

I-12 To Bush Corridor Study

State Project No. 700-52-0124 (TIMED)
Phase II - Alternatives Analysis
Public Meeting
July 27, 28, 29, 2004

PROJECT UPDATE

The Louisiana Department of Transportation and Development (DOTD) has completed its preliminary evaluation of the alternatives. In all, 64 alternatives had been identified by stakeholders and the general public (refer to Map 1). This set was narrowed down to 14 common, feasible alternatives. The project team added three technically derived alternatives to this set, bringing the overall set of evaluated alternatives to 17. These 17 alternatives have undergone a primary evaluation and optimization process, resulting in the identification of the top five feasible alternatives. (refer to Map 2).

These alternatives have the lowest impacts to the natural and manmade environment. They also provide a traffic relief benefit to St. Tammany Parish, along with a connection to I-12 for both Washington and St. Tammany Parishes.

In addition, upgrades to LA 21 and LA 41 are also being considered (Alternatives A3 and M3).

PROJECT AREA

The project area is located totally within St. Tammany Parish, Louisiana. It is a triangle shaped area encompassing about 244 square miles, roughly bounded by LA 21, US 190, I-12, US 11 and LA 41.

MEETING PURPOSE

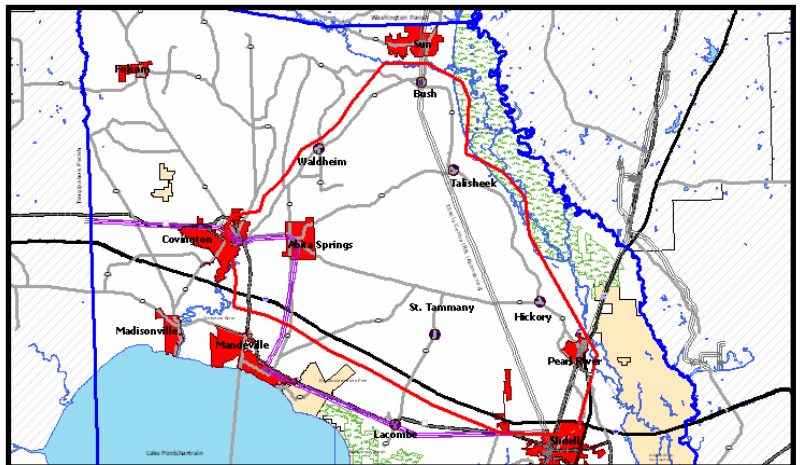
The purposes of this meeting are to:

- update the public on the results from the alternatives evaluation process
- solicit public comments on the final set of alternatives
- voice any related issues and concerns

Please visit the project web-site:

www.12tobush.com

- for updates to each phase of the I-12 to Bush Corridor Study
- to submit comments on the project
- to contact the DOTD Project Manager
- to contact the project team



QUESTIONS ?

For DOTD, contact: Ed Wedge, Road Design Project Manager at (225) 379-1038

For the project team, contact: Paul Waidhas or Anna Coe at Burk-Kleinpeter, Inc., (504) 486-5901.

PROJECT SPONSOR

The Sponsor for this project is the Louisiana Department of Transportation and Development via the Transportation Infrastructure Model for Economic Development (TIMED) Program. No Federal funding is involved.

EVALUATION CRITERIA VARIABLES

Alignment Variables

- Hydric Soil (indicator of Wetlands)
- Threatened and Endangered Species
- Scenic Rivers
- Unique Areas
- Wildlife Refuge Areas
- Wildlife Management Areas
- Environmental Sites
- Archeological Sites
- Historic Areas
- Historic Drainage
- High Probability Archeological Areas
- NRHP Sites and Districts
- Previous Archeological Surveys
- Standing Structures
- Standing Structures ROW
- Flood Zones
- Land use
- Roads
- Residential/Commercial Structures
- Timber Management Areas

Cost Variables

- Section
- Intersection/Interchange
- Land Value
- Structures (relocation)
- Geology type (sub-strata)
- Excavation/Fill/Super-elevation

Traffic Impact Variables

- Accidents
- Average Daily Traffic
- Population
- Facility Type
- Speed
- Traffic Mitigation

Population Impact Variables

- Impact Zones
- Demographic Breakdown
- Future Growth

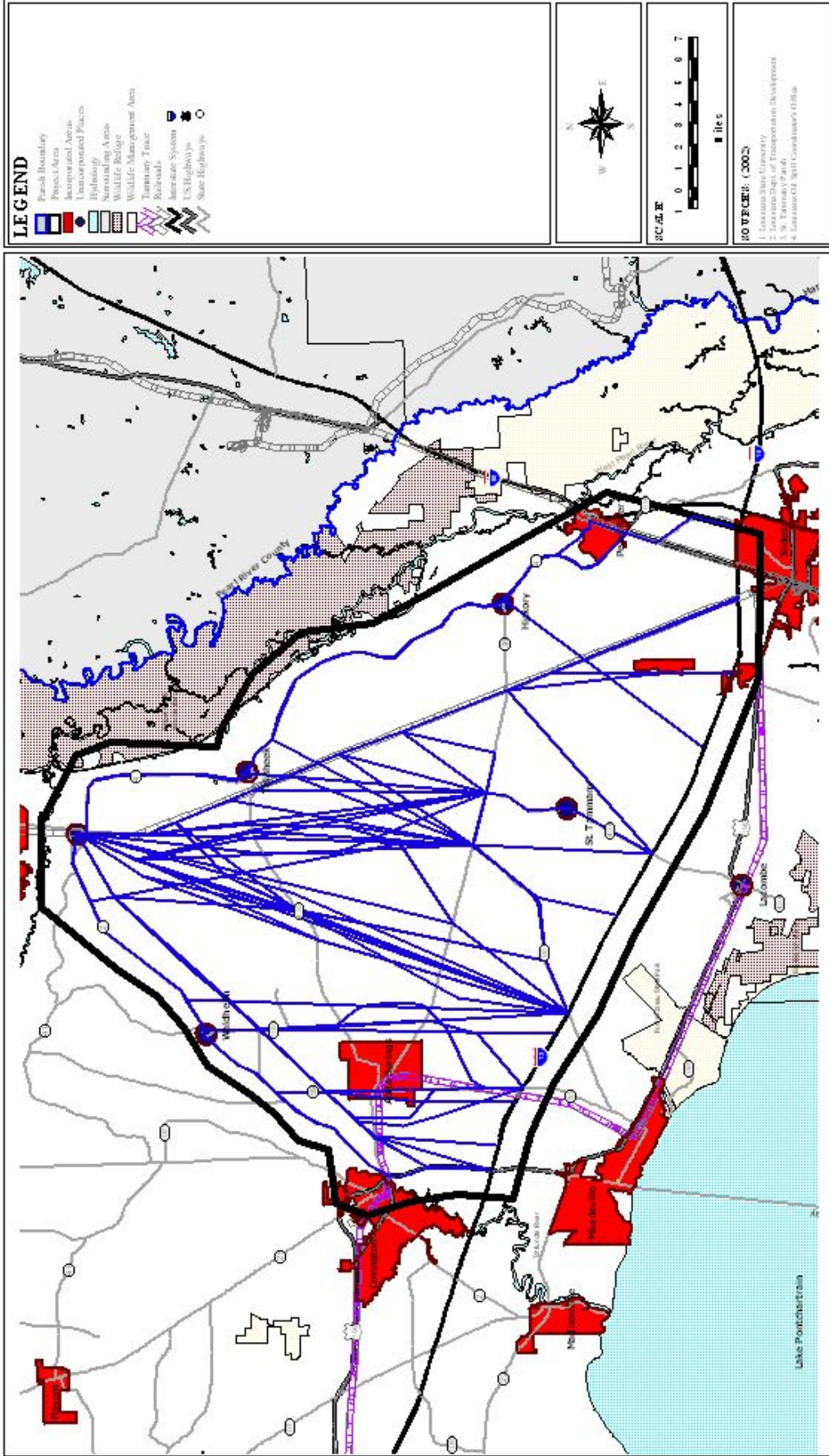
WHAT WAS THE EVALUATION PROCESS?

- All 17 identified alternatives were evaluated against the variables listed above
- Variables were weighted according to importance
- Alternatives were scored based on the results
- Project team and representatives from the Commenting Agencies conducted a field review of the top 5 alternatives plus the two upgrades to LA 21 and LA 41
- All 17 alternatives were optimized in 1,000 ft. segments for each alternative (ran through three iterations in the optimization process)
- Alternatives re-ranked and final set identified as the top 5 alternatives plus the upgrades to LA 21 and LA 41

FUTURE ACTIVITY

- DOTD to submit pre-application to US Army Corps of Engineers (USACOE)
- USACOE make determination on Environmental Assessment (EA) or Environmental Impact Statement (EIS)
- EA/EIS will involve the development of the "Preferred Alternative" and the "No Build Alternative"
- At least one additional public meeting/hearing to be held (date to be determined)
- USACOE will write the final environmental document
- If approved, project will receive a Finding of No Significant Impact (FONSI) or Record of Decision (ROD)
- Commencement of surveying and right-of-way acquisitions
- DOTD's goal to have project constructed by 2009

MAP 1: SET OF IDENTIFIED ALTERNATIVES



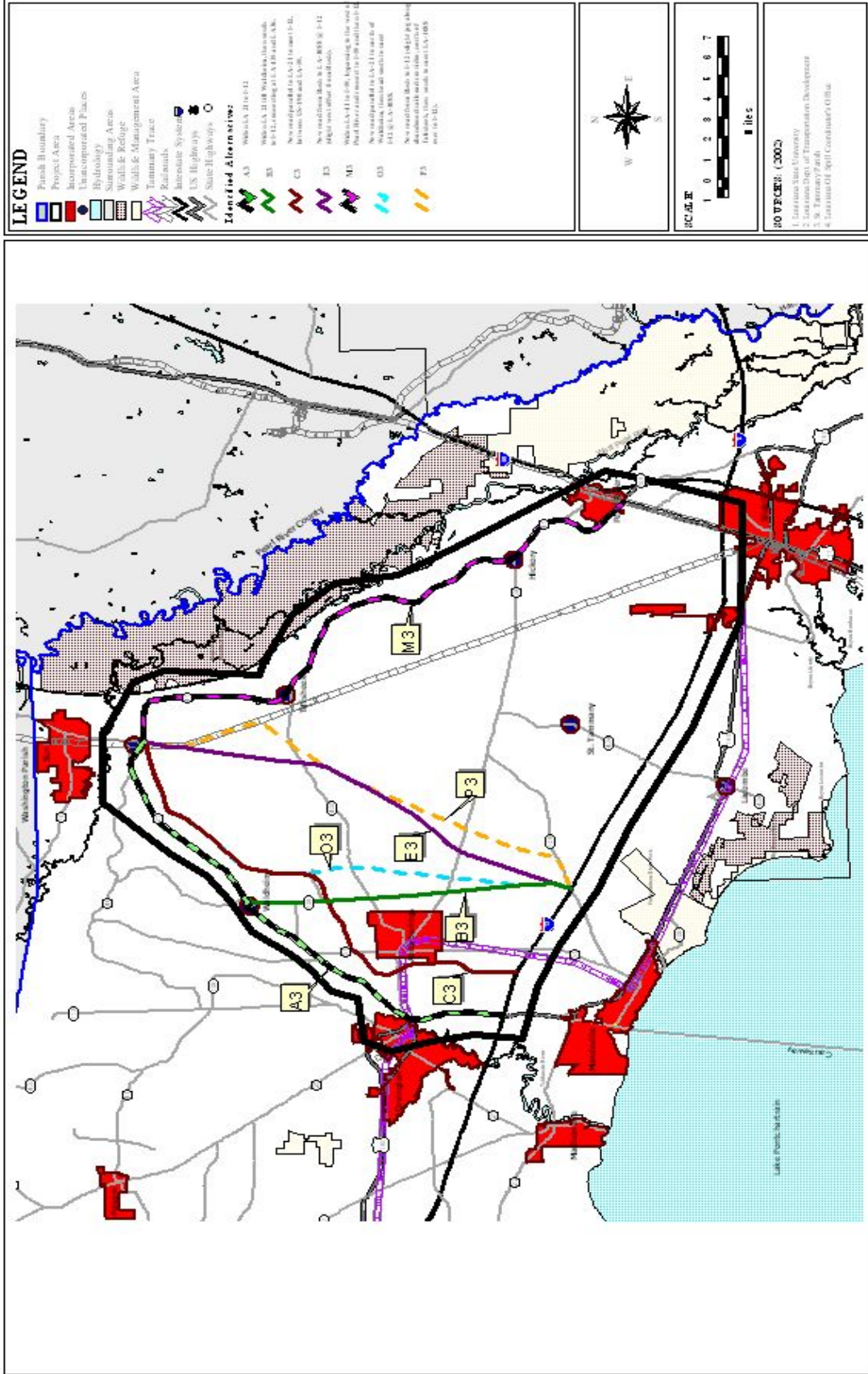
I-12 to Bush Corridor Study
State Project No. 700-52-0124 (TIMED)
BURK-KLEINPETER, INC.
DESYSGRAPH, INC.

JULY 2004

All Stakeholder and Public Identified Alternatives

All alternatives identified by stakeholders and general public in June and July, 2003. The obviously flawed alternatives were eliminated and the remainder were combined into a set of 14 common alternatives. These were then carried into the evaluation process, along with three technically derived alternatives that were developed by the project team.

MAP 2: SET OF FINAL ALTERNATIVES



Top 5 Optimized Alternatives And Upgrades To Existing Roadways

I-12 to Bush Corridor Study
 State Project No. 700-52-0124 (TIMED)
EK BURK-KLEIN PETER INC. & **DB** SYSGRAPH INC.
 JULY 2004

The final set of alternatives includes the top five optimized alternatives (B3, C3, E3, O3 and P3) plus upgrades to LA 21 and LA 41 (A3 and M3). Up to three alternatives, plus the upgrades to LA 21 and LA 41, will be carried forward into an EA or EIS.