APPENDIX B

STAGE 0 CHECKLISTS

ATTACHMENT 1: SCOPE OF SERVICES
ATTACHMENT 2: AERIAL LAYOUTS OF 3 PRELIMINARY ALTERNATIVES
ATTACHMENT 3: MRB DRAFT COST ESTIMATE

STAGE 0
Preliminary Scope and Budget Checklist

A. Project Background

District 61 **Parish** Iberville

Route LA 1 to LA 30 Connector **Control Section** new route

Begin Log Mile TBD **End Log Mile** TBD

Project Category (Safety, Capacity, etc.): System Linkage

Date Study Completed: August 2022

Describe the existing facility: There is no "fixed" connection from LA 1 to LA 30 south of the I-10 Mississippi River Bridge. The Plaquemine Ferry crosses the Mississippi River connecting LA 1 and LA 30 from Plaquemine to Sunshine daily. Ferry service is limited to operational hours 4:30 am to 9:00 pm on weekdays and 9:30 am to 7:00 pm on weekends. The Plaquemine Ferry carries 35 cars per one-way river crossing. A second boat is used when available. Inclement weather or vessel maintenance can interrupt service hours.

The proposed roadway will connect to LA 1 and LA 30. LA 1 is a four-lane divided roadway that is classified as a Rural Principle Arterial. LA 30 is a two-lane roadway that is classified as an Urban Principal Arterial. The outside shoulders along LA 1 northbound and southbound are paved and range in width from 2 to 10 feet. The outside shoulders along LA 30 are paved and range in width from 2 to 10 feet on roadways and 2 feet on bridges. According to DOTD guidance, shoulders along rural arterials (or urban arterials with no curbs) serve as bicycle and pedestrian facilities.

Functional classification: Rural Arterial **Number and width of lanes:** 4, 12-foot lanes

Shoulder width and type: 8-foot paved (outside), 4-foot paved (inside) **Mode:** Roadway and Bridge

Access control: Yes **ADT:** Average ADT of 3 Alts = ~24,300 **Posted Speed:** 65 mph

Describe any existing pedestrian facilities (ADA compliance should be considered for all improvements that include pedestrian facilities): There are no pedestrian facilities along LA 1 or LA 30 that would lead to the proposed locations of the new roadway and bridge. A pedestrian and bicycle path exists along the crest of the Mississippi River Levee on the east bank. Approaches to the levee path are not ADA compliant due to steep grades.

Describe the adjacent land use: West bank: rural agriculture, industrial plants (Shintech, Westlake, PNS Flopam) East bank: rural (agriculture, batture, and bottomland hardwood forests), low density residential, and industrial (Willow Glen Terminal).

Who is the sponsor of the study? DOTD and FHWA

List study team members: Atlas Technical Consultants, FIGG Engineering Group, CDM Smith, Franklin Associates, GIS Engineering, INRO Consultants, Neel-Schaffer, Providence Engineering and Environmental Group, and Shread-Kuyrkendall.

Will this project be adding miles to the state highway system (new alignment, new facility)? If yes, has a transfer of ownership been initiated with the appropriate entity? New alignment, but no ownership transfer has been initiated.

Are there recent, current or near future planning studies or projects in the vicinity? Planning projects: CRPC's BR MPO, MTP 2037, MTP 2046, Baton Rouge Loop Tier 1 EIS, and Stage 0 LA 1 to LA 30 Connector (H.004100).

DOTD projects: H.005121 LA 1/LA 415 Connector, H.013797 LA 30: EBR PL – I-10, H.003771 I-10 at LA 74, and H.012311 LA 429 Connector (LA 30/73 to US 61).

If yes, please describe the relationship of this project to those studies/projects. The DOTD projects listed are all intended to improve capacity or connectivity within or adjacent to the project area.

Provide a brief chronology of these planning study activities: MTP 2037 (June 2013), BR Loop Tier 1 EIS (December 2015), LA 1 to LA 30 Connector Stage 0 (2016), I-10 to LA 415 Connector (February 2021) MTP Move 2046 (March 2022).

H.005121 LA 1/LA 415 Connector is in the Environmental Phase and right-of-way (ROW) purchase is underway. H.013797 LA 30: EBR PL – I-10 is in the Environmental Phase and Preliminary Design. H.003771 I-10 at LA 74 is projected to start the Environmental Phase and Preliminary Design in the fall of 2022. H.012311 LA 429 Connector (LA 30/73 to US 61) is projected to start the Environmental Phase and Preliminary Design in the fall of 2022.

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.

What are the problems in the Project Area? Why is this project needed?

The major roadway network serving the five-parish region that includes East and West Baton Rouge, Ascension, Iberville, and Livingston Parishes is aging and unable to support existing and expected growth (CRPC 2022). Inadequacies in the transportation network have caused the use of the interstate system as the primary commuter route for daily drivers and collector roads used as high-volume roadways, exceeding design capacities. Coupled with the lack of available alternate routes, particularly to serve traffic during periods of interstate closure, these issues have resulted in significant congestion and deterioration of transportation system infrastructure.

How does DOTD propose to address the problems? What is the purpose of the project?

The proposed project is being developed with a preliminary purpose. To provide increased capacity and improved connectivity across the Mississippi River, and to provide an alternate route for emergency evacuations in response to incident-related closures. Additionally, a goal of the project is to reduce traffic congestion in the Project Area.

The objective of this EPI is to identify feasible corridor alternatives that best meet the preliminary purpose and need of transportation improvement, while preserving existing resources, and could be further advanced into DOTD's Project Delivery Process. Feasible, in this EPI, means that a proposed corridor: 1) meets the purpose and need, 2) is presumed permittable (per agencies with jurisdiction), and 3) can be designed and built using proven engineering and construction practices.

Improving the level of service on I-10 is a goal of this project; however, it should not be considered the primary purpose or need.

Corridor Vision: This project proposes to construct a new connector route from LA 1 to LA 30 via a new Mississippi River bridge crossing at a location between I-10 to the north and LA 70/Sunshine Bridge to the south. Thirty-two preliminary alternative locations were identified and screened through the Enhanced Planning Process to the remaining three preliminary alternatives (E-11-IV, F-13-IV, and F-14-V). The new connector route would be a 4-lane divided roadway (Rural Arterial). Travel lanes would be 12 feet wide and outside shoulders would be paved and 8 feet wide. One bridge structure would span the Mississippi River with the same lane and shoulder widths as described for the roadway.

The Scope of Work for this project is included as Attachment 1.

C. Agency Coordination

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

Multiple meetings with regulatory agencies were held by the Project Team. Specifically, meetings were held with US Army Corps of Engineers, US Coast Guard, Mississippi River Pilots, and Levee Districts (Atchafalaya Basin, Pontchartrain, and Lafourche Basin).

Early Planning Coordination letters and project maps were prepared for the DOTD Environmental Section for tribal coordination.

What transportation agencies were included in the agency coordination effort?

CARB-D, DOTD, and FHWA were involved or provided updates throughout the planning process.

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

Twenty-five in-person or virtual meetings were held by the Project Team with project stakeholders between February 2021 and May2022. The purpose of these briefings were 1) to provide interested parties information about the current status of the project at the time of the briefing, and 2) to receive and document feedback, guidance, and ideas and opinions of the stakeholders.

Meetings, sometimes multiple, were held with the following elected officials and staff between February 2021 and May 2022.

- Parish Presidents and staff of Ascension, East Baton Rouge, Iberville, and West Baton Rouge Parish
- Mayor and staff of the City of St. Gabriel
- Levee Districts: Atchafalaya Basin, Pontchartrain, Lafourche Basin
- US Army Corps of Engineers (Regulatory, Geotechnical, Waterways)
- US Coast Guard
- US Congressman Garret Graves and staff
- Members of the Louisiana State Legislature

Meetings were also held with the following private sector stakeholders. These stakeholders were either contacted by the Project Team as part of early coordination efforts, or the stakeholders contacted DOTD or the Project Team with requests for more information on the project.

- Capital Region Industry for Sustainable Infrastructure Solutions (CRISIS)
- East Iberville Community Advisory Panel
- Baton Rouge Area Chamber of Commerce (BRAC)
- Greater Baton Rouge Industry Alliance (GBRIA)
- Louisiana Motor Transport Association (LMTA)
- Industry Leaders: DOW Chemical, Shintech
- Navigation Interests: River Pilots Association, American Waterways, Big River Coalition, Maritime Navigation Safety Association

C. Agency Coordination (Continued)

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

Solicitation of views letters should be mailed to the statewide and parish SOV lists to initiate NEPA early coordination with agencies. Pre-application meetings with USACE and USCG are strongly suggested.

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).

The Enhanced Planning Investigation Stakeholder and Public Engagement Summary provides a synopsis of the coordination efforts with the public and stakeholders. This document also provides timelines and meeting details, see the Enhanced Planning Investigation document, Appendix K.

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).

Each of the alternatives developed during the Enhanced Planning stage provide a new roadway and Mississippi River bridge. The planned roadway will be a four-lane divided highway, crossing the Mississippi on one bridge structure. The bridge structure crossing the Mississippi River will be designed for 3 lanes in each travel direction. Full interchanges will be provided at LA 1 and LA 30. See Attachment 2. Aerial Layouts of Three Preliminary Alternatives for MRB South.

Will design exceptions be required? No

What impact would this project have on freight movements? This project will include a tolled crossing of the Mississippi River, providing system redundancy in the Baton Rouge metro-area. Freight movers could choose to pay the tolls depending on destination locations, traffic delays, and incident avoidance on the Interstate system. Rail freight may be temporarily impacted during construction. Interchanges at LA 1 and LA 30 include bridge structures over existing rail lines.

Does this project cross or is it near a railroad crossing? Yes, interchanges proposed at LA 1 and LA 30 include bridge structures over existing rail lines.

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. LA 1 is a Rural Principle Arterial, and LA 30 is an Urban Principal Arterial. The outside shoulders along LA 1 NB/SB are paved and range in width from 2 -10 feet. The outside shoulders along LA 30 are paved and range in width from 2 to 10 feet on roadways and 2 feet on bridges. The proposed connector roadway would connect to LA 1 and LA 30 via a controlled access, 4-lane divided roadway (Rural Arterial). Travel lanes would be 12 feet wide and outside shoulders would be paved and 8 feet wide. One bridge structure would span the Mississippi River with the same lane and shoulder widths as described for the roadway. According to DOTD guidance, shoulders along rural arterials (or urban arterials with no curbs) serve as bicycle and pedestrian facilities.

How are Context Sensitive Solutions being incorporated into the project? Context Sensitive Solutions are being identified through public meetings and stakeholder input. Avoidance of environmentally sensitive areas was a factor in the early rounds of preliminary alternative development and screening.

Was the DOTD's "Access Management" policy taken into consideration? If so, describe how. The roadway proposed would have controlled access. Access Management is not required with controlled access.

Were any safety analyses performed? If so describe results. No. Safety Analyses will be performed in the Environmental Evaluation.

Are there any abnormal crash locations or overrepresented crashes within the project limits? Crash analyses were not conducted during the Enhanced Planning Investigation (EPI).

E. Range of Alternatives – Evaluation and Screening (Continued)

What future traffic analyses are anticipated? Traffic analyses using mesoscopic modeling were conducted for existing and future traffic conditions in the EPI. A more detailed traffic analysis for the three remaining preliminary alternatives will be conducted in the Environmental Evaluation phase prior to beginning NEPA.

Will fiber optics be required? If so, are there existing lines to tie into? It is possible that fiber optics would be used for message display boards associated with the tolling facilities. However, the need for fiber optics is not known at this time.

Are there any future ITS/traffic considerations? Not at this time. However, it could be considered in the schematic design in the Environmental Evaluation phase as well as part to any future tolling facilities.

What is the required Transportation Management Plan (TMP) level as defined by EDSM No. VI.1.1.8? Level II. Connections will be constructed where the new route intersects LA 1 and LA 30.
Please attach documentation required for Stage 0 for this level TMP. TMP will be completed during the Environmental Evaluation phase of this project.

Was Construction Transportation Management/Property Access taken into consideration? Yes. Currently, the preliminary alternatives are 600-foot wide corridors to allow for shifting the roadway alignment.

Were alternative construction methods considered to mitigate work zone impacts? This will be evaluated in Part 2 of the project's contract in Environmental Evaluation and Preliminary Design.

Describe screening criteria used to compare alternatives and from what agency the criteria were defined.
The 32 preliminary alternatives were screened over several rounds with criteria ranging from navigation concerns from the U.S. Coast Guard and River Pilots to expected impacts to traffic over the metropolitan area system, to sensitive cultural and historic resources, parks, recreation areas as determined by the National Historic Preservation Act and the Department of Transportation Act, Section 4f, as well as many other criteria as described in the project's Enhanced Planning Investigation document of which this checklist is included as Appendix B.

Give an explanation for any alternative that was eliminated based on the screening criteria.
Twenty-nine of the initial 32 preliminary alternatives were eliminated over several rounds as described above. Full explanations of the 29 eliminations are provided in the project's Enhanced Planning Investigation document of which this checklist is included as Appendix B.

Which alternatives should be brought forward into NEPA and why? Based on the screening and analysis described in the Enhanced Planning Investigation document, the three highest ranked preliminary alternatives, E-11-IV, F-13-IV, and F-14-V, will advance into the Planning and Environmental phase.

Did the public, stakeholders and agencies have an opportunity to comment during the alternative screening process? Yes. These efforts are described in Appendix K of the Enhanced Planning Investigation document.

Describe any unresolved issues with the public, stakeholders and/or agencies.
There are doubts amongst the public and some stakeholders about whether or not this project will provide any improvement in the traffic conditions on the I-10 MRB.
Funding for the project has not been completely identified.

F. Planning Assumptions and Analytical Methods

What is the forecast year used in the study? 2042

What method was used for forecasting traffic volumes? Dynameq Mesoscopic Modeling

Are the planning assumptions and the corridor vision/purpose and need statement consistent with the long range transportation plan? Yes

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? The 2042 No Build and 2042 Build mesoscopic models were developed in Dynameq using Origin-Destination (O-D) trip information from the project specific Travel Demand Model (TDM) developed using the MOVE2042 plan TDM using TransCAD. The 2042 No Build mesoscopic model includes all highway improvement projects in the MOVE2042 Metropolitan Transportation Plan (MTP). For the 2042 Build mesoscopic model development, a Bridge Alternative specific mesoscopic model was developed for each of the 20 proposed Bridge Alternatives using information from the project specific TDM developed using the MOVE2042 plan TDM using TransCAD. More traffic information can be found in the following reports: Mesoscopic (Traffic Impacts) Model – Base Year Memorandum; Mesoscopic (Traffic Impacts) Model – Future Year No Build Memorandum; and Mesoscopic (Traffic Impacts) Model – Future Year Build Memorandum.

G. Potential Environmental Impacts

See the attached Stage 0 Environmental Checklist

H. Cost Estimate

Provide a cost estimate for each feasible alternative:

- Engineering Design: E-11-IV = $104,652,846
  F-13-IV = $115,615,575
  F-14-V = $113,534,678
- Additional Traffic Analyses: $150,000
- Environmental Processing: $1,187,974
- Mitigation: E-11-IV = $5,471,900
  F-13-IV = $10,415,540
  F-14-V = $9,131,500
- R/W Acquisition: E-11-IV = $27,699,496
  (C of A if applicable) F-13-IV = $39,020,902
  F-14-V = $30,212,227

- Utility Relocations: E-11-IV = $52,326,423
  F-13-IV = $57,807,787
  F-14-V = $56,757,339
- Construction (including const. traffic management): E-11-IV = $1,422,566,864
  F-13-IV = $1,556,599,473
  F-14-V = $1,539,365,993

TOTAL PROJECT COST **E-11-IV = $1,422,716,864**
F-13-IV = $1,556,749,473
F-14-V = $1,539,515,993

I. Expected Funding Source(s) (Highway Priority Program, CMAQ, Urban Systems, Fed/State earmarks, etc.) Alternative delivery methods, state earmark ($300 M), private equity, tolls

ATTACH ANY ADDITIONAL DOCUMENTATION

Attachment 1: Scope of Work for Aerial Layouts of Three Preliminary Alternatives for MRB South
Attachment 2: Aerial Layouts of Three Preliminary Alternatives for MRB South
Attachment 3: MRB South Draft Cost Estimate

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

Attachment 1

SCOPE OF SERVICES

ATTACHMENT 1 – SCOPE OF SERVICES

The Consultant shall engage in an Enhanced Planning investigation into S.P. No. H.013284, MRB South GBR: LA 1 to LA 30 Connector, whose ultimate objective is to construct a new crossing of the Mississippi River. The connector shall be located north of the LA 70 "Sunshine" river crossing and south of the I-10 river crossing. The connector shall connect to LA 1 on the west side of the river and to LA 30 on the east side of the river. The scope of work shall be inclusive of all labor, materials, and other expenses that may be necessary to conduct the Enhanced Planning investigation.

General Tasks included in the Enhanced Planning investigation include the following:

A. Develop a preliminary statement of Purpose and Need for the project.
B. Prepare a list of potential cooperating and participating agencies. Develop a preliminary agency coordination plan to present to cooperating and participating agencies for review and consensus. Update the list of agencies and coordination plan throughout the project as needed.
C. Prepare a list of stakeholders and their contact information including, but not limited to, interested entities, governmental and elected officials, utilities, railroads, environmental groups, civic groups, and neighborhood associations. Develop a preliminary public involvement plan for review. Update the list of stakeholders and public involvement plan throughout the project as needed.
D. Review all previous studies or plans for a new Mississippi River Bridge in the study area, whether an independent facility or as part of a larger facility, available through the Capital Region Planning Commission, one or more member parishes, or the DOTD.
E. Obtain the regional traffic model and latest count information, available through the Capital Region Planning Commission, one or more of the member parishes, or the DOTD. Develop a project specific macroscopic model for use in generating origin-destination information and sufficient for development of "level 1 – sketch" and "level 2 – intermediate" toll analyses. Obtain the existing mesoscopic model of the Baton Rouge area from the DOTD. Expand and validate the provided mesoscopic model to include the study area and to utilize the project specific origin-destination information. Determine if and which additional traffic counts are required in the study area to develop and validate the traffic models.
F. Undertake an iterative process of analyzing and assessing plausible alternative corridors that meet the preliminary statement of Purpose and Need.
G. Conduct a preliminary environmental review of those corridors which meet the preliminary statement of Purpose and Need. Identify the study area and assemble an environmental inventory including navigational constraints, environmental constraints, and demographics, using the most current data available; prepare associated environmental inventory maps. Identify environmental or technical "showstoppers." Develop draft environmental screening methodology.

H. Prepare preliminary cost estimates and "level 1 – sketch" toll analyses including basic traffic and revenue forecasts for those corridors which appear to be environmentally and technically viable.
I. Hold at least one public meeting in each of the following parishes: Ascension, East Baton Rouge, Livingston, and West Baton Rouge and hold at least two meetings in Iberville Parish – one on the east side and one on the west side of the Mississippi River, to solicit input on the corridors and screening methodology. Coordinate with cooperating and participating agencies and hold stakeholder meetings to reach consensus on screening methodology.
J. Use the approved screening methodology to narrow the number of alternatives to the most feasible corridors (assumed to be three but could be fewer).
K. Identify all agreements and federal, state, and local permits that likely will be required and timetables for obtaining each.
L. Prepare a comprehensive report documenting Tasks A through K.
M. As directed and approved by DOTD, for budget control purposes, maintain the CARB-D website; post pertinent materials on the website to make such materials accessible to the CARB-D commissioners and to the public. This includes utilizing virtual public involvement techniques for outreach. These services shall be provided for the duration of the contract.
N. As directed and approved by DOTD, for budget control purposes, provide assistance to the CARB-D Chairman in scheduling meetings, preparing and distributing agendas and other meeting materials, preparing and circulating meeting minutes, and posting such on the CARB-D website. These services shall be provided for the duration of the contract.

Detailed tasks shall be as necessary to accomplish the scope of work, as established in the project activity schedule, and as further defined in the associated negotiated man-hour spreadsheet and associated documentation.

All work and analysis performed shall be to a level of detail that is sufficient for incorporation into future NEPA documentation without additional investigation or explanation. Any necessary disclaimers pertaining to the level of investigation made shall be stated and documented accordingly.

All reasons for eliminating portions of the study area or corridors from consideration shall be clearly stated and shall be documented accordingly; this includes, but is not limited to, all "Showstoppers", all corridors not meeting the Purpose and Need, and all corridors deemed environmentally or technically infeasible. The screening methodology and associated information used to narrow the number of plausible corridors to the most feasible shall be clearly stated and shall be documented accordingly.

Deliverables

The consultant shall provide the following deliverables:

A. Project Specific Macroscopic Traffic Model and Associated Traffic Data
B. Mesoscopic Traffic Model and Associated Traffic Data
C. Environmental Inventory Document
D. Level 1 "Sketch" Toll Analyses
E. Report Identified in Scope of Work Item L
F. Scope of Work Identified in Each Task as Applicable

All deliverables shall be organized and formatted in a manner that is conducive to review and future use. In addition to listed deliverables, all design files, calculations, etc., used to in the prosecution of the scope of work shall be submitted.

Attachment 2

Aerial Layouts of Three Preliminary Alternatives for MRB South

West Baton Rouge Parish
Iberville Parish

East Baton Rouge Parish
Iberville Parish

PLAQUEMINE

ALLEMANIA

ST. GABRIEL

CNRR

UPRR

LA 30

LA 327

LA 75

LA 405

LA 3

11

13

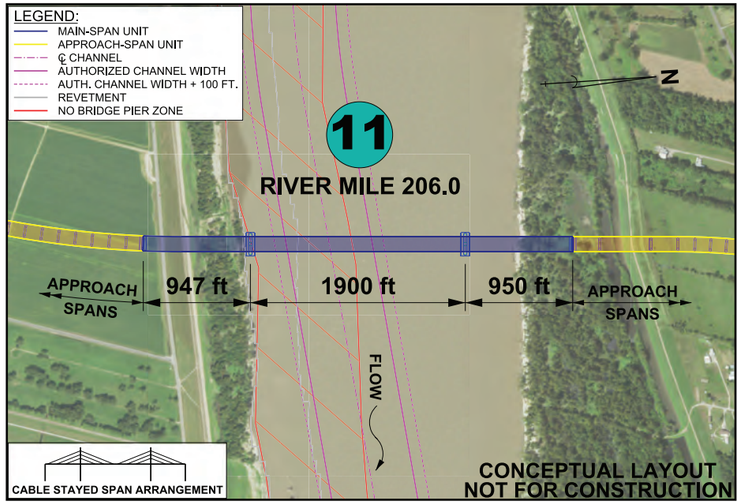
14

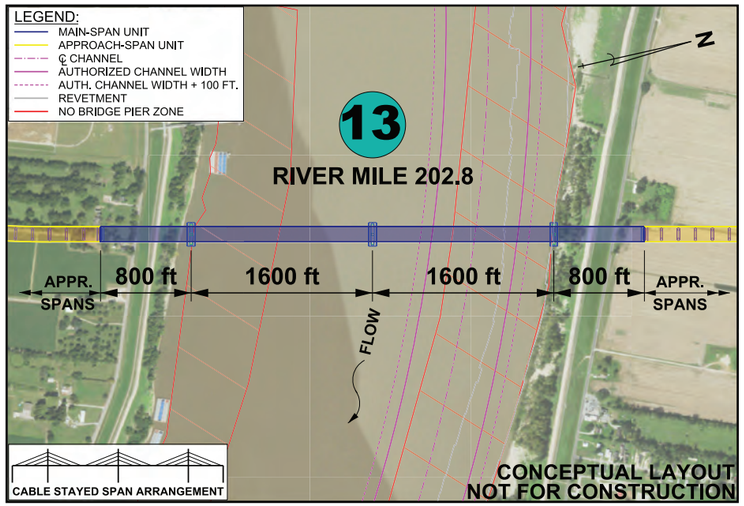
IV

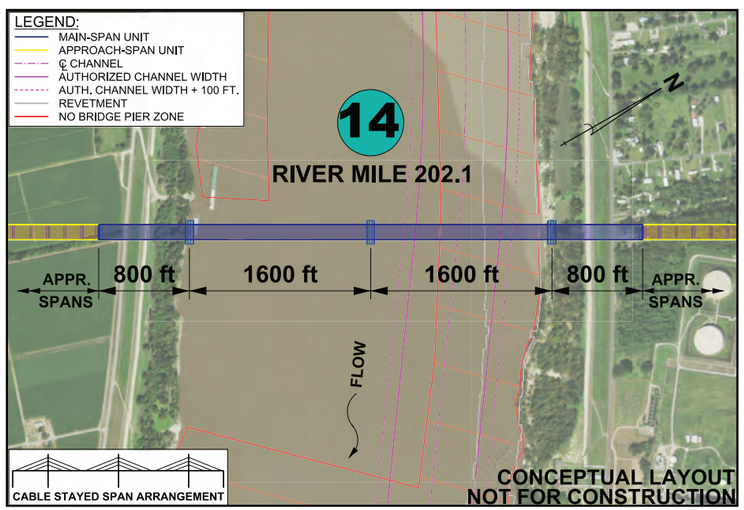
V

E

F







ALTERNATIVE E-11-IV

ALLEMANIA

MISSISSIPPI RIVER

LA 1

LA 75

LA 30

LA 405

UPRR

CNRR

E

11

LEGEND

- RAILROAD TRACK
- BRIDGE CROSSING ALTERNATIVE
- CABLE SUPPORTED MAIN SPAN
- HIGH LEVEL APPROACH SPAN
- LOW LEVEL STRUCTURE OVER WETLANDS
- NO BRIDGE PIER ZONE
- NO BRIDGE ZONE (SPAN LENGTH EXCEEDED)
- NO BRIDGE ZONE (ANCHORAGES)

0 1,000 2,000
SCALE IN FEET

MRB SOUTH
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT | CAPITAL AREA ROAD AND BRIDGE DISTRICT

S.P. No. H.013284

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ALTERNATIVE E-11-IV

LEGEND

- RAILROAD TRACK
- BRIDGE CROSSING ALTERNATIVE
- CABLE SUPPORTED MAIN SPAN
- HIGH LEVEL APPROACH SPAN
- LOW LEVEL STRUCTURE OVER WETLANDS
- NO BRIDGE PIER ZONE
- NO BRIDGE ZONE (SPAN LENGTH EXCEEDED)
- NO BRIDGE ZONE (ANCHORAGES)

N

LA 30

LA 327

LA 75

LA 1

11

MISSISSIPPI RIVER

0 1,000 2,000

SCALE IN FEET

MRB SOUTH

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT | CAPITAL AREA ROAD AND BRIDGE DISTRICT

S.P. No. H.013284

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ALTERNATIVE E-11-IV

MISSISSIPPI RIVER

East Baton Rouge Parish

Iberville Parish

CNRR

LA 1

LA 30

IV

N

LEGEND

- RAILROAD TRACK
- BRIDGE CROSSING ALTERNATIVE
- CABLE SUPPORTED MAIN SPAN
- HIGH LEVEL APPROACH SPAN
- LOW LEVEL STRUCTURE OVER WETLANDS
- NO BRIDGE PIER ZONE
- NO BRIDGE ZONE (SPAN LENGTH EXCEEDED)
- NO BRIDGE ZONE (ANCHORAGES)

0 1,000 2,000

SCALE IN FEET

MRB SOUTH

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT | CAPITAL AREA ROAD AND BRIDGE DISTRICT

S.P. No. H.013284

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ALTERNATIVE F-13-IV

LEGEND

- RAILROAD TRACK
- BRIDGE CROSSING ALTERNATIVE
- CABLE SUPPORTED MAIN SPAN
- HIGH LEVEL APPROACH SPAN
- LOW LEVEL STRUCTURE OVER WETLANDS
- NO BRIDGE PIER ZONE
- NO BRIDGE ZONE (SPAN LENGTH EXCEEDED)
- NO BRIDGE ZONE (ANCHORAGES)

F

UPRR

LA

LA 30

0 1,000 2,000
SCALE IN FEET

MRB SOUTH
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT | CAPITAL AREA ROAD AND BRIDGE DISTRICT

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ALTERNATIVE F-13-IV

LEGEND

- RAILROAD TRACK
- BRIDGE CROSSING ALTERNATIVE
- CABLE SUPPORTED MAIN SPAN
- HIGH LEVEL APPROACH SPAN
- LOW LEVEL STRUCTURE OVER WETLANDS
- NO BRIDGE PIER ZONE
- NO BRIDGE ZONE (SPAN LENGTH EXCEEDED)
- NO BRIDGE ZONE (ANCHORAGES)

MISSISSIPPI RIVER

LA 1

LA 405

13

LA 75

LA 30

0 1,000 2,000

SCALE IN FEET

MRB SOUTH

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT | CAPITAL AREA ROAD AND BRIDGE DISTRICT

S.P. No. H.013284

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ALTERNATIVE F-13-IV

LEGEND

- RAILROAD TRACK
- BRIDGE CROSSING ALTERNATIVE
- CABLE SUPPORTED MAIN SPAN
- HIGH LEVEL APPROACH SPAN
- LOW LEVEL STRUCTURE OVER WETLANDS
- NO BRIDGE PIER ZONE
- NO BRIDGE ZONE (SPAN LENGTH EXCEEDED)
- NO BRIDGE ZONE (ANCHORAGES)

LA 30

East Baton Rouge Parish

Iberville Parish

IV

CNRR

LA 1

0 1,000 2,000

SCALE IN FEET

MRB SOUTH

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT | CAPITAL AREA ROAD AND BRIDGE DISTRICT

S.P. No. H.013284

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ALTERNATIVE F-14-V

LEGEND

- RAILROAD TRACK
- BRIDGE CROSSING ALTERNATIVE
- CABLE SUPPORTED MAIN SPAN
- HIGH LEVEL APPROACH SPAN
- LOW LEVEL STRUCTURE OVER WETLANDS
- NO BRIDGE PIER ZONE
- NO BRIDGE ZONE (SPAN LENGTH EXCEEDED)
- NO BRIDGE ZONE (ANCHORAGES)

F

UPRR

LA

LA 30

0 1,000 2,000
SCALE IN FEET

MRB SOUTH
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT | CAPITAL AREA ROAD AND BRIDGE DISTRICT

S.P. No. H.013284

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ALTERNATIVE F-14-V

LA 1

MISSISSIPPI RIVER

LA 75

LA 30

14

LA 405

N

LEGEND

- RAILROAD TRACK
- BRIDGE CROSSING ALTERNATIVE
- CABLE SUPPORTED MAIN SPAN
- HIGH LEVEL APPROACH SPAN
- LOW LEVEL STRUCTURE OVER WETLANDS
- NO BRIDGE PIER ZONE
- NO BRIDGE ZONE (SPAN LENGTH EXCEEDED)
- NO BRIDGE ZONE (ANCHORAGES)

0 1,000 2,000

SCALE IN FEET

MRB SOUTH

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT | CAPITAL AREA ROAD AND BRIDGE DISTRICT

S.P. No. H.013284

S:\CADD\89286 MISS. RIVER BRIDGE\PROVIDED TO ATLAS\8 -2-22\ALIGN F-14-V_2.DGN

ALTERNATIVE F-14-V

LEGEND

- RAILROAD TRACK
- BRIDGE CROSSING ALTERNATIVE
- CABLE SUPPORTED MAIN SPAN
- HIGH LEVEL APPROACH SPAN
- LOW LEVEL STRUCTURE OVER WETLANDS
- NO BRIDGE PIER ZONE
- NO BRIDGE ZONE (SPAN LENGTH EXCEEDED)
- NO BRIDGE ZONE (ANCHORAGES)

LA 1

LA 75

LA 30

V

0 1,000 2,000

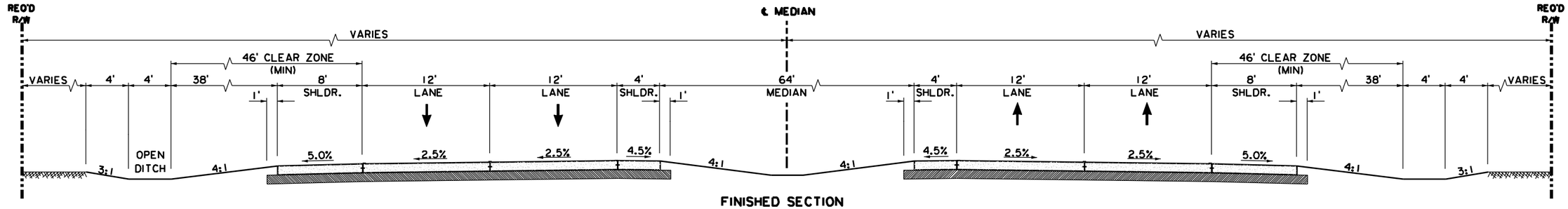
SCALE IN FEET

MRB SOUTH

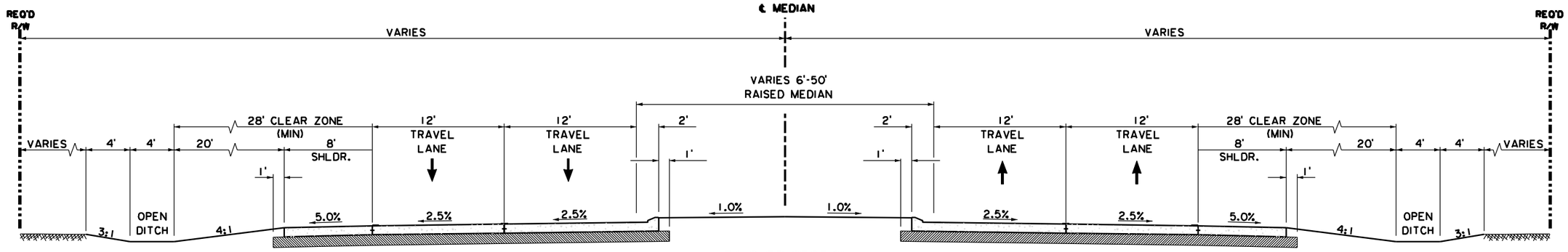
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT | CAPITAL AREA ROAD AND BRIDGE DISTRICT

S.P. No. H.013284

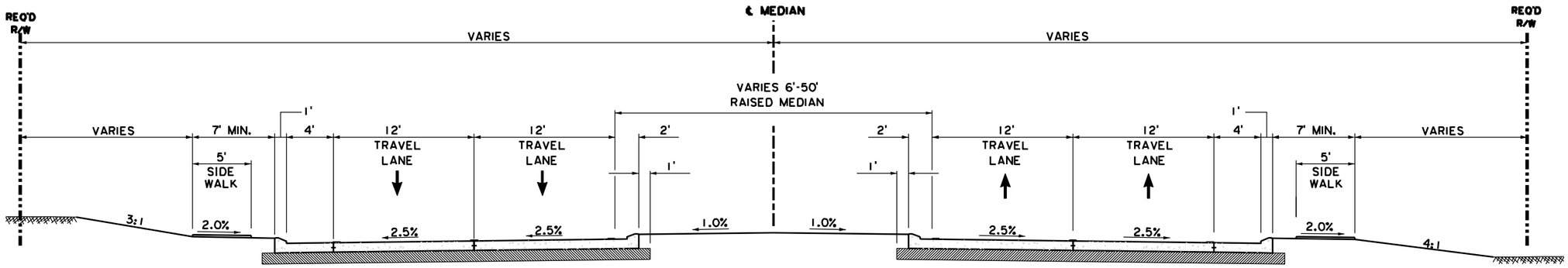
S:\CADD\89286 MISS. RIVER BRIDGE\PROVIDED TO ATLAS\8 :=2-22\ALIGN F-14-V_3.DGN



FINISHED SECTION
RURAL ARTERIAL
(65 M.P.H.)
(N.T.S.)



FINISHED SECTION
URBAN ARTERIAL
WITH OUTSIDE SHOULDER
(45 M.P.H.)
(N.T.S.)



FINISHED SECTION
URBAN ARTERIAL
(35 M.P.H.)
(N.T.S.)

MRB SOUTH
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT | CAPITAL AREA ROAD AND BRIDGE DISTRICT

S.P. No. H.013284

S:\CADD\89286 MISS. RIVER BRIDGE\PROVIDED TO ATLAS\8-2-22\TYP SECT.DGN

Attachment 3

MRB South Draft Cost Estimate

AAttachment 3: MRB Draft Cost Estimate

MRB SOUTH GBR: LA 1 TO LA 30 CONNECTOR (SPN H.013284)
TOTAL CONSTRUCTION COST

PRELIMINARY ALTERNATIVE	BRIDGE	ROADWAY	ROW - LAND ONLY (300ft roadway plus 300ft buffer)	WETLAND MITIGATION (300ft roadway plus 300ft buffer)	STRUCTURES AND REPLACEMENT in ROW	TOTAL CONSTRUCTION COST	plus 2% inflatation rate per year for 8 years
C-5-II	$1,296,000,000	$ 35,759,757	$ 15,401,000	$ 13,048,000	$ 2,333,333	$ 1,362,542,090	$ 1,596,435,222.15
C-6-III	$1,270,000,000	$ 44,575,670	$ 15,253,750	$ 13,428,450	$ 2,333,333	$ 1,345,591,203	$ 1,576,574,556.38
E-11-IV	$1,032,000,000	$ 51,331,063	$ 14,342,500	$ 5,471,900	$ 13,356,996	$ 1,116,502,459	$ 1,308,160,580.00
F-12-IV	$1,253,000,000	$ 34,489,887	$ 15,477,500	$ 12,419,050	$ 10,613,063	$ 1,325,999,500	$ 1,553,619,752.99
F-13-IV	$1,155,000,000	$ 29,023,194	$ 13,969,000	$ 10,415,650	$ 25,051,902	$ 1,233,459,746	$ 1,445,194,682.80
F-14-V	$1,130,000,000	$ 41,915,705	$ 13,157,750	$ 9,131,500	$ 17,054,477	$ 1,211,259,432	$ 1,419,183,476.56
H-19-VII	$1,581,000,000	$ 47,888,495	$ 16,032,500	$ 11,114,600	$ 24,719	$ 1,656,060,314	$ 1,940,338,602.17
K-22-VII	$1,130,000,000	$ 36,902,860	$ 16,581,250	$ 10,325,350	$ 352,240	$ 1,194,161,700	$ 1,399,150,757.77
K-23-VII	$1,096,000,000	$ 46,994,511	$ 15,038,075	$ 6,006,350	$ 41,198	$ 1,164,080,134	$ 1,363,905,409.24
M-25-IX	$1,030,000,000	$ 53,283,626	$ 14,932,500	$ 4,357,850	$ 823,240	$ 1,103,397,216	$ 1,292,805,698.63

MRB SOUTH GBR: LA 1 TO LA 30 CONNECTOR (SPN H.013284)
TOTAL CONSTRUCTION COST

PRELIMINARY ALTERNATIVE	ENGINEERING DESIGN (8%)	CONSTRUCTION MGT (10%)	UTILITY RELOCATION(4%)	ENVIRONMENTAL DOCUMENT (.01%)	ROW ALL	CONSTRUCTION ONLY (for worksheet)	CONSTRUCTION plus 2% inflatation rate per year for 8 years
C-5-II							
C-6-III							
E-11-IV	$ 104,652,846	$ 130,816,058	$ 52,326,423	$ 1,116,502	$27,699,496	$ 1,214,147,121	$ 1,422,566,864
F-12-IV							
F-13-IV	$ 115,615,575	$ 144,519,468	$ 57,807,787	$ 1,233,460	$39,020,902	$ 1,328,542,662	$ 1,556,599,473
F-14-V	$ 113,534,678	$ 141,918,348	$ 56,767,339	$ 1,211,259	$30,212,227	$ 1,313,834,053	$ 1,539,365,993
H-19-VII							
K-22-VII							
K-23-VII							
M-25-IX							
				$ 1,187,074			

Table Notes:

Costs shown are ***preliminary estimated costruction related costs*** in 2022 dollars and do not include: construction project management, engineering design, noise mitigation, structure relocation, or utility relocations. Bridge cost reflects a six lane structure, roadway reflects a six lane roadway. Refinement and inclusion of other costs will be development during the environmental study process on the alernatives selected to move forward.

Bridge is from Figg file of 2022 0211 and Roadway is from SKA file dated 2022 0125 for 6 lane roadway

RED are for the scope and budget checklist 2022 0726
Used the average for the environmental document

Environmental Costs Summary

	Land Only		All Structures			
	Right-of-Way (main/interchange)	Wetlands Mitigation (main/interchange)	Mainline	Interchange	Replacement	TOTAL
C-3-I	$ 12,776,500	$ 7,439,600	$ 5,833,333	$ -		$ 5,833,333
C-3-II	$ 13,604,250	$ 7,345,100	$ 7,000,000	$ -		$ 7,000,000
C-4-I	$ 13,302,750	$ 10,247,650	$ 8,174,906	$ -		$ 8,174,906
C-5-II	$ 15,401,000	$ 13,048,000	$ 2,333,333	$ -		$ 2,333,333
C-6-III	$ 15,253,750	$ 13,428,450	$ 2,333,333	$ -		$ 2,333,333
E-11-IV	$ 14,342,500	$ 5,471,900	$ 2,735,573	$ 3,604,823	$ 7,016,600	$ 13,356,996
F-12-IV	$ 15,477,500	$ 12,419,050	$ 7,000,000	$ 3,613,063		$ 10,613,063
F-13-IV	$ 13,969,000	$ 10,415,650	$ 8,568,906	$ 3,613,063	$ 12,869,933	$ 25,051,902
F-14-V	$ 13,157,750	$ 9,131,500	$ 8,420,198	$ 16,479	$ 8,617,800	$ 17,054,477
H-19-VII	$ 16,032,500	$ 11,114,600	$ 24,719	$ -		$ 24,719
K-22-VII	$ 16,581,250	$ 10,325,350	$ 352,240	$ -		$ 352,240
K-23-VII	$ 15,038,075	$ 6,006,350	$ 41,198	$ -		$ 41,198
M-25-IX	$ 14,932,500	$ 4,357,850	$ 823,240	$ -		$ 823,240

RIGHT OF WAY COSTS - BACKUP NUMBERS

ALTERNATIVE	ENVIRONMENTAL COST ELEMENTS															
	LAND		STRUCTURES (in number)													
	LAND/ACRES	WETLANDS/ACRES	RESIDENCE			BUSINESS			PUBLIC		INDUSTRIAL		OTHER			
	all	all	Mainline	Interchange	TOTAL	Mainline	Interchange	TOTAL	Mainline	Interchange	Mainline	Interchange	Mainline	Interchange	TOTAL	Total for Move Est.
C-3-I	511	213	0	0		0	0		5	0	0	0	0	0		
C-3-II	544	210	0	0		0	0		6	0	0	0	0	0		
C-4-I	532	293	0	0		1	0		5	0	1	0	1	0		
C-5-II	616	373	0	0		1	0		0	0	1	0	0	0		
C-6-III	610	384	0	0		1	0		0	0	1	0	0	0		
E-11-IV	574	156	2	12	14	2	1	3	0	0	0	0	1	9	10	17
F-12-IV	619	355	0	12		2	1		0	0	4	0	0	10		
F-13-IV	559	298	2	12	14	2	1	3	0	0	5	0	1	10	11	17
F-14-V	526	261	7	0	7	0	0	0	0	0	6	0	5	2	7	7
H-19-VII	641	318	0	0		0	0		0	0	0	0	3	0		
K-22-VII	663	295	2	0		0	0		0	0	0	0	1	0		
K-23-VII	602	172	0	0		0	0		0	0	0	0	5	0		
M-25-IX	597	125	5	0		0	0		0	0	0	0	1	0		

Backup

Other structures pricing

Sheds	Kits	$ 7,725	Replacement		
20x20	Alans	$ 5,665	barns	**$75,000**	
	Summit	$ 8,338	garage	**$20,000**	
	Sheds Direct	$ 8,344			
	Storageshedsoutlet	$ 11,126			
		$ 8,240			

Commercial for sale (used for commercial, public and industrial pricing)			Replacement (use same values)		
	Retail, office	$ 500,000	Retail, office	$	500,000
	Restaurant	$ 1,000,000	Restaurant	$	1,000,000
	Larger mult unit	$ 2,000,000	Larger mult u	$	2,000,000
		$ 1,166,667		**$**	**1,166,667**

Residential			Replacement costs	
	Brusly	**$ 218,000**	**For As**	
	Addis	**$ 259,000**	**For B and C**	
	Plaquemine	**$ 197,000**	**For E, F, H**	Laurie Lane **$220,000**
	White Castle	**$ 172,000**	**For I, J, K**	
	Donaldsonville	**$ 163,000**	**M and N**	

Industrial **using the commercial average since assuming we'd go over the industrial equipment**

Appraisals cost	**$400**	not used at this stage
(from I-10 per DOTD)		assume 100 parcels for cost estimate sheet
Moving costs	**$8,000**	per house/business
Mitigation Cost/acre	**$35,000**	range is $30,000 to $40,000
(per Providence NRG)		
Acreage	**$25,000**	

NOTES:

1. Acre estimated value is based on December 2021 West Baton Rouge acreage prices ranging from $30,000 to $50,000 and assuming that we may be lower due to distance from Baton Rouge - we are using an average of $25,000.
2. Residence estimated value is based on average sales prices in December 2021 from realtor.com for affected communities.
3. Commercial estimated values are based on average December 2021 price being asked for commercial buildings in the general project area.
4. Cost for other structures based on average 20x20 shed/garage cost obtained from noted online sources.
5. barn cost from home advisor

STAGE 0
Environmental Checklist

Route H.013284: MRB South GBR: LA 1 to LA 30 Connector Parish: Iberville

C.S. new route Begin Log mile TBD End Log mile TBD
3 Preliminary Alternatives:
E-11-IV – 7.7 miles of new roadway and bridge
F-13-IV – 7.6 miles of new roadway and bridge
F-14-V – 6.9 miles of new roadway and bridge

ADJACENT LAND USE: Industrial, agricultural, commercial, rural residential, wetlands

Any property owned by a Native American Tribe?
(Y or (N) or Unknown) If so, which Tribe? _____

Any property enrolled into the Wetland Reserve Program?
(Y or (N) or Unknown) If so, give the location _____

Are there any other known wetlands in the area?
(Y) or N) If so, give the location Freshwater Forested/Shrub Wetlands (Mississippi River batture, Bayou la Butte riparian areas and Bayou Paul riparian areas) Freshwater Emergent Wetlands (along linear utilities rights-of-way adjacent to Bayou la Butte and Bayou Paul riparian areas, Freshwater ponds located throughout project area, and Riverine wetlands (Mississippi River). See Attachment 1: National Wetlands Inventory Map.

Community Elements: Is the project impacting or adjacent to any (if the answer is yes, list names and locations):
(Y) or N) Cemeteries E-11-IV ROW is adjacent to the Issac Ellison burial site (16IV159); F-14-V ROW is east of Mount Carmel Baptist Cemetery (Bayou Paul Lane) (source: Louisiana Cultural Resources Map)
(Y) or N) Churches F-14-V ROW is east of Mount Carmel Baptist Church (Bayou Paul Lane)
(Y) or N) Schools F-14-V is adjacent to MSA-East Academy (Gordon Simon Leblanc Dr at LA 30)
(Y) or N) Public Facilities (i.e., fire station, library, etc.) St. Gabriel Fire Dept is adjacent to F-14-V
(Y) or N) Community water well/supply The exact road/bridge alignment could be located anywhere in a 600-foot wide corridor; therefore, the wells within the corridors are listed by alternative. Many wells are mapped within and near the industrial plants, but only those identified as being used for domestic or public water sources are listed here. F-13-IV: Well No. 047-154 (30.2689444, 91.135), owned by John Jumonville, 300-foot deep for domestic use. F-14-V: Well No. 047-271 (30.2663889, -91.1347222), owned by Iberville Wastewater District 3, 333-foot deep used as rural public water supply.

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 St. Gabriel Levee trail on the MR levee will be spanned by all alternatives
(Y) or N) Public parks See above mentioned St. Gabriel Levee trail
(Y or (N) Wildlife Refuges _____
(Y) or N) Historic Sites E-11-IV: 16IV138 Forlorn Hope, 16IV159 Issac Ellison Site, 16IV228 HS-HGB-02,; F-13-IV: 16IV167 Plaisance Site C; F-14-V: 16IV125 Bayou la Butte site

Is the project impacting, or adjacent to, a property listed on the National Register of Historic Places? (Y or (N) **Is the project within a historic district or a national landmark district?** (Y or (N) If the answer is yes to either question, list names and locations below:

_____

Do <u>you know</u> of any threatened or endangered species in the area? (Y) or N)
If so, list species and location. Pallid sturgeon is listed as endangered for Iberville Parish and are known to occur in the Mississippi River. We assume that sturgeon are within the project area.

Does the project impact or adjacent to a stream protected by the Louisiana Scenic Rivers Act? (Y or (N) If yes, name the stream. _____

Are there any Significant Trees as defined by EDSM I.1.1.21 within proposed ROW? (Y or N) If so, where? During preliminary windshield surveys, several potential significant trees were observed. The exact road/bridge alignment could be located anywhere in a 600-foot wide corridor; therefore, avoidance or minimization of impacts to the trees could be analyzed during preliminary design.

What year was the existing bridge built? Project is a new bridge.

Are any waterways impacted by the project considered navigable? (Y or N) If unknown, state so, list the waterways: Mississippi River

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
(Y or N) CERCLIS
(Y or N) ERNS
(Y or N) Enforcement and Compliance History

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)
If so, give the name and location:

Any chemical plants, refineries or landfills adjacent to the project? (Y or N) **Any large manufacturing facilities adjacent to the project?** (Y or N) **Dry Cleaners?** (Y or N) If yes to any, give names and locations: Shintech, Westlake, Flopam, all off LA 1 in Iberville Parish and Willow Glen, off LA 75 in Iberville Parish.

Oil/Gas wells: Have you checked DNR database for registered oil and gas wells? (Y or N) List the type and location of wells being impacted by the project. The exact road/bridge alignment could be located anywhere in a 600-foot wide corridor; therefore, the wells within the corridors are listed by alternative. E-11-IV: Serial #227499 A Wilberts Sons LLC (plugged and abandoned 6/09/2009) (30.237196, -91.201586, Serial #239370 Georgia Gulf (plugged and abandoned 5/01/2009) (30.25474, -91.19499), Serial #219585 A Wilberts Sons LLC (natural gas plugged and abandoned 6/08/2009) (30.254049, -91.198525). F-13-IV: Serial #161953 Ethyl Corp (plugged and abandoned 2/24/1979) (30.285875, -91.134634). F-14-V: Serial #153619 George Nash (plugged and abandoned 11/28/1976) (30.250729, -91.153333), Serial #156517 Clara B Broussard, et al. (plugged and abandoned 12/23/1977) (30.28103, -91.122384)

Are there any possible residential or commercial relocations/displacements? (Y or N)
How many? E-11-IV: 14 Residences, 3 businesses, and 10 other structures (barns, garages, etc.); F-13-IV: 14 residences, 3 businesses, 5 industrial properties, and 10 other structures; and F-14-V: 7 residences, 6 industrial structures, and 5 other structures.

Do you know of any sensitive community or cultural issues related to the project? (Y or N)
If so, explain

Is the project area population minority or low income? (Y or N) The three preliminary alternative corridors (with 1-mile buffer) were mapped in the EPA's EJ Screen tool. The EJ Screen reports are attached to the Enhanced Planning Investigation as Appendix G. The alternative with the highest reported minority population is Alternative F-14-V (with a 1-mile buffer) at 69% "people of color." However, this population is not considered low income or linguistically isolated. Only 11 % of the population has less than a high school education and unemployment is exceptionally low at 1%. Therefore, the EJ Screen tool calculates the Demographic Index at 50%. The minority populations reported for E-11-IV is 46% and 47% for alternative F-13-IV. The populations for these two alternatives have lower than state and regional

averages for low income designations, unemployment rates, linguistic isolation, and percentage of population with an education level of less than high school.

What type of detour/closures could be used on the job? Not expected, it is a new route.

Did you notice anything of environmental concern during your site/windshield survey of the area? If so, explain below.
No. Photographs collected during windshield survey of intersection locations with established roadways are attached, Attachment 2: Photograph Log.

ATTACHMENTS
Attachment 1: National Wetlands Inventory Map
Attachment 2: Photograph Log

Kerry Oriol (Providence)/Maria Bernard Reid (Atlas)
Point of Contact

225.766.7400/225.369.6595
Phone Number

August 16, 2022
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.

Louisiana Governor's Office of Indian Affairs:
https://gov.louisiana.gov/page/indian-affairs

Louisiana Wetlands Reserve Program:
https://www.nrcs.usda.gov/wps/portal/nrcs/main/national/programs/easements/

Community Water Well/Supply
https://www.sonris.com/

Louisiana Department of Wildlife and Fisheries – Wildlife Refuges
https://www.wlf.louisiana.gov/page/state-wildlife-refuge
http://www.fws.gov/refuges/profiles/ByState.cfm?state=LA
https://www.fws.gov/refuge/Delta/map.html

U.S. Fish & Wildlife Service – National Wetlands Inventory:
http://www.fws.gov/wetlands/

Louisiana State Historic Sites:
https://www.louisianatravel.com/state-historic-sites

National Register of Historic Places (Louisiana):
https://www.crt.state.la.us/cultural-development/historic-preservation/national-register/database/index

National Historic Landmarks Program:
https://www.nps.gov/orgs/1582/index.htm

Threatened and Endangered Species Databases:
https://www.fws.gov/refuges/databases/tes.html

Louisiana Scenic Rivers:
https://www.wlf.louisiana.gov/page/scenic-rivers

Significant Tree Policy (EDSM I.1.1.21)
http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/EDSM/EDSM/EDSM_I_1_1_21.pdf
(Live Oak, Red Oak, White Oak, Magnolia or Cypress that is considered aesthetically important, 18" or greater in diameter at breast height (4'-6" above the ground), and having a form that separates it from the surrounding vegetation or is considered historic.)

CERCLIS (Superfund Sites):
https://cumulis.epa.gov/supercpad/cursites/srchsites.cfm
http://www.epa.gov/enviro/html/cerclis/cerclis_query.html

ERNS - Emergency Response Notification System - Database of oil and hazardous substances spill reports:
https://cfpub.epa.gov/si/si_public_record_report.cfm?Lab=&dirEntryId=2874#:~:text=Description%3A,discharges%20and%20hazardous%20substances%20releases.&text=ERNS%20provides%20the%20most%20comprehensive,releases%20in%20the%20United%20States

Enforcement & Compliance History (ECHO)
https://echo.epa.gov/

DEQ – Underground Storage Tank Program Information:
http://deq.louisiana.gov/page/underground-storage-tank

Leaking Underground Storage Tanks:
https://www.epa.gov/ust/leaking-underground-storage-tanks-corrective-action-resources

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

Environmental Justice (minority & low income)
https://www.fhwa.dot.gov/environment/environmental_justice/overview/index.cfm

Demographics
http://www.census.gov/

FHWA's Environmental Website
https://www.fhwa.dot.gov/environment/index.cfm

Additional Databases Checked

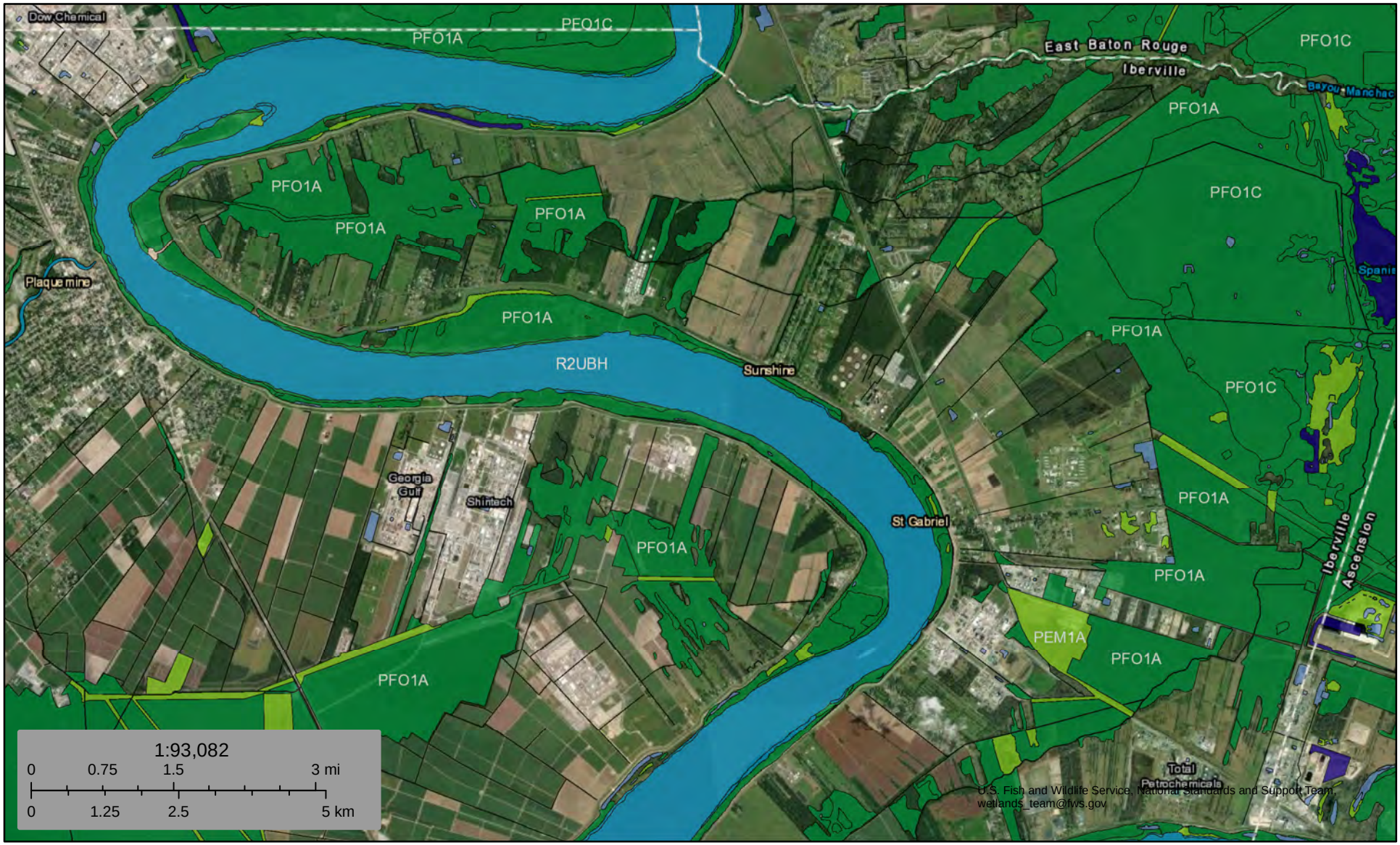
Other Comments:

Attachment 1

National Wetlands Inventory Map

U.S. Fish and Wildlife Service
National Wetlands Inventory

MRB South GBR: LA 1 to LA 30 Connector



August 9, 2022

Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

Attachment 2

Photograph Log

Photograph Log

Client/Project: LADOTD/MRB South GBR: LA 1 to LA 30 Connector
Location: Iberville Parish, LA
Photograph Date: 08/17/2022

Prepared by: Maria Reid
Photographer: Maria Reid
State Project #: H.013284

Photograph No. 1 **Direction:** North	
Description: E-11-IV: Old Evergreen Road near LA 1	

Photograph No. 2 **Direction:** Southeast	
Description: E-11-IV: Old Evergreen Road near LA 1	

Photograph Log

Client/Project: LADOTD/MRB South GBR: LA 1 to LA 30 Connector
Location: Iberville Parish, LA
Photograph Date: 08/17/2022

Prepared by: Maria Reid
Photographer: Maria Reid
State Project #: H.013284

Photograph No. 3 **Direction:** North	
Description: E-11-IV: Old Evergreen Road, near proposed corridor crossing	

Photograph No. 4 **Direction:** Northeast	
Description: E-11-IV: Old Evergreen Road, near proposed corridor crossing	

Photograph Log

Client/Project: LADOTD/MRB South GBR: LA 1 to LA 30 Connector
Location: Iberville Parish, LA
Photograph Date: 08/17/2022

Prepared by: Maria Reid
Photographer: Maria Reid
State Project #: H.013284

Photograph No. 5 **Direction:** West	
Description: E-11-IV: Evergreen Road at LA 405, near west bank levee/river crossing	

Photograph No. 6 **Direction:** Northwest	
Description: E-11-IV: LA 75, near east bank levee/river crossing	

Client/Project: LADOTD/MRB South GBR: LA 1 to LA 30 Connector
Location: Iberville Parish, LA
Photograph Date: 08/17/2022

Prepared by: Maria Reid
Photographer: Maria Reid
State Project #: H.013284

Photograph No. 7 **Direction:** South	
Description: E-11-IV: LA 75, near east bank levee/river crossing	

Photograph No. 8 **Direction:** North	
Description: E-11-IV & F-13-IV: LA 30 at Laurie Lane	

Photograph Log

Client/Project: LADOTD/MRB South GBR: LA 1 to LA 30 Connector
Location: Iberville Parish, LA
Photograph Date: 08/17/2022

Prepared by: Maria Reid
Photographer: Maria Reid
State Project #: H.013284

Photograph No. 9 **Direction:** Southeast	
Description: F-13-IV & F-14-V: LA 1 at Shintech Main Access Gate	

Photograph No. 10 **Direction:** Northeast	
Description: F-13-IV & F-14-V: LA 1 near Shintech Main Access Gate	

Photograph Log

Client/Project: LADOTD/MRB South GBR: LA 1 to LA 30 Connector
Location: Iberville Parish, LA
Photograph Date: 08/17/2022

Prepared by: Maria Reid
Photographer: Maria Reid
State Project #: H.013284

Photograph No. 11 **Direction:** Southwest	
Description: F-13-IV: LA 405 near corridor crossing east of SNF Flopam	

Photograph No. 12 **Direction:** Northeast	
Description: F-13-IV: LA 405 near corridor crossing at west bank levee/river	

Photograph Log

Client/Project: LADOTD/MRB South GBR: LA 1 to LA 30 Connector
Location: Iberville Parish, LA
Photograph Date: 08/17/2022

Prepared by: Maria Reid
Photographer: Maria Reid
State Project #: H.013284

Photograph No. 13 **Direction:** North	
Description: F-13-IV: Near LA 75, near corridor crossing	

Photograph No. 14 **Direction:** Southeast	
Description: F-13-IV: LA 75, near east bank levee/river crossing	

Photograph Log

Client/Project: LADOTD/MRB South GBR: LA 1 to LA 30 Connector
Location: Iberville Parish, LA
Photograph Date: 08/17/2022

Prepared by: Maria Reid
Photographer: Maria Reid
State Project #: H.013284

Photograph No. 15 **Direction:** South	
Description: F-14-V: Near LA 405, near corridor crossing	

Photograph No. 16 **Direction:** Southeast	
Description: F-14-V: LA 405, near west bank levee/river crossing	

Photograph Log

Client/Project: LADOTD/MRB South GBR: LA 1 to LA 30 Connector
Location: Iberville Parish, LA
Photograph Date: 08/17/2022

Prepared by: Maria Reid
Photographer: Maria Reid
State Project #: H.013284

Photograph No. 17 **Direction:** Northwest	
Description: F-14-V: LA 75, near east bank levee/river crossing	

Photograph No. 18 **Direction:** Northwest	
Description: F-14-V: LA 75 near Willow Glen Terminal and corridor crossing	

Photograph Log

Client/Project: LADOTD/MRB South GBR: LA 1 to LA 30 Connector
Location: Iberville Parish, LA
Photograph Date: 08/17/2022

Prepared by: Maria Reid
Photographer: Maria Reid
State Project #: H.013284

Photograph No. 19 **Direction:** West	
Description: F-14-V: LA 30 near Gordon Simon Leblanc Drive and corridor crossing	

Photograph No. 20 **Direction:** Southeast	
Description: F-14-V: LA 30 near Gordon Simon Leblanc Drive and corridor crossing	

Photograph Log

Client/Project: LADOTD/MRB South GBR: LA 1 to LA 30 Connector
Location: Iberville Parish, LA
Photograph Date: 08/17/2022

Prepared by: Maria Reid
Photographer: Maria Reid
State Project #: H.013284

Photograph No. 21 **Direction:** East	
Description: Only Mississippi River Crossing available between Interstate 10 and LA 70 bridges, DOTD Ferry Service (two vessels: Ascension is shown) between Plaquemine and Sunshine, Louisiana	

Photograph No. 22 **Direction:** Southeast	
Description: DOTD Ferry Service (Second vessel, St. Francisville) between Plaquemine and Sunshine, LA	