

FEDERAL HIGHWAY ADMINISTRATION


FINDING OF NO SIGNIFICANT IMPACT

for


State Project Nos. H.012233 & H.012232
Federal Aid Project Nos. H012233 & H012232
LA 3064 (Essen Lane) to LA 1248 (Bluebonnet Boulevard), Phases 1 & 2
(aka Dijon Drive Extension, Phases 1 & 2)
East Baton Rouge Parish

The FHWA has determined that Alternative 1 (Yellow) (the Selected Alternative) will not have any significant impact on the human environment. This Finding of No Significant Impact (FONSI) is based on the Environmental Assessment (EA) which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an environmental impact statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the attached EA.

3/17/17
Date



FOR Joshua Cunningham
Project Delivery Team Leader
Federal Highway Administration
Louisiana Division

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Environmental Assessment with Finding of No Significant Impact (FONSI)

LA 3064 (Essen Lane) to LA 1248 (Bluebonnet Boulevard)
Dijon Drive Extension, Phases 1 & 2
East Baton Rouge Parish
State Project Nos. H.012233 & H.012232
F.A.P. Nos. H012233 & H012232



March 3, 2017

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ENVIRONMENTAL CHECKLIST

WBS No. H.012233 (Phase 1) & H.012232 (Phase 2)
Name: LA 3064 (Essen Lane) to LA 1248 (Bluebonnet Boulevard)
Route: LA 3064 to LA 1248
Parish: East Baton Rouge

1. General Information

- | | | |
|--|--|---|
| <input type="checkbox"/> Conceptual Layout | <input checked="" type="checkbox"/> Line and Grade | <input type="checkbox"/> Preliminary Plans |
| <input type="checkbox"/> Survey | <input type="checkbox"/> Plan-in-Hand | <input type="checkbox"/> Advance Check Prints |

2. Class of Action

- | | |
|--|---|
| <input type="checkbox"/> Environmental Impact Statement (E.I.S.) | <input type="checkbox"/> State Funded Only (EE/EF/ER) |
| <input checked="" type="checkbox"/> Environmental Assessment (E.A.) | |
| <input type="checkbox"/> Categorical Exclusion (C.E.) | |
| <input type="checkbox"/> Programmatic C.E. (as defined in FHWA letter of agreement dated 03/15/95) | |

3. Project Description

See Chapters 1, 2, and 3

4. Public Involvement

- Views were solicited.
- Views were not solicited.
- Public Involvement events held. (List events and dates in Section 11.)
- A public hearing/opportunity for requesting a public hearing required. (List dates in Section 11.)
- A public hearing/opportunity for requesting a public hearing not required.

5. Real Estate

- | | NO | YES | N/A |
|--|-------------------------------------|-------------------------------------|--------------------------|
| a. Will additional right-of-way be required? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Is right of way required from a burial/cemetery site? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Is right-of-way required from a Wetland Reserve Program (WRP) property? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Is required right-of-way prime farmland ? (Use form AD 1006, if needed) ... | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Will any relocation of residences or businesses occur? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Are construction or drainage servitudes required? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

6. Section 4(f) and Section 6(f)

- | | NO | YES | N/A |
|--|-------------------------------------|--------------------------|--------------------------|
| a. Will historic sites or publicly owned parks, recreation areas, wildlife or waterfowl refuges (Section 4f) be affected? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Are properties acquired or improved with L&WC funds affected? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

7. Cultural Section 106

	NO	YES	N/A
a. Are any known historic properties adjacent or impacted by the project? (If so, list below).....	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Are any known archaeological sites adjacent or impacted by the project? (If so, list site # below)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Would the project affect property owned by or held in trust for a federally recognized tribal government ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

8. Natural & Physical Environment

	NO	YES	N/A
a. Are wetlands affected?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Are other waters of the U.S. affected?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Are Endangered/Threatened Species/Habitat affected?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Is project within 100 Year Floodplain ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Is project in Coastal Zone Management Area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Is project in a Coastal Barrier Resources area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Is project on a Sole Source Aquifer ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. Is project impacting a navigable waterway ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i. Are any State or Federal Scenic Rivers/Streams impacted?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j. Is a noise analysis warranted (Type I project)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
k. Is an air quality study warranted?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
l. Is project in a non-attainment area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
m. Is project in an approved Transportation Plan, Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
n. Are construction air, noise, & water impacts major?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
o. Will the project affect or be affected by a hazardous waste site , leaking underground storage tank, oil/gas well, or other potentially contaminated site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

9. Social Impacts

	NO	YES	N/A
a. Will project change land use in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Are any churches and schools impacted by or adjacent to the project? (If so, list below)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Has Title VI been considered?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Will any specific groups be adversely affected? (i.e., <i>minorities, low-income, elderly, disabled, etc.</i>)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Are any hospitals, medical facilities, fire police facilities impacted by or adjacent to the project? (If so, list below).....	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Will Transportation patterns change?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Is Community cohesion affected by the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h. Are short-term social/economic impacts due to construction considered major?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i. Do conditions warrant special construction times ? (i.e., <i>school in session, congestion, tourist season, harvest</i>)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j. Were Context Sensitive Solutions considered? (If so explain below).....	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
k. Were bike and pedestrian accommodations considered? (explain below).....	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

		NO	YES	N/A
I.	Will the roadway/bridge be closed? (If yes, answer questions below).....	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Will a detour bridge be provided?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Will a detour road be provided?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Will a detour route be signed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

10. Permits (Check all permits that may be required)

- | | | |
|--|--|--|
| <input type="checkbox"/> Corps Nationwide | <input type="checkbox"/> CUP/Consistency Determination | <input type="checkbox"/> LA Scenic Stream |
| <input checked="" type="checkbox"/> Corps Section 404/10 | <input type="checkbox"/> USCG Bridge | <input checked="" type="checkbox"/> DEQ WQC |
| <input type="checkbox"/> Levee | <input type="checkbox"/> USCG Navigational Lights | <input checked="" type="checkbox"/> LPDES Stormwater |
| <input type="checkbox"/> Other (explain below) | | |

11. Other (Use this space to explain or expand answers to questions above.)

4 Views were solicited on October 30, 2015.

A Public Meeting was held on December 16, 2015, and the Public Meeting Summary dated January 19, 2016, is on file with CRPC and LADOTD.

A Public Hearing was held on December 1, 2016, and the Public Hearing Summary dated March 2, 2017, is on file with CRPC and LADOTD.

8(a) A Jurisdictional Determination by the U.S. Army Corps of Engineers (USACE), New Orleans District is required for the proposed Midway Boulevard segment of Phase 2 which includes approximately 1.45 acres of wetlands. A total of 8.72 acres of wetlands was identified for the project area. This area includes 7.27 acres that were previously permitted and mitigated by the USACE including 0.81 acre of wetland and 0.60 acre of surface waters located within Phase 1 (MVN-2015-02136-CD) and approximately 6.52 acres located within Phase 2 (Permit MVN-2014-02787-SE). The USACE has not reviewed the wetland and surface waters identified for the Midway Boulevard location.

For the proposed Midway Boulevard, a USACE permit is anticipated to be required in order to satisfy Section 404 of the Clean Water Act for temporary and permanent construction-related impacts to wetlands and other waters of the U.S. determined to be jurisdictional.

8(d) Floodplain associated with Ward Creek.

8(e) Following Natural Resources Conservation Service (NRCS) coordination, the NRCS determined that the Study Area is within an urban area and therefore the project is exempt from the rules and regulations of the Farmland Protection Policy Act (FPPA). The November 4, 2015, NRCS response letter further stated that the project will not impact NRCS work in the vicinity.

8(j) The 2017 existing conditions exterior sound levels do not approach or exceed the LADOTD threshold at any receiver location. In the 2037 No-Build alternative, growth in traffic volumes will cause exterior sound levels at one receiver location to approach or exceed the LADOTD threshold. None of these receiver locations will experience a substantial increase in noise level. In the 2037 Build alternative, one receiver location will experience an exterior sound level that equals or exceeds the LADOTD threshold.

None of the abatement measures reviewed were considered to be feasible. Reasonableness of a barrier was not evaluated because the barrier was not feasible. No abatement measure was found to be both reasonable and feasible.

8(k) The modeled carbon monoxide (CO) concentrations for project area intersections were calculated for 1-hour and 8-hour periods. Tables 20 and 21 show the highest total 1-hour and 8-hour CO concentrations in parts per million (ppm) for existing, No-Build, and Build conditions. Based on the analysis, the worst operating intersections located on Bluebonnet Boulevard and Essen Lane are

not expected to exceed the 1-hour and 8-hour CO National Ambient Air Quality Standards (NAAQS) of 35 ppm and 9 ppm respectively.

Air quality impacts due to construction operations for the proposed highway improvement project are expected to be short-term, minor, and localized.

- 8(l) Currently, the Baton Rouge area is designated as an area in nonattainment.
- 8(m) The Capital Region Planning Commission performed a regional air quality conformity analysis and presented the results in an amendment of the MTP 2037 and TIP FY 2015 – 2018 Air Quality Conformity Analysis (May 2016). The analysis results show the total network emissions for analysis years 2017, 2022, 2027, and 2037 are less than the established motor vehicle emission budget limits. Phases 1 and 2 of the Dijon Drive Extension project were additional improvements included in the 2016 conformity analysis.
- 8(o) Required right-of-way for roadway improvements associated with the Preferred Alternative would not impact sites identified to have known potential environmental conditions that may have the presence or likely presence of hazardous substances or petroleum products or that pose a material threat of release. The Preferred Alternative may impact water wells located within the Study Area. These water wells would likely be plugged.
- 9(a) The proposed roadway improvements will cause land use changes including conversion of some developed and undeveloped land to transportation use.
- 9(e) Baton Rouge General Hospital.
- 9(j) Meetings were held with the City of Baton Rouge to get their input related to project features, and a Public Meeting was held to provide the public with an opportunity to be involved in aiding with the development of project alternatives.
- 9(k) The proposed alternatives include accommodations for bicycle and pedestrian facilities and propose connection to the future Capital Area Pathways Project Medical Loop Trail located along Ward Creek and adjacent to the project Study Area's northern boundary.

LADOTD's Complete Streets Policy recommends that appropriate pedestrian facilities be determined by the context of the roadway. Bicycle and pedestrian improvements for the proposed project have been evaluated in accordance with the LADOTD *Complete Streets Policy* and in coordination with East Baton Rouge City-Parish.

Preparer: Arcadis U.S., Inc.
Title: Scott L. Hoffeld, Sr. Project Manager
Date: March 3, 2017

Attachments

- S.O.V. and Responses **Appendices C and D**
- Wetlands Finding **Section 4.5.4, Appendix CD-1**
- Project Description Sheet **Sections 1, 2, and 3**
- Conceptual Stage Relocation Plan
- Noise Analysis **Section 4.8, Appendix CD-2**
- Air Analysis **Section 4.9**
- Exhibits and/or Maps
- 4(f) Evaluation
- Form AD 1006 (Farmlands)
- 106 Documentation **Appendix E**
- Other **The Public Information Meeting Summary is on file with CRPC and LADOTD and was submitted on January 19, 2016. The Public Hearing Summary is on file with CRPC and LADOTD and was submitted on March 2, 2017.**

SUMMARY

PERMITS, MITIGATION & COMMITMENTS

U.S. Army Corps of Engineers Permit

A Jurisdictional Determination by the U.S. Army Corps of Engineers (USACE), New Orleans District is required for the proposed Midway Boulevard segment of Phase 2 which includes approximately 1.45 acres of wetlands. The USACE has not reviewed the wetland and surface waters identified for the Midway Boulevard location.

A total of 8.72 acres of wetlands was identified for the Study Area. This area includes 7.27 acres that were previously permitted and mitigated by the USACE including 0.81 acre of wetland and 0.60 acre of surface waters located within Phase 1 (MVN-2015-02136-CD) and approximately 6.52 acres located within Phase 2 (Permit MVN-2014-02787-SE).

For the proposed Midway Boulevard, a USACE permit is anticipated to be required in order to satisfy Section 404 of the Clean Water Act for temporary and permanent construction-related impacts to wetlands and other waters of the U.S. determined to be jurisdictional.

In order to comply with the federal policy of ensuring that there is no net loss of wetlands acres, unavoidable wetlands impacts along the project would be compensated according to an approved mitigation plan as part of the wetland permitting process.

Section 401 Water Quality Certification

A Section 401 Water Quality Certification is required in conjunction with the Section 404 permit according to Louisiana's Water Quality Regulations (Louisiana Administrative Code 3:IX Chapter 15). This certification would be coordinated with the Louisiana Department of Environmental Quality (LDEQ).

Louisiana Pollutant Discharge Elimination System (LPDES) Permit and Storm Water Pollution Prevention Plan (SWPPP)

Adverse construction impacts to water quality would be reduced by implementation of Best Management Practices as outlined in a project-specific SWPPP and Erosion and Sedimentation Control Plan for the project. Measures to reduce erosion and nonpoint source pollution from runoff into surface waters, properly store materials and equipment, properly store and dispose of waste materials, maintain equipment, and avoid accidental discharges of fuels or other chemicals will be outlined in the SWPPP. The

Preferred Alternative would require an LPDES Notice of Intent (NOI) for construction-related activities. The SWPPP shall be prepared and kept at the construction site in addition to the LPDES NOI application.

Bicycle and Pedestrian Facilities

The proposed alternatives include accommodations for bicycle and pedestrian facilities and propose connection to the future Capital Area Pathways Project Medical Loop Trail located along Ward Creek and adjacent to the Study Area's northern boundary.

The Louisiana Department of Transportation and Development's (LADOTD's) *Complete Streets Policy* recommends that appropriate pedestrian facilities be determined by the context of the roadway. Bicycle and pedestrian improvements for the proposed project have been evaluated in accordance with the LADOTD *Complete Streets Policy* and in coordination with East Baton Rouge City-Parish.

Property Impacts

LADOTD's Acquisition of Right-of-Way and Relocation Assistance document (July 30, 2015) outlines policies that implement federal regulations promulgated under the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and Title VI of the Civil Rights Act of 1964.

No relocations would be required for either build alternative; therefore, a Conceptual Stage Relocation Plan is not required. However, portions of property will be required for the build alternative right-of-way.

Property Access and Traffic Control

Access will be maintained to properties adjacent to the project. Details for the layout of parking spaces and circulation will be provided in the final design phase of the project delivery process.

Properties that are accessible from Bluebonnet Boulevard would continue to be accessible with the **Preferred Alternative**. The signalized intersection at Bluebonnet Boulevard and Mall Drive 1 will remain. Access to commercial businesses along the west side of Bluebonnet Boulevard near Mall Drive 1 will also be maintained

Construction-related traffic delays will be minimized through signing plans that inform the drivers of work zones, lane closures, and other temporary changes. All traffic maintenance plans will be prepared by qualified traffic engineers in accordance with LADOTD standards and will be monitored for effectiveness throughout the construction process.

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C	Solicitation of Views
D	Solicitation of Views Responses
E	Section 106

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CD-1A	Bluebonnet Screening Analysis
CD-2	Wetland Findings Report
CD-3	OLOL (Phase 1) and BRGMC (Phase 2) USACE Permits
CD-4	Traffic Noise Analysis Technical Report
CD-5	Public Meeting Summary, December 16, 2015
CD-6	Public Hearing Summary, December 1, 2016



LIST OF ACRONYMS

APE	Area of Potential Effect
BRGMC	Baton Rouge General Medical Center
BRHD	Baton Rouge Health District
CAAA	Clean Air Act Amendments
CAPP	Capital Area Pathways Project
CATS	Capital Area Transit System
CFR	Code of Federal Regulations
CO	Carbon Monoxide
CRPC	Capital Region Planning Commission
DAPE	Direct Area of Potential Effect
dba	A-Weighted Decibel
DHP	Division of Historic Preservation
DOA	Division of Archaeology
DOT	U.S. Department of Transportation
EA	Environmental Assessment
EDMS	Electronic Document Management System
EDSM	Engineering Directives and Standards Manual
EDR	Environmental Data Resources
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
FPPA	Farmland Protection Policy Act
GIS	Geographic Information System
IAPE	Indirect Area of Potential Effect
I-10	Interstate 10
JD	Jurisdictional Determination
LA 1248	Louisiana State Highway 1248 (Bluebonnet Boulevard)
LA 3064	Louisiana State Highway 3064 (Essen Lane)
LADOTD	Louisiana Department of Transportation and Development

ENVIRONMENTAL ASSESSMENT

LDCRT	Louisiana Department of Culture, Recreation & Tourism
LDEQ	Louisiana Department of Environmental Quality
LDNR	Louisiana Department of Natural Resources
LEP	Limited English Proficiency
LNHP	Louisiana Natural Heritage Program
LOS	Level of Service
MSAT	Mobile Source Air Toxic
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
O ₃	Ozone
OLOL	Our Lady of the Lake
PM-2.5	Particulate Matter 2.5 Microns or Less in Size
PM-10	Particulate Matter 10 Microns or Less in Size
ppm	Parts per Million
REC	Recognized Environmental Condition
ROW	Right-of-Way
SOV	Solicitation of Views
SWPPP	Storm Water Pollution Prevention Plan
TDM	Travel Demand Model
TIP	Transportation Improvement Program
TNM	Traffic Noise Model
USACE	U.S. Army Corps of Engineers
USDA	U.S. Department of Agriculture
USFWS	U.S. Fish and Wildlife Service
UST	Underground Storage Tank

1

PROJECT DESCRIPTION

The City of Baton Rouge/Parish of East Baton Rouge, the Louisiana Department of Transportation and Development (LADOTD), and the Federal Highway Administration (FHWA) in cooperation with the Capital Region Planning Commission (CRPC), proposes the Dijon Drive Extension, a roadway on new alignment connecting Essen Lane (LA 3064) to the west and Bluebonnet Boulevard (LA 1248) to the east with additional points of north-south connectivity along Mancuso Lane and Midway Boulevard.

1.1 Introduction

The City of Baton Rouge/Parish of East Baton Rouge, the Louisiana Department of Transportation and Development (LADOTD), and the Federal Highway Administration (FHWA), in cooperation with the Capital Region Planning Commission (CRPC), proposes the Dijon Drive Extension, a roadway on new alignment connecting Essen Lane (Louisiana State Highway 3064 [LA 3064]) to the west and Bluebonnet Boulevard (LA 1248) to the east with additional points of north-south connectivity along Mancuso Lane and Midway Boulevard. The roadway is proposed to be constructed in two phases: Phase 1 begins at Essen Lane and continues east approximately 0.65 mile to Midway Boulevard; Phase 2 begins at Midway Boulevard and continues east approximately 0.60 mile, terminating at Bluebonnet Boulevard. The total length of the Dijon Drive Extension is approximately 1.25 miles. Proposed improvements include connections from the new Dijon Drive Extension south to Summa Avenue along Mancuso Lane (0.25 mile) and south to Picardy Avenue along Midway Boulevard (0.5 mile). Additional improvement at Bluebonnet Boulevard and Interstate 10 (I-10) are also proposed and include additions to the eastbound exit ramp, southbound Bluebonnet Boulevard between at North Mall Drive, and the I-10 East Access Road at the intersection with Bluebonnet Boulevard.

1.2 Background

The CRPC is the government metropolitan planning organization (MPO) that provides both long-range and short-term transportation planning for the Baton Rouge urbanized area. The federal Fixing America's Surface Transportation Act (FAST Act; December 2015) serves as the current regulatory and funding framework for transportation planning. The Baton Rouge Metropolitan Transportation Plan 2037 (MTP; June 2013) represents the principal transportation long-range planning document for the Baton Rouge metropolitan area. Short-term planning is represented by the MPO's Transportation Improvement Program (TIP). The MPO amended the TIP Fiscal Years 2015-2018 on October 13, 2015, and includes the Dijon Drive Extension as part of the transportation plan for Baton Rouge.

The study of the alternatives developed in this environmental assessment (EA) and the associated environmental consequences were evaluated according to the National Environmental Policy Act (NEPA), LADOTD's Stage 1 Planning/Environmental Manual of Standard Practice, and FHWA's Guidance for Preparing and Processing Environmental and Section 4(f) Documents.

1.3 Study Area

The Study Area is located south of I-10, east of Essen Lane, west of Bluebonnet Boulevard, and north of Anselmo Lane within the Baton Rouge Health District (BRHD) as identified in the East Baton Rouge Parish *FUTUREBR* Comprehensive Plan (amended 2015). The *FUTUREBR* Comprehensive Plan identified the medical corridor as an area with immediate needs to address traffic congestion, safety, and the health care economy of BRHD. A segment of the Capital Area Pathways Project (CAPP) Medical Loop Trail is located along Wards Creek to the immediate north of the Study Area.

The EA will involve investigating the potential for effects to cultural resources, threatened and endangered species, natural resources, and the human environment within the Study Area. The proposed project is on new alignment designed to East Baton Rouge Parish and LADOTD criteria and will remain part of the East Baton Rouge Parish street network. A location map that illustrates the Study Area is provided as **Figure 1**.

1.4 Logical Termini

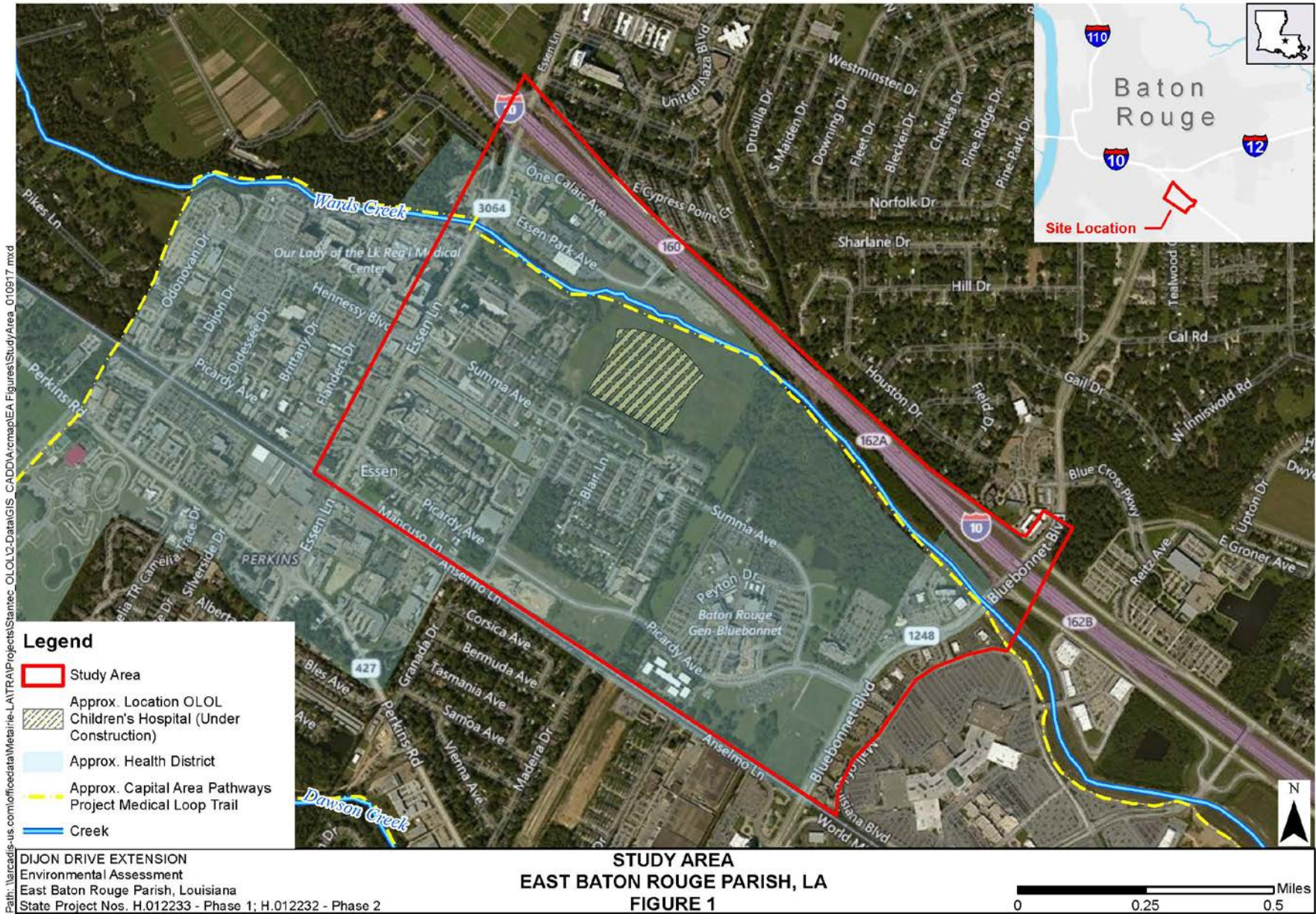
FHWA defines logical termini for project development as (1) rational end points for a transportation improvement; and (2) rational end points for a review of the environmental impacts. The environmental impact review frequently covers a broader geographic area than the strict limits of the transportation improvements. In the past, the most common termini have been points of major traffic generation, especially intersecting roadways. This is due to the fact that in most cases traffic generators determine the size and type of facility being proposed. Choosing a corridor of sufficient length to look at all impacts need not preclude staged construction.

The logical termini identified on **Figure 1** are a result of previous studies completed in the surrounding area, completed improvements, and identified future improvements. The logical termini for the proposed project are:

East/West: The junction of the Dijon Drive Extension and Essen Lane (LA 3064) and the junction of the Dijon Drive Extension and Bluebonnet Boulevard (LA 1248)

North/South: The junction of the Dijon Drive Extension and Mancuso Extension and the junction of the Dijon Drive Extension and Summa Avenue

North/South: The junction of the Dijon Drive Extension and Midway Extension and the junction of the Dijon Drive Extension and Picardy Avenue



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2 PURPOSE AND NEED

The purpose of the proposed Dijon Drive Extension project is to provide transportation infrastructure to improve the transportation network and improve connectivity of the transportation system.

The project is needed in order to improve connectivity of the transportation system within the BRHD, provide additional points of access to future BRHD development, and support the economic growth of the BRHD. More specifically, needs for the proposed project include improving connectivity; supporting planned institutional and business growth within the medical district; relieving existing and future congestion on area roadways; and improving area-wide mobility and system reliability.

2.1 Introduction

The Study Area and East Baton Rouge Parish are located in southeast Louisiana approximately 75 miles northwest of New Orleans. The Study Area is located within the Baton Rouge urbanized area, which includes East Baton Rouge Parish and surrounding suburban areas located in West Baton Rouge, Ascension, Iberville, and Livingston parishes. Locally, the Study Area is located within the BRHD (**Figure 2**) and the South Medical District small area plan of the *FUTUREBR Comprehensive Plan*. Goals for this small area plan include alleviating traffic congestion, improving health care services, and increasing economic activity.

As of the 2010 U.S. Census, the Baton Rouge urbanized area population was 732,587 and the East Baton Rouge Parish population was 440,171. Between 2000 and 2010, the Baton Rouge urbanized area experienced a 13 percent increase in population with the addition of approximately 96,373 persons while East Baton Rouge Parish experienced an estimated increase of 27,319 persons.

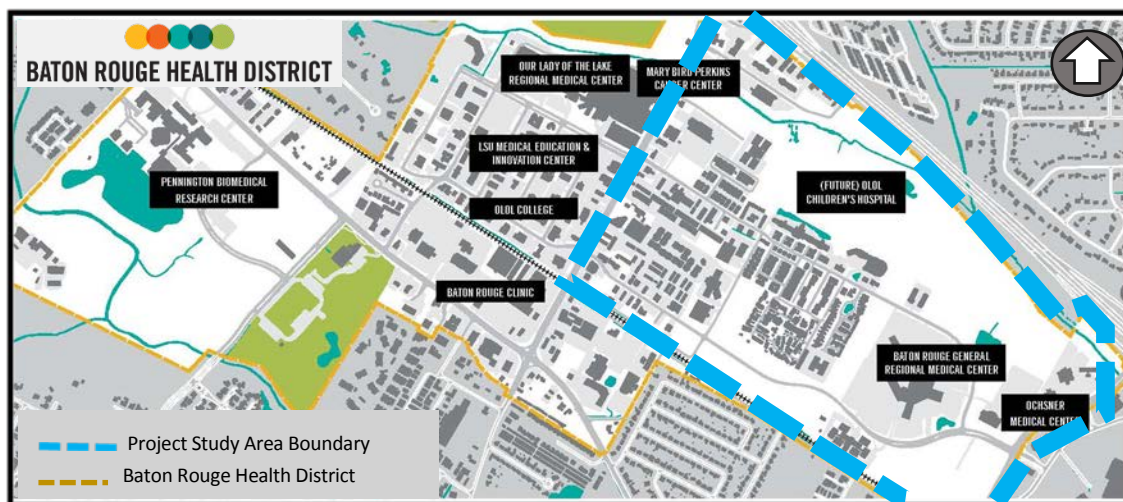


Figure 2. Baton Rouge Health District

2.2 Project Purpose

The purpose of the proposed project is to provide transportation infrastructure to improve the transportation network and improve connectivity of the transportation system.

The FUTUREBR Comprehensive Plan identified the medical corridor as an area with immediate needs to address traffic congestion, safety, and the health care economy of BRHD. The proposed roadway improvements are also identified on the East Baton Rouge Parish Major Street Plan (**Figure 3**).

Currently, Essen Lane and Bluebonnet Boulevard are the primary arterial roadways serving the BRHD and surrounding community. These arterials also provide access to I-10. Under existing conditions, drivers experience long delays and reduced level of service along BRHD arterial roadways. The Dijon Drive Extension will create an efficient system link through the BRHD, providing multiple points of access.

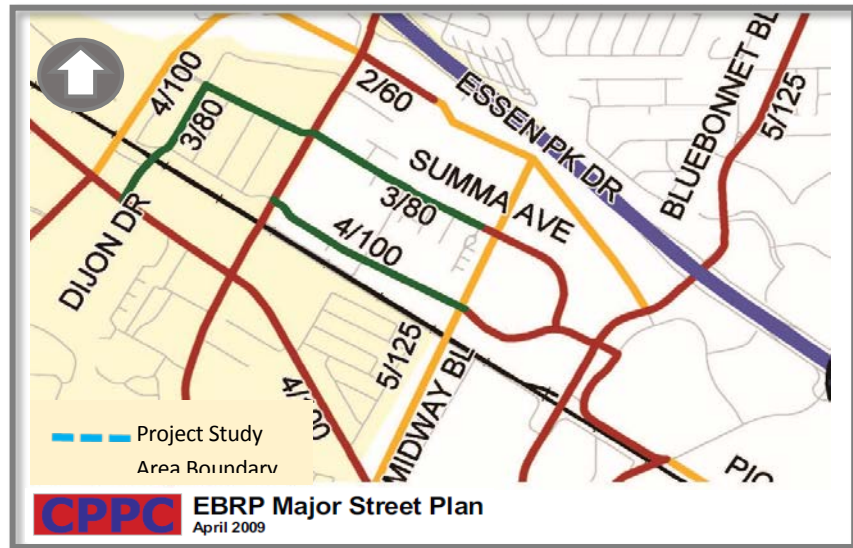


Figure 3. East Baton Rouge Parish Major Street Plan

2.3 Project Need

The project is needed in order to improve connectivity of the transportation system within the BRHD, provide additional points of access to future BRHD development, and support the economic growth of the BRHD.

More specifically, needs for the proposed project include:

- Improve connectivity;
- Support planned institutional and business growth within the medical district;
- Relieve existing and future congestion on area roadways; and
- Improve area-wide mobility and system reliability.

2.4 Roadway Improvements

A traffic study was prepared to analyze the amount of traffic in the Study Area (**CD-1**). Traffic counts collected on October 8 and 10, 2016, measured existing average daily traffic. Traffic volume data were also obtained from the City of Baton Rouge Department of Public Works. The CRPC is responsible for long- and short-range roadway and transportation plans for the Baton Rouge Metropolitan area and

maintains a regional travel demand model (TDM) to forecast traffic conditions. The TDM was utilized to evaluate existing-year (2015) and design-year (2037) traffic volumes for the No Build, the Build alternative including the addition of the Dijon Drive Extension, and a supplemental alternative including Midway Boulevard without the Dijon Drive Extension.

Traffic volumes are projected to be redistributed as a result of the proposed Dijon Drive Extension as shown in **Table 1**. Travel demand redistribution for the design-year applied a K factor of 8 percent. The K-factor, defined as the proportion of annual average daily traffic occurring in an hour, is used for designing and analyzing the flow of traffic on highways.

Table 1. Proportion of Peak Period Volumes along Phase 1 of Dijon Drive Extension

Phase 1 Dijon Drive Extension East of Mancuso Lane	24-Hour Period	AM Peak Period	PM Peak Period
Eastbound Dijon Drive Extension	3179	510	1030
Westbound Dijon Drive Extension	3361	1031	770

A capacity analysis is the primary method for evaluating the quality of service of highway and street facilities. Level of service (LOS) is a quality measure describing operational conditions of these facilities. LOS classifications are designated from LOS A to LOS F, with LOS A representing the best operating conditions and LOS F representing the worst. Operational conditions considered in an LOS classification include speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience (**Figure 4**).

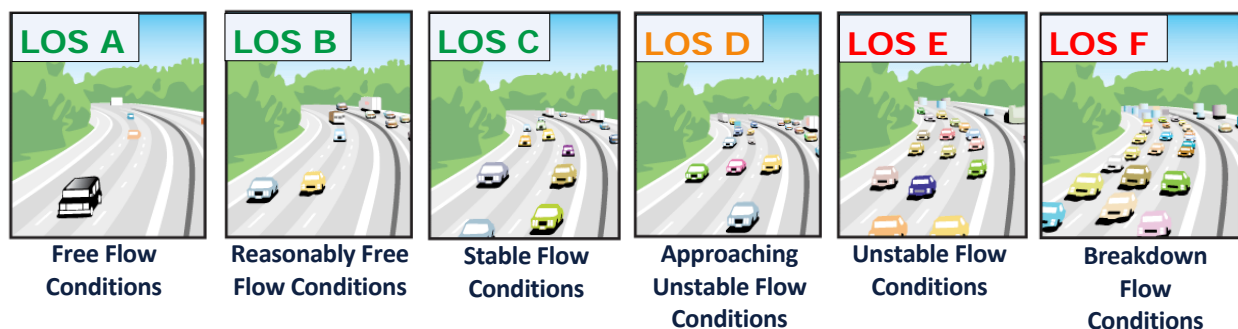


Figure 4. Traffic Level of Service Conditions

Safety is not included in the measures that establish service levels. LOS criteria for intersections are specified in the Highway Capacity Manual 2010 (TRB 2010) and based on a travel delay range measured in seconds. Capacity analyses were performed for AM, noon, PM, and Saturday peak periods for existing, No-Build, and design years. The capacity analysis results for Essen Lane include 2017 No Build, 2017 Phase 1, and 2017 Build conditions and are presented in **Table 2**. For Bluebonnet Boulevard, analysis

results include 2015 Existing, 2017 No-Build, and 2017 Build conditions and are presented in **Table 3**. The Dijon Drive Extension operates with an LOS C or better.

Table 2. Essen Lane LOS Results Peak Hour Conditions Existing Year (2017)

Intersection Location	2017 No Build		2017 Phase 1		2017 Build	
	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
AM PEAK HOUR						
I-12 EB Off Ramp at Essen Lane	23.3	C	23.3	C	23.5	C
Archives Avenue at Essen Lane	10.4	B	10.4	B	10.3	B
United Plaza Blvd North at Essen Lane	10.9	B	10.9	B	10.8	B
United Plaza Blvd South at Essen Lane	22.7	C	22.7	C	23.3	C
I-10 WB at Essen Lane	21.1	C	21.4	C	21.6	C
I-10 EB at Essen Lane	20.4	C	19.8	B	20.0	C
Essen Park Avenue at Essen Lane	11.4	B	10.6	B	12.8	B
Dijon Dr / Dijon Dr Extension at Essen Lane	-	-	16.5	B	19.4	B
Margaret Ann Ave at Essen Lane	12.4	B	-	-	-	-
Hennessy Blvd / Summa Ave at Essen Lane	55.9	E	52.7	D	52.3	D
Picardy Avenue at Essen Lane	18.0	B	17.4	B	17.5	B
Staring Lane / Perkins Road at Essen Lane	98.4	F	98.4	F	101.1	F
NOON PEAK HOUR						
I-12 EB Off Ramp at Essen Ln	10.9	B	10.9	B	11.0	B
Archives Ave at Essen Ln	10.6	B	10.7	B	10.9	B
United Plaza Blvd North at Essen Ln	6.7	A	4.0	A	6.8	A
United Plaza Blvd South at Essen Ln	11.1	B	11.1	B	11.4	B
I-10 WB at Essen Ln	18.1	B	18.2	B	19.2	B
I-10 EB at Essen Ln	16.0	B	13.7	B	12.7	B
Essen Park Ave at Essen Ln	11.0	B	8.4	A	8.8	A
Dijon Ave/Dijon Drive Extension at Essen Ln	-	-	15.2	B	21.1	C
Margaret Ann Ave at Essen Ln	14.7	B	-	-	-	-
Hennessy Blvd / Summa Ave at Essen Ln	40.3	D	36.8	D	38.2	D
Picardy Ave at Essen Ln	27.1	C	24.0	C	23.8	C
Staring Ln / Perkins Rd at Essen Ln	104.3	F	104.4	F	106.4	F

Intersection Location	2017 No Build		2017 Phase 1		2017 Build	
	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
PM PEAK HOUR						
I-12 EB Off Ramp at Essen Ln	10.1	B	10.2	B	10.2	B
Archives Ave at Essen Ln	14.6	B	13.6	B	13.7	B
United Plaza Blvd North at Essen Ln	24.2	C	22.5	C	23.9	C
United Plaza Blvd South at Essen Ln	20.3	C	18.8	B	19.6	B
I-10 WB at Essen Ln	27.3	C	25.4	C	26.6	C
I-10 EB at Essen Ln	20.2	C	13.6	B	13.8	B
Essen Park Ave at Essen Ln	16.0	B	17.9	B	19.3	B
Dijon Ave/Dijon Drive Extension at Essen Ln	-	-	21.6	C	25.6	C
Margaret Ann Ave at Essen Ln	26.4	C	-	-	-	-
Hennessy Blvd / Summa Ave at Essen Ln	55.7	E	46.7	D	48.7	D
Picardy Ave at Essen Ln	25.4	C	23.6	C	23.8	C
Staring Ln / Perkins Rd at Essen Ln	116.9	F	116.9	F	117.9	F

Table 3. Bluebonnet Boulevard Lane LOS Results Peak Hour Conditions Existing Year (2017)

Intersection Location	2015 Existing		2017 No Build		2017 Build	
	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
AM PEAK HOUR						
Oliphant Road at Bluebonnet Blvd	6.9	A	5.5	A	5.5	A
Gail Drive at Bluebonnet Blvd	8.5	A	9.1	A	8.2	A
Blue Cross Parkway at Bluebonnet Blvd	34.9	C	22.8	C	21.5	C
I-10 WB at Bluebonnet Blvd	43.9	D	31.8	C	30.7	C
I-10 EB at Bluebonnet Blvd	34.2	C	24.0	C	29.6	C
Mall Drive 1 / Dijon Drive Extension at Bluebonnet Blvd	7.3	A	7.8	A	16.6	B
Mall Drive 1 at Mall Ring Road	41.5	D	42.1	D	41.9	D
Mall Drive 2 / Picardy Avenue at Bluebonnet Blvd	37.4	D	30.3	C	26.2	C
Mall Drive 2 at Mall Ring Road	14.6	B	19.9	B	19.0	B
Mall Drive 3 at Bluebonnet Blvd	9.1	A	11.6	B	11.4	B
Mall Drive 3 at Mall Ring Road	24.8	C	20.5	C	21.6	C
Anselmo Lane at Bluebonnet Blvd	17.0	B	15.8	B	16.3	B
Park Rowe Avenue at Bluebonnet Blvd	34.2	C	29.2	C	47.6	D
Perkins Road at Bluebonnet Blvd	88.2	F	68.4	E	81.7	F

ENVIRONMENTAL ASSESSMENT

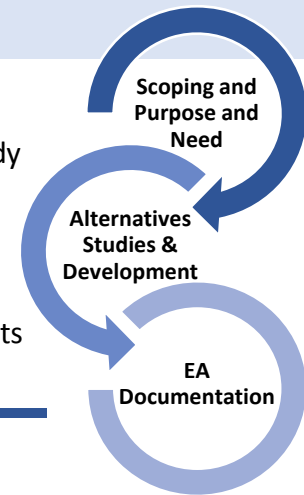
Intersection Location	2015 Existing		2017 No Build		2017 Build	
	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
NOON PEAK HOUR						
Oliphant Road at Bluebonnet Blvd	2.8	A	3.1	A	3.6	A
Gail Drive at Bluebonnet Blvd	2.2	A	3.4	A	3.2	A
Blue Cross Parkway at Bluebonnet Blvd	20.3	C	17.7	B	18.5	B
I-10 WB at Bluebonnet Blvd	22.9	C	20.5	C	19.2	B
I-10 EB at Bluebonnet Blvd	13.9	B	13.9	B	15.6	B
Mall Drive 1 / Dijon Drive Extension at Bluebonnet Blvd	13.7	B	11.5	B	21.4	C
Mall Drive 1 at Mall Ring Road	24.7	C	25.5	C	25.0	C
Mall Drive 2 / Picardy Avenue at Bluebonnet Blvd	24.6	C	24.9	C	23.1	C
Mall Drive 2 at Mall Ring Road	16.8	B	26.7	C	26.3	C
Mall Drive 3 at Bluebonnet Blvd	12.7	B	11.1	B	11.3	B
Mall Drive 3 at Mall Ring Road	30.8	C	23.6	C	23.9	C
Anselmo Lane at Bluebonnet Blvd	21.7	C	17.6	B	17.6	B
Park Rowe Avenue at Bluebonnet Blvd	40.1	D	38.9	D	38.3	D
Perkins Road at Bluebonnet Blvd	74.1	E	74.0	E	77.6	E
PM PEAK HOUR						
Oliphant Road at Bluebonnet Blvd	6.4	A	6.3	A	7.7	A
Gail Drive at Bluebonnet Blvd	3.1	A	2.8	A	2.9	A
Blue Cross Parkway at Bluebonnet Blvd	55.6	E	30.1	C	31.9	C
I-10 WB at Bluebonnet Blvd	71.4	E	38.2	D	32.1	C
I-10 EB at Bluebonnet Blvd	28.5	C	31.3	C	22.4	C
Mall Drive 1 / Dijon Drive Extension at Bluebonnet Blvd	16.9	B	15.3	B	26.8	C
Mall Drive 1 at Mall Ring Road	24.7	C	27.4	C	25.4	C
Mall Drive 2 / Picardy Avenue at Bluebonnet Blvd	33.5	C	32.4	C	29.4	C
Mall Drive 2 at Mall Ring Road	23.0	C	26.9	C	26.7	C
Mall Drive 3 at Bluebonnet Blvd	23.1	C	15.9	B	14.9	B
Mall Drive 3 at Mall Ring Road	35.9	D	22.0	C	22.1	C
Anselmo Lane at Bluebonnet Blvd	41.4	D	30.7	C	29.5	C
Park Rowe Avenue at Bluebonnet Blvd	39.8	D	41.2	D	39.3	D
Perkins Road at Bluebonnet Blvd	81.1	F	84.8	F	86.4	F

Intersection Location	2015 Existing		2017 No Build		2017 Build	
	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
WEEKEND PEAK HOUR						
Oliphant Road at Bluebonnet Blvd	2.1	A	2.1	A	2.4	A
Gail Drive at Bluebonnet Blvd	1.8	A	1.9	A	2.1	A
Blue Cross Parkway at Bluebonnet Blvd	9.3	A	10.6	B	10.9	B
I-10 WB at Bluebonnet Blvd	22.2	C	17.6	B	17.5	B
I-10 EB at Bluebonnet Blvd	11.8	B	10.4	B	16.1	B
Mall Drive 1 / Dijon Drive Extension at Bluebonnet Blvd	16.8	B	15.8	B	25.5	C
Mall Drive 1 at Mall Ring Road	22.1	C	25.9	C	25.3	C
Mall Drive 2 / Picardy Avenue at Bluebonnet Blvd	20.8	C	25.3	C	21.8	C
Mall Drive 2 at Mall Ring Road	26.9	C	30.5	C	30.6	C
Mall Drive 3 at Bluebonnet Blvd	12.8	B	13.2	B	13.4	B
Mall Drive 3 at Mall Ring Road	28.1	C	32.8	C	32.1	C
Anselmo Lane at Bluebonnet Blvd	15.7	B	13.5	B	13.3	B
Park Rowe Avenue at Bluebonnet Blvd	36.0	D	35.7	D	36.1	D
Perkins Road at Bluebonnet Blvd	54.3	D	74.3	E	75.3	E

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3 ALTERNATIVES

NEPA directs federal agencies to conduct environmental reviews to consider potential impacts from proposed federal undertakings. The study of alternatives and the associated environmental consequences were evaluated according to NEPA, LADOTD’s Stage Planning/Environmental Manual of Standard Practice, and FHWA’s Guidance for Preparing and Processing Environmental and Section 4(f) Documents. This study consists of these three primary tasks.



3.1 Introduction

NEPA directs federal agencies to conduct environmental reviews to consider potential impacts from proposed federal undertakings. The NEPA process requires coordination with local, state, and federal agencies throughout planning and project development decision making.

FHWA and LADOTD are committed to the practicable avoidance and minimization of potential impacts to the social and natural environment when considering approval of proposed transportation projects. NEPA project development must consider a range of alternatives that would serve the purpose of the project while balancing the impacts and benefits of the project.

The study of alternatives and the associated environmental consequences were evaluated according to NEPA, LADOTD’s Stage 1 Planning/Environmental Manual of Standard Practice, and FHWA’s Guidance for Preparing and Processing Environmental and Section 4(f) Documents. This study consists of three primary tasks:

- Scoping and Purpose and Need;
- Alignment Studies and Development; and
- EA Documentation.

This study process allows for coordination during the alternatives development process and thorough consideration of alternatives developed.

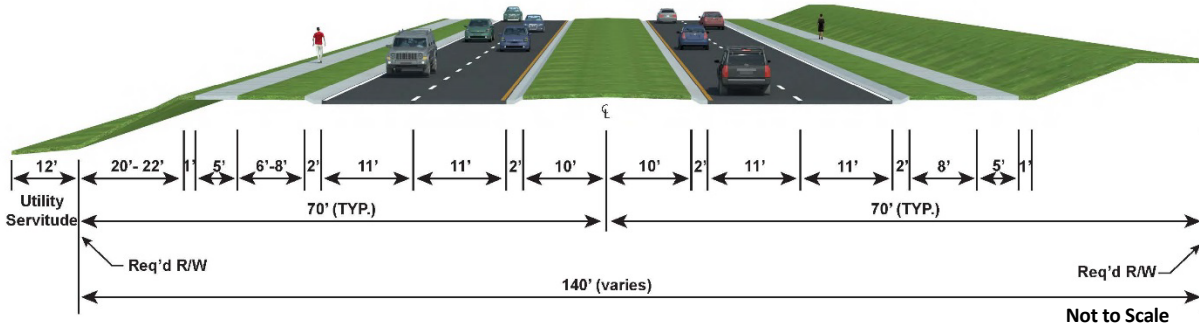
3.2 Design Criteria and Project Implementation

The proposed project includes the Dijon Drive Extension, a roadway on new alignment connecting Essen Lane (LA 3064) to the west and Bluebonnet Boulevard (LA 1248) to the east. The roadway is proposed as a four-lane boulevard to be constructed in two phases. Phase 1 begins at Essen Lane and continues east approximately 0.65 mile to Midway Boulevard. Proposed improvements also include connections from the new Dijon Drive Extension south along Mancuso Lane to Summa Avenue with a driveway connection from the Dijon Drive Extension to Margaret Ann Drive. Phase 2 begins at Midway Boulevard and continues east

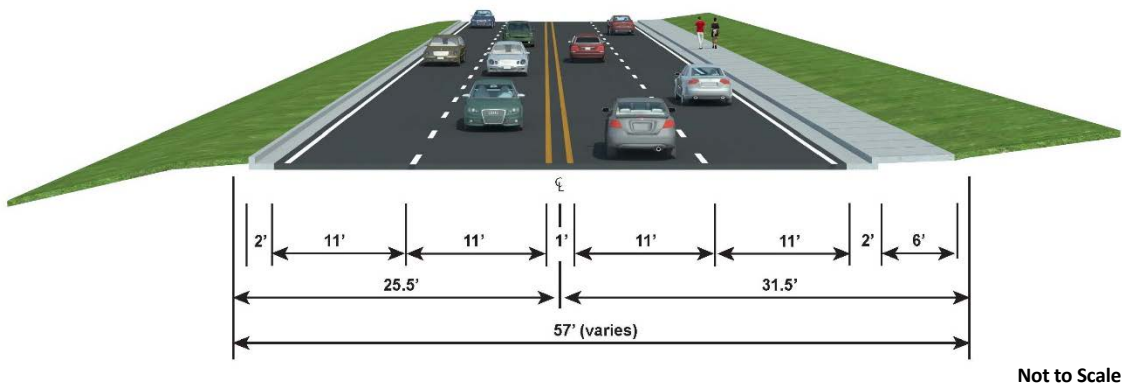
approximately 0.6 mile terminating at Bluebonnet Boulevard and including a connection south along Midway Boulevard to Picardy Avenue. The total project length is approximately 1.25 miles.

The Dijon Drive Extension roadway improvements will be designed to the City of Baton Rouge and LADOTD urban collector (UC-1) design criteria. Mancuso Lane and Midway Boulevard will be designed to City of Baton Rouge urban local design criteria (UL-2).

The Dijon Drive Extension typical section includes a four-lane roadway, variable-width raised center median, and sidewalks. As the Dijon Drive Extension approaches Bluebonnet Boulevard, the typical section narrows and includes a four-lane roadway, variable-width center median, and sidewalks that will be implemented as part of Phase 2. Graphic representations of the roadway typical sections for the Dijon Drive Extension are presented on **Figures 5 and 6**. Detailed typical sections are presented in **Appendix A**.



**Figure 5. Typical Roadway Section, Urban Collector - 1 (UC-1) Dijon Drive Extension
Four-Lane Roadway with Raised Median (24 feet wide) and Sidewalks**



**Figure 6. Typical Roadway Section, Urban Collector - 1 (UC-1): Dijon Drive Extension
Four-Lane Roadway with Sidewalks**

The Mancuso Lane connection includes a two-lane divided roadway with sidewalks (Figure 7). The Midway Boulevard extension includes a two-lane divided roadway with bike lanes and sidewalks (Figure 8) and proposed roundabouts at its intersection with Summa and Picardy Avenues (Figures 9 and 10).

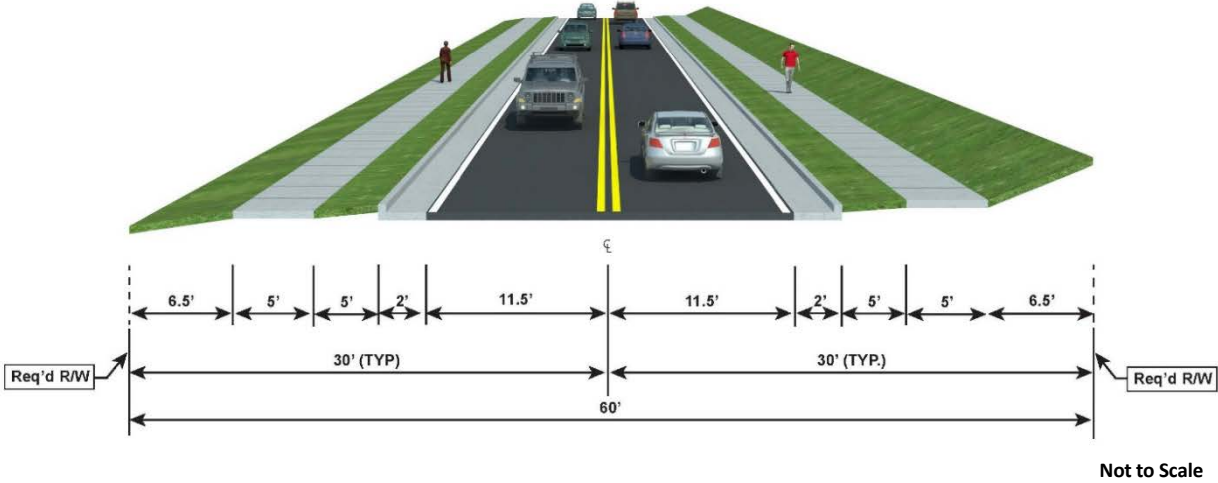


Figure 7. Typical Roadway Section, Urban Local (UL-2): Mancuso Lane Two-Lane Roadway with Sidewalks

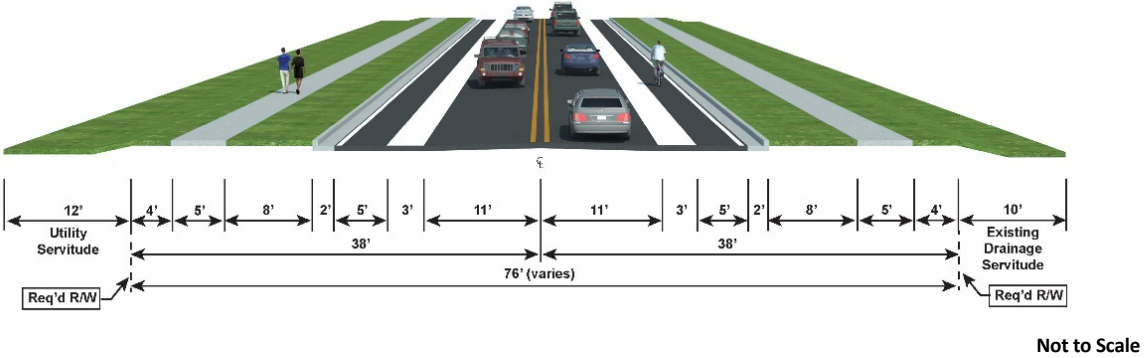


Figure 8. Typical Roadway Section, Urban Collector (UC-1): Midway Boulevard Two-Lane Roadway with Bike Lanes and Sidewalks

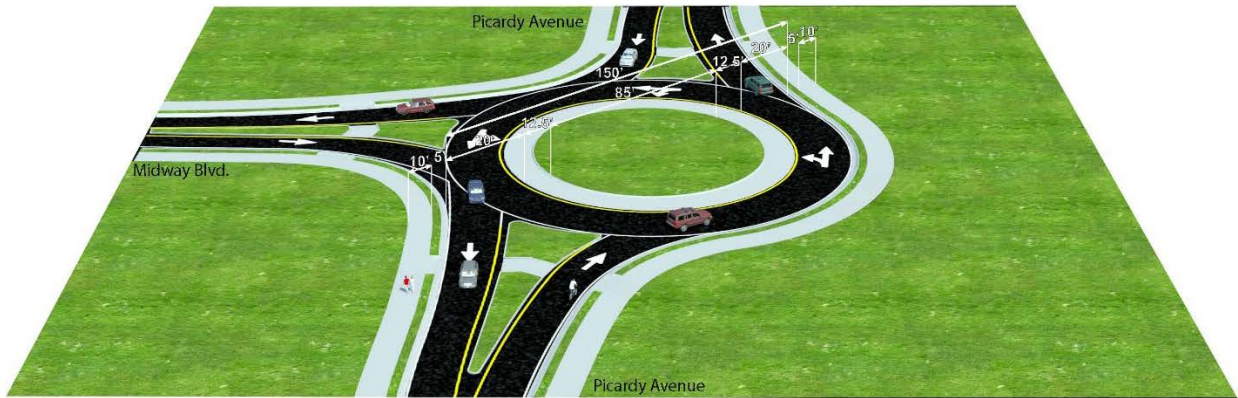


Figure 9. Typical Roundabout: Midway Boulevard at Picardy Avenue



Figure 10. Typical Roundabout: Midway Boulevard at Summa Avenue

3.3 GIS Environmental Inventory

An environmental inventory of existing social, natural, and cultural resource (secondary-source) data was collected within the Study Area. This information was supplemented with field-collected (primary-source) data for the Study Area and proposed alternatives. A Geographical Information System (GIS) was developed for the project and utilized to map and analyze the human, natural, and cultural resources and the proposed preliminary alternatives.

3.4 Alternatives Development

Reasonable and feasible Build alternatives were considered for evaluation in this EA. The preliminary design concepts included a roadway on new alignment from Essen Lane east to Bluebonnet Boulevard with additional points of north-south connectivity via Mancuso Lane and Midway Boulevard. The No-Build Alternative, which assumes that this project would not be built, was also considered.

Early coordination with federal, state, and local agencies solicited comments and responses that were combined with available environmental data. This information was used to help determine if the preliminary concepts impact certain human, natural, or cultural resources that would result in the decision to dismiss an alternative from further evaluation.

3.4.1 Concept Alignments

Alternatives design consisted of concept alignment development followed by refinement of concepts and selection of an alternative to move forward for full evaluation as part of this EA.

To minimize impacts and reduce the amount of right-of-way (ROW) required, concept alignments were developed to meet the purpose and need for the project taking into consideration the East Baton Rouge Parish Major Street Plan, the BRHD, and future hospital development within the Study Area. LADOTD policies such as roadway design, intersection configuration, traffic, noise, and minimization of social and environmental impacts were considered in the concept alignment development.

Concept alignments (**Figure 11**) were developed and initially screened against local planning consistency. Screening criteria were considered consistent, moderately consistent, or inconsistent as shown in **Table 4**. The concept alignments and this screening matrix were presented at the December 16, 2015, Public Meeting.

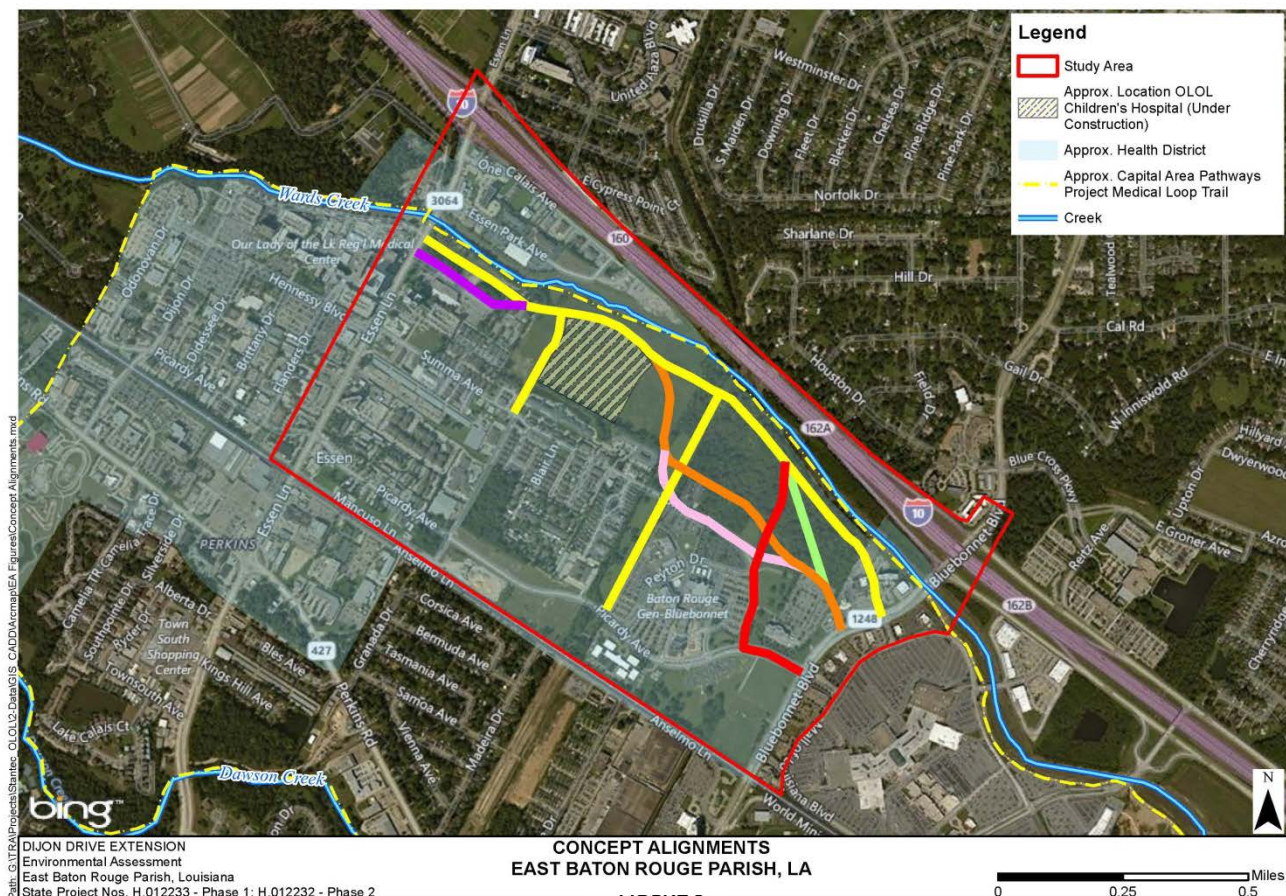


Figure 11. Concept Alignments

Table 4. Concept Alignment Screening Matrix

LOCAL PLANNING CONSISTENCY SCREENING				
Concept Alignment Description	<i>FUTUREBR</i> Comprehensive Plan Consistency	Baton Rouge Heath District Plan Consistency	City of Baton Rouge Major Streets Plan Consistency	Bicycle and Pedestrian Connectivity Plans Consistency
Alternative 1 (Yellow)				
Alternative 2 (Orange)				
Alternative 3 (Red)				
Alternative 4 (Green)				
Alternative 5 (Pink)				
Alternative 6 (Purple)				
LEGEND				
	Lowest Impact Potential / Consistent			
	Moderate Impact Potential / Moderately Consistent			
	Highest Impact Potential / Inconsistent			
Yellow is the base alignment. Other colors are optional components of base alignment. Ratings are based on entire base alignment + optional component.				

The concept alignment and the basis for elimination or selection for further analysis are presented in Table 5. The screening analysis resulted in the dismissal of the **Alternatives 2 (Orange), 3 (Red), 4 (Green), 5 (Pink), and 6 (Purple)** concept alignments. See **CD-1A** for results of the concept alignment traffic analysis. The **Alternative 1 (Yellow)** concept alignment was retained for full evaluation and will be developed with input obtained throughout the study process from the general public, local governments, and environmental agencies.

Table 5. Concept Alignment Screening Comparison Matrix

Concept Alignment Description	Basis for Elimination or Selection for Further Consideration
Alternative 1 (Yellow)	<p>Alternative 1 is consistent with the major planning documents for East Baton Rouge Parish, as well as the East Baton Rouge Parish Major Street Plan, and does not adversely impact current and future development plans associated with Our Lady of the Lake (LOL) Children’s Hospital and the Baton Rouge General Medical Center (BRGMC) Bluebonnet campus development plans.</p> <p>The terminus for Alternative 1 is a signalized intersection at Bluebonnet Boulevard.</p> <p>The alignment at the eastern terminus is located along an existing drive aisle. Required ROW includes additional parking spaces from commercial uses located to the north and south of the alignment.</p> <p>Alternative 1 was retained for further consideration.</p>

Concept Alignment Description	Basis for Elimination or Selection for Further Consideration
<p>Alternative 2 (Orange)</p>	<p>Alternative 2 is inconsistent with the major planning documents for East Baton Rouge Parish, as well as the East Baton Rouge Parish Major Street Plan (2009), and adversely impacts current and future development plans associated with OLOL Children’s Hospital and the BRGMC Bluebonnet campus development plans. The OLOL Children’s Hospital is currently under construction.</p> <p>Required ROW includes land from the Nhiesha Quick Stop (former RaceTrac) on Bluebonnet Boulevard and may impact underground storage tanks (USTs) and appurtenant piping. In addition, this site required corrective action from leaking USTs and was closed with contaminant levels present. Soil removal from this site for construction-related activities will require coordination with the Louisiana Department of Environmental Quality (LDEQ).</p> <p>The terminus for Alternative 2 is an un-signalized intersection at Bluebonnet Boulevard. This intersection would be located less than 0.5 mile from the signalized intersections at North Mall Road to the north and Picardy Avenue to the south. The addition of a signalized intersection at this terminus would not meet minimum signal spacing according to LADOTD’s Engineering Directives and Standards Manual (EDSM) VI.3.1.6; therefore, this terminus was not modeled as a signalized intersection. The traffic capacity analysis completed for the Bluebonnet Boulevard un-signalized intersection for Alternative 2 indicated an LOS F for the AM and PM peak hours in the design year.</p> <p>Alternative 2 was eliminated from further consideration.</p>
<p>Alternative 3 (Red)</p>	<p>Alternative 3 is inconsistent with the major planning documents for East Baton Rouge Parish and adversely impacts future development plans associated with OLOL Children’s Hospital and the BRGMC Bluebonnet campus development plans. Alternative 3 terminates at Picardy Avenue and adds additional traffic volume to the Picardy Avenue-Bluebonnet Boulevard intersection, further reducing intersection LOS at this location. The traffic capacity analysis completed for Alternative 3 indicated an LOS E in the AM peak hour and LOS D in the PM peak hour for the design year.</p> <p>Alternative 3 was eliminated from further consideration.</p>
<p>Alternative 4 (Green)</p>	<p>Alternative 4 is inconsistent with the major planning documents for East Baton Rouge Parish, as well as the East Baton Rouge Parish Major Street Plan (2009), and adversely impacts current and future development plans associated with OLOL Children’s Hospital and the BRGMC Bluebonnet campus development plans. The OLOL Children’s Hospital is currently under construction.</p> <p>Required ROW includes land from the Nhiesha Quick Stop (former RaceTrac) on Bluebonnet Boulevard and may impact USTs and appurtenant piping. In addition, this site required corrective action from leaking USTs and was closed with contaminant levels present. Soil removal from this site for construction-related activities will require coordination with LDEQ.</p> <p>The terminus for Alternatives 4 is an un-signalized intersection at Bluebonnet Boulevard. This intersection would be located less than 0.5 mile from the signalized intersections at North Mall Road to the north and Picardy Avenue to the south. The addition of a signalized intersection at this terminus would not meet minimum signal spacing according to LADOTD’s EDSM VI.3.1.6; therefore, this terminus was not modeled as a signalized intersection.</p> <p>Alternative 4 was eliminated from further consideration.</p>

Concept Alignment Description	Basis for Elimination or Selection for Further Consideration
<p>Alternative 5 (Pink)</p>	<p>Alternative 5 is inconsistent with the major planning documents for East Baton Rouge Parish, as well as the East Baton Rouge Parish Major Street Plan (2009), and adversely impacts current and future development plans associated with OLOL Children’s Hospital and the BRGMC Bluebonnet campus development plans. The OLOL Children’s Hospital is currently under construction.</p> <p>Alternative 5 impacts an existing hotel located on Summa Avenue.</p> <p>Required ROW includes land from the Nhiesha Quick Stop (former RaceTrac) on Bluebonnet Boulevard and may impact USTs and appurtenant piping. In addition, this site required corrective action from leaking USTs and was closed with contaminant levels present. Soil removal from this site for construction-related activities will require coordination with LDEQ.</p> <p>The terminus for Alternative 5 is an un-signalized intersection at Bluebonnet Boulevard. This intersection would be located less than 0.5 mile from the signalized intersections at North Mall Road to the north and Picardy Avenue to the south. The addition of a signalized intersection at this terminus would not meet minimum signal spacing according to LADOTD’s EDSM VI.3.1.6; therefore, this terminus was not modeled as a signalized intersection.</p> <p>Alternative 5 was eliminated from further consideration.</p>
<p>Alternative 6 (Purple)</p>	<p>Alternative 6, which aligns with existing Margaret Ann Avenue and the entrance to OLOL Hospital at Essen Lane, will cause vehicles to queue across the parking structure access at the main OLOL campus. The entrance to OLOL at this location is a short driveway that winds to the north and connects to Dijon Drive through a driveway opening near the parking structure. The portion of Dijon Drive located on the west side of Essen Lane connects with Perkins Road. Locating the intersection of the proposed Dijon Drive Extension at Margaret Ann Avenue does not support the through movement from Bluebonnet Boulevard to Perkins Road within the BRHD.</p> <p>Alternative 6 was eliminated from further consideration.</p>

Note: All alignments include points of north-south connectivity via Mancuso Lane and Midway Boulevard.

3.4.2 Phasing

The Dijon Drive Extension project will be constructed in two phases and, when complete, will provide a four-lane connection between Essen Lane and Bluebonnet Boulevard. Phase 1 begins at Essen Lane and continues east to Midway Boulevard. Proposed improvements also include connections from the new Dijon Drive Extension south along Mancuso Lane to Summa Avenue with a driveway connection from the Dijon Drive Extension to Margaret Ann Drive. Phase 2 begins at Midway Boulevard and continues east terminating at Bluebonnet Boulevard and including a connection south along Midway Boulevard to Picardy Avenue.

3.4.3 Build Alternatives

Alternative 1 (Yellow concept) roadway improvements include a four-lane roadway with a variable-width raised center median and sidewalks. The ROW required for the Dijon Drive Extension is 120 feet in width. This ROW requirement transitions to 66 feet at the terminus with Bluebonnet Boulevard in order to avoid or minimize impacts to existing businesses located along Bluebonnet Boulevard. The ROW required for

the Mancuso Lane connection is 60 feet, and improvements include a two-lane divided roadway with sidewalks. The ROW required for Midway Boulevard is 94 feet, and improvements include a two-lane divided roadway with bike lanes and sidewalks.

The roundabouts along Midway Boulevard at Summa Avenue and Picardy Avenue were designed in accordance with LADOTD's Roundabout Design standards (EDSM VI.1.1.6).

Additional improvements are proposed between the eastbound I-10 off-ramp and the intersection of the Dijon Drive Extension and Mall Drive 1. These improvements include replacement of the channelized right-turn lane from the eastbound I-10 off-ramp to southbound Bluebonnet Boulevard with two signalized right-turn lanes. Improvements require the addition of a southbound Bluebonnet Boulevard to eastbound I-10 left-turn lane. In order to provide this additional left-turn lane, the southbound Bluebonnet Boulevard shoulder will need to be converted to a travel lane. These improvements will provide two southbound through lanes and two southbound left-turn lanes. On the north side of the interchange, the southbound right-turn lane onto the westbound I-10 on-ramp would become a shared through/right-turn lane.

Detailed line and grade plans for **Alternative 1** are presented in **Appendix B**.

3.4.4 Bicycle, Pedestrian Facilities, and Transit

FUTUREBR Transportation Goal 5 is to enhance the bicycle and pedestrian network throughout the parish. The objectives of this goal are to recognize the importance of the on-street network of bicycle and pedestrian facilities by incorporating them into new and existing development. Actions to support this goal include improvements that integrate on-street bicycle facilities with BREC parks and off-street trail system through the use of road diets, traffic calming, signage, bike lanes, and shared lane markings. The FUTUREBR Transportation element encourages co-location of intermodal connections, such as transit stops and stations, enhanced bicycle facilities, short- and long-term parking, and high-quality pedestrian infrastructure particularly at mixed-use and employment centers.



FUTUREBR BICYCLE AND PEDESTRIAN OBJECTIVES

Objective 5.1 Recognize the importance of the on street network of bicycle and pedestrian facilities. Incorporate bicycle and pedestrian facilities into new and existing development.

Objective 5.2 Improve the pedestrian environment along arterial corridors.

Objective 5.3 Develop a bike network and a pedestrian network that allows residents to safely and efficiently use bicycles to go to work, school, recreation areas and shopping/dining.

ENVIRONMENTAL ASSESSMENT

The FUTUREBR Transportation element identifies transit streets as those that serve high levels of transit activity. Transit streets are not intended to include all streets where transit may exist but rather those with more intensive activity.

The Capital Area Transit System (CATS) has several transit routes in and around the Study Area including Route 17: Perkins Road to Mall of Louisiana; Route 46: Gardere-OLOL-L'Auberge; Route 47: Highland Road; Route 56: Mall to Mall via Drusilla Lane; Route 57: Sherwood Forest Boulevard to Cortana Mall; and Route 60: Medical Circulator. Route 56 and Route 60 connect the many facilities located within the BRHD (Figures 12 and 13).

Route 56 travels along Summa Avenue from Essen Lane to Bluebonnet Boulevard within the Study Area. Route 60 travels along Summa Avenue, Picardy Avenue, Essen Lane, and Bluebonnet Boulevard within the Study Area. Routes 56 and 60 are located within 1,500 feet of the Dijon Drive Extension and will be accessible via pedestrian

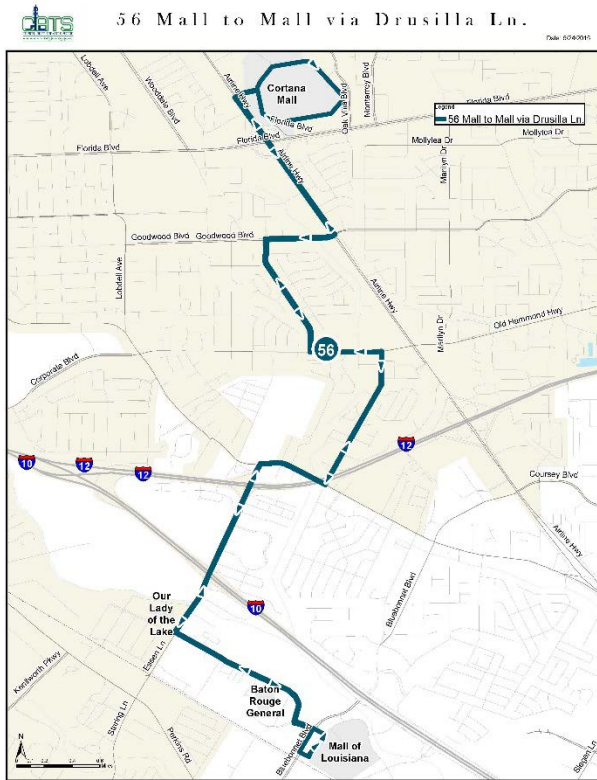


Figure 12. CATS Route 56 Mall to Mall via Drusilla Lane

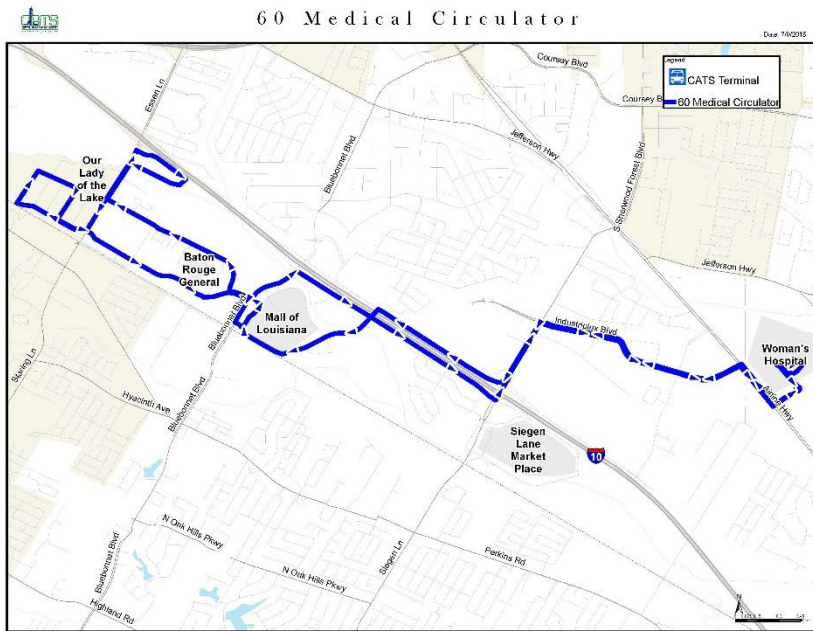


Figure 13. CATS Route 60 Medical Circulator

facilities proposed along Mancuso Lane and Midway Boulevard. Because Dijon Drive Extension is not a transit intensive roadway, no new transit stops are proposed.

The CAPP Medical Loop Trail is located along Wards Creek adjacent to the Study Area's northern boundary. The CAPP system is a proposed 7.4-mile loop for pedestrians and bicyclists connecting Siegen Lane, Bluebonnet Boulevard, Essen Lane, Louisiana State University Rural Life Museum along Wards Creek; Perkins Road Community Park, and

Pennington Biomedical Research Center. Phase 1 of the CAPP is currently under construction connecting Siegen Lane to Bluebonnet Boulevard along Wards Creek.

The proposed alternatives include accommodations for bicycle and pedestrian facilities as shown on **Figures 4** through **7** and propose connection to the future CAPP Medical Loop Trail. Following the December 16, 2016, Public Meeting, commenters indicated the need for bicycle and pedestrian facilities along Study Area roadways.

LADOTD's Complete Streets Policy recommends that appropriate pedestrian facilities be determined by the context of the roadway. Bicycle and pedestrian improvements for the proposed project have been evaluated in accordance with the LADOTD *Complete Streets Policy* and in coordination with East Baton Rouge City-Parish.

3.4.5 No-Build Alternative

NEPA requires that doing nothing be considered during the environmental review process. This alternative was designated as the No-Build Alternative, signifying that no new structures or major construction would take place. Although this alternative does not meet the purpose and need for the project because it would not improve capacity or support planned institutional and business growth within the parish South Medical District small area plan or BRHD, it will be considered in the EA as a baseline for comparison.

3.5 Traffic Analysis

A capacity analysis was performed to address future capacity issues along the Dijon Drive Extension from Essen Lane east to Bluebonnet Boulevard. Traffic forecasts were performed for the design year (2037), and capacity analyses were performed for AM, noon, and PM peak periods for existing conditions and future year No-Build and Build conditions.

Traffic turning movement counts were collected at selected intersections along Bluebonnet Boulevard and Essen Lane to determine the AM, noon, PM, and Saturday peak periods. Traffic forecasts were performed for the 20-year design year (2037), and capacity analyses were performed for AM, noon, and PM peak periods for existing conditions and future year No-Build and Build conditions. Future projects anticipated to be completed by the design year were considered as part of the traffic analysis. These projects included the Dijon Drive Extension, Mancuso Lane Extension, Midway Boulevard, Essen Lane widening, the Picardy-Perkins Connector, and construction of the OLOL Children's Hospital. The Study Area intersections are listed in **Table 6**.

Table 6. Study Area Intersections

BLUEBONNET BOULEVARD AT:	
Oliphant Road	Picardy Avenue
Gail Drive	Park Rowe Avenue
Blue Cross Parkway	Anselmo Lane
I-10 Ramps	Perkins Rowe Avenue
Mall Drive 1	Perkins Road
Mall Drive 2	Mall Drive 3
ESSEN LANE AT:	
United Plaza Boulevard North	I-12 Eastbound Off-Ramp
United Plaza Boulevard South	I-10 Ramps
Scholar Drive/Archives Avenue	Essen Park Avenue
Dijon Drive	Picardy Avenue
Margaret Ann Avenue	Hennessy Boulevard/Summa Avenue
Staring Lane/Perkins Road	
RING ROAD AT:	
Mall Drive 1	Mall Drive 3
Mall Drive 2	

3.6 Traffic Operations

The proposed Dijon Drive Extension would provide an additional route connecting Essen Lane and Bluebonnet Boulevard along with access to new medical developments. This roadway would help provide a more thorough street grid within the medical district, which is critical with regard to giving emergency vehicles more access options.

The traffic models confirm that the Dijon Drive Extension project will mainly provide additional circulation for traffic accessing medical sites that are present in both the No-Build and Build scenarios. Four scenarios were analyzed including Existing, No-Build, Phase 1, and Build conditions. The existing analysis year is 2015, implementation year is 2017, and design year is 2037. For all future Build scenarios, the following conditions were assumed:

- The No-Build analysis assumes two access driveways to the OLOL Children’s Hospital: one on Essen Lane at Margaret Ann Avenue and one on the Mancuso Lane Extension connecting with Summa Avenue.
- The Dijon Drive Extension Phase 1 analysis assumes that Our Lady of the Lake Children’s Hospital will be accessed via the Dijon Drive Extension from Essen Lane and Summa Avenue, and Bluebonnet Boulevard will be accessed from Picardy Avenue only. For Phase 2, Bluebonnet Boulevard will be accessed from the Dijon Drive Extension and Picardy Avenue.

Level of Service (LOS) is a quality measure describing operational conditions of these facilities. LOS classifications are designated from LOS A to LOS F, with LOS A representing ideal operating conditions and LOS F representing the worst. Operational conditions considered in an LOS classification include speed, travel time, freedom to maneuver, and traffic interruptions.

- The Build analysis assumes that OLOL Children’s Hospital will be accessed via the Dijon Drive Extension from Essen Lane and Summa Avenue, and Bluebonnet Boulevard will be accessed from Picardy Avenue only. Bluebonnet Boulevard will be accessed via the Dijon Drive Extension and Picardy Avenue.

The capacity analysis results for design-year Build and No-Build Alternatives presented in **Tables 7** through **9** indicate general operational similarities between the No-Build and Build scenarios along Essen Lane during the AM, Noon, and PM peak periods. The intersection of the Dijon Drive Extension at Essen Lane is expected to operate with less overall delay than the existing Margaret Ann Avenue at Essen Lane intersection in the 2037 design year; however, the southbound Essen Lane left queue length is near the storage limit in the Build scenario. At the intersection of Hennessy Boulevard with Essen Park, there is noticeable overall intersection improvement in the Build scenario based on the amount of traffic volumes taken away from this intersection with the construction of the Dijon Drive Extension.

The proposed roadway configuration near Bluebonnet Boulevard terminates the proposed Dijon Drive Extension at the existing intersection of Mall Drive 1 and Bluebonnet Boulevard. Similar to the Essen Lane corridor, the Bluebonnet Boulevard corridor analysis shows similar results between the No-Build and Build scenarios. A consistent increase in overall intersection delay exists from the No-Build to Build scenario at the intersection of Mall Drive 1/Dijon Drive Extension at Bluebonnet Boulevard for all analysis periods. There are noticeable improvements in overall delay at the intersection of Bluebonnet Boulevard at Mall Drive 2/Picardy Avenue throughout all analysis periods, primarily due to the Dijon Drive Extension alleviating the southbound right-turn volume.

Table 7. Essen Lane LOS Results for Peak Hour Conditions Design Year (2037)

Intersection Location Essen Lane at:	2037 No Build		2037 Build		2037 No Build		2037 Build		2037 No Build		2037 Build	
	AM Peak Hour				Noon Peak Hour				PM Peak Hour			
	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
I-12 EB Off Ramp	24.4	C	26.5	C	12.1	B	12.1	B	11.3	B	11.3	B
Archives Avenue	13.6	B	11.4	B	11.4	B	11.0	B	15.1	B	15.4	B
United Plaza Blvd North	12.1	B	13.1	B	8.1	A	8.1	A	28.1	C	29.7	C
United Plaza Blvd South	22.6	C	23.9	C	14.1	B	12.7	B	19.5	B	19.8	B
I-10 Westbound	22.5	C	22.7	C	18.3	B	19.4	B	24.9	C	26.1	C
I-10 Eastbound	27.8	C	26.5	C	14.7	B	12.8	B	19.9	B	22.8	C
Essen Park Avenue	11.6	B	11.9	B	9.7	A	9.4	A	37.6	D	41.2	D
Dijon Dr/Dijon Dr Extension	-	-	20.1	C	-	-	19.1	B	-	-	27.7	C
Margaret Ann Ave	11.9	B	-	-	13.0	B	-	-	35.8	D	-	-
Hennessy Blvd/Summa Ave	57.9	E	56.5	E	43.6	D	35.0	D	63.8	E	53.6	D
Picardy Avenue	21.1	C	21.1	C	27.2	C	28.0	C	27.2	C	25.1	C
Staring Lane / Perkins Road	100.7	F	104.6	F	131.4	F	134.2	F	136.7	F	137.9	F

LOS – Level of Service

sec - seconds

Table 8. Bluebonnet Boulevard LOS Results for Peak Hour Conditions Design Year (2037)

Intersection Location Bluebonnet Boulevard at:	2037 No Build		2037 Build		2037 No Build		2037 Build		2037 No Build		2037 Build	
	AM Peak Hour				Noon Peak Hour				PM Peak Hour			
	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
Oliphant Road	6.0	A	7.3	A	4.4	A	4.6	A	6.1	A	6.3	A
Gail Drive	7.5	A	7.6	A	4.8	A	4.9	A	4.1	A	3.4	A
Blue Cross Parkway	22.8	C	26.5	C	19.0	B	20.1	C	54.1	D	41.3	D
I-10 Westbound	41.0	D	39.5	D	22.4	C	19.8	B	62.2	E	44.0	D
I-10 Eastbound	32.8	C	49.8	D	14.3	B	16.2	B	32.6	C	25.9	C
Mall Drive 1/Dijon Drive Ext	8.5	A	18.0	B	14.6	B	22.0	C	17.8	B	29.6	C
Mall Drive 2/Picardy Avenue	34.3	C	22.9	C	25.9	C	25.3	C	34.1	C	33.1	C
Mall Drive 3	14.9	B	11.5	B	11.0	B	11.5	B	17.2	B	18.6	B
Anselmo Lane	17.1	B	16.9	B	19.2	B	19.6	B	32.9	C	33.3	C
Park Rowe Avenue	32.0	C	31.7	C	40.5	D	38.9	D	38.8	D	37.6	D
Perkins Road	77.9	E	80.9	F	91.6	F	95.4	F	97.4	F	100.3	F

LOS – Level of Service sec - seconds

Table 9. Mall Ring Road LOS Results for Peak Hour Conditions Design Year (2037)

Intersection Location Mall Ring Road at:	2037 No Build		2037 Build		2037 No Build		2037 Build		2037 No Build		2037 Build	
	AM Peak Hour				Noon Peak Hour				PM Peak Hour			
	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
Mall Drive 1	43.0	D	40.1	D	24.9	C	24.6	C	29.2	C	21.5	C
Mall Drive 2	21.8	C	21.6	C	25.0	C	24.7	C	26.1	C	25.5	C
Mall Drive 3	19.2	B	21.6	C	23.7	C	24.0	C	22.7	C	22.4	C

LOS – Level of Service sec - seconds

3.7 Preferred Alternative

As a result of the comprehensive resources evaluation, transportation and traffic studies, involvement of the public, local officials, and federal and state resource agencies, sufficient information and public opinion exist to identify **Alternative 1** (Yellow) as the **Preferred Alternative (Appendix C)**. This alternative includes a four-lane roadway on new alignment from Essen Lane east to Bluebonnet Boulevard. Sidewalks are separated from the roadway by a buffer and the median is a variable-width raised center median. As the Dijon Drive Extension approaches Bluebonnet Boulevard, the four-lane roadway narrows and includes a 1-foot striped median and a sidewalk on the south side.

The **Preferred Alternative** includes connecting Mancuso Lane, a two-lane divided roadway with sidewalks, from the Dijon Drive Extension south to Summa Avenue. A driveway connection from the Dijon Drive Extension to Margaret Ann Drive is also included. The **Preferred Alternative** also includes connecting

Midway Boulevard from the Dijon Drive Extension south to Picardy Avenue. Midway Boulevard is a two-lane divided roadway with bike lanes and sidewalks and proposed roundabouts at its intersection with Summa and Picardy Avenues.

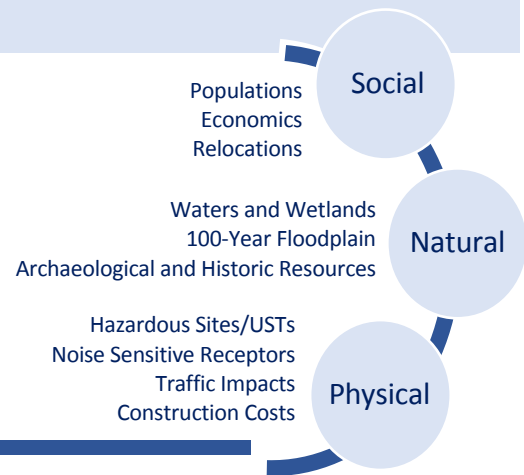
The identification of the **Preferred Alternative** addresses the stated purpose and need and satisfies, to the fullest extent possible, the objectives of NEPA. Impacts from the **Preferred Alternative** were avoided where possible and minimized to the greatest extent practicable.

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4 EXISTING CONDITIONS & IMPACTS

Key resources evaluated to determine the potential beneficial or adverse impacts of the project's **Preferred Alternative** and **No-Build Alternative**.

This section discusses direct impacts (loss of a resource), indirect impacts (changes in function or quality of a resource), and cumulative impacts (historical, project-related, and foreseeable impacts).



4.1 Introduction

This section provides an analysis of the potential beneficial or adverse impacts of the project's Build Alternatives and No-Build Alternative. The project is evaluated with respect to transportation, social, economic, cultural, physical, natural, and biological resources. This section discusses direct impacts (loss of a resource), indirect impacts (changes in function or quality of a resource), and cumulative impacts (historical, project-related, and foreseeable impacts).

4.2 Environmental Impact Analysis

4.2.1 Resource Impact Analysis

A number of resources and issues were used to compare each alternative chosen for detailed evaluation. The resources used to compare the alternatives are compiled in the GIS for the project or detailed in a series of technical documents that are incorporated by reference into the EA. Alternatives were evaluated with respect to the environmental and engineering factors. **Table 10** summarizes these effects.

Table 10. Alternatives Evaluation Matrix

Evaluation Factors	Alternatives		
	Phase 1	Phase 2	No Build
	Alternative 1 (Yellow)	Alternative 1 (Yellow)	
Physical Impacts			
Residence	0	0	0
Potential Relocations - Residential	0	0	0
Business/Commercial	3	2	0
Potential Relocations - Business/Commercial	0 ¹	0	0
Underground Storage Tanks	3	0	0
Water Wells	1	0	0
Monitoring Wells (P&A)	0	0	0
Oil and Gas Wells	0	0	0
Parking Spaces	0	103	0
Noise	1	1	1
Air Quality	0	0	0
Natural Resources Impacts			
100-Year Floodplain (acres)	9	9	0
Surface Waters (acres)	0.60	0.03	0
Wetland (acres)	0.81	7.91	0
Prime Farmland (acres)	0	0	0
Archaeological	0	0	0
Historic Resources > 50 Years Old	0	0	0
Historic Resources—Potentially Eligible	0	0	0
Parks/Recreation	0	0	0
Populations			
Minority Populations	0	0	0
Low-Income Populations	0	0	0
Limited English-Speaking Proficiency (LEP)	0	0	0
Traffic Impacts			
Permanent Road Closures	0	0	0
Temporary Detour	0	1	0
¹ Phase 1 ROW requirements result in impacts to three structures at the OLOL Tau Center. These buildings are no longer in use and will be demolished by OLOL as part of the OLOL Children’s Hospital development and construction.			

4.2.2 Preliminary Cost Analysis

Preliminary cost analysis for the alternatives includes roadway construction, bridge construction, utility relocation, ROW, wetland mitigation and surveying, engineering, and construction supervision/inspection. ROW along the Dijon Drive Extension and Mancuso Lane is being donated by OLOL for Phase 1 and BRGMC

for Phase 2. Additional ROW is required along Midway Boulevard and from the BRGMC property east to Bluebonnet Boulevard. The preliminary costs are presented in **Table 11**.

Table 11. Preliminary Cost Analysis

Evaluation Factors	Alternatives		
	Phase 1	Phase 2	No Build
	Alternative 1 (Yellow)	Alternative 1 (Yellow)	
Total Length (miles)	0.9	1.10	0
Cost (dollars)			
Roadway Construction	5,828,000	7,123,000	0
I-10/Bluebonnet Boulevard Improvements	0	1,700,000	
Right-of-Way Acquisition	0	2,500,000	0
Construction Cost to Cure	0	5,000,000 to 20,000,000 ¹	0
Donated Right-of-Way	2,550,000	1,800,000	0
Wetland Mitigation	15,000	60,000	0
Surveying, Engineering, Construction Supervision & Inspection	1,125,000	1,375,000	0
Total	9,518,000	19,558,000 to 34,558,000	0

¹Cost to cure will be developed during the right-of-way acquisition phase of the project. These costs are approximate but are estimated to range from \$5 million to \$20 million.

4.3 Land Use and Community Resources

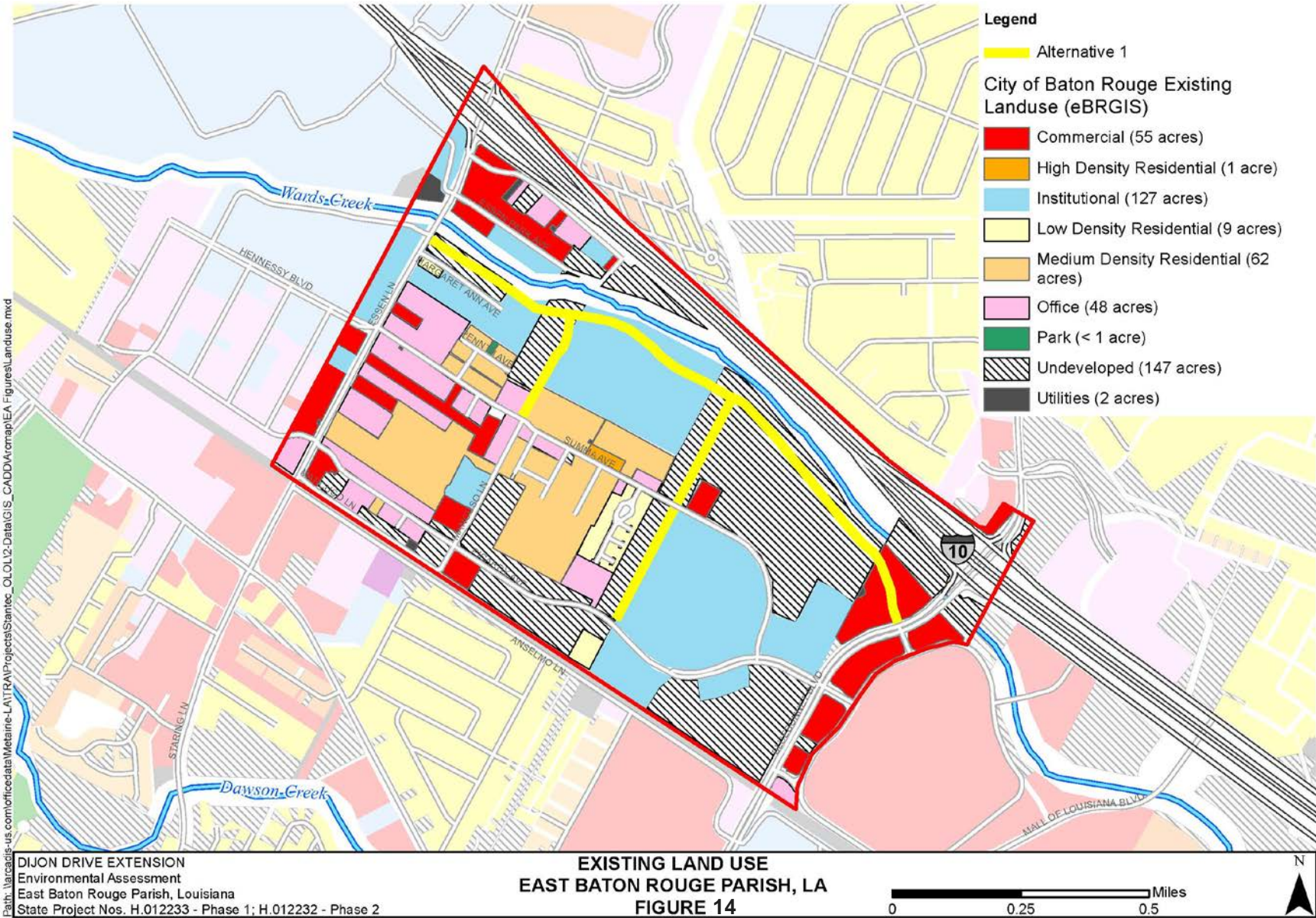
4.3.1 Land Use

Land use classifications within the Study Area are shown on **Figure 14**. The Study Area comprises approximately 450 acres. Land use within the Study Area is predominantly undeveloped lands (40 percent). Construction of the OLOL Children’s Hospital has begun and covers approximately 20 acres of undeveloped land between Summa Avenue and the proposed Midway Boulevard. Approximately 22 percent of the Study Area is institutional land use, 16 percent residential, 12 percent commercial, and 10 percent office.

The northern Study Area limits are bounded by Wards Creek and I-10. Bluebonnet Boulevard is adjacent to the east, and across Bluebonnet Boulevard is the Mall of Louisiana. Essen Lane is adjacent to the east, and OLOL Hospital campus is across Essen Lane. Anselmo Lane is adjacent to the south. For all alternatives, undeveloped lands will be converted from their present use to transportation use.

The **No-Build Alternative** would not impact land use.

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4.3.2 Residential and Commercial Property Impacts and Relocations

ROW required for the **Preferred Alternative** Phase 1 is 11 acres and 12 acres for Phase 2. Phase 1 ROW requirements result in impacts to three structures at the OLOL Tau Center. These buildings are no longer in use and will be demolished by OLOL as part of the OLOL Children’s Hospital development and construction. Phase 2 ROW requirements result in parking and circulation impacts near the Hyatt Place hotel and Ralph & Kacoo’s restaurant located along Bluebonnet Boulevard. The proposed improvements do not result in any structure impacts.

The **Preferred Alternative**, Phase 2, will require the conversion of approximately 0.8 acre of parking and circulation aisles to transportation use. The estimated impacts to Hyatt Place parking is approximately 0.2 acre (31 parking spaces) and 0.6 acre (72 parking spaces) for Ralph & Kacoo’s. Acquisition of ROW from Ralph and Kacoo’s restaurant and the Hyatt Place hotel would be limited to parking spaces and access drives. Ralph & Kacoo's has a total of 266 parking spaces plus 5 handicapped spaces with 81 of these spaces located behind the Hyatt Place hotel. One possible option to mitigate impacted Hyatt Place parking is to purchase land and these 81 parking places owned by Ralph and Kacoo’s (Figure 15).



Figure 15. Conceptual Layout – Parking and Circulation Evaluation

While Ralph and Kacoo’s restaurant would retain 194 parking spaces, it is estimated that an additional 18 spaces would be required in order to be compliant with local ordinances for office and restaurant uses. These additional parking spaces could be provided through a combination of restriping the parking lot and/or purchasing adjacent property, if necessary.

The reduction of 31 parking spaces from the Hyatt Place property would result in the hotel being noncompliant with local ordinances and the Hyatt franchise agreement. A conceptual layout was prepared to evaluate parking replacement and circulation (Figure 15). Parking and circulation impacts can be accommodated within the existing parking areas or on adjacent undeveloped lands, if needed. A final parking and circulation layout can be completed as part of the final design process.

LADOTD’s Acquisition of Right-of-Way and Relocation Assistance document (July 30, 2015) outlines policies that implement federal regulations promulgated under the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and Title VI of the Civil Rights Act of 1964.

No relocations would be required for either build alternative; therefore, a Conceptual Stage Relocation Plan is not required. However, portions of property will be required for the build alternative ROW.

The **No-Build Alternative** does not impact any residential, business, or other facilities and therefore would not require any relocations.

4.3.3 Right-of-Way Acquisition

The Dijon Drive Extension will be constructed primarily on property that is currently owned by OLOL or BRGMC. The required ROW from Essen Lane to BRGMC’s eastern property boundary and from the Dijon Drive Extension to Summa Avenue along Mancuso Lane is being donated by these medical providers.

The segment of the Dijon Drive Extension from the BRGMC’s eastern property boundary to Bluebonnet Boulevard will require the acquisition of ROW. At this location, ROW will need to be acquired from both the Hyatt Place hotel and Ralph and Kacoo’s restaurant. The segment along Midway Boulevard will also require the acquisition of ROW. No additional ROW or control of access is anticipated for completion of the improvements near the I-10/Bluebonnet Boulevard interchange.



FUTUREBR
Vision • Opportunity • Progress

ECONOMIC DEVELOPMENT OBJECTIVES

- Objective 2.1** Identify businesses in growing industry sectors.
- Objective 1.** Attract and retain talent and businesses by revitalizing the urban core.
Actions to support Objective 1.4:
 - 1.4.1** Officially define, recognize and brand an area in Baton Rouge where significant medical treatment and research facilities are growing as the Medical District (MD) to further enhance its role and attraction as an economic development engine.
- Objective 3.5** Leverage existing medical and research centers to catalyze more mixed-use development.

4.4 Economic Environment

East Baton Rouge Parish is the largest employment center in the nine-parish metropolitan statistical area. The FuturEBR comprehensive plan recognizes the unique neighborhoods and places within the Baton Rouge area.

These areas are designated as small area plans, are community-supported, and facilitate growth and revitalization.

District small area plan identifies an area between Quail Drive to the west, Bluebonnet Boulevard to the east, Perkins Road to the south, and I-10 to the north. The OLOL hospital has plans to become a teaching hospital for Louisiana State University’s Medical College and is constructing the OLOL Children’s hospital within the Study Area. Pennington Biomedical Research Center and the BRGMC campuses continue their expansion in this key area.

The Louisiana Workforce Commission projects a growth in the regional labor market of 11 percent. The highest rates of growth are projected in accommodation and food services (27 percent), health care and

social assistance (21 percent), administrative and waste services (20 percent), and mining (18 percent).

Economic impacts associated with construction of the **Preferred Alternative** will include a temporary increase in construction-related employment. Benefits from the proposed project, such as reduced congestion, increased traffic flow, and increased accessibility, add improvement to the medical district economic environment within and adjacent to the Study Area.

The **No-Build Alternative** would lead to continued and worsened congestion within the Study Area and surrounding area and may have a negative economic impact on employment.

4.5 Socioeconomic Resources

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-Income Populations (59 Federal Register 7629 1994), and FHWA Order 6640.23A, FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, require federal agencies to determine whether a proposed action would have an adverse and disproportionately high impact on minority and/or low-income populations.

4.5.1 Population

The 2010 U.S. Census identified three Census Tracts (38.01, 38.04, and 38.05) that intersect the Study Area (**Figure 16**). The Study Area population of 5,720 represents 30 percent of the Census Tract population (**Table 12**). These Census Tracts are comprised of 53 census blocks, of which 11 have populations attributed to them (**Table 13**).

The population within the census blocks was examined to determine total population and minority and/or low-income populations associated with improvements related to all alternatives. Census block data were compared with Census Tract-level data in order to identify potential disproportionate impacts.

4.5.2 Minority Populations

Total and minority population data are presented in **Table 13** and depicted on **Figure 17**. The racial and ethnic composition of the Study Area was examined to identify the presence or absence of minority populations. Within the census blocks that intersect the Study Area, 71 percent of the population is identified as white alone and 29 percent as minority.

Table 12. Population Data

Geographic Area	Population
Louisiana	4,533,372
East Baton Rouge Parish	440,171
City of Baton Rouge	229,493
2010 Census Tracts within Study Area	19,097
2010 Census Blocks within Study Area	5,720

Source: U.S. Census Bureau, Census 2010 (2016a)
 Note: Geographic area was determined to be the census blocks that intersect the Study Area within Census Tracts 38.01, 38.04, and 38.05.

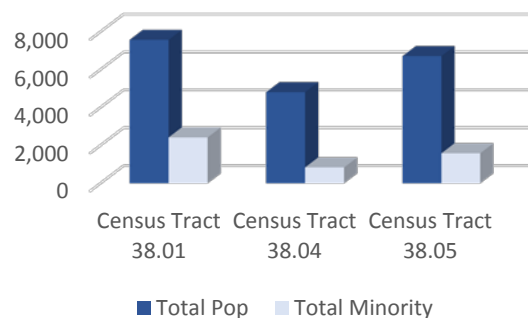


Figure 16. Total and Minority Populations

The **Preferred Alternative** will affect a single Essen Lane minority property owner’s use of his Margaret Ann driveway. This property owner will be rerouted via the Margaret Ann connector to Dijon Drive. The **No-Build Alternative** would have no effect on the minority populations within the Study Area.

Table 13. Total and Minority Population

Geographic Area	Total Pop.	Not Latino or Hispanic							Hispanic or Latino of Any Race
		White	Black / African American	AIAN	Asian	NHPI	Other Race	Two or More Races	
CT 38.01 TOTAL									
Block 3048	276	244	24	1	2	0	0	5	4
Block 3055	133	130	3	0	0	0	0	0	1
Block 3057	14	2	12	0	0	0	0	0	0
Block Total	423	376	39	1	2	0	0	5	5
CT 38.04 TOTAL									
Block 1007	622	567	34	0	11	0	6	4	18
Block 2010	380	316	52	2	4	0	1	5	10
Block 3007	464	405	50	0	4	0	2	3	9
Block 3013	12	6	6	0	0	0	0	0	0
Block 3005	346	291	39	0	13	0	2	1	7
Block 3011	706	421	198	4	49	0	18	16	36
Block Total	2,530	2,006	379	6	81	0	29	29	80
CT 38.05 TOTAL									
Block 3004	2,439	1,444	834	4	96	3	13	45	67
Block 3031	274	214	46	0	12	0	0	2	4
Block Total	2,713	1,658	880	4	108	3	13	47	71
TOTAL	5,666	4,040	1,298	11	191	3	42	81	156
TOTAL Percent	100	71	23	0.5	3	0.5	1	1	2.7

Source: U.S. Census Bureau, 2010 Table P1 and P2 (2016a).

AIAN American Indian and Alaskan Native

NHPI Native Hawaiian and Other Pacific Islander

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4.5.3 Low-Income Populations

The Census Tracts that intersect the Study Area represent the demographic area evaluated for low-income populations. The median household income and households below the poverty status were examined in order to identify the presence or absence of low-income populations within the Study Area and to identify potential disproportionate impacts. The poverty level was determined based on the 2016 U.S. Department of Health and Human Services poverty threshold of \$24,300. **Table 14** presents the estimated number of households, median household income, and households below the poverty level within Census Tracts 38.01, 38.04, and 38.05.

Table 14. Median Household Income and Poverty Status

Geographic Area	2014 Households ¹	Median Household Income	Households Below Poverty	
			Number	Percent of Census Tract
Census Tract 38.01	3,191	52,702	310	9.7
Census Tract 38.04	2,246	66,111	1145	5.1
Census Tract 38.05	2,936	52,198	379	12.9
Total	8,373		1,834	21.9

¹Total households within Census Tracts 38.01, 38.04, and 38.05.

Notes:

- (1) Geographic Area was determined to be the 2010 Census Tracts that intersect the Study Area.
- (2) Households below the poverty level were determined based on 2010-2014 American Community Survey 5-Year Estimates and 2016 U.S. Department of Health and Human Services poverty threshold of \$24,300 for a family of four.

Source: U.S. Census Bureau, 2008 - 2012 American Community Survey 5-Year Estimates S1903 and S1702 (www.census.gov).

Neither the **Preferred Alternative** nor the **No-Build Alternative** would have a disproportionate impact on low-income populations.

4.5.4 Limited English-Speaking Proficiency

Executive Order 13166, *Improving Access to Services for Persons with Limited English Proficiency* (LEP) (2001), requires federal agencies to work to provide meaningful access to LEP applications and

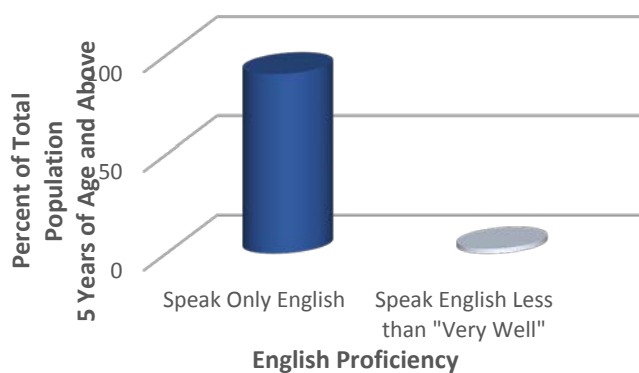


Figure 18: Limited English Proficiency Populations

Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimate. Table B16001 (2016b).

beneficiaries. The 2010 Census data were reviewed for language spoken at home by ability to speak English for the population 5 years of age and above in the Study Area. Less than 1 percent of the Study Area population speaks English “less than very well.” **Figure 18** shows LEP for the population within the Study Area. It is expected that the **Preferred Alternative** and **No-Build Alternative** would not have an impact on LEP populations within or adjacent to the Study Area.

4.5.5 Environmental Justice

Per Executive Order 12898, the Study Area was examined to determine if the proposed project would disproportionately affect minority and low-income populations. Concentrations of minority populations were identified within the Study Area by mapping the census block populations of individuals who self-identified as Black/African American, American Indian, Alaska Native, Native Hawaiian, Other Pacific Islander, Other Race, and/or Two or More Races for the 2010 U.S. Census. The total of all census blocks within the Study Area have minority populations less than 25 percent. Therefore, the proposed project will not have a disproportionately high and adverse effect on minority and low-income populations. It is expected that the **Preferred Alternative** and **No-Build Alternative** will not raise environmental justice issues.

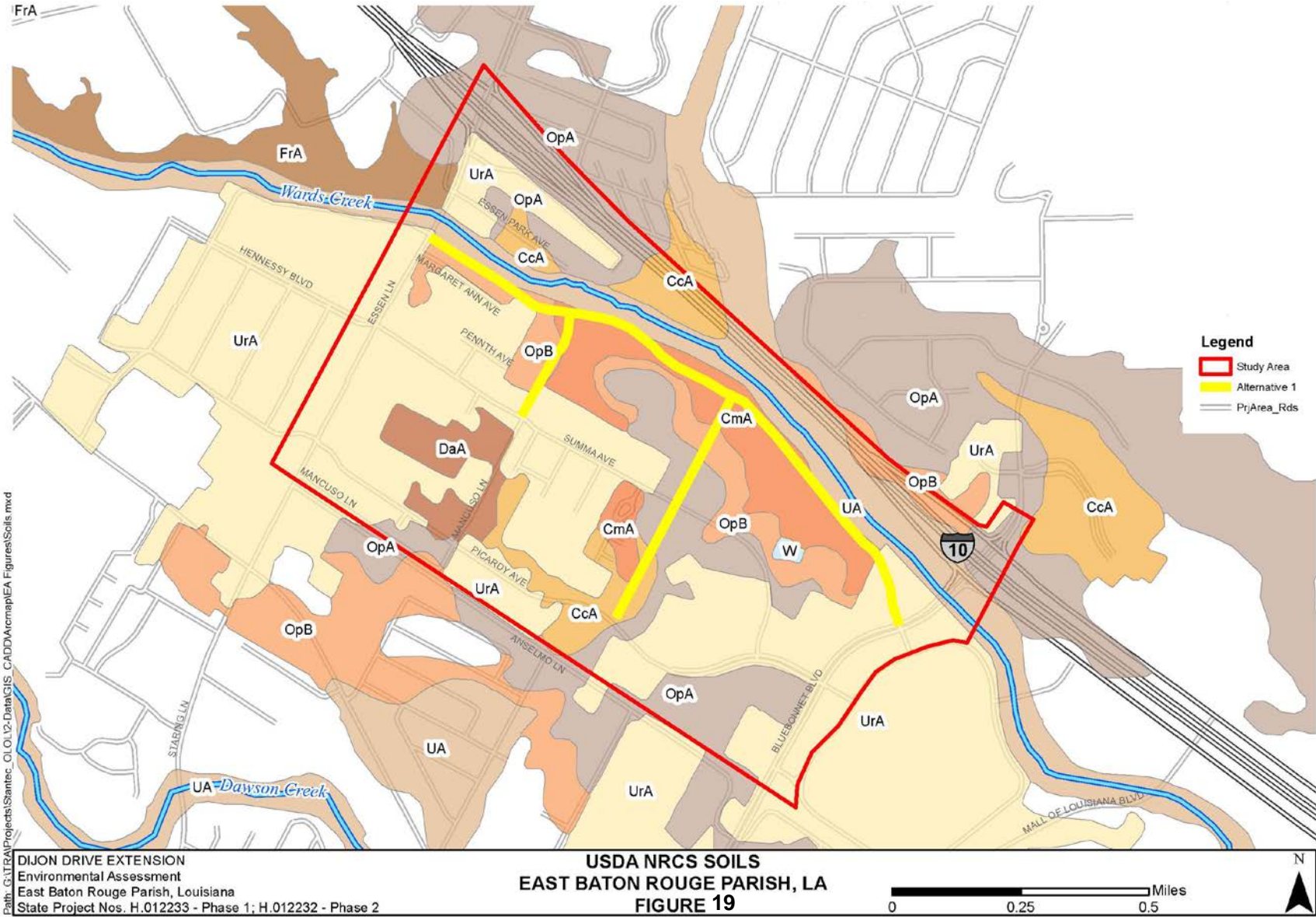
4.6 Natural and Physical Environment

This section discusses direct impacts (loss of a resources), indirect impacts (changes in function or quality of a resource), and cumulative impacts (historical, project-related, and foreseeable impacts).

4.6.1 Geology and Soils

The Study Area is located within the Gulf Coastal Plain of Louisiana and lies on the Mississippi Embayment, a sedimentary sequence thousands of meters thick, which includes mostly unconsolidated clays, silts, and sands. The topography of the Study Area is characterized by mostly level plains with low depressions and steep slopes near Wards Creek and Dawson Creek. Elevations across the Study Area range from 35 feet near Picardy Avenue to 14 feet near the banks of Ward Creek.

Soils within the Study Area are primarily urban land, Oprairie Silts, Udarents, and Cancienne Silt Loams. Urban land is mostly covered by streets, parking lots, buildings, and other structures of urban areas. The Oprairie series consists of somewhat poorly drained soils that formed in loess deposits. These soils are on silty upland terraces of Pleistocene age. Udarents, man-made soils, consist of areas filled artificially with earth, trash, or both, and smoothed. Udarents occurs most commonly in and around urban areas. The Cancienne series consists of very deep, level to gently undulating, somewhat poorly drained mineral soils that are moderately slowly permeable. These soils formed in loamy and clayey alluvium. They are on high and intermediate positions on natural levees and deltaic fans of the Mississippi River and its distributaries. Soil series or groups mapped within the Study Area are shown on **Figure 19** and presented in **Table 15**.



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Table 15. Study Area Soils

Map Unit Symbol	Map Unit Name	Acres in Study Area	Hydric
CcA	Calhoun silt loam, 0 to 1 percent slopes	38.0	Yes
CmA	Cancienne silt loam, 0 to 1 percent slopes	56.1	No
DaA	Deerford-Verdun complex, 0 to 2 percent slopes	21.8	No
FrA	Frost silt loam, 0 to 1 percent slopes, occasionally flooded	3.0	Yes
OpA	Oprairie silt, 0 to 1 percent slopes	108.2	No
OpB	Oprairie silt, 1 to 3 percent slopes	48.7	No
UA	Udarents (made land)	67.7	No
UrA	Urban land	264.3	No
W	Water	1.3	--

Source: Natural Resources Conservation Service Custom Soil Resources Report for the Dijon Drive Extension EA (H.0112232), January 2016

Indicates Hydric Soil

Measures to reduce erosion and nonpoint source pollution from runoff into surface waters during construction-related activities would be reduced by implementation of Best Management Practices as outlined in a project-specific Erosion and Sedimentation Control Plan.

4.6.2 Farmland Protection Policy Act

The U. S. Department of Agriculture (USDA), through the Natural Resources Conservation Service (NRCS), administers the Farmland Protection Policy Act 1983 Subtitle I of Title XV, Section 1539 – 1549 (FPPA). The purpose of the FPPA is to “minimize the extent to which federal programs contribute to the unnecessary and irreversible conversion of farmland to nonagricultural uses.”

The NRCS defines prime farmland and soils as those that have the best combination of physical and chemical characteristics to economically produce high yields of agricultural crops when treated and managed according to acceptable farming practices. To ensure compliance with the FPPA, agency coordination with the NRCS, Alexandria, Louisiana, was initiated on October 30, 2015 (**Appendix D**). In a letter dated November 4, 2015, the NRCS determined that the Study Area is within an urban area and therefore the project is exempt from the rules and regulations of FPPA. NRCS further stated that the project will not impact NRCS work in the vicinity.

The **Preferred Alternative** will result in minimal disturbance to soils and geologic resources. As such, these areas have been previously disturbed and no impacts are anticipated.

The **No-Build Alternative** will have no impacts to the geology, soils, or farmlands.

4.6.3 Water Resources

The Study Area is located within the Mississippi River and Lake Pontchartrain basins (watersheds). The Study Area, located in the eastern part of East Baton Rouge Parish, drains into the Amite River. Neither the **Preferred Alternative** nor the **No-Build Alternative** will impact the natural and scenic rivers or other surface waters within the Study Area. Ward Creek is located south of and parallel to I-10 and north of the proposed Dijon Drive Extension flowing from northwest to southeast into Bayou Manchac.



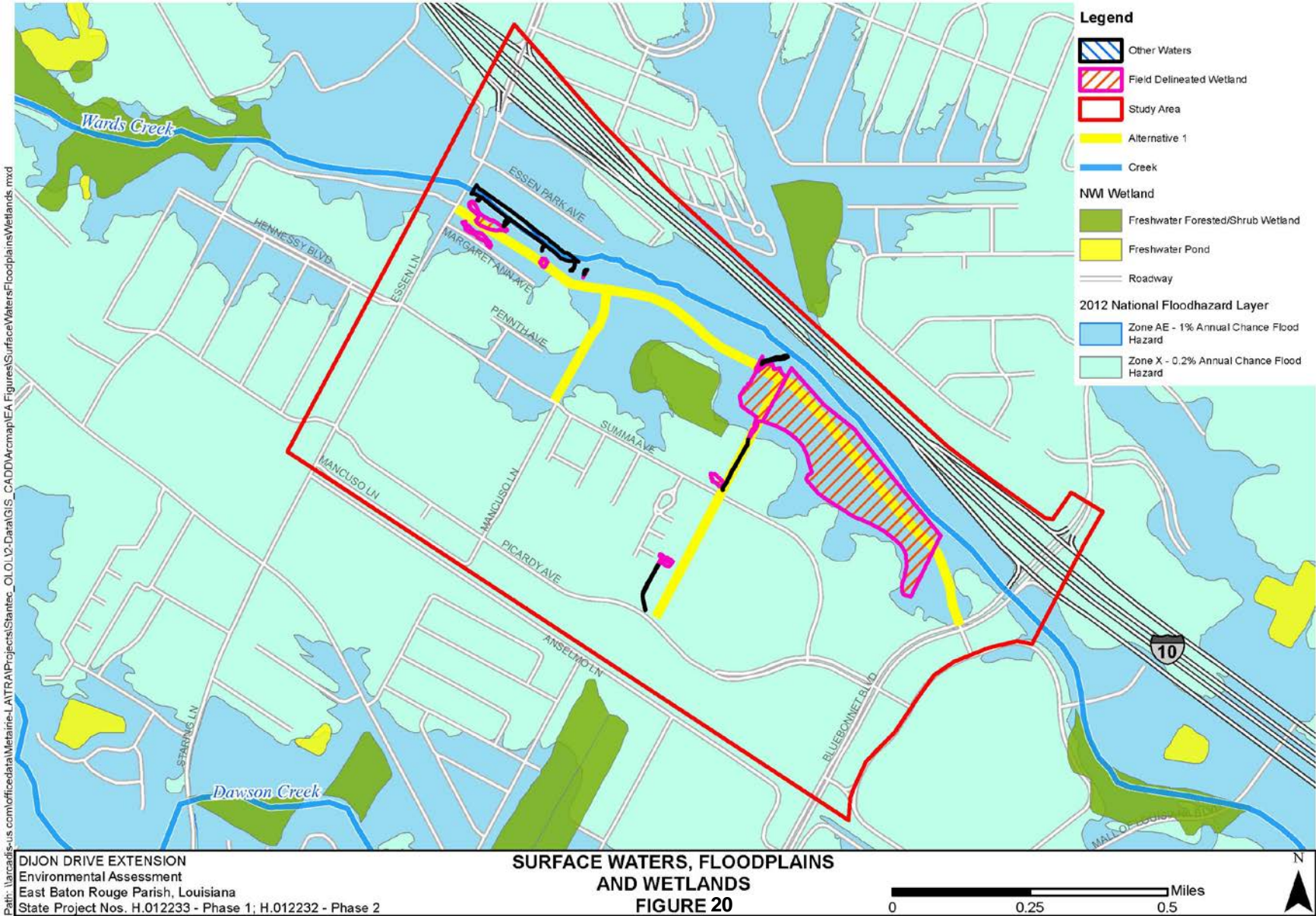
Ward Creek

A field investigation of the Study Area was conducted in November 2015 to determine the presence and extent of potential wetlands and surface waters. The Study Area contains approximately 0.63 acre of surface waters. The findings of the field investigation are presented in the *Wetland Findings Report Dijon Drive Extension (CD-2)*. In addition to Ward Creek, two ephemeral surface water channels were identified. One surface water (0.03 acre) is located in the vicinity of the proposed Midway Boulevard and the second (0.2 acre) in the vicinity of the proposed Mancuso Lane. Both surface waters flow north toward Ward Creek. A third surface water (0.4 acre) is located parallel to and just north of the proposed Dijon Drive Extension (**Figure 20**).

The Study Area comprising Phase 1 of the Dijon Drive Extension has been submitted to the U.S. Army Corps of Engineers (USACE) for review and issuance of a jurisdictional determination (JD). A portion of Phase 2 of the Dijon Drive Extension has not yet been submitted to the USACE for review and JD (**Figure 21**).

The USACE, under the authority of the Clean Water Act, Section 404 and the Rivers and Harbor Act, Section 10, has the responsibility to make the final determination of the location and extent of jurisdictional wetlands and navigable waters within the Study Area, respectively.

A floodplain evaluation was conducted in accordance with Executive Order 11988, Floodplain Management (1977), 23 Code of Federal Regulations (CFR) Part 650, Subpart A “Location and Hydraulic Design of Encroachments on Floodplains” §650.113 Only practicable alternative finding, and U.S. Department of Transportation (DOT) 5650.2 “Floodplain Management and Protection.” The location of the 100-year floodplain for the Study Area was identified from Federal Emergency Management Agency (FEMA) Digital Flood Insurance Rate Maps (2016) and is shown on **Figure 20**. Special Flood Hazard Areas include Zones AE and X within the Study Area. Zone AE designates areas where a flood is expected to occur once every 100 years, and Zone X designates areas expected to flood once every 500 years.



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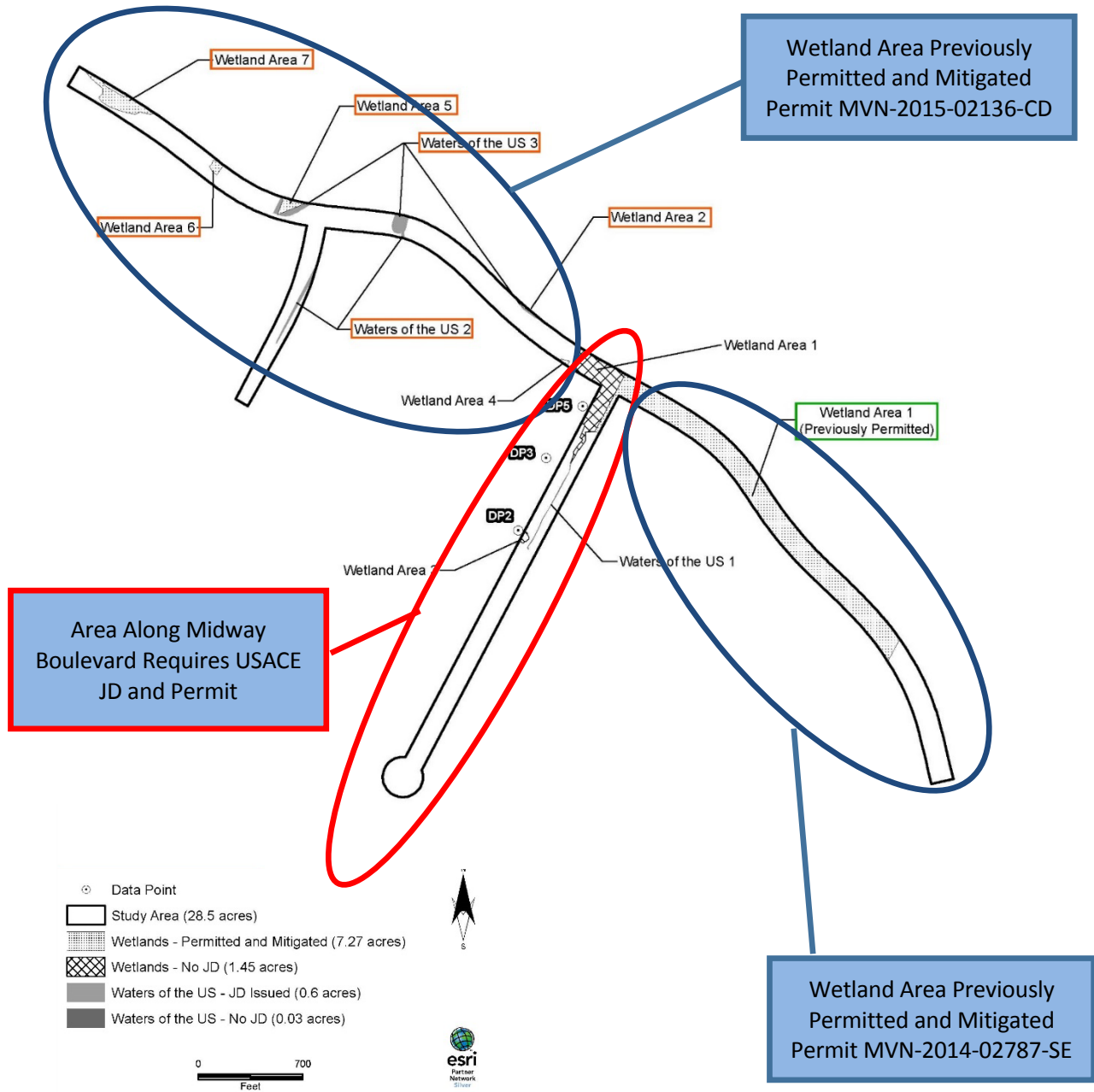


Figure 21. Field-Delineated Wetlands and Surface Waters

The Dijon Drive Extension improvements include a roadway on undeveloped land adjacent to a developed urban area located to the south with Ward Creek and I-10 located to the north. The surrounding area is comprised of institutional, commercial, and residential developments. The proposed improvements are located in proximity to Ward Creek and the roadway elevation was established based on the 50-year flood elevation plus 1 foot of freeboard. In the areas where the roadway ties to or intersects with an existing roadway, the profile elevation was adjusted to align with the existing roadway.

Due to the longitudinal floodplain encroachment of the Dijon Drive Extension, current local regulations will require flood-storage capacity mitigation of fill material placed at or below the base flood elevation. Design features may include excavation within the floodplain to increase floodplain storage capacity to offset the reduction in floodplain storage caused by placement of the roadway. Excavation improvements will be considered on the north side of Ward Creek.

Future development of the BRGMC parcel will likely include on-site storage for stormwater runoff with subsurface infrastructure that will discharge to Ward Creek. Similar improvements were included in the site development for the OLOL Children's Hospital, which includes two stormwater detention ponds and subsurface infrastructure discharging to Ward Creek. These proposed drainage improvements were approved by the appropriate governing agencies.

Drainage infrastructure for the Dijon Drive Extension, Mancuso Lane, and Midway Boulevard has been designed to the 10-year storm event and will include catch basins and subsurface infrastructure to collect and discharge runoff to Ward Creek. This design includes required drainage structures that will mitigate impacts to preserve the function of the surrounding floodplain and be installed and maintained to ensure adequate water flow through the Study Area.

Correspondence from the LADOTD Floodplain Management Program Coordinator stated "During the improvements and construction, there must be allowance for the adequate flow of water and assurance that there would 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" (**Appendix D**). No objections were received from the City-Parish Department of Transportation and Drainage acknowledging the Dijon Drive Extension is in proximity to Ward Creek and utilizes minimum ROW (**Appendix D**). Coordination with the City-Parish Department of Development, Floodplain Management, was completed for the proposed improvements. Correspondence from this department states that Ward Creek channel improvements were recently completed and the proposed roadway improvements will "not have an adverse impact on the existing floodplain" and "all associated drainage structures are properly engineered" (**Appendix D**).

A storm water discharge permit will be obtained from LDEQ for the project prior to construction authorization, and Best Management Practices will be implemented to manage runoff and prevent pollution. The contractor will be required to adhere to the provisions of the Louisiana Standard Specifications for Roads and Bridges. Other federal, state, and local permits may be required.

The Study Area contains approximately 610 acres of flood zone area as presented in **Table 16**.

Alignment shifts outside the floodplain would impact existing development or further encroach on Ward Creek. Therefore, there is no practicable alternative to the proposed location of the **Preferred Alternative** that does not cross floodplains. The **Preferred Alternative** includes all practicable measures to minimize floodplain impacts. The **No-Build Alternative** will not further impact floodplains within the Study Area.

Table 16. Floodplain Impacts

Description	Flood Zone AE (Acres)	Flood Zone X (Acres)
Study Area	196	414
Preferred Alternative	18	5
No-Build	0	0

4.6.4 Wetlands

All wetlands identified within the Study Area were evaluated in accordance with Executive Order 11990, Protection of Wetlands (1977), and the technical guidelines and methods for wetland delineations as set forth in the USACE Wetland Delineation Manual (1987) and the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Atlantic and Gulf Coastal Plain Region Wetland Delineation Manual (2010). A wetland delineation was conducted in November 2015. Each wetland site was documented with photographs and field notes, and boundaries were delineated and mapped using a sub-meter global positioning system unit. Observations of vegetation, hydrology, soils, and other visible wetland indicators were recorded on Wetland Determination Forms – Atlantic and Gulf Coastal Plain Region.

Seven wetland areas were identified totaling 8.72 acres of wetlands. The wetland areas include 7.27 acres that were previously permitted and mitigated by the USACE including 0.81 acre of wetland and 0.60 acre of surface waters located within Phase 1 (MVN-2015-02136-CD) (**CD-3**). This permit was issued in April 2016 and expires in April 2021. Previously permitted and mitigated wetland areas in Phase 2 include 6.52 wetland acres (Permits MVN-2014-02787-SE) (**CD-3**). This permit was extended in 2015 and expires in 2020. Approximately 1.45 acres of wetlands and 0.03 acre of surface waters are located within the Midway Boulevard alignment including 1.38 acres in Wetland Area 1, 0.04 acre in Wetland Area 3, and 0.03 acre in Wetland Area 4. The USACE has not reviewed the wetland and surface waters identified for the Midway Boulevard location. **Table 17** presents and **Figure 21** shows field-delineated wetlands and surface water within the **Preferred Alternative** boundary. A detailed analysis and description of wetlands and other waters identified within the Study Area can be found in **CD-2**.

Table 17. Wetland and Surface Water Impacts

Wetland Area	Wetlands Total (Acres)	Preferred Alternative Phase 1		Preferred Alternative Phase 2		No Build
		Waters of the US (Acres)	Wetland (Acres)	Waters of the US (Acres)	Wetland (Acres)	
1	7.84			0.03	7.84 ¹	0
2	0.02	0.20 ²	0.02			0
3	0.04	0.40 ²			0.04	0
4	0.03				0.03	0
5	0.15		0.15 ²			0
6 and 7	0.64		0.64 ²			0
TOTAL	8.72	0.60	0.81	0.03	7.91	0

¹7.27 acres previously permitted and mitigated by the USACE (Permit MVN-2014-02787-SE). The Midway Boulevard wetlands and surface waters have not been reviewed by the USACE.

²Previously reviewed and permitted by the USACE (Permit MVN-2015-02136-CD).

Wetlands lost due to construction of the proposed project would be replaced through mitigation activities. Mitigation includes measures which avoid, minimize, and/or compensate for unavoidable losses to resources that cannot be further minimized. The assessment of mitigation measures (avoidance, minimization, and compensation) is an integral part of the NEPA/Section 404 process.

For those impacts that cannot be avoided, other mitigation efforts must be considered. These efforts include minimization of potentially adverse impacts and compensation for those remaining adverse impacts that cannot be reduced any further.

Construction activities associated with the **Preferred Alternative** would impact wetlands and surface waters to varying degrees. Land clearing during construction would remove vegetative cover with the potential to increase surface runoff during storm events leading to erosion and increased sediment deposited in surface waters.

To aid in minimizing such impacts, placement and monitoring of erosion control measures for soil stabilization along with temporary and permanent vegetation measures at the start of, during, and after construction would be incorporated into project construction plans according to LADOTD’s standard specifications. Measures to minimize impacts to wetlands may include minimizing the clearing of wetland vegetation to the limits of construction and avoiding use of wetland areas outside the construction limits for construction support activities (borrow sites, waste sites, storage, parking, access, etc.).

Final compensatory mitigation ratios and requirements for impacted areas classified as jurisdictional will be determined by the USACE New Orleans District through the Section 404 permit process.

The **No-Build Alternative** would not impact area wetlands and other waters of the U.S.

4.6.5 Biological Resources

Section 7 of the Endangered Species Act of 1973 (amended) requires that federal agencies ensure any action authorized, funded, or carried out by that agency is not likely to adversely impact threatened or endangered species or result in destruction of critical habitat. Coordination with the U.S. Fish and Wildlife

Service (USFWS), Louisiana Ecological Services Office, and Louisiana Natural Heritage Program (LNHP) was made as part of the Solicitation of Views (SOV) (**Appendix C**) process to determine if known rare, threatened, or endangered species exist within the Study Area.

In response to a request for review (**Appendix D**), the USFWS responded stating that the proposed project will have no effect on Federal trust resources under USFWS jurisdiction or resources currently protected by the Endangered Species Act of 1973.

The LNHP maintains a database with known locations of federally listed threatened and endangered species as well as state species of special concern. The LNHP responded to the SOV in a letter dated November 20, 2015, stating that no impacts to rare, threatened, or endangered species or critical habitats are anticipated for the proposed project. The response also stated that no state or federal parks, wildlife refuges, scenic streams, or wildlife management areas are known to be at the project location (**Appendix D**).

The **Preferred Alternative** does not likely contain habitat that is suitable to support rare, threatened, or endangered species. In the event species of concern are encountered in the Study Area, further consultation with the USFWS will be necessary.

The **No-Build Alternative** would have no impact to threatened and endangered species or critical habitat.

4.7 Historic and Cultural Resources

Section 106 of the National Historic Preservation Act of 1966 (NHPA; as amended) protects those properties that are listed in or eligible for listing in the National Register of Historic Places (NRHP). In accordance with the requirements of Section 106, an assessment was made of the cultural resources within the Study Area.

Methods used in this review and assessment were consistent with the applicable federal and Louisiana guidelines for conducting cultural and historic resource studies. Project-specific cultural resources data, as well as recorded archaeological sites and historic standing structures, were obtained from a review of archaeological site forms and reports on previous cultural resources surveys on file at the Louisiana Department of Culture, Recreation & Tourism (LDCRT), Division of Historic Preservation (DHP) and Division of Archaeology (DOA). The DOA maintains archaeological site information for the State of Louisiana including U.S. Geological Survey 7.5-minute quadrangle maps depicting the locations of all recorded archaeological sites, site forms, and corresponding reports. Examination of these records indicated two previously recorded archaeological sites are within 1 mile of the proposed project. Neither site is within the project's direct area of potential effect (DAPE). Review of LDCRT DHP files indicated that there are two recorded structures within the DAPE which are not NRHP-eligible properties.

4.7.1 Archaeological Resources

A cultural resource investigation of the Study Area was conducted within the DAPE, which includes existing and required ROW for all alternatives (**Figure 22**), in order to locate all archaeological remains within the

DAPE and to assess their significance. Identification and assessment of potential cultural resources were conducted for the DAPE and included all areas that could include cultural resources and be directly or indirectly impacted by the proposed project. A pedestrian examination of the DAPE was conducted and shovel-test excavations were completed at 30-meter intervals on transects for all concept alignments. An overview of the region's prehistory is provided in the Phase 1 Cultural Resources Survey for the Dijon Drive Extension (Coastal Environments, Inc. 2016), which has been submitted to LDCRT as required under Section 106 of the NHPA.

Two archaeological sites were identified within the DAPE. Both sites date to the Industrial and Modern Period between 1930 and 1970. Site 1 (16EBR212) is located within a low-lying area and revealed mid-20th through potentially mid-19th century material on the ground surface. This area is identified as a waste dump and is not considered eligible for inclusion on the NRHP.

Site 2 (16EBR213) is located at the intersection of two fence lines and was identified as a mid-20th century trash dump and is not considered eligible for inclusion on the NRHP.

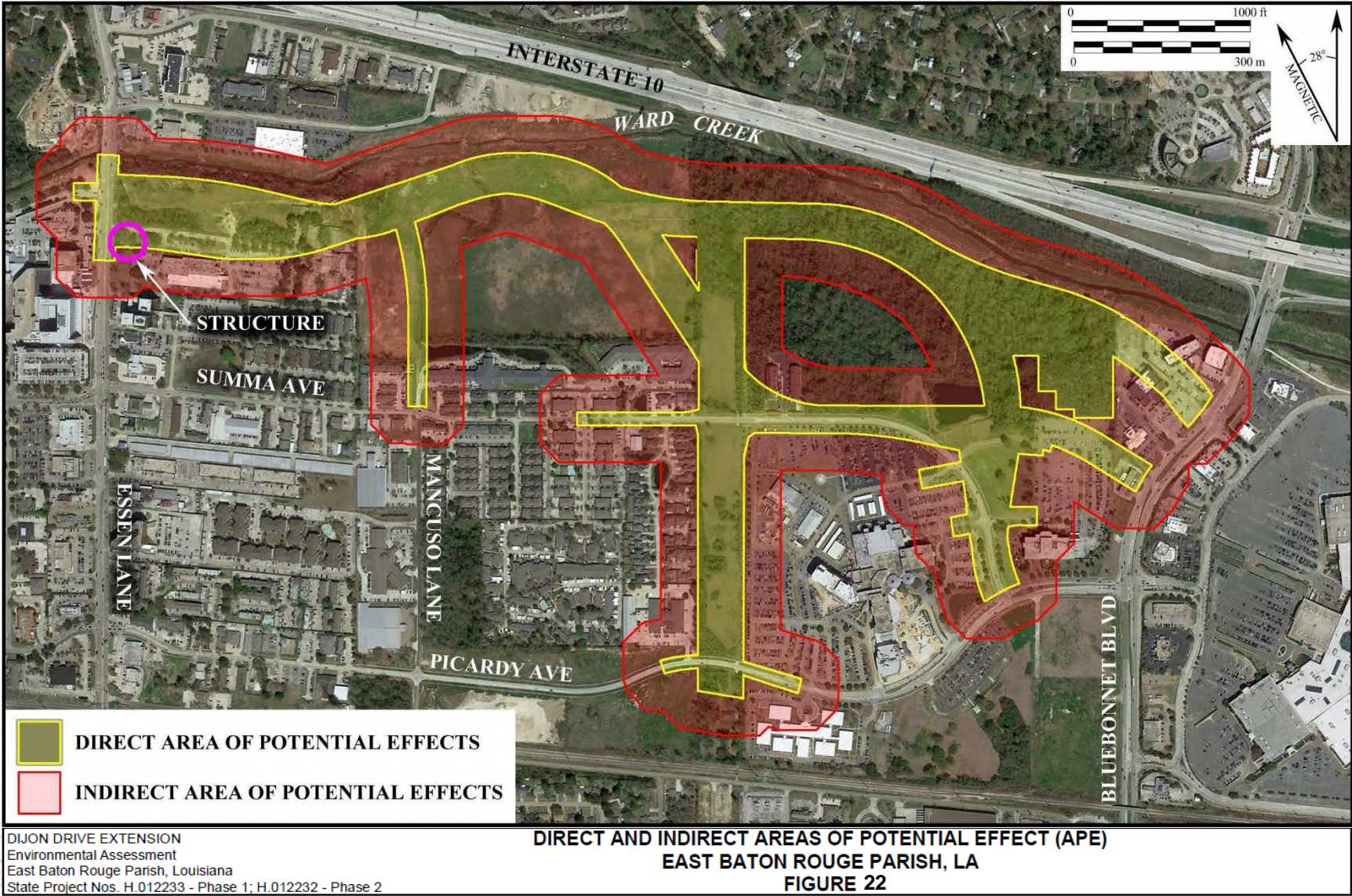
The **Preferred Alternative** and **No-Build Alternative** would not impact archaeological resources.

4.7.2 Historic Resources – Standing Structures

The identification and assessment of historic resources was conducted for the DAPE and indirect APE (IAPE) and included all historic resources that could be directly or indirectly impacted by the proposed project. The standing structure survey examined the IAPE, which includes the existing and required ROW and the area within 200 feet of the outer limits of the concept alternatives (**Figure 22**).

The field survey identified one building and one bridge within the IAPE (**Figure 22**) that are at least 45 years of age (predate 1970). This residential dwelling was previously recorded on Louisiana Historic Resource Inventory forms and photo-documented (LHRI 17-01595). The structure, built between circa 1965 and 1970, is located at the intersection of Essen Lane and Margaret Ann Avenue and does not meet the requirements for NRHP listing.

The **Preferred Alternative** and **No-Build Alternative** would have no impact on historic resources.



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4.7.3 Aesthetic and Visual Resources

Louisiana's aesthetic and visual resources are an important component of the state's tourism industry and contribute significantly to the quality of life in Louisiana. These resources include a broad range of natural and developed areas from the coastal marshlands and swamps along the Gulf Coast to the rich cotton fields of north Louisiana and from its historic cities and towns to its forestlands and wildlife. The visual experience and aesthetic quality of an area depend upon the pattern of land or topography, pattern of water bodies, vegetation, and human development (FHWA 1990). More specifically, factors used to assess a person's visual experience and the aesthetic quality of an area may include:

- Uniqueness of the landscape in relation to the region as a whole;
- Whether the scenic area is a foreground, middle ground, or background view;
- Focus of the view and number of potential viewers;
- Scale of the elements in the scene;
- Duration of the view; and
- Amount of disturbance to the landscape.

The Study Area is located within the BRHD and is adjacent to I-10 to the north, to part of the interstate highway system, and to an area that is mixed use in character including residential, highway commercial, and institutional land uses to the east, west, and south. The Study Area is bounded by two arterial roadways, Essen Lane to the west and Bluebonnet Boulevard to the east. The area is mostly urban with a suburban neighborhood on Summa Avenue and another suburban neighborhood on Summa Court. Although portions of the Dijon Drive Extension will be constructed on previously undisturbed land, portions of the Study Area include lands that have been previously excavated. The Study Area is surrounded by a densely-populated area, as well as busy highways, and is not unique, scenic, or the focus point of potential viewers. There will be minimal change to the nightscape, which is accented with artificial light from street lights and traffic. Therefore, the **Preferred Alternative** is anticipated to have minimal adverse impacts to the aesthetic and visual resources in the Study Area.

The **No-Build Alternative** would not impact the aesthetic and visual resources.

4.8 Sections 4(f) and 6(f)

Section 4(f) of the DOT Act of 1966 stipulates that FHWA cannot approve the use of land from publicly owned parks, recreational areas, wildlife and waterfowl refuges, or public and private historical sites unless there is no feasible and prudent avoidance alternative following all possible planning to minimize harm to the property; or if the use of the land would have only a *de minimis* impact, or no adverse effect, to key features of the property. No Section 4(f) resources would be impacted by the proposed project.

Section 6(f) of the Land and Water Conservation Act requires that unavoidable conversion of lands or facilities acquired or developed with Land and Water Conservation Act funds be replaced in kind or coordinated with the Department of Interior. No Section 6(f) lands would be impacted by the proposed project.

The **Preferred Alternative** and the **No-Build Alternative** would not impact any parks, public lands, or public or private historical sites.

4.9 Noise

Noise, by definition, is unwanted sound that interferes with normal activities and would not be considered a resource, but rather a condition that potentially affects both the human and natural environment. Noise is perceived differently by every individual and is described in terms of loudness, frequency, and duration and is emitted from many sources, including airplanes, factories, railroads, power-generating plants, and highway vehicles (**Figure 23**). Highway noise, or traffic noise, is usually a composite of noises from engine exhausts, drive trains, and tire-roadway interaction.

The magnitude of noise is usually described by its sound pressure. Because the range of sound pressure varies greatly, a logarithmic scale is used to relate sound pressures to some common reference level, particularly the decibel. Sound pressures described in decibels are called sound pressure levels and are often defined in terms of frequency-weighted scales (A, B, C, or D).

For a community noise impact assessment, the A-weighted scale is used almost exclusively in vehicle noise measurements because it places the most emphasis on the frequency characteristics that correspond to a human's subjective response to noise (1,000 to 6,000 Hertz). Sound levels measured using A-weighting are often expressed as A-weighted decibels (dBA).

A noise monitoring program was conducted within the Study Area (**CD-4**) to establish existing sound levels in accordance with the LADOTD Highway Traffic Noise Policy (2011). Six field-measured noise locations were identified for the collection of existing sound levels along roadways within the Study Area. Data were collected at an additional location within the Study Area to measure background sound levels not related to traffic. Existing noise levels ranged from 51.9 (collected during traffic peak periods) to 68.2 dBA. The lowest traffic noise level was measured on Summa Court south of Summa Avenue. The highest traffic noise level was measured at the Hyatt Place hotel pool on the west side of Bluebonnet Boulevard south of I-10.

The dominant noise source at each receiver site is existing traffic including automobiles, heavy trucks, and medium trucks and is usually a composite of noises from engine exhausts, drive trains, and tire/roadway interaction.

Future traffic noise level predictions were performed using the FHWA Traffic Noise Model 2.5 (TNM 2.5). The difference between the field-measured sound levels and TNM-calculated sound levels is within the

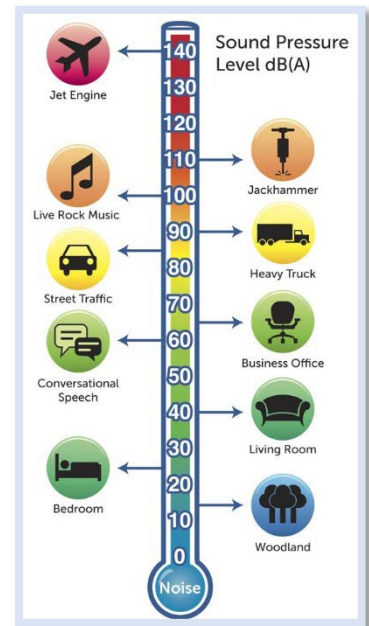


Figure 23. Common Indoor and Outdoor Noise Levels

acceptable range of ± 3 dBA (the amount of sound that is barely perceptible by the human ear) at all locations where existing measurements were taken.

Traffic noise impacts occur when the predicted traffic sound levels equal or exceed the LADOTD threshold which is 1 decibel less than the FHWA Noise Abatement Criteria (NAC) or when the predicted traffic sound levels exceed existing levels by 10 dBA. When traffic noise impacts are predicted, the traffic noise analysis should also include an evaluation of noise abatement measures for reducing or eliminating noise impacts.

Table 18 describes the LADOTD noise threshold values that represent the noise level at which abatement measures, such as noise walls, must be evaluated.

Table 18. LADOTD Threshold Values for Abatement

Activity Category	Leq (hour) ^{1,2}	Activity Category Description
A	56 (exterior)	Land on which serenity and quiet are of extraordinary significance and serve an important public need, and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	66 (exterior)	Residential.
C	66 (exterior)	Active sports areas, amphitheaters, auditoriums, campgrounds, cemeteries, day-care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or non-profit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	51 (interior)	Auditoriums, day-care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or non-profit institutional structures, radio studios, recording studios, schools, and television studios.
E	71 (exterior)	Hotels, motels, offices, restaurants/bars, and other developed land, properties, or activities not included in A through D or F.
F	–	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G	–	Undeveloped land that is not permitted.

¹Hourly A-weighted equivalent noise level in dBA.

²These values are consistent with FHWA's requirement for consideration of traffic noise impacts. The values are 1 dB below FHWA criteria. LEQ = The equivalent steady-state sound level which in a stated period of time (hour) contains the same acoustic energy as a time-varying sound level during the same period.

Source: LADOTD 2011.

A total of 71 noise receivers (representing a total of 113 dwelling units) were identified within the Study Area. Thirty-nine receivers (representing 113 dwelling units) were classified as Activity Category B. Thirteen of the noise receivers modeled were classified as Activity Category C. Seventeen of the noise receivers modeled were classified as Activity Category E. Two of the noise receivers modeled were

classified as Activity Category F. Activity Category B and C receivers were identified to determine the noise impacts of the proposed project. Noise receivers by activity category included for the noise analysis are shown on **Figure 24**.

As presented in **Table 19** and shown on **Figure 24**, the 2017 existing conditions exterior sound levels do not equal or exceed the LADOTD threshold at any receiver location. In the 2037 **No-Build Alternative (Figure 25)**, growth in traffic volumes will cause exterior sound levels at one receiver location to equal or exceed the LADOTD threshold. None of these receiver locations will experience a substantial increase in noise level. In the 2037 Build alternative, the proposed roadway widening will cause exterior sound levels at one receiver location to equal or exceed the LADOTD threshold (**Figure 26 (CD-4)**).

Table 19. Traffic Noise Impact Summary

Conditions	Total Number		Equaling or Exceeding LADOTD Noise Threshold		Impacted under LADOTD Noise Threshold		Total Impacted	
	R	DU	R	DU	R	DU	R	DU
2017 Existing	71	113	0	0			0	0
2037 No-Build Alternative	71	113	1	0	0	0	1	0
2037 Build Alternative	70	70	1	0	0	0	1	0

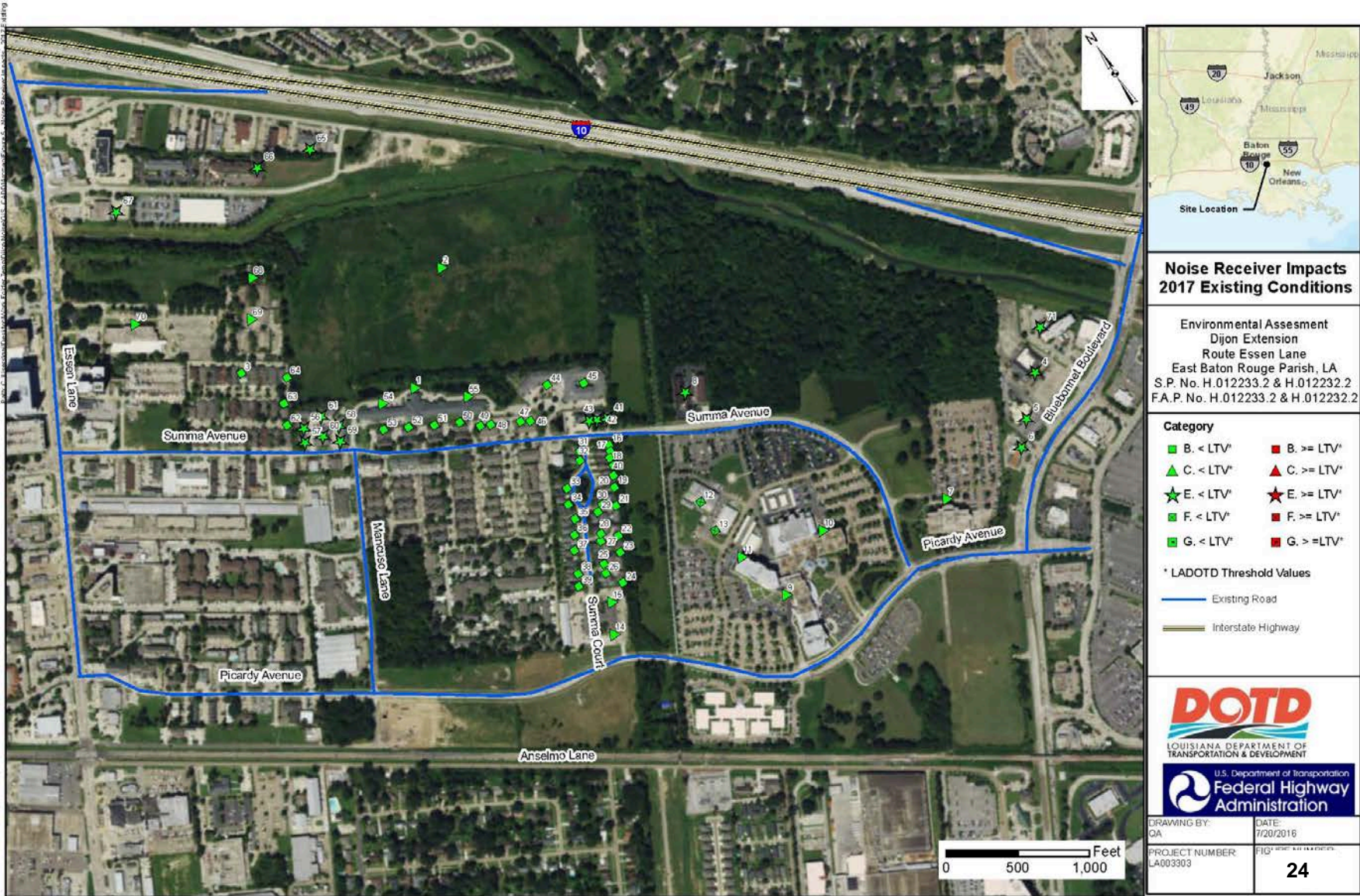
N/A - Not applicable for the listed alternative
 Alt - Alternative
 R - Receiver
 DU - Dwelling Unit

Traffic noise impacts occur when the predicted traffic sound levels approach or exceed the NAC, or when the predicted traffic sound levels equal or exceed the LADOTD threshold values.

Noise abatement consideration evaluates both feasibility and reasonableness. For feasibility, a 5-dBA reduction in noise is considered to be a benefited receptor. Various noise abatement measures were reviewed to mitigate noise impacts associated with the proposed project. All impacted receivers were reviewed in detail for noise abatement. The types of abatement considered include traffic management strategies, alignment alterations, and use of earth berms or structural barriers.

None of the abatement measures reviewed are feasible. Traffic management cannot be enforced along this route due to its intended use as a collector roadway to serve the newly developed parcels. Often, alignment alterations are not considered for noise reduction. A roadway shift significant enough to achieve a required reduction in noise levels often is not feasible or reasonable, especially when a roadway is already established in an area, such as a state route/interstate. In addition, alignment alterations introduce noise to a new area and/or result in displacements.

Receiver 65 (R65), the Louisiana Association of Educators, is located on the south side of I-10 at the east end of One Calais Avenue and at the northern edge of the Study Area with direct access to Essen Park Avenue.



**Noise Receiver Impacts
2017 Existing Conditions**

Environmental Assesment
Dijon Extension
Route Essen Lane
East Baton Rouge Parish, LA
S.P. No. H.012233.2 & H.012232.2
F.A.P. No. H.012233.2 & H.012232.2

Category

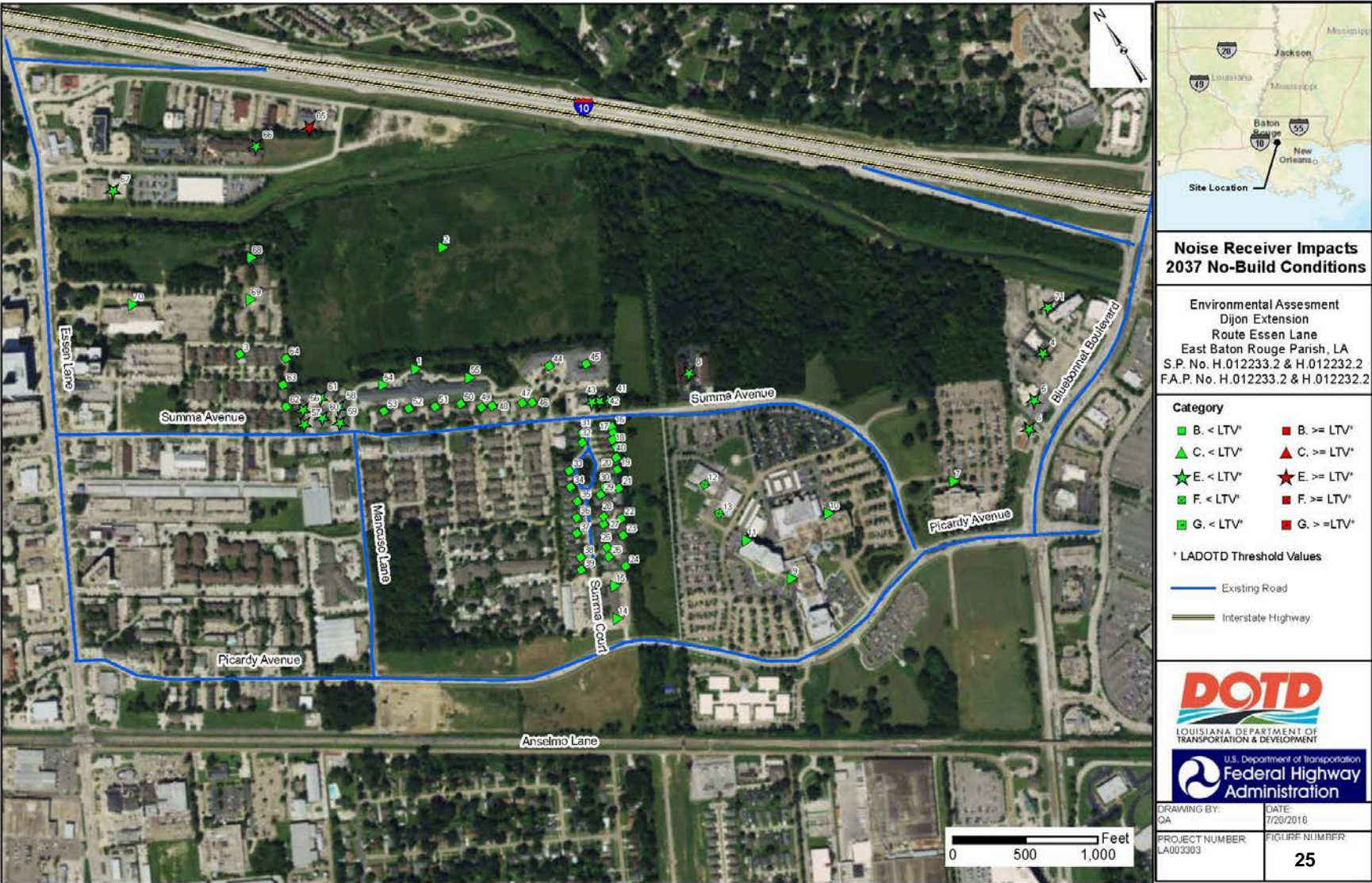
■ B. < LTV*	■ B. >= LTV*
▲ C. < LTV*	▲ C. >= LTV*
★ E. < LTV*	★ E. >= LTV*
■ F. < LTV*	■ F. >= LTV*
■ G. < LTV*	■ G. >= LTV*

* LADOTD Threshold Values
 — Existing Road
 — Interstate Highway



DRAWING BY: QA	DATE: 7/20/2016
PROJECT NUMBER: LA003303	FIGURE NUMBER: 24

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**Noise Receiver Impacts
2037 No-Build Conditions**

Environmental Assessment
Dijon Extension
Route Essen Lane
East Baton Rouge Parish, LA
S.P. No. H.012233.2 & H.012232.2
F.A.P. No. H.012233.2 & H.012232.2

- Category**
- B. < LTV*
 - ▲ C. < LTV*
 - ★ E. < LTV*
 - F. < LTV*
 - G. < LTV*
 - B. ≥ LTV*
 - ▲ C. ≥ LTV*
 - ★ E. ≥ LTV*
 - F. ≥ LTV*
 - G. ≥ LTV*

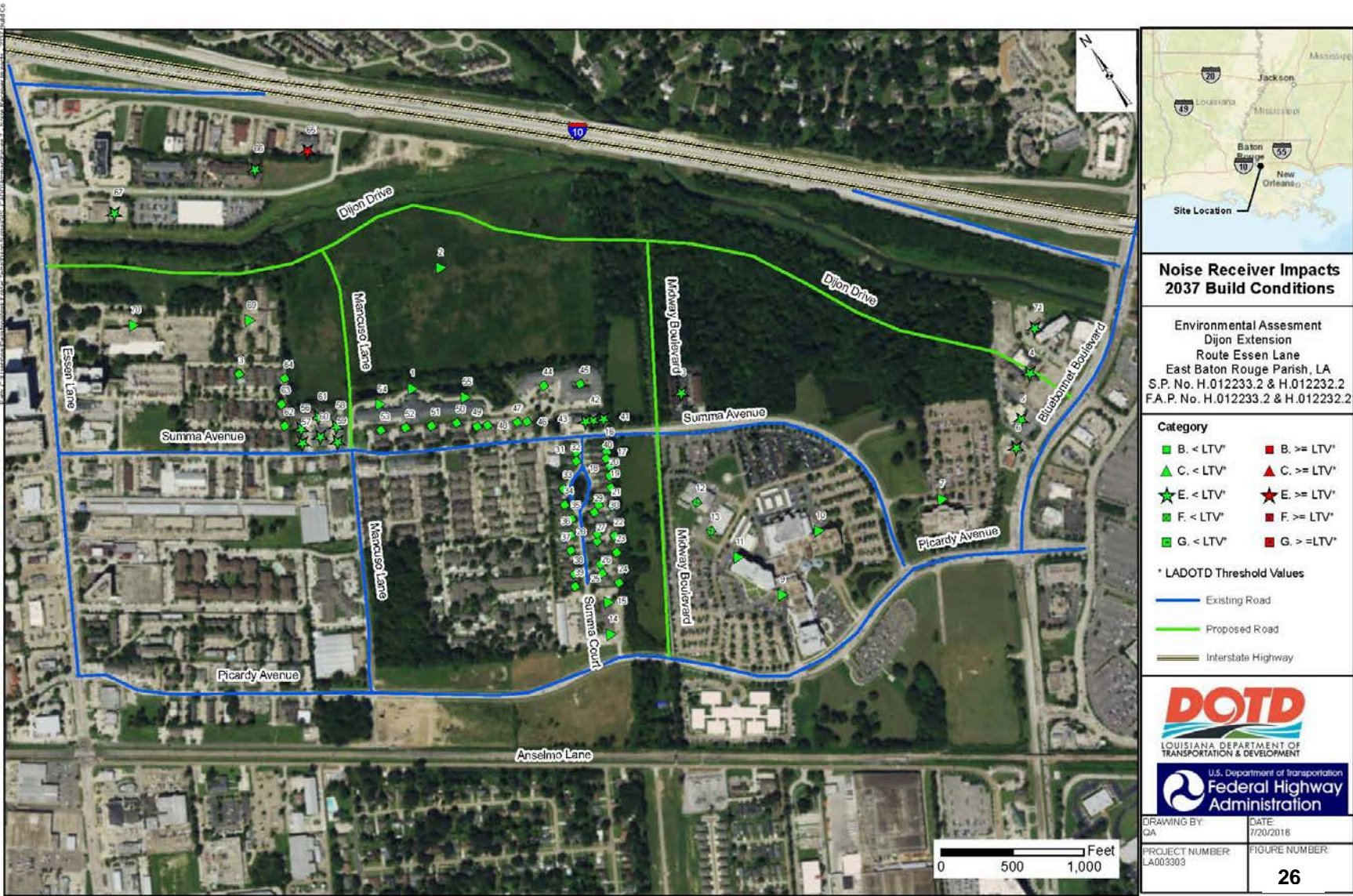
* LADOTD Threshold Values

- Existing Road
- Interstate Highway



DRAWING BY: QA	DATE: 7/20/2016
PROJECT NUMBER: LA003303	FIGURE NUMBER: 25

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To test a sound barrier for feasibility, a 1,921-foot-long sound-barrier was analyzed in TNM along the north side of Dijon Drive near R65. Sound levels at R65 remained the same with and without the sound barrier so the receiver was not benefited. This sound barrier is not feasible and is being impacted by noise generated from the interstate rather than the Dijon Drive Extension improvements. Reasonableness was not studied because the barrier was not feasible.

4.10 Air Quality

The Clean Air Act Amendments of 1990 (CAAA) requires that a proposed project not cause any new violation of National Ambient Air Quality Standards (NAAQS), or increase the severity of existing violations, or delay attainment of NAAQS. National and state ambient air quality standards, developed for specific (criteria) pollutants to protect public health, safety, and welfare, are established in the CAAA.

The U.S. Environmental Protection Agency established NAAQS for six air pollutants: carbon monoxide (CO), lead, nitrogen dioxide, sulfur dioxide, ozone (O₃), and particulate matter of 10 microns (PM-10) or less in size. NAAQS require the transportation sector to meet specified standards for PM-10, CO, and O₃ at ground level. Unlike PM-10 and CO, O₃ is not directly emitted, but created by a chemical reaction between nitrogen oxides and volatile organic compounds in the presence of sunlight. Ground-level O₃ is the primary component of smog.

Air quality is defined by primary standards which refer to air quality levels required to protect public health within an adequate margin of safety. Secondary standards refer to air quality levels required to safeguard visibility, comfort, animals, and property from poor air quality. The CAAA requires that transportation plans, programs, and projects funded or approved by FHWA be in conformity with the State Implementation Plan, which represents the state's plan to either achieve or maintain the NAAQS for a particular pollutant.

Transportation conformity is a process required of MPOs, pursuant to the CAAA, to ensure that federal funding and approval are given to those transportation activities that are consistent with air quality goals. As the agency responsible for regional transportation planning, the CRPC leads the analysis for the impact of the region's transportation sector to air quality.

The CRPC performed a regional air quality conformity analysis and presented the results in an amendment of the MTP 2037 and TIP FY 2015 – 2018 Air Quality Conformity Analysis (CRPC 2016). Results of the analysis show the total network emissions for analysis years 2017, 2022, 2027, and 2037 are less than the established motor vehicle emission budget limits. Phases 1 and 2 of the Dijon Drive Extension project were additional improvements included in the 2016 conformity analysis.

Due to their association with roadway transportation sources, O₃, CO, particulate matter of 2.5 microns (PM-2.5) or less in size, and mobile source air toxics (MSATs) are typically reviewed for potential effects on nearby receptors with respect to roadway projects. As of 2016, the East Baton Rouge Parish is designated in attainment for NAAQS pollutants except O₃. No further documentation is required for O₃, PM-2.5, and MSATs.

CO is a concern in areas where any of the approaches at signalized intersections (due to idling vehicles) are operating at LOS D, E or F in the project design year (2037). Hence, despite East Baton Rouge Parish being in attainment for CO, the CO concentration will be estimated by Arcadis U.S., Inc., as part of the air quality analysis for the Dijon Drive Extension project EA.

The modeled CO concentrations for Study Area intersections were calculated for 1-hour and 8-hour periods. **Tables 20** and **21** show the highest total 1-hour and 8-hour CO concentrations in parts per million (ppm) for existing, No-Build, and Build conditions. Based on the analysis, the worst operating intersections located on Bluebonnet Boulevard and Essen Lane are not expected to exceed the 1-hour and 8-hour CO NAAQS of 35 ppm and 9 ppm, respectively.

Table 20. Predicted Total Highest 1-Hour Carbon Monoxide Concentrations (in ppm)

Intersections	2015 Existing		2017 No Build		2017 Build Phase 1		2017 Build Phase 2		2037 No Build		2037 Build	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Bluebonnet Blvd at:												
Mall Drive 1	3.70	4.00	3.60	3.90	3.60	3.90	3.70	4.00	3.10	3.20	3.10	3.10
Perkins Road	3.60	4.00	3.50	3.80	3.50	3.80	3.50	3.90	3.10	3.10	3.10	3.10
Essen Lane at:												
Dijon Drive	3.70	4.20	3.60	4.20	3.60	4.20	3.60	4.20	3.20	3.20	3.10	3.20
Perkins Road	3.50	4.00	3.50	4.00	3.50	4.00	3.50	4.00	3.10	3.20	3.10	3.10

1-hour NAAQS Standard = 35 ppm

Total 1-hour CO concentration = modeled 1-hour CO concentration plus 1-hour background CO concentration (3 ppm)

Table 21. Predicted Total Highest 8-Hour Carbon Monoxide Concentrations (in ppm)

Intersections	2015 Existing		2017 No Build		2017 Build Phase 1		2017 Build Phase 2		2037 No Build		2037 Build	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Bluebonnet Blvd at:												
Mall Drive 1	1.72	1.90	1.66	1.84	1.66	1.84	1.72	1.90	1.36	1.42	1.36	1.36
Perkins Road	1.66	1.90	1.60	1.78	1.60	1.78	1.60	1.84	1.36	1.36	1.36	1.36
Essen Lane at:												
Dijon Drive	1.72	2.02	1.66	2.02	1.66	2.02	1.66	2.02	1.42	1.42	1.36	1.42
Perkins Road	1.60	1.90	1.60	1.90	1.60	1.90	1.60	1.90	1.36	1.42	1.36	1.42

1-hour NAAQS Standard = 9 ppm

Total 8-hour CO concentration = modeled 8-hour CO concentration plus 8-hour background CO concentration (1.3 ppm)

Air quality impacts due to construction operations for the proposed highway improvement project are expected to be short-term, minor, and localized. These impacts are anticipated to be minimized by following City of Baton Rouge and LADOTD Standard Specifications.

The proposed project is in the current conforming MTP and in the TIP for the Baton Rouge Metropolitan Planning Area. Results of existing year CO concentrations indicated that the project is consistent with the State Implementation Plan for the attainment of clean air quality in Louisiana and is in compliance with

both state and federal air quality standards. Existing year (2015) CO concentrations at signalized intersections in the Study Area are significantly below the NAAQS for the 1-hour and 8-hour periods.

There are no air quality impacts for the **Preferred Alternative** or **No-Build Alternative**.

4.11 Hazardous Materials Sites, Underground Storage Tanks, Pipelines, and Wells

A standard environmental records review and site reconnaissance were conducted to locate sites of potential concern for hazardous materials or previously identified recognized environmental conditions (RECs) on properties within the Study Area. This environmental site assessment was completed utilizing the standard practices outlined in ASTM International E1527-13: Standard Practice for Environmental Site Assessments, Phase I Environmental Site Assessment Processes (2013) in conjunction with 40 CFR Part 312.

Contamination of soils, groundwater, or surface waters can result from former use, storage, or disposal of hazardous materials or petroleum products on subject properties or from migration of contaminants from adjacent properties. The purpose of conducting an environmental site assessment is to determine a property's potential for containing soil, groundwater, or surface water contamination with respect to the range of contaminants within the scope of the Comprehensive Environmental Response, Compensation and Liability Act.

A REC is defined as the presence or likely presence of hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or an observable or obvious threat of a release of hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property, excluding *de minimis* conditions that generally do not present a threat to human health or the environment and that generally would not be the subject of an enforcement action. A historical recognized environmental condition is defined as an environmental condition that would have been considered a REC in the past, but may or may not be considered a REC currently. A controlled recognized environmental condition is a REC resulting from a past release that has been addressed to the satisfaction of the applicable regulatory authority. The subject property is also subjected to activity and use limitations (restrictive covenants).

A records search was conducted by Environmental Data Resources, Inc. (EDR) for the Study Area and immediate surrounding area. Because EDR locates sites based on addresses, which are not always representative of the actual location of a site, the results of the EDR search were supplemented with a review of LDEQ Electronic Document Management System (EDMS) records. EDMS is LDEQ's electronic repository of official records that have been created or received by LDEQ.

Sites determined to be outside the Study Area or listed in the EDR report and considered to represent *de minimis* conditions that generally do not present a material risk of harm to public health or the environment were reviewed and removed from consideration for further investigation.

In addition, historical aerial photographs and historical topographic maps of the Study Area and adjoining properties were reviewed for evidence of environmental concerns.

Database searches were followed by a field reconnaissance of the Study Area, which also identified sites not documented in the environmental databases. Fourteen sites with known environmental conditions were identified to be present within or adjacent to the Study Area. **Table 22** presents and **Figure 27** shows the identified sites from the EDR report, EDMS review, and field reconnaissance that are within the Study Area or in proximity to all alternatives.

Table 22. EDR, EDMS, and Field-Identified Sites with Environmental Conditions

Site No.	Location	Potential Impact ¹ to Alternative 1 (Preferred Alignment)
1	Former Exxon now Rug Doctor, 6060 Bluebonnet Boulevard	Low
2	6240 Bluebonnet Boulevard, Nhiesha Quick Stop Gas Station (formerly Racetrac)	Medium
3	6700 Bluebonnet Boulevard – Former Capital City Press (demolished between 2008-2009)	Low
4	Spoil Pile	No
5	The site is located within a low-lying, wooded area on the edge of the Ward Creek floodplain. Visible on the ground surface are numerous food-stuff, steel containers, and glass bottles and jars.	No
6	The site is located within a low-lying, wooded area on the edge of the Ward Creek floodplain west of the rear parking areas for Ralph & Kacoo’s and the Hyatt Place. Visible on the ground surface are numerous glass bottles and jars.	No
7	Site of proposed Our Lady of the Lake Children’s Hospital. This area appears to have been utilized as a fill area for construction debris.	No
8	5573 Mancuso Lane – Fresenius Medical Dialysis Center under construction (former concrete production site)	No
9	5253 Mancuso Lane (now Promise Hospital)	No
10	Tau Center, 8080 Margaret Ann Avenue – UST removed from south side of buildings.	Low
11	4912 Essen Lane – Single-family residence (former auto repair facility)	Low
12	Racetrac Gas Station, 4665 Essen Lane	Low
13	7931 One Calais Avenue (former Chevron on north side of One Calais Avenue at Essen Lane)	Low
14	4555 Essen Lane (just south of One Calais Avenue at Essen Lane)	Low

¹Impact Legend

No – Data indicate contamination impacts should not be expected.

Low – Site currently or previously handled hazardous materials; however, documentation indicates no release or violation.

Medium – Site had prior release, cleanup documented, conveyances attached to site.

High – Site had release that has not been resolved, currently under investigation and/or monitoring, presence of contamination remaining even if below LDEQ Risk Evaluation/Corrective Action Program levels.



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Oil and gas and water well information was obtained from the Louisiana Department of Natural Resources (LDNR) Strategic Online Natural Resource Information System database and a response from the LDNR Office of Conservation (**Appendix D**). Information collected indicates five active and eight plugged or destroyed water wells are located within the Study Area. One active water well located on the north side of the Dijon Drive Extension (**Figure 28**) is an active groundwater depth monitoring well (Capital Area Ground Water Conservation District). The **Preferred Alternative** will not impact this well. Five oil and gas wells recorded as plugged and abandoned and four sewer pump stations are also located within the Study Area (**Figure 28**).

Required ROW for roadway improvements associated with the **Preferred Alternative** would not impact sites identified to have known potential environmental conditions that may have the presence or likely presence of hazardous substances or petroleum products or that pose a material threat of release. The **Preferred Alternative** may impact water wells located within the Study Area. These water wells would likely be plugged.

The **No-Build Alternative** would have no impact on sites identified to have known potential environmental conditions that may have the presence or likely presence of hazardous substances or petroleum products or that pose a material threat of release.

The **No-Build Alternative** would not impact any water wells or gas pipelines located within the Study Area.

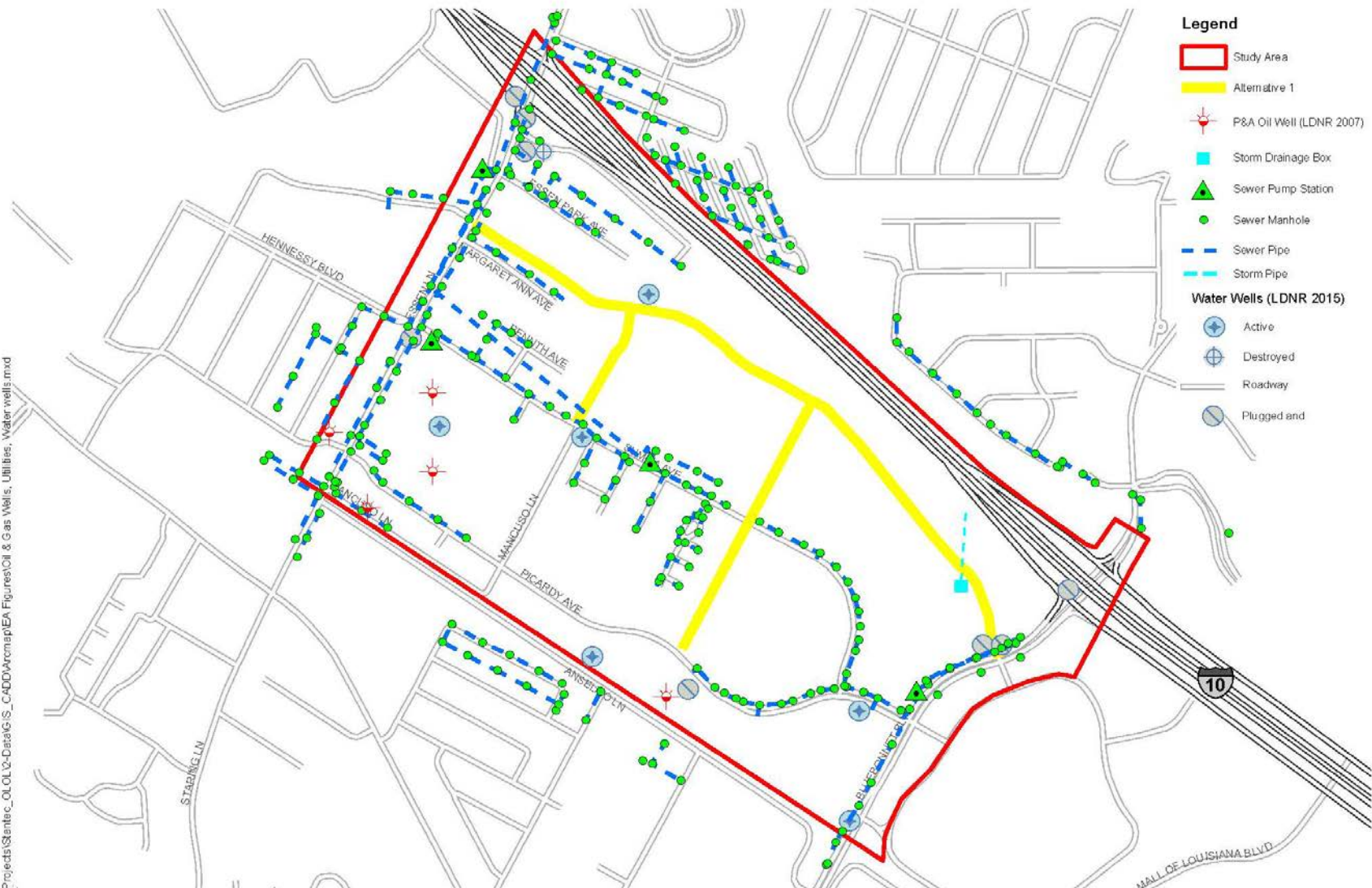
4.12 Travel Pattern Changes

The proposed project would add the Dijon Drive Extension, a new east-west roadway between Essen Lane and Bluebonnet Boulevard, extend Mancuso Lane south to Summa Avenue, and add Midway Boulevard, a new north-south roadway between the Dijon Drive Extension and Picardy Avenue. The proposed roadways would improve mobility and would ease predicted congestion within the Study Area.

The existing Essen Lane - Margaret Ann Avenue traffic signal would be relocated just north to the new Dijon Drive Extension. The Margaret Ann Avenue intersection would become a right-in, right-out only, and northbound Essen Lane includes one left-turn lane, three through lanes, and one right-turn lane onto the Dijon Drive Extension. Southbound Essen Lane includes one left-turn lane. Travel patterns along northbound Bluebonnet Boulevard include one left-turn lane onto the Dijon Drive Extension, three through lanes, and one right-turn lane onto Mall Drive 1. Southbound Bluebonnet Boulevard includes two left-turn lanes onto Mall Drive 1, three through lanes, and one right-turn lane onto the Dijon Drive Extension.

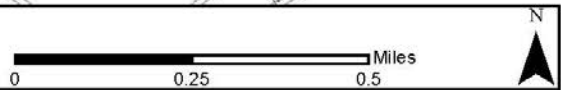
Properties that are accessible from Bluebonnet Boulevard would continue to be accessible with the **Preferred Alternative**. Access to commercial businesses along the west side of Bluebonnet Boulevard near Mall Drive 1 will be maintained. Details for the maintenance of traffic during construction will be provided in the final design phase of the project delivery process.

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DIJON DRIVE EXTENSION
 Environmental Assessment
 East Baton Rouge Parish, Louisiana
 State Project Nos. H.012233 - Phase 1; H.012232 - Phase 2

**OIL & GAS WELLS,
 UTILITIES, AND WATER WELLS**
FIGURE 28



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Construction-related traffic delays will be minimized through signing plans that inform drivers of work zones, lane closures, and other temporary changes. All traffic maintenance plans will be prepared by qualified traffic engineers in accordance with LADOTD standards and will be monitored for effectiveness throughout the construction process.

4.13 Temporary Construction Impacts

Short-term impacts associated with construction of the **Preferred Alternative** are anticipated including erosion of areas cleared for construction, temporary increases in noise levels, and fugitive dust from use of heavy construction equipment. Temporary impacts to traffic flow and travel patterns are anticipated with construction of the **Preferred Alternative**. These impacts would occur along existing roads and at intersections during construction activities. Local and through traffic would be maintained during construction in accordance with LADOTD's Manual on Uniform Traffic Control Devices (MUTCD). Utilization of maintenance of traffic flow practices including phasing, timing of construction activities, and signing would be implemented.

Worker and motorist safety is paramount. Traffic control standards will be used to establish and maintain a safe work zone. Workers are required to meet LADOTD standards for worker visibility, and equipment driven on roadways must meet proper signage and licensing requirements. The contractor will take appropriate measures to prevent, minimize, and control the spill of hazardous materials in the construction area.

The use of construction equipment within sensitive areas should be minimized and all construction materials used for this project should be removed as soon as the work schedule permits. Any unanticipated hazardous materials and/or petroleum contamination encountered during construction would be handled according to applicable federal and state regulations for handling emergency discovery of hazardous materials.

By adopting the safety and coordination efforts described above, it is anticipated that the **Preferred Alternative** could be constructed with no adverse impacts to human health and safety or the environment.

There are no construction impacts for the **No-Build Alternative**.

4.14 Indirect and Cumulative Impacts

The Council on Environmental Quality regulations (40 CFR Subsections 1500 through 1508) define three types of impacts routinely assessed for proposed federal actions. Direct impacts, which are effects caused by the action and occur at the same time; indirect impacts, which are caused by an action and are later in time or farther removed in distance but are reasonably foreseeable; and cumulative impacts. Cumulative impacts include the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions which may become significant in the aggregate as time passes. NEPA requires that the effects of the proposed project be considered in combination with effects from unrelated past, present, and reasonably foreseeable future actions as part of the decision-making process.

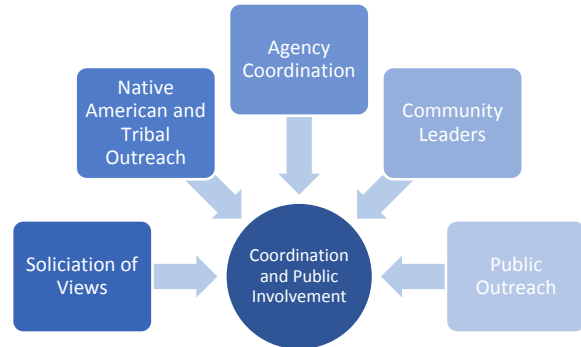
The **Preferred Alternative** would convert a small amount of previously disturbed and undisturbed undeveloped land into transportation use. This will improve accessibility and may induce further residential and commercial development within or near the Study Area, which is located within the BRHD. Future development could cause additional loss of natural resources from development, and it is reasonable to predict that land values adjacent to improvements may increase.

Future planned developments would be considered a foreseeable action and are reasonably expected to occur near the Study Area under either the **Preferred Alternative** or **No-Build Alternative**. These actions will have corresponding development effects to the social, natural, and cultural environments within the Study Area.

Predominant cumulative effects from construction of the **Preferred Alternative** include change in land use and growth in traffic throughout the Study Area.

5 COORDINATION & PUBLIC INVOLVEMENT

Participation in the decision-making process includes community leaders, federal and state agencies, Native American Tribes, and the public. The outreach program is intended to initiate and continue discussion with stakeholders and is ongoing throughout LADOTD project delivery process.



5.1 Introduction

Community leaders, federal and state agencies, Native American Tribes, and the public were invited to participate in the decision-making process for this project. The outreach program is intended to initiate and continue discussion with stakeholders and obtain written comments. Outreach efforts including meeting dates, times, and locations and summaries of events are discussed below.

5.2 Solicitation of Views

The SOV process is designed to inform interested agencies and persons of the proposed project and request early comments regarding potential adverse economic, social, or environmental effects or other related concerns. Federal, state, and local agencies were invited to participate in the SOV process. An SOV packet, including a project overview and figure of the Study Area boundaries, was mailed to various federal, state, and local agencies requesting their views. In addition to identifying any concerns or issues as mentioned above, consultation to address cultural and historical resource issues pursuant to Section 106 of the NHPA (36 CFR Part 800) was also requested. The SOV packet and distribution list are included in **Appendix C** and SOV responses are included in **Appendix D**. Section 106 coordination is documented in **Appendix E**.

5.3 Native American Tribal Outreach

LADOTD invited Federal Tribes to participate in the SOV process. The SOV packet was mailed to Native American Tribes requesting their views (**Appendix C**). In addition to identifying any concerns or issues, consultation to address cultural and historical resource issues pursuant to Section 106 of the NHPA was also requested (**Appendix E**).

5.4 Public Meeting Summary

A summary of the public information meeting was prepared for the December 16, 2015, meeting (**CD-5**). The summary includes a discussion of the meeting events, attendance, comments, and outreach following the public meeting. A description of the meeting format, copy of handouts, meeting sign-in sheets, and written comments received by the close of the comment period, December 31, 2015, are appended to the summary. The summary was distributed to federal and state agencies and local governments. The full record of this public meeting is available at the CRPC in Baton Rouge and LADOTD Headquarters in Baton Rouge.

5.4.1 Public Outreach

Utilizing a contact list of interested parties developed in coordination with the CRPC, the City of Baton Rouge, and the LADOTD, federal, state, and local officials were invited to a meeting at the Renaissance Baton Rouge on December 16, 2015, from 4 p.m. to 4:30 p.m. This meeting preceded the public meeting held at the same location on the same day from 5 p.m. to 7 p.m.

In addition, the meeting was an opportunity for any interested parties to request participation in Section 106 of the NHPA consultation to address cultural and historical resource issues related to the proposed project. The meeting handout included the alternatives and a comment form.

Notification of the meeting was published in *The Advocate* on December 5, 2015, and December 12, 2015. The LADOTD posted the notice on the Environmental Section website, and the notice was distributed to the SOV list and emailed to 163 recipients registered to receive the notice through MyDOTD for East Baton Rouge Parish.

A public meeting postcard indicating the project name and purpose, date, place, and time of the meeting was sent via U.S. mail to property owners/residents within the Study Area. On Monday, December 14, 2015, postcards were distributed by hand to the following businesses within the Study Area to ensure representatives were aware of the December 16 public meeting. Most had already received the postcard.

- Carrington Place Nursing Home on Summa Avenue
- Amber Terrace Assisted Living Home on Summa Avenue
- Marriott Town Place Residences on Summa Avenue
- Southeast Louisiana State University Nursing School on Margaret Ann Avenue
- NTB Tires on Essen Lane
- RaceTrac (not currently in business) Bluebonnet Boulevard
- Rug Store on Bluebonnet Boulevard
- Hyatt Place hotel on Bluebonnet Boulevard
- Ralph and Kacoo's restaurant on Bluebonnet Boulevard
- King Buffet on Bluebonnet Boulevard
- Raceway Gas Station on Bluebonnet Boulevard

A total of 59 persons registered their attendance on the sign-in sheets. Of these persons, 31 were members of the public, 19 were public or agency officials, and 9 were members of the project consultant team. Nine written comments were received and four verbal comments were recorded by the transcriber at the public meeting through the close of the comment period on December 31, 2015.

Commenters expressed concern for increased traffic volume and roadway capacity on Essen Lane, Bluebonnet Boulevard, and I-10; increase in noise; and the need for street, bicycle, and/or pedestrian lighting.

5.4.2 Additional Outreach

Subsequent to the December 16, 2015, public meeting, additional meetings were held with representatives of Ralph & Kacoo's restaurant and the Hyatt Place hotel to discuss potential parking space and parking aisle impacts along with circulation pattern changes. A conceptual layout was developed to determine the feasibility of mitigation and cost estimate for this EA. Details regarding the cost to cure these impacts will be handled by the City of Baton Rouge following the public hearing and FHWA decision.

Properties that are accessible from Bluebonnet Boulevard would continue to be accessible with the **Preferred Alternative**. The signalized intersection at Bluebonnet Boulevard and Mall Drive 1 will remain. Access to commercial businesses along the west side of Bluebonnet Boulevard near Mall Drive 1 will also be maintained. Details for the maintenance of traffic during construction will be provided in final design phase of the project delivery process.

5.5 Public Hearing

A summary of the public hearing was prepared for the December 1, 2016, hearing (**CD-6**). The summary includes a discussion of the hearing events, attendance, and comments following the public hearing. A description of the hearing format, copy of handouts, presentation, meeting sign-in sheets, and written comments received by the close of the comment period, December 12, 2016, are appended to the summary. The summary was distributed to federal and state agencies and local governments.

5.5.1 Public Outreach

Utilizing a contact list of interested parties developed in coordination with the CRPC, the City of Baton Rouge, and the LADOTD, federal, state, and local officials were invited to a meeting at the Drury Inn & Suites, Baton Rouge on December 1, 2016, from 4 p.m. to 4:30 p.m. The invitation reminded the addressees that the public hearing would be held at the same location on the same day from 5:00 p.m. to 7:00 p.m. A flyer was included with all invitations.

Notification of the hearing was published in *The Advocate* on November 1, 2016, and November 26, 2016. The LADOTD posted the notice on the Environmental Section website. To ensure that local emergency services and area hospitals were provided the opportunity to review the EA prior to the public hearing, a separate Notice of Availability was distributed. A public hearing postcard indicating the project name and

purpose, date, place, and time of the hearing was sent via U.S. mail to property owners/residents within the Study Area on November 16, 2016.

5.5.2. Summary of Public Hearing Comments

The public was offered two opportunities for submitting their comments for the record during the hearing. A comment form was provided with the hearing handout and a transcriber was available during the course of the hearing to record verbal comments. Written comments received via U.S. mail and postmarked by the close of the comment period, which was established as December 12, 2016, are provided in **CD-6**. Comments received by electronic mail through the close of the comment period are also provided in **CD-6**. Fourteen written comments were received and no verbal comments were recorded by the transcriber at the public hearing.

Two comments expressed concern specific to the portion of Dijon Drive Extension that is located between Ralph & Kacoo’s restaurant and the Hyatt Place hotel. Two comments were specific to the roundabout at the proposed Midway Boulevard and Picardy Avenue. One comment expressed the need for an additional railroad crossing south of the project area and Picardy Avenue. A comment was received regarding the extension of Midway Boulevard beyond the project limits extending south from Picardy Avenue to Perkins Road.

Upon further review of comments received following the public hearing and subsequent coordination with the CRPC, the City of Baton Rouge, LADOTD, and FHWA, no revisions to the Preferred Alternative (Alternative 1) were proposed. **Table 23** provides a summary of the comments received and responses.

Table 23. Summary of Public Hearing Comments Received and Responses

		Section(s) in EA where topic is discussed in more detail, if applicable
Individual Written Comments		
Scott Wester, Baton Rouge, LA 70809		
Comment:	Am supportive of the proposed Dijon Drive Extension and Midway Boulevard. It is imperative for the Health District and Children’s Hospital.	
Response:	Comment noted.	
Coletta C Barnett, Baton Rouge, LA 70810		
Comment:	I am in full support of a new road off Essen to the Bluebonnet Boulevard while helping to support the Children’s Hospital. The road will also help alleviate traffic on Essen Lane.	
Response:	Comment noted.	
Edgardo J. Tenreiro, Baton Rouge, LA 70809		
Comment:	My team at the Baton Rouge General, along with our master plan consulting team, have reviewed the proposed Dijon Extension plan and would like to express our support for this badly needed infrastructure project. As Baton Rouge’s health district grows and more patients visit Baton Rouge for their healthcare, it’s vital that we can provide	

Individual Written Comments		Section(s) in EA where topic is discussed in more detail, if applicable
	the necessary access to healthcare in the area. In addition, the current master plan for our hospital campus includes several hundred thousand square feet of new care facilities, including hospital support services, medical office buildings, and patient care buildings. The Dijon Extension, combined with the proposed Midway project, will allow patients and emergency vehicles to reach our facilities as quickly as possible.	
Response:	Comment noted.	
Jeff Mosely, Prairieville, LA 70769		
Comment:	I work at the Lake and we are very excited to see this Blvd completed as designed. This road will help congestion in our area around Essen Ln and is great for our community as well.	
Response:	Comment noted.	
Paula Sonnier, Maurepas, LA 70449		
Comment:	As an employee of OLOL I am greatly in favor of our Children’s Hospital and its ultimate affect on our culture and economy. This Dijon Drive Extension will only enhance travel to the businesses in its path and ultimately create more tax revenue for our city and parish.	
Response:	Comment noted.	
Angela Keller, Baton Rouge, LA 70810		
Comment:	As an Our Lady of the Lake employee, I regularly get caught in traffic on Essen and the street which feed into Essen. In my opinion, having another street that allows traffic to flow from Essen to Bluebonnet would improve the situation.	
Response:	Comment noted.	
Suzy Sonnier, Baton Rouge, LA 70808		
Comment:	Summary: Comment received on behalf of the Baton Rouge Health District, which is in support of the implementation and development of the Dijon Drive Extension and Midway Boulevard noting the improvements as key infrastructure priorities for the Baton Rouge Health District. Both phases are critical to alleviating traffic congestion and supporting access to development within Health District such as the Children’s Hospital. The Baton Rouge Health District is a coalition of patient-focused, innovative healthcare organizations committed to a world-class, high performing health destination. Collaboration among healthcare providers, government officials, higher education institutions, and others, is key to implement a plan that will enhance healthcare and economic development in the greater Baton Rouge community.	
Response:	Comment noted.	
Paul Woodward, Baton Rouge, LA		
Comment:	As an employee of Our Lady of the Lake I have been privileged to see the passion and energy that has gone into the Children’s Hospital up to this point. I believe in the importance of the Dijon Drive Extension project as an item of particular importance to the ultimate success of the hospital. I am strongly in favor of anything that can be done to ensure that our area can continue to grow as a regional healthcare leader. The Children’s Hospital is an important project and this road Extension is a critical piece of its success. Thank you.	
Response:	Comment noted.	
C.R. Tessier, Baton Rouge, LA 70809		
Comment:	Re Midway Picardy Roundabout – This will slow down traffic on Picardy. BR traffic is too congested already.	
Response:	It is true that roundabouts slow down vehicular speeds, but roundabouts have actually been proven to reduce congestion over more conventional alternatives. Because roundabouts reduce all movements to yielding right turns, drivers have more opportunities to proceed into the intersection than they would at a stop sign or a traffic signal. This results in fewer delays than at signalized intersections where drivers arriving during the red phase must wait until the signal cycles back to green. At a roundabout, vehicles should never truly stop. The end result is not only slower speeds, but a continuous movement of vehicles into and around the roundabout.	

Individual Written Comments		Section(s) in EA where topic is discussed in more detail, if applicable
Bill Jolly, Baton Rouge, LA 70898		
Comment:	I was sorry to see that the proposals were limited to north of the railroad. We need an additional full time crossing to facilitate emergency vehicles.	
Response:	The City has included an Extension of Midway from Perkins to Picardy in their Green Light Phase II (GLPII) project. The GLPII plan will be implemented, and projects will be prioritized, once funding for the program/projects is identified.	
Bob Abbott, Baton Rouge, LA 70808		
Comment:	Summary: Expressed concern over the Preferred Alternative proposed improvements and the portion located between Hyatt Place hotel and Ralph & Kacoo's restaurant, the associated parking impacts, and right-of-way (ROW) costs. Additional comment was made regarding the Dijon terminus at Bluebonnet Boulevard with North Mall Drive versus a connection via Picardy and a local roadway project, Paulat [sic] Boulevard, and access to I-10 via Mall of Louisiana Boulevard.	See EA Section 3.4.1; CD-1 Traffic Study and CD-1A Bluebonnet Screening Analysis
Response:	Acknowledged. The location of the Dijon Drive Extension connection at Bluebonnet Boulevard has been set to balance/minimize impacts to the two commercial properties. Costs for property acquisition, including mitigation costs, will be further developed during the ROW acquisition phase of the project in accordance with federal requirements. Preliminary cost estimates are presented in Table 11 of the EA. Options to connect Dijon Drive Extension to Bluebonnet Boulevard at other locations along Bluebonnet Boulevard were considered during concept development and were eliminated from further consideration. The traffic capacity analysis completed for concept alignments terminating at other Bluebonnet Boulevard locations resulted in these concepts being eliminated from further consideration. The preliminary traffic analysis to connect using the existing Picardy/Bluebonnet intersection indicated an LOS E in the AM peak hour and LOS D in the PM peak hour for the design year. More detailed discussion can be found in Section 3.4.1. Data are included in CD-1A.	
Bill Jeansonne, Saurage Rotenberg Real Estate		
Comment:	Summary: Questioned location of roundabout at Picardy Blvd and coordination with the Green Light Perkins to Picardy project noting the owner of Tract C (Midway Blvd) is negatively impacted. Commented that no Extension of Midway Blvd south of the roundabout. Access to Tract C from the north or east is blocked.	
Response:	Currently no engineering design is in progress or funding sources identified for the City's GLPII project. The roundabout location shown in the EA is considered the best location considering roadway design geometry and properties affected. The southern limit of Midway Boulevard that is part of this EA ends at Picardy Avenue. Although a fourth roundabout leg south of Picardy Avenue will not be included as part of this project, this project will not preclude the City's GLP II project from connecting in the future. When the GLPII project proceeds, the project will likely connect to the roundabout at Picardy Avenue. The precise location of the GLPII roadway, south of the roundabout, will be determined as part of the roadway design and engineering of that future GLPII project. The Dijon Drive Extension project will include access at the western edge of Tract C on Picardy Avenue so that the property will have a connection to Picardy Avenue outside the limits of the Midway-Picardy roundabout.	
Chaffe McCall, New Orleans, 70163 Letter Dated December 12, 2016		
Comment 1: The Proposed Road Configuration Changes	Summary: Based on the diagrams and schematics comments discuss the increased traffic between the hotel and Ralph & Kacoo's restaurant, increased noise, access to the hotel, parking impacts, impacts to guest satisfaction, and impacts to the brand label and franchise agreement resulting in property value reduction, and costs that would be incurred by ARC.	See EA Sections 2 and 3; CD-1 Traffic Study and CD-1A Bluebonnet Screening Analysis
Response:	Acknowledged. The location of the Dijon Drive Extension connection to Bluebonnet Boulevard was previously included as part of the City of Baton Rouge Master Street Plan. This Master Street Plan shows a roadway connection at the existing Bluebonnet Boulevard signal. In addition, the location of the roadway is intended to balance/minimize impacts to adjacent commercial properties. The proposed connection of Dijon Drive Extension with Bluebonnet Boulevard meets the project purpose and need for the project. Other connection locations, including options to connect using the existing Picardy/Bluebonnet intersection, were studied as part of the preliminary traffic analysis.	

Individual Written Comments		Section(s) in EA where topic is discussed in more detail, if applicable
	<p>The traffic capacity analysis completed for concept alignments terminating at other Bluebonnet Boulevard locations resulted in these concepts being eliminated from further consideration. The preliminary traffic analysis to connect using the existing Picardy/Bluebonnet intersection indicated an LOS E in the AM peak hour and LOS D in the PM peak hour for the design year. More detailed discussion can be found in Section 3.4.1. Data are included in CD-1A.</p> <p>Costs for property acquisition, including mitigation costs, will be developed further during the ROW acquisition phase of the project in accordance with federal requirements. The acquisition process will be based on final engineering drawings that will include construction features within the roadway ROW to mitigate concerns where feasible. Through the acquisition process, it will be determined whether or not a full property acquisition is justified based on the impacts.</p>	
Comment 2: Proposed Road Issues	<p>Summary: Squeezing the road between the narrow space between Hyatt Place and Ralph & Kacoo's Restaurant also does not fulfill the stated purpose and need for the road. Having the road start wide (at the Essen end, with more than four lanes of travel, including turn lanes) and then become narrower between the two businesses (at the Bluebonnet end) would not only fail to alleviate congestion, but would instead be likely to increase traffic queuing between the businesses due to the resulting "bottleneck", has no traffic capacity increase over time and does not take into account the future development of the medical district or the increase in traffic. Future expansion is dependent on a subsequent taking of one or both of the businesses.</p>	See EA Sections 2 and 3.5; CD-1 Traffic Study
Response:	<p>The purpose of the proposed project is to provide transportation infrastructure to improve the transportation network and improve connectivity of the transportation system; support planned institutional and business growth within the medical district; relieve existing and future congestion on area roadways; and improve area-wide mobility and system reliability. The project as proposed and the analyses completed support the purpose and need. The proposed roadway maintains four lanes along its length. Reducing the right of way width to avoid or reduce impacts to adjacent properties is accomplished by narrowing the median. Because traffic is approaching an intersection, vehicles are slowing and the reduced median does not affect capacity or cause a "bottleneck." The proposed configuration performed operationally under future year conditions in the traffic analysis. Additional lanes are not necessary at this location due to the restricted access coming out of the Mall of Louisiana. The fact that the Mall exit functions as a right-out only causes the Dijon intersection to operate as a T-intersection with Dijon Drive as the third leg with its own phase within the signal. The two-lane approach is common for T-intersections and is sufficient based on the future year analysis performed in the traffic report.</p> <p>The traffic analysis utilized the Capital Region Planning Commission (CRPC) travel demand model (TDM) to evaluate existing-year (2015) and design-year (2037) traffic volumes for the No Build, the Build alternative including the addition of the Dijon Drive Extension, and a supplemental alternative including Midway Boulevard without the Dijon Drive Extension. The CRPC is responsible for long- and short-term roadway and transportation planning for the metropolitan area and maintains the TDM to forecast traffic conditions. They will continue to model the transportation network in future years and determine needed roadway improvements as part of their Transportation Improvement Plan (TIP). See Response to Comment 6 below for a more detailed discussion regarding the TDM.</p>	
Comment 3 The Planning Process:	<p>At the public meeting it was admitted there has been no detailed analysis of the various routes for the proposed Dijon extension. All of the other options were ruled out simply because it was believed that this was the only route that easily lined up with a traffic light on Bluebonnet and the Mall of Louisiana entrance. However, this conclusion was reached without any analysis or study of various options for reconfiguring Bluebonnet and a connecting street that would allow the path of the proposed road not to be squeezed through the narrow space between the Hyatt Place and the Ralph & Kacoo's Restaurant. This is a manifest error in the approach to this issue.</p>	See EA Section 3.4; Figure 11; Table 5
Response:	<p>Reasonable and feasible Build alternatives were considered for evaluation in this EA. Alternatives design consisted of concept alignment development followed by refinement of concepts and selection of an alternative to move forward for full evaluation as part of this EA.</p> <p>To minimize impacts and reduce the amount of ROW required, concept alignments were developed to meet the purpose and need for the project taking into consideration the East Baton Rouge Parish Major Street Plan, the Baton Rouge Health District (BRHD), and future hospital development within the Study Area. LADOTD policies such as roadway design, intersection configuration, traffic, noise, and minimization of social and environmental impacts were considered in the concept alignment development. LADOTD signal spacing policy precluded a new intersection between the existing Mall Drive 1 and Picardy and a direct connection of Dijon Drive Extension with Picardy was unacceptable from a traffic operations standpoint. A discussion of the concept development process and evaluation is presented in Section 3.4.1.</p>	

Individual Written Comments		Section(s) in EA where topic is discussed in more detail, if applicable
Comment 4 Drainage:	ARC has not been provided any information, nor has any analysis been conducted with respect to, the drainage implications of the current plan. As detailed in our prior comments, drainage is a concern because of the significant change in grade between the hotel and the restaurant. Despite this obvious challenge, we were told drainage was a future design issue, rather than a current environmental assessment issue. Therefore, there is no current information to determine how the drainage will be handled, how the Hyatt Place would be affected, or whether any further taking would be necessary to address drainage. The project should not proceed further until a hydrologist has conducted a drainage/flooding analysis.	See EA Section 4.6.3
Response:	The roadway in this area is proposed below the existing elevation of the Hyatt site. The rainfall on the roadway, as well as any water flowing to the roadway from adjacent properties, will be collected and conveyed to Ward's Creek through a series of subsurface drainage systems. The roadway drainage system will not be designed to flow across the Hyatt site. These subsurface systems will be designed during the plan development phase to all state and local requirements.	
Comment 5: Traffic Study	What are 2017 to 2037 traffic count estimates for the intersections of Dijon with Midway, Mancusa [sic] and Dijon, Summa and Midway, Summa and Mancusa, Picardy and Summa, Picardy and Midway, Picardy and Mancusa?	
Response:	The traffic analysis utilized the Capital Region Planning Commission (CRPC) travel demand model (TDM) to evaluate existing-year (2015) and design-year (2037) traffic volumes for the No Build, the Build alternative including the addition of the Dijon Drive Extension, and a supplemental alternative including Midway Boulevard without the Dijon Drive Extension. The CRPC is responsible for long- and short-term roadway and transportation planning for the metropolitan area and maintains the TDM to forecast traffic conditions. They will continue to model the transportation network in future years and determine needed roadway improvements as part of their Transportation Improvement Plan (TIP). See Response to Comment 6 below for a more detailed discussion regarding the TDM. The CRPC TDM model runs are included in the Appendix G of the traffic study. For instance, in the year 2037, Dijon Drive and Midway are projected to carry 6500 ADT and 2000 ADT, respectively.	
Comment 6: Traffic Study	What is the parking capacity of Our Lady of the Lake today, Baton Rouge General today, the to-be-built parking capacity at the new Children's hospital in its first phase for the 80 beds and the subsequent phase for 130 beds, and the Ochsner Hospital today at Picardy?	See CD-1 Traffic Study; EA Sections 2 and 3
Response:	The TDM does not use parking to forecast traffic because parking demand does not directly correlate to traffic demand. Peak times vary between traffic and parking peak hours. The TDM assigns built-out conditions to developed land and assigns land use to undeveloped land. The undeveloped land is where growth will occur resulting in increased traffic or travel demand. The TDM analyzes the regional travel demand, and the transportation network as a whole, not just within the Study Area. Utilization of the TDM is the industry standard for transportation planning and is completed by the Metropolitan Planning Organization as outlined in the current federal transportation act. The projected traffic growth associated with the available developable land can be found in Appendix G of the traffic study.	
Comment 7: Traffic Study	What is the parking capacity of the Mall of Louisiana today within its ring road?	See CD-1 Traffic Study
Response:	Parking data for the mall were not collected as part of the traffic study. Please see response to Comment 6 above.	
Comment 8: Traffic Study	What parking capacity and growth in vehicle traffic volume did you assume for the 2017 to 2037 time period for Our Lady of the Lake Hospital, Baton Rouge General Hospital, Ochsner Hospital, the new Children's hospital, and the Mall of Louisiana?	See CD-1 Traffic Study; Appendix G
Response:	Please see response to Comment 6 above.	
Comment 9: Traffic Study	Is there an estimate of the traffic flows to and from the likely future Interstate service road connection to Midway as shown in the Baton Rouge Medical District master plan, and if so, what is that estimate?	See CD-1 Traffic Study,
Response:	Interstate service road connection to Midway is not a committed project, and is not part of this project.	
Comment 10: Traffic Study	What is the traffic flow today and through the 2037 forecast period on the service road from I-10 to Bluebonnet on the Mall of Louisiana side of the I-10.	See CD-1 Figure 19, page 4.16; Figure 22, page 4.19; Figure 34, page 4.37 of the traffic study.
Response:	This is not a committed project and not part of this project. However, the service road volumes just east of Bluebonnet can be determined by adding up the northbound right, eastbound through, and southbound left volumes shown on Figure 19, page 4.16; Figure 22, page 4.19; Figure 34, page 4.34; and Figure 37, page 4.37 of the traffic study.	

Individual Written Comments		Section(s) in EA where topic is discussed in more detail, if applicable											
		page 4.34; and Figure 37, page 4.37											
Comment 11: Traffic Study	What is the traffic flow from the Essen service road at I-10 onto Essen lane in the direction of the Our Lady of the Lake today, and the expected increase in traffic volume in the 2017 to 2037 time period?	See CD-1 Figure 7, page 4.4; Figure 13, page 4.10; Figure 16, page 4.13; Figure 28, page 4.28; and Figure 31, page 4.31											
Response:	Please see Figure 7, page 4.4; Figure 13, page 4.10; Figure 16, page 4.13; Figure 28, page 4.28; and Figure 31, page 4.31 of the traffic study.												
Comment 12: Traffic Study	How many ambulance arrival and departures to each of the emergency rooms (Our Lady of the Lake, Baton Rouge General, and the new Our Lady of the Lake Children's hospital) by day of the week and time period were included in the traffic counts or forecast for Essen, Bluebonnet, Picardy and Dijon for the 2017 to 2037 build and no build estimates?												
Response:	The exact number of ambulance arrivals and departures was not separated out from the overall traffic counts; however, those trips were included in the traffic counts provided. The Institute for Transportations Engineers (ITE) Trip Generation Manual was used for traffic projections. The ITE manual does provide formulas to calculate the number of total trips arriving and departing during peak hours and over a 24-hour weekday period, but does not specify distributions of different vehicle types such as ambulance-only trips. Therefore, the ambulance trips are included in the projected volumes, but there is not a reasonable means of estimating the exact number.												
Comment 13: Traffic Study	What is the count of the number of ambulance trips (arrivals and departures) that now occur daily for Our Lady of the Lake including the existing Children's hospital and Baton Rouge General Hospital?												
Response:	<p>There are three types of ambulance transits. Code I is a nonemergency transit with no audible or visual devices activated with strict adherence to all city, parish, and state traffic ordinances. Code II transits require visual and/or audio devices activated, and Code III transits are first-responder emergencies where audio and visual devices are activated continuously or near continuously.</p> <p>EBR Parish EMS provides lights and sirens transport to area hospitals. Acadian Ambulance transports are approximately 90 percent non-emergency, and Acadian does provide backup to EBR Parish EMS. Non-emergency patients typically do not use ambulance transport. If EMS transport is used for an emergency case, then lights and sirens are used no matter what time of the day.</p> <p>Below is a summary of emergency transports for July through December 2016 as reported by EBR Parish EMS.</p> <table border="1"> <thead> <tr> <th>Hospital</th> <th>Total Transports</th> <th>Total Non-Emergency Transports</th> <th>Total Emergency Transports</th> </tr> </thead> <tbody> <tr> <td>LOL</td> <td>10,369</td> <td>8,932</td> <td>1,437</td> </tr> <tr> <td>BRG</td> <td>3,717</td> <td>3,364</td> <td>353</td> </tr> </tbody> </table> <p>At this time, we are unable to determine the number of ambulance trips to the Children's hospital because it is currently under construction.</p>		Hospital	Total Transports	Total Non-Emergency Transports	Total Emergency Transports	LOL	10,369	8,932	1,437	BRG	3,717	3,364
Hospital	Total Transports	Total Non-Emergency Transports	Total Emergency Transports										
LOL	10,369	8,932	1,437										
BRG	3,717	3,364	353										
Comment 14: Traffic Study	What are the forecast number of ambulance trips to the three hospital emergency rooms expected to be daily from 2017 to 2037? Is there an hour of the day (AM, noon, PM and evening) categorization of these expected ambulance travels to and from the emergency rooms?												
Response:	In general, emergencies are not that predictable. Overall ER visits do increase from late afternoon to early evening (around 6:00 pm), with midnight to 6:00 am being less busy. This is also true for hospital employee shifts. Sunday evenings through Mondays are typically the busiest days of the week. The 2017 and 2037 total vehicular counts include emergency traffic, but do not categorize emergency room traffic separately. The ITE trip generation formulas and CRPC TDM model, based on total traffic counts, account for all trips												

Individual Written Comments			Section(s) in EA where topic is discussed in more detail, if applicable
Wade Ragas, Letter Report for Hyatt Place Hotels, November 29, 2016			
Summary of Comment:	Page 12	<p>Potential Elements of Damage</p> <ol style="list-style-type: none"> 1. . . .loss of parking, high noise, levees and poor roadway access and egress. 2. . . . failure to meet East Baton Rouge zoning requirements and Hyatt Hotels parking requirements 3. Loss of 17 parking spaces for new necessary circulation road 4. Sound levels above 71dBA. . . with spikes to much higher sound levels due to . . .ambulances . . bus and truck traffic. 5. Loss of repeat business 6. Loss of business . . . during the construction period. 7. . . . functional and locational obsolescence 8. . . .reduction in market value 9. Likely loss of Hyatt flag . . . 10. Cost to relocate and rebuild. . . 11. Franchise agreement issues including franchise financial penalties. 12. De-identification of property. 13. . . .reduction in market appeal 	
Response:		Comment noted. Individual topics addressed in the following responses.	
Summary of Comment:	Page 14	Hyatt hotels are likely to view parking for less than 90 rooms on the remaining site for a suburban select service hotel site as unacceptable.	
Response:		There is a sufficiently sized unused parking area abutting the hotel property that would allow for development of replacement parking. A conceptual layout was developed to determine the feasibility of mitigation and a cost estimate for this EA. Details regarding these impacts will be handled by the City's Real Estate following the public hearing and FHWA decision.	
Summary of Comment:	Page 14	. . . a variance for a hotel with only 54.6% of the required parking spaces as required by zoning is problematic and unlikely to be granted.	
Response:		Coordination with the City of Baton Rouge Department of Public Works suggests that maintaining the existing "grandfathered" approval of 121 parking places for the 131 parking spaces required by ordinance should not be a problem. However, there is sufficient undeveloped property abutting the property to allow development of replacement parking to accommodate the 131 spaces required by the Hyatt franchise agreement.	
Summary of Comment:	Page 15	. . . The risk of accidents and congestion may increase substantially.	See CD-1 Traffic Study
Response:		The safety analysis completed for Bluebonnet Boulevard indicates a higher number of crashes at Bluebonnet Boulevard and Picardy Avenue/Mall Drive 2 than at Mall Drive 1. The termination at Bluebonnet Boulevard does not introduce any new conflicting movements near the termini. Analysis suggests that increases in traffic congestion, queues, and accidents are anticipated, but no new conflicting traffic movements are being created.	
Summary of Comment:	Page 20-21	. . . Dijon Extensions to be "critical with regard to giving emergency vehicles more access options." . . .There are three emergency rooms with access to Dijon – Baton Rouge General, Our Lady of the Lake, and Out[sic] Lady of the Lake Children's hospital.	
Response:		<p>There are three types of ambulance transits. Code I is a nonemergency transit with no audible or visual devices activated with strict adherence to all city, parish, and state traffic ordinances. Code II transits require visual and/or audio devices activated, and Code III transits are first-responder emergencies where audio and visual devices are activated continuously or near continuously.</p> <p>EBR Parish EMS provides lights and sirens transport to area hospitals. Acadian Ambulance transports are approximately 90 percent non-emergency and Acadian does provide backup to EBR Parish EMS. Non-emergency patients typically do not use ambulance transport. If EMS transport is used for an emergency case, then lights and sirens are used no matter what time of the day.</p> <p>Below is a summary of emergency transports for July through December 2016 as reported by EBR Parish EMS.</p>	

Individual Written Comments				Section(s) in EA where topic is discussed in more detail, if applicable											
		<table border="1"> <thead> <tr> <th>Hospital</th> <th>Total Emergency Transports</th> <th>Total Non-Emergency Transports</th> <th>Total Emergency Transports</th> </tr> </thead> <tbody> <tr> <td>OLOL</td> <td>10,369</td> <td>8,932</td> <td>1,437</td> </tr> <tr> <td>BRG</td> <td>3,717</td> <td>3,364</td> <td>353</td> </tr> </tbody> </table>	Hospital	Total Emergency Transports	Total Non-Emergency Transports	Total Emergency Transports	OLOL	10,369	8,932	1,437	BRG	3,717	3,364	353	
Hospital	Total Emergency Transports	Total Non-Emergency Transports	Total Emergency Transports												
OLOL	10,369	8,932	1,437												
BRG	3,717	3,364	353												
		In general, emergencies are not that predictable. Overall ER visits do increase from late afternoon to early evening (around 6:00 pm), with midnight to 6:00 am being less busy. This is also true for hospital employee shifts. Sunday evenings through Mondays are typically the busiest days of the week.													
Summary of Comment:	Page 22	Traffic exiting from the Mall Entrance road must turn . . . right . . . and cannot enter the Dijon Extension. . .													
Response:		This movement is the existing movement from Mall Drive 1 to Bluebonnet Boulevard and is maintained in order to reduce the number of traffic signal phases and improve operations. Furthermore, improvements are being proposed at the Bluebonnet Boulevard / I-10 interchange to help improve safety and operations on Bluebonnet Boulevard between I-10 and Mall Drive 1. If a driver needs to access the west side of Bluebonnet Boulevard, they would use the Bluebonnet Boulevard/Picardy Avenue-Mall Drive 2 signal.													
Summary of Comment:	Page 22	Traffic traveling [west] on Dijon can only enter the Hyatt site at the current port cochere.													
Response:		In conjunction with the conceptual layout developed to determine the feasibility of parking mitigation, additional access to the Hyatt hotel was also evaluated and indicates a second point of access is potentially possible to the west of the hotel.													
Summary of Comment:	Page 22	The 62 spaces at the rear of the Hyatt of the 121 [existing] spaces. . .have no roadway access from Dijon or the internal circulation road system after the taking.	See EA Section 5												
Response:		In conjunction with the conceptual layout developed to determine the feasibility of parking mitigation, additional access to the Hyatt hotel was also evaluated and indicates a second point of access is potentially possible to the west of the hotel. Please see the layout included in Section 5.													
Summary of Comment:	Page 22	Ambulance, van, bus, truck, and thousands of cars will be within a few feet of the hotel throughout the day and evening . . .Fire safety on northward or west side of building is likely to be compromised and very difficult to implement													
Response:		In conjunction with the conceptual layout developed to determine the feasibility of parking mitigation, additional access to the Hyatt hotel was also evaluated and indicates a second point of access is potentially possible to the west of the hotel. It is anticipated that access to the Hyatt for fire protection will be improved.													
Summary of Comment:	Page 22	Total traffic on Dijon Drive may be higher. . . than Picardy Avenue because of its superior connectivity to the Baton Rouge General. . . and its connection to Midway and Mancuso Boulevards as well as rapid through traffic from Essen Lane to Bluebonnet Boulevard and lack of traffic lights.	See CD-1 Traffic Study												
Response:		The traffic analysis considered future land use in an around the facility, and the traffic projections were reviewed and approved for use by LADOTD and FHWA. Total traffic on Picardy Avenue is projected to be higher than Dijon Drive Extension.													
Summary of Comment:	Page 28	An internal loop road of 24 feet in width would also have to be constructed. . . [and] remove 17 parking spaces. Connecting the rear parking lot to Dijon Drive would have to occur across land owned by Ralph and Kacoo's. Further, the sharp drop in grade. . . makes drainage of the Hyatt site more complex . . .	See EA Section 4.6.3; Section 5												
Response:		The loop road and parking spaces have been considered and a feasible potential alternative layout is presented in Section 5. The existing site drainage for the Hyatt property appears to discharge into Ward's Creek. Any improvements to the site drainage needed because of any additional circulation drive would be designed at the same time as any revised parking and circulation layout design.													
Summary of Comment:	Page 28	It is not generally accepted by the market to use a port cochere covered, narrow entry for every coming and going by a guest vehicle													
Response:		Access to the Hyatt property would also be available at the west side of the hotel.													
Summary of Comment:	Page 34	In March of 2015, ARC . . . paid approximately \$13,000,000 for Hyatt Place. This summer (2016) the renovation . . . cost is \$2 million for the required PIP (property improvement program). . . Altogether, a													

Individual Written Comments			Section(s) in EA where topic is discussed in more detail, if applicable
		direct cost of \$15 million or more. . . \$119,000 per hotel room or \$166 per gross foot. . . A cumulative replacement cost new of about \$18 million or more is likely, or \$142,800 per room. . .	
Response:		Comment noted.	
Summary of Comment:	Page 34	Re-skinning a building with more soundproof materials can theoretically be done.	See CD-4 Traffic Noise Analysis Technical Report
Response:		Comment noted.	
Summary of Comment:	Page 34	High noise peak levels or random, frequent truck noise and ambulance sirens are a substantial deterrent to repeat customer business.	
Response:		Comment noted.	
Summary of Comment:	Page 34	Higher levels of congestion at the mall access road and Dijon will occur, deterring hotel guests from choosing this hotel.	
Response:		Comment noted.	
Summary of Comment:	Page 35	During shift changes high daily traffic flows could peak, again deterring hotel guests.	
Response:		Comment noted. The peak hours were determined and analysis completed as part of the Traffic Study.	
Summary of Comment:	Page 35	The likely path of emergency vehicles with sirens is unknown, but . . . could be in close proximity to the west side of the hotel.	See CD-1 Traffic Study
Response:		Comment noted.	
Summary of Comment:	Page 35	The Mall Entrance No. 1/Bluebonnet intersection] is likely to become more complex and congested.	See CD-1 Traffic Study
Response:		Analysis suggests that there are some increases in queue lengths and vehicle delay during the AM and PM peak periods compared to the No Build scenario.	
Summary of Comment:	Page 35	During construction . . . substantial disruptions of hotel market demand are likely. Prior to Dijon construction a new roadway from the port cochere to the area of the hotel site would have to be designed and constructed.	See EA Section 4.12
Response:		Access to commercial properties will be maintained during construction, and best practices will be used to minimize access disruption during construction.	
Summary of Comment:		All of these traffic flows and noise levels will need to be studied by a traffic engineer, but cannot be adequately addressed until accurate demand modeling of traffic for autos, ambulances, and trucks has been provided for all of the affected sites.	See CD-1 Traffic Study
Response:	Page 35	The traffic analysis considered future land use in an around the facility, and the traffic projections were reviewed and approved for use by LADOTD and FHWA. Total traffic on Picardy Avenue is projected to be higher than Dijon Drive Extension. The traffic noise analysis complied with FHWA protocols for new transportation improvements. No additional studies are planned.	



REFERENCES

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- Capital Region Planning Commission. 2016. Amendment of Metropolitan Transportation Plan 2037 Transportation Improvement Program 2015 – 2018 Air Quality Conformity Analysis. May.
- Coastal Environments, Inc. 2016. Phase 1 Cultural Resources Survey of the Proposed Dijon Drive Extension, East Baton Rouge Parish, Louisiana. March.
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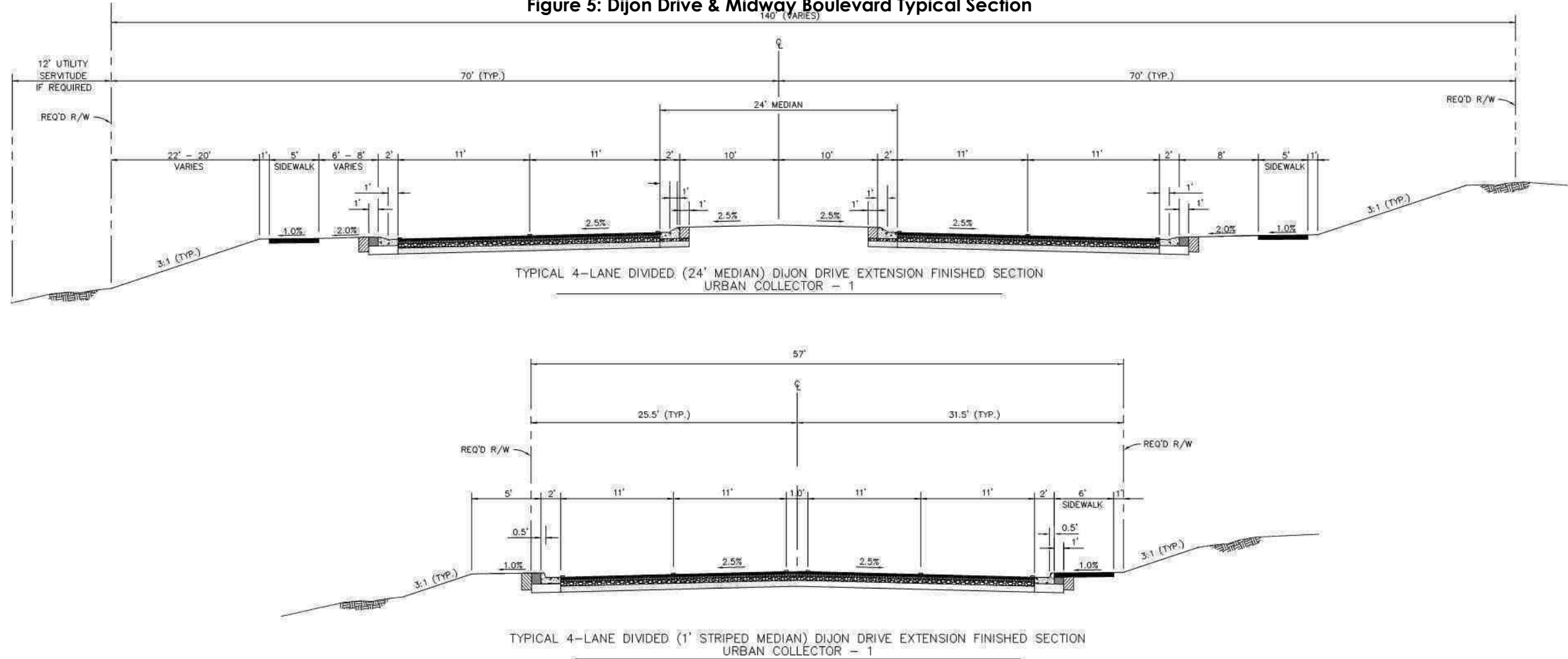


APPENDIX A

Typical Sections

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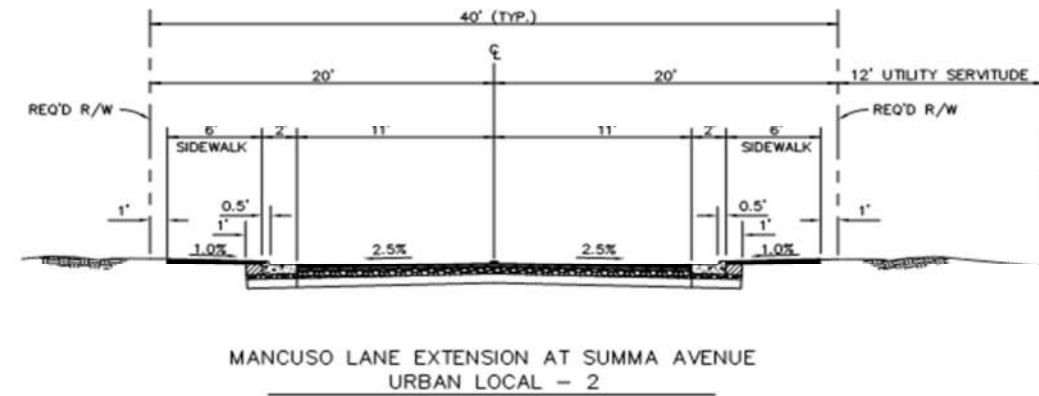
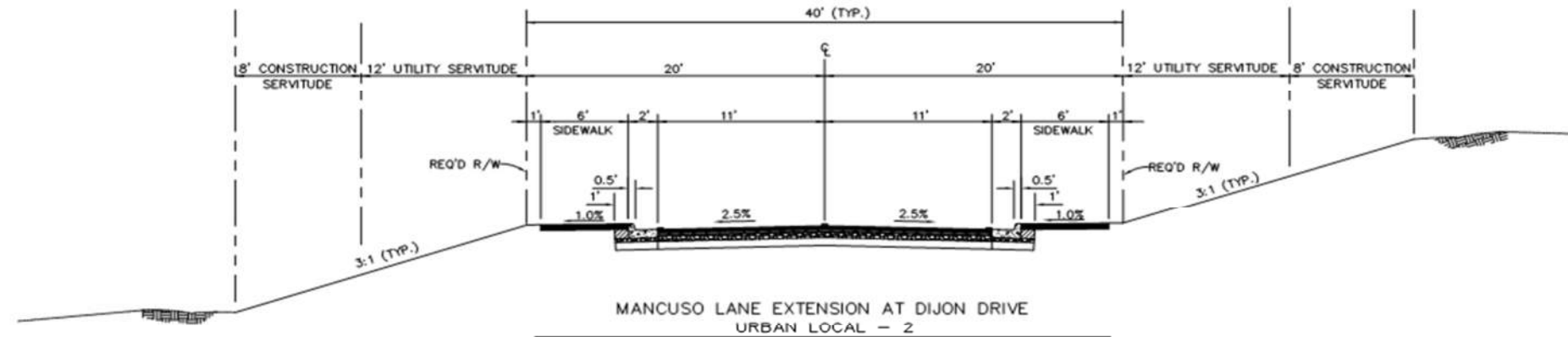
Figure 5: Dijon Drive & Midway Boulevard Typical Section



FEDERAL HIGHWAY ADMINISTRATION 	LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT 	CITY OF BATON ROUGE DEPARTMENT OF PUBLIC WORKS 
URBAN COLLECTOR DIJON DRIVE EXTENSION ESSEN LANE - BLUEBONNET BOULEVARD TYPICAL SECTIONS		
	EXHIBIT NO. 1	



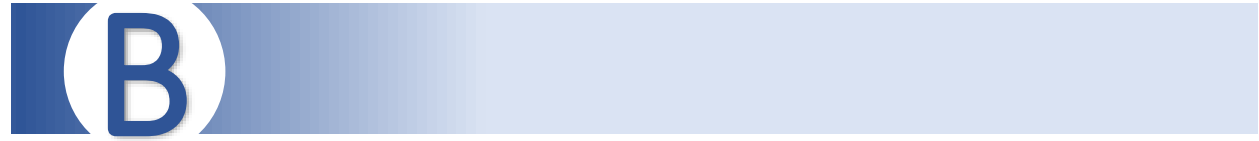
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PRELIMINARY NOT FOR CONSTRUCTION

URBAN LOCAL DIJON DRIVE EXTENSION ESSEN LANE - BLUEBONNET BOULEVARD TYPICAL SECTIONS		

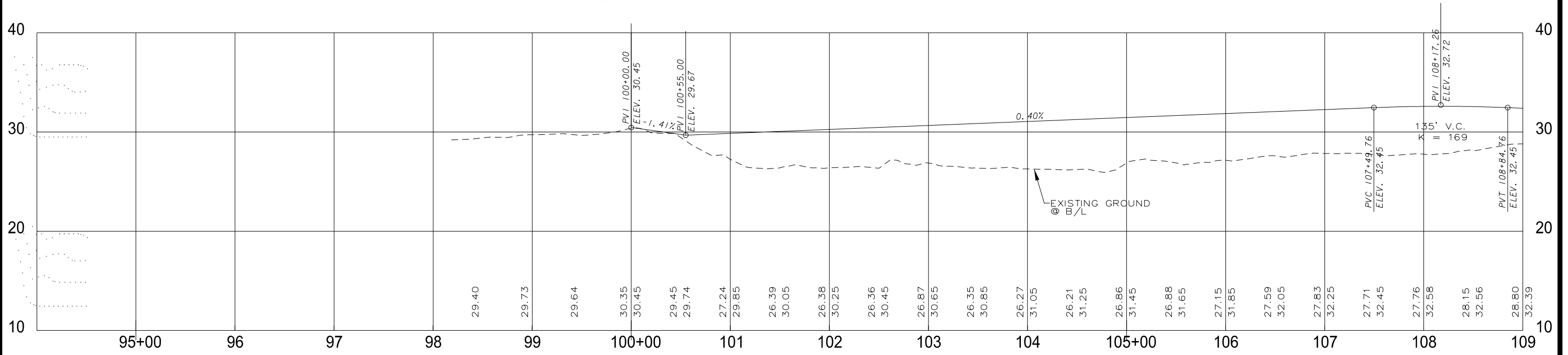
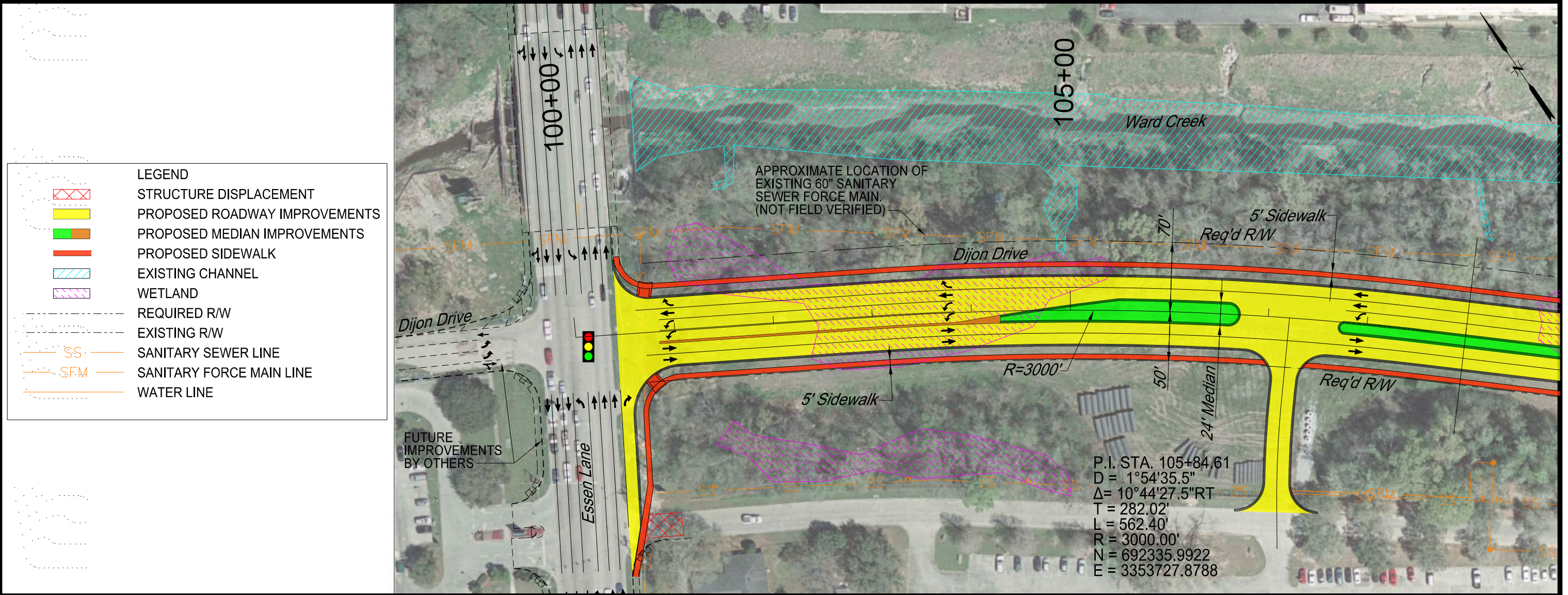
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APPENDIX B

Alternative 1 Line and Grade

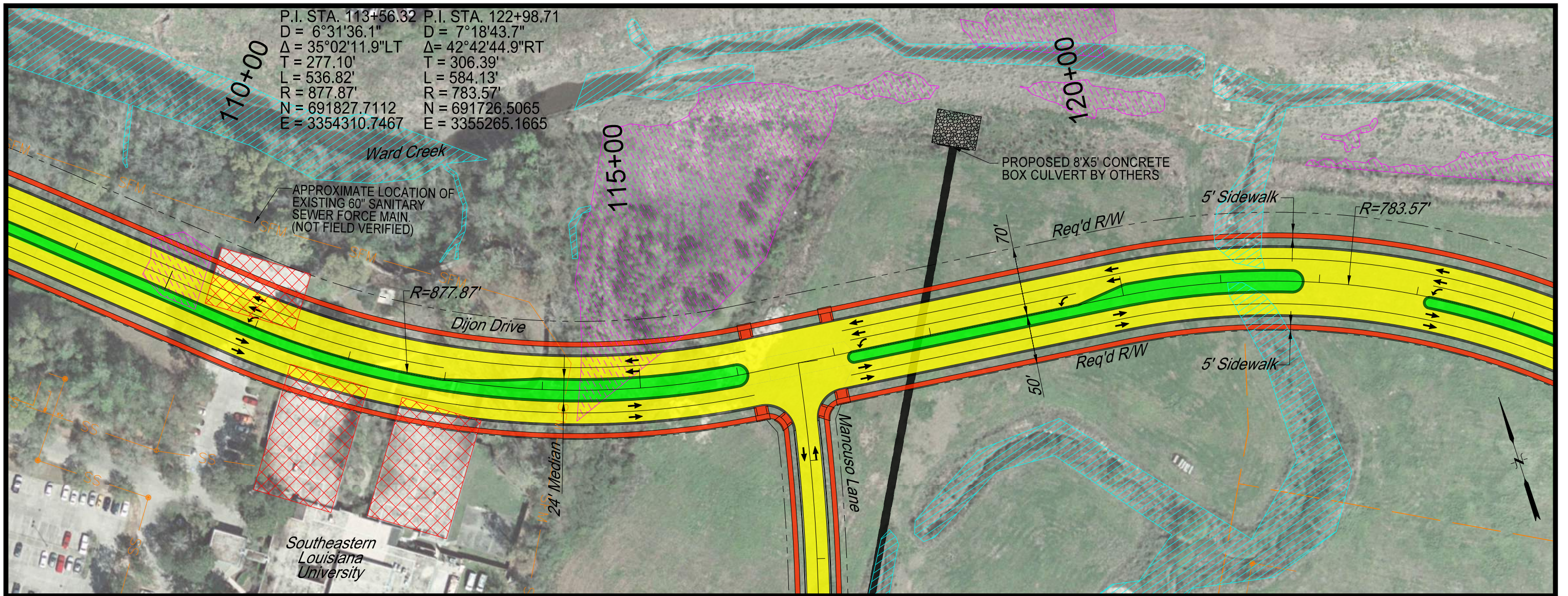
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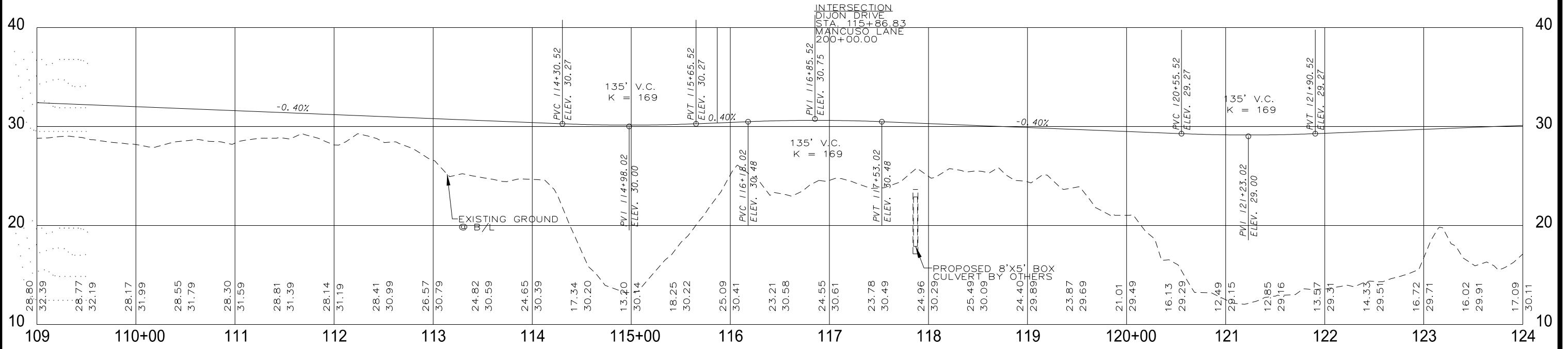
**DIJON DRIVE EXTENSION
ALTERNATE 1 - SHEET 1 OF 9**



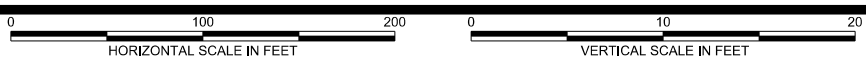
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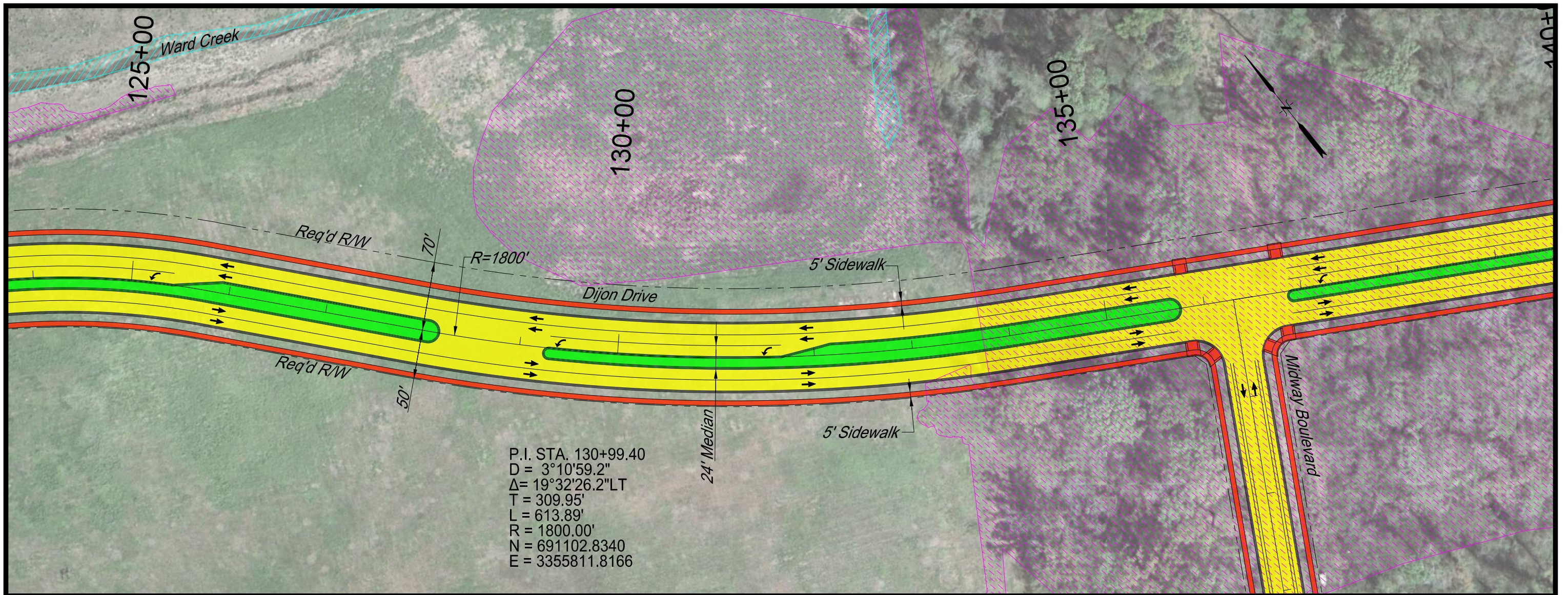
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 Δ = 35°02'11.9"LT Δ = 42°42'44.9"RT
 T = 277.10' T = 306.39'
 L = 536.82' L = 584.13'
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 N = 691827.7112 N = 691726.5065
 E = 3354310.7467 E = 3355265.1665



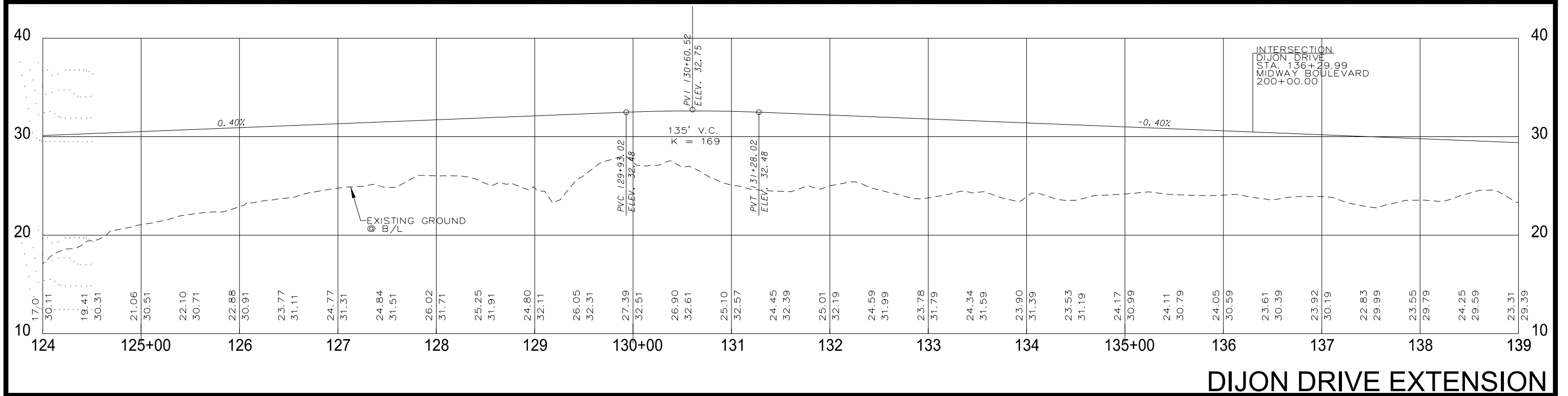
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ALTERNATE 1 - SHEET 2 OF 9**



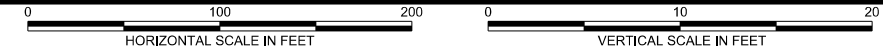
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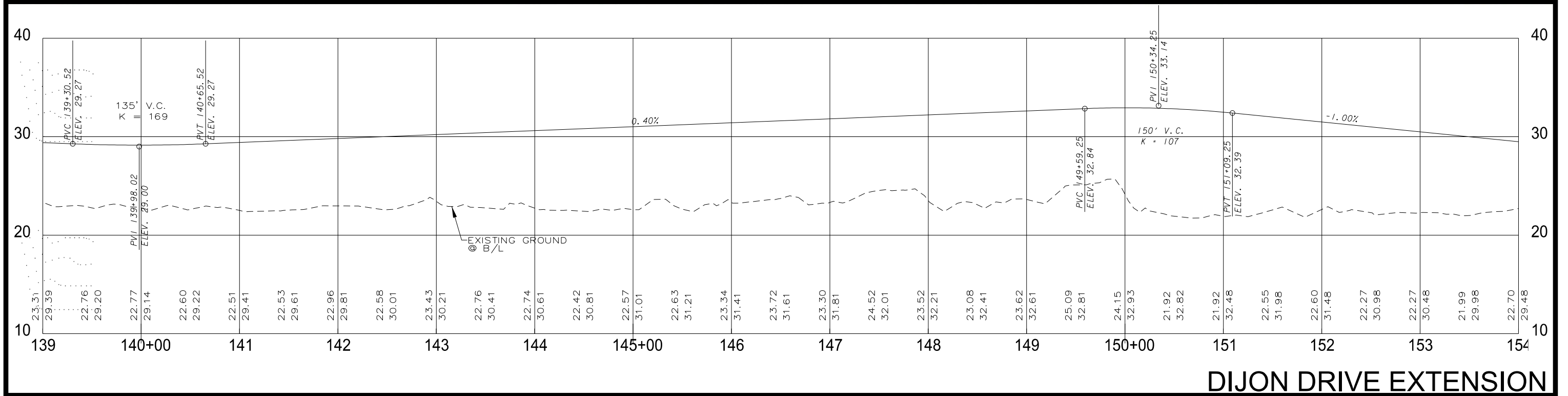
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 ALTERNATE 1 - SHEET 3 OF 9**



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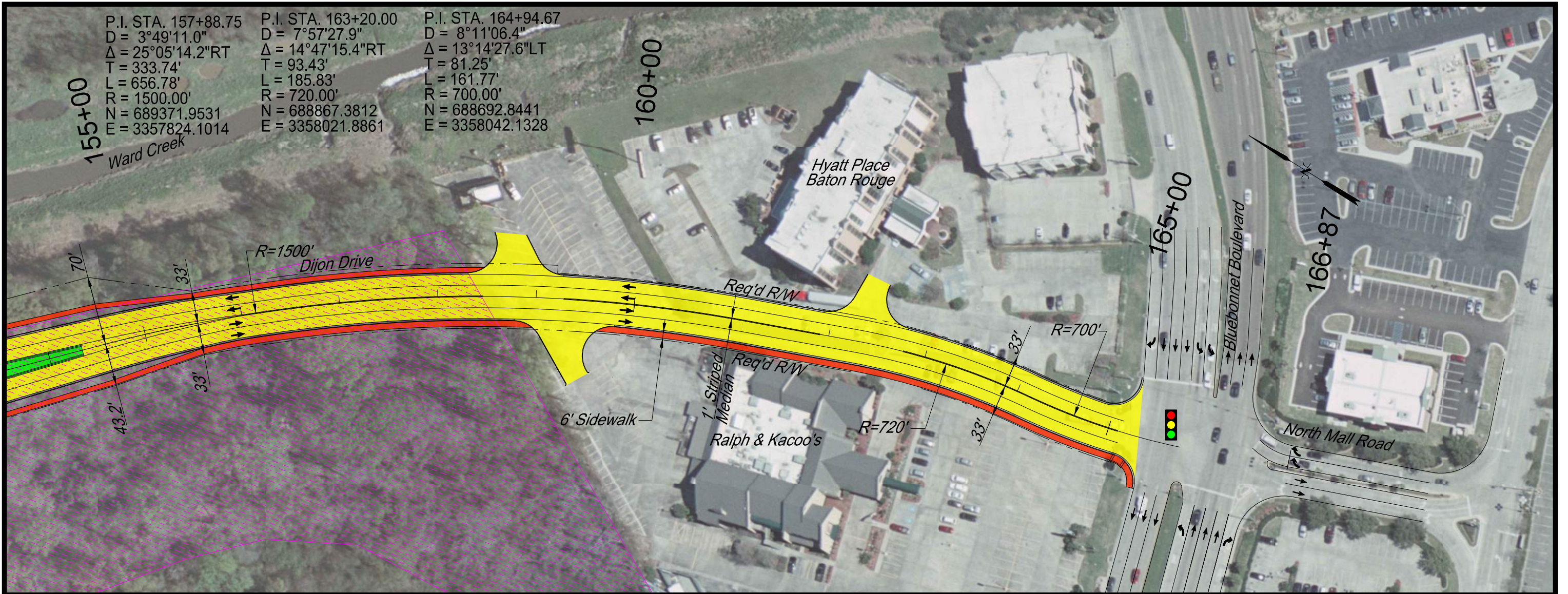
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L = 642.01'	L = 600.00'
R = 1200.00'	R = 2100.00'
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E = 3356900.7206	E = 3357217.3513



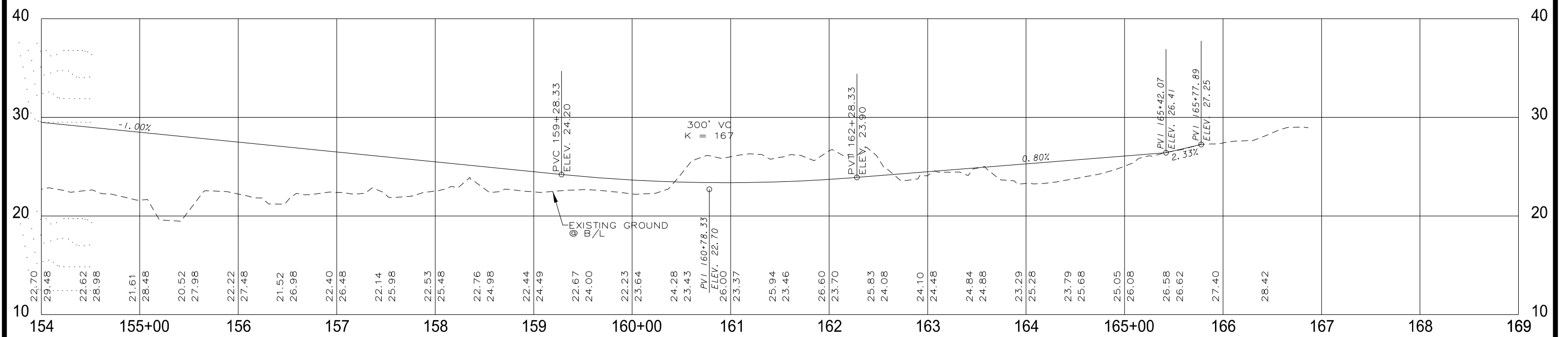
**DIJON DRIVE EXTENSION
ALTERNATE 1 - SHEET 4 OF 9**



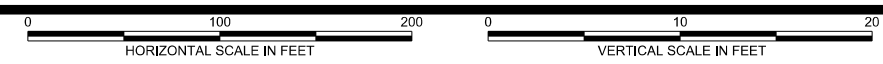
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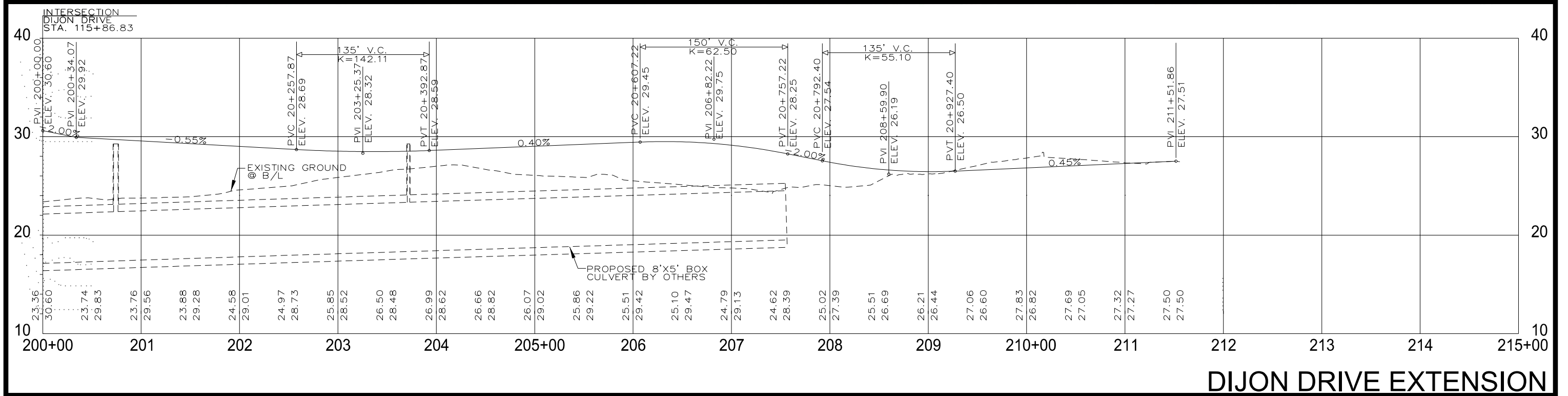
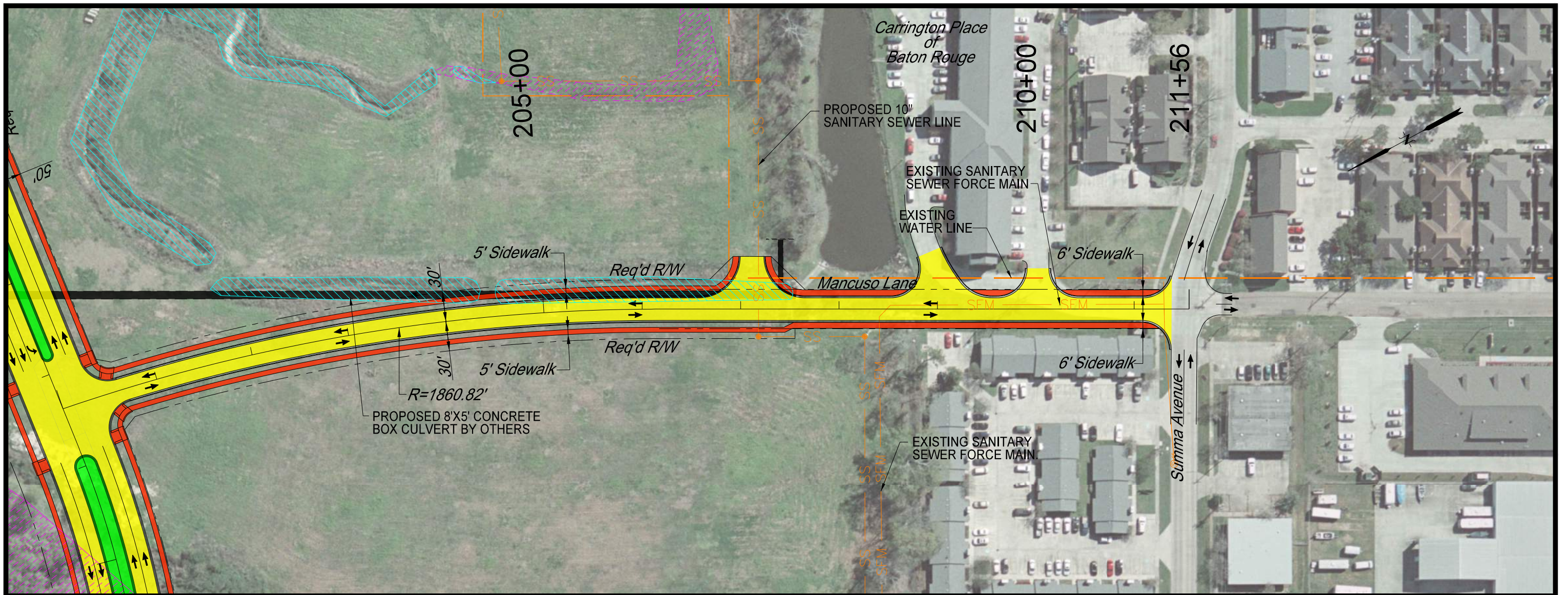
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T = 333.74'	T = 93.43'	T = 81.25'
L = 656.78'	L = 185.83'	L = 161.77'
R = 1500.00'	R = 720.00'	R = 700.00'
N = 689371.9531	N = 688867.3812	N = 688692.8441
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**DIJON DRIVE EXTENSION
ALTERNATE 1 - SHEET 5 OF 9**



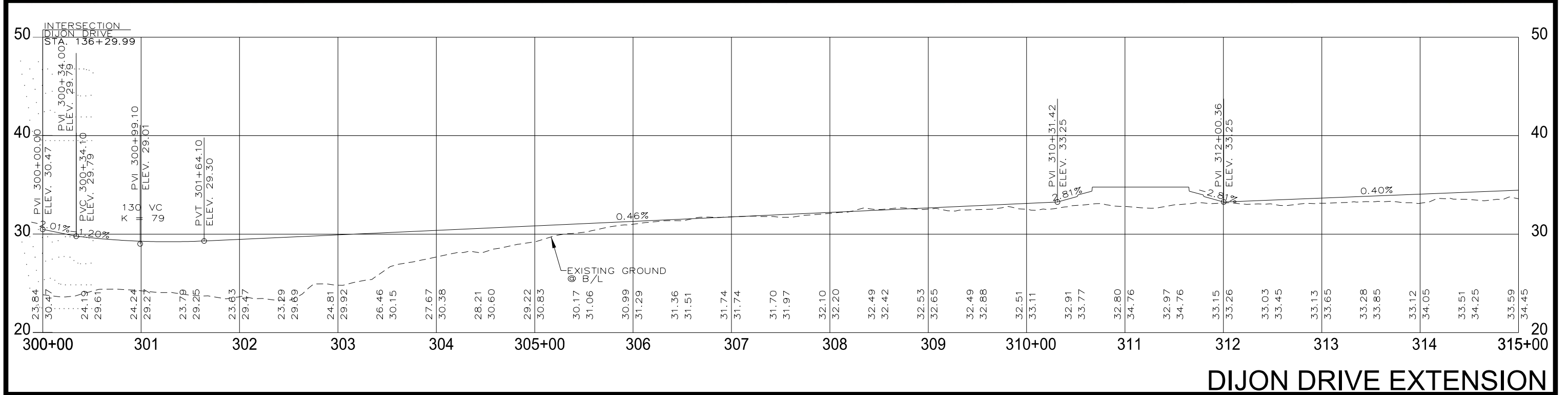
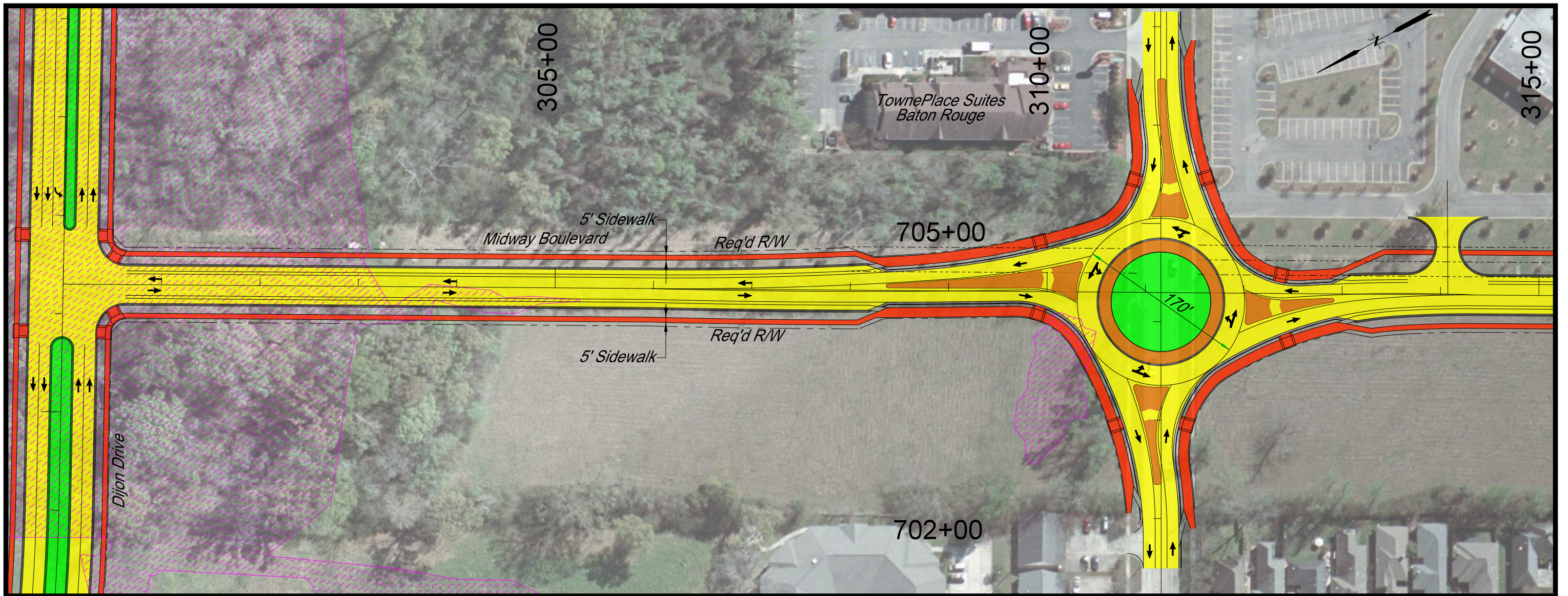
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**DIJON DRIVE EXTENSION
ALTERNATE 1 - SHEET 6 OF 9**



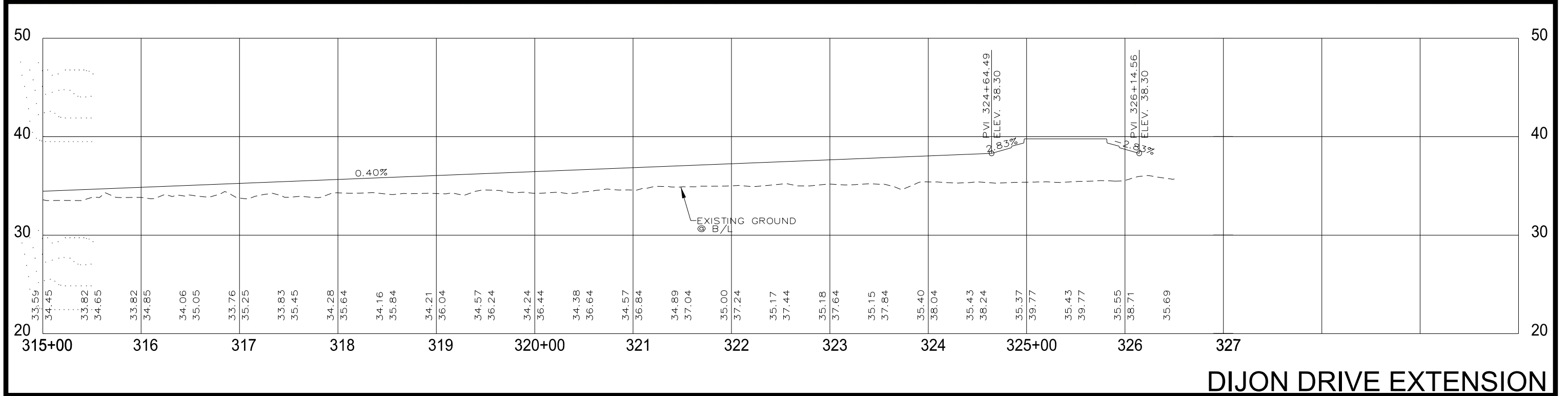
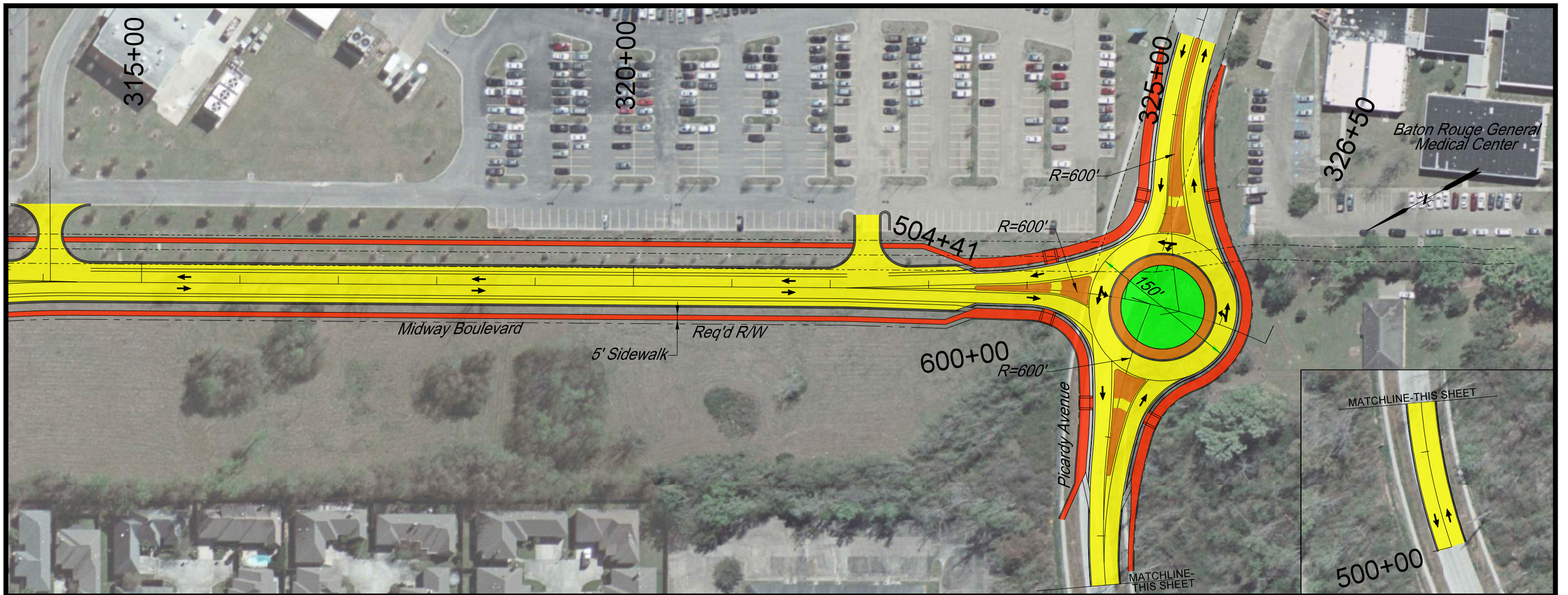
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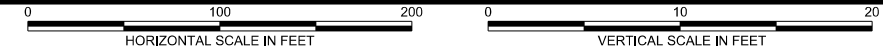
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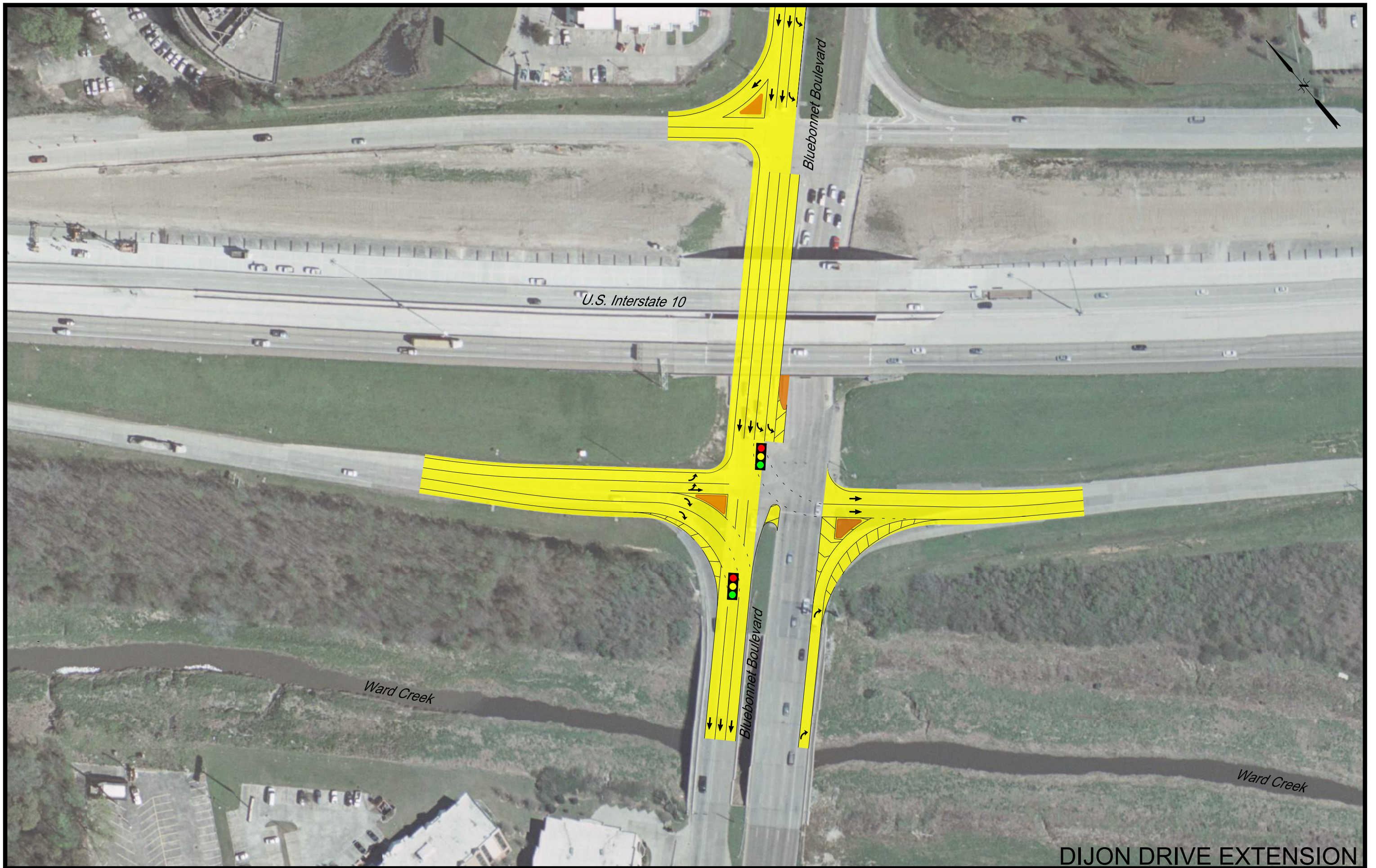
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**DIJON DRIVE EXTENSION
ALTERNATE 1 - SHEET 8 OF 9**



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U.S. Interstate 10

Bluebonnet Boulevard

Bluebonnet Boulevard

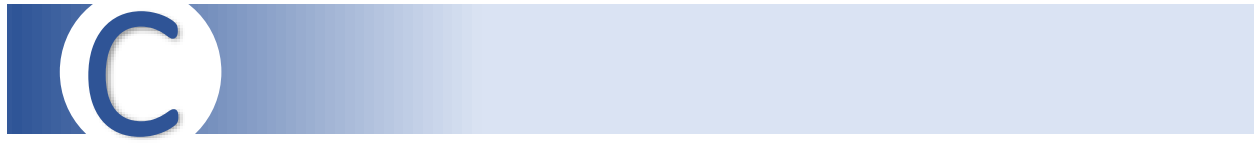
Ward Creek

Ward Creek



DIJON DRIVE EXTENSION
ALTERNATE 1 - SHEET 9 OF 9

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APPENDIX C

Solicitation of Views

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«Courtesy» «First» «M» «Last_Name»
«Title»
«Org_2»
«Org_1»
«Address_1» «Address_2»
«City», «State» «Zip»

ARCADIS U.S., Inc.
10352 Plaza Americana Drive
Baton Rouge
Louisiana 70816
Tel 225 292 1004
Fax 225 218 9677
www.arcadis.com

Subject:
Solicitation of Views
Dijon Drive Extension
East Baton Rouge Parish, Louisiana
State Project Nos. H.012233 and H.012232

INFRASTRUCTURE

Dear «Salutation»:

Date:
30 October 2015

The Capital Region Planning Commission (CRPC), in cooperation with the Louisiana Department of Transportation and Development (LADOTD) and the Federal Highway Administration (FHWA), is conducting an environmental evaluation and engineering study for proposed Dijon Drive Extension roadway improvements within the Baton Rouge Health District, East Baton Rouge Parish. Early in the planning process for a transportation facility, views from federal, state, and local agencies, organizations, and individuals are solicited. The special expertise of these groups allows them to assist with the identification of possible adverse economic, social, or environmental effects from the project or other related concerns and reach agreeable decisions while taking into account the interests of all parties.

Contact:
Elizabeth Beam

Phone:
225 335 0134

Email:
elizabeth.beam@arcadis.com

Our ref:
LA003303.0000.00001
CRPC/3303.0/C/2a/lf

In addition to identifying any concerns or issues mentioned above, we are interested in information regarding cultural and historic resources in the area. A cultural resources survey for the proposed project will be conducted pursuant to Section 106 of the National Historic Preservation Act. If you would like to be considered for "consulting party" status in the Section 106 process, please let us know.

A project overview and location/study area map are attached for your review.

We would also like to inform you that a stakeholders/elected officials meeting will be held in Baton Rouge, Louisiana, in Fall 2015 followed by a public meeting on

«Courtesy» «First» «M» «Last_Name»

30 October 2015

the same day. Specific information regarding these meetings will be provided soon. We ask that your agency or organization provide comments regarding this preliminary information.

On behalf of the CRPC, LADOTD, and FHWA, I am requesting that you review the attached information and furnish us with your views and comments by **November 30, 2015**. Replies should be sent to Elizabeth Beam by e-mail or by U.S. Postal Service at the addresses provided. Please reference State Project Nos. H.012233 and H.012232 in your reply.

Sincerely,

Arcadis U.S., Inc.

A handwritten signature in black ink that reads "Elizabeth Beam". The signature is written in a cursive, flowing style.

Elizabeth Beam, AICP, ENV SP
Associate Project Manager

Attachments

**Solicitation of Views
Environmental Assessment
LA 3064 to LA 1248 (Phases 1 & 2)
Dijon Drive Extension
East Baton Rouge Parish
STATE PROJECT NOS: H.012233 and H.012232
F.A.P. Nos. H012233 and H012232**

PROJECT OVERVIEW

Description of Project: The Capital Region Planning Commission (CRPC), in cooperation with the Louisiana Department of Transportation and Development (LADOTD) and the Federal Highway Administration (FHWA), proposes the Dijon Drive Extension, a roadway on new alignment connecting Essen Lane (LA 3064) to the west (30° 24' 15.44"N, 91° 06' 13.09"W) and Bluebonnet Boulevard (LA 1248) to the east (30° 23' 35.82"N, 91° 05' 18.29"W). The roadway is proposed to be constructed in two phases: Phase 1 (H.012233) begins at Essen Lane and continues east approximately 0.65 mile to Midway Boulevard; Phase 2 (H.012232) begins at Midway Boulevard and continues east approximately 0.60 mile, terminating at Bluebonnet Boulevard. The total project length is approximately 1.25 miles. Proposed improvements include connections from the new Dijon Drive Extension south to Summa Avenue along Mancuso Lane and south to Picardy Avenue along Midway Boulevard.

The proposed improvements are located within the Baton Rouge Health District (BRHD) as identified in the East Baton Rouge Parish *FUTUREBR* Comprehensive Plan (amended 2015). BRHD includes an area bounded by Quail Drive to the west, Bluebonnet Boulevard to the east, Perkins Road to the south, and I-10 to the north. The *FUTUREBR* Comprehensive Plan identified the medical corridor as an area with immediate needs to address traffic congestion, safety, and the health care economy of BRHD. Primary travel on this new roadway is within BRHD, connecting Our Lady of the Lake Medical Center on Essen Lane to the Bluebonnet location of Baton Rouge General Medical Center. This roadway will connect to the proposed Our Lady of the Lake Children's hospital located south of and adjacent to the Dijon Drive Extension between proposed Mancuso Lane and Midway Boulevard (Figure 1).

Known project study area constraints include existing development, planned development within BRHD including proposed construction of the Our Lady of the Lake Children's Hospital, wetlands, Wards Creek, and the Capital Area Pathways Project (CAPP) Medical Loop Trail located along Wards Creek. The CAPP system is a proposed 7.4-mile loop for pedestrians and bicyclists connecting Siegen Lane, Bluebonnet Boulevard, Essen Lane, LSU Rural Life Museum along Wards Creek; Perkins Road Community Park, and Pennington Biomedical Research Center. Phase 1 of the CAPP is currently under construction, connecting Siegen Lane to Bluebonnet Boulevard along Wards Creek.

The recommended logical termini for the proposed project are Dijon Drive Extension west at Essen Lane and east at Bluebonnet Boulevard, Mancuso Lane at Dijon Drive Extension and Summa Avenue, and Midway Boulevard at Dijon Drive Extension and Picardy Avenue (Figure 1). The project consists of providing all necessary services required to prepare an Environmental Assessment (EA) in accordance with the National Environmental Policy Act as amended and FHWA's regulations and guidelines.

Study Area: The study area is located south of I-10, east of Essen Lane, west of Bluebonnet Boulevard, and north of Summa and Picardy Avenues within the BRHD. A segment of the CAPP Medical Loop Trail is located along Wards Creek to the immediate north of the study area.

The EA will involve investigating the potential for effects to cultural resources, threatened and endangered species, natural resources, and the human environment within the study area. The proposed

project is on new alignment designed to East Baton Rouge Parish and LADOTD criteria and will remain part of the East Baton Rouge Parish street network. A location map that illustrates the study area is attached (Figure 1).

Background: The federal Moving Ahead for Progress in the 21st Century (MAP-21; 2012) serves as the current regulatory and funding framework for transportation planning. CRPC is the government metropolitan planning organization (MPO) that provides both long-range and short-term transportation planning for the Baton Rouge urbanized area. The Baton Rouge Metropolitan Transportation Plan 2037 (MTP; June 2013) represents the principal transportation long-range planning document for the Baton Rouge metropolitan area. Short-term planning is represented by the MPO's Transportation Improvement Program (TIP). The MPO amended the TIP (2015-2018) October 13, 2015, and includes the Dijon Drive Extension as part of the transportation plan for Baton Rouge.

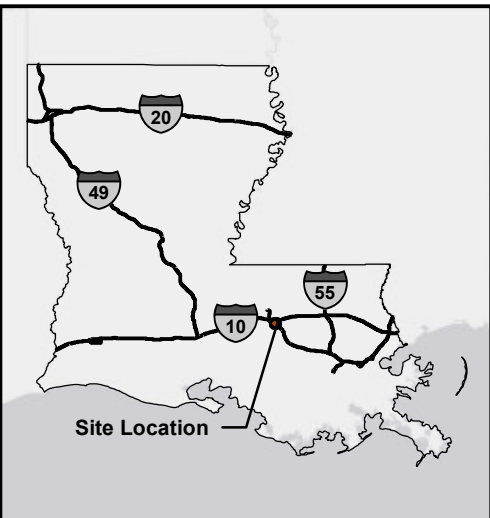
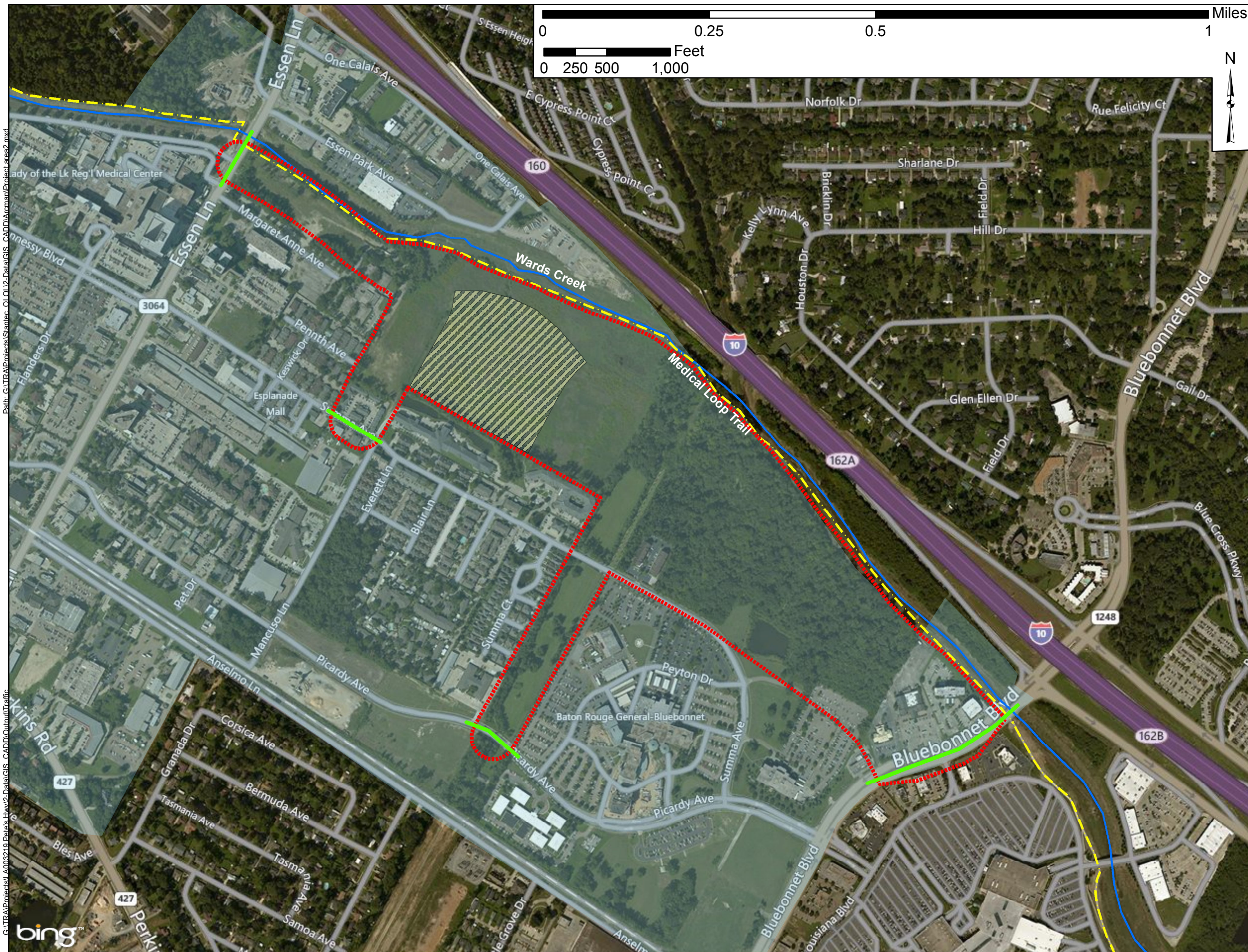
Purpose and Need for Project: The purpose of the proposed project is to provide transportation infrastructure to improve the transportation network, support economic growth of BRHD, provide additional points of access to future BRHD development, and improve connectivity of the transportation system.

The *FUTUREBR* Comprehensive Plan identified the medical corridor as an area with immediate needs to address traffic congestion, safety, and the health care economy of BRHD. The proposed roadway improvements are also identified on the East Baton Rouge Parish Major Street Plan.

Currently, Essen Lane and Bluebonnet Boulevard are the primary arterial roadways serving BRHD and the surrounding community. These arterials also provide access to I-10. Under existing conditions, drivers experience long delays and reduced level of service along BRHD arterial roadways. The Dijon Drive Extension will create an efficient system link through BRHD, providing multiple points of access within BRHD.

Build and No-Build Alternatives: Reasonable and feasible build alternatives will be considered for evaluation in the EA. The preliminary design concept includes a roadway on new alignment from Essen Lane east to Bluebonnet Boulevard with additional points of north-south connectivity via Mancuso Lane and Midway Boulevard. The no-build alternative, which assumes that this project would not be built, will also be considered.

Recent Improvements in Vicinity of Study Area: LADOTD proposes improvements to widen Essen Lane to seven lanes from Perkins Road to just south of the I-10 eastbound ramps. Recently completed roadway improvements include widening of I-10 and the addition of collector-distributor roads between Bluebonnet Boulevard and Siegen Lane.



Study Area & Logical Termini Map

DIJON DRIVE EXTENSION
 Environmental Assessment
 East Baton Rouge Parish, Louisiana
 State Project Nos.
 H.012233 - Phase 1
 H.012232 - Phase 2

- Legend**
- Recommended Logical Termini
 - Approx. Capital Area Pathways Project Medical Loop Trail
 - Creek
 - Study Area
 - Approx. Location Children's Hospital
 - Approx. Health District



DRAWING BY: GLB	DATE: 09/13/15
PROJECT NUMBER: LA003303.0000	FIGURE NUMBER: 1

Path: G:\TRA\Projects\Slantec_OL\012-Data\GIS_CADD\Arcman\Project\area2.mxd
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DIJON DRIVE EXTENSION
Environmental Assessment
East Baton Rouge Parish, Louisiana
State Project Nos. H.012233 and H.012232

Cat 1	Cat 2	Salutation	Courtesy	First	M	Last Name	Title	Org 1	Org 2	Address 1	Address 2	City	State	Zip
Federal	A	Ms. Clement	Ms.	Karen		Clement		Department of the Army, New Orleans District		P.O. Box 60267		New Orleans	LA	70160-0267
Federal	A	Mr. Frank	Mr.	David		Frank	District Commander	8th Coast Guard District (NO)		Hale Boggs Federal Building	500 Poydras Street	New Orleans	LA	70130
Local	A							Amite River Basin Commission		3535 South Sherwood Forest Boulevard, Suite 135		Baton Rouge	LA	70816
Local								Baton Rouge Green Association		439 North 11th Street		Baton Rouge	LA	70802-4607
Local								Capital Area Groundwater Conservation Commission		3535 South Sherwood Forest Boulevard, Suite 137		Baton Rouge	LA	70816
Local	G	Mr. Setze	Mr.	James	C.	Setze	Executive Director	Capital Region Planning Commission		P.O. Box 3355		Baton Rouge	LA	70821
Local								Baton Rouge Area Chamber		564 Laurel Street		Baton Rouge	LA	70801
Local								Baton Rouge Bicycle Club		P.O. Box 253		Baton Rouge	LA	70821
Local								Baton Rouge Police Department		9000 Airline Highway		Baton Rouge	LA	70815
Local								Capital Area Transit System		2250 Florida Boulevard		Baton Rouge	LA	70802
Local	A							Capital Soil & Groundwater Conservation District		907 Florida Avenue, SW		Denham Springs	LA	70726
Local	G	Ms. Moreau	Ms.	JoAnne	H.	Moreau	Director	Mayor's Office of Homeland Security & Emergency Prep	Emergency Operations Center	3773 Harding Boulevard		Baton Rouge	LA	70807
Local	G							City of Baton Rouge	Parish of East Baton Rouge	P.O. Box 1471		Baton Rouge	LA	70821
Local	G							East Baton Rouge Parish School Board		P.O. Box 2950		Baton Rouge	LA	70821
Local	G							East Baton Rouge Parish	Metro Council	P.O. Box 1471		Baton Rouge	LA	70821
Local	G							East Baton Rouge Parish	Office of the Planning Commission	P.O. Box 1471		Baton Rouge	LA	70821
Local	A	Sheriff Gautreaux III	Sheriff	Sid		Gautreaux III		East Baton Rouge Parish Sheriff's Office		P.O. Box 2406		Baton Rouge	LA	70821
Local								Mississippi River Trail, Inc.		858 North Jackson Drive		Fayetteville	AR	72701
Local	G							St. Francisville Planning Commission		P.O. Box 400		St. Francisville	LA	70775
Local	G	Mayor Holden	The Honorable	Melvin	"Kip"	Holden	Mayor	City of Baton Rouge		P.O. Box 1471		Baton Rouge	LA	70821
State	E	Representative Williams	The Honorable	Alfred	C.	Williams		Louisiana House of Representatives (District 61)		701 South Acadian Thruway		Baton Rouge	LA	70806
State	E	Representative Ivey	The Honorable	Barry		Ivey		Louisiana House of Representatives (District 65)		P.O. Box 78286		Baton Rouge	LA	70837
State	E	Senator Erdy	The Honorable	Dale		Erdey		The State Senate (District 13)		P.O. Box 908		Livingston	LA	70754
State	E	Representative Honoré	The Honorable	Dalton	W.	Honoré		Louisiana House of Representatives (District 63)		8776 Scenic Highway		Baton Rouge	LA	70807
State	E	Senator Claitor	The Honorable	Dan		Claitor		The State Senate (District 16)		320 Somerulos Street		Baton Rouge	LA	70802
State	E	Representative Ourso	The Honorable	Darrell	P.	Ourso		Louisiana House of Representatives (District 66)		17451 Jefferson Highway, Suite C		Baton Rouge	LA	70817
State	E	Representative James	The Honorable	Edward	C.	James III		Louisiana House of Representatives (District 101)		3213 Monterey Boulevard, Suite B		Baton Rouge	LA	70814
State	E	Representative Ponti	The Honorable	Erich	Edward	Ponti		Louisiana House of Representatives (District 69)		7341 Jefferson Highway, Suite J		Baton Rouge	LA	70806
State	E	Representative Foil	The Honorable	Franklin	J.	Foil		Louisiana House of Representatives (District 70)		320 Somerulos Street		Boton Rouge	LA	70802
State	E	Representative Havard	The Honorable	Kenneth	E.	Havard		Louisiana House of Representatives (District 62)		P.O. Box 217		Jackson	LA	70748
State	E	Senator White	The Honorable	Mack	"Bodi"	White, Jr.		The State Senate (District 6)		808 O'Neal Lane		Baton Rouge	LA	70816
State	E	Representative Smith	The Honorable	Patricia	Haynes	Smith		Louisiana House of Representatives (District 67)		251 Florida Street, Suite 300		Baton Rouge	LA	70801
State	E	Representative Barrow	The Honorable	Regina	Ashford	Barrow		Louisiana House of Representatives (District 29)		4811 Harding Boulevard		Baton Rouge	LA	70811
State	E	Senator Ward	The Honorable	Rick		Ward III		The State Senate (District 17)		3741 State Highway 1		Port Allen	LA	70767
State	E	Senator Broome	The Honorable	Sharon	Weston	Broome		The State Senate (District 15)		P.O. Box 52783		Baton Rouge	LA	70892-2783
State	E	Representative Carter	The Honorable	Stephen	F.	Carter		Louisiana House of Representatives (District 68)		3115 Old Forge		Baton Rouge	LA	70808
State	E	Representative Hodges	The Honorable	Valarie		Hodges		Louisiana House of Representatives (District 64)		35055 LA Hwy 16, Suite 2A		Denham Springs	LA	70706
State	E	Senator Dorsey-Colomb	The Honorable	Yvonne		Dorsey-Colomb		The State Senate (District 14)		1520 Thomas H. Delpit Drive, Suite 226		Baton Rouge	LA	70802

Cat 1	Cat 2	Salutation	Courtesy	First	M	Last Name	Title	Org 1	Org 2	Address 1	Address 2	City	State	Zip
State	A	Mr. Day	Mr.	William		Day	Director of Business Development	Louisiana Department of Economic Development	Office of Business Development	P.O. Box 94185		Baton Rouge	LA	70804
Federal	A	Mr. Bechdol	Mr.	Michael		Bechdol		U.S. Environmental Protection Agency	Source Water Protection (6WQ-S)	1445 Ross Ave, Suite 1200		Dallas	TX	75202-2733
State	A	Mr. Varnado	Mr.	Mike		Varnado		Louisiana Department of Culture, Recreation & Tourism	Division of Historic Preservation	P.O. Box 44247		Baton Rouge	LA	70804-4247
Federal	E	Senator Cassidy	The Honorable	Bill		Cassidy, MD		United States Senate		5555 Hilton Avenue, Suite 100		Baton Rouge	LA	70808
State	A	Yuanda Zhu		Yuanda		Zhu		Louisiana Department of Health & Hospitals	OPH Engineering Services (BIN 10)	628 North 4th Street		Baton Rouge	LA	70802
Federal	E	Representative Cedric	The Honorable	Richmond		Cedric		U.S. House of Representatives (District 2)		2021 Lakeshore Drive, Suite 309		New Orleans	LA	70122
State	A	Office of Forestry						Louisiana Department of Agriculture & Forestry	Office of Forestry	P.O. Box 1628		Baton Rouge	LA	70821
Other	A	Inter-Tribal Council of Louisiana, Inc						Inter-Tribal Council of Louisiana, Inc		991 Grand Caillou Road		Houma	LA	70363-5705
Federal	A	Federal Transit Administration, Region 6						Federal Transit Administration, Region 6		819 Taylor Street, Room 8A36		Fort Worth	TX	76102
Other	A	Ms. Reyher	Ms.	Kimberly		Reyher	Executive Director	Coalition to Restore Coastal Louisiana		6160 Perkins Road, Suite 225		Baton Rouge	LA	70808
Federal	A	U.S. Geological Survey						U.S. Geological Survey		3535 South Sherwood Forest Boulevard, Suite 120		Baton Rouge	LA	70806
State	A	Office of State Parks						Office of State Parks		P.O. Box 44426		Baton Rouge	LA	70804
State	G	Office of Cultural Development						Louisiana Department of Culture, Recreation & Tourism	Office of Cultural Development	P.O. Box 44247		Baton Rouge	LA	70802
State	A	Highway Safety Commission						Louisiana Department of Public Safety & Corrections	Highway Safety Commission	P.O. Box 66336		Baton Rouge	LA	70896
Federal	A	Mr. Mayer	Mr.	Martin		Mayer	Chief, Regulatory Branch	U.S. Army Corps of Engineers	New Orleans District	P.O. Box 60267		New Orleans	LA	70160-0267
State	G	Ms. Michon	Ms.	Carolyn		Michon	Manager	U.S. Army Corps of Engineers	Louisiana Natural Heritage Program	2000 Quail Drive, Room 432		Baton Rouge	LA	70808-9038
Federal	A	Mr. Norton	Mr.	Kevin		Norton	State Conservationist	U.S. Department of Agriculture	Natural Resources Conservation Service	3737 Government Street		Alexandria	LA	71302
Other	S	Louisiana Good Roads & Transportation Association						Louisiana Good Roads & Transportation Association		P.O. Box 3713		Baton Rouge	LA	70821
State	A	Mr. Rieck	Mr.	Brad		Rieck	Deputy Supervisor	U.S. Fish & Wildlife Service	Lafayette Field Office	646 Cajundome Boulevard, Suite 400		Lafayette	LA	70506
Federal	E	Representative Scalise	The Honorable	Steve		Scalise		U.S. House of Representatives (District 1)		110 Veterans Blvd, Suite 500		Metairie	LA	70005
State	A	Tenney Sibley		Tenney		Sibley	Chief Sanitarian	Louisiana Department of Health & Hospitals	Sanitarian Services	P.O. Box 4489		Baton Rouge	LA	70821
State	A	Mr. Solvey	Mr.	Greg		Solvey	Attn: Myra G. Diaz, Natural Hazards	FEMA Region VI		800 North Loop 288		Denton	TX	76201
State	A	Office of Soil/Water Conservation						Louisiana Department of Agriculture & Forestry	Office of Soil & Water Conservation	5825 Florida Blvd, Suite 7000		Baton Rouge	LA	70806
State	A	Office of State Lands						Louisiana Division of Administration	Office of State Lands	P.O. Box 44124		Baton Rouge	LA	70804
Other	S	Mr. Vandersteen	Mr.	Buck		Vandersteen	Executive Director	Louisiana Forestry Association		P.O. Box 5067		Alexandria	LA	71307
State	A	Ms. Veillon	Ms.	Susan		Veillon, CFM	Floodplain Management Program Coordinator	Louisiana Department of Transportation and Development		1201 Capitol Access Road, 5th Floor		Baton Rouge	LA	70802
Federal	E	Senator Vitter	Senator	David		Vitter		United States Senate		2800 Veterans Memorial Boulevard, Suite 201		Metairie	LA	70002
State	A	Office of Conservation						Louisiana Department of Natural Resources	Office of Conservation	P.O. Box 94275		Baton Rouge	LA	70804-9275
State	S	Mr. Wilkins	Mr.	James	G.	Wilkins		Louisiana State University	Sea Grant Legal Advisory Service	227B Sea Grant Building		Baton Rouge	LA	70803
State	A	State Planning Office						Louisiana Division of Administration	State Planning Office	P.O. Box 94095		Baton Rouge	LA	70804
State	A	Ms. Jackson	Ms.	Anita		Jackson		National Park Service, Southeast Region		100 Alabama Street, SW, 1924 Building		Atlanta	GA	30303
State	A	Office of Mineral Resources						Louisiana Department of Natural Resources	Office of Mineral Resources	P.O. Box 2827		Baton Rouge	LA	70821
State	A	Ms. Hardy	Ms.	Linda		Hardy	Technical Assistant	Louisiana Department of Environmental Quality	Office of the Secretary	P.O. Box 4301		Baton Rouge	LA	70821-4301
Federal	E	Representative Fleming	The Honorable	John		Fleming, MD		U.S. House of Representatives (District 4)		6425 Youree Drive, Suite 350		Shreveport	LA	71105
Federal	E	Representative Boustany	The Honorable	Charles		Boustany, Jr., MD		U.S. House of Representatives (District 3)		800 Lafayette Street, Suite 1400		Lafayette	LA	70501
Federal	E	Representative Abraham	The Honorable	Ralph		Abraham		U.S. House of Representatives (District 5)		417 Cann House Office Building		Washington	DC	20515
Federal	E	Representative Graves	The Honorable	Garret		Graves		U.S. House of Representatives (District 6)		2351 Energy Drive, Suite 1200		Baton Rouge	LA	70808



Environmental Section

PO Box 94245 | Baton Rouge, LA 70804-9245
Phone: (225) 242-4502 FAX: (225) 242-4500

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

November 2, 2015

STATE PROJECT NO.: H.012233 & H.012232
F.A.P. NO.: H.012233 & H.012232
NAME: Dijon Drive Extension
ROUTE: LA 3064 to LA 1248 (Phases 1 & 2)
PARISH: East Baton Rouge

SUBJECT: Solicitation of Views

Early in the planning stages of a transportation facility, 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 possible adverse economic, social, or environmental effects or concerns. Your assistance in this regard will be appreciated.

This is a federal-aid project with a Local Public Authority (LPA) as sponsor. Due to the earliness of this request for your views, very limited data concerning the proposed project exists. We have attached the preliminary information provided by the LPA showing the general location of the project, along with a preliminary project description.

It is requested that you review the attached information and furnish us with your views and comments by November 30, 2015. Replies should be addressed to LADOTD; Environmental Engineer Administrator; P.O. Box 94245; Baton Rouge, Louisiana 70804-9245 or email to noel.ardoyn@la.gov. Please reference the State Project Number in your reply. If you have any questions, please call my office at (225) 242-4502.

Sincerely,

Noel Ardoyn
Environmental Engineer Administrator

Attachments
NA/

From: chandra.bondzie@dot.gov
To: [Beam, Elizabeth](#)
Cc: Robert.Mahoney@dot.gov
Subject: FW: Solicitation of Views H.012233 & H.012232 East Baton Rouge Parish (Choctaw Nation of Oklahoma)
Date: Friday, December 11, 2015 7:46:40 AM
Attachments: [image002.png](#)

Good Morning Elizabeth,

Please, see the email communication below from the Choctaw Nation of Oklahoma. I would ask that you pass this information request on to your environmental contact at DOTD assigned to H.012233. Please, have them contact me with any questions or comments regarding this request.

Thank you and have a great day.

Regards,

Chandra Bondzie | Community Planner | FHWA LA Division | 5304 Flanders Dr, Suite A Baton Rouge, LA 70808 | 225-757-7623

From: Lindsey Bilyeu [mailto:lbilyeu@choctawnation.com]
Sent: Thursday, December 10, 2015 3:08 PM
To: Bondzie, Chandra (FHWA)
Subject: RE: Solicitation of Views H.012233 & H.012232 East Baton Rouge Parish (Choctaw Nation of Oklahoma)

Chandra,

The Choctaw Nation of Oklahoma thanks the FHWA, Louisiana Division, for the correspondence regarding the above referenced project. East Baton Rouge Parish, LA lies in the Choctaw Nation's area of historic interest. Please forward a copy of the cultural resources survey to our office.

If you have any questions, please contact me.

Thank you,

Lindsey D. Bilyeu
NHPA Senior Section 106 Reviewer
Historic Preservation Department
Choctaw Nation of Oklahoma
P.O. Box 1210
Durant, OK 74701
580-924-8280 ext. 2631



From: chandra.bondzie@dot.gov [<mailto:chandra.bondzie@dot.gov>]

Sent: Thursday, November 12, 2015 6:55 AM

To: Lindsey Bilyeu <lbilyeu@choctawnation.com>

Cc: elizabeth.beam@arcadis.com; Robert.Mahoney@dot.gov

Subject: FW: Solicitation of Views H.012233 & H.012232 East Baton Rouge Parish (Choctaw Nation of Oklahoma)

Good Morning Lindsey,

Please, see the attached Solicitation of Views regarding LA projects H.012233 and H.012232.

Latitude/longitude coordinates are located on pg 4 of the attachment. If you have any comments or questions, contact me at any time.

Thank you and have a great day.

Regards,

Chandra Bondzie | Community Planner | FHWA LA Division | 5304 Flanders Dr, Suite A Baton Rouge, LA 70808 | 225-757-7623

From: Jeannette Williams [<mailto:Jeannette.Williams@la.gov>]

Sent: Monday, November 02, 2015 2:46 PM

To: Bondzie, Chandra (FHWA)

Subject: FW: Solicitation of Views H.012233 & H.012232 East Baton Rouge Parish (Choctaw Nation of Oklahoma)

Please see attachment.

Thank you,

Jeannette Williams
Department of Transportation and Development
Environmental Department, Section 28
1201 Capitol Access Road
Baton Rouge, La. 70802
Jeannette.Williams@LA.gov
(225)242-4502



Subject:

Solicitation of Views
Dijon Drive Extension
East Baton Rouge Parish, Louisiana
State Project Nos. H.012233 and H.012232

ARCADIS U.S., Inc.
10352 Plaza Americana Drive
Baton Rouge
Louisiana 70816
Tel 225 292 1004
Fax 225 218 9677
www.arcadis.com

The Capital Region Planning Commission (CRPC), in cooperation with the Louisiana Department of Transportation and Development (LADOTD) and the Federal Highway Administration (FHWA), is conducting an environmental evaluation and engineering study for proposed Dijon Drive Extension roadway improvements within the Baton Rouge Health District, East Baton Rouge Parish. Early in the planning process for a transportation facility, views from federal, state, and local agencies, organizations, and individuals are solicited. The special expertise of these groups allows them to assist with the identification of possible adverse economic, social, or environmental effects from the project or other related concerns and reach agreeable decisions while taking into account the interests of all parties.

In addition to identifying any concerns or issues mentioned above, we are interested in information regarding cultural and historic resources in the area. A cultural resources survey for the proposed project will be conducted pursuant to Section 106 of the National Historic Preservation Act. If you would like to be considered for "consulting party" status in the Section 106 process, please let us know.

A project overview and location/study area map are attached for your review.

We would also like to inform you that a stakeholders/elected officials meeting will be held in Baton Rouge, Louisiana, in Fall 2015 followed by a public meeting on the same day. Specific information regarding these meetings will be provided soon. We ask that your agency or organization provide comments regarding this preliminary information.

On behalf of the CRPC, LADOTD, and FHWA, I am requesting that you review the attached information and furnish us with your views and comments by **November 30, 2015**. Replies should be sent to Elizabeth Beam by e-mail or by

INFRASTRUCTURE

Date:
30 October 2015

Contact:
Elizabeth Beam

Phone:
225 335 0134

Email:
elizabeth.beam@arcadis.com

Our ref:
LA003303.0000.00001
CRPC/3303.0/C/2a/f

30 October 2015

U.S. Postal Service at the addresses provided. Please reference State Project Nos. H.012233 and H.012232 in your reply.

Sincerely,

Arcadis U.S., Inc.

Elizabeth Beam, AICP, ENV SP
Associate Project Manager

Attachments

**Solicitation of Views
Environmental Assessment
LA 3064 to LA 1248 (Phases 1 & 2)
Dijon Drive Extension
East Baton Rouge Parish
STATE PROJECT NOS: H.012233 and H.012232
F.A.P. Nos. H012233 and H012232**

PROJECT OVERVIEW

Description of Project: The Capital Region Planning Commission (CRPC), in cooperation with the Louisiana Department of Transportation and Development (LADOTD) and the Federal Highway Administration (FHWA), proposes the Dijon Drive Extension, a roadway on new alignment connecting Essen Lane (LA 3064) to the west (30° 24' 15.44"N, 91° 06' 13.09"W) and Bluebonnet Boulevard (LA 1248) to the east (30° 23' 35.82"N, 91° 05' 18.29"W). The roadway is proposed to be constructed in two phases: Phase 1 (H.012233) begins at Essen Lane and continues east approximately 0.65 mile to Midway Boulevard; Phase 2 (H.012232) begins at Midway Boulevard and continues east approximately 0.60 mile, terminating at Bluebonnet Boulevard. The total project length is approximately 1.25 miles. Proposed improvements include connections from the new Dijon Drive Extension south to Summa Avenue along Mancuso Lane and south to Picardy Avenue along Midway Boulevard.

The proposed improvements are located within the Baton Rouge Health District (BRHD) as identified in the East Baton Rouge Parish *FUTUREBR* Comprehensive Plan (amended 2015). BRHD includes an area bounded by Quail Drive to the west, Bluebonnet Boulevard to the east, Perkins Road to the south, and I-10 to the north. The *FUTUREBR* Comprehensive Plan identified the medical corridor as an area with immediate needs to address traffic congestion, safety, and the health care economy of BRHD. Primary travel on this new roadway is within BRHD, connecting Our Lady of the Lake Medical Center on Essen Lane to the Bluebonnet location of Baton Rouge General Medical Center. This roadway will connect to the proposed Our Lady of the Lake Children's hospital located south of and adjacent to the Dijon Drive Extension between proposed Mancuso Lane and Midway Boulevard (Figure 1).

Known project study area constraints include existing development, planned development within BRHD including proposed construction of the Our Lady of the Lake Children's Hospital, wetlands, Wards Creek, and the Capital Area Pathways Project (CAPP) Medical Loop Trail located along Wards Creek. The CAPP system is a proposed 7.4-mile loop for pedestrians and bicyclists connecting Siegen Lane, Bluebonnet Boulevard, Essen Lane, LSU Rural Life Museum along Wards Creek; Perkins Road Community Park, and Pennington Biomedical Research Center. Phase 1 of the CAPP is currently under construction, connecting Siegen Lane to Bluebonnet Boulevard along Wards Creek.

The recommended logical termini for the proposed project are Dijon Drive Extension west at Essen Lane and east at Bluebonnet Boulevard, Mancuso Lane at Dijon Drive Extension and Summa Avenue, and Midway Boulevard at Dijon Drive Extension and Picardy Avenue (Figure 1). The project consists of providing all necessary services required to prepare an Environmental Assessment (EA) in accordance with the National Environmental Policy Act as amended and FHWA's regulations and guidelines.

Study Area: The study area is located south of I-10, east of Essen Lane, west of Bluebonnet Boulevard, and north of Summa and Picardy Avenues within the BRHD. A segment of the CAPP Medical Loop Trail is located along Wards Creek to the immediate north of the study area.

The EA will involve investigating the potential for effects to cultural resources, threatened and endangered species, natural resources, and the human environment within the study area. The proposed

project is on new alignment designed to East Baton Rouge Parish and LADOTD criteria and will remain part of the East Baton Rouge Parish street network. A location map that illustrates the study area is attached (Figure 1).

Background: The federal Moving Ahead for Progress in the 21st Century (MAP-21; 2012) serves as the current regulatory and funding framework for transportation planning. CRPC is the government metropolitan planning organization (MPO) that provides both long-range and short-term transportation planning for the Baton Rouge urbanized area. The Baton Rouge Metropolitan Transportation Plan 2037 (MTP; June 2013) represents the principal transportation long-range planning document for the Baton Rouge metropolitan area. Short-term planning is represented by the MPO's Transportation Improvement Program (TIP). The MPO amended the TIP (2015-2018) October 13, 2015, and includes the Dijon Drive Extension as part of the transportation plan for Baton Rouge.

Purpose and Need for Project: The purpose of the proposed project is to provide transportation infrastructure to improve the transportation network, support economic growth of BRHD, provide additional points of access to future BRHD development, and improve connectivity of the transportation system.

The *FUTUREBR* Comprehensive Plan identified the medical corridor as an area with immediate needs to address traffic congestion, safety, and the health care economy of BRHD. The proposed roadway improvements are also identified on the East Baton Rouge Parish Major Street Plan.

Currently, Essen Lane and Bluebonnet Boulevard are the primary arterial roadways serving BRHD and the surrounding community. These arterials also provide access to I-10. Under existing conditions, drivers experience long delays and reduced level of service along BRHD arterial roadways. The Dijon Drive Extension will create an efficient system link through BRHD, providing multiple points of access within BRHD.

Build and No-Build Alternatives: Reasonable and feasible build alternatives will be considered for evaluation in the EA. The preliminary design concept includes a roadway on new alignment from Essen Lane east to Bluebonnet Boulevard with additional points of north-south connectivity via Mancuso Lane and Midway Boulevard. The no-build alternative, which assumes that this project would not be built, will also be considered.

Recent Improvements in Vicinity of Study Area: LADOTD proposes improvements to widen Essen Lane to seven lanes from Perkins Road to just south of the I-10 eastbound ramps. Recently completed roadway improvements include widening of I-10 and the addition of collector-distributor roads between Bluebonnet Boulevard and Siegen Lane.



Study Area & Logical Termini Map

DIJON DRIVE EXTENSION
 Environmental Assessment
 East Baton Rouge Parish, Louisiana
 State Project Nos.
 H.012233 - Phase 1
 H.012232 - Phase 2

- Legend**
- Recommended Logical Termini
 - Approx. Capital Area Pathways Project Medical Loop Trail
 - Creek
 - Study Area
 - Approx. Location Children's Hospital
 - Approx. Health District



DRAWING BY: GLB	DATE: 09/13/15
PROJECT NUMBER: LA003303.0000	FIGURE NUMBER: 1



APPENDIX D

Solicitation of Views Responses

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DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, NEW ORLEANS DISTRICT
P. O. BOX 60267
NEW ORLEANS LA 70160-0267

REPLY TO
ATTENTION OF

DEC 07 2015

Operations Division
Operations Manager,
Completed Works

Ms. Elizabeth Beam
Arcadis U.S., Inc.
10352 Plaza Americana Drive
Baton Rouge, Louisiana 70816

Dear Ms. Beam:

This is in response to your Solicitation of Views request, on behalf of the Capital Regional Planning Commission, dated October 30, 2015, concerning the extension of Dijon Drive in East Baton Rouge Parish, Louisiana (H.012233 and H.012232).


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

Information and signatures obtained from recent maps, aerial photography, information provided with your request, and local soil surveys concerning this site are indicative of the occurrence of waters of the United States, including wetlands. Department of the Army (DA) permits are required prior to the deposition or redistribution of dredged or fill material into jurisdictional wetlands or waters. If an approved delineation is needed, please furnish us with the detailed field data concerning vegetation, soils, and hydrology that we require for all jurisdictional decisions. The fact that a field wetland delineation/determination has not been completed does not alleviate your responsibility to obtain the proper DA permits prior to working in jurisdictional wetlands or waters occurring on this property

Please contact Mr. Robert Heffner, of our Regulatory Branch by telephone at (504) 862-1288, or by e-mail at Robert.A.Heffner@usace.army.mil for questions concerning wetlands determinations or need for on-site evaluations. Questions concerning regulatory permit requirements may be addressed to Mr. John Herman by telephone at (504) 862-1581 or by email at John.M.Herman@usace.army.mil.

Future correspondence concerning this matter should reference our account number MVN-2015-02344-MS. This will allow us to more easily locate records of previous correspondence, and thus provide a quicker response.

Sincerely,

A handwritten signature in blue ink that reads "Karen L. Clement". The signature is written in a cursive style with a large initial 'K'.

Karen L. Clement
Solicitation of Views Manager



Office of the Planning Commission

City of Baton Rouge and Parish of East Baton Rouge
Post Office Box 1471, Baton Rouge, Louisiana 70821

or
1100 Laurel Street, Suite 104, Baton Rouge, LA 70802
Phone (225) 389-3144 Fax (225) 389-5342

Frank M. Duke, FAICP
Planning Director

December 4, 2015

Ms. Elizabeth Beam
Arcadis
10352 Plaza Americana Drive
Baton Rouge, LA 70816

Dear Ms. Beam:

This letter is in response to the request for a Solicitation of Views (State Project Number H.012233 and H.012232) for the Dijon Drive Extension.

The City of Baton Rouge-Parish of East Baton Rouge Planning Commission is responsible for implementing the FUTUREBR Comprehensive Land Use and Development Plan including the items that relate to transportation and roadway improvements. The Dijon Drive Extension is identified in the FUTUREBR Transportation Element as the Essen Park Midway Connector, a key corridor connectivity project.

Other goals of FUTUREBR relate to the implementation of Complete Street including sidewalks and bicycle lanes on new or reconstructed roadways. The Baton Rouge Metropolitan Council adopted the Complete Streets Vision and Policy in November of 2014.

This project is consistent with the Goals, Objectives, and Action Items of FUTUREBR that address connectivity, and we encourage the project to include appropriate pedestrian amenities to compliment the planned Capital Area Pathways Project Medical Loop Trail along Wards Creek. The Planning Commission supports the project.

Sincerely,



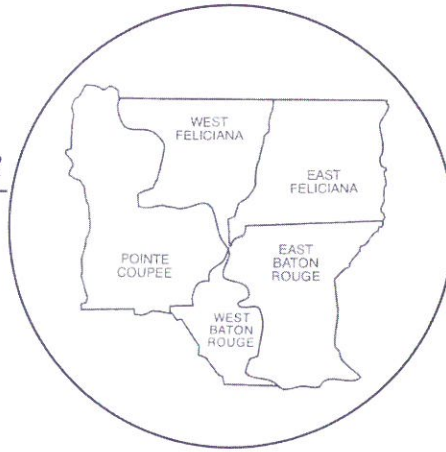
Frank M. Duke, FAICP
Planning Director

FMD/KCB/omh

c: Ryan Holcomb, Assistant Planning Director
C. Lael Holton, AICP, Manager, Long Range Planning

CAPITAL AREA GROUND WATER

ANTHONY J. DUPLECHIN
DIRECTOR



CONSERVATION DISTRICT

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

November 12, 2015

Elizabeth Beam
Arcadis U.S., Inc.
10352 Plaza Americana Drive
Baton Rouge, LA 70816

Re: Dijon Drive Extension
East Baton Rouge Parish, Louisiana
State Project Nos. H.012233 and H.012232

Dear Ms. Beam:

Concerning the referenced project, please note that URS Corporation has a peigometer well located at latitude 30° 24' 09', longitude 91° 05' 55". Otherwise there should no detrimental effect.

Sincerely,


Anthony J. Duplechin
Director



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

November 23, 2015

STATE PROJECT NO: H.002233 and H.012232
NAME: DIJOB DRIVE EXTENSION
PARISHES: EAST BATON ROUGE

Elizabeth Beam
Arcadis U.S., Inc.
10325 Plaza Americana Drive
Baton Rouge, LA 70816

Subject: Solicitation of Views

Dear Ms. Beam :

Enclosed is a copy of East Baton Rouge Parish's Flood Insurance Rate Maps (FIRM) indicating the proposed project.

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.

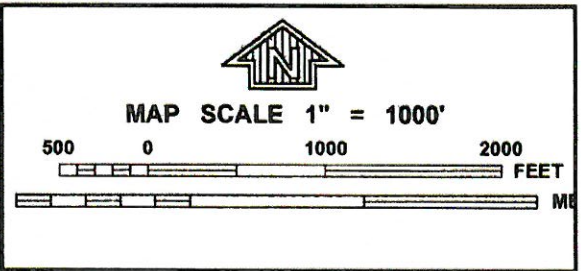
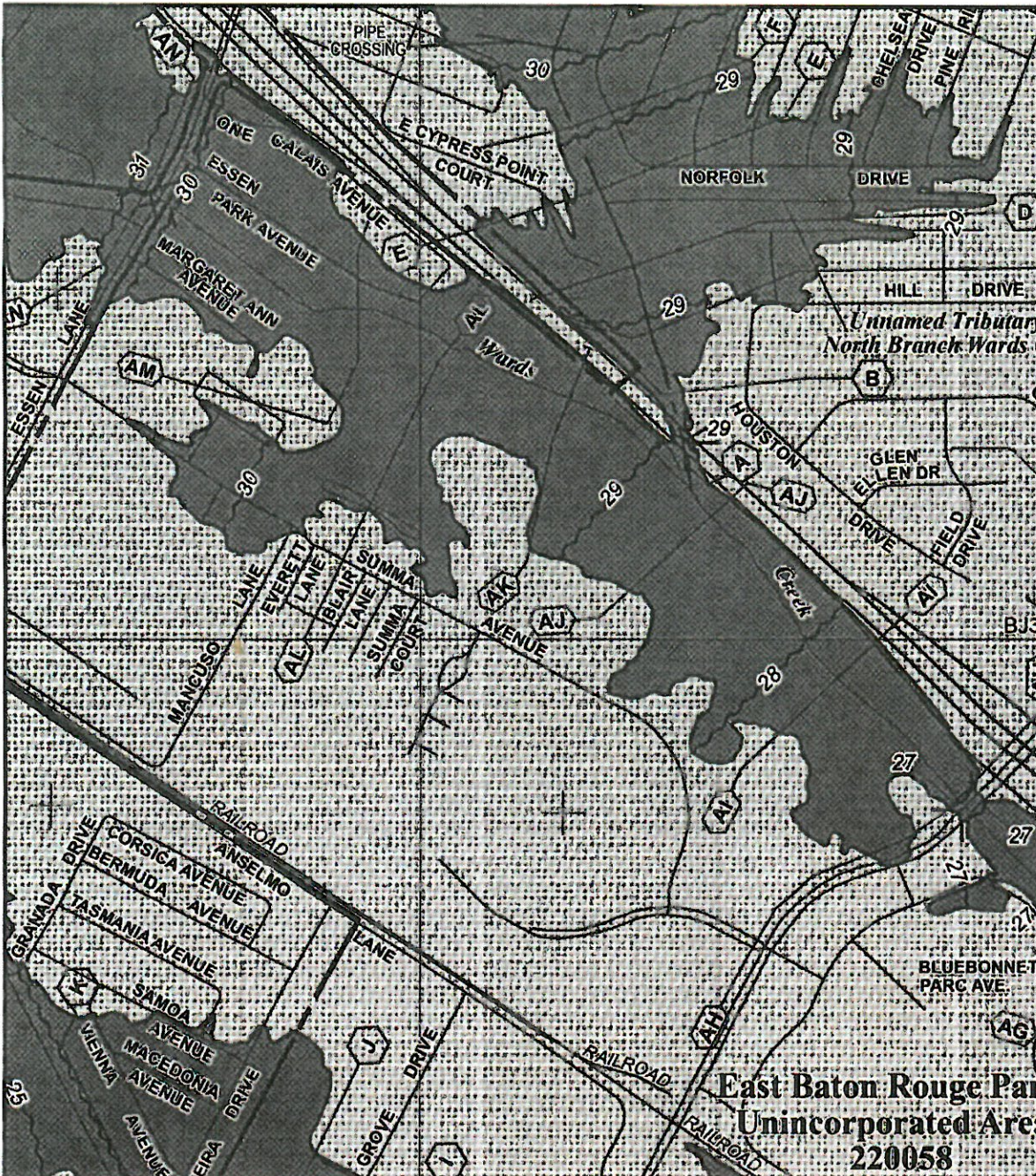
In order to assure compliance with the East Baton Rouge Parish's requirements for the National Flood Insurance Program (NFIP), and ensure that appropriate permits are obtained, please contact the floodplain administrators for the Parish. The contact person for East Baton Rouge Parish is Marlon Lemond, P.O. Box 1471, Baton Rouge, LA 70821 and telephone number (225) 389-3196.

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 Deglandon Rachal, CFM
Floodplain Management Program Coordinator

Enclosure
pc: Marlon Lemond



PANEL 0265F

FIRM

FLOOD INSURANCE RATE MAP

**EAST BATON ROUGE
PARISH,
LOUISIANA
AND INCORPORATED AREAS
PANEL 265 OF 360**

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
BATON ROUGE, CITY OF	220028	0265	F
EAST BATON ROUGE PARISH	220058	0265	F

Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.

**MAP NUMBER
22033C0265F**

**MAP REVISED
JUNE 19, 2012**

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

H.012233/H.012232 Dijon Drive Extension



Department of Transportation and Drainage

K. Stephen Bonnette, P.E.

Director

City of Baton Rouge

Parish of East Baton Rouge

222 St Louis, 8th Floor

Baton Rouge LA 70802

Office: 225-389-3158

Fax: 225-389-5391

December 11, 2015

Arcadis U.S., Inc.

10352 Plaza Americana Drive

Baton Rouge, LA 70816

Attention: Ms. Elizabeth Beam, AICP

Re: State Project Nos. H.012233 and H.012232
F.A.P. Nos. H012233 and H012232
Dijon Drive Extension, LA 3064 to LA 1248
East Baton Rouge Parish

Dear Ms. Beam:

On behalf of the City of Baton Rouge, Parish of East Baton Rouge, we would like to further emphasize our support for the Dijon Drive Extension project from Essen Lane to Bluebonnet Boulevard. We understand the environment process must consider alternatives for this project, including the no-build alternative. As a part of your studies, various alignments are being considered. The City-Parish has previously considered the alignment through this area, and has consistently been in favor the alignment referred to as the "yellow option" on the concept maps. Our preference for this alignment is based on these benefits:

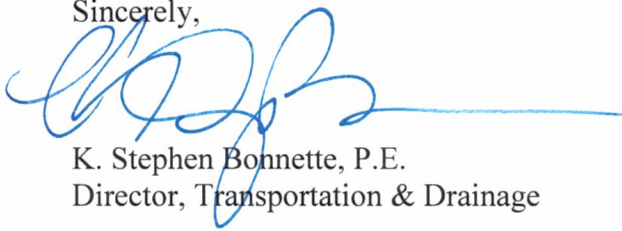
- (1) It provides for the most direct and efficient movement of traffic between Essen Lane and Bluebonnet Boulevard
- (2) The connection with Essen Lane provides a full intersection and connects with Dijon Drive to the west, which will be improved in the future to provide an alternate route to Perkins Road. The signal at Margaret Ann should be relocated to the Dijon intersection, so that it efficiently controls the through and turning movements on Dijon.
- (3) The connection with Bluebonnet Boulevard provides a full intersection opposite the existing North Mall Road and utilizes the existing signal location.
- (4) In accordance with the City's Complete Streets policy of providing for bicycle and pedestrian movement the yellow alignment most closely parallels the proposed bikeway system being developed by the Recreation and Park

Commission of East Baton Rouge (BREC), bringing this corridor to its best use for multi-modal mobility.

- (5) Because this roadway is adjacent to Wards Creek, it utilizes minimum right-of-way and provides for effective developable land use and access for the property remainders along the route.

In summary, the City-Parish strongly continues its support and recommendation for further development of the yellow alignment for the Dijon Drive extension, and has exhibited that support through its planning processes specific to this area. Please advise if you have questions or need further information.

Sincerely,



K. Stephen Bonnette, P.E.
Director, Transportation & Drainage

KSB/hb



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

Contact Person: Elizabeth Beam

Phone: (225) 335-0134

Date: 11/12/2015

<p>Applicant: <u>ARCADIS U.S., Inc</u></p> <p>Project Title: <u>Dijon Drive Extension</u></p> <p>State Project: <u>H. 012233 and H. 012232</u></p> <p>F.A.P. No.: <u>H012233 and H012232</u></p> <p>Total\$: <u>Solicitation of Views Only</u></p> <p>Total \$: <u>N/A</u></p>
--

	<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 09/08/2015 has reviewed the above referenced project and offers the following comments:

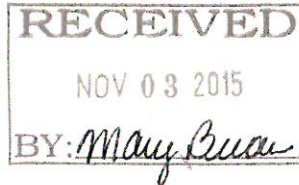
The CRPC staff supports the above referenced project.	<input checked="" type="checkbox"/>
The CRPC staff has neutral comments toward the above referenced project.	<input type="checkbox"/>
The CRPC staff has negative comments regard the above referenced project. (See comments below)	<input type="checkbox"/>

James C. Setze

Digitally signed by Jamie C Setze
DN: cn=Jamie C Setze, o.ou,
email=jsetze@brgov.com, c=US
Date: 2015.11.17 09:31:30 -06'00'

**James C. Setze
Executive Director**

Post Office Box 3355, Baton Rouge, Louisiana 70821-3355
Phone: 225.383.5203 ♦ Fax: 225.383.3804



Mr. James C. Setze
Executive Director
Capital Region Planning Commission
P.O. Box 3355
Baton Rouge, LA 70821

ARCADIS U.S., Inc.
10352 Plaza Americana Drive
Baton Rouge
Louisiana 70816
Tel 225 292 1004
Fax 225 218 9677
www.arcadis.com

Subject:
Solicitation of Views
Dijon Drive Extension
East Baton Rouge Parish, Louisiana
State Project Nos. H.012233 and H.012232

INFRASTRUCTURE

Dear Mr. Seitz:

Date:
30 October 2015

The Capital Region Planning Commission (CRPC), in cooperation with the Louisiana Department of Transportation and Development (LADOTD) and the Federal Highway Administration (FHWA), is conducting an environmental evaluation and engineering study for proposed Dijon Drive Extension roadway improvements within the Baton Rouge Health District, East Baton Rouge Parish. Early in the planning process for a transportation facility, views from federal, state, and local agencies, organizations, and individuals are solicited. The special expertise of these groups allows them to assist with the identification of possible adverse economic, social, or environmental effects from the project or other related concerns and reach agreeable decisions while taking into account the interests of all parties.

Contact:
Elizabeth Beam

Phone:
225 335 0134

Email:
elizabeth.beam@arcadis.com

Our ref:
LA003303.0000.00001

CRPC/3303.0/C/2a/ff

In addition to identifying any concerns or issues mentioned above, we are interested in information regarding cultural and historic resources in the area. A cultural resources survey for the proposed project will be conducted pursuant to Section 106 of the National Historic Preservation Act. If you would like to be considered for "consulting party" status in the Section 106 process, please let us know.

A project overview and location/study area map are attached for your review.

We would also like to inform you that a stakeholders/elected officials meeting will be held in Baton Rouge, Louisiana, in Fall 2015 followed by a public meeting on the same day. Specific information regarding these meetings will be provided

Mr. James C. Setze
30 October 2015

soon. We ask that your agency or organization provide comments regarding this preliminary information.

On behalf of the CRPC, LADOTD, and FHWA, I am requesting that you review the attached information and furnish us with your views and comments by **November 30, 2015**. Replies should be sent to Elizabeth Beam by e-mail or by U.S. Postal Service at the addresses provided. Please reference State Project Nos. H.012233 and H.012232 in your reply.

Sincerely,

Arcadis U.S., Inc.


Elizabeth Beam, ACP, ENV SP
Associate Project Manager

Attachments

**Solicitation of Views
Environmental Assessment
LA 3064 to LA 1248 (Phases 1 & 2)
Dijon Drive Extension
East Baton Rouge Parish
STATE PROJECT NOS: H.012233 and H.012232
F.A.P. Nos. H012233 and H012232**

PROJECT OVERVIEW

Description of Project: The Capital Region Planning Commission (CRPC), in cooperation with the Louisiana Department of Transportation and Development (LADOTD) and the Federal Highway Administration (FHWA), proposes the Dijon Drive Extension, a roadway on new alignment connecting Essen Lane (LA 3064) to the west (30° 24' 15.44"N, 91° 06' 13.09"W) and Bluebonnet Boulevard (LA 1248) to the east (30° 23' 35.82"N, 91° 05' 18.29"W). The roadway is proposed to be constructed in two phases: Phase 1 (H.012233) begins at Essen Lane and continues east approximately 0.65 mile to Midway Boulevard; Phase 2 (H.012232) begins at Midway Boulevard and continues east approximately 0.60 mile, terminating at Bluebonnet Boulevard. The total project length is approximately 1.25 miles. Proposed improvements include connections from the new Dijon Drive Extension south to Summa Avenue along Mancuso Lane and south to Picardy Avenue along Midway Boulevard.

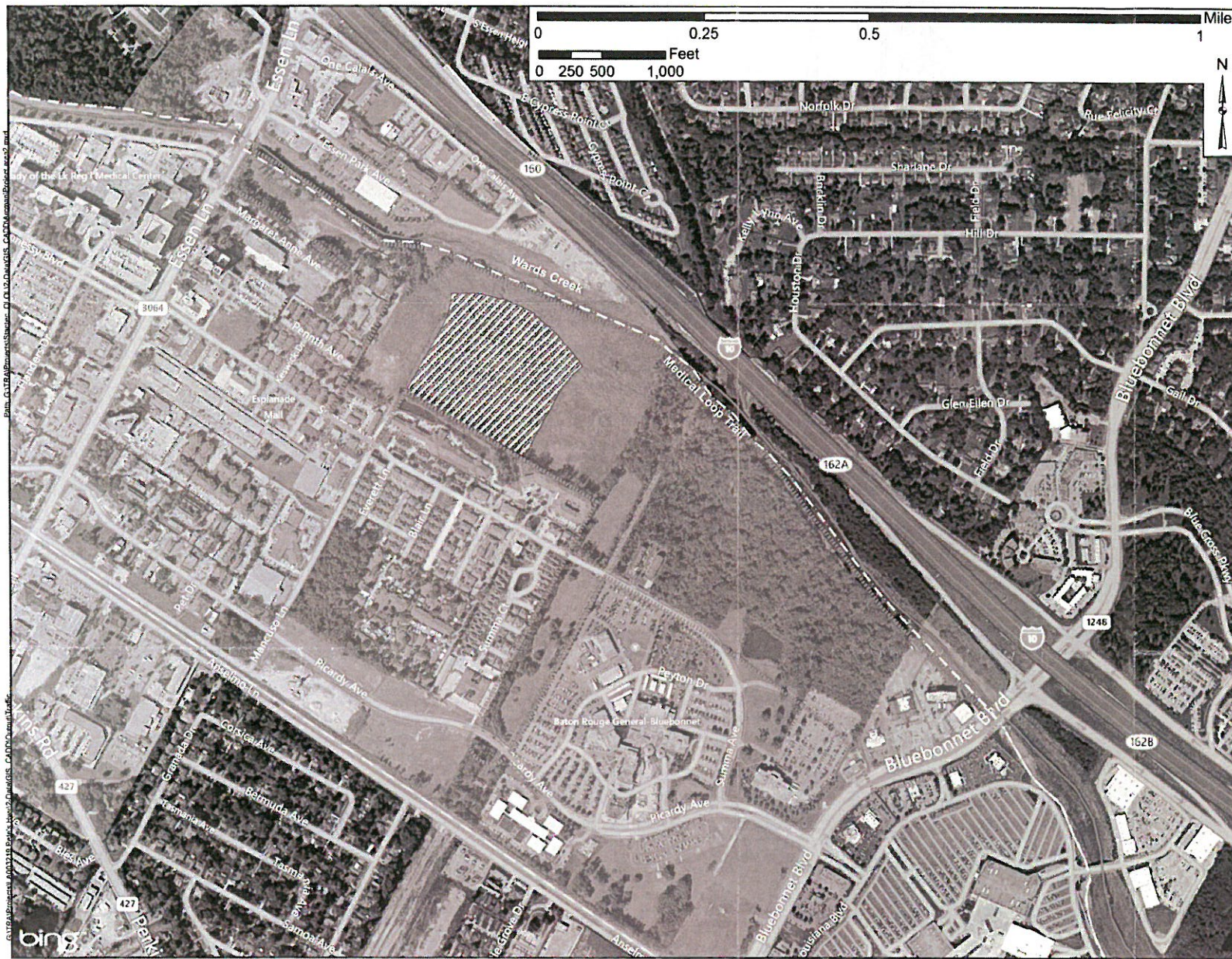
The proposed improvements are located within the Baton Rouge Health District (BRHD) as identified in the East Baton Rouge Parish *FUTUREBR* Comprehensive Plan (amended 2015). BRHD includes an area bounded by Quail Drive to the west, Bluebonnet Boulevard to the east, Perkins Road to the south, and I-10 to the north. The *FUTUREBR* Comprehensive Plan identified the medical corridor as an area with immediate needs to address traffic congestion, safety, and the health care economy of BRHD. Primary travel on this new roadway is within BRHD, connecting Our Lady of the Lake Medical Center on Essen Lane to the Bluebonnet location of Baton Rouge General Medical Center. This roadway will connect to the proposed Our Lady of the Lake Children's hospital located south of and adjacent to the Dijon Drive Extension between proposed Mancuso Lane and Midway Boulevard (Figure 1).

Known project study area constraints include existing development, planned development within BRHD including proposed construction of the Our Lady of the Lake Children's Hospital, wetlands, Wards Creek, and the Capital Area Pathways Project (CAPP) Medical Loop Trail located along Wards Creek. The CAPP system is a proposed 7.4-mile loop for pedestrians and bicyclists connecting Siegen Lane, Bluebonnet Boulevard, Essen Lane, LSU Rural Life Museum along Wards Creek; Perkins Road Community Park, and Pennington Biomedical Research Center. Phase 1 of the CAPP is currently under construction, connecting Siegen Lane to Bluebonnet Boulevard along Wards Creek.

The recommended logical termini for the proposed project are Dijon Drive Extension west at Essen Lane and east at Bluebonnet Boulevard, Mancuso Lane at Dijon Drive Extension and Summa Avenue, and Midway Boulevard at Dijon Drive Extension and Picardy Avenue (Figure 1). The project consists of providing all necessary services required to prepare an Environmental Assessment (EA) in accordance with the National Environmental Policy Act as amended and FHWA's regulations and guidelines.

Study Area: The study area is located south of I-10, east of Essen Lane, west of Bluebonnet Boulevard, and north of Summa and Picardy Avenues within the BRHD. A segment of the CAPP Medical Loop Trail is located along Wards Creek to the immediate north of the study area.

The EA will involve investigating the potential for effects to cultural resources, threatened and endangered species, natural resources, and the human environment within the study area. The proposed



Study Area & Logical Termini Map

DIJON DRIVE EXTENSION
 Environmental Assessment
 East Baton Rouge Parish, Louisiana
 State Project Nos.
 H.012233 - Phase 1
 H.012232 - Phase 2

- Legend**
- Recommended Logical Termini
 - Approx. Capital Area Pathways Project Medical Loop Trail
 - Creek
 - Study Area
 - Approx. Location Children's Hospital
 - Approx. Health District



DRAWING BY: GLB	DATE: 09/13/15
PROJECT NUMBER: LA003303.0000	FIGURE NUMBER: 1



BOBBY JINDAL
GOVERNOR

State of Louisiana
DEPARTMENT OF NATURAL RESOURCES
OFFICE OF CONSERVATION

STEPHEN CHUSTZ
SECRETARY

JAMES H. WELSH
COMMISSIONER OF CONSERVATION

November 18, 2015

TO: Ms. Elizabeth Beam, AICP, ENV. SP.
ARCADIS U.S. Inc.
10352 Plaza Americana Drive
Baton Rouge, Louisiana 70816

RE: Solicitation of Views
State Project Nos. H.012233 and H.012232
Parish: East Baton Rouge

Dear Ms. Beam:

In response to your letter dated October 30, 2015, concerning the referenced matter, please be advised that the Office of Conservation collects and maintains many types of information regarding oil and gas exploration, production, distribution, and other data relative to the petroleum industry as well as related and non-related injection well information, surface mining and ground water information and other natural resource related data. Most information concerning oil, gas and injection wells for any given area of the state, including the subject area of your letter can be obtained through records search via the SONRIS data access application available at:

<http://www.dnr.louisiana.gov>

A review of our computer records for the referenced project area indicates that there are plugged and abandoned wells located in the project area. The DNR water well database indicates that there are registered water wells in the vicinity of the project area. Additionally, it is possible that unregistered water wells may be located in the area.

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

<u>Division</u>	<u>Contact</u>	<u>Phone No.</u>	<u>E-mail Address</u>
Engineering	Jeff Wells	225-342-5638	jeff.wells@la.gov
Pipeline	Steven Giambrone	225-342-2989	steven.giambrone@la.gov
Injection & Mining	Brad Bourgoyne	225-342-4286	brad.bourgoyne@la.gov
Geological	Mike Kline	225-342-3335	mike.kline@la.gov
Environmental	Gary Snellgrove	225-342-7222	gary.snellgrove@la.gov

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

Sincerely,



James H. Welsh

AR Commissioner of Conservation

JHW:MSK.msk



BOBBY JINDAL
GOVERNOR

State of Louisiana
DEPARTMENT OF WILDLIFE AND FISHERIES
OFFICE OF WILDLIFE

ROBERT J. BARHAM
SECRETARY
JIMMY L. ANTHONY
ASSISTANT SECRETARY

Date November 20, 2015

Name Elizabeth Beam

Company ARCADIS U.S., Inc.

Street Address 10352 Plaza Americana Drive

City, State, Zip Baton Rouge, LA 70816

Project Dijon Drive Extension
State Project Nos. H.012233 & H.012232


Project ID

Invoice Number 15112016

Personnel of the Coastal & Nongame Resources Division have reviewed the preliminary data for the captioned project. After careful review of our database, no impacts to rare, threatened, or endangered species or critical habitats within Louisiana's boundary are anticipated for the proposed project. No state or federal parks, wildlife refuges, scenic streams, or wildlife management areas are known at the specified site within Louisiana's boundaries.

The Louisiana Natural Heritage Program (LNHP) has compiled data on rare, endangered, or otherwise significant plant and animal species, plant communities, and other natural features throughout the state of Louisiana. Heritage reports summarize the existing information known at the time of the request regarding the location in question. The quantity and quality of data collected by the LNHP are dependent on the research and observations of many individuals. In most cases, this information is not the result of comprehensive or site-specific field surveys; many natural areas in Louisiana have not been surveyed. This report does not address the occurrence of wetlands at the site in question. Heritage reports should not be considered final statements on the biological elements or areas being considered, nor should they be substituted for on-site surveys required for environmental assessments. LNHP requires that this office be acknowledged in all reports as the source of all data provided here. If at any time Heritage tracked species are encountered within the project area, please contact the LNHP Data Manager at 225-765-2643. If you have any questions, or need additional information, please call 225-765-2357.

Sincerely,

for 
Amity Bass, Coordinator
Natural Heritage Program

Beam, Elizabeth

From: Carrie Broussard <CBroussard@brgov.com>
Sent: Friday, December 04, 2015 9:53 AM
To: Beam, Elizabeth
Subject: Solicitation of Views- Dijon Drive Extension
Attachments: SV15011 - Dijon Drive Extension.pdf

Elizabeth- Sorry for the delay with this Solicitation of Views. Thanksgiving holiday threw me off. See attached.

Thanks,

Carrie Broussard

Senior Long Range Planner
City-Parish Planning Commission
1100 Laurel Street, Suite 104
Baton Rouge, LA 70802
(225) 389-3144



Beam, Elizabeth

From: Robin Daigle <rdaigle@crt.la.gov>
Sent: Tuesday, November 24, 2015 3:09 PM
To: Beam, Elizabeth
Subject: Emailing: DIJON DR EXTENSION.pdf
Attachments: DIJON DR EXTENSION.pdf

Robin Daigle
Office of Cultural Development
Department of Culture, Recreation, & Tourism P.O. Box 44247 Baton Rouge, LA 70804
(225) 342-6931
Section 106 submissions: Section106@crt.la.gov

Your message is ready to be sent with the following file or link attachments:

DIJON DR EXTENSION.pdf

Note: To protect against computer viruses, e-mail programs may prevent sending or receiving certain types of file attachments. Check your e-mail security settings to determine how attachments are handled.

Beam, Elizabeth

From: Stephen Bonnette <SBonnette@brgov.com>
Sent: Wednesday, November 25, 2015 3:55 PM
To: Beam, Elizabeth
Cc: Tom Stephens
Subject: State Project No. H.012233 and H.012232; Dijon Drive Extension

Reference is made to your letter dated October 30, 2015.

The City of Baton Rouge-Parish of East Baton Rouge is supportive of the development of the project, as the Dijon Drive Extension and related roadway improvements are in accordance with our Comprehensive Plan and Major Street Plan. Please also include the City-Parish as a consulting party in the Section 106 process.

Thank you.

K. Stephen Bonnette, P.E.

Director

Department of Transportation and Drainage

City of Baton Rouge, Parish of East Baton Rouge

222 St. Louis Street, 8th Floor

Baton Rouge, LA 70802

Phone (225) 389-3158

Fax (225) 389-5391

sbonnette@brgov.com

From: [Linda \(Brown\) Hardy](#)
To: [Beam, Elizabeth](#)
Cc: [Yasoob Zia](#)
Subject: DEQ SOV 151117/1560 Dijon Drive Extension
Date: Monday, December 07, 2015 10:12:22 AM

December 7, 2015

Elizabeth Beam
Arcadis U.S., Inc.
10352 Plaza Americana Drive
Baton Rouge, LA 70816
elizabeth.beam@arcadis.com

RE: 151117/1560 Dijon Drive Extension
 DOTD Funding
 East Baton Rouge Parish

Dear Ms. Beam:

The Assessment Division of the Office of Environmental Compliance has reviewed the information provided in your letter of October 30, 2015 regarding the referenced project in East Baton Rouge Parish. Effective July 20, 2012, East Baton Rouge Parish was designated by EPA as an ozone nonattainment parish under the 8-hour standard (77 FR 30088, May 21, 2012). Federal actions proposed for construction in a nonattainment area are subject to the State's transportation conformity regulations as promulgated under *LAC 33:III.Chapter 14, Subchapter B*.

If this project is deemed regionally significant it must be included in a conforming metropolitan transportation plan, i.e., included in a comprehensive regional emissions analysis which demonstrates conformity to the State Implementation Plan for control of ozone.

Should you have any questions regarding state rules and regulations pertaining to transportation conformity, please contact Yasoob Zia at (225) 219-2969. Thank you for affording us the opportunity to comment on this transportation project.

Sincerely,

Yasoob Zia
Environmental Senior Scientist
Assessment Division

SOV #151117/1560

Linda M. Hardy

Louisiana Department of Environmental Quality
Office of the Secretary
P.O. Box 4301
Baton Rouge, LA 70821-4301
Ph: (225) 219-3954
Fax: (225) 219-3971

RECEIVED
NOV 19 2015

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

BY:



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: November 12, 2015

RECEIVED
FRC MAIL CENTER
FEMA REGION 6

2015 NOV -2 P 1:57

Mr. Greg Solvey
Attn: Myra G. Diaz, Natural Hazards Program Specialist
FEMA Region VI
800 North Loop 288
Denton, TX 76201

ARCADIS U.S., Inc.
10352 Plaza Americana Drive
Baton Rouge
Louisiana 70816
Tel 225 292 1004
Fax 225 218 9677
www.arcadis.com

Subject:
Solicitation of Views
Dijon Drive Extension
East Baton Rouge Parish, Louisiana
State Project Nos. H.012233 and H.012232

INFRASTRUCTURE

Dear Mr. Solvey:

Date:
30 October 2015

The Capital Region Planning Commission (CRPC), in cooperation with the Louisiana Department of Transportation and Development (LADOTD) and the Federal Highway Administration (FHWA), is conducting an environmental evaluation and engineering study for proposed Dijon Drive Extension roadway improvements within the Baton Rouge Health District, East Baton Rouge Parish. Early in the planning process for a transportation facility, views from federal, state, and local agencies, organizations, and individuals are solicited. The special expertise of these groups allows them to assist with the identification of possible adverse economic, social, or environmental effects from the project or other related concerns and reach agreeable decisions while taking into account the interests of all parties.

Contact:
Elizabeth Beam

Phone:
225 335 0134

Email:
elizabeth.beam@arcadis.com

Our ref:
LA003303.0000.00001
CRPC/3303.0/C/2a/ff

In addition to identifying any concerns or issues mentioned above, we are interested in information regarding cultural and historic resources in the area. A cultural resources survey for the proposed project will be conducted pursuant to Section 106 of the National Historic Preservation Act. If you would like to be considered for "consulting party" status in the Section 106 process, please let us know.

A project overview and location/study area map are attached for your review.

We would also like to inform you that a stakeholders/elected officials meeting will be held in Baton Rouge, Louisiana, in Fall 2015 followed by a public meeting on the same day. Specific information regarding these meetings will be provided

Bobby Jindal
GOVERNOR



Kathy H. Kliebert
INTERIM SECRETARY

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

RECEIVED
NOV 09 2015

BY:

November 5, 2015

Elizabeth Beam
ARCADIS U.S., Inc.
10352 Plaza Americana Drive
Baton Rouge, LA 70816

**Re: Solicitation of Views;
Dijon Drive Extension
East Baton Rouge Parish, Louisiana
State Project Nos. H.012233 and H.012232**

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

Office of Cultural Development
Louisiana Department of Culture, Recreation & Tourism
P.O. Box 44247
Baton Rouge, LA 70802

ARCADIS U.S., Inc.
10352 Plaza Americana Drive
Baton Rouge
Louisiana 70816
Tel 225 292 1004
Fax 225 218 9677
www.arcadis.com

Subject:
Solicitation of Views
Dijon Drive Extension
East Baton Rouge Parish, Louisiana
State Project Nos. H.012233 and H.012232

INFRASTRUCTURE

Dear Office of Cultural Development:

Date:
30 October 2015

The Capital Region Planning Commission (CRPC), in cooperation with the Louisiana Department of Transportation and Development (LADOTD) and the Federal Highway Administration (FHWA), is conducting an environmental evaluation and engineering study for proposed Dijon Drive Extension roadway improvements within the Baton Rouge Health District, East Baton Rouge Parish. Early in the planning process for a transportation facility, views from federal, state, and local agencies, organizations, and individuals are solicited. The special expertise of these groups allows them to assist with the identification of possible adverse economic, social, or environmental effects from the project or other related concerns and reach agreeable decisions while taking into account the interests of all parties.

Contact:
Elizabeth Beam

Phone:
225 335 0134

Email:
elizabeth.beam@arcadis.com

In addition to identifying any concerns or issues mentioned above, we are interested in information regarding cultural and historic resources in the area. A cultural resources survey for the proposed project will be conducted pursuant to Section 106 of the National Historic Preservation Act. If you would like to be considered for "consulting party" status in the Section 106 process, please let us know.

Our ref:
LA003303.0000.00001
CRPC/3303.0/C/2a/1f

A project overview and location/study area map are attached for your review.


We would also like to inform you that a stakeholders/elected officials meeting will be held in Baton Rouge, Louisiana, in Fall 2015 followed by a public meeting on the same day. Specific information regarding these meetings will be provided

RECEIVED

NOV 02 2015

ARCHAEOLOGY

No known historic properties will be affected by this undertaking. This effect determination could change should new information come to our attention.

 11-23-15
Phil Boggan Date
Deputy State Historic Preservation Officer

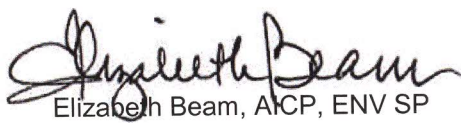
Office of Cultural Development
30 October 2015

soon. We ask that your agency or organization provide comments regarding this preliminary information.

On behalf of the CRPC, LADOTD, and FHWA, I am requesting that you review the attached information and furnish us with your views and comments by **November 30, 2015**. Replies should be sent to Elizabeth Beam by e-mail or by U.S. Postal Service at the addresses provided. Please reference State Project Nos. H.012233 and H.012232 in your reply.

Sincerely,

Arcadis U.S., Inc.



Elizabeth Beam, AICP, ENV SP
Associate Project Manager

Attachments

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
United States Coast Guard
Hale Federal Building

500 Poydras Street, Room 1313
New Orleans, LA 70130-3310
Staff Symbol: dpb
Phone: (504) 671-2128
Fax: (504) 671-2133
D8DPBALL@uscg.mil

16591A
November 4, 2015

Arcadis U.S., Inc.
Attn: Ms. Elizabeth Beam
10352 Plaza Americana Drive
Baton Rouge, Louisiana 70816

State Project: H.012233 and H.012232
Federal Aid Project No: H012233 and H012232
Dijon Drive Extension
East Baton Rouge Parish

Dear Ms. Beam:

We received your Solicitation of Views dated October 30, 2015, the propose replacement of Dijon Drive Extension crossing Wards Creek, East Baton Rouge Parish, Louisiana. Construction of any proposed bridge, bridge replacement or bridge modification may necessitate the Coast Guard's involvement in the permitting process. However, prior to the Coast Guard's involvement in these projects, under 23 CFR §650.805, the Federal Highway Administration (FHWA) has the responsibility under the Surface Transportation Assistance (STA) Act of 1978 to determine whether or not a USCG permit is required for these bridge construction.

Section 144(h) of Title 23 U.S. Code was enacted in 1978 to reduce paperwork and related costs in the execution of the Coast Guard's bridge permit programs. This section has been amended by the Act of April 2, 1987 (Public Law 100-17), to further reduce paperwork and related costs in the permitting of bridges funded by this Act. By reason of this provision, certain bridges --which are constructed, reconstructed, rehabilitated, or replaced with federal assistance imposed under Title 23 U.S. Code -- are no longer subject to the permitting requirements imposed under 33 U.S.C. 401 and 525(b). The bridges that fall into this excluded category are those that cross waterways:

- (1) which are not used and are not susceptible to use in their natural condition or by reasonable improvement as a means to transport interstate or foreign commerce; and
- (2) which are nontidal, or if tidal, used by vessels less than 21 feet in length.

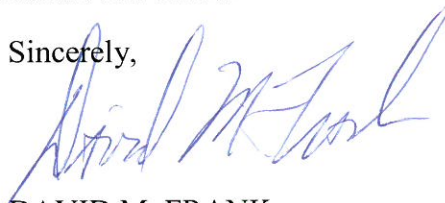
Since FHWA has the responsibility for the STA Act, the Coast Guard will accept a determination by the FHWA Administrator that these bridge projects receiving federal assistance under Title 23 U.S. Code meets the stated criteria and is exempted for Coast Guard Bridge Administration purposes. This letter does not imply that these projects meet the criteria above and does not constitute concurrence as meeting the criteria. Coordination between FHWA and the Coast Guard is required prior to FHWA reaching a determination that the bridge or bridges are eligible under the applicable statutes. It must be noted that the subject Act which amended Title 23 U.S. Code to include 23 U.S.C. 144(h), did not exclude that category of bridges from the application of 14 U.S.C.85.

16591A
November 4, 2015

The later statute requires the establishment, maintenance, and operation of Coast Guard required lights and signals on fixed structures, including bridges. Approval of lights and other signals required under the provisions of 33 CFR 118 should be obtained, prior to the commencement of construction, from this office. Approval of lights and other signals required under the provisions of 33 CFR 118 should be obtained, prior to the commencement of construction, from this office. If it is determined that federal funds will not be utilized, additional information may be required to determine whether a Coast Guard permit will be required.

If we can be of further assistance, please contact this office.

Sincerely,



DAVID M. FRANK
Chief Bridge Administration Branch
U.S. Coast Guard
By direction

Copy: Ms. Traci Johnson, LDOTD



November 4, 2015

BY:

Ms. Elizabeth Beam, AICP, ENV SP
Associate Project Manager
Arcadis U.S., Inc.
10352 Plaza Americana Drive
Baton Rouge, Louisiana 70816

RE: Dijon Drive Extension – State Project No. H.012232 and H.012233

Dear Ms. Beam:

I have reviewed the above referenced project for potential requirements of the Farmland Protection Policy Act (FPPA) and potential impact to Natural Resources Conservation Service projects in the immediate vicinity.

Projects are subject to FPPA requirements if they may irreversibly convert farmland (directly or indirectly) to nonagricultural use and are completed by a federal agency or with assistance from a federal agency. For the purpose of FPPA, farmland includes prime farmland, unique farmland, and land of statewide or local importance. Farmland subject to FPPA requirements can be forest land, pastureland, cropland, or other land, but not water or urban built-up land.

The project map and narrative submitted with your request indicates that the proposed construction areas are within urban areas and therefore are exempt from the rules and regulations of the Farmland Protection Policy Act (FPPA)—Subtitle I of Title XV, Section 1539-1549. Enclosed is our completed form NRCS-CPA-106. Furthermore, we do not predict impacts to NRCS work in the vicinity.

For specific information about the soils found in the project area, please visit our Web Soil Survey at the following location: <http://websoilsurvey.nrcs.usda.gov/>

Please direct all future correspondence to me at the address shown above.

Respectfully,

(ACTING FOR)

Kevin D. Norton
State Conservationist

Enclosure

**FARMLAND CONVERSION IMPACT RATING
 FOR CORRIDOR TYPE PROJECTS**

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request 10/30/15	4. Sheet 1 of _____
1. Name of Project Dijon Drive Extension		5. Federal Agency Involved FHWA	
2. Type of Project Roadway Improvements		6. County and State East Baton Rouge Parish, Louisiana	
PART II (To be completed by NRCS)		1. Date Request Received by NRCS 11/3/15	2. Person Completing Form M. Mouton
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		4. Acres Irrigated Average Farm Size	
5. Major Crop(s)	6. Farmable Land in Government Jurisdiction Acres: _____ % _____	7. Amount of Farmland As Defined in FPPA Acres: _____ % _____	
8. Name Of Land Evaluation System Used	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS 11/4/15	

PART III (To be completed by Federal Agency)	Alternative Corridor For Segment _____			
	Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly				
B. Total Acres To Be Converted Indirectly, Or To Receive Services				
C. Total Acres In Corridor				

PART IV (To be completed by NRCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland				
B. Total Acres Statewide And Local Important Farmland				
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted				
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value				

PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)

PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))	Maximum Points				
1. Area in Nonurban Use	15				
2. Perimeter in Nonurban Use	10				
3. Percent Of Corridor Being Farmed	20				
4. Protection Provided By State And Local Government	20				
5. Size of Present Farm Unit Compared To Average	10				
6. Creation Of Nonfarmable Farmland	25				
7. Availability Of Farm Support Services	5				
8. On-Farm Investments	20				
9. Effects Of Conversion On Farm Support Services	25				
10. Compatibility With Existing Agricultural Use	10				
TOTAL CORRIDOR ASSESSMENT POINTS	160	0	0	0	0

PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)	100	0	0	0	0
Total Corridor Assessment (From Part VI above or a local site assessment)	160	0	0	0	0
TOTAL POINTS (Total of above 2 lines)	260	0	0	0	0

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>
-----------------------	---	-----------------------	--

5. Reason For Selection:

Signature of Person Completing this Part: _____ DATE _____

NOTE: Complete a form for each segment with more than one Alternate Corridor

CORRIDOR - TYPE SITE ASSESSMENT CRITERIA

The following criteria are to be used for projects that have a linear or corridor - type site configuration connecting two distant points, and crossing several different tracts of land. These include utility lines, highways, railroads, stream improvements, and flood control systems. Federal agencies are to assess the suitability of each corridor - type site or design alternative for protection as farmland along with the land evaluation information.

(1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?

More than 90 percent - 15 points
90 to 20 percent - 14 to 1 point(s)
Less than 20 percent - 0 points

(2) How much of the perimeter of the site borders on land in nonurban use?

More than 90 percent - 10 points
90 to 20 percent - 9 to 1 point(s)
Less than 20 percent - 0 points

(3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last 10 years?

More than 90 percent - 20 points
90 to 20 percent - 19 to 1 point(s)
Less than 20 percent - 0 points

(4) Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?

Site is protected - 20 points
Site is not protected - 0 points

(5) Is the farm unit(s) containing the site (before the project) as large as the average - size farming unit in the County ?

(Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage or Farm Units in Operation with \$1,000 or more in sales.)

As large or larger - 10 points
Below average - deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average - 9 to 0 points

(6) If the site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?

Acreage equal to more than 25 percent of acres directly converted by the project - 25 points
Acreage equal to between 25 and 5 percent of the acres directly converted by the project - 1 to 24 point(s)
Acreage equal to less than 5 percent of the acres directly converted by the project - 0 points

(7) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?

All required services are available - 5 points
Some required services are available - 4 to 1 point(s)
No required services are available - 0 points

(8) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?

High amount of on-farm investment - 20 points
Moderate amount of on-farm investment - 19 to 1 point(s)
No on-farm investment - 0 points

(9) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?

Substantial reduction in demand for support services if the site is converted - 25 points
Some reduction in demand for support services if the site is converted - 1 to 24 point(s)
No significant reduction in demand for support services if the site is converted - 0 points

(10) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?

Proposed project is incompatible to existing agricultural use of surrounding farmland - 10 points
Proposed project is tolerable to existing agricultural use of surrounding farmland - 9 to 1 point(s)
Proposed project is fully compatible with existing agricultural use of surrounding farmland - 0 points



Mr. Brad Rieck
Deputy Supervisor
Lafayette Field Office
U.S. Fish & Wildlife Service
646 Cajundome Boulevard, Suite 400
Lafayette, LA 70506

ARCADIS U.S., Inc.
10352 Plaza Americana Drive
Baton Rouge
Louisiana 70816
Tel 225 292 1004
Fax 225 218 9677
www.arcadis.com

Subject:
Solicitation of Views
Dijon Drive Extension
East Baton Rouge Parish, Louisiana
State Project Nos. H.012233 and H.012232

INFRASTRUCTURE

Dear Mr. Rieck:

Date:
30 October 2015

The Capital Region Planning Commission (CRPC), in cooperation with the Louisiana Department of Transportation and Development (LADOTD) and the Federal Highway Administration (FHWA), is conducting an environmental evaluation and engineering study for proposed Dijon Drive Extension roadway improvements within the Baton Rouge Health District, East Baton Rouge Parish. Early in the planning process for a transportation facility, views from federal, state, and local agencies, organizations, and individuals are solicited. The special expertise of these groups allows them to assist with the identification of possible adverse economic, social, or environmental effects from the project or other related concerns and reach agreeable decisions while taking into account the interests of all parties.

Contact:
Elizabeth Beam

Phone:
225 335 0134

Email:
elizabeth.beam@arcadis.com

Our ref:
LA003303.0000.00001
CRPC/3303.0/C/2a/ff

In addition to identifying any concerns or issues mentioned above, we are interested in information regarding cultural and historic resources in the area. A cultural resources survey for the proposed project will be conducted pursuant to Section 106 of the National Historic Preservation Act. If you would like to be considered for "consulting party" status in the Section 106 process, please let us know.

A project overview and location/study area map are attached for your review.

We would also like to inform you that a stakeholders/elected officials meeting will be held in Baton Rouge, Louisiana, in Fall 2015 followed by a public meeting on

Mr. Brad Rieck
30 October 2015

the same day. Specific information regarding these meetings will be provided soon. We ask that your agency or organization provide comments regarding this preliminary information.

On behalf of the CRPC, LADOTD, and FHWA, I am requesting that you review the attached information and furnish us with your views and comments by **November 30, 2015**. Replies should be sent to Elizabeth Beam by e-mail or by U.S. Postal Service at the addresses provided. Please reference State Project Nos. H.012233 and H.012232 in your reply.

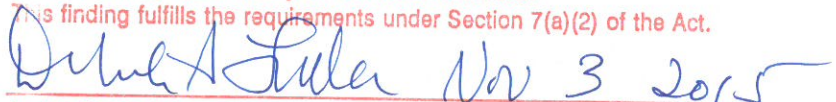
Sincerely,

Arcadis U.S., Inc.


Elizabeth Beam, AICP, ENV SP
Associate Project Manager

Attachments

This project has been reviewed for effects to Federal trust resources under our jurisdiction and currently protected by the Endangered Species Act of 1973 (Act). The project, as proposed,
 Will have no effect on those resources
 Is not likely to adversely affect those resources.
This finding fulfills the requirements under Section 7(a)(2) of the Act.


Acting Supervisor
Louisiana Field Office
U.S. Fish and Wildlife Service

Date / Nov 3, 2015



OUR LADY OF THE LAKE

REGIONAL MEDICAL CENTER

Franciscan Missionaries of Our Lady Health System

November 16, 2015

Scott Hoffeld
Associate V.P.
ARCADIS U.S., Inc.
10352 Plaza Americana Drive | Baton Rouge, LA, 70816

Dear Mr. Hoffeld.

We appreciate the opportunity to provide input to the Dijon Extension project. Progress continues moving swiftly on our regional Children's Hospital which will be serviced by this project. We are in full support of the Dijon Extension project, not only due to the access it will provide to our future site but for also providing additional access and circulation for our existing campus and surrounding health care facilities.

In reviewing the conceptual alignments from our meeting with Arcadis (attached), it is clear that the Yellow alignment is the only concept that meets the needs of our campus. The key element that this alignment provides is a full access for patients, employees and emergency vehicles at the intersection of Bluebonnet. This is vital to servicing our patients in Baton Rouge and the surrounding communities.

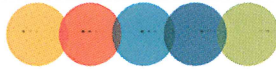
While the Red alignment would tie into existing Picardy at Bluebonnet, this intersection is already congested and would made worse by the additional traffic. This alignment will also not afford an alternative route to the Children's Hospital.

The Orange and Pink alignments bisect our new campus and would not work with our planned development of that property. The Green, Orange and Pink all intersect Bluebonnet at a location that would not be full access, a critical need for accessing the Children's Hospital and providing alternative routes for all traffic in this area.

If you have any questions or require additional input, please let us know.

Sincerely,

Scott Wester
Chief Executive Officer



BATON ROUGE HEALTH DISTRICT

Joining forces to create a culture of health

November 13, 2015

Scott Hoffeld
Associate V.P.
ARCADIS U.S., Inc.
10352 Plaza Americana Drive
Baton Rouge, Louisiana 70816

Mr. Hoffeld,

On behalf of the Baton Rouge Health District, I appreciate the opportunity to provide input to the environmental process underway for the Dijon Extension project. Our group represents all of the major health care organizations in Baton Rouge, including, Our Lady of the Lake, the Baton Rouge General, Woman's Hospital and Pennington Biomedical Research Center.

Two years ago this group began a comprehensive planning study of the Essen / Bluebonnet /Perkins area with the goal of positioning our region's health care infrastructure for success in the future. As part of this initiative, a team of expert engineers and planners developed a proposed transportation plan that would support the broader vision. This effort took considerable time and cost and has the support of this entire group.

In reviewing the conceptual alignments provided for our review, only the Yellow alignment achieves the goals set forth in our adopted transportation plan (attached). A key tenant of this plan is the development of a street grid system with multiple alternative routes to the medical facilities in this area. None of the other alignments would contribute to achieving the goals of this plan.

Thank you again for including our efforts in your analysis.

Sincerely,

John Spain
Executive Vice President
Baton Rouge Area Foundation



Baton Rouge General

A Community of Caring

Mark F. Slyter, FACHE
President & Chief Executive Officer

November 6, 2015

Mr. Scott Hoffeld
Associate Vice President
ARCADIS U.S., Inc.
10352 Plaza Americana Drive
Baton Rouge, Louisiana 70816

Dear Mr. Hoffeld:

My staff and I at the Baton Rouge General, along with our Master Plan consulting team, have reviewed the proposed Dijon Extension project and associated conceptual alignments. We support this badly needed infrastructure project which will provide additional access alternatives to health care facilities in this area. Our current Master Plan for our property at this campus includes several hundred thousand square feet of new health care facilities including patient care facilities, hospital support services, medical office buildings and other health care related services.

I have attached the exhibit provided to us showing the current conceptual alignments under consideration by the project team. In our comments below, I will refer to the different alignments by their color shown on this exhibit.

The Baton Rouge General hereby requests that only the Yellow alignment move forward as a feasible route for this project. We further request that the Yellow alignment have full, signalized access at both Essen and Bluebonnet. The reasons for this recommendation include:

- ✓ This alignment was recommended by our consultants in the development of our Master Plan as the best route for fully developing our property for health care facilities and related services
- ✓ This alignment is shown in the EBR Parish Major Street Plan
- ✓ Significant congestion exists during peak hours at the Bluebonnet/Picardy Intersection – based on our daily experience, only the Yellow alignment would likely relieve this condition
- ✓ Alternative emergency routes are needed from both Essen and Bluebonnet to our facilities and other health care emergency facilities in this area
- ✓ The Yellow alignment intersects Bluebonnet at an existing signal thus allowing full access and providing the alternative routes needed for this area

A Satellite Campus of Tulane University School of Medicine 

The Red alignment does not meet our Master Plan requirements relative to the development and best use of our property. We believe the Red route would further exacerbate the congestion issues at the Bluebonnet / Picardy intersection while not truly providing alternative routes for the public or emergency vehicles.

The Green, Orange and Pink alignments also fail to meet the goals of our Master Plan and may, in fact, have a detrimental effect on our ability to develop this property as we have envisioned. Additionally, these alternatives tie into Bluebonnet at a location that would never have full, signalized access. This is vital to providing alternative routes to our patients, employees and emergency vehicles.

Finally, we perceive Midway as a critical route and appreciate the inclusion of this segment in this project. We request Midway be placed as close as possible to our western property line to facilitate future access to our operations. We also request that roundabouts be placed at the intersections of Midway / Summa and Midway / Picardy to maximize vehicular throughput while slowing traffic speeds in this critical area. We also request sidewalks and, where appropriate, bike paths on these routes.

Thank you for considering our input on this exciting project. Because these roadways are vital to the future of our Bluebonnet campus, we will enthusiastically support your efforts moving forward.

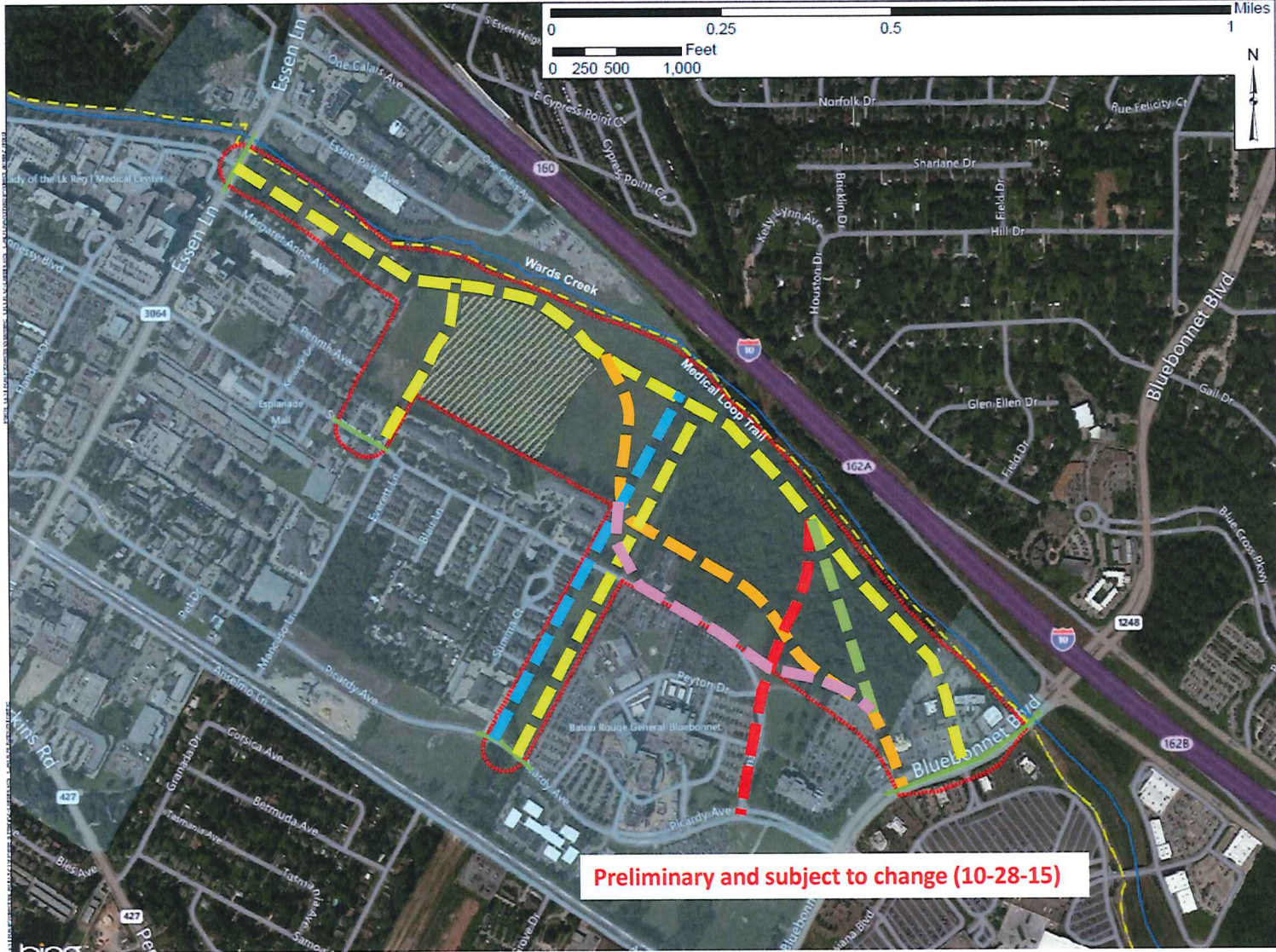
Sincerely,



Mark F. Slyter
President and Chief Executive Officer

Enclosure

cc: Peyton Grant, BRG
Michael Bruce, Stantec
Rick Lipscomb, WHLC Architecture



Preliminary and subject to change (10-28-15)



Preliminary Conceptual Alignments

DIJON DRIVE EXTENSION
 Environmental Assessment
 East Baton Rouge Parish, Louisiana
 State Project Nos.
 H.012233 - Phase 1
 H.012232 - Phase 2

Legend

- Logical Termini
- Approx. Capital Area Pathways Project Medical Loop Trail
- Creek
- Study Area
- Approx. Location Children's Hospital
- Approx. Health District



DRAWING BY: GLB	DATE: 09/13/15
PROJECT NUMBER: LA003303.0000	FIGURE NUMBER: 1

From: [Hoffeld, Scott](#)
To: [Beam, Elizabeth](#); [Badon, Greg](#); "David Kelley"
Subject: Dijon H. 012233 & H.012232 EBR Parish: Muscogee Nation Request
Date: Thursday, December 10, 2015 9:27:05 AM
Attachments: [image003.png](#)

See below from Noel, which is a forwarded request from the Muscogee nation. It notes –

... However; we request copies of archeological reports, project maps, LA SHPO responses and other reports as they become available so we can review the project in detail. Please feel free to contact me with any further questions or concerns.

Thank You,

*David J. Proctor, Cultural Advisor
Cultural Preservation Office
Muscogee (Creek) Nation
PO Box 580
Okmulgee, Ok 74447
davidp@mcn-nsn.gov
(918) 732-7732*

Scott Hoffeld CEP | Sr. Project Manager and Assoc. V.P. | scott.hoffeld@arcadis.com
Arcadis | Arcadis U.S., Inc.
10352 Plaza Americana Drive Baton Rouge LA | 70816 | USA
T. +1 225 292 1004 | M. + 1 225 572 7111

Certified Environmental Professional / CEP/US No. 02040408

Connect with us! www.arcadis.com | [LinkedIn](#) | [Twitter](#) | [Facebook](#)



Be green, leave it on the screen.

From: Noel Ardoin [mailto:Noel.Ardoin@LA.GOV]
Sent: 10 December, 2015 8:23 AM
To: Hoffeld, Scott <Scott.Hoffeld@arcadis.com>
Subject: FW: Open House Public Meeting H. 012233 & H.012232 EBR Parish

Scott, See below request from Muscogee Nation.

From: Jeannette Williams
Sent: Thursday, December 10, 2015 8:19 AM

Beam, Elizabeth

From: chandra.bondzie@dot.gov
Sent: Thursday, November 12, 2015 7:55 AM
To: lbilyeu@choctawnation.com
Cc: Beam, Elizabeth; Robert.Mahoney@dot.gov
Subject: FW: Solicitation of Views H.012233 & H.012232 East Baton Rouge Parish (Choctaw Nation of Oklahoma)
Attachments: SOV H.012233 & H12232.pdf

Good Morning Lindsey,

Please, see the attached Solicitation of Views regarding LA projects H.012233 and H.012232. Latitude/longitude coordinates are located on pg 4 of the attachment. If you have any comments or questions, contact me at any time.

Thank you and have a great day.

Regards,

Chandra Bondzie | Community Planner | FHWA LA Division | 5304 Flanders Dr, Suite A Baton Rouge, LA 70808 | 225-757-7623

From: Jeannette Williams [mailto:Jeannette.Williams@la.gov]
Sent: Monday, November 02, 2015 2:46 PM
To: Bondzie, Chandra (FHWA)
Subject: FW: Solicitation of Views H.012233 & H.012232 East Baton Rouge Parish (Choctaw Nation of Oklahoma)

Please see attachment.

Thank you,

Jeannette Williams
Department of Transportation and Development
Environmental Department, Section 28
1201 Capitol Access Road
Baton Rouge, La. 70802
Jeannette.Williams@LA.gov
(225)242-4502



From: chandra.bondzie@dot.gov
To: [Beam, Elizabeth](#)
Cc: Robert.Mahoney@dot.gov
Subject: FW: Solicitation of Views H.012233 & H.012232 East Baton Rouge Parish (Choctaw Nation of Oklahoma)
Date: Friday, December 11, 2015 7:46:40 AM
Attachments: [image002.png](#)

Good Morning Elizabeth,

Please, see the email communication below from the Choctaw Nation of Oklahoma. I would ask that you pass this information request on to your environmental contact at DOTD assigned to H.012233. Please, have them contact me with any questions or comments regarding this request.

Thank you and have a great day.

Regards,

Chandra Bondzie | Community Planner | FHWA LA Division | 5304 Flanders Dr, Suite A Baton Rouge, LA 70808 | 225-757-7623

From: Lindsey Bilyeu [mailto:lbilyeu@choctawnation.com]
Sent: Thursday, December 10, 2015 3:08 PM
To: Bondzie, Chandra (FHWA)
Subject: RE: Solicitation of Views H.012233 & H.012232 East Baton Rouge Parish (Choctaw Nation of Oklahoma)

Chandra,

The Choctaw Nation of Oklahoma thanks the FHWA, Louisiana Division, for the correspondence regarding the above referenced project. East Baton Rouge Parish, LA lies in the Choctaw Nation's area of historic interest. Please forward a copy of the cultural resources survey to our office.

If you have any questions, please contact me.

Thank you,

Lindsey D. Bilyeu
NHPA Senior Section 106 Reviewer
Historic Preservation Department
Choctaw Nation of Oklahoma
P.O. Box 1210
Durant, OK 74701
580-924-8280 ext. 2631



Beam, Elizabeth

From: Hoffeld, Scott
Sent: Wednesday, December 02, 2015 8:29 AM
To: Beam, Elizabeth; Badon, Greg; Rose, Leah
Subject: Fwd: Solicitation of Views H.012233 & H.012232 East Baton Rouge Parish

FYI

Scott Hoffeld | 225 572 7111

Begin forwarded message:

From: Noel Ardoin <Noel.Ardoin@LA.GOV>
Date: December 2, 2015 at 7:21:43 AM CST
To: "Hoffeld, Scott" <Scott.Hoffeld@arcadis.com>
Subject: FW: Solicitation of Views H.012233 & H.012232 East Baton Rouge Parish

SOV response

From: Jeannette Williams
Sent: Tuesday, December 01, 2015 3:56 PM
To: Noel Ardoin
Subject: FW: Solicitation of Views H.012233 & H.012232 East Baton Rouge Parish

Noel,

Please see email below.

Thank you,

Jeannette Williams
Department of Transportation and Development
Environmental Department, Section 28
1201 Capitol Access Road
Baton Rouge, La. 70802
Jeannette.Williams@LA.gov
(225)242-4502



From: Alina Shively [<mailto:ashively@jenachoctaw.org>]
Sent: Tuesday, December 01, 2015 2:45 PM
To: Jeannette Williams
Subject: RE: Solicitation of Views H.012233 & H.012232 East Baton Rouge Parish

Dear Ms. Williams:

Regarding the above-mentioned project, the Jena Band of Choctaw Indians' THPO hereby concurs with the determination of No Properties. Should any inadvertent discoveries or unanticipated effects occur, please contact all Tribes with interest in this area. Thank you.

Sincerely,

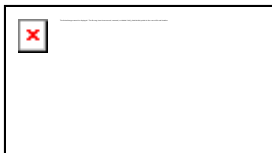
Alina J. Shively
Jena Band of Choctaw Indians
Deputy Tribal Historic Preservation Officer
P.O. Box 14
Jena, LA 71342
(318) 992-1205
ashively@jenachoctaw.org

From: Jeannette Williams [<mailto:Jeannette.Williams@la.gov>]
Sent: Monday, November 2, 2015 2:42 PM
Cc: Noel Ardoin <Noel.Ardoin@LA.GOV>
Subject: Solicitation of Views H.012233 & H.012232 East Baton Rouge Parish

Please see attachment.

Thank you,

Jeannette Williams
Department of Transportation and Development
Environmental Department, Section 28
1201 Capitol Access Road
Baton Rouge, La. 70802
Jeannette.Williams@LA.gov
(225)242-4502



From: chandra.bondzie@dot.gov [<mailto:chandra.bondzie@dot.gov>]

Sent: Thursday, November 12, 2015 6:55 AM

To: Lindsey Bilyeu <lbilyeu@choctawnation.com>

Cc: elizabeth.beam@arcadis.com; Robert.Mahoney@dot.gov

Subject: FW: Solicitation of Views H.012233 & H.012232 East Baton Rouge Parish (Choctaw Nation of Oklahoma)

Good Morning Lindsey,

Please, see the attached Solicitation of Views regarding LA projects H.012233 and H.012232.

Latitude/longitude coordinates are located on pg 4 of the attachment. If you have any comments or questions, contact me at any time.

Thank you and have a great day.

Regards,

Chandra Bondzie | Community Planner | FHWA LA Division | 5304 Flanders Dr, Suite A Baton Rouge, LA 70808 | 225-757-7623

From: Jeannette Williams [<mailto:Jeannette.Williams@la.gov>]

Sent: Monday, November 02, 2015 2:46 PM

To: Bondzie, Chandra (FHWA)

Subject: FW: Solicitation of Views H.012233 & H.012232 East Baton Rouge Parish (Choctaw Nation of Oklahoma)

Please see attachment.

Thank you,

Jeannette Williams
Department of Transportation and Development
Environmental Department, Section 28
1201 Capitol Access Road
Baton Rouge, La. 70802
Jeannette.Williams@LA.gov
(225)242-4502



To: Noel Ardoin

Subject: FW: Open House Public Meeting H. 012233 & H.012232 EBR Parish

Noel,

Please read email below.

Thank you,

Jeannette Williams
Department of Transportation and Development
Environmental Department, Section 28
1201 Capitol Access Road
Baton Rouge, La. 70802
Jeannette.Williams@LA.gov
(225)242-4502



From: Section106 [<mailto:Section106@mcn-nsn.gov>]

Sent: Wednesday, December 09, 2015 1:50 PM

To: Jeannette Williams

Subject: RE: Open House Public Meeting H. 012233 & H.012232 EBR Parish

December 9, 2015

Jeannette Williams
Department of Transportation and Development
Environmental Department, Section 28
1201 Capitol Access Road
Baton Rouge, La. 70802

Dear Ms. Williams

Thank you the correspondence regarding the Solicitation of Views request in reference to the Dijon Drive Extension projects. East Baton Rouge Parrish is within our historic area of interest. The Muscogee (Creek) Nation is unaware of any Muscogee cultural or sacred sites located within the immediate project area. However; we request copies of archeological reports, project maps, LA SHPO responses and other reports as they become available so we can review the project in detail. Please feel free to contact me with any further questions or concerns.

Thank You,

David J. Proctor, Cultural Advisor
Cultural Preservation Office
Muscogee (Creek) Nation
PO Box 580
Okmulgee, Ok 74447
davidp@mcn-nsn.gov
(918) 732-7732

Federal and state agencies, museums, and consulting partners, as of October 1, 2015 please send all Section 106 project notices as well as all NAGPRA notices to our new section106@mcn-nsn.gov. Notices concerning these projects will no longer be sent to individual staff member's emails. We will be accepting and responding using the new Section 106 email. If you have any questions, please give us a call at 918-732-7733.

From: Jeannette Williams [<mailto:Jeannette.Williams@la.gov>]
Sent: Tuesday, December 08, 2015 11:57 AM
To: Noel Ardoin
Subject: FW: Open House Public Meeting H. 012233 & H.012232 EBR Parish

Please see attachment.

Thank you,

Jeannette Williams
Department of Transportation and Development
Environmental Department, Section 28
1201 Capitol Access Road
Baton Rouge, La. 70802
Jeannette.Williams@LA.gov
(225)242-4502





Department of Development

Subdivision Engineering
Floodplain Management

City of Baton Rouge
Parish of East Baton Rouge

1100 Laurel Street
Baton Rouge, Louisiana 70821
(225) 389-3198

January 31, 2017

Stantec
500 Main St.
Baton Rouge, LA 70801-1908

Attn: Mr. Jesse Tisdale, PE
Transportation Engineer

Re: Floodplain Coordination for S.P. No. H.002233 and H.012232 (Dijon Dr. Extension)

Dear Mr. Tisdale,

Reference is made to our meeting of January 30, 2017, concerning solicitation of views for the above referenced project. Considering the nature and location of the project, the recent Ward Creek channel improvements and the detailed hydraulic study performed by your firm, it is our opinion that the proposed construction work, as described in the preliminary project description, will not have an adverse impact on the existing flood plain or environment provided the improvements, and all associated drainage structures are properly engineered.

Yours truly,

Shannon J. Dupont, PE, CSM

From: Tom Stephens [<mailto:TStephens@brgov.com>]

Sent: 23 February, 2017 9:24 AM

To: Hoffeld, Scott <Scott.Hoffeld@arcadis.com>

Cc: Noel Ardoin <Noel.Ardoin@LA.GOV>

Subject: Dijon Drive

Scott:

As a follow up to our discussion yesterday, I checked with our finance department concerning the status of the Baton Rouge Health District. At this time, the Health District is in essence a zoning overlay that is intended to guide the development of the area as part of the FutureBR plan. At this time, the district has no independent taxing authority.

With that said, the construction of the Dijon corridor will have significant economic impact for the City, Parish and region. This project improves access to undeveloped property while providing alternative routes for drivers in this congested network. Ongoing plans for the health district coupled with other related development is expected to result in new investments estimated to range between \$2 and \$2.5 billion.

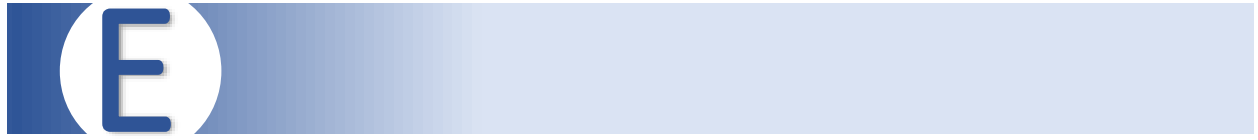
These investments include new medical offices, associated service providers, housing and retail. Dijon is a key artery for the area officially designated as the Baton Rouge Health District. This district is composed of 5 major health care providers and research institutions. The overall master plan for this district anticipates significant additional investments in this area as it is transformed into a regional destination for all forms of healthcare. Finally, the construction of Dijon offers a critical alternative route for emergency vehicles destined to or from the health care providers.

Sincerely,

Thomas A. Stephens, P.E.
Chief Design and Construction Engineer
Public Works and Planning Center
1100 Laurel Street
Baton Rouge, LA 70802

(225)389-3186 ext 566

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APPENDIX E

Section 106

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BILLY NUNGESSER
LIEUTENANT GOVERNOR

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

RENNIE S. BURAS, II
DEPUTY SECRETARY

PHIL BOGGAN
ASSISTANT SECRETARY

18 April 2016

Noel Ardoin
Environmental Engineer
Dept of Transportation and Development
PO Box 94245
Baton Rouge, LA 70804-9245

Re: Draft Report
La Division of Archaeology Report No. 22-5202
*Phase I Cultural Resources Survey of the Proposed Dijon Drive Extension, Baton Rouge, Baton Rouge
Parish, Louisiana*
State Projects H.012233 and H.012232

Dear Ms. Ardoin:

We acknowledge of your letter dated 11 April 2016 and two copies of the above-referenced report. We have completed our review of this report and have no comments to offer .

Our office concurs that no historic properties will be impacted by this project. Our office has no further concerns for this project.

If you have any questions please contact Chip McGimsey at the Division of Archaeology by email at cmcgimsey@crt.la.gov or by phone at 225-219-4598.

Sincerely,

A handwritten signature in blue ink that reads "Phil Boggan".

Phil Boggan
State Historic Preservation Officer

PB/cm

From: [Noel Ardoin](#)
To: [Beam, Elizabeth](#)
Subject: FW: SPN: H.012233 & H.012232 DIJON DRIVE EXTENSION EBR PARISH
Date: Monday, April 04, 2016 2:22:51 PM

Elizabeth,

FHWA has no additional comments on the CRS reports. Please send us an additional 2 hard copies to send to the SHPO. Thank you. --NA

From: Sharon Gage
Sent: Monday, April 04, 2016 1:11 PM
To: Noel Ardoin
Subject: FW: SPN: H.012233 & H.012232 DIJON DRIVE EXTENSION EBR PARISH

Noel,

FHWA didn't have comments. Please ask consultant for two hard copies to send to SHPO.

Thanks,

Sharon D. Gage

Environmental Impact Specialist III

Environmental Section 28

Room 502C

E-mail: sharon.gage@la.gov

Tel: (225) 242-4515

Fax: (225) 242-4500

From: Scott.Nelson@dot.gov [<mailto:Scott.Nelson@dot.gov>]
Sent: Monday, April 04, 2016 12:34 PM
To: Sharon Gage
Cc: Robert.Mahoney@dot.gov
Subject: RE: SPN: H.012233 & H.012232 DIJON DRIVE EXTENSION EBR PARISH

Sharon,

We have no comments.

Thanks,

Scott

From: Sharon Gage [<mailto:Sharon.Gage@LA.GOV>]
Sent: Monday, April 04, 2016 9:38 AM
To: Nelson, Scott (FHWA)
Cc: Mahoney, Robert (FHWA)
Subject: FW: SPN: H.012233 & H.012232 DIJON DRIVE EXTENSION EBR PARISH

Morning,

Attached for your review is a pdf of the draft CRS and the proposed letter to SHPO for the above mentioned project.

Thanks,

Sharon D. Sage

Environmental Impact Specialist III

Environmental Section 28

Room 502C

E-mail: sharon.sage@la.gov

Tel: (225) 242-4515

Fax: (225) 242-4500

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CONTENT ON CD

- CD-1 Traffic Study
- CD-1A Bluebonnet Screening Analysis
- CD-2 Wetland Findings Report
- CD-3 OLOL (Phase 1) and BRGMC (Phase 2) USACE Permits
- CD-4 Traffic Noise Analysis Technical Report
- CD-5 Public Meeting Summary, December 16, 2015
- CD-6 Public Hearing Summary, December 1, 2016

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