, from Burbank Drive to Brightside/West Lee Drive, is included and being funded under East Baton Rouge Parish’s Green Light Program.

The LA 30 Corridor in East Baton Rouge, Iberville and Ascension Parishes, is a commuter connection with access to the many industries on the east bank of the Mississippi River. As discussions about a new bridge location south of I-10 have evolved, local leaders have begun to realize that the current two-lane facility is inadequate to handle the increase in traffic volumes which would result from motorists accessing the bridge. This would include a crossing as described and which is a part of the Build alternatives described in this document.

Except as required by Legislative resolution, this project currently has no identified funding source and no priority for implementation.

Baton Rouge Loop:

This project is currently the subject of a Tier 1 Final Environmental Impact Statement being prepared by FHWA, DOTD and the Capital Area Expressway Authority (CAEA). It is likely that a Record of Decision on this proposal would be approved in 2016.



The Baton Rouge Loop is envisioned as a 90-105 mile long circumferential controlled-access tollway belt around Baton Rouge featuring two new Mississippi River Bridge crossings connecting I-12 east of Walker to I-10 west of Baton Rouge, I-10 west of Baton Rouge to I-10 south of Baton Rouge, and I-10 south of Baton Rouge to I-12 east of Walker.

The Iberville Parish Bridge route in this Implementation Plan is the same route as the South Unit S1-S2-S12 corridor from the Baton Rouge Loop FEIS. At present, this corridor is not included as a preferred corridor from the FEIS. There are several possible scenarios which could happen at this point:

1. The Iberville Parish Bridge could be reinstated to the Baton Rouge Loop based on FEIS comments;
2. The Iberville Parish Bridge could be constructed along with another South Unit bridge crossing. Funding a separate bridge and splitting travel demand between two bridges would be problematic for this scenario; and
3. The Iberville Parish Bridge could be eliminated in the short- and long-term from being built due to lack of travel demand due to construction of a bridge in another proximate corridor location.

Currently, the Baton Rouge South Bypass is a Priority D project in the DOTD Statewide Transportation Plan, indicating that it is among the lowest megaproject priorities due to lack of funding and need.

4.18 Bibliography

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CHAPTER 5: Future Actions, Permits and Mitigation

5.1 The National Environmental Policy Act of 1969 (NEPA), 42 USC 4321 et seq.

Upon review and approval of this study satisfying the requirements of Stage 0 for advancement of the Department of Transportation and Development (DOTD) project development process, an Environmental Assessment shall be prepared in accordance with NEPA (40 CFR Parts 1500-1508), Federal Highway Administration (FHWA) regulations (23 CFR 771), DOTD Project Delivery Manual for Stage 1 (Planning and Environment) and Stage 1 Manual of Standard Practice.

At this point in the process, no significant environmental impacts have been identified. Therefore, the class of action (23 CFR 771.115) prescribed can follow one of two options:

- An Environmental Assessment (23 CFR 771.119), since the significance of the impacts has not been clearly established; or
- An Environmental Impact Statement (23 CFR 123, et seq.), since the project meets two of the examples listed in the FHWA regulations (23 CFR 771.115(a)).

It is assumed that an Environmental Assessment is the appropriate document to be prepared until impacts are identified which would be significant and thus require preparation of an Environmental Impact Statement.

5.1.1 Integrating Planning and NEPA

Federal regulations at 23 CFR 450.212, Transportation Planning Studies and Project Development, indicate that the State, Metropolitan Planning Organizations or public transportation operators may undertake multi-modal, systems-level corridor or subarea planning studies as a part of the statewide transportation process. It states that the results or decisions of these studies may be used as a part of the project development process consistent with NEPA and may result in producing:

- Purpose and Need or goals and objective statements
- General travel corridor and/or general modes definition
- Preliminary screening of alternatives and elimination of unreasonable alternatives
- Basic description of the environmental setting
- Preliminary identification of environmental impacts and mitigation

If these documents are made available to the public, they may be incorporated directly or by reference into the NEPA documents if:

1. The NEPA lead agencies agree that they will aid in establishing or evaluating the purpose and need for action, reasonable alternatives, cumulative and other environmental impacts or

or mitigation of the impacts

2. The study is conducted with involvement of State, local, Tribal and Federal agencies, public review, reasonable opportunity to comment within the planning process and study development
3. Documentation of relevant decisions are identifiable and available for review during the NEPA scoping process and can be appended or referenced in the NEPA document
4. The document is reviewed by FHWA

This document has been prepared by the project sponsors, Iberville and Ascension Parish Governments, to meet the regulatory requirements of integrating the corridor and subarea planning process to inform NEPA.

However, it must be pointed out that this document does not meet the public and agency involvement requirements of the regulations. Specifically, this document has not been generally made available to the public or conducted with the involvement of State, local, Tribal or Federal agencies, except that a Solicitation of Views was made during the process. Should the project sponsors wish to involve these entities in the process, it is suggested that this involvement occur prior to or during the Scoping process as required by NEPA.

5.1.2 Lead Agency Review and Agency/Government Involvement

In order to merge this planning study and NEPA, the FHWA, DOTD and MPO must review and agree that the document meets their requirements for informing NEPA. This should be done at the earliest possible time in order to advance the project efficiently.

The MPO should include the project in their Long Range Transportation Plan so that decisions made during the NEPA process will inform a project which meets the financial and fiscal constraints based on reasonably available funding in accordance with 23 CFR 450.

The FHWA and DOTD should be consulted on the proper procedures for meaningful involvement of other agencies, especially the involvement of cooperating agencies or those with special expertise, and identification of Tribal governments which need be involved in the project.

5.1.3 Public Involvement Activities

In order to meet the requirements for public involvement for Planning/NEPA integration, it is suggested that the following activities be considered:

1. Distribution of the document as would be required by the DOTD for Draft NEPA documents

for public review and comment

2. Notification of availability, through media advertisement, of the document for inspection and comment, including where the document can be inspected
3. Hold Public Meetings convenient to the affected public, based on time of the meeting, location and accessibility to the public
4. Request public comments for at least 30 days following notification of availability of the document and 14 days after the Public Meetings

5.1.4 Project Management Plans and Financial Plans

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) required for projects with an estimated total cost of \$500,000,000 or more the preparation of a project management plan and an annual financial plan to FHWA for review and approval.

The Project Management Plan is prepared to document the procedures and processes that are in effect to provide timely information to decision makers to effectively manage the scope, costs, schedules and quality of the project and the Federal requirements applicable, and the role of the leadership and management team in the delivery of the project.

The Financial Plan is based on detailed estimates of the cost to complete the project, and provide an annual update based on reasonable assumptions of increases in cost to complete the project.

These plans are required to be developed and submitted to FHWA for review prior to approval of the NEPA document (i.e., Finding of No Significant Impact or Record of Decision).

5.2 Conceptual Design

5.2.1 Bridges and Navigation

The project alignments cross several navigable waterways, including the Mississippi River, the Intracoastal Waterway (Morgan City – Port Allen Route), Bayou Plaquemine and Bayou Lafourche. Coordination with the FHWA and US Coast Guard to determine other waterways which may be classified as navigable based on:

1. Subject to tidal influence;
2. A history of substantial commercial navigation;
3. Presently have commercial navigation; or
4. Are susceptible to commercial development.



Based on the Baton Rouge Loop Tier I Environmental Impact Statement, coordination with the US Coast Guard and river pilot groups indicated that the preliminary required vertical navigational clearance should be 133'-0" above the High Water Elevation. This study has adopted the Plaquemine Crossing from that document.

Based on inspection of existing railroad bridges along the Intracoastal Waterway route, the two vertical lift bridges on either side of the proposed crossing have a 73'-0" vertical clearance above high water in the up position. However, the horizontal clearance for the railroad bridge heading east-west (Addis – Livonia) is 125'-0", while the horizontal clearance for the north-south (Plaquemine – Lettsworth) bridge is 84'-0". It is likely, based on these clearances to expect a bridge opening of 125'-0" horizontal by 73'-0" vertical.

While Bayou Plaquemine is historically navigable, the segment of the water way east of Enterprise Boulevard is governed by fixed bridges with a 40'-0' horizontal and 7'-0' vertical clearances. West of this crossing, there is a swing span bridge with 65'-0' horizontal clearance and 2'-0" in the closed position.

Also, Bayou Lafourche is historically navigable; however, a weir was constructed at Thibodaux and the waterway is considered non-navigable north of the structure. However, due to coastal erosion and concerns regarding the lack of nutrients to sustain coastal wetlands, there has been some discussion on removing the weir as well as pumping additional water from the Mississippi River through the dam at Donaldsonville. Should this occur, there are already several fixed bridges which would remain to above the weir to preclude commercial navigation.

Coordination of navigational requirements and bridge permitting will be required with the US Coast Guard with their jurisdiction under Section 9 of the Rivers and Harbors Act of 1899 and General Bridge Act of 1946. Also, navigation lighting for bridges will be determined during the coordination and provided in accordance with 33 CFR 118.

The US Army, Corps of Engineers advised that a permit must be obtained from the Lafourche Basin, Atchafalaya Basin and Pontchartrain Levee District for any work with 1500 feet of a federal flood control structure and restrictions for subsurface work based on the Mississippi River gage elevation at Carrollton in New Orleans.

The DOTD has requested that a vessel collision impact analysis be performed for bridge piers lying in the waterway.

5.2.2 Access Management

DOTD has requested that access management techniques be utilized during design to increase the efficiency of the highways being analyzed. The *Access Management Manual* defines access management as "...the systematic control of the location, spacing, design, and operation of driveways, median openings, interchanges and street connections to a roadway". Desired outcomes of these practices include safe vehicular and pedestrian



traffic flow, fewer delays, reasonable access to properties, coordination between land use and transportation, and greater utilization of highways for which the highway is designed.

5.2.3 Transportation Management Plans

During construction of the project, it is critical for safety, mobility and efficiency to provide an effective transportation management plan. Such a plan should identify any pre-existing safety issues as well as anticipate work zone issues which may develop which can lead to unintended consequences, including crashes and excessive queuing and delays.

DOTD requires that traffic management plan be prepared which sets coordinated strategies and how they will be used to manage the work zone of a roadway project. This may include temporary traffic control measures, public information and outreach, and operational strategies such as travel demand management, signal retiming, and incident management.

5.3 Permits and Coordination

1. The Louisiana Department of Environmental Quality issues a State Water Quality Certification as required by Section 401 of the Clean Water Act.
2. The US Army, Corps of Engineers issues a permit under Section 404 of the Clean Water Act for the placement of dredged or fill material in waters of the United States.
3. The Louisiana Department of Environmental Quality issues a permit under Section 402 of the Clean Water Act for the National Pollution Discharge Elimination System (delegated as the Louisiana Pollutant Discharge Elimination System in 1996).
4. The US Coast Guard issues a permit pursuant to the General Bridge Act of 1946 for crossings of navigable waterways.
5. The Lafourche Basin, Atchafalaya Basin and Pontchartrain Levee District issue permits for any work with 1500 feet of a federal flood control structure and restrictions for subsurface work based on the Mississippi River gage elevation at Carrollton in New Orleans.
6. Louisiana Department of Natural Resources issues permits for Coastal Use in accordance with the Louisiana Coastal Resources Program
7. Each parish affected has a Parish Floodplain Coordinator to enforce local floodplain management ordinances in order reduce flood risks by new construction in Special Flood Hazard Areas and other risk zones depicted on Flood Insurance Rate Maps. Coordination of the project with all coordinators is required for all issues regarding the National Flood Insurance Program.



5.4 Mitigation

In general, NEPA analyses balance the need for the project with impacts accrued due to its implementation. These impacts are diverse, ranging from social (i.e., community cohesion and cultural/historic resources) to environmental (i.e., wetlands and species/habitat) to economic (i.e., businesses). The common exercise for any NEPA practitioner is to avoid impacts and to minimize impacts where avoidance is not practical or practicable. When impacts do occur, mitigation measures normally are requested or required by jurisdictional agencies and entities.

Common mitigation required as a result of large transportation projects are:

1. Compensatory wetland mitigation, either by on-site mitigation or through mitigation banking
2. Best management practices for erosion and sediment control
3. Off-site disposal of construction materials
4. Construction noise
5. Highway Traffic Noise Abatement measures

All mitigation required and committed to will be addressed during the NEPA process (DOTD Stage 1).

Chapter 6: Public Involvement and Agency Coordination

6.1 Agency Coordination

6.1.1 Solicitation of Views

In accordance with Title 23, Code of Federal Regulations (CFR), Chapter I, Subchapter H, Part 771.111, views were solicited from Federal, State and Local stakeholders in order to ascertain their potential involvement and interest in the proposed project. A mass mailing, consisting of a project description and preliminary purpose and need, along with a map of the project study area and initial corridors, was sent to over 60 stakeholders on September 30, 2015. Responses which were received are summarized below. The Solicitation of Views and responses are located in Appendix C.

On October 1, 2015, the Capital Region Planning Commission indicated that the proposed project did not conflict with any region-wide plans nor was redundant with other federally funded projects. It indicated that their staff supports the proposal.

On October 5, 2015, The Louisiana Department of Culture, Recreation and Tourism, Office of Cultural Development, responded by indicating that they were unable to complete a Section 106 (National Historic Preservation Act) review and requested additional information. The information requested, including a description of the Area of Potential Effects (APE), historic properties within or adjacent to the APE, detailed scope of work and design plans, maps and photographs will be developed during the NEPA evaluation process.

On October 6, 2015, The Capital Area Ground Water Conservation District indicated awareness that numerous water wells were located within the proposed project area.

On October 7, 2015, The Louisiana Department of Health and Hospitals, Office of Public Health, stated that they had no objection to the project, though they indicated compliance with applicable Louisiana State Sanitary Code regulations should be monitored and reserved the right of additional comments as the project is developed.

On October 9, 2015, The West Baton Rouge Parish Planning & Zoning Commission observed that the location of the Department of Energy Strategic Petroleum Reserve might fall with the proposed corridors and recommended investigation to note its actual location. The Chairman indicated that the project scope is too narrow and that the proposed corridors should extend all the way to I-10 and I-12.

On October 14, 2015, The U.S. Department of Homeland Security, Federal Emergency Management Agency (FEMA), requested that community floodplain administrators be contacted for review and permit requirements. They also requested that if Federal funding is utilized, that the project be in compliance with Executive Orders 11988 (Floodplain Management) and 11990 (Protection of Wetlands).



On October 14, 2015, the Louisiana Department of Transportation and Development, requested that the floodplain administrators for Ascension, Iberville, St. James and West Baton Rouge parishes be contacted to assure compliance with the National Flood Insurance Program and appropriate permits are obtained.

On October 20, 2015, the Iberville Parish Planning Commission, indicated their unanimous support for the project. However, they indicated that they would withdraw their support if the study recommends or proposes any new bridge location outside of Iberville Parish.

On October 20, 2015, the Louisiana Department of Agriculture and Forestry responded that they had no comment on the project at this time.

On October 23, 2015, the U. S. Department of Agriculture, Natural Resources Conservation Service, referenced their responsibility for the requirements of the Farmland Protection Policy Act. They requested additional information on prime or unique farmland soils when final route alternatives are determined.

On October 27, 2015, the Louisiana Department of Natural Resources, Office of Conservation, indicated the presence of oil and gas wells, both active and inactive, in the project area, as well as registered and unregistered water wells. They provided contact information on their responsible personnel and links to their databases.

On November 6, 2015, the Louisiana Department of Wildlife and Fisheries, Office of Wildlife, indicated that the presence of the pallid sturgeon may occur in water bodies near the proposed project. They also indicated that no other impacts to rare, threatened and endangered species or critical habitat are anticipated. Also, they stated no state or federal parks, wildlife refuges, scenic streams or wildlife management areas are known at the specified project site.

On November 17, 2015, the U. S. Army, Corps of Engineers, New Orleans District stated that they did not anticipate adverse impacts to any of their projects. They advised that a permit must be obtained from the Lafourche Basin, Atchafalaya Basin and Pontchartrain Levee District for any work with 1500 feet of a federal flood control structure and restrictions for subsurface work based on the Mississippi River gage elevation at Carrollton in New Orleans. They further notified of the regulatory requirements for off-site borrow, disposal, haul-and-detour roads and work mobilization.

On December 9, 2015, the U.S. Environmental Protection Agency indicated the project is located on the Southern Hills aquifer system, a designated Sole Source Aquifer by the EPA. They determined that the project should not have an adverse effect on the quality of ground water underlying the project site.



6.1.2 Agency Meeting

On November 15, 2015, a meeting was held and attended by representatives of the Louisiana Department of Transportation and Development (DOTD), Federal Highway Administration (FHWA) and the Capital Region Planning Commission (CRPC).

After a presentation of the project purpose and need and preliminary alternative development, the attendees provided the following comments and suggestions:

- Coordination of the Mississippi River Bridge crossings with the U. S. Coast Guard and mariner groups needs to be maintained
- Vessel impact analyses and vehicle weight studies, especially overloads, should be accomplished as a part of the design process
- Recommended upgrade of LA 70/LA 22 as an alternative to a new route and interchange at I-10
- Coordination with Railroad companies during the process if rail alternatives are to be developed for the Mississippi River crossing
- CRPC was supportive of the project, though they indicated that further study, prioritization and support of DOTD was needed to resolve issues regarding widening of LA 30 and several interchange justification and modification reports they are processing in the region
- With several proposals being considered by DOTD to alleviate congestion in the I-10 corridor, focus on a single comprehensive solution supported by citizens needs to be decided
- Suggestion that an alternative of developing the expressway without a bridge be considered, as well as connectivity to the proposed LA 415 (LA 1 – I-10) project

6.2 Stakeholder Meeting

On January 21, 2016, a meeting was held at to present the project concepts to elected officials for the project area. In attendance included:

Kenny Matassa – Ascension Parish President

Ken Dawson – Ascension Parish Chief Administrative Officer

Edward “Lucky” Songy – Iberville Parish Chief Administrative Officer

Randall Dunn – Iberville Parish Chief Financial Officer

Hank Grace – Executive Director, Iberville Parish Chamber of Commerce

Clay Schexnayder – State Representative, District 78

Chad Brown – State Representative, District 60



John Berthelot – State Representative, District 88

Tony Bacala – State Representative, District 59

Rick Ward – State Senator, District 17

Troy Brown – State Senator, District 29

The presentation consisted of the Purpose and Need for Action and preliminary alternative alignments.

The attendees discussed various aspects of the project, in particular the Legislative funding priority of the project phases. It was decided that the project report would be discussed with them during the early stages of the 2016 Regular Legislative Session to be held in March.



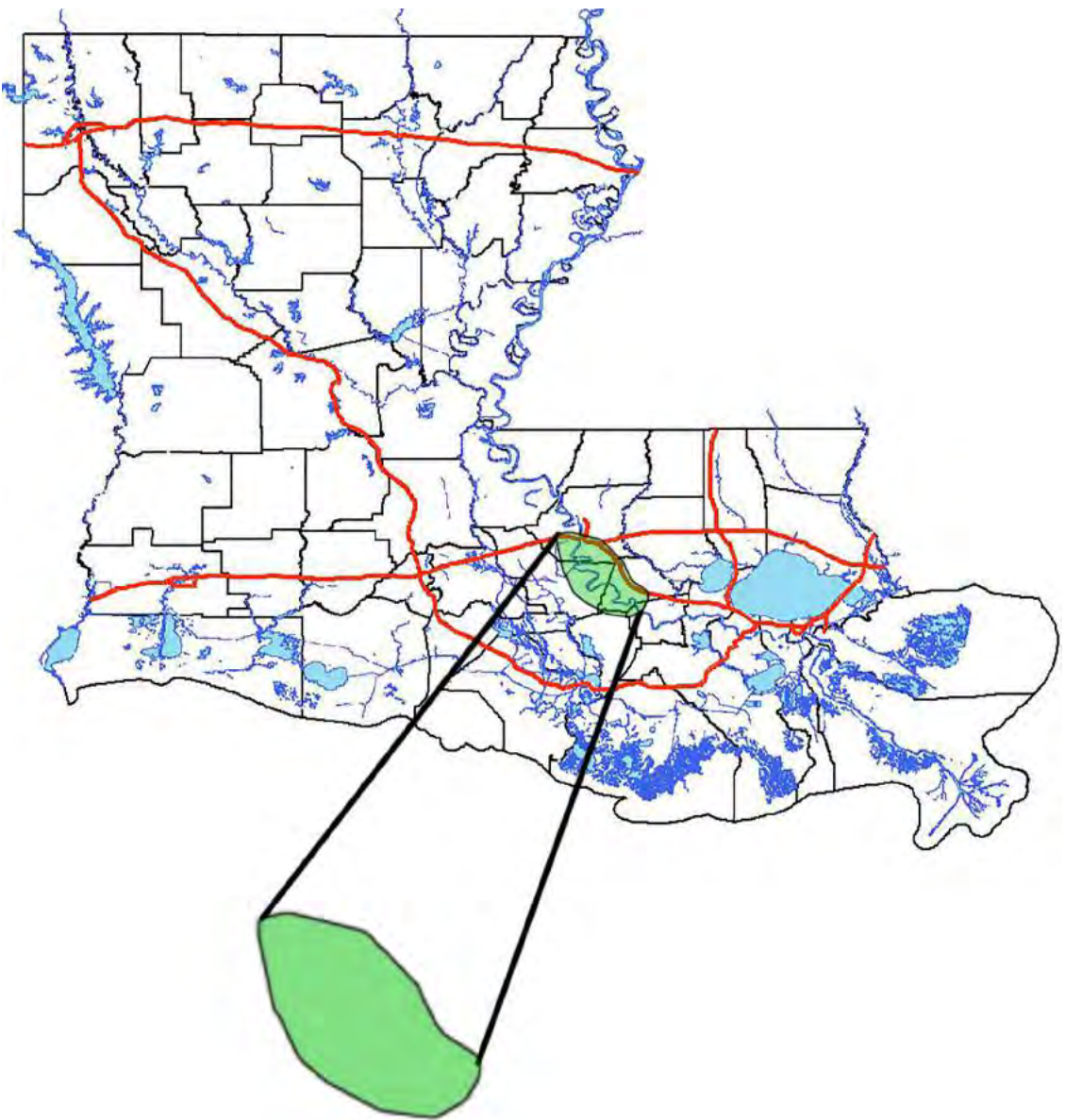
APPENDIX A:

Exhibits

Exhibit A

Study Area & Corridor

WEST SIDE EXPRESSWAY



Legend

- Study Corridor
- Study Area
- Interstates
- Primary Roads
- Railroads

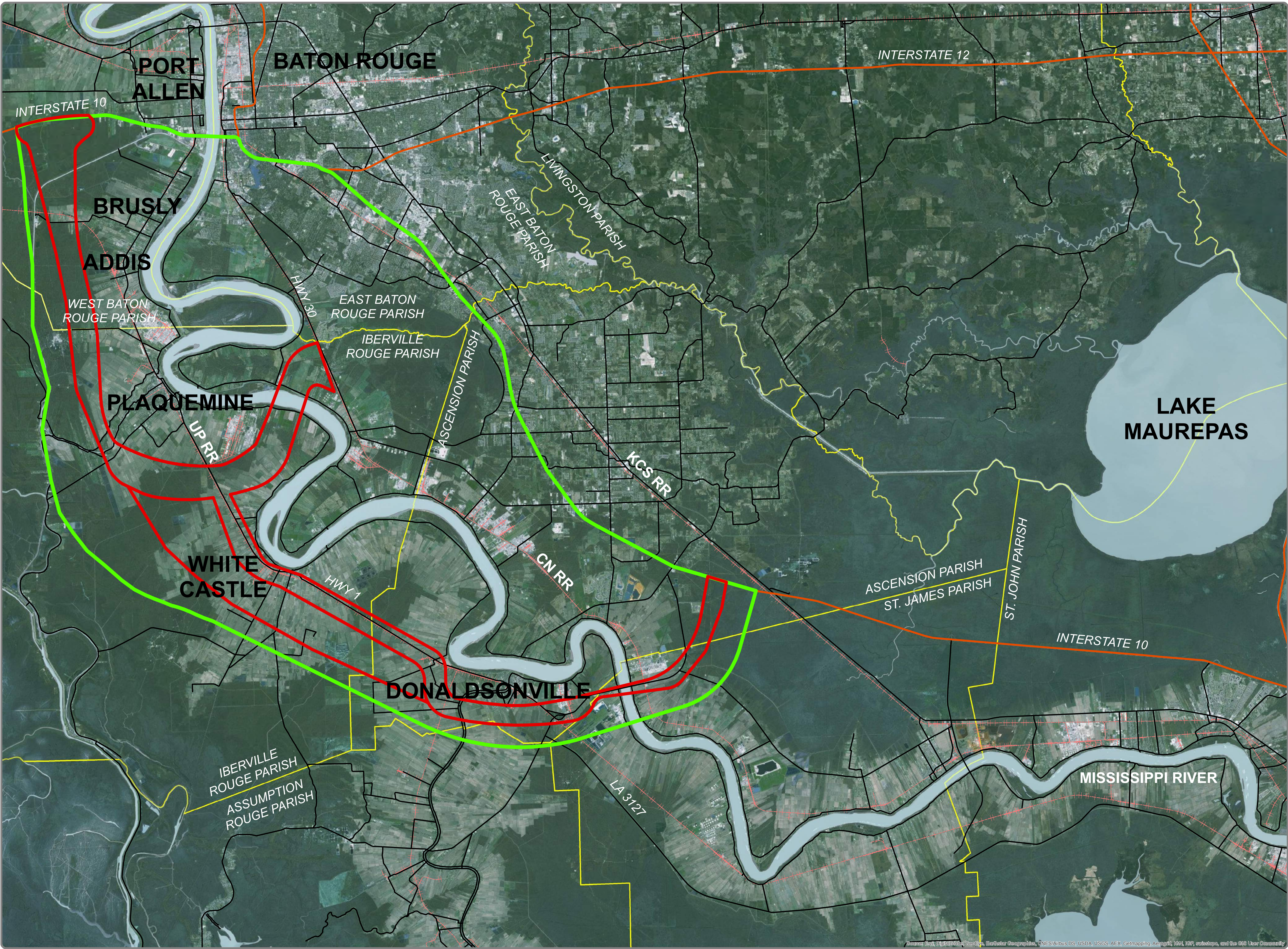
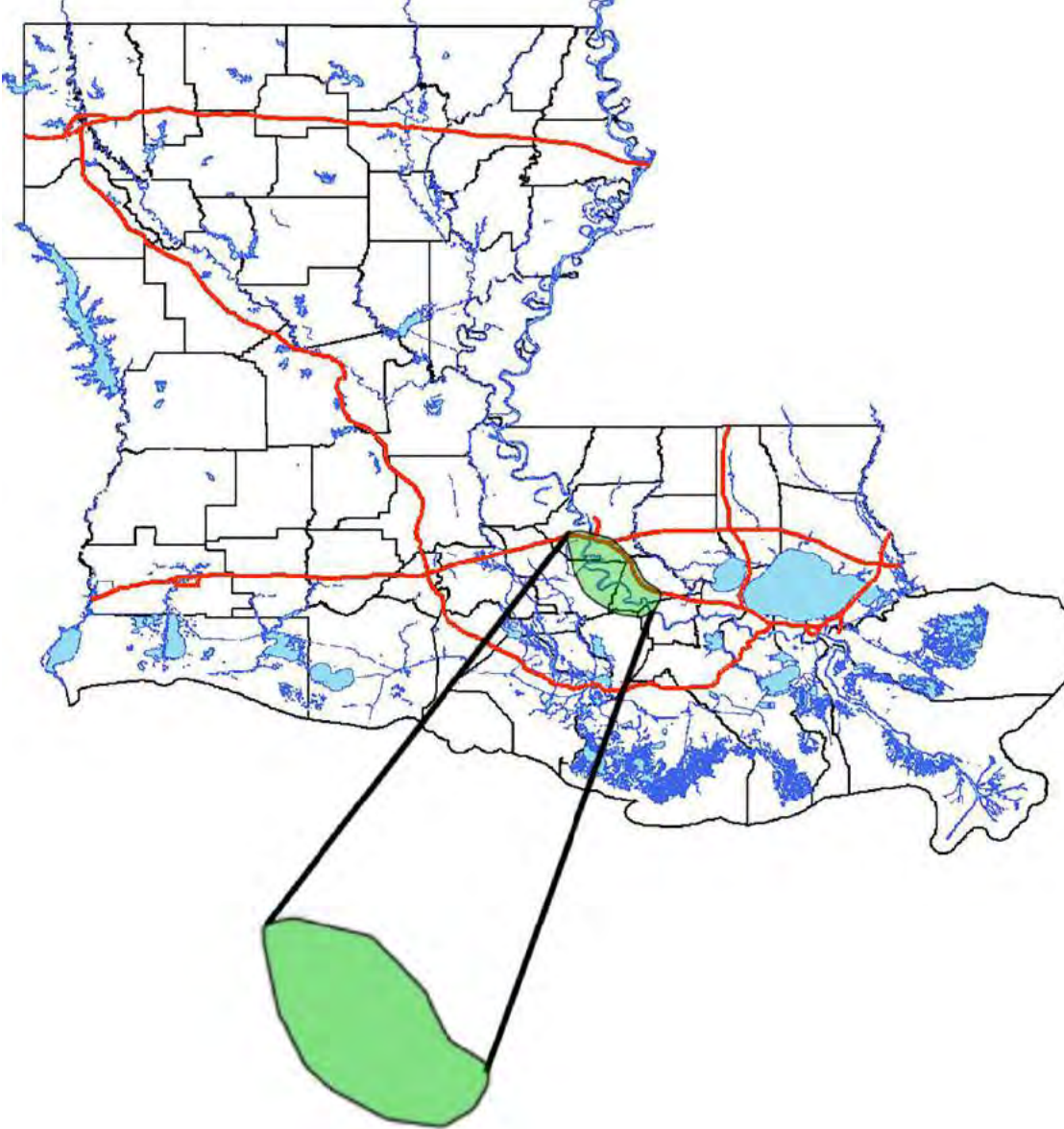


Exhibit B

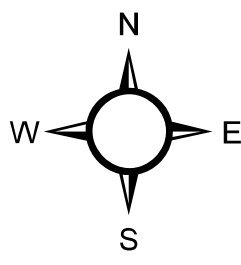
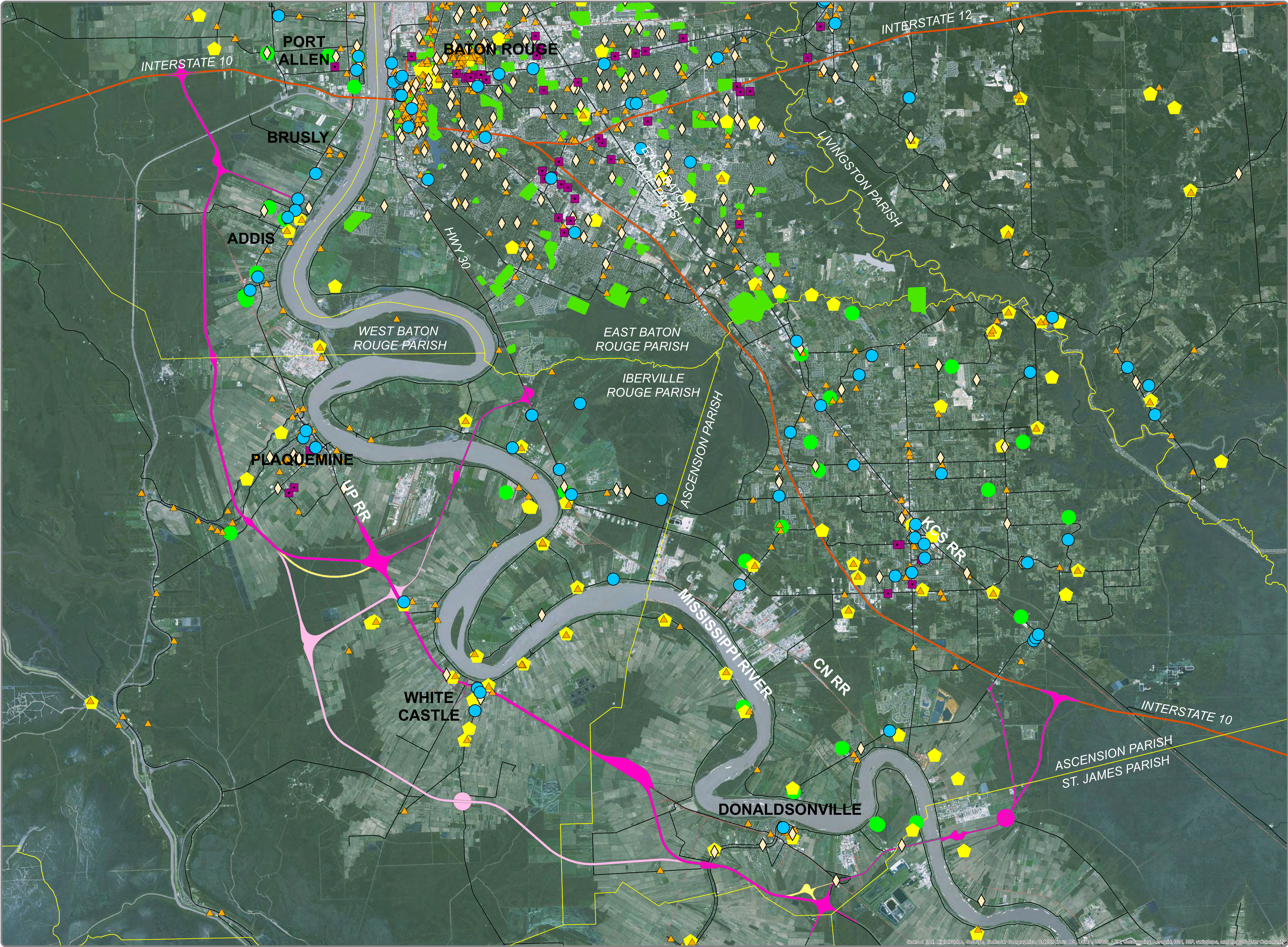
Existing Community Facilities

WEST SIDE EXPRESSWAY



Legend

- Community Facilities
- Hospitals
- Schools
- Churches
- Cemeteries
- Iberville Parks
- WBR Parks
- Ascension Parks
- EBR Parks
- ROW_Alternative 1
- ROW_Alternative 2
- ROW_Alternative 3
- Interstates
- Primary Roads
- Railroads



0 1 2 4 6 8 Miles

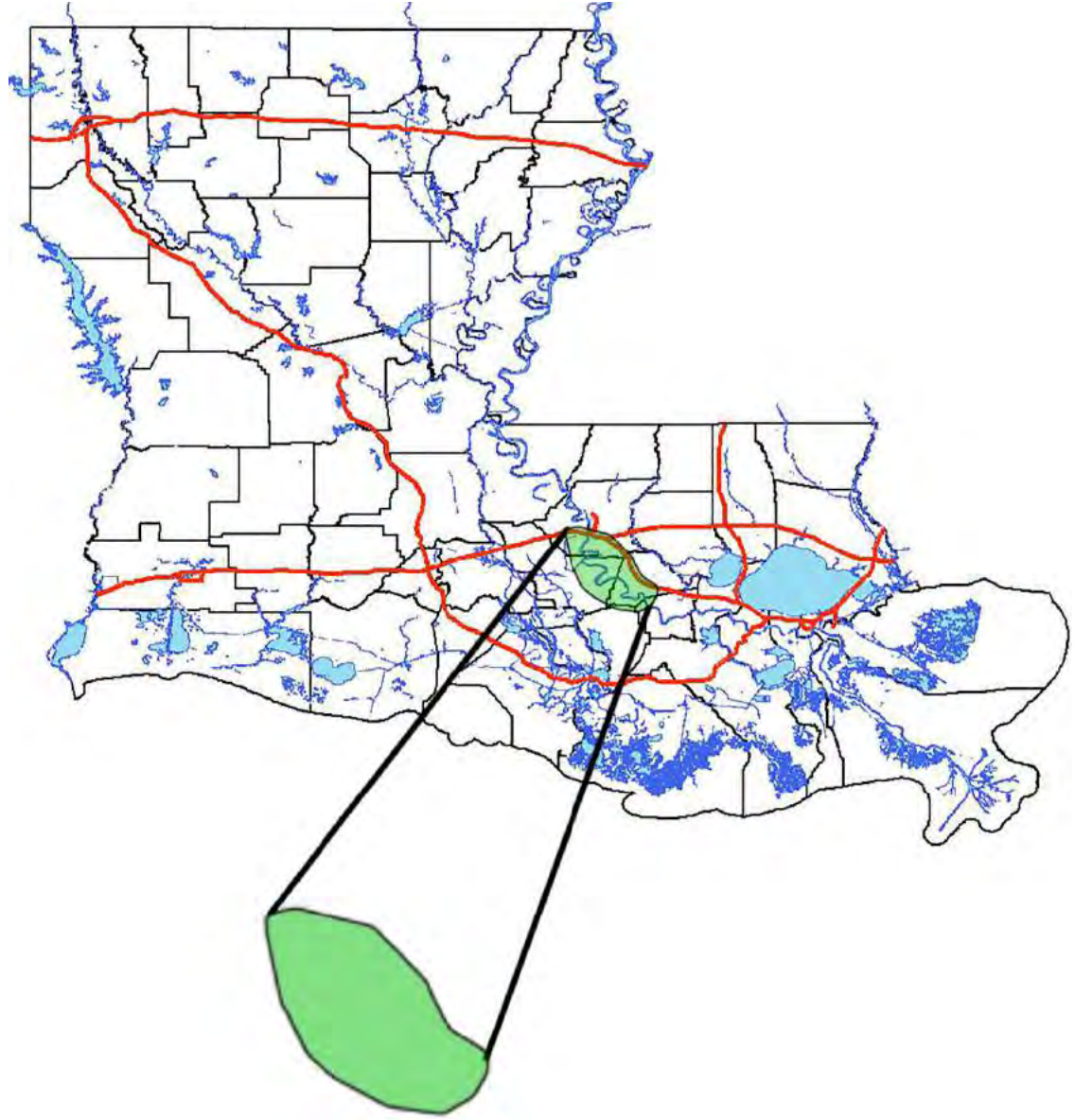
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Exhibit C

Census Tract Map

WEST SIDE EXPRESSWAY



Legend

- ROW_Alternative 1
- ROW_Alternative 2
- ROW_Alternative 3
- Interstates
- Primary Roads
- Railroads

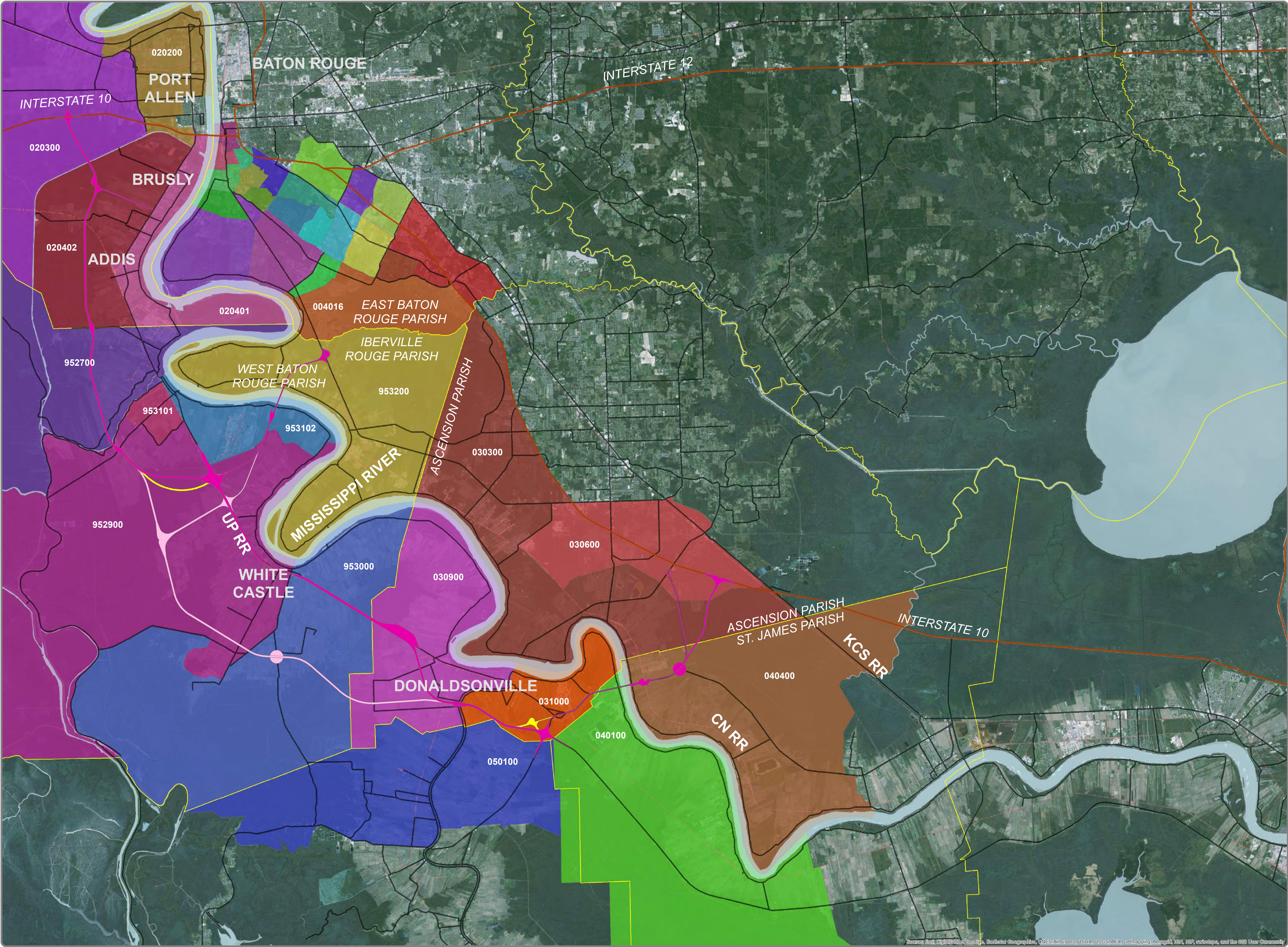
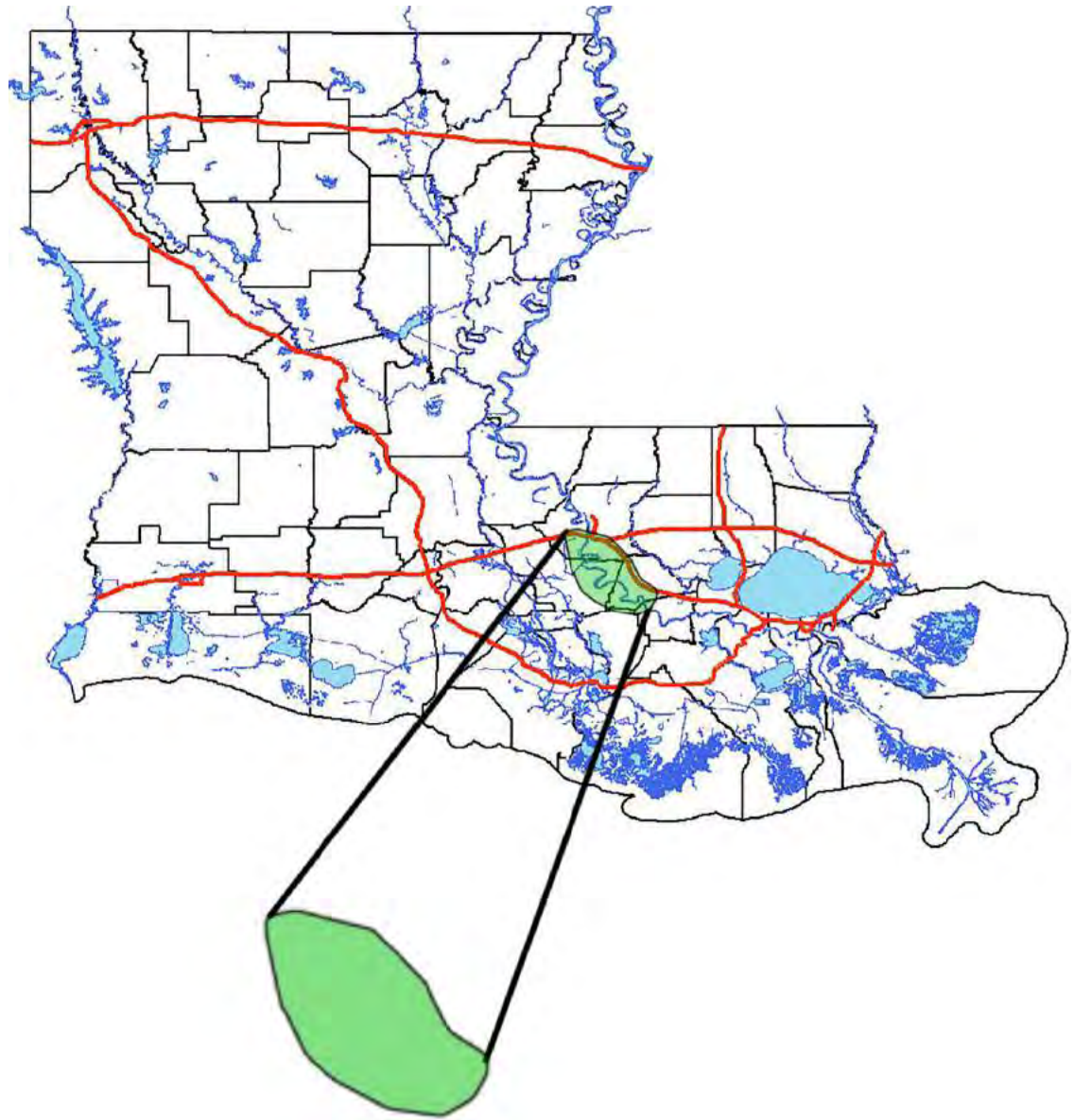


Exhibit D

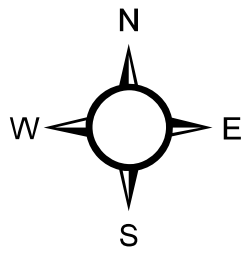
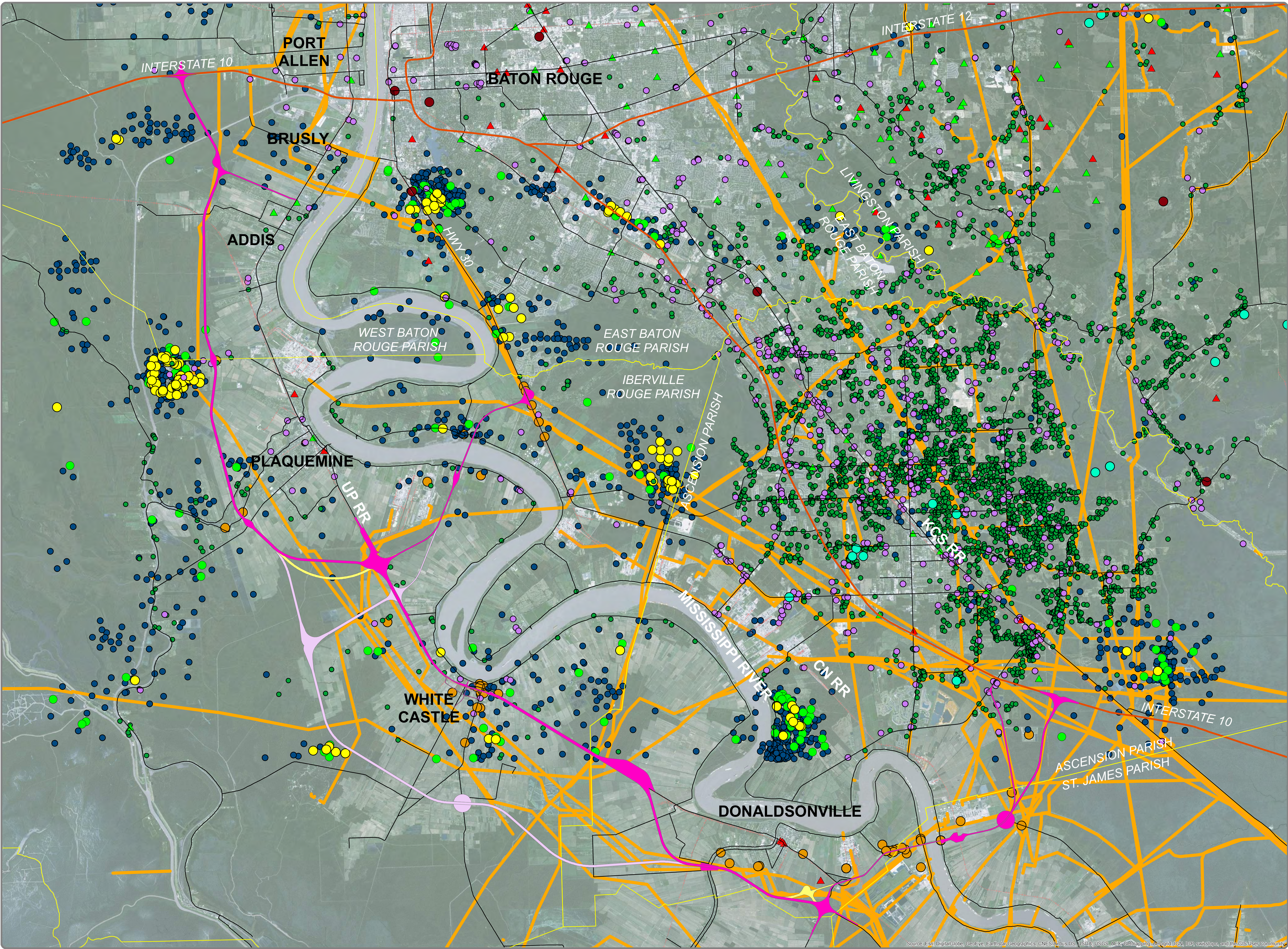
Oil Gas & Hazardous
Materials Map

WEST SIDE EXPRESSWAY



Legend

- ROW Alternative 1
- ROW Alternative 2
- ROW Alternative 3
- Interstates
- Primary Roads
- Railroads
- VRP Active Sites
- UST Remediation Sites
- UST EAC Sites
- Hazardous & Solid Waste Sites
- EAC Sites Statewide
- Water Well Public Supply
- Water Well Domestic
- Oil & Gas Capped
- Oil & Gas Active
- Oil_And_Gas_Inactive
- NRC Site
- Pipelines



0 1 2 4 6 8 Miles

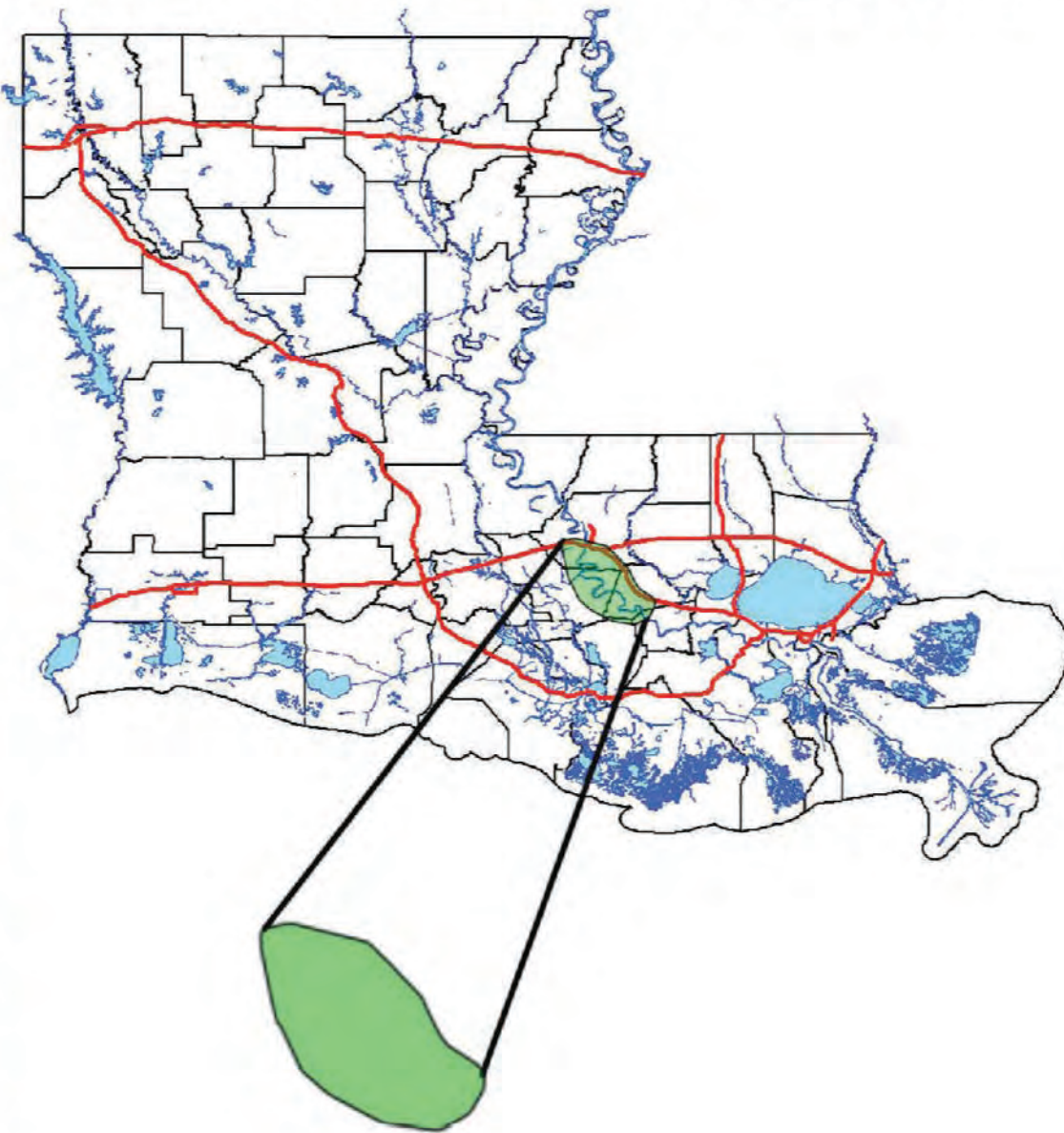
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SJB GROUP, LLC
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Exhibit E.1

FEMA Floodplains & Floodways

WEST SIDE EXPRESSWAY



Legend

ROW_Alternative 1

ROW_Alternative 2

ROW_Alternative 3

Interstates Primary Roads

Railroads

Flood Zone

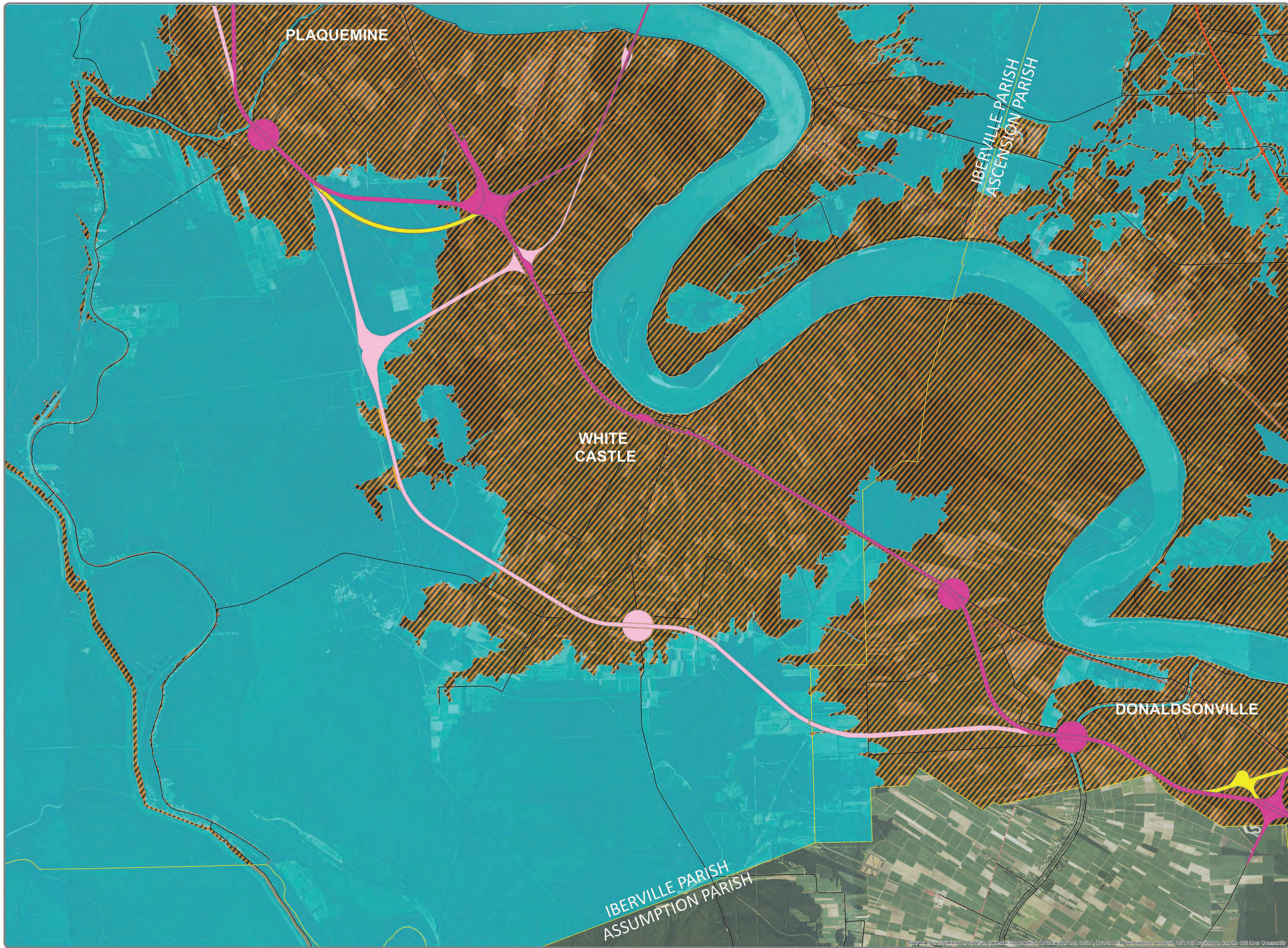
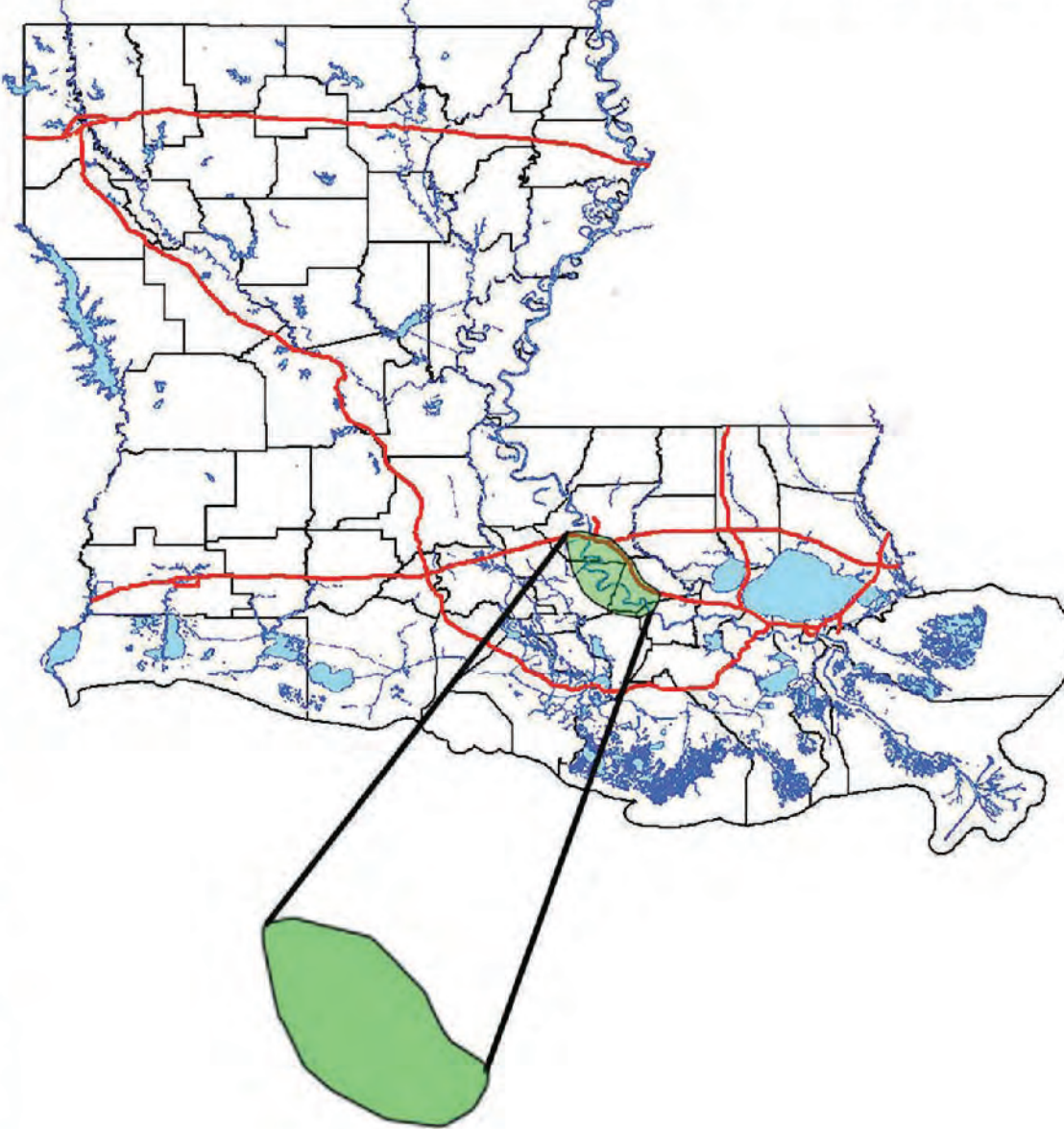
Areas of Minimal Flood Risk



Exhibit E.2

FEMA Floodplains & Floodways

WEST SIDE EXPRESSWAY



Legend

- ROW_Alternative 1
- ROW_Alternative 2
- ROW_Alternative 3
- Interstates Primary Roads
- Railroads
- Flood Zone
- Areas of Minimal Flood Risk

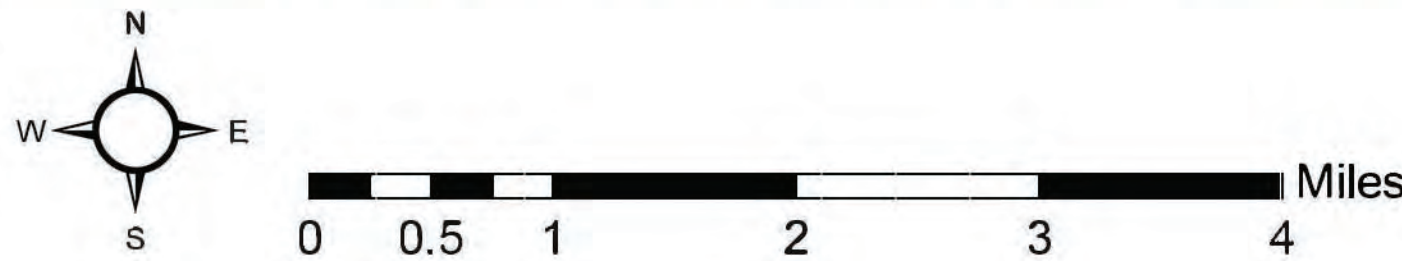
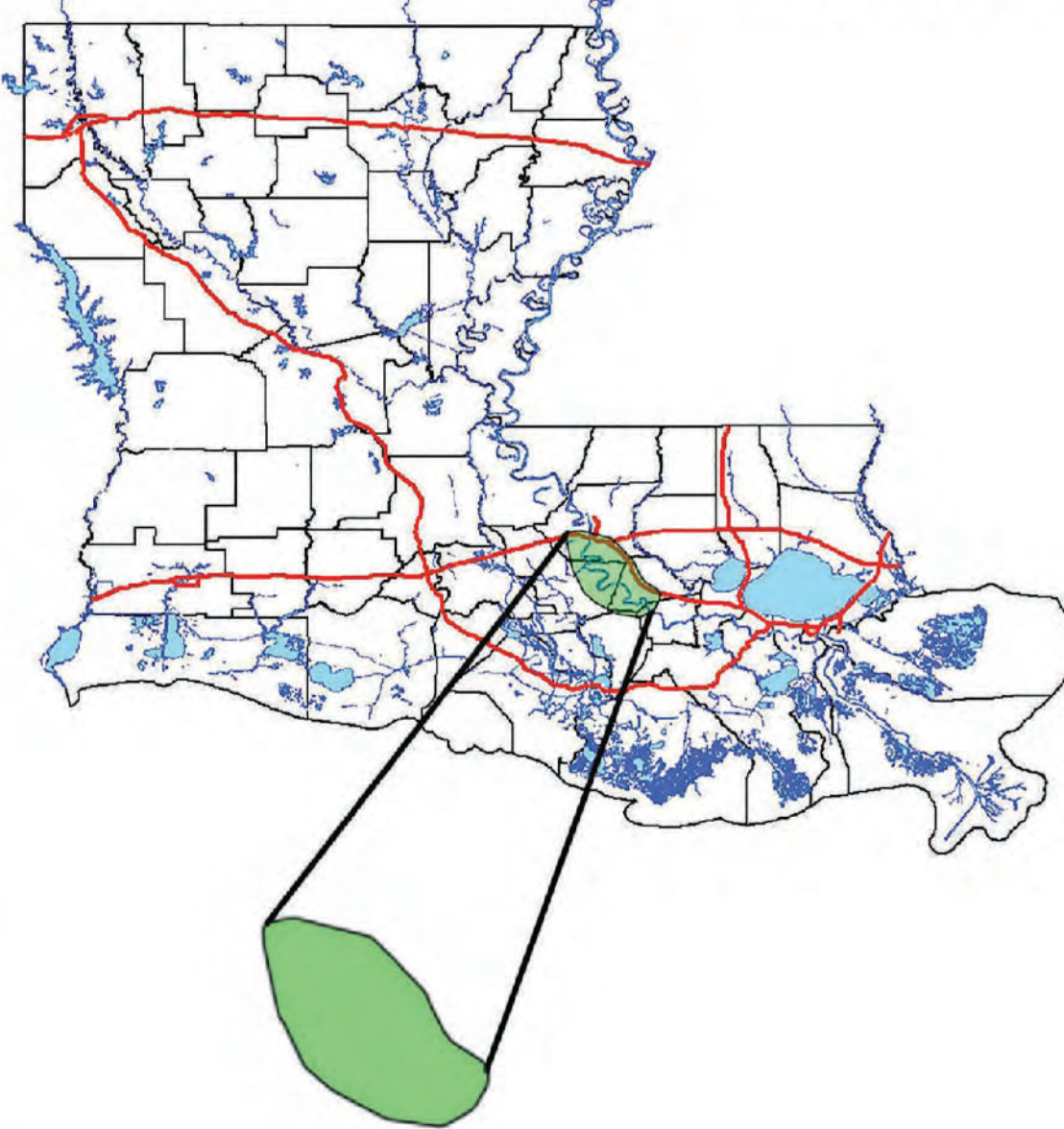


Exhibit E.3

FEMA Floodplains & Floodways

WEST SIDE EXPRESSWAY



Legend

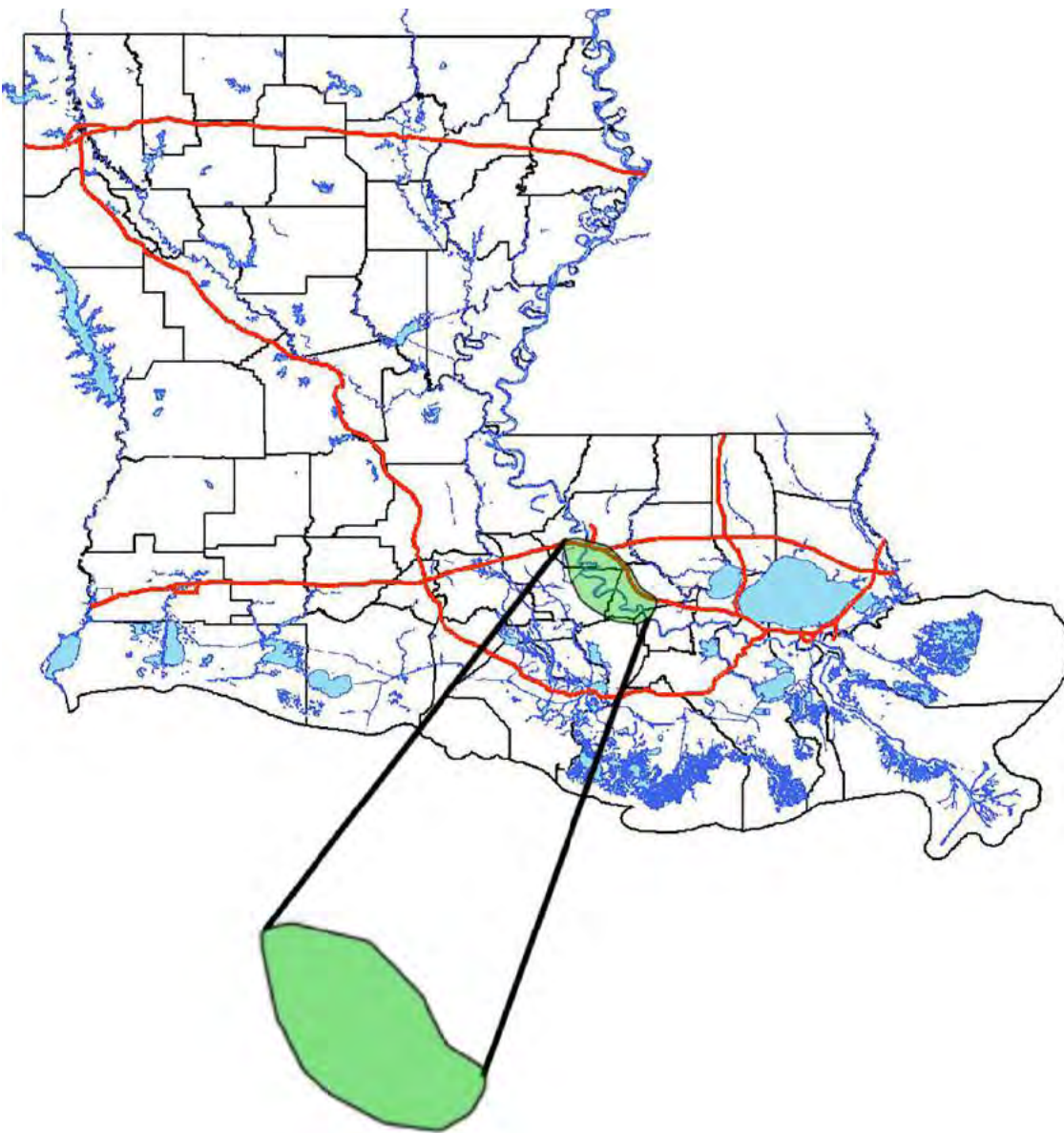
- ROW_Alternative 1
- ROW_Alternative 2
- ROW_Alternative 3
- Interstates Primary Roads
- Railroads
- Flood Zone
- Areas of Minimal Flood Risk



Exhibit F

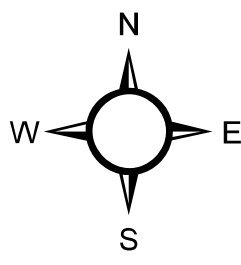
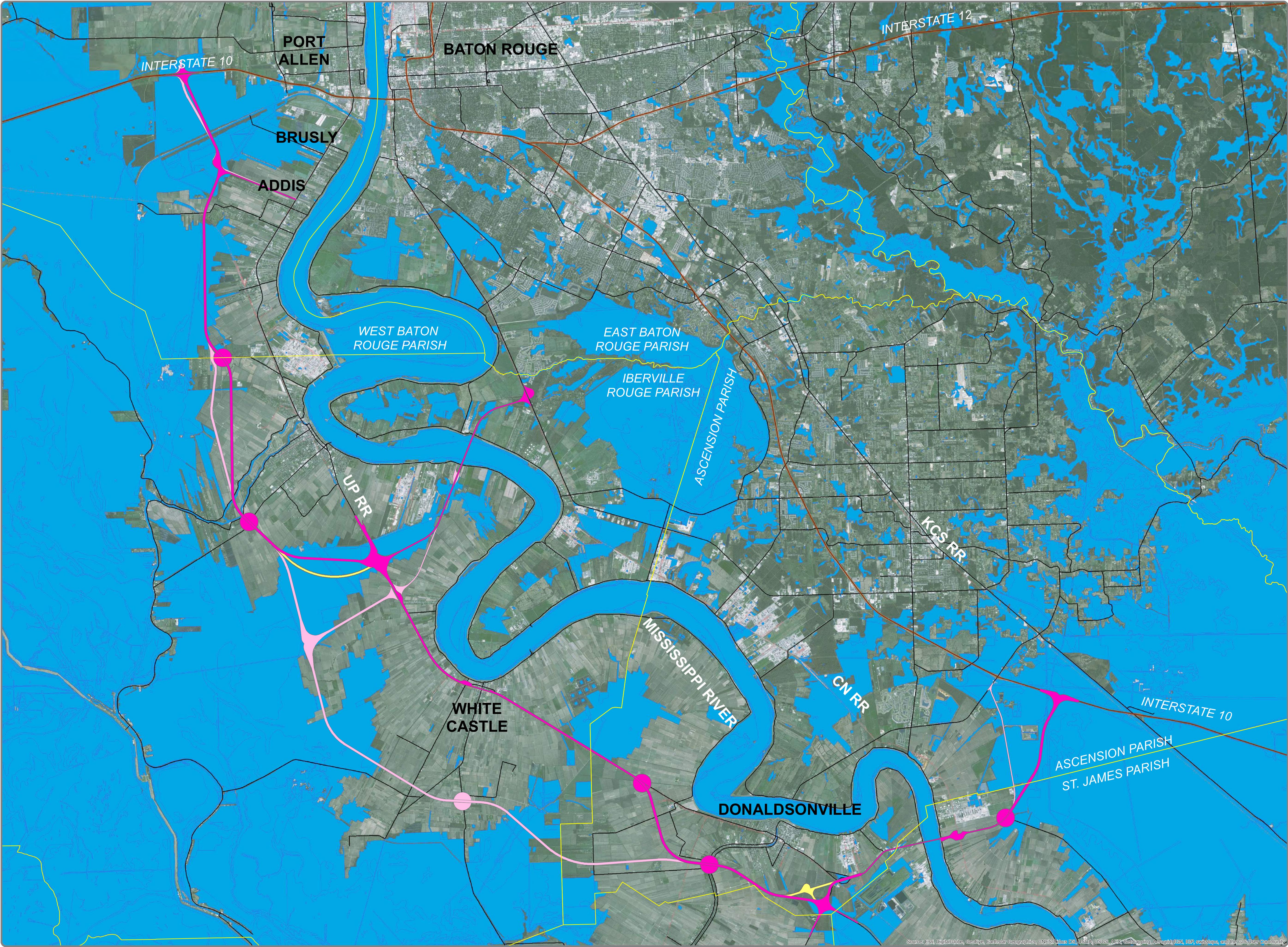
National Wetlands Inventory

WEST SIDE EXPRESSWAY



Legend

- ROW_Alternative 1
- ROW_Alternative 2
- ROW_Alternative 3
- Wetlands / Riverine
- Interstates
- Primary Roads
- Railroads



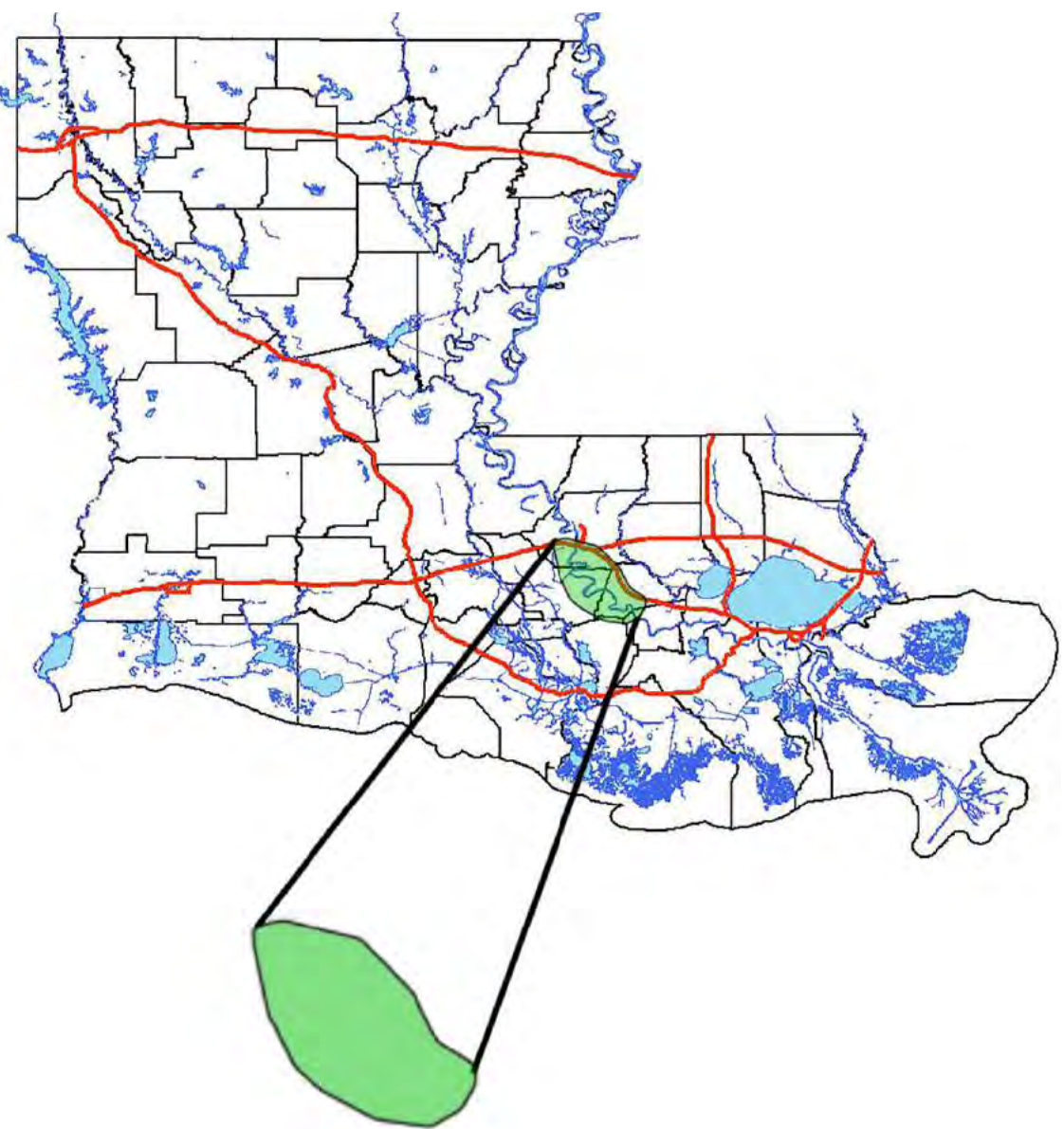
0 1 2 4 6 8 Miles

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QUALITY BY DESIGN

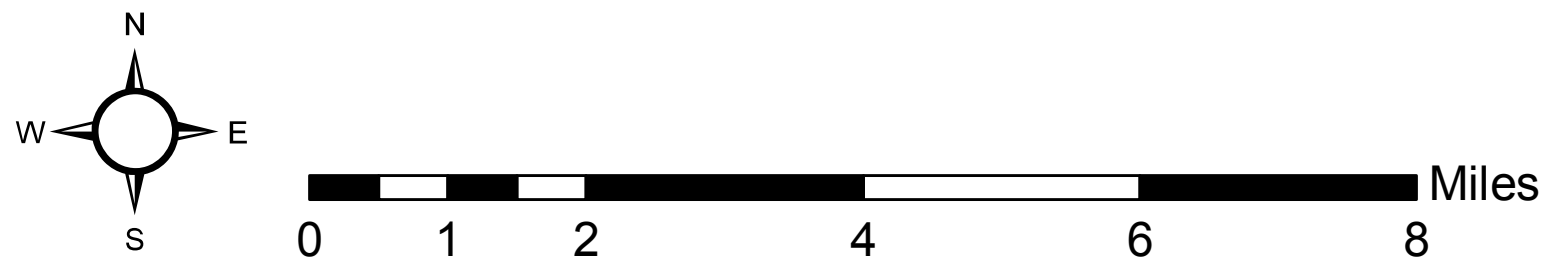
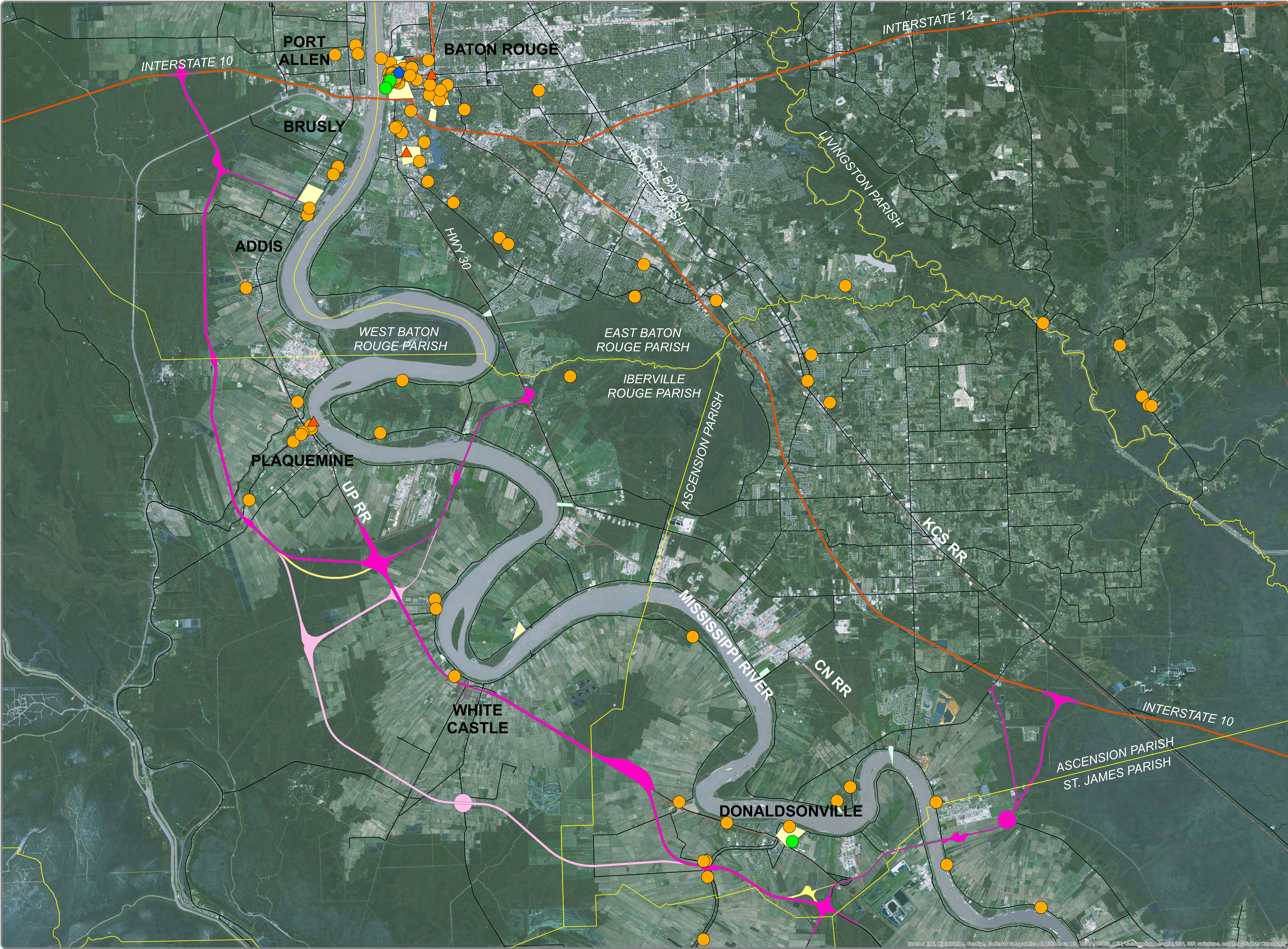
Exhibit G

National Register Historic Places WEST SIDE EXPRESSWAY



Legend

- ROW_Alternative 1
- ROW_Alternative 2
- ROW_Alternative 3
- Cultural Structure
- Cultural Site
- Cultural District
- Cultural Building
- Cultural Structure
- Cultural Site
- Cultural District
- Cultural Building
- Interstates
- Primary Roads
- Railroads





APPENDIX B:

Stage 0 Checklists

STAGE 0
Preliminary Scope and Budget Checklist

A. Project Background

District 61 Parishes Ascension, Iberville, St. James, West Baton Rouge
Route Iberville Mississippi River Bridge and West Side Expressway (new alignment) Control Section N/A
Begin Log Mile N/A End Log Mile N/A
Project Category (Safety, Capacity, etc.): Capacity
Date Study Completed: March 30, 2016
Describe the existing facility:
Functional classification: Expressway/Freeway Number and width of lanes: 4 x 12'-0"
Shoulder width and type: 10'-0" outside, 6'-0" inside paved Mode: Highway
Access control: Full ADT: Varies Posted Speed: 60 mph
Describe any existing pedestrian facilities (ADA compliance should be considered for all improvements that include pedestrian facilities): N/A
Describe the adjacent land use: Mixed – Forested wetlands, Crop and pastureland, industrial facilities, rural and suburban residential
Who is the sponsor of the study? Ascension and Iberville Parish Governments
List study team members: SJB Group – Wilfred Barry, Vincent Russo, Andy Hursey, Missey Lewis; AECOM – Robert Schmidt, Jonathan McDowell, Lou Costa
Will this project be adding miles to the state highway system (new alignment, new facility)? Yes If yes, has a transfer of ownership been initiated with the appropriate entity? No
Are there recent, current or near future planning studies or projects in the vicinity? Yes
If yes, please describe the relationship of this project to those studies/projects. LA 1 – I-10 Connector, Baton Rouge Loop, West Bank Turnpike Stage 0 Study – this project incorporates portions of the Baton Rouge Loop and West Bank Turnpike Stage 0 Study projects; however, it has independent utility from these studies/projects.
Provide a brief chronology of these planning study activities: The current study is a Stage 0 Feasibility/Pre-NEPA planning activity. It is the initial effort in the planning process.

B. Purpose and Need

State the Purpose (reason for proposing the project) and Need (problem or issue)/Corridor Vision and a brief scope of the project. Also, identify any additional goals and objectives for the project.

Relieves congestion in the LA 1 Corridor, especially at its junction with I-10; Increase mobility in the region by adding a new Mississippi River Bridge and relieves congestion in the I-10 Corridor through Baton Rouge; Supports opportunities for economic growth to the parishes as related to planned industrial development on the west bank of the Mississippi River; Provides additional hurricane evacuation route; and fulfill legislative resolution (HCR 100 of the 2014 Regular Legislative Session).

The project concept is to develop an access-controlled freeway connecting the communities along the west bank to I-10 west of Port Allen and south of Gonzales and to provide an additional Mississippi River Bridge crossing between Ascension and Iberville Parishes.

C. Agency Coordination

Provide a brief synopsis of coordination with federal, tribal, state and local environmental, regulatory and resource agencies.

Views were solicited by mass mailing on September 30, 2015. An agency meeting was held with Federal Highway Administration (FHWA), Louisiana Department of Transportation and Development (DOTD) and Capital Region Planning Commission (CRPC) on November 5, 2015.

What transportation agencies were included in the agency coordination effort?

FHWA, DOTD and CRPC have been briefed on the project. Several prominent resource agencies were sent a project description and map during the Solicitation of Views, including the US Army, Corps of Engineers, US Fish

and Wildlife Service, US Environmental Protection Agency, US Natural Resources Conservation Service, US National Park Service, US Federal Emergency Management Agency, LA Department of Culture, Recreation and Tourism, LA Department of Economic Development, LA Department of Environmental Quality, LA Department of Agriculture and Forestry, LA Department of Public Safety, LA Department of Wildlife and Fisheries, and the LA Department of Natural Resources.

Describe the level of participation of other agencies and how the coordination effort was implemented.

The coordination was accomplished by a Solicitation of Views. It was a mass mailing of the project description and map with a request for guidance within each agency's jurisdiction.

Responses were received from LA Office of Culture, Recreation and Tourism (Office of Cultural Development), LA Office of Health and Hospitals (Office of Public Health), Capital Area Groundwater Conservation District, US Federal Emergency Management Agency, LA Department of Transportation and Development (Floodplain Management Program), Capital Region Planning Commission, Iberville Parish Planning Commission, LA Department of Agriculture and Forestry, West Baton Rouge Parish Planning & Zoning Commission, LA Department of Natural Resources (Office of Conservation), US Natural Resources Conservation Service, US Army, Corps of Engineers (Operations Division), LA Office of Wildlife and Fisheries (Office of Wildlife) and US Environmental Protection Agency (Sole Source Aquifer Program).

What steps will need to be taken with each agency during NEPA scoping?

The process should follow state-of-the-practice for linking this corridor and sub-area planning study to NEPA. Upon the disposition of this document during this Stage 0 process, a review of the study should be undertaken by regulatory agencies, as well as those with special expertise with the issues of concern. The public should be involved by allowing a public review period of the document as well as a round of public meetings with the intent of educating the public on the project and receiving comments.

As this study provides a preliminary Purpose and Need statement, definition of the corridors and modes, a preliminary screening of alternates, description of the existing conditions and affected environment and a preliminary identification of environmental impacts and conceptual mitigation and permits required, it contains sufficient information to link the planning phase of the project to the NEPA process.

If an Environmental Impact Statement would be required, a Notice of Intent should be published in the *Federal Register* stating the intent of linking planning and NEPA at the earliest possible stage.

D. Public Coordination

Provide a synopsis of the coordination effort with the public and stakeholders; include specific timelines, meeting details, agendas, sign-in sheets, etc. (if applicable).

A meeting with local elected officials was held on January 21, 2016, to inform them of the project concept, purpose and need, and alternatives developed. The meeting was attended by several State Representatives and Senators, as well as Parish Officials from Ascension and Iberville parishes.

E. Range of Alternatives – Evaluation and Screening

Give a description of the project concept for each alternative studied.

What are the major design features of the proposed facility (attach aerial photo with concept layout, if applicable).
Three Build alternative alignments were developed as a part of this study plus a No Build alternative:

Alternative 1 consists of a new directional interchange at I-10 about 3 miles west of the existing I-10/LA 415 Interchange in West Baton Rouge Parish. The highway crosses the Intracoastal Waterway (Morgan City – Port Allen Route) near MP 59 on structure and then follows an alignment at the margin of the developed towns of Brusly and Addis to the east and forested wetlands to the west. An interchange and connector road is provided at Brusly to connect to LA 1. The alignment continues south where an interchange is provided at LA 1148 west of the US Department of Energy, Bayou Choctaw Strategic Petroleum Reserve. The alignment continues south and crosses Bayous Jacob and Plaquemine on structure with an interchange at LA 75 between the City of Plaquemine and the settlement of Crescent. The alignment curves east south of Bayou La Butte to a modified directional interchange with LA 1 south of Plaquemine. The route continues east then north, crossing the Mississippi River near River Mile 203 and connecting to LA 30 just north of the Town of St. Gabriel. Along LA 1 at the interchange south of Plaquemine, the alignment becomes an expressway with a parallel two-way, two-lane roadway and follows the existing alignment to just west of McCall, where it turns south then east to cross Bayou Lafourche on structure between LA 943 and LA 944, interchanging with LA 1 and LA 308. The alignment continues east to a

fully directional interchange at the intersection of LA 70 and LA 3127. The alignment then follows LA 70 across the Sunshine Bridge to a new interchange at LA 3125 and then continues north on new alignment to a directional interchange at I-10 about 2 miles south of the existing I-10/LA 22 interchange.

Alternative 2 follows the exact alignment of Alternative 1, except (1) the interchange between the expressway and LA 1 south of Plaquemine is fully directional, and (2) the interchange at LA 3127 de-emphasizes the LA 3127 movement in favor of continuity with an expressway to the Sunshine Bridge.

Alternative 3 follows the alignment of the previous alternatives to a point south of the LA 75 interchange. At that point, it provides a fully directional interchange to continue east towards LA 1 and the new Mississippi River Bridge. At the interchange, the alignment goes south then southeast to connect to the alignments in Alternatives 1 and 2 immediately west of the Bayou Lafourche crossing. The purpose of creating Alternative 3 is to propose an alignment which does not utilize the existing LA 1 corridor. An interchange along this alternative is provided at its crossing with LA 69 south of White Castle.

Will design exceptions be required? None known at this time

What impact would this project have on freight movements? It would provide an attractive alternative for shipments along I-10 which would like to bypass the City of Baton Rouge due to traffic congestion or incident. Also, the new route will enhance intermodal highway connectivity, which would increase the movement of freight within the project area.

Does this project cross or is it near a railroad crossing? All of the alternates cross the railroad lines on structure just west of Brusly, at the new LA 1 interchange south of Plaquemine, at LA 30 on the east bank of the Mississippi River, east of Donaldsonville near LA 3089/LA 70 interchange ,and just east of the Sunshine Bridge on the east bank of the river. Additionally, Alternatives 1 and 2 parallel the UPRR tracks on the west bank which currently parallel existing LA 1 south of Plaquemine and then cross the tracks about a mile west of McCall.

DOTD's "Complete Streets" policy should be taken into consideration. Per the policy, any exception for not accommodating bicyclists, pedestrians and transit users will require the approval of the DOTD chief engineer. For exceptions on Federal-aid highway projects, concurrence from FHWA must also be obtained. In addition any exception in an urbanized area, concurrence from the MPO must also be obtained.

- Describe how the project will implement the policy or include a brief explanation of why implementing the policy would not be feasible. In Stage 0, the alternative development is not at the detail where the policy could be effectively implemented. It is felt that more detailed preliminary alternatives developed during Stage 1 would be the more appropriate time for this consideration.

How are Context Sensitive Solutions being incorporated into the project? We feel that these types of project amenities could be better considered when the public is better engaged in the project concept. A more detailed public involvement program is envisioned during Stage 1.

Was the DOTD's "Access Management" policy taken into consideration? If so, describe how. The facility is an access-controlled freeway. Beyond that, additional detail will need to be developed in order to take into proper consideration access management policy.

Were any safety analyses performed? If so describe results. An overview analysis of the existing conditions along LA 1 was performed to determine any "hot spot" locations. Safety analyses using the AASHTO HSM should be performed in Stage 1 on the proposed interchanges and any upgrades proposed for existing arterial corridors.

Are there any abnormal crash locations or overrepresented crashes within the project limits? While we found that some sections of existing LA 1 had high numbers of crashes due to accompanying high traffic volumes and congestion, we did not find any location where they were abnormal in number or overrepresented by crash type.

What future traffic analyses are anticipated? At present, data from the MPOs regional traffic model were utilized to the extent possible or practicable to identify volumes and movements as needed to identify the feasibility of the project. However, a more detailed traffic data and analyses will be required during Stage 1 to properly identify the number of lanes required, ramp volumes, turning movements, etc.

Will fiber optics be required? If so, are there existing lines to tie into? This has not been determined at this Stage.

Are there any future ITS/traffic considerations? More than likely, a project of this magnitude will require ITS consideration. However, we have not considered the details of these considerations at this Stage of the study.

What is the required Transportation Management Plan (TMP) level as defined by EDSM No. VI.1.1.8? None

Please attach documentation required for Stage 0 for this level TMP. As most of the project is on new alignment, no TMP is required in Stage 0. During Stage 1 as part of the Traffic Analysis Task, it will be necessary to look at a queue analysis along I-10, LA 1, and LA 70 for work that may be impacted by temporary lane closures or detours during construction.

Was Construction Transportation Management/Property Access taken into consideration? We developed conceptual service roads to maximize property access. However, Transportation Management and property access issues should be considered in more detail during Stage 1 of the study.

Were alternative construction methods considered to mitigate work zone impacts? No

Describe screening criteria used to compare alternatives and from what agency the criteria were defined. Screening criteria were based on social, economic and environmental considerations as would be required under the National Environmental Policy Act. However, environmental considerations were accomplished at a very broad level of detail and environmental impediments were avoided as much as possible. Therefore, all of the Build alternatives should be kept in the study, or tweaked to minimize impacts during Stage 1.

Give an explanation for any alternative that was eliminated based on the screening criteria. No alternatives have been eliminated at this stage of the study.

Which alternatives should be brought forward into NEPA and why? All three build alternatives plus the No Build alternative should be brought forward into the NEPA study since there are no foreseen environmental issues which would preclude any of the alternatives from being considered for implementation.

Did the public, stakeholders and agencies have an opportunity to comment during the alternative screening process? Alternative corridors were developed early in Stage 0. Federal Highway Administration, Louisiana DOTD and the Capitol Region Planning Commission were briefed on the alternative corridors. Views were solicited on these corridors by mass mailing on September 30, 2015. Preliminary alignments were developed within these corridors and presented to Elected Officials on January 21, 2016. Public Involvement will occur in furtherance of project scoping at the beginning of Stage 1.

Describe any unresolved issues with the public, stakeholders and/or agencies. No unresolved issues have surfaced at this time.

F. Planning Assumptions and Analytical Methods

What is the forecast year used in the study? 2037

What method was used for forecasting traffic volumes? Capital Region Planning Commission provided traffic volumes for the study utilizing their regional model.

Are the planning assumptions and the corridor vision/purpose and need statement consistent with the long range transportation plan? We have worked with the MPO, who has assisted us with the study. The project is not in the current Long Range Transportation Plan, but it is our desire to make a case that this project should be included in the plan.

What future year policy and/or data assumptions were used in the transportation planning process as they are related to land use, economic development, transportation costs and network expansion? As previously stated, we utilized a design year for traffic of 2037. We reviewed the Baton Rouge MPO

(Capital Region Planning Commission) Long Range Transportation Plan (MTP 2037) for identification of projects to be developed through that time period. We also looked at the plans for Iberville (Master Plan, Unified Development Code), Ascension (Unified Land Development Code), St. James and West Baton Rouge (Plan West) Parishes to determine the compatibility of the project with the various parishes' current visioning.

G. Potential Environmental Impacts

See the attached Stage 0 Environmental Checklist

H. Cost Estimate

Provide a cost estimate for each feasible alternative:

Cost	Alternative 1	Alternative 2	Alternative 3
Engineering Design	\$159,800,000	\$145,450,000	\$163,400,000
Traffic Analyses	\$1,598,000	\$1,454,500	\$1,634,000
Environmental (NEPA)	\$10,000,000	\$10,000,000	\$10,000,000
Mitigation	\$25,000,000	\$25,000,000	\$30,000,000
ROW Acquisition	\$120,000,000	\$120,000,000	\$100,000,000
Utility Relocations	\$200,000,000	\$200,000,000	\$150,000,000
Construction (+ Traffic Management)	\$2,729,602,000	\$2,457,095,500	\$2,797,966,000
TOTAL PROJECT COST	\$3,246,000,000	\$2,959,000,000	\$3,253,000,000

Notes:

- Engineering Design is 5% of Construction Cost
- Traffic Analysis is 1% of Engineering Cost
- Construction Costs have 20% Contingency

I. Expected Funding Source(s) (Highway Priority Program, CMAQ, Urban Systems, Fed/State earmarks, etc.) Earmarks and Tolling

ATTACH ANY ADDITIONAL DOCUMENTATION

Disposition (circle one): (1) Advance to Stage 1 (2) Hold for Reconsideration (3) Shelve

STAGE 0
Environmental Checklist

Route Iberville Mississippi River Bridge & West Side Expressway Parishes: Ascension, Iberville, St. James & West Baton Rouge

C.S. N/A Begin Log mile N/A End Log mile N/A

ADJACENT LAND USE: Mixed – Forested wetlands, Crop and pastureland, industrial facilities, rural and suburban residential

Any property owned by a Native American Tribe?

(Y or N or Unknown) If so, which Tribe? No

Any property enrolled into the Wetland Reserve Program?

(Y or N or Unknown) If so, give the location No

Are there any other known wetlands in the area?

(Y or N) If so, give the location Yes – the project alignments are projected to traverse wetlands associated with the Atchafalaya River basin from I-10 south to the Iberville-West Baton Rouge Parish line, Bayou Jacob, Bayou Plaquemine, Bayou La Butte, Muddy Bayou/Rocky Canal, Bayou Lafourche, near the Iberville-St. James-Assumption Parish lines south and east of Donaldsonville and in the Maurepas Swamp just south of Sorrento

Community Elements: Is the project impacting or adjacent to any (if the answer is yes, list names and locations):

(Y or N) Cemeteries Yes – Alternatives 1 and 2 potentially affect St. Paul Cemetery in Bayou Goula, St. John Baptist Cemetery in White Castle, Our Lady of Prompt Succor and White Castle Cemetery along Moss Street in White Castle

(Y or N) Churches No

(Y or N) Schools Yes – Alternatives 1 and 2 potentially affect Dorseyville Elementary School near White Castle

(Y or N) Public Facilities (i.e., fire station, library, etc.) Yes - Alternatives 1 and 2 displace a Post Office in the Town of White Castle

(Y or N) Community water well/supply No, though could affect Wellhead Protection Area in White Castle

Section 4(f) issue: Is the project impacting or adjacent to any (if the answer is yes, list names and locations):

(Y or N) Public recreation areas No

(Y or N) Public parks Yes – Alternatives 1 and 2 potentially affect Burton Park in White Castle

(Y or N) Wildlife Refuges No

(Y or N) Historic Sites Yes – Nottoway Plantation near White Castle, Palo Alto Plantation south of Donaldsonville, Palo Alto Dependency south of Donaldsonville, and St. Emma Plantation south of Donaldsonville. Also, Brusly Connector in close proximity to Cinclare Sugar Mill Historic District. The Sunshine Bridge is also eligible for the National Register of Historic Places under Criterion C.

Is the project impacting, or adjacent to, a property listed on the National Register of Historic Places?

(Y or N) Yes **Is the project within a historic district or a national landmark district?** (Y or N) No If the answer is yes to either question, list names and locations below:

Nottoway Plantation near White Castle, Palo Alto Plantation south of Donaldsonville, Palo Alto Dependency south of Donaldsonville, and St. Emma Plantation south of Donaldsonville. Also, Brusly Connector in close proximity to Cinclare Sugar Mill Historic District

Do you know of any threatened or endangered species in the area? (Y or N) Yes

If so, list species and location. LA Department of Wildlife and Fisheries indicated that the Pallid Sturgeon (Scaphirhynchus albus) may occur in the project area.

Does the project impact or adjacent to a stream protected by the Louisiana Scenic Rivers Act? (Y or N) No If yes, name the stream. _____

STAGE 0 Environmental Checklist

Are there any Significant Trees as defined by EDSM I.1.1.21 within proposed ROW? (Y or N) Yes If so, where? It is likely to affect significant trees all along its length, especially in forested areas. However, it is not possible to state with certainty the exact location at this time.

What year was the existing bridge built? The Sunshine Bridge was constructed in 1964

Are any waterways impacted by the project considered navigable? (Y or N) Yes If unknown, state so, list the waterways: Mississippi River, Intracoastal Waterway (Morgan City – Plaquemine Route), Bayou Plaquemine and Bayou Lafourche

Hazardous Material: Have you checked the following DEQ and EPA databases for potential problems? (If the answer is yes, list names and locations.)

(Y or N) Leaking Underground Storage Tanks Yes - (1) Sorrento Super Stop, 7140 LA 22, Sorrento, LA; (2) Chaz's, 32025 LA 1, White Castle, LA

(Y or N) CERCLIS Yes – Cleve Reber Site on LA 70 – deleted from Final NPL 12/30/1997

(Y or N) ERNS Yes – Community Right-to-know database checked

(Y or N) Enforcement and Compliance History Yes – See table below

Zip Code	Facilities in Current Violation	Facilities in Violation (last 3 years)	Facilities with Enforcement Actions (last 5 years)
70346	7	13	7
70778	3	5	2
70767	21	47	22
70719	3	4	0
70710	3	4	3
70764	12	23	12
70780	3	3	2
70788	0	8	4
70086	4	11	6

Facilities with Current Significant Violations

Name	Address	Violations	Quarters NC (3 years)	Inspections (5 Years)	Formal Enforcement Actions (5 years)
City of Donaldsonville	Section 34 T12S R15E	CWA	12	3	1
Duplessis Primary School	1100 Webster St., Donaldsonville	CWA	12	0	0
Lowery Elementary School	23898 LA 1 S, Donaldsonville	CWA	11	0	0
Sid Richardson Carbon Black	5221 Sid Richardson Rd, Addis	CAA	12	3	3
Dow Chemical Company LA Ops	21255 LA 1, Plaquemine	RCRA	12	14	5

STAGE 0 Environmental Checklist

Axiall LLC	26100 LA 405 S, Plaquemine	CAA	12	8	1
TESI Plantation Gardens	Knottaway Dr. Ext, Sunshine	CWA	11	0	2
LBC Baton Rouge Sunshine Terminal	1725 LA 75, Sunshine	CWA	9	5	0
Mosaic Fertilizer Faustina Plant	9959 LA 18, St. James	RCRA	12	0	1
Donaldsonville Asphalt Plant	Terminal	CWA	3	0	0
Valero Marketing & Supply Company	10455 LA 18, St. James	CWA	12	1	0

Underground Storage Tanks (UST): Are there any Gasoline Stations or other facilities that may have UST on or adjacent to the project? (Y or N) Yes

If so, give the name and location: See table below

Master AI ID	Master AI Name	Address	Municipality
2719	Motiva Enterprises	LA 44 & LA 70	Convent
11231	Air Products & Chemicals	12465 LA 70 E	Convent
14821	Bordelon's Chevron	32015 LA 1	White Castle
31333	Sunshine Super Stop	12091 LA 70	Convent
37099	Sorrento Super Stop	7140 LA 22	Sorrento
71263	P&S Truck Stop #6	7139 LA 22	Sorrento
72208	Poppingo's #8	31890 LA 1	White Castle
72211	Sunshine Food & Fuel	2251 LA 70	Donaldsonville
73956	Chaz's	32025 LA 1	White Castle
78125	Poppingo's #11	10493 LA 70 W	St. James
78928	Marcello Texaco Food Mart #2	2369 LA 70	Donaldsonville
79986	Bayou Conway Shell	7330 John LeBlanc Blvd.	Sorrento
84117	Go Bear Food Mart #24	7337 John LeBlanc Blvd.	Sorrento
87320	Richard Oil & Fuel	2330 LA 70	St. James
101135	Sunshine Truck & Casino Plaza	10433 LA 70 W	St. James
164255	Cane Row Casing & Truck Stop	7775 LA 70 N	Donaldsonville

Any chemical plants, refineries or landfills adjacent to the project? (Y or N) Yes **Any large manufacturing facilities adjacent to the project?** (Y or N) No **Dry Cleaners?** (Y or N) If yes to any, give names and locations: Yes –Alternatives 1 and 2 may take a Dry Cleaning establishment in White Castle, though it may have been closed or torn down. All alternatives could utilize LA 70 to interchange I-10 at LA 22, which is adjacent to the Colonial Landfill on LA 70

Oil/Gas wells: Have you checked DNR database for registered oil and gas wells? (Y or N) Yes List the type and location of wells being impacted by the project. There are many oil and gas wells along the alternative alignments. Many of these are plugged and abandoned. However, it is likely that active wells might be impacted, though our screening of alternatives included avoiding the major well fields in the project area, as well as the Choctaw Bayou Strategic Petroleum Reserve site near Plaquemine

Are there any possible residential or commercial relocations/displacements? (Y or N) Yes
How many? See table below

STAGE 0 Environmental Checklist

Alternative Displacements/Impacts	1	2	3	No Build
Residences	72	72	38	0
Mobile Homes	282	282	274	0
Businesses	38	38	23	0
Other Impacts	4 Cemeteries 1 Park 1 School 1 Post Office	4 Cemeteries 1 Park 1 School 1 Post Office		0

The high number of mobile homes includes the taking of Choctaw Mobile Home Park along LA 1148 in order to avoid the Choctaw Bayou Strategic Petroleum Reserve site and existing heavy industrial development. Also, Alternatives 1 and 2 traverse the Town of White Castle, which accounts for the relatively large number of residential and commercial displacements as compared to Alternative 3.

Do you know of any sensitive community or cultural issues related to the project? (Y or N) No

If so, explain _____

Is the project area population minority or low income? (Y or N) No, though a pocket of Census Blocks in the Town of White Castle will be affected which have a high proportion of low income and minority population.

What type of detour/closures could be used on the job? Most of the project will be constructed on new alignment and no closures or detours would be necessary. Alternatives 1 and 2 which parallel existing LA 1, we would consider construction of the service roads first to carry existing traffic prior to construction of the expressway in the existing right of way to minimize closures. Access issues along LA 70 south of the Sunshine Bridge will entail additional access studies to develop possible detours or closure plans during construction.

Did you notice anything of environmental concern during your site/windshield survey of the area? If so, explain below. No

Prepared By:

Vincent G. Russo, Jr.

Point of Contact

(225) 766-3400

Phone Number

March 24, 2016

Date

STAGE 0 Environmental Checklist

General Explanation:

To adequately consider projects in Stage 0, some consideration must be given to the human and natural environment which will be impacted by the project. The Environmental Checklist was designed knowing that some environmental issues may surface later in the process. This checklist was designed to obtain basic information, which is readily accessible by reviewing public databases and by visiting the site. It is recognized that some information may be more accessible than other information. Some items on the checklist may be more important than others depending on the type of project. It is recommended that the individual completing the checklist do their best to answer the questions accurately. Feel free to comment or write any explanatory comments at the end of the checklist.

The Databases:

To assist in gathering public information, the previous sheet includes web addresses for some of the databases that need to be consulted to complete the checklist. As of February 2011, these addresses were accurate.

Note that you will not have access to the location of any threatened or endangered (T&E) species. The web address lists only the threatened or endangered species in Louisiana by Parish. It will generally describe their habitat and other information. If you know of any species in the project area, please state so, but you will not be able to confirm it yourself. If you feel this may be an issue, please contact the Environmental Section. We have biologist on staff who can confirm the presence of a species.

Why is this information important?

Land Use? Indicator of biological issues such as T&E species or wetlands.

Tribal Land Ownership? Tells us whether coordination with tribal nations will be required.

WRP properties? Farmland that is converted back into wetlands. The Federal government has a permanent easement which cannot be expropriated by the State. Program is operated through the Natural Resources Conservation Service (formerly the Soil Conservation Service).

Community Elements? DOTD would like to limit adverse impacts to communities. Also, public facilities may be costly to relocate.

Section 4(f) issues? USDOT agencies are required by law to avoid certain properties, unless a prudent or feasible alternative is not available.

Historic Properties? Tells us if we have a Section 106 issue on the project. (Section 106 of the National Historic Preservation Act) See <http://www.achp.gov/work106.html> for more details.

Scenic Streams? Scenic streams require a permit and may require restricted construction activities.

Significant Trees? Need coordination and can be important to community.

Age of Bridge? Section 106 may apply. Bridges over 50 years old are evaluated to determine if they are eligible for the National Register of Historic Places.

Navigability? If navigable, will require an assessment of present and future navigation needs and US Coast Guard permit.

Hazardous Material? Don't want to purchase property if contaminated. Also, a safety issue for construction workers if right-of-way is contaminated.

Oil and Gas Wells? Expensive if project hits a well.

Relocations? Important to community. Real Estate costs can be substantial depending on location of project. Can result in organized opposition to a project.

Sensitive Issues? Identification of sensitive issues early greatly assists project team in designing public involvement plan.

Minority/Low Income Populations? Executive Order requires Federal Agencies to identify and address disproportionately high and adverse human health and environmental effects on minority or low income populations. (Often referred to as Environmental Justice)

Detours? The detour route may have as many or more impacts. Should be looked at with project. May be unacceptable to the public.

STAGE 0 Environmental Checklist

Louisiana Governor's Office of Indian Affairs:

<http://www.indianaffairs.com/tribes.htm>

Louisiana Wetlands Reserve Program:

<http://www.nrcs.usda.gov/programs/wrp/states/la.html>

Community Water Well/Supply

<http://sonris.com/default.htm>

Louisiana Department of Wildlife and Fisheries – Wildlife Refuges

<http://www.wlf.louisiana.gov/refuges>

<http://www.fws.gov/refuges/profiles/ByState.cfm?state=LA>

<http://www.fws.gov/refuges/refugelocators/Louisiana.html>

U.S. Fish & Wildlife Service – National Wetlands Inventory:

<http://www.fws.gov/wetlands/>

Louisiana State Historic Sites:

<http://www.crt.state.la.us/parks/ihistoricsiteslisting.aspx>

National Register of Historic Places (Louisiana):

<http://nrhp.focus.nps.gov/natreghome.do?searchtype=natreghome>

<http://www.nationalregisterofhistoricplaces.com/la/state.html>

National Historic Landmarks Program:

<http://www.nps.gov/history/nhl/>

Threatened and Endangered Species Databases:

<http://www.wlf.louisiana.gov/wildlife/louisiana-natural-heritage-program>

Louisiana Scenic Rivers:

<http://www.wlf.louisiana.gov/wildlife/scenic-rivers>

<http://media.wlf.state.la.us/experience/scenicrivers/louisiananaturalandscenicriversdescriptions/>

<http://www.legis.state.la.us/lss/lss.asp?doc=104995>

Significant Tree Policy (EDSM I.1.1.21)

<http://notes1/ppmemos.nsf>

(Live Oak, Red Oak, White Oak, Magnolia or Cypress, aesthetically important, 18" or greater in diameter at breast height and has form that separates it from surrounding or that which may be considered historic.)

CERCLIS (Superfund Sites):

<http://www.epa.gov/superfund/sites/cursites/>

http://www.epa.gov/enviro/html/cerclis/cerclis_query.html

ERNS - Emergency Response Notification System - Database of oil and hazardous substances spill reports: <http://www.epa.gov/region4/r4data/erns/index.htm>

Enforcement & Compliance History (ECHO)

<http://www.epa-echo.gov/echo/>

DEQ – Underground Storage Tank Program Information:

<http://www.deq.louisiana.gov/portal/tabid/2674/Default.aspx>

Leaking Underground Storage Tanks:

<http://www.deq.state.la.us/portal/tabid/79/Default.aspx>

STAGE 0
Environmental Checklist

SONRIS – Oil and Gas Well Information & Water Well Information
<http://sonris.com/default.htm>

Environmental Justice (minority & low income)
<http://www.fhwa.dot.gov/environment/ej2000.htm>

Demographics
<http://www.census.gov/>

FHWA’s Environmental Website
<http://www.fhwa.dot.gov/environment/index.htm>

Additional Databases Checked

Other Comments:



APPENDIX C:

Solicitation of Views

September 30, 2015

Iberville Parish Mississippi River Bridge and West Side Expressway
Ascension, Iberville, St. James and West Baton Rouge Parishes

RE: Solicitation of Views

On behalf of Ascension and Iberville Parish governments, SJB Group, LLC, is requesting your assistance in providing your views on this proposal. Early in the planning stages of a transportation project, views from federal, state, and local agencies, organizations, and individuals are solicited. The special expertise of these groups can assist with the early identification of environmental, economic, and social effects or concerns.

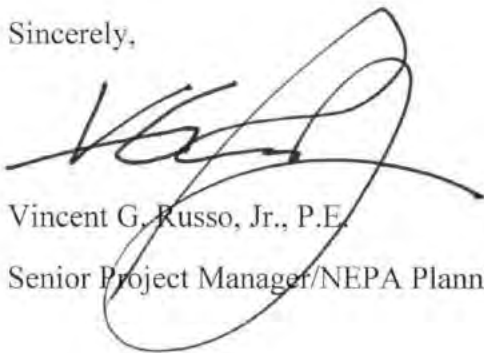
We have included a preliminary project description and maps showing the general location of the project with the preliminary corridor sections.

It is requested that you review the attached information and furnish us with your views and comments by November 1, 2015.

Replies should be addressed to Vincent Russo, c/o SJB Group, LLC, Post Office Box 1751, Baton Rouge, LA 70821-1751. Please reference the project name in your reply.

If you have any questions or need additional information, please call Mr. Russo at (225) 769-3400. Your support in this regard will be appreciated.

Sincerely,



Vincent G. Russo, Jr., P.E.
Senior Project Manager/NEPA Planning



Project Description

The West Side Expressway project is a proposed freeway-class highway in Ascension, Iberville, St. James and West Baton Rouge Parishes to enhance mobility, increase safety, relieve congestion and enhance hurricane evacuation. It is envisioned to provide needed connectivity between the parishes by construction of a new Mississippi River Bridge, construction of a controlled-access freeway, and providing additional access to Interstate 10 (I-10).

The proposed project would provide a four-lane freeway from a new I-10 interchange west of the current I-10/LA 415 Interchange running south on new alignment through West Baton Rouge and Iberville Parishes, then east to a crossing of Highway LA 1 between Plaquemine and White Castle, then crossing the Mississippi River near River Mile 203 Above Head of Passes (AHP) and ending at an interchange on Highway LA 30 near St. Gabriel in Ascension Parish. Additionally, the proposal would construct a four-lane freeway along LA 1 along the existing alignment between the bridge crossing and White Castle and from White Castle to Donaldsonville, with bypasses of both White Castle and Donaldsonville. Also, connectivity between LA 1/LA 70 and LA 3127 would be enhanced to access the LA 70 Mississippi River (Sunshine) Bridge. From the Sunshine Bridge, connection to I-10 would be accommodated via a new interchange at I-10 in St. James Parish. The new Mississippi River crossing would also have a highway/rail alternative.

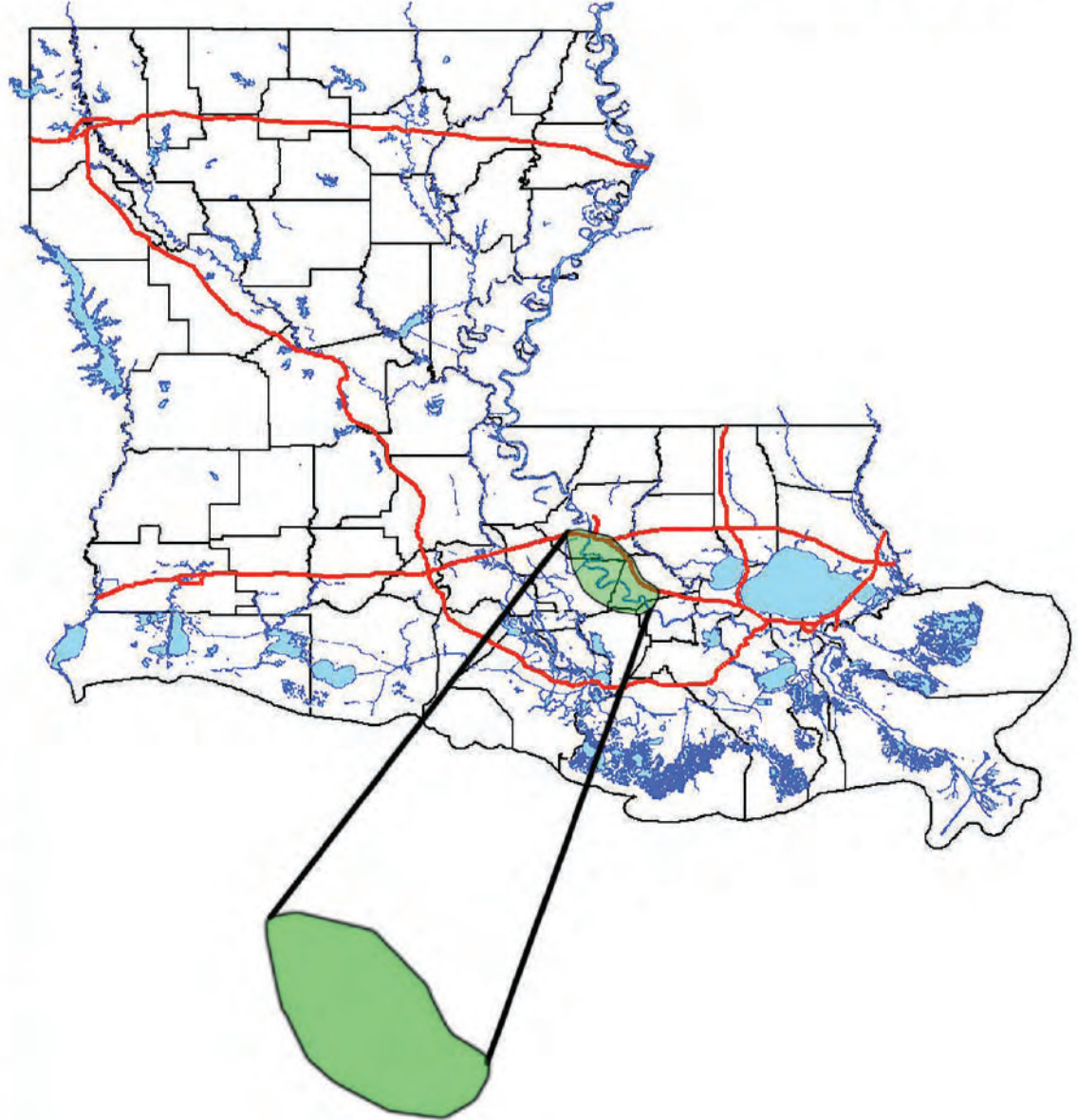
Portions of this proposed roadway are the subject of ongoing studies.

- Baton Rouge Loop Tier 1 Environmental Impact Statement, Section 4(f)/6(f) Evaluation, prepared for the Federal Highway Administration (FHWA), the Louisiana Department of Transportation and Development (DOTD) and the Capitol Area Expressway Authority (CAEA), State Project Number H.005021, Federal Aid Project Number STP-9609(504), and
- West Bank Turnpike Feasibility Study, From I-10 at LA 1 in Port Allen To I-310 at LA 3127 in Boutte, prepared by the DOTD Scoping Unit, dated February 2011.

Exhibit A

Project Study Area

WEST SIDE EXPRESSWAY



Legend

- Study Area
- Interstates
- Primary Roads
- Railroads

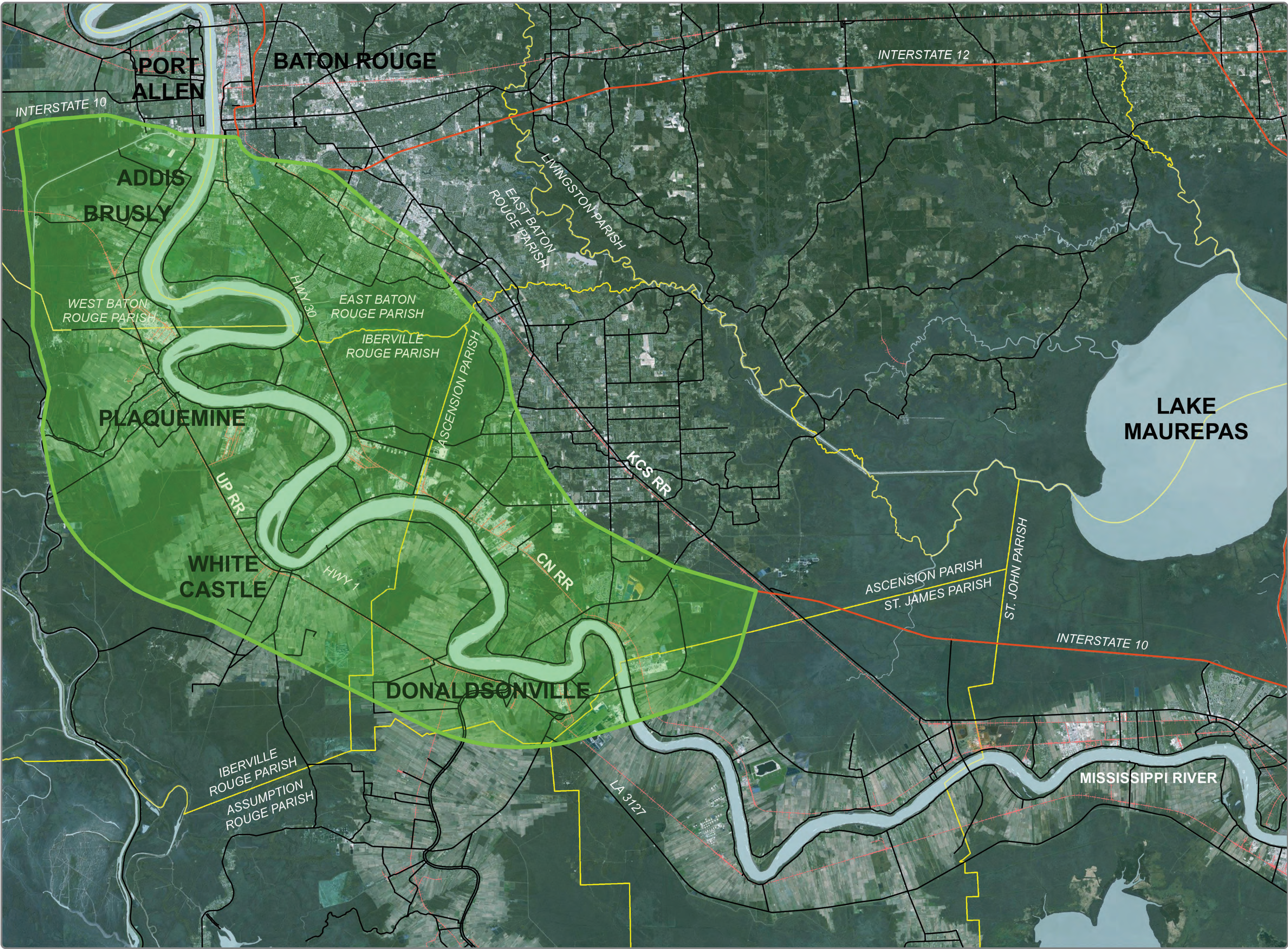
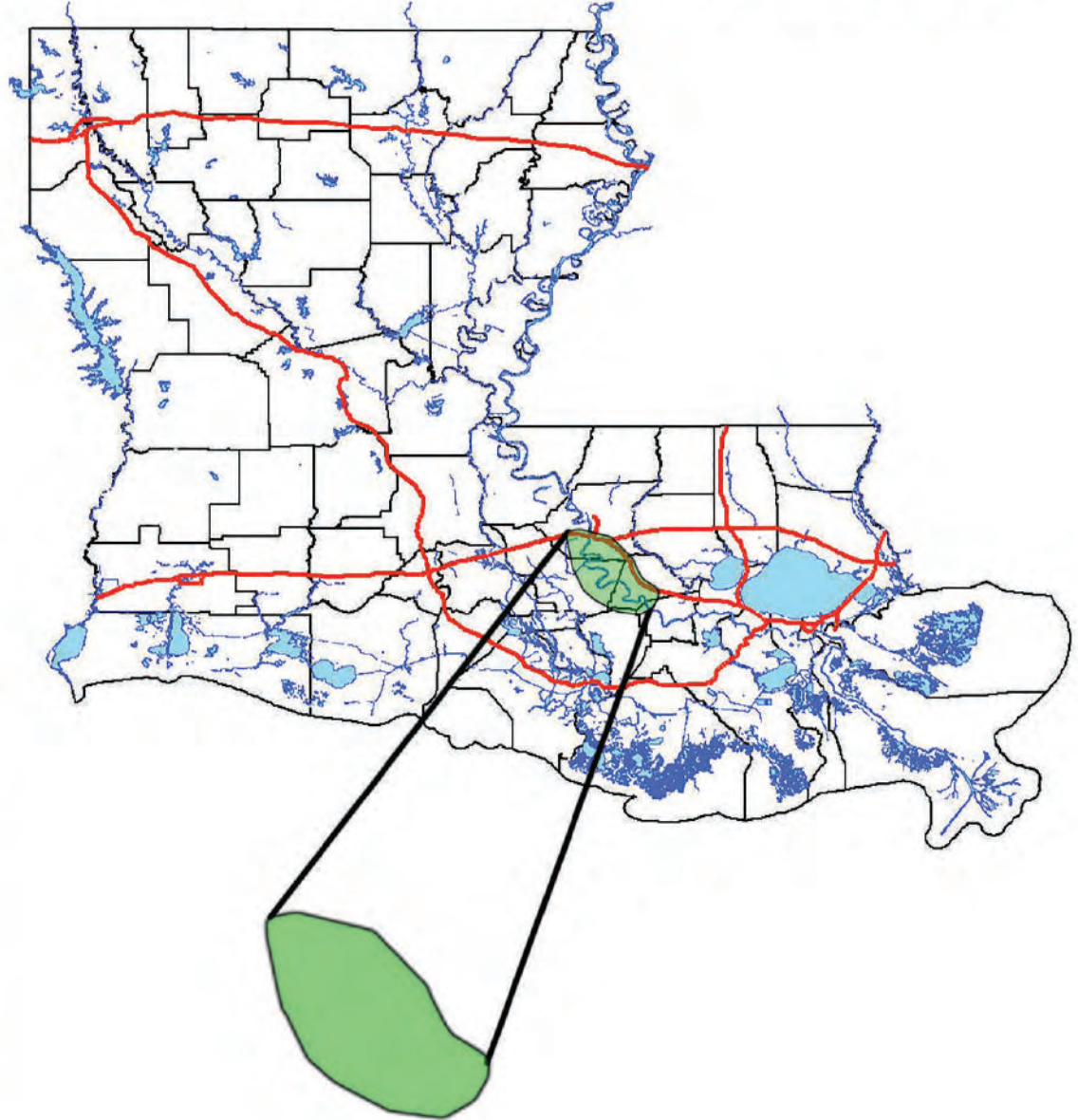


Exhibit B

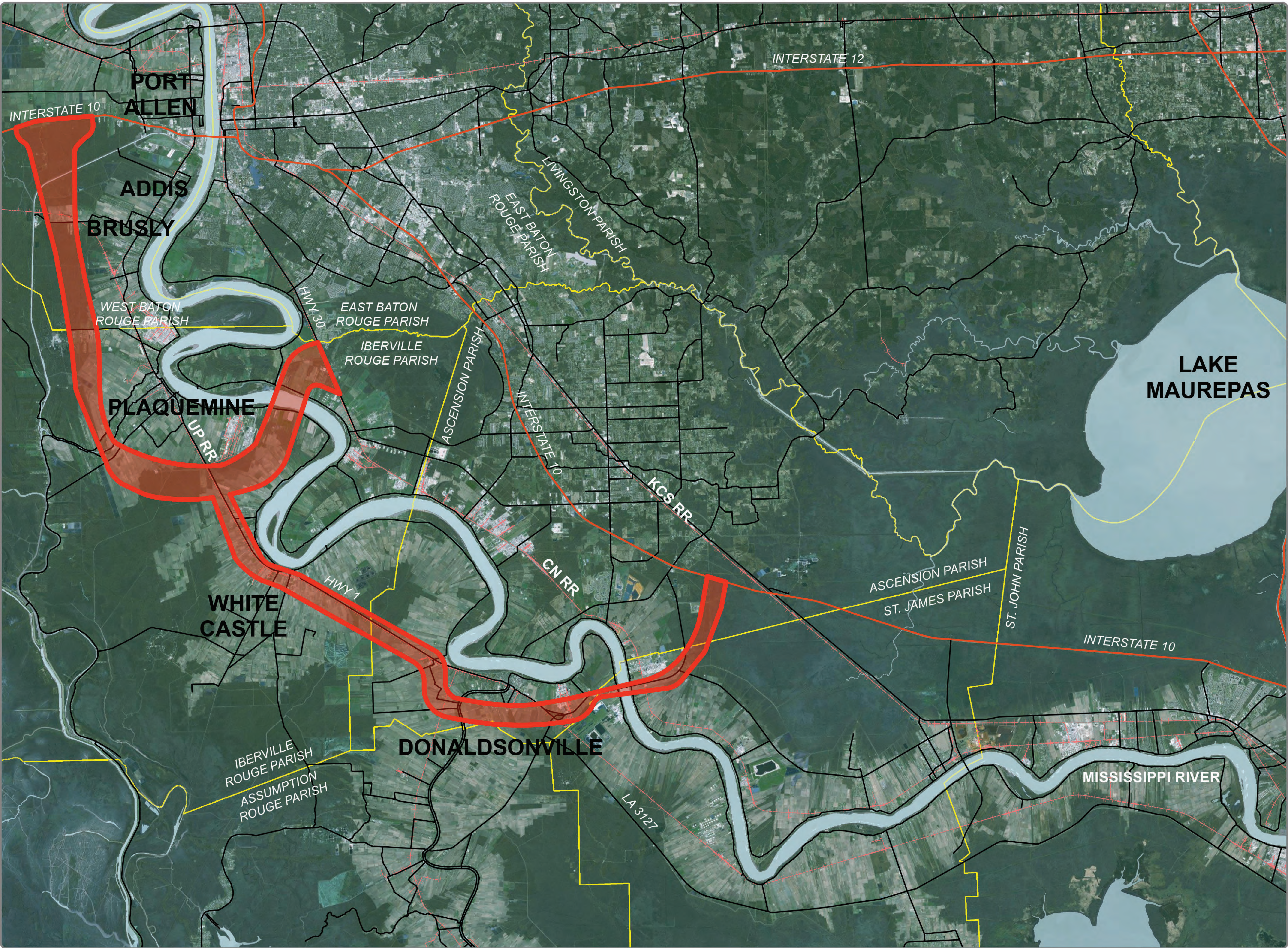
Study Corridors

WEST SIDE EXPRESSWAY



Legend

- Interstates
- Primary Roads
- Railroads
- Study Corridors



Coalition to Restore Coastal Louisiana
Kimberly Reyher, Director
6160 Perkins Road, Suite 225
Baton Rouge, LA 70808

Department of Agriculture & Forestry
Office of Forestry
P.O. Box 1628
Baton Rouge, LA 70821

Dept. of Culture Recreation & Tourism
Division of Archaeology
P.O. Box 44247
Baton Rouge, LA 70804

Department of Economic Development
Office of Business Development
P.O. Box 94185
Baton Rouge, LA 70804

LA Department of Natural Resources
Office of Mineral Resources
P.O. Box 2827
Baton Rouge, LA 70821

Department of Agriculture & Forestry
Office of Soil/Water Conservation
P.O. Box 3554
Baton Rouge, LA 70821

Dept. of Culture Recreation & Tourism
Office of State Parks
P.O. Box 44426
Baton Rouge, LA 70804

Department of Health & Hospitals
Division of Environmental Health
Attn: Yuanda Zhu
P.O. Box 4489
Baton Rouge, LA 70821

Department of Public Safety
Highway Safety Commission
P.O. Box 66336
Baton Rouge, LA 70896

Department of Wildlife & Fisheries
LA Natural Heritage Program
P.O. Box 98000
Baton Rouge, LA 70898

Division of Administration
State Land Office
P.O. Box 44124
Baton Rouge, LA 70804

Environmental Protection Agency
Source Water Protection (6WQ-S)
1445 Ross Avenue
Dallas, TX 75202-2733

FEMA Region VI
FRC 800 North Loop 288
Denton, TX 76209

LA Department of Natural Resources
Office of Conservation
P.O. Box 94275
Baton Rouge, LA 70804-9275

Louisiana Forestry Association
Mr. Buck Vandersteen
P.O. Box 5067
Alexandria, LA 71307

National Park Service
Southeast Region
Attn: Anita Jackson
100 Alabama St., SW, 1924 Building
Atlanta, GA 30303

Natural Resources Conservation Service
Kevin D. Norton
3737 Government St.
Alexandria, LA 71302

U.S. House of Representatives
Hon. Cedric Richmond (District 2)
2021 Lakeshore Dr., Suite 309
New Orleans, LA 70122

U.S. House of Representatives
Hon. Garrett Graves (District 6)
2351 Energy Drive, Suite 1200
Baton Rouge, LA 70808

United States Senate
Senator Bill Cassidy, M.D.
5555 Hilton Avenue, Suite 100
Baton Rouge, LA 70808

United States Senate
Senator David Vitter
2800 Veterans Memorial Blvd., Ste 201
Metairie, LA 70002

8th Coast Guard District (NO)
District Commander
Hale Boggs Federal Building
500 Poydras St.
New Orleans, LA 70130

Ascension Parish School Board
P.O. Box 189
Donaldsonville, LA 70346

Capital Region Planning Commission
P.O. Box 3355
Baton Rouge, LA 70821

Chamber of Commerce
Donaldsonville Area
714 Railroad Avenue
Donaldsonville, LA 70346

Ascension Parish Council
208 E. Railroad Avenue
Gonzales, LA 70737

Ascension Parish Sheriff
P.O. Box 268
Donaldsonville, LA 70346

Ascension Chamber of Commerce
P.O. Box 1204
Gonzales, LA 70707

Greater Baton Rouge Port Commission
P.O. Box 380
Port Allen, LA 70767-0380

LA House of Representatives
Hon. Eddie J. Lambert (District 59)
P.O. Box 241
Gonzales, LA 70707

Louisiana State Senate
Hon. Jody Amedee (District 18)
2109 S. Burnside Ave., Suite A
Gonzales, LA 70737

Louisiana State Senate
Hon. Troy Brown (District 2)
P.O. Box 974
Napoleonville, LA 70390

Department of the Army
New Orleans District
Attn: Karen Clement
P.O. Box 60267
New Orleans, LA 70160-0267

LA House of Representatives
Hon. Clay Schexnayder (District 81)
6473 Highway 44, Suite 205
Gonzales, LA 70737

LA House of Representatives
Hon. John Berthelot (District 88)
1024 S. Purpera Avenue
Gonzales, LA 70737

St. James Planning Commission
P.O. Box 106
Convent, LA 70723

Baton Rouge Bicycle Club
P.O. Box 253
Baton Rouge, LA 70821

LA House of Representatives
Hon. Major Thibaut (District 18)
2004 False River Dr., Suite B
New Roads, LA 70760

LA House of Representatives (Dist. 60)
Hon. Karen Gaudet St. Germain
57835 Plaquemine St.
Plaquemine, LA 70764

Louisiana State Senate
Hon. Rick Ward III (District 17)
3741 Highway 1
Port Allen, LA 70767

Iberville Parish
Floodplain Administrator
P.O. Box 389
Plaquemine, LA 70764

Iberville Parish
Planning Commission
P.O. Box 389
Plaquemine, LA 70765

Iberville Parish Sheriff
P.O. Box 231
Plaquemine, LA 70764

Iberville Parish Government
Parish Council
P.O. Box 389
Plaquemine, LA 70764

Mississippi River Trail, Inc.
858 North Jackson Drive
Fayetteville, AR 72701

St. James Parish Council
P.O. Box 1530
Gramercy, LA 70052

St. James Parish
Floodplain Administrator
c/o Council
Courthouse Bldg.
Convent, LA 70723

St. James Parish Sheriff
P.O. Box 83
Convent, LA 70723

St. James Planning Commission
P.O. Box 106
Convent, LA 70723

New River Soil & Water
Conservation District of LA
P.O. Box 72
Convent, LA 70723

South Central Planning &
Development Commission
P.O. Box 1870
Gray, LA 70359

St. James Parish School Board
P.O. Box 338
Lutcher, LA 70071

St. James Parish President
P.O. Box 106
Convent, LA 70090

LA House of Representatives
Hon. Regina Ashford Barrow (Dist. 29)
4811 Harding Blvd.
Baton Rouge, LA 70811

Capital Area Groundwater
Conservation Commission
3535 S. Sherwood Forest Blvd., #137
Baton Rouge, LA 70816

Louisiana State Senate
Hon. Rick Ward III (District 17)
3741 Highway 1
Port Allen, LA 70767

West Baton Rouge Parish Council
P.O. Box 757
Port Allen, LA 70767-0757

West Baton Rouge Planning
Commission
P.O. Box 757
Port Allen, LA 70767

West Baton Rouge Parish
Floodplain Administrator
P.O. Box 757
Port Allen, LA 70767

West Baton Rouge Parish School Board
3761 Rosedale St.
Port Allen, LA 70767


Floodplain Management Program
DOTD Section 64
P.O. Box 94245
Baton Rouge, LA 70804-9245



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

Contact Person: Vincent G. Russo, Jr., P.E. Phone: (225) 769-3400 Date: 10/01/2015

Applicant: <u>SJB Group, LLC</u>
Project Title: <u>Iberville Parish Mississippi River Bridge and</u> <u>West Side Expressway</u>
State Project: <u>-----</u>
F.A.P. No.: <u>-----</u>
Total\$: <u>Solicitation of Views Only</u>
Total \$: <u>N/A</u>

	<u>Yes</u>	<u>No</u>
Does the project conflict with any region-wide plans?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is the project redundant with other federally funded projects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The Capital Region Planning Commission (CRPC) staff on <u>09/08/2015</u> has reviewed the above referenced project and offers the following comments:		
The CRPC staff supports the above referenced project.	<input checked="" type="checkbox"/>	
The CRPC staff has neutral comments toward the above referenced project.	<input type="checkbox"/>	
The CRPC staff has negative comments regard the above referenced project. (See comments below)	<input type="checkbox"/>	
<div style="display: flex; justify-content: space-between; align-items: center;"> <div style="border: 1px solid black; width: 40%; height: 40px;"></div> <div style="text-align: center;">  James C. Setze Executive Director </div> <div style="font-size: small;"> Digitally signed by Jamie C. Setze DN: cn=Jamie C Setze, o, ou, email=jsetze@brgov.com, c=US Date: 2015.10.09 14:20:39 -0500 </div> </div>		

September 30, 2015



Iberville Parish Mississippi River Bridge and West Side Expressway
Ascension, Iberville, St. James and West Baton Rouge Parishes

RE: Solicitation of Views

On behalf of Ascension and Iberville Parish governments, SJB Group, LLC, is requesting your assistance in providing your views on this proposal. Early in the planning stages of a transportation project, views from federal, state, and local agencies, organizations, and individuals are solicited. The special expertise of these groups can assist with the early identification of environmental, economic, and social effects or concerns.

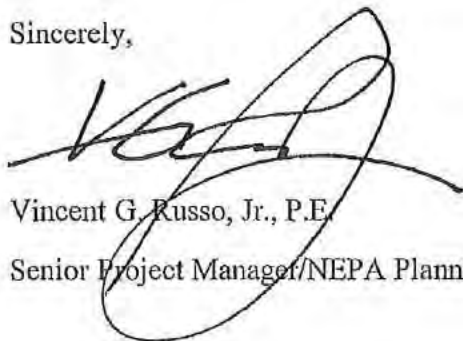
We have included a preliminary project description and maps showing the general location of the project with the preliminary corridor sections.

It is requested that you review the attached information and furnish us with your views and comments by November 1, 2015.

Replies should be addressed to Vincent Russo, c/o SJB Group, LLC, Post Office Box 1751, Baton Rouge, LA 70821-1751. Please reference the project name in your reply.

If you have any questions or need additional information, please call Mr. Russo at (225) 769-3400. Your support in this regard will be appreciated.

Sincerely,

A large, stylized handwritten signature in black ink, appearing to read "VGR".

Vincent G. Russo, Jr., P.E.
Senior Project Manager/NEPA Planning



Project Description

The West Side Expressway project is a proposed freeway-class highway in Ascension, Iberville, St. James and West Baton Rouge Parishes to enhance mobility, increase safety, relieve congestion and enhance hurricane evacuation. It is envisioned to provide needed connectivity between the parishes by construction of a new Mississippi River Bridge, construction of a controlled-access freeway, and providing additional access to Interstate 10 (I-10).

The proposed project would provide a four-lane freeway from a new I-10 interchange west of the current I-10/LA 415 Interchange running south on new alignment through West Baton Rouge and Iberville Parishes, then east to a crossing of Highway LA 1 between Plaquemine and White Castle, then crossing the Mississippi River near River Mile 203 Above Head of Passes (AHP) and ending at an interchange on Highway LA 30 near St. Gabriel in Ascension Parish. Additionally, the proposal would construct a four-lane freeway along LA 1 along the existing alignment between the bridge crossing and White Castle and from White Castle to Donaldsonville, with bypasses of both White Castle and Donaldsonville. Also, connectivity between LA 1/LA 70 and LA 3127 would be enhanced to access the LA 70 Mississippi River (Sunshine) Bridge. From the Sunshine Bridge, connection to I-10 would be accommodated via a new interchange at I-10 in St. James Parish. The new Mississippi River crossing would also have a highway/rail alternative.

Portions of this proposed roadway are the subject of ongoing studies.

- Baton Rouge Loop Tier 1 Environmental Impact Statement, Section 4(f)/6(f) Evaluation, prepared for the Federal Highway Administration (FHWA), the Louisiana Department of Transportation and Development (DOTD) and the Capitol Area Expressway Authority (CAEA), State Project Number H.005021, Federal Aid Project Number STP-9609(504), and
- West Bank Turnpike Feasibility Study, From I-10 at LA 1 in Port Allen To I-310 at LA 3127 in Boutte, prepared by the DOTD Scoping Unit, dated February 2011.

Study Corridors

WEST SIDE EXPRESSWAY

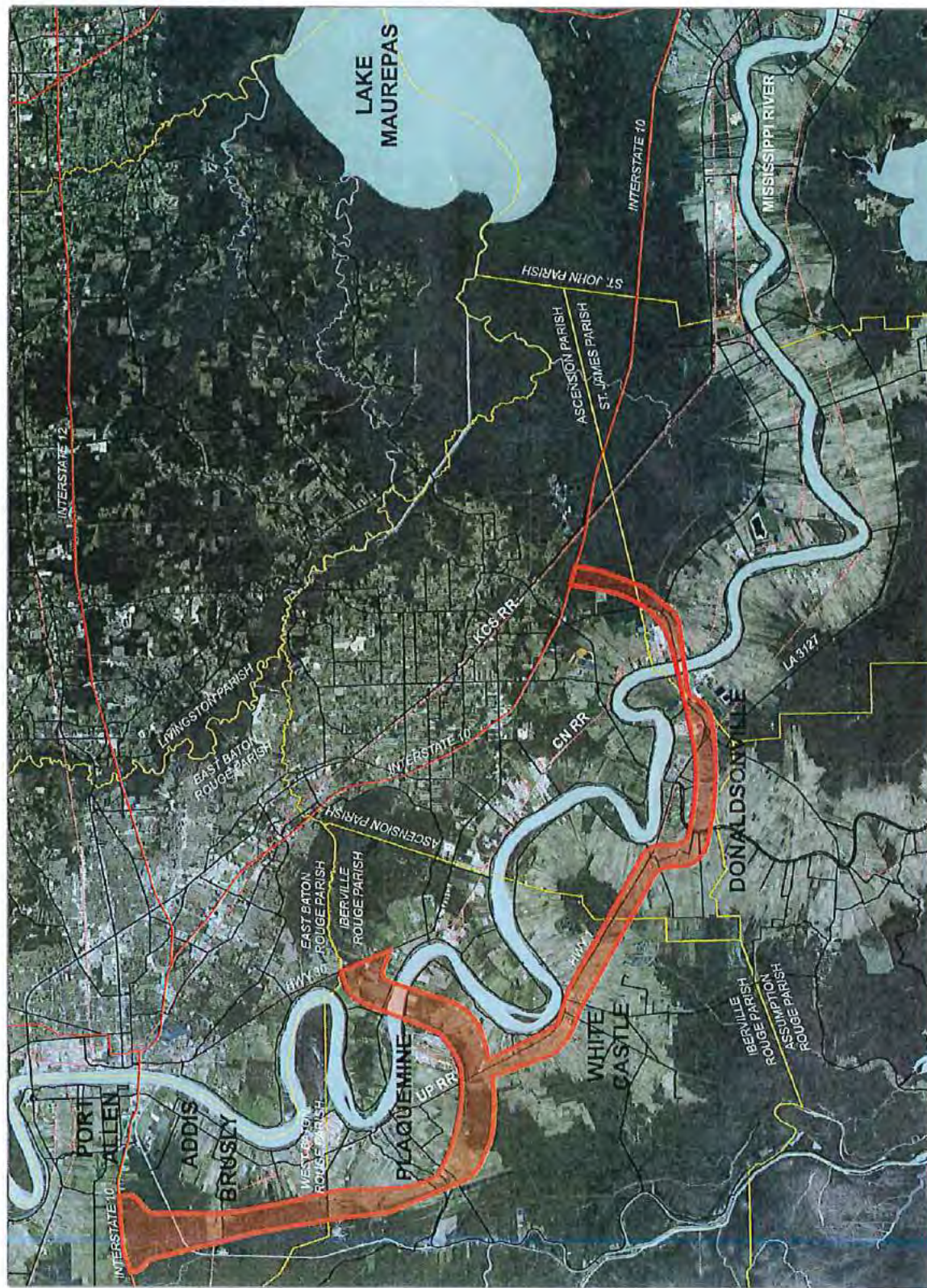


Legend

- Interstates
— Primary Roads
— Railroads
— Study Corridors



SJB GROUP, LLC



A vertical scale bar labeled "Miles" at the top. It has tick marks and labels at 1.5, 3, 5, 9, and 12 miles.





JAY DARDENNE
LIEUTENANT GOVERNOR

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

CHARLES R. DAVIS
DEPUTY SECRETARY

PHIL BOGGAN
INTERIM ASSISTANT SECRETARY

October 5, 2015

Vincent G. Russo, Jr.
Senior Project Manager/NEPA Planning
SJB Group, LLC
P.O. Box 1751
Baton Rouge, LA 70821-1751

Re: Section 106 Review
Request for Additional Information
Proposed Iberville Parish Mississippi River
Bridge and West Side Expressway

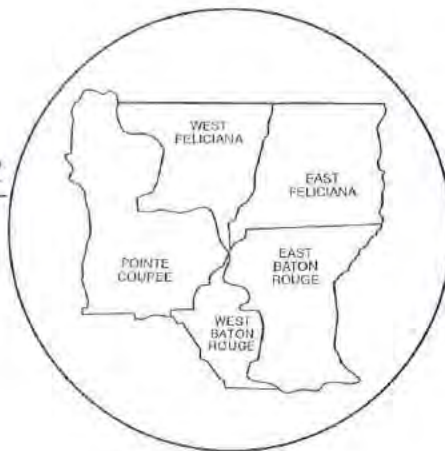
Dear Mr. Russo:

Thank you for your letter of September 30, 2015 concerning the above-referenced undertakings. We are unable to complete the Section 106 review at this time due to the submittal of insufficient documentation. We will need the following information to complete our review for the proposed HUD grant undertakings:

- ☐ Name of federal agency, agency involvement (Funding, license\permit, etc. and description of the undertaking (Detailed description of project).
- ☐ Applicant contact information (Name, address, phone number and email address).
- ☐ Agency contact information (Name, address, phone number and email address).
- ☒ Description of the Area of Potential Effects (APE). The APE can be direct or indirect. It is defined as "the geographic area or areas within which an undertaking may cause changes in the character or use of historic properties, if any such properties exist." (Include the latitude\longitude of the undertaking location and APE)
- ☒ Description of all historic properties within and adjacent to the APE. The historic standing structure is any structure fifty years of age and older. Under Section 106, it is the responsibility of the federal agency or its designee to identify all structures listed or eligible for listing in the National Register of Historic Places.
- ☒ Detailed project scope of work including design plans.
- ☒ Map and site plan showing APE and exact location of project undertaking.
- ☒ Photographs of the entire APE and project location. Photographs of all historic (fifty years of age and older) within the APE. Buildings should be documented showing diagonal views of front and side and rear and opposite side of the building. All photos should be keyed to a site map and project plans if applicable.

CAPITAL AREA GROUND WATER

ANTHONY J. DUPLACHIN
DIRECTOR



CONSERVATION DISTRICT

3535 S. Sherwood Forest Blvd., Suite 137
Baton Rouge, Louisiana 70816-2255
Telephone (225) 293-7370

October 6, 2015

SJB Group, LLC
Attention: Vincent Russo
P.O. Box 1751
Baton Rouge, LA 70821-1751

Re: Iberville Parish Mississippi River Bridge Expressway
Ascension, Iberville, St. James and West Baton Rouge Parishes

Dear Sir:

Concerning the referenced project, please be aware that there are numerous water wells witing the proposed project area.

Sincerely,


Anthony J. Duplachin
Director

Bobby Jindal
GOVERNOR



Kathy H. Kliebert
SECRETARY

State of Louisiana
Department of Health and Hospitals
Office of Public Health

October 7, 2015

Vincent Russo
C/O SJB Group, LLC
P.O. Box 1751
Baton Rouge, LA 70821-1751

**Re: Solicitation of Views;
Iberville Parish Mississippi River Bridge and West Side Expressway
Parish: Ascension, Iberville, St. James and West Baton Rouge Parishes**

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

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

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

Sincerely,

A handwritten signature in cursive script, appearing to read "Yuanda Zhu".

Yuanda Zhu, P.G., Ph.D.
Louisiana Department of Health and Hospitals
Office of Public Health Engineering Services
Telephone: (225) 342-7432
Electronic mail: yuanda.zhu@la.gov

Russo, Vincent

From: Kevin Durbin <Kevin.Durbin@wbrcouncil.org>
Sent: Friday, October 09, 2015 9:09 AM
To: Russo, Vincent
Cc: Lynn Cline
Subject: SOVs, West Side Expressway

Mr. Russo,

Thank you for soliciting views on the above-mentioned project.

Our West Baton Rouge Parish Planning & Zoning Commission considered the project documentation and had the following to offer:

1. There is a Department of Energy Strategic Petroleum Reserve that might fall within the proposed corridor where it intersects La. Hwy. 1148 along the Parish boundary between West Baton Rouge and Iberville. Please investigate and note its actual location.
2. The Towns of Addis and Brusly are labeled in reverse.
3. The P&Z Chairman feels like the project scope is too narrow and that the proposed corridor should extend all the way to I-10 and I-12.

This completes the comments from the West Baton Rouge Parish Planning & Zoning Commission.

Thank you!
Kevin Durbin, PE, AICP
Coordinator, Office of Community Planning & Development
West Baton Rouge Parish

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



FEMA

FEDERAL EMERGENCY MANAGEMENT AGENCY
REGION VI
MITIGATION DIVISION

NOTICE REVIEW/ENVIRONMENTAL CONSULTATION

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

**WE WOULD REQUEST THAT THE COMMUNITIES' FLOODPLAIN
ADMINISTRATORS BE CONTACTED FOR THE REVIEW AND POSSIBLE PERMIT
REQUIREMENTS FOR THIS PROJECT. IF FEDERALLY FUNDED, WE WOULD
REQUEST PROJECT TO BE IN COMPLIANCE WITH EO11988 & EO 11990.**

REVIEWER:

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

DATE: October 14, 2015

September 30, 2015

Iberville Parish Mississippi River Bridge and West Side Expressway
Ascension, Iberville, St. James and West Baton Rouge Parishes

RE: Solicitation of Views

On behalf of Ascension and Iberville Parish governments, SJB Group, LLC, is requesting your assistance in providing your views on this proposal. Early in the planning stages of a transportation project, views from federal, state, and local agencies, organizations, and individuals are solicited. The special expertise of these groups can assist with the early identification of environmental, economic, and social effects or concerns.

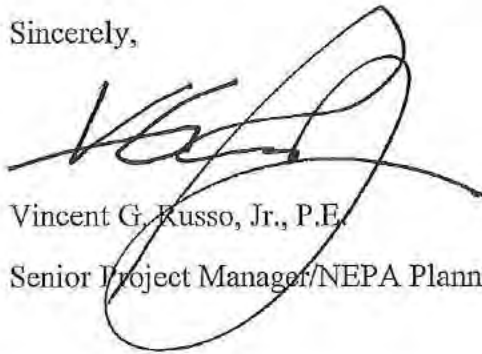
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If you have any questions or need additional information, please call Mr. Russo at (225) 769-3400. Your support in this regard will be appreciated.

Sincerely,



Vincent G. Russo, Jr., P.E.
Senior Project Manager/NEPA Planning





Office of the Secretary
PO Box 94245 | Baton Rouge, LA 70804-9245
ph: 225-379-3005 | fx: 225-379-3002

Bobby Jindal, Governor
Sherri H. LeBas, P.E., Secretary

October 14, 2015

NAME: IBERVILLE PARISH MISSISSIPPI RIVER BRIDGE
AND WEST SIDE EXPRESSWAY
PARISH: ASCENSION, IBERVILLE, ST JAMES, WEST BATON ROUGE

Vincent Russo
c/o SJB Group, LLC
P.O. Box 1751
Baton Rouge, LA 70821-1751

Subject: Solicitation of Views

Dear Mr. Russo:

The proposed project covers a vast area of Ascension, Iberville, St. James and West Baton Rouge Parishes. The majority of the area appears to be located in a flood zone with a few possibly out.

During the improvements and construction, there must be allowance for the adequate flow of water and assurance that there will be no back up of water. There must be no instance of the creation of flooding where there was no flooding prior to construction. At this time, consideration must be given to the responsibility for cleaning debris and keeping the surrounding area clear so as not to interfere with its function.

In order to assure compliance with the Parishes' requirements for the National Flood Insurance Program (NFIP), and ensure that appropriate permits are obtained, please contact the floodplain administrator for each parish.

Ascension Parish:	Marcia Shivers P.O. Box 1659 Gonzales, LA 70737 (225) 621-5700	St. James Parish:	Jody Chenier P.O. Box 106 Convent, LA 70723 (225) 562-2262
Iberville Parish:	D. Laney Mendoza P.O. Box 389 Plaquemine, LA 70765 (225) 687-5150	West Baton Rouge:	Kevin Durbin P.O. Box 757 Port Allen, LA 70767 (225) 336-2434

We thank you for the opportunity to comment on this project. If you need additional information, please contact our office, (225) 379-3005.

Sincerely,

Jennifer D. Rachal, CFM
Floodplain Management Program Coordinator

pc: Marcia Shivers, D. Laney Mendoza, Jody Chenier, Kevin Durbin



LOUISIANA DEPARTMENT OF AGRICULTURE & FORESTRY
MIKE STRAIN DVM
COMMISSIONER



October 20, 2015

**Agricultural &
Environmental
Sciences**

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

**Agro-Consumer
Services**

P.O. Box 3098
Baton Rouge,
LA 70821
(225) 922-1341
Fax: 923-4877

**Animal Health
& Food Safety**

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

Forestry

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

**Management
& Finance**

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

**Soil & Water
Conservation**

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

Vincent Russo
c/o SJB Group, LLC
P.O. Box 1751
Baton Rouge, LA 70821-1751

RE: Solicitation of Views

NAME: IBERVILLE PARISH MISSISSIPPI RIVER BRIDGE AND WEST SIDE EXPRESSWAY
PARISH: ASCENSION, IBERVILLE, ST. JAMES, WEST BATON ROUGE

Dear Mr. Russo,

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

Sincerely,

Bradley E. Spicer
Assistant Commissioner

BES:kh

Thomas Boesch
Chairman

Patrick Ishmael
Secretary

Jesse Thompson
Parish Engineer

Kirsha Barker
Minute Clerk

Iberville Parish Planning Commission

P.O. Box 389
Plaquemine, LA 70765
225-687-5190

Members
Patrick Ishmael
Randy LaPrairie
Thomas Boesch
Catherine Simpson
Randall Dunn
James Hymel
Michael Harelson
Dianne Chauffe
John Haynes

October 20, 2015

Mr. Vincent Russo
c/o SJB Group, LLC
P.O. Box 1751
Baton Rouge, LA 70821

Dear Mr. Russo,

RE: Solicitation of Views

The Iberville Parish Planning Commission unanimously supports the location of the bridge between LA 1 and LA 30. We look forward to the Iberville Parish Council's support on this project and anxiously await the remainder of the plan in detail. In event this study recommends/proposes any new bridge location outside of Iberville Parish, we will withdraw our support for this project.

Your assistance with this request would be greatly appreciated.

Sincerely,
Iberville Parish Planning Commission



Patrick Ishmael, Secretary

cc: Iberville Parish Council