DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

IN REPLY REFER TO
FILE NO.

INTRADEPARTMENTAL CORRESPONDENCE

REFERRED TO

___ REFERRED FOR ACTION
___ ANSWER FOR MY SIGNATURE
___ FOR FILE
___ FOR YOUR INFORMATION
___ FOR SIGNATURE
___ RETURN TO ME
___ PLEASE SEE ME
___ PLEASE TELEPHONE ME
___ FOR APPROVAL
___ PLEASE ADVISE ME

BY _____ DATE _____
BY _____ DATE _____
BY _____ DATE _____

WBS NO: H.002825
F.A.P NO.: H002825
PROJECT NAME: LA 30(NICHOLSON DR): BRIGHTSIDE-GOURRIER
ROUTE: LA 30
PARISH: EAST BATON ROUGE

MEMORANDUM:

TO: Melissa LeBas
Project Manager, Engineer 7

FROM: Noel Ardoin
Environmental Engineer Administrator

DATE: September 10, 2025

SUBJECT: Programmatic Categorical Exclusion

This section has reviewed the above captioned project as it relates to environmental concerns. It is our finding that this project meets the requirements for actions classified as "Programmatic Categorical Exclusions" as described in the letter of agreement with the FHWA, dated April 23, 2019. Therefore, this project has been approved environmentally and can be advanced accordingly.

This project was originally processed as a Categorical Exclusion (CE) approved on **November 04, 2021**. This represents a reevaluation of this project is due to the time lapse of 3 years. This review incorporates **H.014171**, which is the proposed clearing and grubbing for this project.

Note that any authorization requests submitted to FHWA for this project should state that it was approved by a Programmatic Categorical Exclusion. If you have any questions, please contact Craig LeBlanc at (225) 242-4524.

Enclosure
NA/cl

Cc: FileNet
_DOTD-Budget-FederalUnit@la.gov

RECOMMENDED FOR APPROVAL _____ DATE

RECOMMENDED FOR APPROVAL _____ DATE

RECOMMENDED FOR APPROVAL _____ DATE

APPROVED _____ DATE

ENVIRONMENTAL CHECKLIST

WBS No.: H.002825
F.A.P No.: H002825
Name: 414-01-0039 LA 30(NICHOLSON DR): BRIGHTSIDE-GOURRIER
Route: LA 30
Parish: East Baton Rouge

1. General Information

☐Conceptual Layout	☐Line and Grade	☒Preliminary Plans
☐Survey	☐Plan-in-Hand	☐Advance Check Prints

2. Class of Action

☐ Environmental Impact Statement (E.I.S.)
☐ Environmental Assessment (E.A.)
☐ Categorical Exclusion (C.E.)
☐ State Funded Only (EE/EF/ER)

☒ Programmatic C.E. (P.C.E.)
☒ 23 CFR 771.177(c)____26____
☐ 23 CFR 771.177(d)_____

3. Project Description

The City of Baton Rouge, Parish of East Baton Rouge, is proposing to widen Nicholson Drive (LA 30) beginning 500 feet north of West Lee Drive/Brightside Lane to approximately 400 feet south of Gourrier Avenue. Specifically, the project involves the construction of a four-lane divided curb and gutter urban arterial roadway with a six-foot bicycle lane on each side and six-foot sidewalk on the east side only.

4. Public Involvement

☒ Views were solicited.[1]
☐ 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 (ROW)** be required?	☐	☒	☐[2]
Is right of way required from a **burial/cemetery** site? ……..	☒	☐	☐
Is right-of-way required from a Wetland Reserve Program (**WRP**) property?	☒	☐	☐
Is required right-of-way prime **farmland**? (Use form AD 1006, if needed) ...	☒	☐	☐
b. Will any **relocation** of residences or businesses occur?	☒	☐	☐
c. Are construction or drainage **servitudes** required?	☐	☒	☐

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? ……	☒	☐	☐
b.	Are properties acquired or improved with **L&WC** funds affected? …….....	☒	☐	☐

7. Cultural Section 106

		NO	YES	N/A
a.	Are any **known historic properties** adjacent or impacted by the project? (If so, list below)……..	☒	☐	☐[3]

b.	Are any k**nown archaeological sites** adjacent or impacted by the project? (If so, list site # below)	☒	☐	☐[3]
c.	Would the project affect property owned by or held in trust for a federally recognized **tribal government**?	☒	☐	☐

8. Natural & Physical Environment

		NO	YES	N/A
a.	Are **wetlands** affected?	☒	☐	☐
b.	Are **other waters** of the U.S. affected?	☐	☒	☐[4]
c.	Are **Endangered/Threatened Species**/Habitat affected?	☒	☐	☐[5]
d.	Is project within 100 Year **Floodplain**?	☐	☒	☐[6]
e.	Is project in **Coastal Zone** Management Area?	☒	☐	☐
f.	Is project in a **Coastal Barrier Resources** area?	☒	☐	☐
g.	Is project on a **Sole Source Aquifer**?	☐	☒	☐[7]
h.	Is project impacting a **navigable waterway**?	☒	☐	☐
i.	Are any State or Federal **Scenic Rivers/Streams** impacted?	☒	☐	☐
j.	Is a **noise** analysis warranted (Type I project)	☐	☒	☐[8]
k.	Is an **air** quality study warranted?	☐	☒	☐[9]
l.	Is project in a **non-attainment** area?	☒	☐	☐
m.	Is project in an approved Transportation Plan, Transportation Improvement Program (TIP) and State Transportation Improvement Program (**STIP**)?	☐	☒	☐[10]
n.	Are **construction** air, noise, & water impacts major?	☒	☐	☐
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?	☒	☐	☐

9. Social Impacts

		NO	YES	N/A
a.	Will project change **land use** in the area?	☒	☐	☐
b.	Are any c**hurches and schools** impacted by or adjacent to the project? ..... (If so, list below)	☒	☐	☐
c.	Has **Title VI** been considered?	☐	☒	☐
d.	Will any **specific groups** be adversely affected? (i.e., *children, elderly, disabled,* etc.)	☒	☐	☐
e.	Are any **hospitals, medical facilities, fire, police** facilities impacted by or adjacent to the project? (If so, list below).....	☒	☐	☐
f.	Will **Transportation patterns** change?	☒	☐	☐
g.	Is **Community cohesion** affected by the project?	☒	☐	☐
h.	Are **short-term social/economic** impacts due to construction considered major?	☒	☐	☐
i.	Do conditions warrant **special construction times?** (i.e., *school in session, congestion, tourist season, harvest*)	☐	☒	☐[11]
j.	Were **Context Sensitive Solutions** considered? (If so explain below).....	☒	☐	☐
k.	Were **bike and pedestrian** accommodations considered? (explain below).....	☐	☒	☐[12]
l.	Will the **roadway/bridge be closed?** (If yes, answer questions below).....	☒	☐	☐
	Will a **detour bridge** be provided?	☐	☐	☒
	Will a **detour road** be provided?	☐	☐	☒
	Will a **detour route** be signed?	☐	☐	☒

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

☒Corps Nationwide ☐CUP/Consistency Determination ☐LA Scenic Stream

☐Corps Section 404/10	☐USCG Bridge	☒DEQ WQC
☐Levee or Corps 408	☐USCG Navigational Lights	☒LPDES Stormwater
☐Other (explain below)		

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

This project was originally processed as a Categorical Exclusion (CE) approved on November 04, 2021. The reevaluation of this project is due to the time lapse of 3 years. This review incorporates **H.014171**, which is the proposed clearing and grubbing for this project.

[1]**Section 4** - Public Involvement- Solicitation of Views letters were sent out on May 28, 2013, Public Meetings were held on August 22, 2013, and February 18, 2016, and Tribal Consultation was conducted by DOTD/FHWA in June 2020. **See attached CE Document**

[2]**Section 5 (a,c)** - Real Estate - Approximately 1.6 acres of additional Right-of-way to be acquired. Construction servitude is anticipated with the project. **See attached CE Document**

[3]**Section 7(a,b)** - In June 2013, Surveys Unlimited Research Associates, Inc., (SURA, Inc.) carried out a Phase I cultural resources survey of a proposed area of road-widening for Nicholson Drive, or Hwy 30, 400 ft. south of Gourrier Avenue to 500 ft. north of West Lee Drive/Brightside Lane, Baton Rouge, East Baton Rouge Parish, Louisiana. The ROW bordered the east and west sides of existing Nicholson Drive. The direct APE was approximately 2.5 miles in length and covered approximately 20 acres. The indirect APE consisted of properties and structures adjacent to the direct APE. The proposed road improvement project will take place at ground-level, therefore adjacency to the direct APE was the criterion for assessing effects on standing structures. A total of thirty-three (33) shovel tests were excavated in the survey area at high probability intervals, and no archaeological sites were identified. No standing structures greater than 50 years of age were encountered in the direct or indirect APE during the survey. The authors suggest there will be no affect to historic properties. **See Attached SHPO Concurrence**

[4]**Section 8(b)** - Other waters in the amount of 0.14 acres are present near Bayou Fountain. **See attached CE Document**

[5]**Section 8(c)** - A review of the US Fish & Wildlife Service's (USFWS) Information for Planning and Consultation (IPaC) system and the Louisiana Department of Wildlife and Fisheries (LDWF) database identified species that may be in the project action area and/or may be impacted by the proposed scope of work. The Tricolored Bat (Proposed Endangered), Alligator Snapping Turtle (Federal (F) Proposed Threatened/State (S) Restricted), West Indian Manatee (F/S Threatened), Inflated Heelsplitter (F/S Threatened), Pallid Sturgeon (F/S Endangered), and the Monarch Butterfly (Proposed Threatened) were noted by IPaC and/or the LDWF database. No critical habitats are currently located within or adjacent to the action area. Project information was submitted to the USFWS via the IPaC. The proposed project will have no impacts on the listed species or their habitat. **See attached IPaC**

[6]**Section 8(d)** - The project is in the 100-year floodplain, no impacts are expected.

[7]**Section 8(g)** - The project is located on the Southern Hills Regional Aquifer System SSA; however, road widen, lane addition, and sidewalk construction will have no impact to the recharge potential of the aquifer.

[8]**Section 8(j)** - A noise analysis was conducted, **See attached CE Document**

[9]**Section 8(k)** - An air quality impact analysis was conducted, **See attached CE Document**

[10]**Section 8(m)** - - The project is proposed to be funded with the Surface Transportation Program-Urban Areas (STP>200K), Safety Funds (HSIPPEN, HSIP) for Federal fiscal year 2026 and state fiscal years 2026 and 2027.

[11]**Section 9(i)** - Per the Baton Rouge Police Department SOV response, it was noted that during Louisiana State University (LSU) home football games, the project may affect the inbound/outbound flow of traffic. **See attached CE Document**

[12]**Section 9(k)** – With respect to the plans that were in place at the time of the approved CE, November 4, 2021, the size of the bike lane and sidewalk have changed. On the present plans, the bike lane width increased from the stated 6' to 8'. Note that the 8' may include both a bike lane and a potential buffer. The proposed sidewalk width on the east side of the roadway now varies from 6'-10'.

Preparer: Craig LeBlanc
Title: Environmental Impact Specialist-DCL
Date: September 10, 2025

Attachments

- ☐ S.O.V. and Responses
- ☐ Wetlands Finding
- ☐ Project Description Sheet
- ☐ CSRP
- ☐ Noise Analysis
- ☐ Air Analysis
- ☐ Exhibits and/or Maps
- ☐ 4(f) Evaluation
- ☒ 106 Documentation (SHPO)
- ☐ Form AD 1006 (Farmlands)
- ☒ Other **Title Page, H.014171 Title Sheet, IPaC, Original approved CE**

INDEX TO SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2–2f	TYPICAL SECTION & DETAILS
3–3h	SUMMARY SHEETS
4–19	PLAN & PROFILES
20–21	PLAN & PROFILES/DRAINAGE PLAN & PROFILES
22–35	DRAINAGE PLAN & PROFILES
36–39	TEMPORARY BENCHMARKS & REFERENCE POINTS
40–42	EXISTING DRAINAGE MAPS
43–48	DESIGN DRAINAGE MAPS
49–55	SUMMARY OF DRAINAGE STRUCTURES
56–60	SPECIAL DETAIL : HEADWALL AND WINGWALL DETAILS
61–62	SPECIAL DETAIL : CONCRETE SURFACE FINISH
63–64	SPECIAL DETAIL : GUARDRAIL DETAILS
65	SPECIAL DETAIL : YEAR PLATE FOR CONCRETE STRUCTURES
66	SPECIAL DETAIL : CB2TOPO2
67–79	SPECIAL DETAIL : TRAFFIC SIGNAL STANDARD DETAILS
80–81	SPECIAL DETAIL : TEMPORARY PRECAST BARRIER SET
82–92	SPECIAL DETAIL : ROADSIDE TRAFFIC SIGNS
93–101	GEOMETRIC DETAILS
102	GRAPHICAL GRADE LAYOUT
103–107	GEOTECHNICAL EXPLORATION LOGS
108–116	JOINT LAYOUTS
117–125	PERMANENT PAVEMENT MARKINGS & SIGNS LAYOUTS
126–133	SUGGESTED SEQUENCE OF CONSTRUCTION
134–135	DIVERSION LAYOUTS
136–137	DETOUR LAYOUT MAPS
138–147	TEMPORARY TRAFFIC SIGNAL PLANS
148–151	TRAFFIC SIGNAL PLANS

	STANDARDS	DATE REVISED
201–202	BM–01(2 SHEETS)	10/26/2023
203	CB–01	11/2/2000
204	CB–06	11/2/2000
205	CB–08	10/7/2010
206	CC.S.M.7–10.S·45°.1	1/11/1978
207	CC.S.M.10.R·45°.1	1/11/1978
208	CM–49	10/1/2008
209–211	CP–01(3 SHEETS)	10/13/2021
212–214	DW–01(3 SHEETS)	8/4/2022
215–216	EC–01(2 SHEETS)	10/1/2008
217–227	GR–MASH–ON (11 SHEETS)	4/13/2023
228	GR–MASH–BC	1/3/2019
229	HS–03	4/7/2014
230–231	MB–01(2 SHEETS)	4/4/2022
232–237	MC–01(6 SHEETS)	5/25/2018
238	PC–01	10/2/2023
239–243	PED–01(5 SHEETS)	7/21/2022
244	PG–DRAIN (SINGLE)	9/22/2020
245	PG–DRAIN (DOUBLE)	9/22/2020
246–251	PM–01, PM–02, PM–05, PM–06, PM–07, PM–08	2/28/2019
252	PRCB–01	7/20/2022
253–256	TTC–00 (A)(B)(C)(D)	7/2/2018
257–262	TTC–01,02,03,04,05 &16	7/2/2018
263	R–CB–11	3/1/2011
264	R–CB–11MOD	3/1/2011
265	RCB–EXTENSION	4/8/2009
266	RM–01	2/1/2021
401–421	CROSS SECTIONS	

TOTAL SHEETS = 252

TYPE OF CONSTRUCTION :

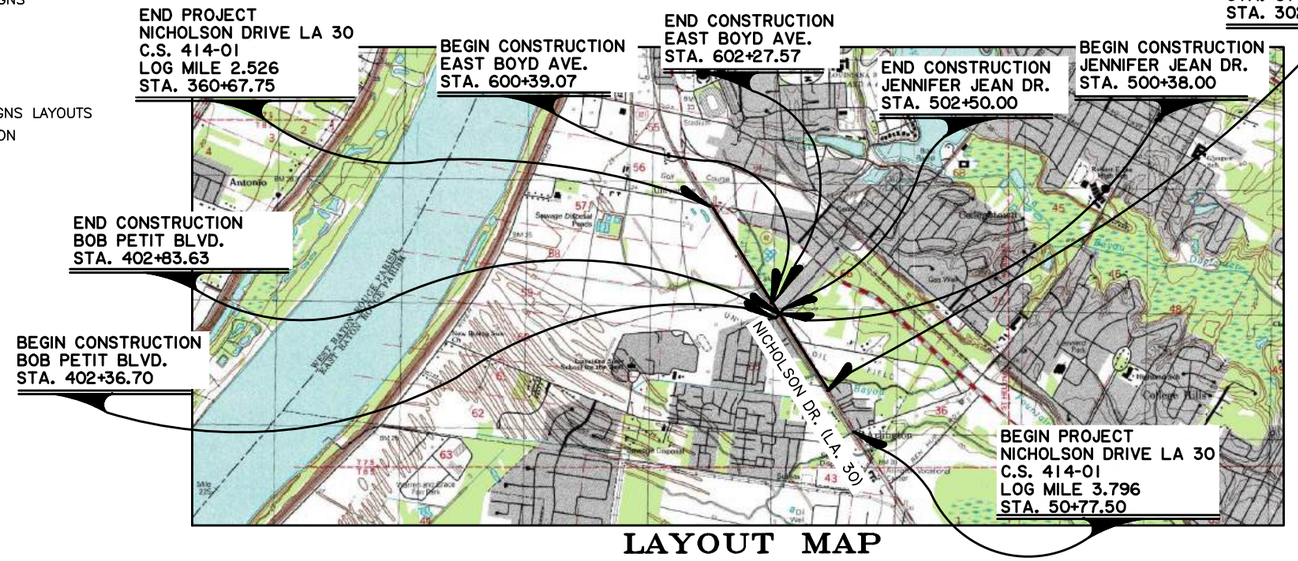
ASPHALT CONCRETE PAVEMENT, PORTLAND CEMENT CONCRETE PAVEMENT, BASE COURSE, DRAINAGE STRUCTURES, GRADING, BOX CULVERT AND TRAFFIC SIGNALIZATION.

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
PLANS OF PROPOSED STATE HIGHWAY

FEDERAL PROJECT NUMBER: H002825
STATE PROJECT NUMBER: H.002825
CITY/PARISH PROJECT NO. 08-CS-HC-0035

LA 30 (NICHOLSON DR): BRIGHTSIDE-GOURRIER

EAST BATON ROUGE PARISH

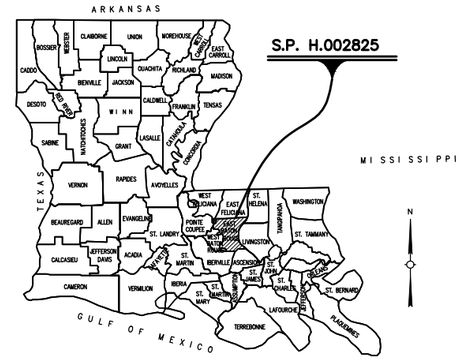


LAYOUT MAP

SCALE: 1 INCH = 2,000 FEET

1 0 1 2 3

SCALES
PLAN : 1" = 20'
PROFILE : HOR. 1" = 20'
VER. 1" = 4'



VICINITY MAP

SURVEY

HORIZONTAL CONTROL:	LOUISIANA STATE PLANE COORDINATES SOUTH ZONE (NAD 83 (2010) EPOCH 2002.00)
BASE STATIONS:	SJBI SJB GROUP LOOP CORS ARP LAT.=N30°23'45.830" LON.=W91°06'25.854" NORTHING/Y=689601.3722 EASTING/X=3352133.2291
	AWES AWES 147 BC ALWES CORS ARP LAT.=N30°06'00.962" LON.=W90°58'58.635" NORTHING/Y=582125.3907 EASTING/X=3391627.8479
	GVMS GALVEZ MIDDLE SCH. CORS ARP LAT.=N30°18'51.796" LON.=W90°54'13.030" NORTHING/Y=660080.6213 EASTING/X=3416422.8479
VERTICAL CONTROL:	NAVD 88 (GEOID 03)

STANDARD SPECIFICATIONS

THE 2016 EDITION OF THE LOUISIANA DOTD STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES, AS AMENDED BY THE PROJECT SPECIFICATIONS, SHALL GOVERN.

TRAFFIC DATA

2024 A.D.T.	= 22,936
2044 A.D.T.	= 35,444
D	= 55.0%
K	= 5.8%
T	= 9.0%
DESIGN SPEED	= 45 MPH
ROADWAY CLASS	= URBAN ARTERIAL
SHARED–USE PATH DESIGN SPEED	= 18 MPH

EQUATION: -24009.29'
STA. 61+99.98 L.B. =
STA. 302+09.27 L.A.

APPROVED BY

CHAD A. BACAS, P.E.
FORTE AND TABLADA, INC.

DATE

RECOMMENDED FOR APPROVAL

DATE

APPROVED FOR DOTD CHIEF ENGINEER

D.O.T.D. CHIEF ENGINEER

DATE

DATE	REVISION	DATE	RECOMMENDED	DATE	APPROVED

SCHEDULE OF REVISIONS

LENGTH AND LOCATION OF WORK

CONTROL SECTION	STATION		LOG MILE		ALGEBRAIC SUM OF ALL EQUATIONS	GROSS LENGTH	EXCEPTION	BRIDGE LENGTH		ROADWAY LENGTH	
	BEGIN	END	BEGIN	END	FEET	FEET	FEET	FEET	MILES	FEET	MILES
414–01	50+77.50	360+67.75	3.796	2.474	–24009.29	6980.96	–	–	–	6980.96	1.322
000–17	402+36.70	402+83.63	0.283	0.291	–	46.93	–	–	–	46.93	0.008
000–17	500+38.00	502+50.00	0.000	0.040	–	212.00	–	–	–	212.00	0.040
000–17	600+39.07	602+27.57	0.000	0.035	–	188.50	–	–	–	188.50	0.035
TOTAL LENGTH OF BRIDGES								–	–		
TOTAL LENGTH OF ROADWAY										7428.39	1.405
TOTAL MILES								1.405			

SHEET NUMBER	1
PARISH	EAST BATON ROUGE
CONTROL SECTION	414-01
STATE PROJECT	H.002825
DESIGN RFN	
CHECK MJK	
DETAIL RFN	
CHECK MJK	
REVIEW CAB	
SERIES # 1 of 1	

95% FINAL PLANS
PRELIMINARY
FOR REVIEW ONLY
ENGINEER: CHAD A. BACAS
LICENSE #: 28786
DATE: 06/18/2024

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

TITLE SHEET

LA 30 (NICHOLSON DR): BRIGHTSIDE-GOURRIER

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

FORTE & TABLADA

98% FINAL PLANS SUBMITTAL

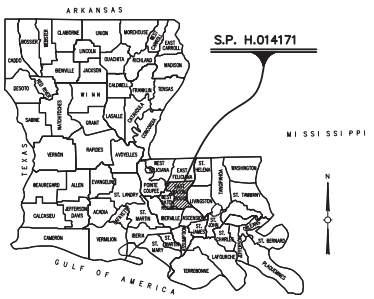
R:\2008\08183 - Nicholson Drive Segment 1\cad (Construction Plans)(2020)(Clearing & Grubbing)\Production Plan (Clearing & Grubbing)\08183C-PT01 11:34 AM

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
PLANS OF PROPOSED STATE HIGHWAY

FEDERAL PROJECT NUMBER: H014171
STATE PROJECT NUMBER: H.014171
CITY/PARISH PROJECT NO. 08-CS-HC-0035

LA 30 (NICHOLSON DR): BRIGHTSIDE-GOURRIER (CLEARING AND GRUBBING)

EAST BATON ROUGE PARISH



VICINITY MAP

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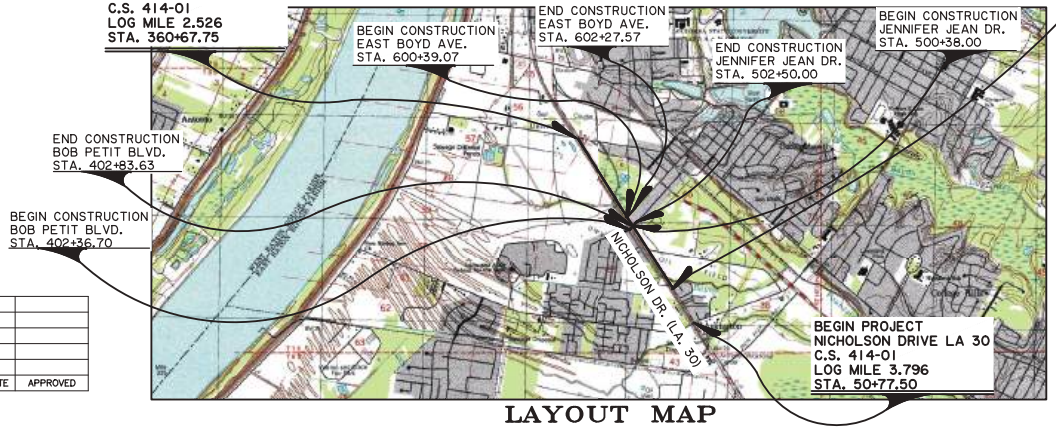
4–19	PLAN & PROFILES–F.I.O.
20–35	DRAINAGE PLAN & PROFILES–F.I.O.
36–39	TEMPORARY BENCHMARKS & REFERENCE POINTS
40–48	GEOMETRIC DETAILS–F.I.O.
49–50	CONSTRUCTION SIGNING
101–109	RIGHT OF WAY MAPS

	STANDARDS	DATE REVISED
201–202	EC–01(2 SHEETS)	10/01/2008
203–204	FN–02(2 SHEETS)	11/03/2011
205	RM–37	03/24/1977
206–209	TTC–00 (A)(B)(C)(D)	02/07/2025
210–212	TTC–01,02 &03	02/07/2025

TOTAL SHEETS = 78



LAYOUT MAP
SCALE: 1 INCH = 2,000 FEET

DATE	REVISION	DATE	RECOMMENDED	DATE	APPROVED

SCHEDULE OF REVISIONS

TRAFFIC DATA
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ROADWAY CLASS = URBAN ARTERIAL
SHARED–USE PATH DESIGN SPEED = 18 MPH

TYPE OF CONSTRUCTION :
CLEARING AND GRUBBING, FENCE REPLACEMENT, CONCRETE REMOVAL

SURVEY

HORIZONTAL CONTROL: LOUISIANA STATE PLANE COORDINATES
SOUTH ZONE (NAD 83 (2010) EPOCH 2002.00)

BASE STATIONS: SJBI SJB GROUP LOOP CORS ARP
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VERTICAL CONTROL: NAVD 88 (GEOID 03)

SCALES
PLAN : 1" = 20'
PROFILE : HOR. 1" = 20'
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PREPARED AND RECOMMENDED FOR APPROVAL

CHAD A. BACAS, P.E.
FORTE AND TABLADA, INC.
DATE

APPROVED (C.S. 000–17)

DATE

APPROVED (C.S. 414–01)

D.O.T.D. CHIEF ENGINEER
DATE

ACCEPTED FOR LETTING (C.S. 000–17)

D.O.T.D. CHIEF ENGINEER
DATE

LENGTH AND LOCATION OF WORK

CONTROL SECTION	STATION		LOG MILE		ALGEBRAIC SUM OF ALL EQUATIONS	GROSS LENGTH	EXCEPTION	BRIDGE LENGTH		ROADWAY LENGTH	
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TOTAL LENGTH OF BRIDGES								–	–		
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SHEET NUMBER	1
PARISH	EAST BATON ROUGE
CONTROL SECTION	414–01 & 000–17
STATE PROJECT	H.014171

DESIGN RFN | CHECK MJK | DETAIL RFN | CHECK MJK | REVIEW CAB | SERIES # 1 of 1

95% FINAL PLANS

PRELIMINARY FOR REVIEW ONLY

ENGINEER: CHAD A. BACAS
LICENSE #: 28786
DATE: 06/18/2024

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

TITLE SHEET

LA 30 (NICHOLSON DR): BRIGHTSIDE–GOURRIER

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

FORTE & TABLADA

JULY 2021

CATEGORICAL EXCLUSION
NICHOLSON DRIVE SEGMENT 1(BRIGHTSIDE LANE TO GOURRIER AVENUE)

STATE PROJECT NO. H.002825
FEDERAL AID PROJECT NO. H002825
CITY PARISH PROJECT NO. 12-CS-HC-0016

EAST BATON ROUGE PARISH, LOUISIANA

APPROVED
LYNN M. HEISLER
2021.11.04 10:09:20 -05'00'
LYNN HEISLER
ENVIRONMENTAL PROTECTION SPECIALIST
FEDERAL HIGHWAY ADMINISTRATION

MOVEBR

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

U.S. Department of Transportation
Federal Highway Administration

1.0 SUMMARY OF PERMITS, MITIGATION, AND COMMITMENTS

1.0 SUMMARY OF PERMITS, MITIGATION, AND COMMITMENTS

The following permits, mitigation, and commitments will be implemented by the Louisiana Department of Transportation and Development (DOTD).

Permits, Mitigation, and Commitments

ITEM AND AUTHORITY	OVERSITE AGENCY/TIMING	MITIGATION/COMMITMENT
Section 404 Permit *Section 404 of the Clean Water Act as amended*	United States Army Corps of Engineers (USACE)/ Pre-construction	The DOTD will obtain a Nationwide Permit through the USACE for the crossing of Other Waters of the US.
Section 401 Water Quality Certification in support of Section 404 permit	LDEQ Pre-construction	DOTD will obtain Section 401 Certification in accord with the USACE Nationwide Permit.
Louisiana Pollutant Discharge Elimination System (LPDES) Storm Water Discharge Permit *Section 402 of the CWA*	LDEQ/ Pre-construction	The DOTD will apply its LPDES General Permit for the discharge of storm water associated with construction of the project. A Storm Water Pollution Prevention Plan will also be prepared.
Relocations *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Relocation Act)*	DOTD/FHWA/ ROW acquisition	Relocations will comply with the Uniform Relocation Act.
Section 106 Compliance *National Historic Preservation Act*	DOTD/FHWA/SHPO/Choctaw Nation Construction	The DOTD will stop work immediately and contact FHWA and the Choctaw Nation if Native American artifacts or human remains are encountered. The DOTD will also contact local authorities as applicable in if the latter is discovered.

2.0 ENVIRONMENTAL CHECKLIST

ENVIRONMENTAL CHECKLIST

WBS No. H.002825
Name: Nicholson Drive Segment 1 (Brightside to Gourrier)
Route: LA 30
Parish: East Baton Rouge

1. General Information

☐Conceptual Layout ☒Line and Grade ☐Preliminary Plans
☐Survey ☐Plan-in-Hand ☐Advance Check Prints

2. Class of Action

☐ Environmental Impact Statement (E.I.S.)
☐ Environmental Assessment (E.A.)
☒ Categorical Exclusion (C.E.)
☐ State Funded Only (EE/EF/ER)
☐ Programmatic C.E. (P.C.E.)
☐ 23 CFR 771.177(c)_____
☐ 23 CFR 771.177(d)_____

3. Project Description

The City of Baton Rouge, Parish of East Baton Rouge, is proposing to widen Nicholson Drive (LA 30) beginning 500 feet north of West Lee Drive/Brightside Lane to approximately 400 feet south of Gourrier Avenue. Specifically, the project involves the construction of a four-lane divided curb and gutter urban arterial roadway with a six-foot bicycle lane on each side and six-foot sidewalk on the east side only.

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?	☐	☒	☐
Is right of way required from a **burial/cemetery** site?	☒	☐	☐
Is right-of-way required from a Wetland Reserve Program (**WRP**) property?	☒	☐	☐
Is required right-of-way prime **farmland**? (Use form AD 1006, if needed)	☒	☐	☐
b. Will any **relocation** of residences or businesses occur?	☒	☐	☐
c. Are construction or drainage **servitudes** required?	☐	☒	☐

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?	☒	☐	☐
b.	Are properties acquired or improved with **L&WC** funds affected?	☒	☐	☐

7. Cultural Section 106

		NO	YES	N/A
a.	Are any **known historic properties** adjacent or impacted by the project? (If so, list below).....	☒	☐	☐
b.	Are any k**nown archaeological sites** adjacent or impacted by the project? (If so, list site # below)	☒	☐	☐
c.	Would the project affect property owned by or held in trust for a federally recognized **tribal government**?	☒	☐	☐

8. Natural & Physical Environment

		NO	YES	N/A
a.	Are **wetlands** affected?	☒	☐	☐
b.	Are **other waters** of the U.S. affected?	☐	☒	☐
c.	Are **Endangered/Threatened Species**/Habitat affected?	☒	☐	☐
d.	Is project within 100 Year **Floodplain**?	☐	☒	☐
e.	Is project in **Coastal Zone** Management Area?	☒	☐	☐
f.	Is project in a **Coastal Barrier Resources** area?	☒	☐	☐
g.	Is project on a **Sole Source Aquifer**?	☐	☒	☐
h.	Is project impacting a **navigable waterway**?	☒	☐	☐
i.	Are any State or Federal **Scenic Rivers/Streams** impacted?	☒	☐	☐
j.	Is a **noise** analysis warranted (Type I project)	☐	☒	☐
k.	Is an **air** quality study warranted?	☐	☒	☐
l.	Is project in a **non-attainment** area?	☒	☐	☐
m.	Is project in an approved Transportation Plan, Transportation Improvement Program (TIP) and State Transportation Improvement Program (**STIP**)?	☐	☒	☐
n.	Are **construction** air, noise, & water impacts major?	☒	☐	☐
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?	☒	☐	☐

9. Social Impacts

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

		NO	YES	N/A
l.	Will the **roadway/bridge be closed?** (If yes, answer questions below)…….	☒	☐	☐
	Will a **detour bridge** be provided?	☒	☐	☐
	Will a **detour road** be provided?	☒	☐	☐
	Will a **detour route** be signed?	☒	☐	☐

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

☒ Corps Nationwide	☐ CUP/Consistency Determination	☐ LA Scenic Stream
☐ Corps Section 404/10	☐ USCG Bridge	☒ DEQ WQC
☐ Levee	☐ USCG Navigational Lights	☒ LPDES Stormwater
☐ Other (explain below)		

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

4. Public Involvement
   Solicitation of Views letters were sent out on May 28, 2013, Public Meetings were held on August 22, 2013 and February 18, 2016, and Tribal Consultation was conducted by DOTD/FHWA in June 2020.
5. Real Estate
   - 5.a Approximately 1.6 acres of additional Right-of-way to be acquired
   - 5.c Construction servitude is anticipated
8. Natural and Physical Environment
   - 8.b. Other waters in the amount of 0.14 acres are present near Bayou Fountain
   - 8.d. The project is in the 100-year floodplain, no impacts are expected
   - 8.g The project lies above the Southern Hills Sole Source Aquifer, no impacts are expected
   - 8.j A noise analysis was conducted, see Section 5.0
   - 8.k An air quality impact analysis was conducted, see Section 5.0
   - 8.m The project is in both the TIP and the STIP
9. Social Impacts
   - 9.c No Environmental Justice communities were determined present in the project area.
   - 9.i Per the Baton Rouge Police Department SOV response, it was noted that during Louisiana State University home football games, the project may affect the inbound/outbound flow of traffic.
   - 9.k Six-foot bike lanes are proposed on both sides of the roadway, a six-foot pedestrian lane is proposed only on the east side.

Preparer: Kerry Oriol
Title: Project Manager
Date: April 26, 2021

Attachments

- ☒ S.O.V. and Responses
- ☒ Wetlands Finding
- ☐ Project Description Sheet
- ☐ Conceptual Stage Relocation Plan
- ☒ Noise Analysis
- ☐ Air Analysis
- ☐ Exhibits and/or Maps
- ☐ 4(f) Evaluation
- ☐ Form AD 1006 (Farmlands)
- ☐ 106 Documentation
- ☐ Other_____

3.0 PROJECT BACKGROUND AND DESCRIPTION

3.0 PROJECT BACKGROUND AND DESCRIPTION

MOVEBR is a transportation and infrastructure improvement program for East Baton Rouge Parish, Louisiana that is funded from April 2019 through March 2049. The project, which is proposed under this program, Nicholson Drive Segment 1 (Brightside Lane to Gourrier Avenue), is to widen Nicholson Drive [also known as Louisiana Highway (LA) 30] from approximately 500 feet north of Brightside Lane to approximately 400 feet south of Gourrier Avenue. A design study for this project was completed in 2011; however, with potential eligibility for federal funding, the design study was determined insufficient to meet National Environmental Policy Act (NEPA) requirements. This Categorical Exclusion (CE) will satisfy NEPA and, if approved, allow the project to move forward with the potential to utilize available federal funds.

The existing roadway is an urban two-lane asphalt roadway with asphalt shoulders and mostly open ditch with some subsurface drainage for storm water drainage. Right-of-way (ROW) varies from 80 feet to 130 feet with a railroad track west of Nicholson Drive that runs parallel the entire length of the project. The rail line restricts the ROW available for widening. In addition to the rail line, there is a multi-use path that also runs west of Nicholson Drive the length of the project. There is one signalized intersection located at Jennifer Jean Drive/Bob Petit Boulevard, and one un-signalized, full-access, median intersection located at East Boyd and Nicholson Drive.

The proposed project provides for widening Nicholson Drive to a four-lane divided facility with 11-foot travel lanes, a six-foot bike lane on both the east and west sides, and a six-foot sidewalk on the east side. The project length is approximately 6,000 feet. **Figure 1** demonstrates the current and proposed ROW for the project, **Figure 2** is the proposed typical section.

The general project area is comprised of Louisiana State University (LSU) related facilities and properties, such as the LSU Golf Course, residential and mixed-use developments, vacant land, and commercial interests, such as gas stations. Power lines are present adjacent to existing ROW on the east side with the railroad line and more power lines located outside the existing ROW on west side.

Utilities are located adjacent to the existing ROW and will be affected by the acquisition of ROW. **Table 2** identifies the utilities adjacent to the existing ROW.

Figure 1: Nicholson Drive Segment 1 Project Limits and Right-of-Way

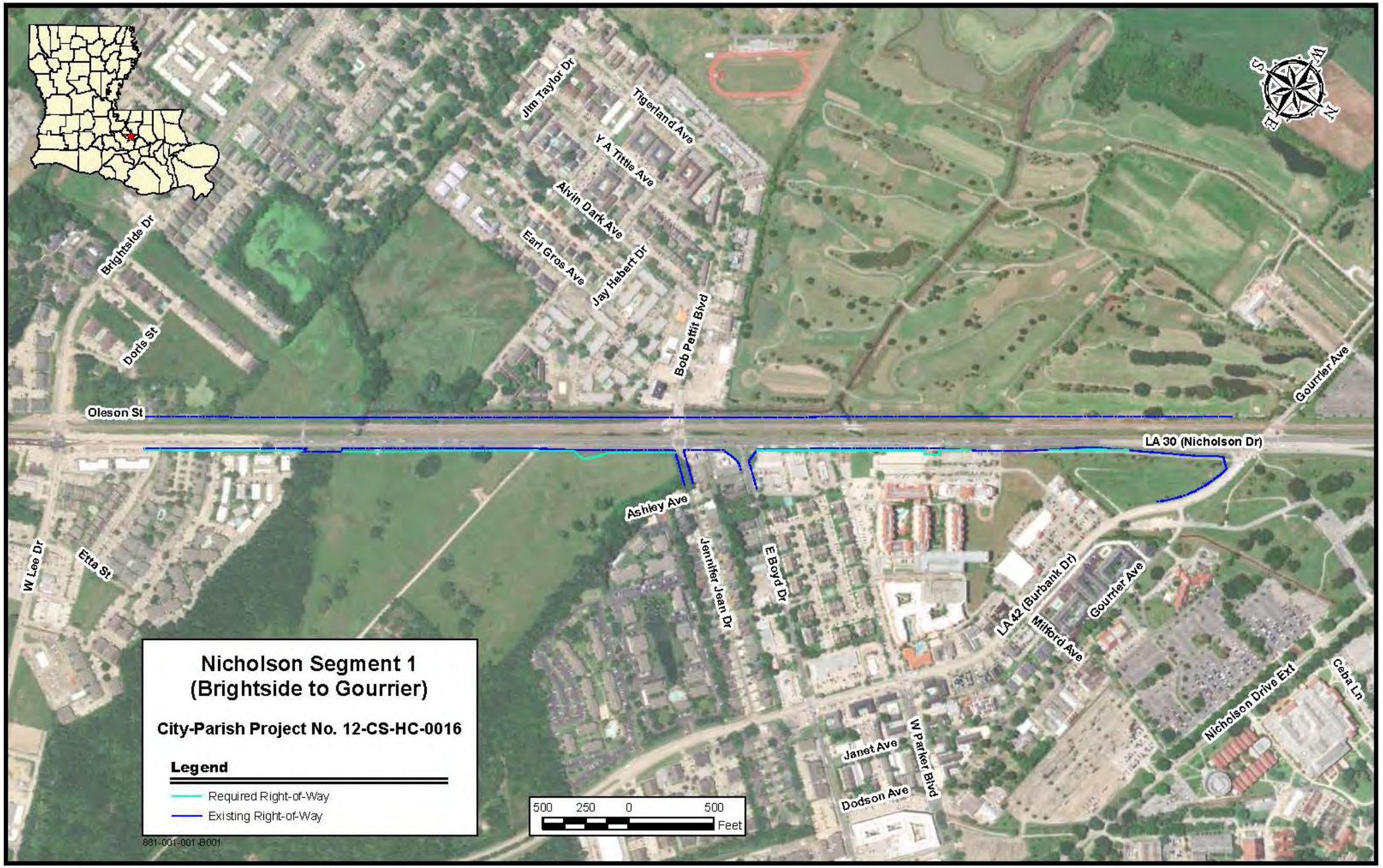
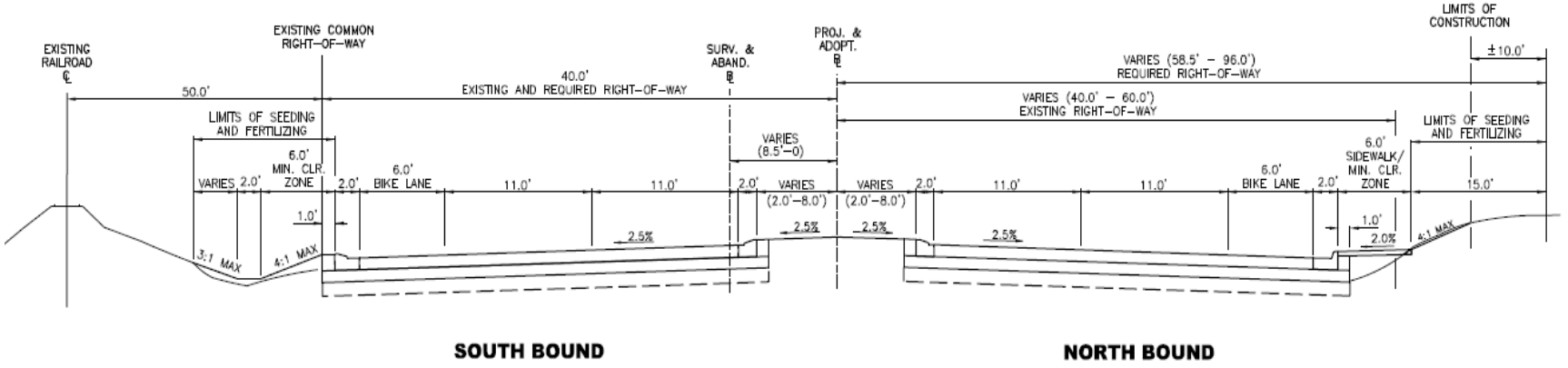


Figure 2: Nicholson Drive Segment 1 Typical Section



TYPICAL SECTION
N.T.S.

Table 2: Existing Utilities

Utility	Type
Entergy	Electrical / Overhead
Entergy	Gas Line
Baton Rouge Waterworks	Water main
East Baton Rouge DPW	Sewer Force main
Acadian Gas	Gas Line
AT&T	Underground Telephone
East Baton Rouge DPW	Underground Traffic Signal
Level 3	Fiber Optic

There are several transportation projects planned or ongoing in the general project area, as well as continued expansion associated with permitted mixed-use residential developments, such as Lark and Southgate Towers, and the initiation of the University Lakes Project.

Transportation projects (excepting the proposed action) include:

- Nicholson Drive Segment 2 (Ben Hur Road to Bluebonnet) - capacity improvements
- Ben Hur Road Realignment/Nicholson Intersection - realignment to remove the skewed intersection, coupled with the Nicholson Drive Segment 2 project
- Lee Drive (Highland to Perkins) – capacity and turning movements
- Nicholson Drive Segment 3 (Bluebonnet to Parish Line) – capacity improvements
- Staring Lane Extension (Nicholson-Burbank)- capacity improvements, extending Staring from is connection with Burbank through to the intersection of Gardere and Nicholson

Figure 3 shows land use in the project area along with some publicly available utility data and **Figure 4** shows land use for the surrounding area and other proposed projects in the vicinity of the Nicholson Drive Segment 1 project.

Figure 3: Nicholson Drive Segment 1 Land Use

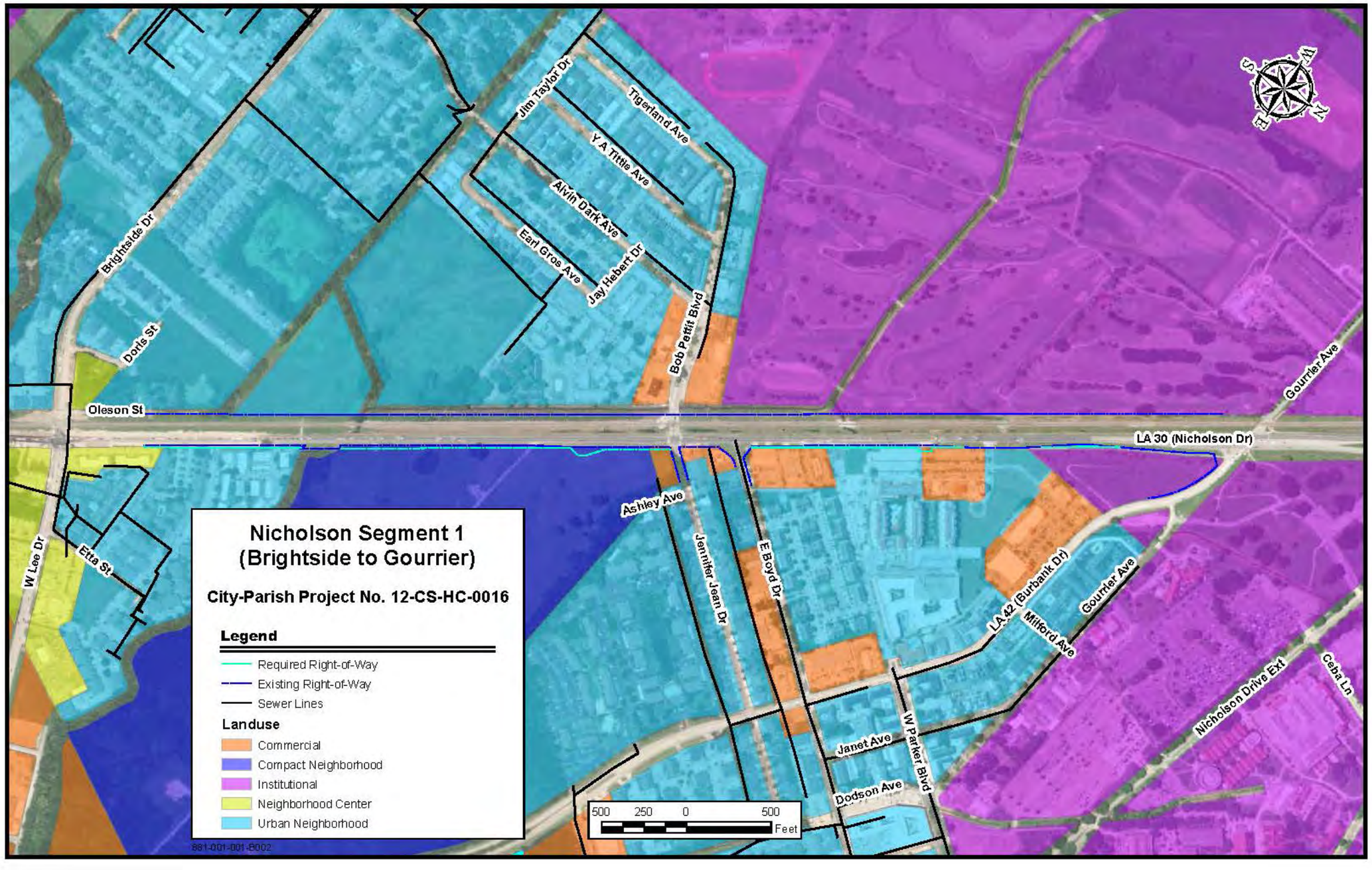
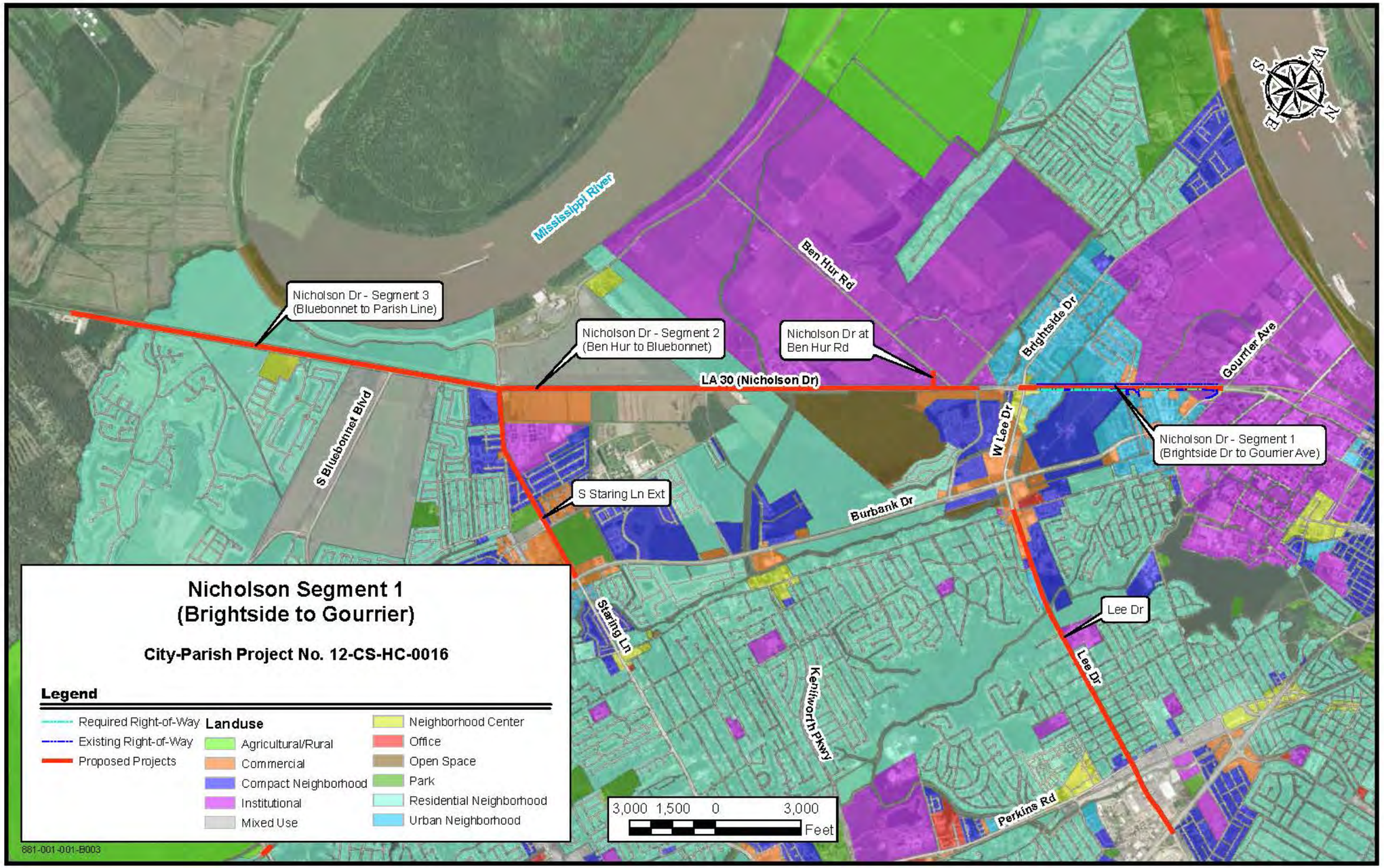


Figure 4: Nicholson Drive Segment 1
Land Use and Proposed Projects



4.0 PURPOSE AND NEED

4.0 PURPOSE AND NEED

The purpose of the proposed action is to address existing and future capacity deficiencies within the project limits.

Nicholson Drive serves as a major corridor and hurricane evacuation route for the industrial area south of LSU from Iberville and Ascension Parishes, as well as a conduit for LSU students from many residential and mixed-use developments located in the vicinity of the project. Existing traffic along this corridor is relatively high for a two-lane roadway. The traffic volume along this corridor was over 18,000 vehicles per day (vpd) in November 2008, with a projected volume in 2030 of over 28,000 vpd which included a growth rate of 2% along Nicholson Drive, and 1% from side streets. Existing and projected traffic data warrant an expansion of this roadway. Traffic data referenced herein was obtained from the *LA 30 (Nicholson Drive) Segment 1 EA Traffic Study*, dated December 2014 and *LA 30 (Nicholson Drive) Addendum*, dated December 2019.

A safety analysis was performed for Nicholson Drive Segment 1 and at its intersections with Bob Petit/Jennifer Jean, Gourrier, and Brightside Lane/West Lee Drive. An evaluation of crash data shows that the segment is at a Safety Service Level (LOSS) 4, where there exists a high potential for safety improvement, as compared to a LOSS of 1, where there is a low potential for safety improvement. The analysis indicated multiple crash types occurred at rates often higher than statewide averages.

Crash reports indicated that most of the crashes were attributed to driver inattentiveness and/or congestion. The proposed widening project could reduce the number of crashes by alleviating congestion and providing turning bays for left turners. Countermeasures proposed for implementation with this project (high visibility striped crosswalks, curb extensions, etc.) are consistent with Complete Streets policies.

5.0 IMPACTS

5.0 IMPACTS

5.1 Public Transportation

There is one bus stop located on Nicholson Drive that will be affected:

Nicholson Drive @ Southgate Entrance Station 41+50. This bus stop at Southgate will be relocated during final design.

5.2 Utilities

Table 3 reflects utilities presumed to be affected and require relocation. Utility relocation will be confirmed during final design.

TABLE 3: UTILITY RELOCATION

Utility	Type	Footage
Entergy	Electrical / Overhead	4,450
Entergy	Gas Line	1,280
Baton Rouge Waterworks	Water main	5,550
East Baton Rouge DPW	Sewer Force main	3,370
Acadian Gas	Gas Line	550
AT&T	Underground Telephone	2,390
East Baton Rouge DPW	Underground Traffic Signal	5,545
Level 3	Fiber Optic	5,545

5.3 Relocations

No structures are to be acquired during acquisition of proposed ROW under the Nicholson Segment 1 project. **Table 4** shows proposed ROW acquisition for Nicholson Drive and Jennifer Jean Drive parcels, which amounts to approximately one acre.

TABLE 4: NICHOLSON DRIVE SEGMENT 1 PROPOSED ROW ACQUISITION

LOT ID NUMBER	ADDRESS(ES)	PROPOSED ROW (ACRES)
1320570033	5055 Nicholson Drive	0.066
1320570090	4800-4900 Nicholson Drive	0.549
1320570034	5075 Nicholson Drive	0.009
1320570035	5101, 5103, 5105, 5107, 5109, 5111, 5113, 5131, 5133, 5135, and 5137 Nicholson Drive	0.045
1330511122	4400-4500 Nicholson Drive	0.057
1330511123	4400-4500 Nicholson Drive	0.221
1330511134	4215 Nicholson Drive	0.034
1330511135	4225 Nicholson Drive	0.028
1330511136	4245 Nicholson Drive	0.030
1330511120	3900-4000 Nicholson Drive	0.002
1330511144	4075 Nicholson Drive	0.028
1330510201	900-1000 Jennifer Jean Drive	0.044
1330511149	4001 Suites A-D, 4005, and 4141 Nicholson Drive	0.090
1330511165	4001 Nicholson Drive	0.046
1320570032	5055 Nicholson Drive	0.039
1320570036	5201 Suites A-J and 5251 Suites K-Q Nicholson Drive	0.017
TOTAL PROPOSED ROW TO BE ACQUIRED		**1.304**

5.4 Wetlands

Impacts to jurisdictional wetland impacts are not anticipated. Approximately 0.08 acres of jurisdictional other waters of the United States are present within the ROW. A copy of the jurisdictional determination is included as **Appendix B**.

It is anticipated the project will qualify for a Nationwide Permit for impacts to other waters. Impacts to potential wetlands and other waters of the United States will be minimized through adherence to the NWP and the 2016 Louisiana Standard Specifications for Roads and Bridges Book (Purple Book).

5.5 Noise

Louisiana Highway Traffic Noise Policy requires a formal noise analysis be conducted for projects that involve the addition of through-traffic lanes (see **Appendix C** for the noise study**).** The FHWA has established noise abatement criteria (NAC) for various land use activity categories that can be used to determine when a traffic noise impact would be expected to occur. The DOTD's noise policy defines traffic noise levels as "approaching" the NAC when the noise level is a least 1 dBA (A-weighted average sound) below the NAC. The DOTD policy also states a 10 dBA increase over existing levels is a substantial increase.

In accordance with current FHWA noise regulations, the Traffic Noise Model (TNM) Version 2.5 was used to predict the noise levels associated with the Nicholson Drive Segment 1 project including the existing and design year No-Build and build condition. Where a predicted noise level equals or exceeds the NAC, or where the predicted noise level exceeds an existing noise level by 10 dBA, an impact will occur.

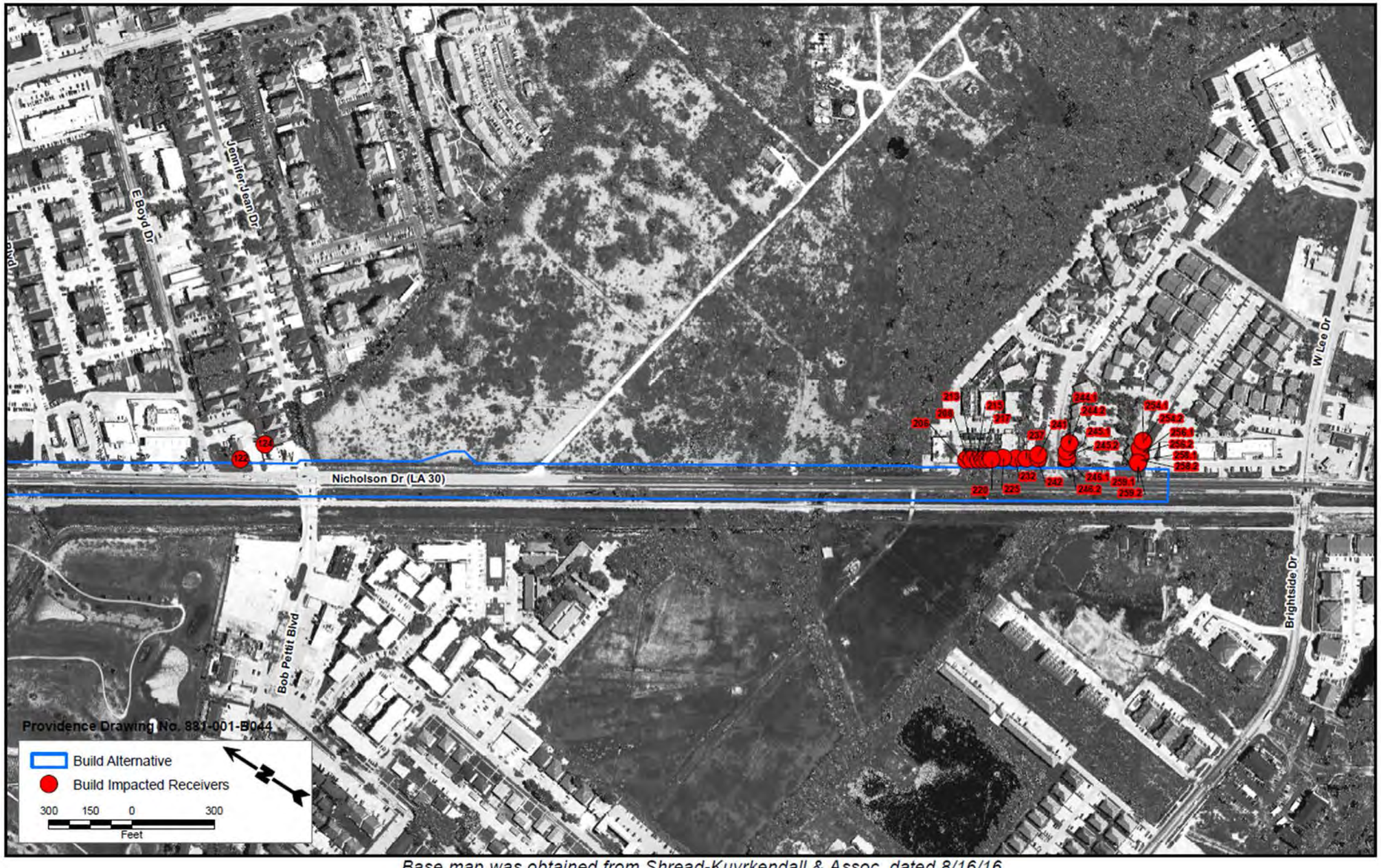
Of the 669 receptors modeled, 27 experience a noise impact during the design year (2037) under the build condition. Receiver impacts are illustrated in **Figure 4A.** Noise abatement measures were considered for these impacted receptors, including alteration of horizontal or vertical alignments, acquisition of property rights (to serve as a buffer zone), traffic management measures, and noise barriers.

Traffic management measures such as *No Engine Brake* signs could be beneficial. Modified speed limits reducing Nicholson Drive to 35 miles per hour (mph) proved effective in abating the impact to 44 percent of the impacted receptors under the build condition.

Noise barriers were considered for all impacted receptors. Of the four noise barrier locations modeled, only one met the feasibility and reasonableness criteria. This barrier essentially provides a barrier between Nicholson Drive and the Oakbrook Apartment complex (see **Figure 4B.)** Community input will be sought by the City-Parish during final design. The final determination regarding cost effectiveness for the proposed barrier will be determined during final design once the cost associated with utility relocations and additional ROW for barrier maintenance is determined.

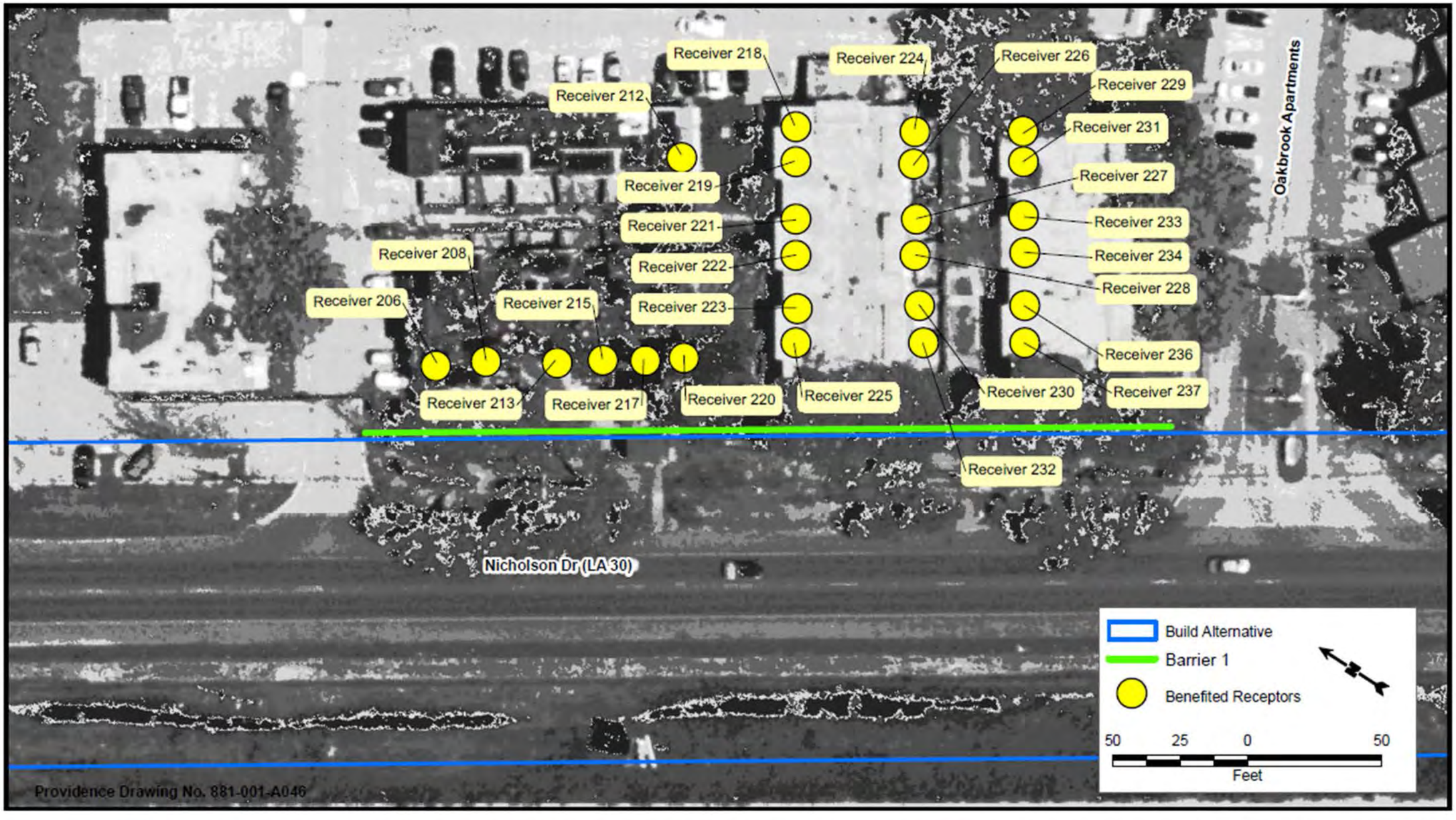
It is important to note that during Stage 1 Planning/Environmental, the noise analysis identifies noise abatement measures that are likely to be incorporated into the project's design. The final determination of any proposed noise abatement measure(s) will be made during the design stage along with input from the benefited receptors. If during design, conditions substantially change that impact the implementation of proposed barriers, the City-Parish will reevaluate the reasonableness of the barrier. Only barriers determined to be both reasonable and feasible will be incorporated into the project and constructed.

FIGURE 4A
RECEIVER IMPACTS



Base map was obtained from Shread-Kuyrkendall & Assoc. dated 8/16/16.

FIGURE 4B
PROPOSED NOISE BARRIER LOCATION



Base map was obtained from Shread-Kuyrkendall & Assoc. dated 8/16/16.

5.6 Air Quality

Construction activities have the potential to produce short-term, localized air quality impacts. Potential impacts include increased Mobile Source Air Toxic (MSAT) emissions from construction equipment and vehicles and temporary impacts due to fugitive dust emissions. The MSATs emissions will be minimized by implementing measures that require the use of low emission diesel fuel for non-road diesel construction equipment operated in EBR Parish abatement measures such as limits on construction equipment idling and other emission limitation techniques, as appropriate.

5.7 Hazardous Materials

The potential impacts of the Build Alternative, in terms of hazardous waste sites, are based on the Phase I ESA updated in May 2021(*Addendum to Phase I Environmental Site Assessment Nicholson Drive Segment 1*).

The results of the Phase I ESA addendum are summarized below:

- Existing Underground Storage Tanks (USTs) located at 4245 Nicholson Drive are directly adjacent to the current road ROW and care should be taken during construction in that area to avoid damaging the USTs and the tank fill ports.

No evidence of recognized environmental conditions (RECs) was discovered in relation to the proposed project property. No further investigations or assessments were deemed necessary.

6.0 COMMENTS AND COORDINATION

6.0 COMMENTS AND COORDINATION

6.1 Agency Coordination

SOV letters were mailed out May 28, 2013, to federal, state, and local agencies and elected officials. Additional Tribal consultation was conducted in 2020. Copies of all comments received are included in **Appendix A**.

6.2 Public Outreach

Two public meetings were held at the Louisiana Transportation Research Center (LTRC) Training and Education Facility located at 4099 Gourrier Avenue, Baton Rouge, LA 70808, which is adjacent the proposed project area. The first public meeting was an informational meeting held in an open house format on August 22, 2013. No comments were received from the attendees.

The second public meeting was held on February 18, 2016, also in an open house format with the purpose of this meeting of presenting the Build Alternative to the public and solicit comments. The meeting provided a continuously running PowerPoint presentation about the project, exhibits representing the Build Alternative and the NEPA process, and an area to provide verbal and/or written comments to the project team. Other methods of notifications included media communications, emails to interested parties, website announcements on DOTD's webpage and the former Green Light Program webpage.

Table 5 provides a summary of the comments from the second public meeting.

TABLE 5: PUBLIC MEETING COMMENTS

Comment	Response
Will that path (current walk/bike path) remain in place or will the new design incorporate an alternative path.	The proposed widening along Nicholson Drive incorporates an 8-foot bike path on both sides.
The redesign of this street should improve the current bike/ped lane, as it is badly in need of re-paving. There should be improved lighting as well.	The proposed widening along Nicholson Drive incorporates an 8-foot bike path on both sides.
Concerned with the northbound bike lane and how it allows crossing at Gourrier. Want to be sure everyone is talking to each other and we consider flooding in the bike path.	Comment noted.
Would be really swell if this would be a protected bike lane, with a method that is approved like a rounded curb.	Comment noted. Bike lanes will be designed in accordance with current DOTD specifications.

Comment	Response
Reconsider the shared turn lanes at Jennifer Jean. There is so much pedestrian traffic, don't know what you can do, but raised crossings or something and more lighting.	Employing complete streets policies will provide for pedestrian and bicyclist safety.
Would like if there is some kind of warning sign for the left turners relative to the bike lane at Southern Southgate Towers, anywhere that left turns cross the travel lanes with a bike lane.	Comment noted. Bike lanes will be designed in accordance with current DOTD specifications.
Signage for the bike lanes, keep the 8-foot lanes as proposed, drainage may be an issue for cyclists. Encourage the Lee Drive project to incorporate the bike lane infrastructure.	Comment noted. Bike lanes will be designed in accordance with current DOTD specifications.
This is a vital route, please build this project ASAP.	Comment noted.
I'd like to see native grasses in the medians and stormwater treatment with native plants, separate bike lanes for safety.	Comment noted.

APPENDICES

A Solicitation of Views, Mailing List, and Agency Responses
B Wetlands Jurisdictional Determination
C Noise Analysis

APPENDIX A

SOLICITATION OF VIEWS, MAILING LIST, AND AGENCY RESPONSES

SUMMARY OF SOV COMMENTS

AGENCY	COMMENT
US Fish and Wildlife Service	Use online assessment tool to determine any effect, if no, save reports for your records
Federal Emergency Management Agency Region VI	Contact local floodplain administrator and ensure project is in compliance with EO 11988 and EO 11990
US Environmental Protection Agency/Sole Source Aquifer Program	Southern Hills Sole Source Aquifer is below the site, however, no adverse effect on quality of groundwater in the SAA is expected
Federal Aviation Administration	Cannot comment on proposed construction via written letter solicitation
US Department of Agriculture/Natural Resources Conservation Service	The project is exempt from rules and regulations of the Farmland Protection Policy Act and no impacts to NRCS projects in the vicinity is expected
Louisiana Department of Culture, Recreation and Tourism (LDCRT)/Office of State Parks	1-No conflict with any Land and Water Conservation Fund Sites 2-No parks, sites, or other recreation areas near the project and they have no concerns or objections
LDCRT/Division of Archaeology	No adverse effect
Louisiana Department of Wildlife and Fisheries/Office of Wildlife	1-No impacts to rare, threatened, or endangered species or critical habitats 2-No state or federal parks, wildlife refuges, scenic streams, or wildlife management areas are at the site
Louisiana Department of Natural Resources/Office of Conservation	Saltwater disposal wells are near the project area, no registered water wells are in proposed project area
Louisiana Department of Agricultural and Forestry	No comment or objection
Louisiana Department of Transportation and Development (DOTD)	Two oak trees adjacent to Oakbrook Apartments are not considered significant trees
DOTD Floodplain Management	Ensure proper permits are obtained and allow for adequate flows of water during construction to ensure no backups or flooding
Louisiana Department of Environmental Quality	Project must conform to the STIP
Louisiana Department of Health and Hospitals/Office of Public Health	No objection, ensure compliance with the sanitary code
Capital Area Ground Water Conservation District	No detrimental effects on groundwater resources expected, note that several monitoring wells are located along Nicholson Drive
Baton Rouge City Police Department	No effects on daily operations, may have an effect on inbound/outbound traffic during LSU home games
City of Baton Rouge-Parish of East Baton Rouge/Department of Public Works	Project will not have an adverse impact on existing floodplain or environment provided all improvements and associated drainage structures are property engineered

City of Baton Rouge-Parish of East Baton Rouge/Office of the Planning Commission	Provided a list of concepts from the FUTUREBR Plan to consider in project development
Center for Planning Excellence	1-Consider retaining the bike/ped path on the west side; if bike/ped path is designated for the east side, ensure future driveways for commercial use are between eight and thirty feet wide 2-Maintain a minimum five-foot planting strip between roadway and sidewalk 3-Install pedestrian countdown signals at the intersections 4-Plan to accommodate additional pedestrian crossings with future development 5-Use longitudinal striping for crosswalks
Jean Band of Choctaw Indians	1-No effect on historic properties 2- Concur with proposed activities 3- If artifacts or archaeology features are encountered during activities, cease work and contact their office immediately
Choctaw Nation of Oklahoma	No historic properties will be affected; however, should Native American artifacts or human remains be encountered, cease work and contact their office immediately

SHREAD - KUYRKENDALL & ASSOCIATES, INC.
ENGINEERS • SURVEYORS • PLANNERS
13016 Justice Avenue • Baton Rouge, Louisiana 70816
(225) 296-1335 • Email: skaengr@skaengr.com

May 28, 2013

RE: SOLICITATION OF VIEWS
CITY/PARISH PROJECT NUMBER: 12-CS-HC-0016
STATE PROJECT NUMBER H.002825
NICHOLSON DRIVE (LA 30)
(BRIGHTSIDE TO GOURRIER)

The City of Baton Rouge, Parish of East Baton Rouge, is in the process of performing an Environmental Assessment pursuant to the National Environmental Policy Act for the widening of Nicholson Drive from Brightside Lane to Gourrier Avenue in East Baton Rouge Parish, Louisiana

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 the City Parish with the early identification of possible adverse economic, social, or environmental effects or concerns. Your assistance in this regard is appreciated.

Enclosed is a project description, purpose and need statement, and site location map that depicts the proposed project limits and study area.

We would appreciate a response by July 1, 2013. If you need any further information or wish to discuss the project, please contact the project consultant, Ms. Nicci Gill, P.E, Shread-Kuyrkendall & Associates, Inc., (225) 296-1335, ngill@skaengr.com.

Sincerely,

SHREAD-KUYRKENDALL & ASSOCIATES, INC.

Nicci D. Gill

Nicci D. Gill, P.E.

attachments

Chamber of Commerce
Baton Rouge Area
564 Laurel Street
Baton Rouge, LA 70801

East Baton Rouge Parish
School Board
P.O. Box 2950
Baton Rouge, LA 70821

Honorable Clifton "Clif" R. Richardson
LA House of Representatives
(District 65)
P.O. Box 78280
Baton Rouge, LA 70837

Baton Rouge Police Dept.
P.O. Box 2406
Baton Rouge, LA 70821

EBR City Planning Commission
Planning Director
P.O. Box 1471
Baton Rouge, LA 70821

Capital Area Groundwater
Conservation Commission
3535 S. Sherwood Forest Blvd. #129
Baton Rouge, LA 70816

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

Capital Region Planning Comm.
333N. 19th St.
P.O. Box 3355
Baton Rouge, LA 70821

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

Honorable Avon Honey
LA House of Representatives
(District 63)
8776 Scenic Highway
Baton Rouge, LA 70807

Capital Soil & Water
Conservation Dist. of LA
2191A Tower Street
Denham Springs, LA 70726

Louisiana State Police
Troop A
17801 Highland Road
Baton Rouge, LA 70810

Honorable Erich Edward Ponti
LA House of Representatives
(District 69)
7341 Jefferson Hwy, Suite J
Baton Rouge, LA 70806

Honorable Franklin J. Foil
LA House of Representatives
(District 70)
320 Somerulos St.
Baton Rouge, LA 70802

Department of Emergency Management
Emergency Operations Center
P.O. Box 1471
Baton Rouge, LA 70821

Honorable Yvonne Dorsey
The State Senate
(District 14)
1520 Thomas H.Delpit
Baton Rouge, LA 70802

Honorable Sharon Weston Broome
The State Senate
(District 15)
P.O. Box 52783
Baton Rouge, LA 70892-2783

E.B.R. Parish Sherriff
P.O. Box 2406
Baton Rouge, LA 70821

Honorable Dan Claitor
The State Senate
(District 16)
7520 Perkins Rd., Suite 170
Baton Rouge, LA 70808

St. Francisville Planning Commision
P.O. Box 400
St. Francisville, LA 70775

Mayor Melvin "Kip" Holden
City of Baton Rouge
P.O. Box 1471
Baton Rouge, LA 70821

Honorable Alfred C. Williams
LA House of Representatives
(District 61)
701 S. Acadian Thruway
Baton Rouge, LA 70806

Mrs. Lisa Miller
Dept. of Environmental Quality
602 N. Fifth Street
Baton Rouge, LA 70802

E.B.R. Metro Parish Council
P.O. Box 1471
Baton Rouge, LA 70821

Ms. Karen Oberlies
Dept. of Army
Tech Support
P.O. Box 60267
New Orleans, LA 70538

Mr. Mike McCleary
Executive Director
Capitol Transportation Corp.
2250 Florida Boulevard
Baton Rouge, LA 70802

Honorable Dale Erdey
The State Senate
(District 13)
P.O. Box 908
Livingston, LA 70754

Honorable Rick Ward III
The State Senate
(District 17)
3741 Highway 1
Port Allen, LA 70804

Honorable Stephen F. Carter
LA House of Representatives
(District 68)
3115 Old Forge
Baton Rouge, LA 70808

Honorable Patrica Haynes Smith
LA House of Representatives
(District 67)
525 Florida St.,3rd Floor 300G
Baton Rouge, LA 70801

Honorable Valarie Hodges
LA House of Representatives
(District 64)
35055 LA Hwy 16, Suite 2A
Denham Springs, LA 70706

Honorable Kenneth Havard
LA House of Representative
(District 62)
P.O. Box 217
Jackson, LA 70748

Honorable "Jody" Amedee
The State Senate
(District 18)
2109 S. Burnside Ave., Suite A
Gonzales , LA 70737

Amite River Basin Commission
3535 South Sherwood Forest Blvd.
Suite 135
Baton Rouge, LA 70816

E.B.R. Parish City Government
P.O. Box 1471
Baton Rouge, LA 70821

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

Baton Rouge Green Association
448 N. 11th Street
Baton Rouge, LA 70802-4607

Chitimacha Tribe
155 Chitimacha Loop Road
Charenton, LA 70523

Alabama Couchshatta Tribe of TX
571 State Park St. 65
Livingston , TX 77351

Mr. Ian Thompson PhD, RPA
Choctaw Nation of Oklahoma
P.O. Box 1210
Durant, TX 74702-1210

Mr. John Dinning
CN
Manager Public Works
2151 N. Mill Street
Jackson, MS 39202

Mr. Ted Jack
BREC
6201 Florida Blvd.
Baton Rouge, LA 70806

Mr. Steve Waller, Director
Louisiana Department of Residential Life
Louisiana State Univeristy
P.O. Box 25100
Baton Rouge, LA 70894

Mr. Danny Mahaffey, Director
Office of Property & facilities
Louisiana State Univeristy
3810 W. Lakeshore Dr.
Room 109
Baton Rouge, LA 70808

Dept. of Transportation
Federal Aviation
Attn: ASW-472
Ft. Worth, TX 76193

Honorable Charles Boustany
US House of Representatives (District 3)
Capital One Towers
One Lake Shore Drive, Ste. 1775
Lake Charles, LA 70360

Dept Economic Development
Office of Business Development
P.O. Box 94185
Baton Rouge, LA 70804-9185

Executive Director
LA Forestry Assoc
P.O. Drawer 5067
Alexandria , LA 71301

Honorable Patrick Williams
US House of Representatives
(District 4)
1500 N. Market St., Suite A-200
Shreveport, LA 71107

Dept of Agri. & Forestry
Office of Forestry
P.O. Box 1628
Baton Rouge, LA 70821

Honorable John Fleming
US House of Representatives
(District 4)
6425 Youree Drive, Suite 350
Shreveport, LA 71105

Federal Activities BR (6E-F)
US Environmental Protection Agency
1445 Ross Ave, Suite 1200
Dallas, TX 75202-2733

Dept of Agriculture & Forestry
Office of Soil / Water Conserv
5825 Florida Blvd
Baton Rouge, LA 70806-4248

Honorable Rodney Alexander
US House of Representatives
(District 5)
1900 Stubbs Avenue, Suite B
Monroe, LA 71201

Honorable Steve Scalise
US House of Representatives
(District 1)
110 Veterans Blvd, Suite 500
Metairie, LA 70005

Dept. of Culture Recreation & Tourism
Division of Archaeology
P.O. Box 44247 (Capital Annex 3rd)
Baton Rouge, LA 70804

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

Honorable William Cassidy
US House of Representatives
(District 6)
5555 Hilton Avenue, Suite 100
Baton Rouge, LA 70808

Ms. Desiree Honore
Undersecretary
Office of Management & Finance
P.O. Box 94361
Baton Rouge, LA 70804

Honorable Cedric Richmond
US House of Representatives
(District 2)
2021 Lakeshore Drive, Suite 309
New Orleans, LA 70122

LA Dept of Natural Resources
Office of Conservation
617 N. 3rd Street
Baton Rouge, LA 70802

Mr. Ken Perret
LA Good Roads Association
P.O. Box 3713
Baton Rouge, LA 70821

Mr. Donald Gohmert
Natural Resources Cons Service
3737 Government St.
Alexandria, LA 71302

Ms. Sheila Houston-Perine
Region Environmental Officier
500 Poydras Street
Halle Boggs Bldg. 9th Floor
New Orleans, LA 70130

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

Mr. Michael Bechdol
Source Water Protection (6WQ-S)
Environmental Protection Agcy
1445 Ross Ave
Dallas, TX 75202-2733

US Dept. fo Interior, National Park Service
100 Alabama Street, SW
NPS / Atlanta Federal Center
Atlanta, GA 30303

LA State Mineral Board
P.O. Box 2827
Baton Rouge, LA 70821-2827

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

US Dept. of the Interior, Office of Environmental Policy & Compliance
1001 Indian School NW, Suite 348
Albuquerque, NM 87104

Dept. of the Interior
Geological Survey
3535 South Sherwood Forest, Suite 120
Baton Rouge, LA 70806

LA State Attorney General
P.O. Box 94005
Baton Rouge, LA 70804-9095

Senator Mary Landrieu
United States Senate
707 Florida Blvd.
Baton Rouge, LA 70801

US Fish & Wildlife Service
646 Cajundome Blvd., Suite 400
Lafayette, LA 70506

Mr. Gregory Solvey
FEMA Region VI
800 North Loop 288
Denton, TX 76201

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

Environmental Assessment
Sierra Club / Delta Club
P.O. Box 52503
Lafayette, LA 70505

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

US Dept. of Commerce
Economic Development Admn
504 Lavaca Street, Suite 1100
Austin, TX 78701-2858

Ms. Tenney Sibley
DHH / OPH / Sanitarian
P.O. Box 4489
Baton Rouge , LA 70821

District Commander, 8th Coast Guard District
Hale Boggs Federal Building
500 Poydras
New Orleans, LA 70130

Mr. Doug Vincent, Chief Engineer
Dept. of Health & Hospital
Division of Environmental Health
P.O. Box 4489
Baton Rouge, LA 70821

Steven Peyronnin
Executive Dir.
Coalition to Restore Coastal LA
6160 Perkins Rd., Suite #225
Baton Rouge, LA 70808

Ms. Beth Altazan-Dixon
Office of the Secretary
LA Dept. of Environmental Quality
P.O. Box 4301
Baton Rouge, LA 70821

Mr. Greg Gothreaux
LAF / ECON
211 Devalcourt St.
Lafayettee, LA 70506-4121

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

Mr. James G Wilkins
Sea Grant Leagal Advisory Service
Louisiana State University
227B Sea Grant Building
Baton Rouge, LA 70803

Ms. Susan Veillon
DOTD – Public Works
Floodplain Management Program
1201 Capitol Access Rd.
Baton Rouge, LA 70804

Mr. Mark S. Davis
Director
Tulane Institute on Water
6329 Freret St., Suite 355F
New Orleans, LA 70118

Mr. Mark Ford
Director
Office of Indian Affairs
P. O. Box 94004
Baton Rouge, LA 70804-9004

Mr. Kevin Billiot
Director
Inter-Tribal Council of LA, Inc.
8281 Goodwood Blvd., Suite I-2
Baton Rouge, LA 70808

Mr. Randy Thigpen
3247 Emily Drive
Port Allen, LA 70767

Federal Transit Adm.
819 Taylor Street, Rm. 8A36
Fort Worth , TX 76102

State Planning Office
Capitol Annex Bldg., 2nd Floor
P.O. Box 94095
Baton Rouge, LA 70804

Chitimache Tribe of Louisiana
P.O. Box 661
Charenton, LA 70523

Coushatta Tribe of Louisiana
P.O. Box 818
Elton, LA 70532

Jena Band of Choctaw Indians
P.O. Box 14
Jena, LA 71342

MS Band of Chcotaw Indians
P.O. Box 6257
Philadelphia, MS 39350

Tunica-Biloxi Tribe of Louisiana
P.O. Box 1589
Marksville, LA 71351

Choctaw Nation of Oklahoma
P.O. Drawer 1210
Durant, OK 74702

SHREAD - KUYRKENDALL & ASSOCIATES, INC.
ENGINEERS • SURVEYORS • PLANNERS
13016 Justice Avenue • Baton Rouge, Louisiana 70816
(225) 296-1335 • Email: skaengr@skaengr.com

August 14, 2013

Mr. Britt Evans, Land Officer
Louisiana Department of Culture, Recreation, and Tourism
Office of State Parks
PO Box 44426
Baton Rouge, LA 70804-4426

Re: City Parish Project No. 12-CS-HC-0016
State Project No. H.002825
Nicholson Drive (LA 30) (Brightside Lane to Gourrier Avenue)
Section 6(f) Review

Dear Mr. Evans:

On behalf of City of Baton Rouge and Parish of East Baton Rouge (City-Parish), Providence is assisting in the preparation of an Environmental Assessment (EA) for the above referenced project. Nicholson Drive (LA 30) is a widening project that will create additional capacity on Nicholson Drive from the Lee Drive/Brightside Lane interchange to the Gourrier Avenue interchange.

In accordance the Federal Highway Administration's guidance for preparing environmental documents, T.6640.8A, Providence requests your office review the attached map and identify any Land and Water Conservation Fund Section 6 (f) properties that may be within the project study area. This information will be required for the alternatives impact analysis.

Should you have any questions, please contact me through Providence's Baton Rouge office at 225.766.7400 or via email at kerryoriol@providenceeng.com.

Thank you for your assistance.

Sincerely,

SHREAD-KUYRKENDALL & ASSOCIATES, INC.

Nicci D. Gill

Nicci D. Gill, P.E.

Enclosure

Cc: Adam Davis, P.E. / Providence
Shaun Sherrow, P.E. / GLP

JAY DARDENNE
LIEUTENANT GOVERNOR

State of Louisiana

OFFICE OF THE LIEUTENANT GOVERNOR
DEPARTMENT OF CULTURE, RECREATION & TOURISM
OFFICE OF STATE PARKS

CHARLES R. DAVIS
DEPUTY SECRETARY

STUART JOHNSON, PH.D.
ASSISTANT SECRETARY

August 16, 2013

Ms. Nicci D. Gill, P.E.
Shread-Kuyrkendall & Associates, Inc.
13016 Justice Avenue
Baton Rouge, LA 70816

Re: City Parish Project No. 12-CS-HC-0016
State Project No. H.002825
Nicholson Drive (LA 30) (Brightside Lane to Gourrier Avenue)
Section 6(f) Review

Dear Ms. Gill,

I am in receipt of the solicitation of views request regarding Land and Water Conservation Fund-assisted sites in proximity to the Nicholson Drive project from Brightside Lane to Gourrier Avenue. Your request was passed to me by Britt Evans.

The Division of Outdoor Recreation in the Louisiana Office of State Parks administers the Land and Water Conservation Fund program for Louisiana. In this capacity we compile an inventory of recreational sites within the state for publication in the Statewide Comprehensive Outdoor Recreation Plan (SCORP) published periodically. The most recent SCORP was published for the period of 2009-2014 with an inventory developed in 2009.

Based on the information provided, there does not appear to be any conflict regarding this proposed project with existing recreational facilities identified in the most recent SCORP.

Sincerely,

Cleve Hardman
Director of Outdoor Recreation

BOBBY JINDAL
GOVERNOR

State of Louisiana
DEPARTMENT OF WILDLIFE AND FISHERIES
OFFICE OF WILDLIFE

ROBERT J. BARHAM
SECRETARY
JIMMY L. ANTHONY
ASSISTANT SECRETARY

Date	May 31, 2013
Name	Nicci Gill
Company	Shread-Kuyrkendall & Associates, Inc
Street Address	13016 Justice Ave
City, State, Zip	Baton Rouge, LA 70816
Project	City/Parish Project No. 13-CS-HC-0016 Widening of Nicholson Dr (LA 30) Brightside to Gourrier
Project ID	1892013
Invoice Number	13053112

JUN - 4 2013

Personnel of the Habitat Section 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 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

BOBBY JINDAL
GOVERNOR

State of Louisiana
DEPARTMENT OF WILDLIFE AND FISHERIES
OFFICE OF WILDLIFE

ROBERT J. BARHAM
SECRETARY
JIMMY L. ANTHONY
ASSISTANT SECRETARY

INVOICE

RETAIN THIS COPY FOR YOUR RECORDS

Date	May 31, 2013
Invoice Number	13053112
Project	City/Parish Project No. 13-CS-HC-0016 Widening of Nicholson Dr (LA 30) Brightside to Gourrier
Name	Nicci Gill
Company	Shread-Kuyrkendall & Associates, Inc
Street Address	13016 Justice Ave
City, State, Zip	Baton Rouge, LA 70816
Number of Quads Reviewed	1
Total Due	$30.00

Payment should be made to "Louisiana Department of Wildlife & Fisheries" within 30 days of the date of this invoice. Please include the invoice number on your check and return a copy of this invoice with your remittance to the following address:

Louisiana Department of Wildlife & Fisheries
Attn: Jennifer Riddle
P.O. Box 80399
Baton Rouge, LA 70898-0399

Should you have any questions regarding this invoice, for review of the Louisiana Natural Heritage database for information on known sensitive elements at a charge of $30.00 per quad reviewed, please contact LNHP at (225) 765-2357.

United States Department of the Interior

FISH AND WILDLIFE SERVICE
646 Cajundome Blvd.
Suite 400
Lafayette, Louisiana 70506

August 13, 2012

To Whom It May Concern,

The Louisiana Ecological Services Office of the Fish and Wildlife Service is pleased to announce the activation of our new online pre-development self-assessment tool. This new tool will allow project proponents the ability to self-assess their projects for potential impacts to federally listed threatened and endangered species. This online tool will provide instant feedback on whether a project does, or does not, have a potential to affect federally listed species. We believe that you will find this online tool helpful in meeting your environmental clearance needs.

In order to access this online tool, you will need to go to the following website address: http://www.fws.gov/lafayette. The environmental clearance application can be accessed by clicking on the yellow button entitled "Endangered Species Act (ESA) and Migratory Birds Treaty Act (MBTA) Project Review". This tool will query certain aspects about your proposed project so that you, acting as the representative for the Federal Action Agency, can render a decision on whether the project will result in a "No Effect" determination under the ESA or whether you will need to consult further with our office. If you determine through this process that the project has no effect on federally listed species, no further coordination with this office is required, and you will be given the option to generate an official pre-development document that records your "No Effect" determination. We recommend that you generate a report for your records. Although it is not required, you may also submit this report to our office. Providing our office with the report will allow us to document the ESA coordination should further inquiries ensue.

In addition to providing guidance on ESA coordination, the self-assessment tool provides MBTA guidance for cell tower projects. Because of the ephemeral nature of colonial nesting wading birds and shorebirds, we are not able to provide online clearance on those taxa. However, our website does provide suggested buffer distances should nesting colonies be encountered in the vicinity of the project area. A link is also provided to offer additional instructions in determining disturbance to nesting bald eagles. That information is found on our webpage under Migratory Birds or through the environmental clearance application.

SHREAD - KUYRKENDALL & ASSOCIATES, INC.
ENGINEERS • SURVEYORS • PLANNERS
13016 Justice Avenue • Baton Rouge, Louisiana 70816
(225) 296-1335 • Email: skaengr@skaengr.com

May 28, 2013

Mr. Gregory Solvey
FEMA Region VI
800 North Loop 288
Denton, TX 76201

RE: SOLICITATION OF VIEWS
CITY/PARISH PROJECT NUMBER: 12-CS-HC-0016
STATE PROJECT NUMBER H.002825
NICHOLSON DRIVE (LA 30)
(BRIGHTSIDE TO GOURRIER)

Dear Mr. Solvey,

The City of Baton Rouge, Parish of East Baton Rouge, is in the process of performing an Environmental Assessment pursuant to the National Environmental Policy Act for the widening of Nicholson Drive from Brightside Lane to Gourrier Avenue in East Baton Rouge Parish, Louisiana

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 the City Parish with the early identification of possible adverse economic, social, or environmental effects or concerns. Your assistance in this regard is appreciated.

Enclosed is a project description, purpose and need statement, and site location map that depicts the proposed project limits and study area.

We would appreciate a response by July 1, 2013. If you need any further information or wish to discuss the project, please contact the project consultant, Ms. Nicci Gill, P.E, Shread-Kuyrkendall & Associates, Inc., (225) 296-1335, ngill@skaengr.com.

Sincerely,

SHREAD-KUYRKENDALL & ASSOCIATES, INC.

Nicci D. Gill, P.E.

attachments

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

FEMA

FEDERAL EMERGENCY MANAGEMENT AGENCY
REGION VI
MITIGATION DIVISION

NOTICE REVIEW/ENVIRONMENTAL CONSULTATION

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

WE WOULD REQUEST THAT THE PARISH FLOODPLAIN ADMINISTRATOR 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.

Jim Ferguson
Chief Engineer
Catahoula Parish
P.O. Box 1471
Baton Rouge, LA 70821
catppj@bellsouth.net
225-389-3196

REVIEWER:

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

DATE: June 5, 2013

SHREAD - KUYRKENDALL & ASSOCIATES, INC.
ENGINEERS • SURVEYORS • PLANNERS
13016 Justice Avenue • Baton Rouge, Louisiana 70816
(225) 296-1335 • Email: skaengr@skaengr.com

May 28, 2013

US Fish & Wildlife Service
646 Cajundome Blvd., Suite 400
Lafayette, LA 70506

RE: SOLICITATION OF VIEWS
CITY/PARISH PROJECT NUMBER: 12-CS-HC-0016
STATE PROJECT NUMBER H.002825
NICHOLSON DRIVE (LA 30)
(BRIGHTSIDE TO GOURRIER)

Dear Sir or Madam,

The City of Baton Rouge, Parish of East Baton Rouge, is in the process of performing an Environmental Assessment pursuant to the National Environmental Policy Act for the widening of Nicholson Drive from Brightside Lane to Gourrier Avenue in East Baton Rouge Parish, Louisiana

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 the City Parish with the early identification of possible adverse economic, social, or environmental effects or concerns. Your assistance in this regard is appreciated.

Enclosed is a project description, purpose and need statement, and site location map that depicts the proposed project limits and study area.

We would appreciate a response by July 1, 2013. If you need any further information or wish to discuss the project, please contact the project consultant, Ms. Nicci Gill, P.E, Shread-Kuyrkendall & Associates, Inc., (225) 296-1335, ngill@skaengr.com.

Sincerely,

SHREAD-KUYRKENDALL & ASSOCIATES, INC.

Nicci D. Gill

Nicci D. Gill, P.E.

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.

Deborah A Fuller June 5, 2013
Acting Supervisor
Louisiana Field Office
U.S. Fish and Wildlife Service

United States Department of the Interior

FISH AND WILDLIFE SERVICE
646 Cajundome Blvd.
Suite 400
Lafayette, Louisiana 70506

August 13, 2012

To Whom It May Concern,

The Louisiana Ecological Services Office of the Fish and Wildlife Service is pleased to announce the activation of our new online pre-development self-assessment tool. This new tool will allow project proponents the ability to self-assess their projects for potential impacts to federally listed threatened and endangered species. This online tool will provide instant feedback on whether a project does, or does not, have a potential to affect federally listed species. We believe that you will find this online tool helpful in meeting your environmental clearance needs.

In order to access this online tool, you will need to go to the following website address: http://www.fws.gov/lafayette. The environmental clearance application can be accessed by clicking on the yellow button entitled "Endangered Species Act (ESA) and Migratory Birds Treaty Act (MBTA) Project Review". This tool will query certain aspects about your proposed project so that you, acting as the representative for the Federal Action Agency, can render a decision on whether the project will result in a "No Effect" determination under the ESA or whether you will need to consult further with our office. If you determine through this process that the project has no effect on federally listed species, no further coordination with this office is required, and you will be given the option to generate an official pre-development document that records your "No Effect" determination. We recommend that you generate a report for your records. Although it is not required, you may also submit this report to our office. Providing our office with the report will allow us to document the ESA coordination should further inquiries ensue.

In addition to providing guidance on ESA coordination, the self-assessment tool provides MBTA guidance for cell tower projects. Because of the ephemeral nature of colonial nesting wading birds and shorebirds, we are not able to provide online clearance on those taxa. However, our website does provide suggested buffer distances should nesting colonies be encountered in the vicinity of the project area. A link is also provided to offer additional instructions in determining disturbance to nesting bald eagles. That information is found on our webpage under Migratory Birds or through the environmental clearance application.

CAPITAL AREA GROUND WATER
CONSERVATION DISTRICT
ANTHONY J. DUPLECHIN
DIRECTOR
3535 S. Sherwood Forest Blvd., Suite 137
Baton Rouge, Louisiana 70816-2255
Telephone (225) 293-7370

June 10, 2013

Shread-Kuyrkendall & Associates, Inc.
Attn: Nicci Gill
13016 Justice Avenue
Baton Rouge, LA 70816

Re: City/Parish Project Number: 12-CS-HC-0016
State Project Number: H.002825
Nicholson Drive (LA30)
(Brightside to Gourrier)

JUN 26 2013

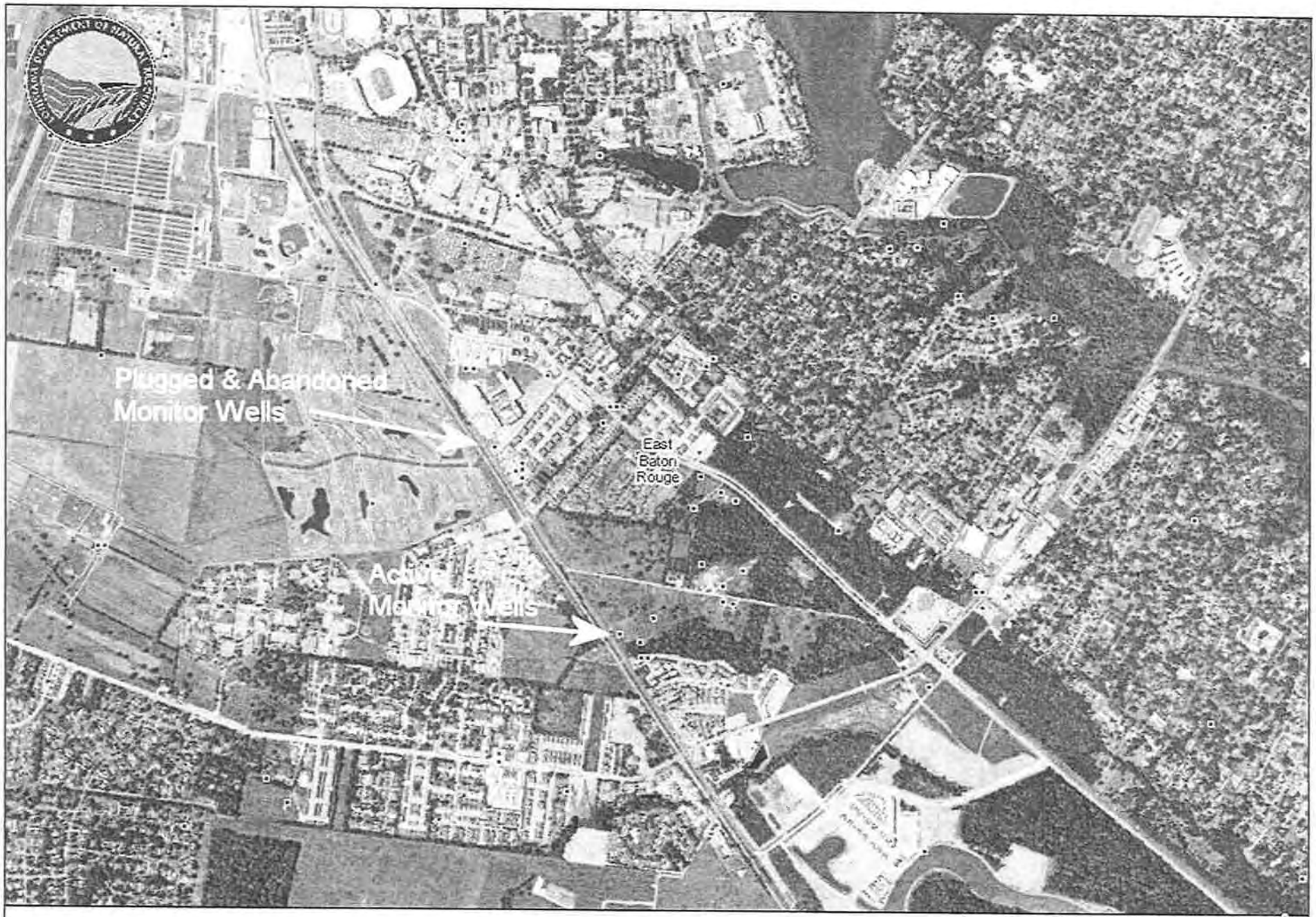
Dear Ms. Gill:

Concerning the referenced project, we anticipate no detrimental effects on the groundwater resources resulting from the project. Please note that there are several monitor wells, either active or plugged and abandoned, along Nicholson Drive, as indicated on the enclosed map.

Sincerely,

Anthony J. Duplechin
Director

Enclosure



0 0.15 0.3 Absolute Scale: 1:19,814

mi Relative Scale: 1 inch = 1,634 feet

Nicholson Drive Project

Disclaimer: This data is not to be used for legal purposes.

Date: 8/7/2013

N

BATON ROUGE POLICE DEPARTMENT

Nationally Accredited

Lt. James Vernon
Traffic Division
704 Mayflower
Baton Rouge, Louisiana 70802
Phone: 225-389-3866

Date: June 10, 2013

To: SHREAD-KUYRKENDALL & ASSOCIATES, INC.

JUN 15 2013

Attention: Nicci D. Gill, P.E.

From: Lt. James Vernon

Subject: Solicitation of Views
City/Parish Project Number: 12-CS-HC-0016
State Project Number H.002825
Nicholson Drive (LA 30)
(Brightside to Gourrier)

Dear Nicci D. Gill, P.E,

The Baton Rouge City Police Department will have no effects to its daily operation due to this project. We do see that during the home football game of Louisiana State University that this project may have some effect during the inbound/outbound flow of traffic.

Sincerely,

Baton Rouge City Police Department

Lt. James Vernon

Center for Planning Excellence

Memorandum

100 Lafayette Street
Baton Rouge, LA 70801-1201
Phone: 225.267.6300
Fax: 225.267.6306

Date: June 10, 2013

To: Shread-Kuyrkendall & Associates, Inc.

From: Center for Planning Excellence

Re: Solicitation of Views for Nicholson Drive (LA 30)

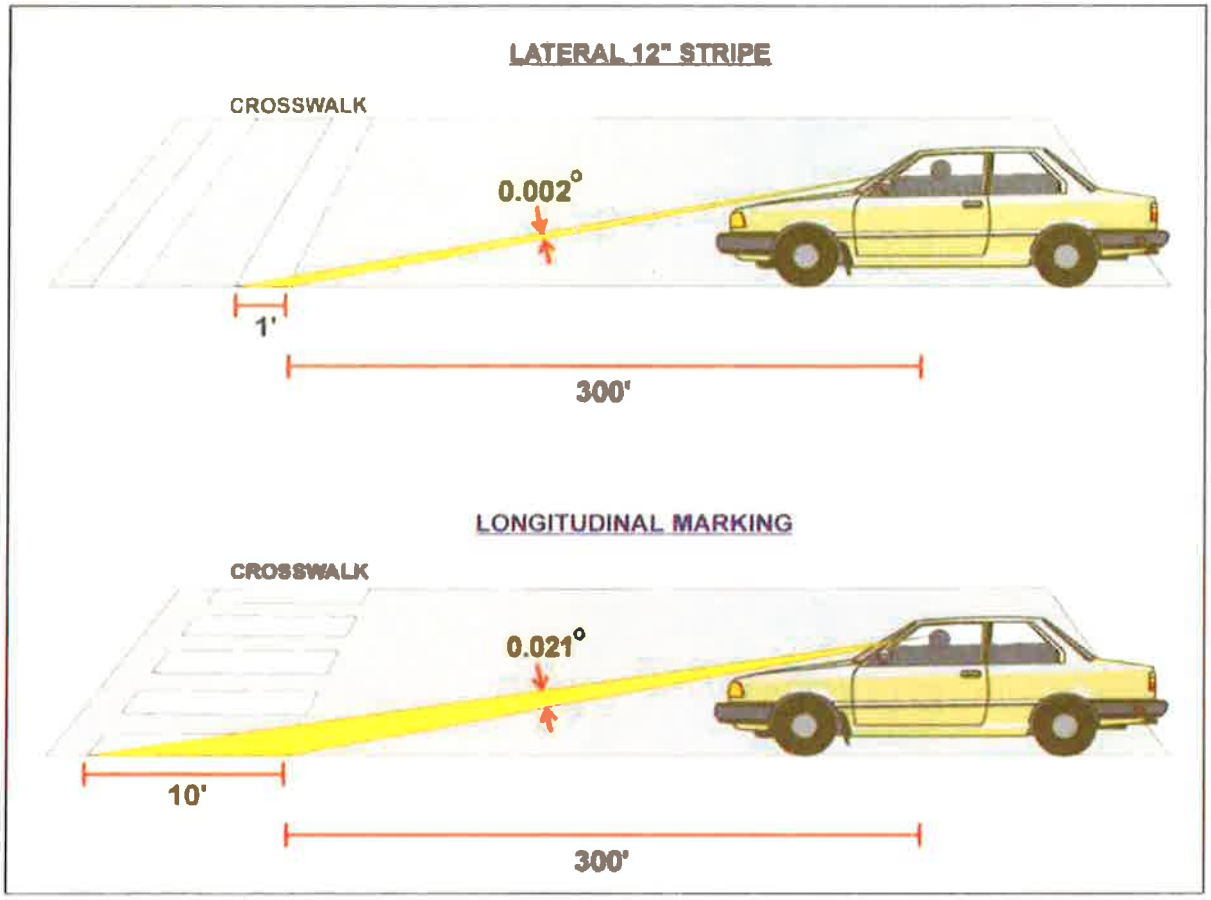
The following comments are submitted by Center for Planning Excellence in response to the Solicitation of Views for City/Parish Project Number 12-CS-HC-0016 as part of the Environmental Assessment process.

Center for Planning Excellence is a Baton Rouge based non-profit that coordinates urban, rural and regional planning efforts in Louisiana. We provide best-practice planning models, innovative policy ideas, and technical assistance to individual communities that wish to create and enact comprehensive plans dealing with transportation and infrastructure needs, equitable housing opportunities, environmental issues, and quality design for the built environment. In our role as a member of the Future Baton Rouge Implementation team, we are involved in many local projects.

For the Nicholson Corridor project, we submit the following comments:

1) Consider retaining the bike/ped path on the West side of Nicholson since relocating the path to the East side will cause multiple safety conflicts for pedestrians and bikers due to numerous driveway entries along this frontage.
2) If the bike/ped path is designated for the East side, ensure that future driveways for commercial uses are no less than eight feet wide and no more than 30 feet wide.
3) Maintain a minimum five foot planting strip between the roadway and the sidewalk.
4) Install pedestrian countdown signals at intersections to protect the safe crossing of students who frequently cross this intersection.
5) Plan to accommodate additional pedestrian crossings as future development takes place along this project study area.

6) Utilize longitudinal striping in crosswalks to increase the ability to see the pavement markings from a further distance as illustrated below



7)

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 6
1445 ROSS AVENUE, SUITE 1200
DALLAS, TX 75202-2733

June 10, 2013

Ms. Nicci D. Gill, P.E..
Shread-Kuyrkendall & Associates, Inc.
13016 Justice Avenue
Baton Rouge, LA 70816

JUN 13 2013

Dear Ms. Gill:

We have received your May 28, 2013, letter requesting our evaluation of the potential environmental impacts that might result from the following project:

Road Widening
Nicholson Drive (LA 30)
City/Parish Proj. No. 12-CS-HC-0016
SP No. H.002825
E. Baton Rouge Parish
Baton Rouge, Louisiana

The project is located on the Southern Hills aquifer system which has been designated a sole source aquifer by the EPA. Based on the information provided for the project, we have determined that the project, as proposed, should not have an adverse effect on the quality of the ground water underlying the project sites.

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

If you did not include the Parish; a legal description; project location and the latitude and longitude if available, please do so in future Sole Source Aquifer correspondence.

If you have any questions on this letter or the sole source aquifer program please contact me at (214) 665-7133.

Sincerely yours,

Michael Bechdol, Coordinator
Sole Source Aquifer Program
Ground Water/UIC Section

cc: Jesse Means, LDEQ

U.S. Department
of Transportation
**Federal Aviation
Administration**

Southwest Region
Arkansas, Louisiana,
New Mexico, Oklahoma,
Texas

Fort Worth, Texas 76193-0000

JUN 1 1 2013

JUN 1 5 2013

Nicci D. Gill, P.E.
Shread-Kuyrkendall & Assoc., Inc.
13016 Justice Avenue
Baton Rouge, LA 70816

RE: Solicitation of Views on State Project No. #002825

Dear Ms. Gill:

Thank you for the opportunity to review and comment on your upcoming project. The Federal Aviation Administration (FAA) cannot comment on proposed construction or alteration via a written letter solicitation.

If any new or proposed structure in the area protrudes higher than any existing structures, Form 7460-1, Notice of Proposed Construction or Alteration, may be required. This form is located at https://oeaaa.faa.gov/oeaaa/external/portal.jsp. Please ensure compliance with "Subpart B – Notice of Construction or Alteration" of the Federal Aviation Regulations, Part 77, Objects Affecting Navigable Airspace, if applicable.

If you have any questions or comments, please contact Mr. Mike Goodrich, Operations Engineering Support Group, Fort Worth, AJW-C24B, at 817-222-4724.

Carl Piccolo
Manager, OPS Engineering Support Group

SHREAD - KUYRKENDALL & ASSOCIATES, INC.
ENGINEERS • SURVEYORS • PLANNERS
13016 Justice Avenue • Baton Rouge, Louisiana 70816
(225) 296-1335 • Email: skaengr@skaengr.com

May 28, 2013

Dept. of Culture Recreation & Tourism
Division of Archaeology
P.O. Box 44247 (Capital Annex 3rd)
Baton Rouge, LA 70804

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

Pam Breaux 6-12-13
Pam Breaux — Date
State Historic Preservation Officer

RE: SOLICITATION OF VIEWS
CITY/PARISH PROJECT NUMBER: 12-CS-HC-0016
STATE PROJECT NUMBER H.002825
NICHOLSON DRIVE (LA 30)
(BRIGHTSIDE TO GOURRIER)

Dear Sir or Madam,

The City of Baton Rouge, Parish of East Baton Rouge, is in the process of performing an Environmental Assessment pursuant to the National Environmental Policy Act for the widening of Nicholson Drive from Brightside Lane to Gourrier Avenue in East Baton Rouge Parish, Louisiana

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 the City Parish with the early identification of possible adverse economic, social, or environmental effects or concerns. Your assistance in this regard is appreciated.

Enclosed is a project description, purpose and need statement, and site location map that depicts the proposed project limits and study area.

We would appreciate a response by July 1, 2013. If you need any further information or wish to discuss the project, please contact the project consultant, Ms. Nicci Gill, P.E, Shread-Kuyrkendall & Associates, Inc., (225) 296-1335, ngill@skaengr.com.

Sincerely,

SHREAD-KUYRKENDALL & ASSOCIATES, INC.

Nicci D. Gill, P.E.

attachments

DIV OF ARCHAEOLOGY

Nicci Gill

From: Billie Jones [bjones@crt.la.gov]
Sent: Thursday, June 13, 2013 1:18 PM
To: Nicci Gill
Subject: SHPO Response
Attachments: NICHOLSON DR - BRIGHTSIDE TO GOURRIER.pdf

Billie M. Jones
Project Developer
Office of Cultural Development
Department of Culture, Recreation and Tourism
P.O. Box 44247
Baton Rouge, LA 70802
225.342.6931
bjones@crt.la.gov

Bobby Jindal
GOVERNOR

Kathy H. Kliebert
SECRETARY

State of Louisiana

Department of Health and Hospitals
Office of Public Health

June 12, 2013

Ms. Nicci Gill
Shread-Kuyrkendall & Associates, Inc.
13016 Justice Avenue
Baton Rouge, LA 70816

JUN 13 2013

Re: Solicitation of Views;
City/Parish Project Number: 12-CS-HC-0016;
State Project Number H.002825;
Nicholson Drive (LA30); (Brightside to Gourrier).

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,

Yuanda Zhu

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

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

Troy L. Bunch, FASLA
Planning Director

June 17, 2013

Ms. Nicci Gill, P.E.
Shread-Kuyrkendall & Associates, Inc.
13016 Justice Avenue
Baton Rouge, LA 70816

JUN 20 2013

Dear Ms. Gill:

This letter is in response to the request for a Solicitation of Views (State Project Number H002825) for the Nicholson Drive widening project (Brightside Lane to Gourrier Avenue).

The City of Baton Rouge-Parish of East Baton Rouge Planning Commission is responsible for implementing the FUTUREBR Comprehensive Land Use and Development Plan. FUTUREBR consists of nine elements that outline Goals, Objectives, and Action Items for implementation. There are several Goals and Action Items that relate to transportation and roadway improvements within the City-Parish.

It is important to note that the site of the proposed project is located in an area designated as a Mixed-Use Corridor in FUTUREBR. A mixed-used corridor allows for a wide range of commercial and retail uses, in addition to civic uses and high density residential. It provides multi-modal access between existing or planned transportation infrastructure and surrounding development, and typically incorporates pedestrian-scale design.

To locate the mixed-used corridors and complete streets proposed in FUTUREBR, mapsare available at http://brgov.com/dept/planning/pdf/FBRTransportationE.pdf

The portion of Nicholson Drive located between Brightside Lane and Gourrier Avenue is not identified as a priority Congestion Relief Project in FUTUREBR. Included in the list of Key Congestion Relief and Connectivity Projects featured in FUTUREBR, only the portion of Nicholson Drive located between Ben Hur Road and the south parish line necessitates priority investment to add capacity (4 lanes).

Furthermore, projections made in FUTUREBR indicate that road widening efforts will not be adequate to ease congestion problems in the Baton Rouge area. A fundamental change in how the City-Parish plans and invests in the transportation system is necessary. Widening the lanes should incorporate Complete Streets characteristics. To successfully solve traffic, mobility, and transportation equity issues, several strategies must be employed. Among them, the following recommended action items relate to the proposed project:

Transportation Goal 3: Implement complete streets policies and design concepts

Action Item TR3.1.1 Adopt Complete Streets cross section standards. This will ensure the future integration of transportation facilities for future transportation improvements and will improve biking and walking opportunities.

Action Item TR3.1.3. Promote complete street cross section revisions whenever corridor reconstruction or reconfiguration occurs.

Transportation Goal 5: Enhance the bicycle and pedestrian network throughout the Parish

Action Item TR5.1.1 Adopt the complete streets policy throughout the City-Parish

Action Item TR5.2.1 Ensure that continued development of sidewalk improvements occurs with other improvements on major arterial corridors where opportunities to enhance the pedestrian environment exist.

Action Item TR5.3.1 Improve integration of on-street bicycle facilities through the use of road diets, traffic calming, signage, bike lanes and shared lane markings.

Urban Design and Neighborhoods Goal 1: Support a distinctive urban identity, enriched sense of place, and high quality of life

Action Item UD1.1.4 Design pedestrian-friendly streetscapes

Below are implementation ideas that the City-Parish recommends, all of which are supported in the Comprehensive Plan. Those items should be incorporated into the planning stages to comply with the vision of FUTUREBR:

- Five to six foot wide bike lanes located on the edge of a street or between the travel lanes and parking lanes; or sharrows: special lane markings for roads too narrow to accommodate a separate bike lane.
- More pedestrian crossings at intersections and mid-block to connect neighborhoods and businesses. Pedestrian "islands" can improve safety for walkers. Use of contrasting colors, patterns or textures for pedestrian crossing movements is encouraged. It increases safety by delineating safe crosswalks for pedestrian and providing visual cues for drivers.
- Add sidewalks, streetscaping, buffering devices and bicycle facilities to attract pedestrians and make pedestrian and bicycle use more pleasant.
- Create priority lanes for transit vehicles to improve transit efficiency.
- Redesign intersections and modify signalization to improve public transit efficiency and safe movement of passenger vehicles, transit, bicyclists, and pedestrian through the intersection.
- Plant curb buffers to slow water runoff.

Please contact our office if you have questions regarding this subject.

Sincerely,

Troy L. Bunch, FASLA
Planning Director

TLB/SLM/omh

c: Ellen A. Miller, Assistant Planning Director
Ryan Holcomb, Planning Project Coordinator
C. Lael Holton, Manager, Advance Planning and Research

Nicci Gill

From: Beth Altazan-Dixon [Beth.Dixon@LA.GOV]
Sent: Monday, June 17, 2013 12:34 PM
To: Nicci Gill
Subject: DEQ SOV 130604/1055 Nicholson Drive-LA 30- Brightside to Gourrier

June 17, 2013

Nicci D. Gill, P.E.
Shread – Kuyrkendall & Associates, Inc.
13016 Justice Avenue
Baton Rouge, LA 70816

RE: City/Parish Project No. 12-CS-HC-0016
State Project No. H.002825
DEQ SOV 130604/1055
Widening of Nicholson Drive (Brightside to Gourrier)
East Baton Rouge Parish, Louisiana

Dear Ms. Gill:

The Assessment Division of the Office of Environmental Compliance has reviewed the information provided in your letter of May 28, 2013, regarding the referenced project in East Baton Rouge Parish. Please be advised that 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). Since this federal action is proposed for construction in a nonattainment area, this highway project is 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 me at (225) 219-3719. Thank you for affording us the opportunity to comment on this transportation project.

Sincerely,

Yasoob Zia
Environmental Scientist Manager
Assessment Division

lhw
130604/1055

Beth

Beth Altazan-Dixon, EPS III
Performance Management
LDEQ/Office of the Secretary
Business and Community Outreach and Incentives Division
P.O. Box 4301 (602 N. 5th Street)
Baton Rouge, LA 70821-4301

Phone: 225-219-3955
Fax: 225-325-8148
Email: ***beth.dixon@la.gov***

BOBBY JINDAL
GOVERNOR

State of Louisiana
DEPARTMENT OF NATURAL RESOURCES
OFFICE OF CONSERVATION

STEPHEN CHUSTZ
SECRETARY
JAMES H. WELSH
COMMISSIONER OF CONSERVATION

June 18, 2013

TO: Ms. Nicci Gill, P.E.
Shread-Kuyrkendall & Associates Inc.
13016 Justice Avenue
Baton Rouge, Louisiana 70816

JUN 2 2 2013

RE: Solicitation of Views
Project Name: SPNo. H.002825
East Baton Rouge Parish

Dear Ms. Nicci Gill:

In response to your letter dated May 28, 2013, 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 salt water disposal injection wells located in the project area. The DNR water well database indicates that there are no registered water wells in the vicinity of the project area. However, 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:

Division	Contact	Phone No.	E-mail Address
Engineering	Jeff Wells	225-342-5638	jeff.wells@la.gov
Pipeline	Steven Giambrone	225-342-2989	steven.giambrone@la.gov
Injection & Mining	Angela Howard	225-342-7198	angela.howard@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
Commissioner of Conservation

JHW:MSK

JAY DARDENNE
LIEUTENANT GOVERNOR

State of Louisiana

OFFICE OF THE LIEUTENANT GOVERNOR
DEPARTMENT OF CULTURE, RECREATION & TOURISM
OFFICE OF STATE PARKS

CHARLES R. DAVIS
DEPUTY SECRETARY

STUART JOHNSON, PH.D.
ASSISTANT SECRETARY

June 21, 2013

Shread-Kuyrkendall & Associates, Inc.
13016 Justice Avenue
Baton Rouge, La 70816

Re: State Project No. H.002825

Dear Nicci Gill:

The Office of State Parks has reviewed your proposed project for widening Nicholson Drive (LA 30) in East Baton Rouge Parish.

We have no parks, sites or other recreational areas located near this project and have no objections or concerns.

Best regards,

Britt Evans
Natural Resources Manager

BE: be

Nicci Gill

From: Britt Evans [bevans@crt.la.gov]
Sent: Friday, June 21, 2013 7:51 AM
To: Nicci Gill
Subject: State Project No. H.002825
Attachments: Shread-Kuyrkendall - East Baton Rouge Parish.doc

****

Britt Evans

Natural Resources Manager
Louisiana Office of State Parks
Office: 225-342-1587

****

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

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

June 27, 2013

STATE PROJECT NO.: H.002825
CITY/PARISH PROJECT NO.: 12-CS-HC-0016
NAME: NICHOLSON DRIVE (LA 30) BRIGHTSIDE TO GOURRIER
ROUTE: LA 30
PARISH: EAST BATON ROUGE

Nicci D. Gill, P.E.
Shread-Kuyrkendall & Associates, Inc.
13016 Justice Avenue
Baton Rouge, LA 70821

JUN 2 8 2013

Subject: Solicitation of Views

Dear Ms.Gill:

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

During the 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 East Baton Rouge City/Parish requirements for the National Flood Insurance Program (NFIP), and ensure that appropriate permits are obtained, please contact the floodplain administrator for East Baton Rouge City/Parish. The contact person is: Mr. Jim Ferguson, P.O. Box 1471, Baton Rouge, LA, 70821, and telephone no. 225-389-3186.

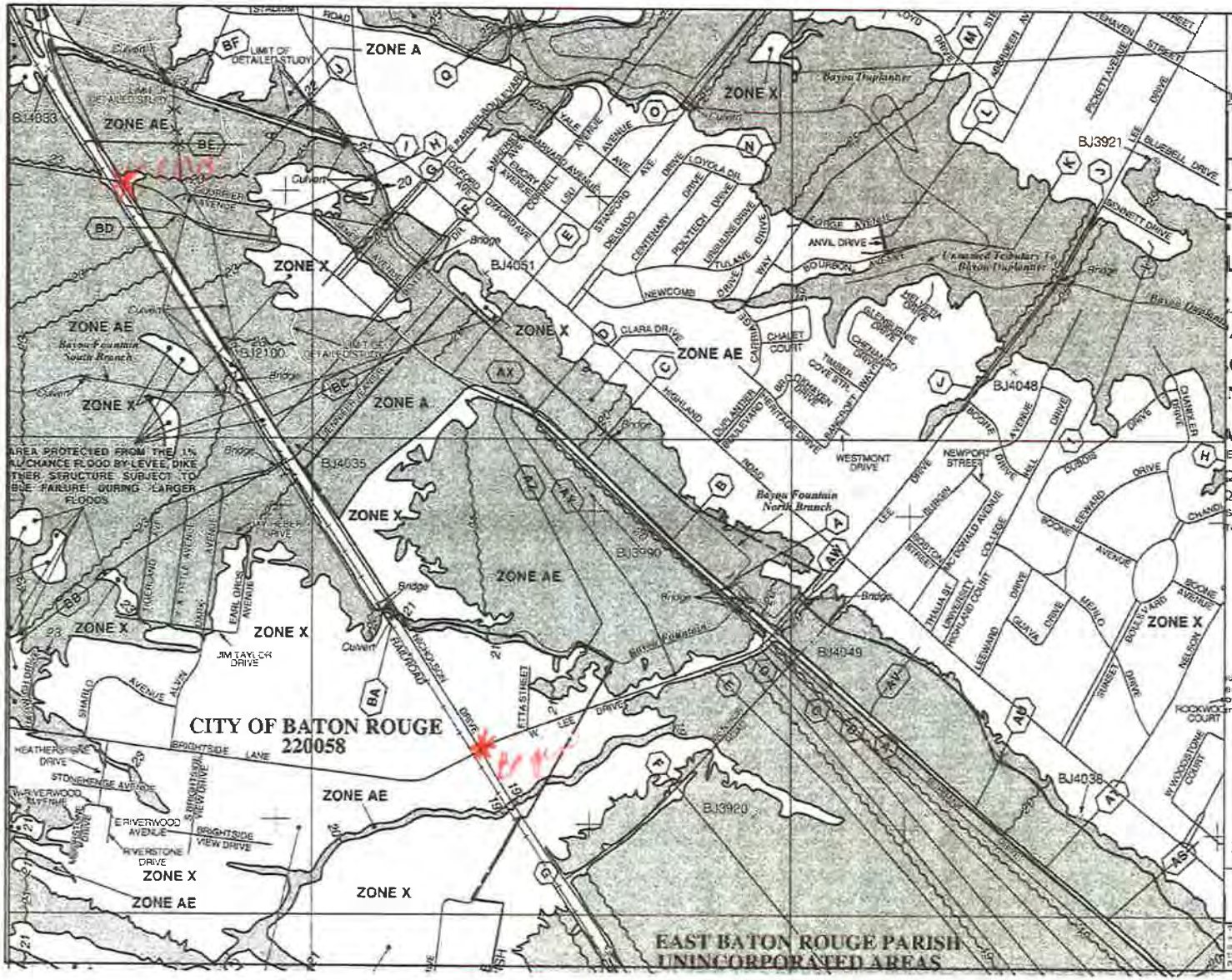
We thank you for the opportunity to comment on this project. If you need additional information, please contact our office, (225) 379-3005.

Sincerely,

Susan Veillon

Susan Veillon, CFM
Floodplain Management Program Coordinator

pc: Mr. Jim Ferguson



MAP SCALE 1" = 1000'
0 1000 2000 FEET

FIRM
FLOOD INSURANCE RATE MAP
EAST BATON ROUGE PARISH, LOUISIANA
AND INCORPORATED AREAS

PANEL 245 OF 360
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)
CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
EAST BATON ROUGE PARISH	220058	0245	E
BATON ROUGE, CITY OF	220058	0245	E

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
22033C0245E

EFFECTIVE DATE
MAY 2, 2008

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using FEMA 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

Department of Public Works
Engineering Division

City of Baton Rouge
Parish of East Baton Rouge

Post Office Box 1471
Baton Rouge, Louisiana 70821

Administration (225) 389-3186
Design (225) 389-5310
Drainage/Flood (225) 389-3196
Field Office (225) 389-3202
Right-of-Way (225) 389-3175
Sewer (225) 389-5623
Fax (225) 389-4948

June 28, 2013

Shread-Kuyrkendall & Associates, Inc.
13016 Justice Ave.
Baton Rouge, La 70816

JUL - 2 2013

Attention: Nicci D. Gill, P.E.

Re: Solicitation of Views
City/Parish Project Number : 12-CS-HC-0016
State Project Number : H.002825
Nicholson Drive (La. 30)
(Brightside to Gourrier)

Dear Mr Gill,

Reference is made to your letter of May 28, 2013 concerning solicitation of views for the above referenced project. Considering the nature and location of the project, 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,

Lynette Richardson

Mrs. Lynette Richardson, C.F.M.
Flood Office Manager

Nicci Gill

From: Johnnie L. Jacobs [jjacobs@choctawnation.com]
Sent: Wednesday, July 17, 2013 11:37 AM
To: Nicci Gill
Subject: RE: City of Baton Rouge, State Project No. H.002825, Nicholson Drive LA 30, Parish of East Baton Rouge

Thank you for the information. I was wondering which federal agency any federal funds came from, thus would kick in the NHPA Section 106 process?

Thank you,

Ms. Johnnie Jacobs
NHPA Section 106 Coordinator
Choctaw Nation of Oklahoma
Historic Preservation Department
P.O. Box 1210
Durant, OK 74701
jjacobs@choctawnation.com

From: Nicci Gill [mailto:ngill@skaengr.com]
Sent: Monday, July 15, 2013 11:19 AM
To: Johnnie L. Jacobs
Subject: RE: City of Baton Rouge, State Project No. H.002825, Nicholson Drive LA 30, Parish of East Baton Rouge

Baton Rouge City Parish, Green Light Plan

Nicci D. Gill, P.E.
Shread-Kuyrkendall & Associates, Inc.
13000 Justice Avenue, Suite 16
Baton Rouge, LA. 70816
(225)296-1335 phone
(225)296-1338 fax
ngill@skaengr.com

From: Johnnie L. Jacobs [mailto:jjacobs@choctawnation.com]
Sent: Friday, July 12, 2013 3:46 PM
To: Nicci Gill
Subject: City of Baton Rouge, State Project No. H.002825, Nicholson Drive LA 30, Parish of East Baton Rouge

Dear Ms. Gill,

Thank you for the correspondence regarding the above referenced project. Is this project being funded by HUD or a different federal agency, or is this a state funded project?

Thank you,

Ms. Johnnie Jacobs
NHPA Section 106 Coordinator
Choctaw Nation of Oklahoma

Historic Preservation Department
P.O. Box 1210
Durant, OK 74701
jjacobs@choctawnation.com

Nicci Gill

From: apiner3@cox.net
Sent: Monday, July 22, 2013 5:09 PM
To: Nicci Gill
Cc: apiner3@cox.net; br_bikeped@yahoogroups.com
Subject: Widening Nicholson Drive
Attachments: Solicitation of Views 1.pdf

Ms. Gill, I am sorry but I have sent this much later than your requested date. Nevertheless, I feel compelled to point this out.

Any project on Nicholson between LSU & Brightside would be short-sighted if it did not include extending the multi-use path past Brightside/Lee to Ben Hur. I particularly mean the Ben Hur to the northeast, where there is now many, many apartments full of students and potential pathway users.

There are in fact sidewalks now on both sides of that improved Ben Hur, connecting all of those apartments to virtually nothing.

And of course I would encourage any roadway widening to still allow for a separation between the roadway and the mulit-use path.

Hope my comments are not too late for consideration. Thank you!

Andy Piner
225-236-7801

Nicci Gill

From: apiner3@cox.net
Sent: Tuesday, July 23, 2013 12:30 PM
To: Nicci Gill; BR_Bikeped@yahoogroups.com
Subject: Re: [BR_Bikeped] Widening Nicholson Drive [1 Attachment]

Ms Gill, I've been informed that the extension of the multi-use path is planned in a separate project, the one for the intersection improvements at Lee/Brightside.

If you do move the pathway to the east side of Nicholson, please still keep some barrier of space/grass between it and the roadways.

Thank you!

Andy

---- apiner3@cox.net wrote:
> Ms. Gill, I am sorry but I have sent this much later than your requested date. Nevertheless, I feel compelled to point this out.
>
> Any project on Nicholson between LSU & Brightside would be short-sighted if it did not include extending the multi-use path past Brightside/Lee to Ben Hur. I particularly mean the Ben Hur to the northeast, where there is now many, many apartments full of students and potential pathway users.
>
> There are in fact sidewalks now on both sides of that improved Ben Hur, connecting all of those apartments to virtually nothing.
>
> And of course I would encourage any roadway widening to still allow for a separation between the roadway and the mulit-use path.
>
> Hope my comments are not too late for consideration. Thank you!
>
> Andy Piner
> 225-236-7801

Nicci Gill

From: Johnnie L. Jacobs [jjacobs@choctawnation.com]
Sent: Wednesday, July 17, 2013 11:37 AM
To: Nicci Gill
Subject: RE: City of Baton Rouge, State Project No. H.002825, Nicholson Drive LA 30, Parish of East Baton Rouge

Thank you for the information. I was wondering which federal agency any federal funds came from, thus would kick in the NHPA Section 106 process?

Thank you,

Ms. Johnnie Jacobs
NHPA Section 106 Coordinator
Choctaw Nation of Oklahoma
Historic Preservation Department
P.O. Box 1210
Durant, OK 74701
jjacobs@choctawnation.com

From: Nicci Gill [mailto:ngill@skaengr.com]
Sent: Monday, July 15, 2013 11:19 AM
To: Johnnie L. Jacobs
Subject: RE: City of Baton Rouge, State Project No. H.002825, Nicholson Drive LA 30, Parish of East Baton Rouge

Baton Rouge City Parish, Green Light Plan

Nicci D. Gill, P.E.
Shread-Kuyrkendall & Associates, Inc.
13000 Justice Avenue, Suite 16
Baton Rouge, LA. 70816
(225)296-1335 phone
(225)296-1338 fax
ngill@skaengr.com

From: Johnnie L. Jacobs [mailto:jjacobs@choctawnation.com]
Sent: Friday, July 12, 2013 3:46 PM
To: Nicci Gill
Subject: City of Baton Rouge, State Project No. H.002825, Nicholson Drive LA 30, Parish of East Baton Rouge

Dear Ms. Gill,

Thank you for the correspondence regarding the above referenced project. Is this project being funded by HUD or a different federal agency, or is this a state funded project?

Thank you,

Ms. Johnnie Jacobs
NHPA Section 106 Coordinator
Choctaw Nation of Oklahoma

Historic Preservation Department
P.O. Box 1210
Durant, OK 74701
jjacobs@choctawnation.com

LOUISIANA DEPARTMENT OF AGRICULTURE & FORESTRY
MIKE STRAIN DVM
COMMISSIONER

July 22, 2013

Shread – Kuyrkendall & Associates, Inc.
Engineers – Surveyors – Planners
13016 Justice Avenue Baton Rouge, LA 70816

RE: Solicitation of Views
City/Parish Project No.: 12-CH-HC-0016
State Project Number H.002825
Nicholson Dr. (LA 30)
(Brightside to Gourrier)

Dear Ms. Gill, P.E..:

This office has no comment or objection to this project.

Sincerely,

JUL 2 4 2013

Bradley E. Spicer
Assistant Commissioner
Louisiana Depart of Ag & Forestry
Office of Soil & Water Conservation

BES:ah

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

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

Animal Health & Food Safety
P.O. Box 1951
Baton Rouge,
LA 70821
(225) 925-3962
Fax: 925-4103

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

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

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

United States Department of the Interior

FISH AND WILDLIFE SERVICE
646 Cajundome Blvd.
Suite 400
Lafayette, Louisiana 70506

July 29, 2013

To Whom It May Concern,

The Louisiana Ecological Services Office of the Fish and Wildlife Service is pleased to announce the activation of our new online pre-development self-assessment tool. This tool allows project proponents/representatives the ability to self-assess their projects for potential impacts to federally listed threatened and endangered species. This online tool will provide instant feedback on whether a project does, or does not, have a potential to affect federally listed species. We believe that you will find this online tool helpful in meeting your environmental clearance needs. **Our office is no longer able to dedicate staff and time to provide individual review and response to all project proposals sent to us. Therefore, we encourage you to take advantage of this online tool to determine potential effects to our trust resources. If, through this online process, you are instructed to continue to consult with us, please then provide us with the necessary information for our review.**

In order to access this tool, you will need to go to the following website address: http://www.fws.gov/lafayette. The environmental clearance application can be accessed by clicking on the yellow button entitled "Endangered Species Act (ESA) and Migratory Birds Treaty Act (MBTA) Project Review". This tool will query certain aspects of your proposed project so that you, acting as the representative for a Federal action agency, or in some other capacity, can render a decision on whether the project will result in a "no effect" determination under the ESA or whether you will need to consult further with our office. If you determine through this process that the project has no effect on federally listed species, no further coordination with this office is necessary, and you will be given the option to generate a pre-development report form that documents this determination for your records.

In addition to providing guidance on ESA coordination, the self-assessment tool provides MBTA guidance for cell tower projects. Because of the ephemeral nature of colonial nesting wading birds and shorebirds, we are not able to provide online clearance on those taxa. However, our website does provide suggested buffer distances should nesting colonies be encountered in the vicinity of the project area. A link is also provided to offer additional instructions in determining disturbance to nesting bald eagles. That information is found on our Webpage under Migratory Birds or through the environmental clearance application.

SHREAD - KUYRKENDALL & ASSOCIATES, INC.
ENGINEERS • SURVEYORS • PLANNERS
13016 Justice Avenue • Baton Rouge, Louisiana 70816
(225) 296-1335 • Email: skaengr@skaengr.com

August 8, 2013

US Fish & Wildlife Service
646 Cajundome Blvd., Suite 400
Lafayette, LA 70506

Re: Public Information Meeting
Nicholson Drive (LA 30)
(Brightside Lane to Gourrier Avenue)
City Parish Project Number 12-CS-HC-0016
State Project No. H.002825
East Baton Rouge Parish, Louisiana

Dear Sir or Madam,

On behalf of the planning team for the Green Light Plan's Nicholson Drive (LA 30) widening project (Brightside Lane to Gourrier Avenue), we would like to inform you that we will soon hold the first public meeting for the Environmental Study portion of the planned project. This public information meeting is scheduled for Thursday, August 22nd from 5:00 pm to 7:30 pm at the Louisiana Transportation Research Center – Training and Education Facility, located at 4099 Gourrier Avenue. Please see the attached public meeting notice for additional details.

The project, which is being overseen by the City-Parish Department of Public Works and the Green Light Plan in conjunction with the Federal Highway Administration and the Louisiana Department of Transportation and Development, is currently in the early planning stages of the Environmental Study process. As such, City-Parish Department of Public Works officials, Green Light Plan program representatives, and project team engineers will be on-hand at this meeting to receive comments and answer questions related to the project.

The meeting will be held in an open house format in order to provide members of the public with the opportunity to interact directly with program and project officials in discussing the planned project. A brief slide presentation will also be included as part of the meeting to provide attendees with general information on the project.

Verbal and written comments will be able to be recorded and captured at the meeting. Written statements may also be sent via postal mail to the address shown above, or submitted via email to ngill@skaengr.com. All comments received or postmarked within 10 days following the meeting will become part of the official meeting transcript.

Please let me know if you have any questions or comments.

Very truly yours,

SHREAD-KUYRKENDALL & ASSOCIATES, INC.

Nicci D. Gill, P.E.

Enclosure

PUBLIC INFORMATION MEETING
OPEN HOUSE
NICHOLSON DRIVE (LA 30)

(BRIGHTSIDE LANE TO GOURRIER AVENUE)
EAST BATON ROUGE PARISH, LOUISIANA
CITY PARISH PROJECT NO. 12-CS-HC-0016
STATE PROJECT NO. H.002825

The City of Baton Rouge, Parish of East Baton Rouge Department of Public Works (DPW) and the Green Light Plan, in conjunction with the Federal Highway Administration (FHWA) and the Louisiana Department of Transportation and Development (DOTD), will hold a Public Information Meeting on August 22, 2013 to discuss the planned Nicholson Drive (LA 30) widening project from Brightside Lane to Gourrier Avenue.

City-Parish officials, Green Light Plan program representatives, and project team engineers will be on-hand to receive comments and answer questions related to the proposed project, which is currently in the early planning stages of the environmental study process. Additionally, officials will provide attendees with information about the project's anticipated timeframe, the environmental study process, and future public involvement opportunities. All interested parties are invited and encouraged to attend this information meeting, scheduled for the following location, date, and time:

Louisiana Transportation Research Center (LTRC)
Training and Education Facility
4099 Gourrier Ave.
Baton Rouge, LA 70808
Thursday, August 22, 2013
5:00 P.M. to 7:30 P.M.
(OPEN HOUSE)

The meeting will be held as an open house, providing members of the public the opportunity to interact directly with program and project officials in discussing the planned project. Members of the public may arrive at any time between 5:00 p.m. and 7:30 p.m. The session will also include a brief slide presentation, which will provide general information on the project. Verbal public comments will be able to be recorded at the meeting. Written statements may also be submitted at the meeting, sent via postal mail to the address shown below, or submitted via email to ngill@skaengr.com. All comments received or postmarked within 10 days following the meeting will become part of the official meeting transcript.

This meeting will be held in accordance with regulatory requirements including the American with Disabilities Act. In the event a member of the public wishes to participate in this meeting but may require special assistance due to a disability, please contact Shread-Kuyrkendall & Associates at the address shown below or by telephone at (225) 296-1335 at least five working days prior to the meeting.

Shread-Kuyrkendall & Associates, Inc.
Attn: Nicci Gill
13000 Justice Ave, Suite 16
Baton Rouge, LA 70816

JAY DARDENNE
LIEUTENANT GOVERNOR

State of Louisiana
OFFICE OF THE LIEUTENANT GOVERNOR
DEPARTMENT OF CULTURE, RECREATION & TOURISM
OFFICE OF STATE PARKS

CHARLES R. DAVIS
DEPUTY SECRETARY

STUART JOHNSON, PH.D.
ASSISTANT SECRETARY

AUG 20 2013

August 16, 2013

Ms. Nicci D. Gill, P.E.
Shread-Kuyrkendall & Associates, Inc.
13016 Justice Avenue
Baton Rouge, LA 70816

Re: City Parish Project No. 12-CS-HC-0016
State Project No. H.002825
Nicholson Drive (LA 30) (Brightside Lane to Gourrier Avenue)
Section 6(f) Review

Dear Ms. Gill,

I am in receipt of the solicitation of views request regarding Land and Water Conservation Fund-assisted sites in proximity to the Nicholson Drive project from Brightside Lane to Gourrier Avenue. Your request was passed to me by Britt Evans.

The Division of Outdoor Recreation in the Louisiana Office of State Parks administers the Land and Water Conservation Fund program for Louisiana. In this capacity we compile an inventory of recreational sites within the state for publication in the Statewide Comprehensive Outdoor Recreation Plan (SCORP) published periodically. The most recent SCORP was published for the period of 2009-2014 with an inventory developed in 2009.

Based on the information provided, there does not appear to be any conflict regarding this proposed project with existing recreational facilities identified in the most recent SCORP.

Sincerely,

Cleve Hardman
Director of Outdoor Recreation

LOUISIANA DEPARTMENT OF AGRICULTURE & FORESTRY
MIKE STRAIN DVM
COMMISSIONER

September 3, 2013

Shread – Kuyrkendall & Associates, Inc.
13016 Justice Avenue
Baton Rouge, LA

SEP 10 2013

RE: Public Information Meeting
Nicholson Drive (LA 30)
(Brightside Lane to Gourrier Avenue)
City Parish Project Number 12-CS-HC-00016
State Project No. H.002825
East Baton Rouge Parish, Louisiana

Dear Ms. Gill:

This office has no comment or objection to this project.

Sincerely,

Bradley E. Spicer
Assistant Commissioner
Louisiana Depart of Ag & Forestry
Office of Soil & Water Conservation

BES:ah

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

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

Animal Health & Food Safety
P.O. Box 1951
Baton Rouge,
LA 70821
(225) 925-3962
Fax: 925-4103

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

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

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

Jena Band of Choctaw Indians

P. O. Box 14 • Jena, Louisiana 71342-0014 • Phone: 318-992-2717 • Fax: 318-992-8244

October 10, 2013

OCT 15 2013

Shread-Kuyrkendall & Associates, Inc.
13016 Justice Avenue
Baton Rouge, LA 70816

RE: City/Parish Project NO: 12-CS-HC-0016
State Project NO: H. 002825
Nicholson Drive (LA30)
Brightside to Gourrier

Dear Sir or Madam,

We are not aware of any known sacred and/or ceremonial sites located within the immediate area. We have determined that the above named project activities will have "No effect" on Historic Properties and are in concurrence with the proposed project activities.

However, should there be any artifacts and/or archaeological features encountered during the scope of said project activities, all work shall cease and our office consulted immediately.

We appreciate your efforts on this project. Should you have any questions, please contact Mrs. Dana Masters, THPO Officer/Cultural Director, at 318-992-1205 or danamasters@aol.com.

Sincerely

Dana Masters
THPO/ Cultural Director
Council Member

USDA

United States Department of Agriculture

March 12, 2014

Nicci D. Gill, P.E.
Shread – Kuyrkendall & Associates, Inc.
13016 Justice Avenue
Baton Rouge, Louisiana 70816

RE: Solicitation of Views
City/Parish Project Number: 12-CS-HC-0016
State Project Number H.002825
Nicholson Drive (LA 30)
(Brightside to Gourrier)

Dear Ms. Gill:

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 submitted with your request indicates that the proposed construction areas are within urban areas and therefore is exempt from the rules and regulations of the Farmland Protection Policy Act (FPPA)—Subtitle I of Title XV, Section 1539-1549. Furthermore, we predict no impact to NRCS projects 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,

Kevin D. Norton **ACTING FOR**
State Conservationist

Enclosure

Natural Resources Conservation Service
State Office
3737 Government Street
Alexandria, Louisiana 71302
Voice: (318) 473-7751 Fax: (318) 473-7626

From: Herb Piller
To: Mikeila Morgan
Cc: Roy Dupuy; Noel Ardoin
Subject: RE: H.002825 Nicholson Drive Segment #1 - Potential Significant Trees
Date: Friday, February 10, 2017 11:11:20 AM

Mikeila, Under our policy, they are not significant. Thanks for checking.

From: Mikeila Morgan [mailto:mikeilamorgan@providenceeng.onmicrosoft.com]
Sent: Friday, February 10, 2017 10:42 AM
To: Herb Piller
Subject: H.002825 Nicholson Drive Segment #1 - Potential Significant Trees

H.002825 Nicholson Drive (LA 30) Segment #1
(Lee/Brightside to South Gourrier)
Categorical Exclusion
EBR Parish

Good Morning Herb,

We are preparing a Categorical Exclusion (CE) for Nicholson Drive Segment 1, between Gourrier and Brightside/Lee. (This project began as an Environmental Assessment (EA) and was downgraded to a CE.) Shread-Kuyrkendall is the prime and we are helping them pull the environmental document together.

There are two live oak trees that are adjacent to a bus stop in front of Oakbrook Apartments on Nicholson Drive and we are concerned they may be significant per EDSM No. I.1.1.21. Google Streetview gives an accurate view of them, but I've included photos from a site visit on Monday. The bus stop is being relocated and Shread confirmed that the bike lane and sidewalk are going through the trees. It looks like two trees of similar shape and size were removed since the aerial used in the Line and Grade study. (You can see some damage to the apartment façade in Google Streetview, the tree removal may be related to that?)

Will you please advise us how to proceed regarding the two trees in question and how to address them in the CE?
FYI this project is adjacent to Nicholson Drive @ Brightside Lane/West Lee Drive Project, State Project No. 414-01-0036, in case you have already come across a significant tree issue related to that project.

Attachments: Line and Grade sheet 2
Site photos of trees

Thank you,
Mikeila Morgan

Mikeila Nagura Morgan
Environmental Planner
MikeilaMorgan@providenceeng.com
Main: 225-766-7400
Cell: 225-252-2776
Fax: 225-766-7440

www.providenceeng.com
1201 Main Street, Baton Rouge, LA 70802

From: Stacie Palmer [mailto:Stacie.Palmer@LA.GOV]
Sent: Friday, June 5, 2020 9:28 AM
To: Nicci Gill <ngill@skaengr.com>; Melissa LeBas <Melissa.LeBas@la.gov>
Subject: FW: H.002825 - CRS Report for Widening of Nicholson Drive, East Baton Rouge Parish, - Choctaw Nation of Oklahoma

FYI

From: Michelle Hanks
Sent: Friday, June 5, 2020 8:55 AM
To: Stacie Palmer <Stacie.Palmer@LA.GOV>
Subject: FW: H.002825 - CRS Report for Widening of Nicholson Drive, East Baton Rouge Parish, - Choctaw Nation of Oklahoma

Good morning Stacie,

Please see the email response below regarding the Choctaw Nation of Oklahoma's response to the proposed project. Please let me know if you have any questions or need any additional information or Tribal coordination.

Best,

Michelle Hanks, MA
Environmental Manager I
LADOTD
225-747-3940 cell

From: Lindsey Bilyeu <lbilyeu@choctawnation.com>
Sent: Wednesday, June 3, 2020 4:04 PM
To: Heisler, Lynn (FHWA) <lynn.heisler@dot.gov>
Subject: RE: H.002825 - CRS Report for Widening of Nicholson Drive, East Baton Rouge Parish, - Choctaw Nation of Oklahoma

Lynn,

Thank you for providing the cultural resources survey report. The Choctaw Nation Historic Preservation Department concurs with the finding of "no historic properties affected". However, we ask that work be stopped and our office contacted immediately in the event that Native American artifacts or human remains are encountered.

If you have any questions, please contact me.

Thank you,

Lindsey D Bilyeu, MS
Senior Compliance Review Officer

Historic Preservation Department
Choctaw Nation of Oklahoma
P.O. Box 1210, Durant, OK 74702
Desk Phone: 580-924-8280 ext. 2631
Cell Phone: 580-740-9624

From: Heisler, Lynn (FHWA) <lynn.heisler@dot.gov>
Sent: Wednesday, April 29, 2020 1:25 PM
To: Lindsey Bilyeu <lbilyeu@choctawnation.com>
Subject: H.002825 - CRS Report for Widening of Nicholson Drive, East Baton Rouge Parish, - Choctaw Nation of Oklahoma

Ms. Lindsey,

Great speaking with you recently. Hope you are still doing well.

Please see below the Executive Summary and link to cultural resource material of Louisiana project H002825 for your review.

Please let me know if you have any questions/comments.

Have a great day.

Sincerely,

Lynn

Lynn M. Heisler
Department of Transportation
Environmental Protection Specialist
FHWA-LA
225-757-7607 Work
225-757-7601 Fax
Lynn.Heisler@dot.gov
5304 Flanders Drive, Suite A
Baton Rouge, LA 70808

Executive Summary

The City of Baton Rouge, Parish of East Baton Rouge, and the Louisiana Department of Transportation and Development has proposed a project to widen Nicholson Drive from Brightside Lane to Gourrier Avenue in Baton Rouge (Sections 55, 56, 57, 65, and 66, Township 7 South, Range 1 West, Latitude 30.400930 Longitude -91.181095 to Latitude 30.386203 Longitude -91.170310). The roadway will be widened from two lanes to four on existing alignment, traffic will be maintained along Nicholson Drive during construction.

A cultural resources survey of the approximately 20 acre project area was conducted by Surveys Unlimited Research Associates, Inc. (SURA, Inc.), cultural resource consultants, on behalf of the City of Baton Rouge in June of 2013.

Background research revealed nineteen (19) cultural resource surveys have been conducted within one mile of the project area, none of which lie within the direct APE. Six standing structures, one historic district, and five archaeological sites have been previously recorded with one mile of the APE. None of these cultural resources are located within the proposed project APE and therefor will not be impacted by the proposed project.

During the field survey, **no archaeological sites or material were recovered within the direct APE**.

The survey was conducted along largely developed properties. The Existing Nicholson Drive roadway, a paved bicycle path along the west side of the roadway, and a raised railroad embankment are all preventing subsurface excavation. Additional land cover consisted of low to moderate flora coverage which would support hardwood forest species.

This segment of Nicholson Drive is not associated with significant historical events or the lives of significant persons and is not considered eligible for nomination to the NRHP under criteria A, B, C, or D.

The cultural resources survey report was sent for review to the Louisiana SHPO on November 26, 2018. Response from the Louisiana SHPO has been received and is included.

TO DOWNLOAD YOUR FILES PLEASE VISIT:

Link: http://www17.dotd.la.gov/?f=23697&fid=fcd4410a
Use this link to share the download to this file.

The link will expire on **Wednesday, May 06, 2020 at 11:35:30 AM**. Should you need to retrieve the file after this date, please request an updated link.

This message is intended only for the use of the individual or entity to which it is addressed and may contain information that is privileged, confidential and exempt from disclosure. If you have received this message in error, you are hereby notified that we do not consent to any reading, dissemination, distribution or copying of this message. If you have received this communication in error, please notify the sender immediately and destroy the transmitted information. Please note that any view or opinions presented in this email are solely those of the author and do not necessarily represent those of the Choctaw Nation.

APPENDIX B

WETLANDS JURISDICTIONAL DETERMINATION

DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, NEW ORLEANS DISTRICT
7400 LEAKE AVE
NEW ORLEANS, LA 70118-3651

April 5, 2021

Operations Division
Surveillance and Enforcement Section

Ms. Olivia Barry
CK Associates
8591 United Plaza Blvd., Suite 300
Baton Rouge, LA 70809

Dear Ms. Barry:

Reference is made to your request, on behalf of City of Baton Rouge and East Baton Rouge Parish, for a U.S. Army Corps of Engineers' (Corps) jurisdictional determination on property located in Section 65, Township 7 South, Range 1 West, East Baton Rouge Parish, Louisiana (enclosed map). Specifically, this property is identified as a 22.84 - acre site identified as the Nicholson Drive Segment 1 located in Baton Rouge.

Based on review of recent maps, aerial photography, soils data, the delineation report provided with your request, previous determinations and a site inspection conducted on March 2, 2021, we have determined that part of the property contains non-wetland waters that are subject to Corps' jurisdiction. The approximate limits of the non-wetland waters are designated in blue on the map. A Department of the Army (DA) permit under Section 404 of the Clean Water Act will be required prior to the deposition or redistribution of dredged or fill material into these waters of the U.S. Additionally, part of the property contains uplands and features that are not subject to Corps' jurisdiction. The approximate limits of the uplands and non-jurisdictional features are designated in green and purple, respectively, on the map. A DA permit will not be required for activities in these areas.

The delineation included herein has been conducted to identify the location and extent of the aquatic resource boundaries and/or the jurisdictional status of aquatic resources for purposes of the Clean Water Act for the particular site identified in this request. This delineation and/or jurisdictional determination may not be valid for the Wetland Conservation Provisions of the Food Security Act of 1985, as amended. If you or your tenant are USDA program participants, or anticipate participation in USDA programs, you should discuss the applicability of a certified wetland determination with the local USDA service center, prior to starting work.

You and your client are advised that this approved jurisdictional determination is valid for a period of 5 years from the date of this letter unless new information warrants revision prior to the expiration date or the District Commander has identified, after public notice and comment, that specific geographic areas with rapidly changing environmental conditions merit re-verification on a more frequent basis.

If you object to this approved jurisdictional determination, you may request an administrative appeal under Corps regulations at 33 C.F.R. 331. Enclosed you will find a Notification of Appeal Process (NAP) fact sheet and Request for Appeal (RFA) form. If you request to appeal this determination, you must submit a completed RFA form to the Mississippi Valley Division Office at the following address:

Administrative Appeals Review Officer
Mississippi Valley Division
ATTN: CEMVD-PDO
Post Office Box 80 (1400 Walnut Street)
Vicksburg, MS 39181-0080
Phone: 601-634-5820, Fax: 601-634-5816

In order for an RFA to be accepted by the Corps, the Corps must determine that it is complete, that it meets the criteria for appeal under 33 C.F.R. part 331.5, and that it has been received by the Division Office within 60 days of the date of the NAP. Should you decide to submit an RFA form, it must be received at the above address by June 3, 2021.

It is not necessary to submit an RFA form to the Division office if you do not object to the determination in this letter.

Should there be any questions concerning these matters, please contact Mr. Michael Windham at (504) 862-1235 and reference our Account No. MVN-2020-01138-SK. If you have specific questions regarding the permit process or permit applications, please contact our Central Evaluation Section at (504) 862-1581.

Sincerely,

Digitally signed by Brad Guarisco
Date: 2021.04.05 13:20:45 -05'00'

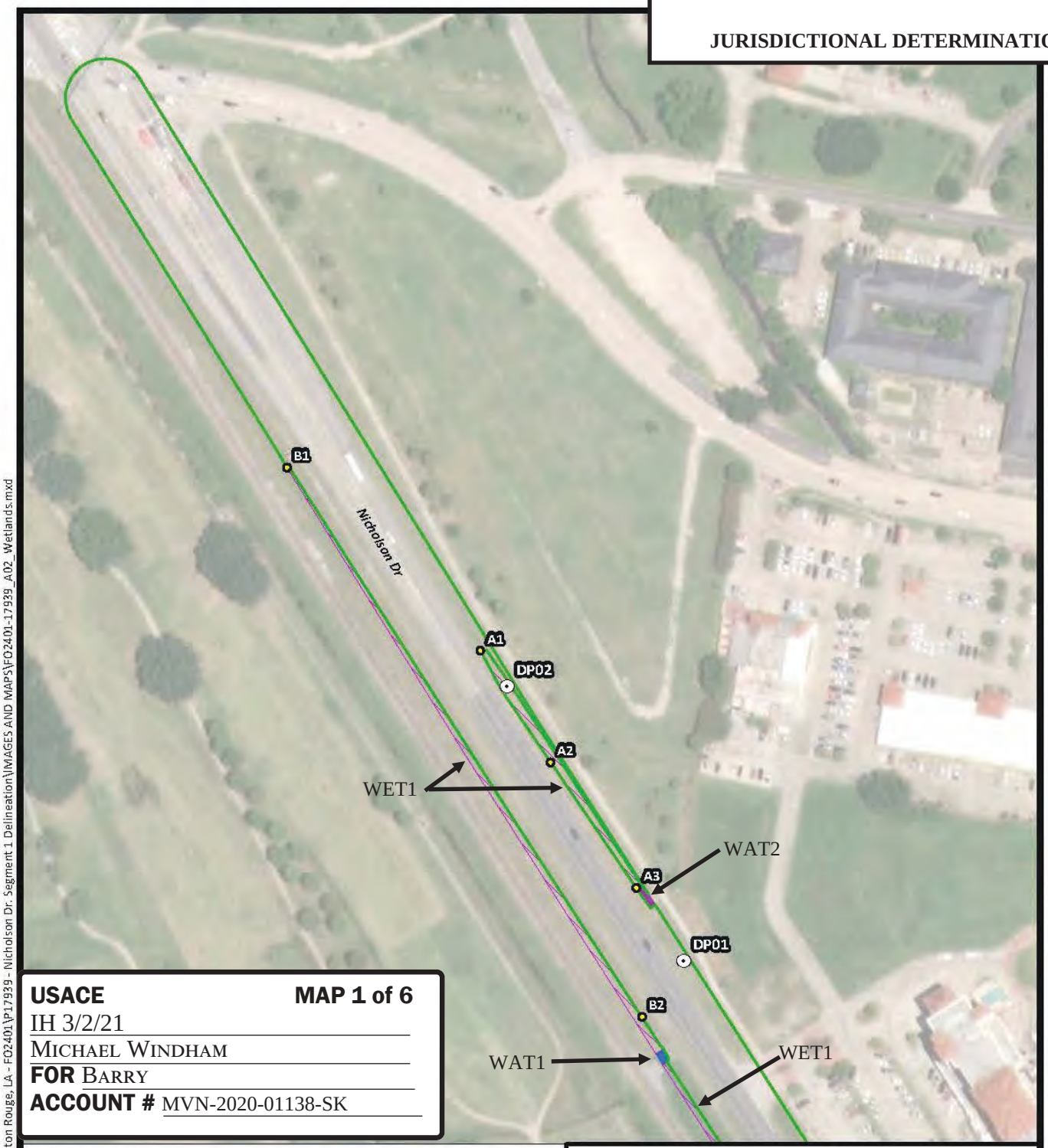
for Martin S. Mayer
Chief, Regulatory Branch

Enclosures

U.S. ARMY CORPS OF ENGINEERS

APPROVED

JURISDICTIONAL DETERMINATION



USACE **MAP 1 of 6**

IH 3/2/21

MICHAEL WINDHAM

FOR BARRY

ACCOUNT # MVN-2020-01138-SK

Data Point

Non-jurisdictional Wetlands (1.48 Acres)

Non-wetland Waters of the U.S. (0.55 Acres)

Jurisdictional (0.08 Acre)

Non-Jurisdictional (0.47 Acre)

Uplands (20.81 Acres)

ESRI World Imagery, 2017

0 160 Feet

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esri Partner Network Silver

Sustainable Design Solutions, LLC

Baton Rouge, Louisiana

Nicholson Drive Segment 1

Wetlands Map

East Baton Rouge Parish

CK ASSOCIATES

Drawn:	OPB	Checked:	OPB
Date:	2/26/2021	Approved:	AGA
Dwg. No.:	FO2401-17939-A02		Figure 2A

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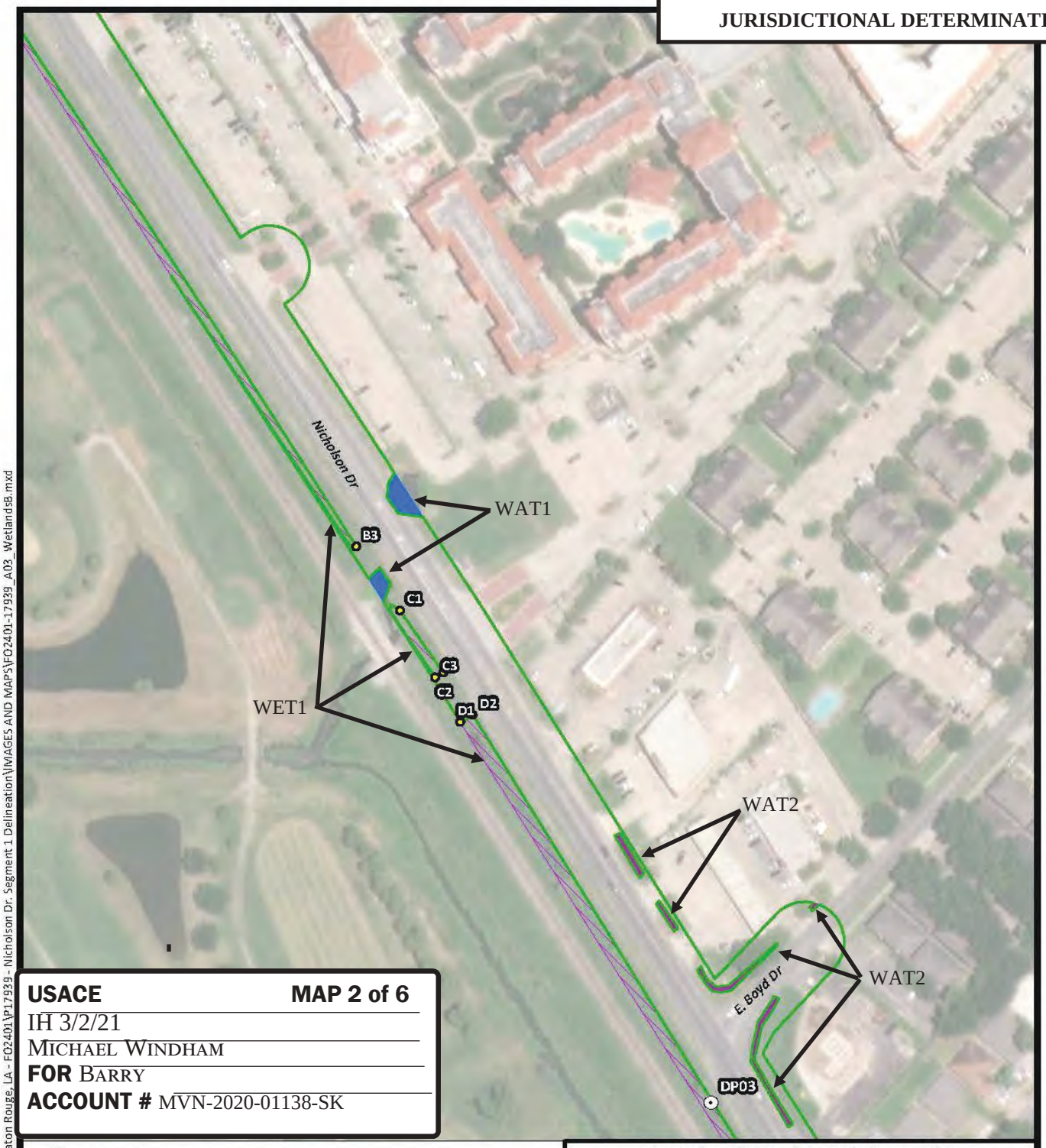

USACE **MAP 2 of 6**

IH 3/2/21

MICHAEL WINDHAM

FOR BARRY

ACCOUNT # MVN-2020-01138-SK

Data Point

Non-jurisdictional Wetlands (1.48 Acres)

Non-wetland Waters of the U.S. (0.55 Acres)

Jurisdictional (0.08 Acre)

Non-Jurisdictional (0.47 Acre)

Uplands (20.81 Acres)

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ESRI World Imagery, 2017

esri Partner Network Silver

Sustainable Design Solutions, LLC

Baton Rouge, Louisiana

Nicholson Drive Segment 1

Wetlands Map

East Baton Rouge Parish

CK ASSOCIATES Environmental Consultants

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Dwg. No.:	FO2401-17939-A03		**Figure 2B**

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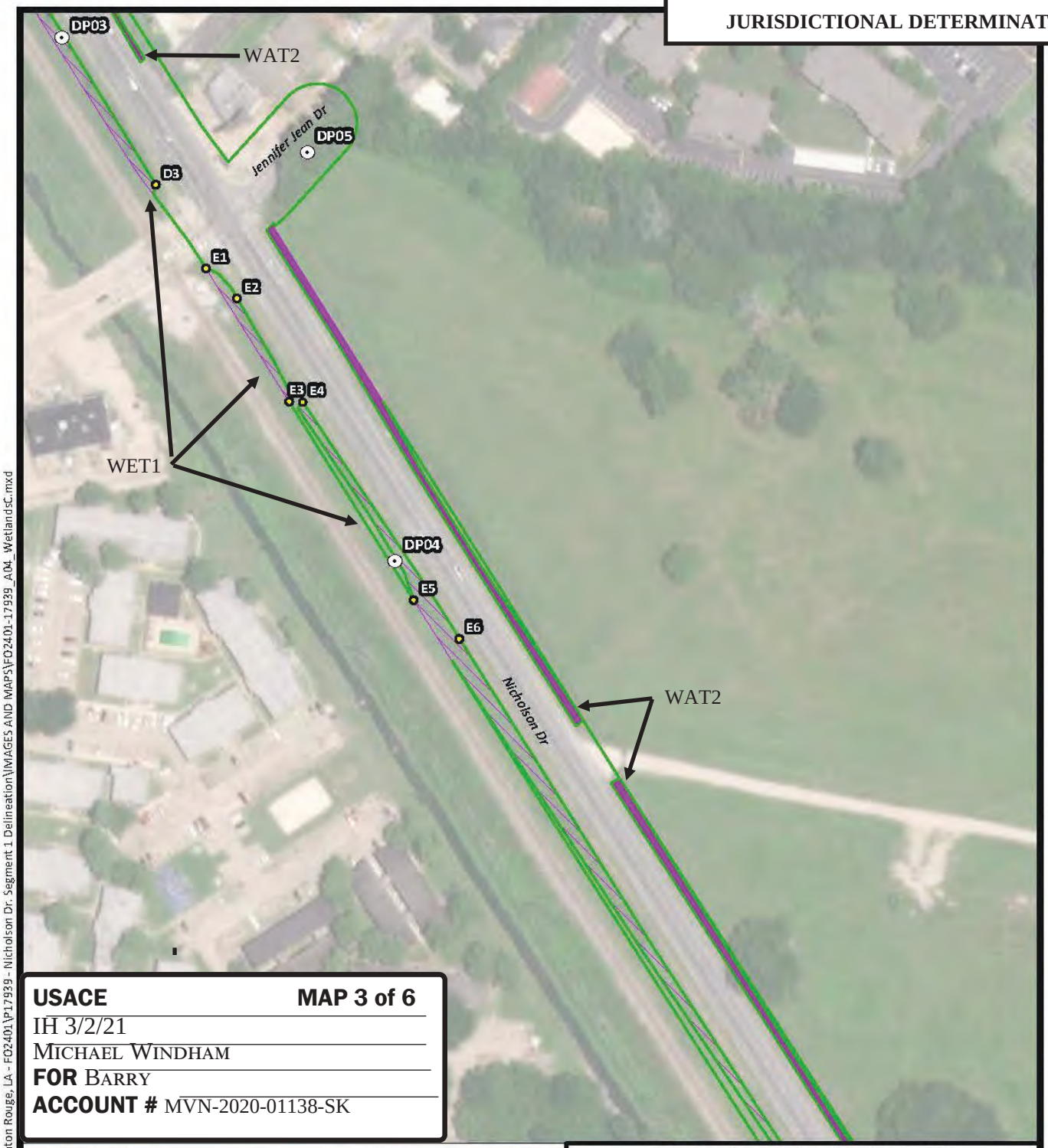

USACE **MAP 3 of 6**

IH 3/2/21

MICHAEL WINDHAM

FOR BARRY

ACCOUNT # MVN-2020-01138-SK

Data Point

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Non-wetland Waters of the U.S. (0.55 Acres)

Jurisdictional (0.08 Acre)

Non-Jurisdictional (0.47 Acre)

Uplands (20.81 Acres)

ESRI World Imagery, 2017

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esri Partner Network Silver

Sustainable Design Solutions, LLC

Baton Rouge, Louisiana

Nicholson Drive Segment 1

Wetlands Map

East Baton Rouge Parish

CK ASSOCIATES

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Date:	2/26/2021	Approved:	AGA
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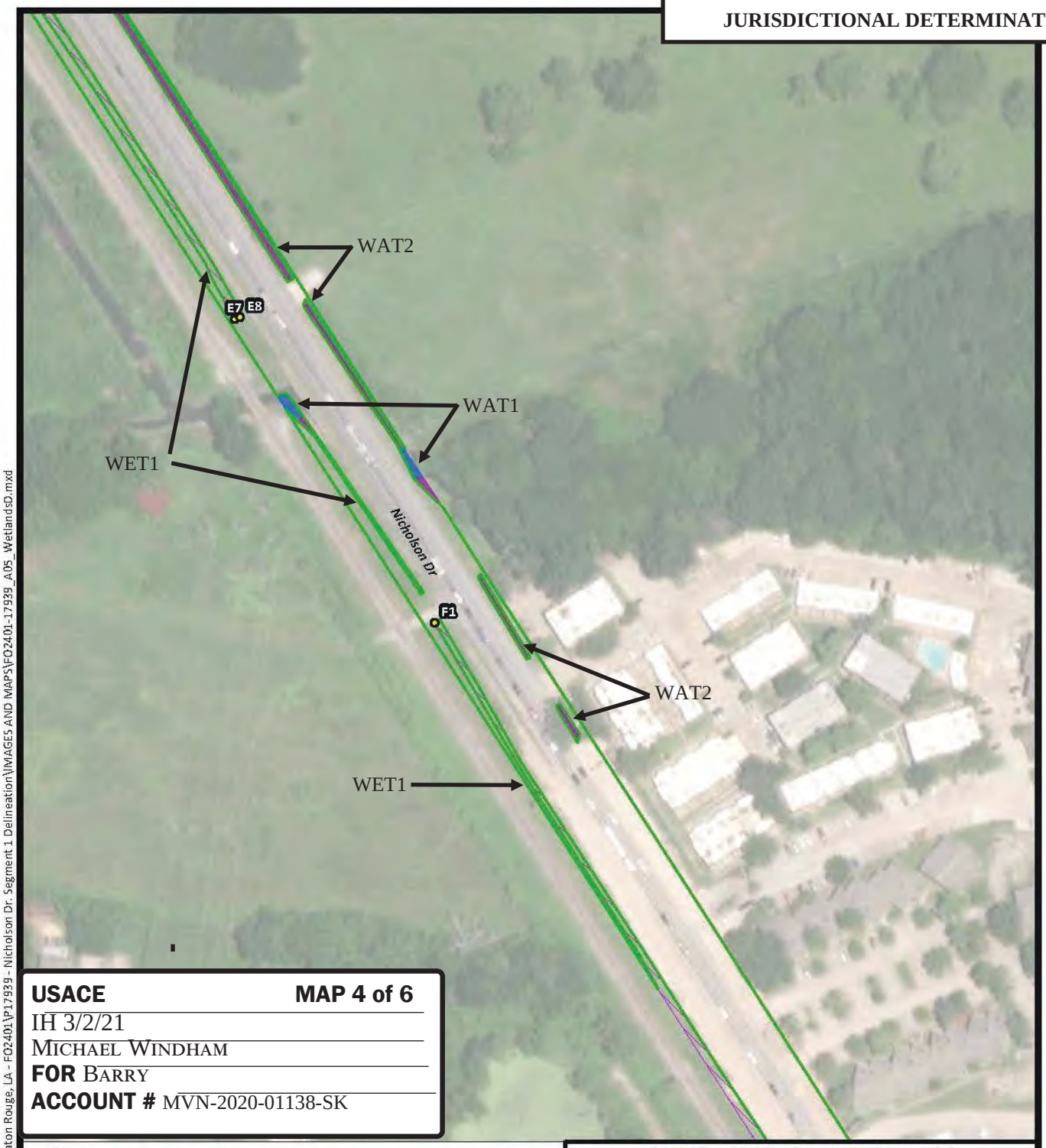

USACE **MAP 4 of 6**

IH 3/2/21

MICHAEL WINDHAM

FOR BARRY

ACCOUNT # MVN-2020-01138-SK

Data Point

Non-jurisdictional Wetlands (1.48 Acres)

Non-wetland Waters of the U.S. (0.55 Acres)

Jurisdictional (0.08 Acre)

Non-Jurisdictional (0.47 Acre)

Uplands (20.81 Acres)

ESRI World Imagery, 2017

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esri Partner Network Silver

Sustainable Design Solutions, LLC

Baton Rouge, Louisiana

Nicholson Drive Segment 1

Wetlands Map

East Baton Rouge Parish

CK ASSOCIATES environmental consultants

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Date:	2/26/2021	Approved:	AGA
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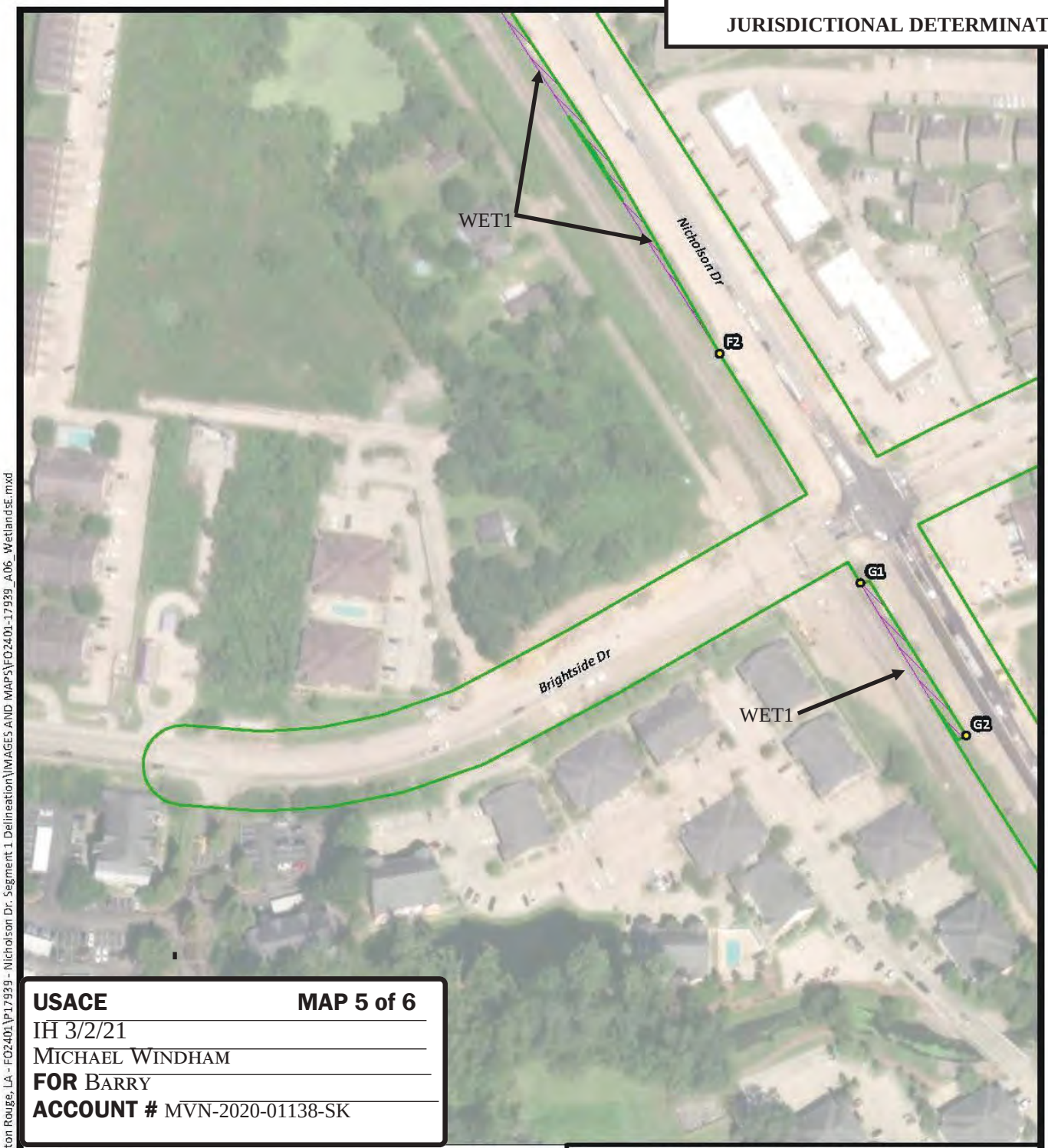

USACE **MAP 5 of 6**

IH 3/2/21

MICHAEL WINDHAM

FOR BARRY

ACCOUNT # MVN-2020-01138-SK

Data Point

Non-jurisdictional Wetlands (1.48 Acres)

Non-wetland Waters of the U.S. (0.55 Acres)

Jurisdictional (0.08 Acre)

Non-Jurisdictional (0.47 Acre)

Uplands (20.81 Acres)

N

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0 160

Feet

ESRI World Imagery, 2017

esri Partner Network Silver

Sustainable Design Solutions, LLC

Baton Rouge, Louisiana

Nicholson Drive Segment 1

Wetlands Map

East Baton Rouge Parish

CK ASSOCIATES

Drawn:	OPB	Checked:	OPB
Date:	2/26/2021	Approved:	AGA
Dwg. No.: FO2401-17939-A06		**Figure 2E**	

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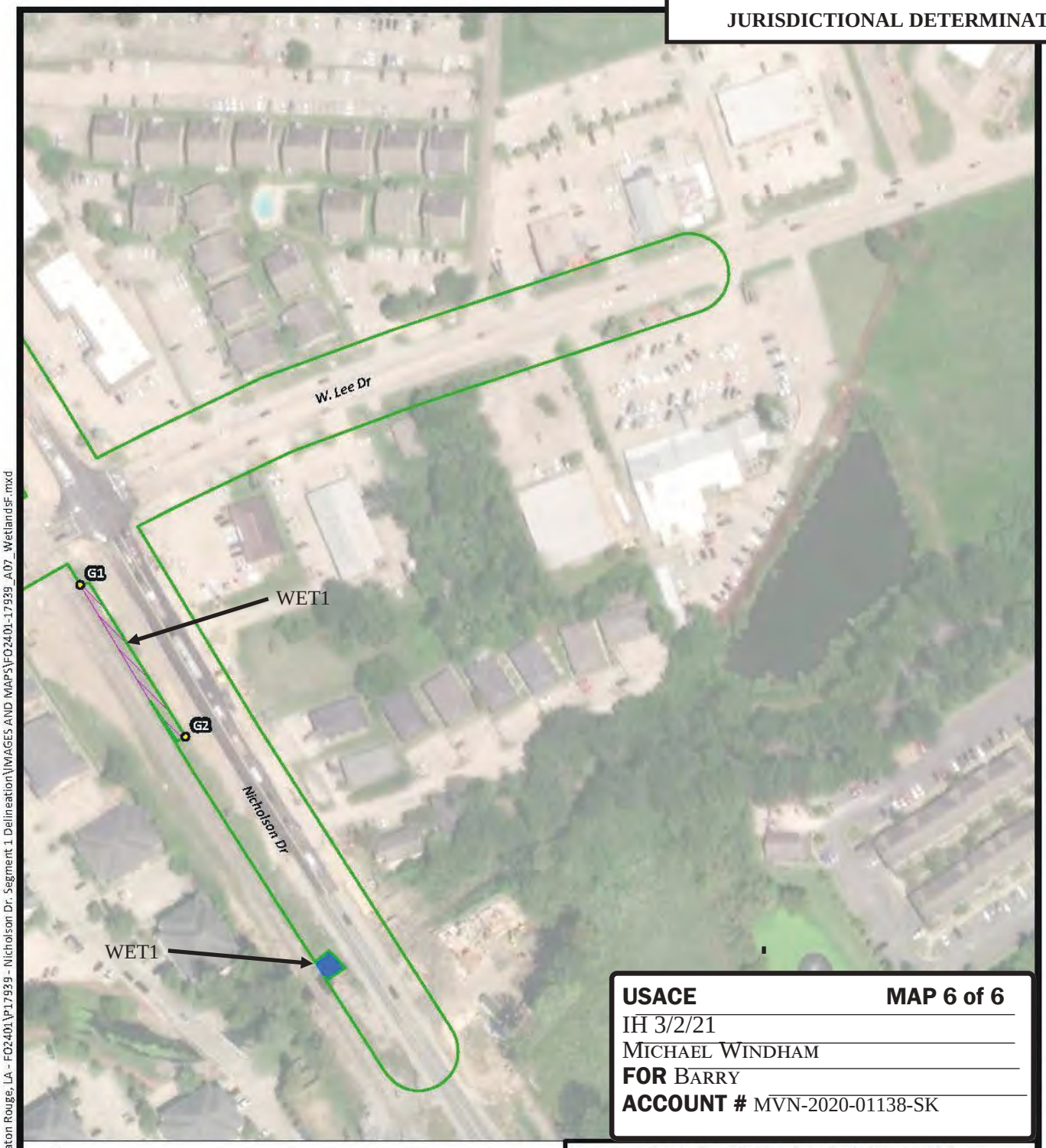
JURISDICTIONAL DETERMINATION



USACE **MAP 6 of 6**

IH 3/2/21

MICHAEL WINDHAM

FOR BARRY

ACCOUNT # MVN-2020-01138-SK

Data Point

Non-jurisdictional Wetlands (1.48 Acres)

Non-wetland Waters of the U.S. (0.55 Acres)

Jurisdictional (0.08 Acre)

Non-Jurisdictional (0.47 Acre)

Uplands (20.81 Acres)

N

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ESRI World Imagery, 2017

esri Partner Network Silver

Sustainable Design Solutions, LLC

Baton Rouge, Louisiana

Nicholson Drive Segment 1

Wetlands Map

East Baton Rouge Parish

CK ASSOCIATES environmental consultants

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Date:	2/26/2021	Approved:	AGA
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U.S. ARMY CORPS OF ENGINEERS
REGULATORY PROGRAM
APPROVED JURISDICTIONAL DETERMINATION FORM (INTERIM)
NAVIGABLE WATERS PROTECTION RULE

I. ADMINISTRATIVE INFORMATION

Completion Date of Approved Jurisdictional Determination (AJD): 4/5/2021
ORM Number: MVN-2020-01138-SK
Associated JDs: N/A
Review Area Location[1]: State/Territory: Louisiana City: Baton Rouge County/Parish/Borough: EBR
Center Coordinates of Review Area: Latitude 30.396325 Longitude -91.177747

II. FINDINGS

A. Summary: Check all that apply. At least one box from the following list MUST be selected. Complete the corresponding sections/tables and summarize data sources.

- ☐ The review area is comprised entirely of dry land (i.e., there are no waters or water features, including wetlands, of any kind in the entire review area). Rationale: N/A or describe rationale.
- ☐ There are "navigable waters of the United States" within Rivers and Harbors Act jurisdiction within the review area (complete table in Section II.B).
- ☒ There are "waters of the United States" within Clean Water Act jurisdiction within the review area (complete appropriate tables in Section II.C).
- ☒ There are waters or water features excluded from Clean Water Act jurisdiction within the review area (complete table in Section II.D).

B. Rivers and Harbors Act of 1899 Section 10 (§ 10)[2]

§ 10 Name	§ 10 Size		§ 10 Criteria	Rationale for § 10 Determination
N/A.	N/A.	N/A	N/A.	N/A.

C. Clean Water Act Section 404

Territorial Seas and Traditional Navigable Waters ((a)(1) waters):[3]				
(a)(1) Name	(a)(1) Size		(a)(1) Criteria	Rationale for (a)(1) Determination
N/A.	N/A.	N/A.	N/A.	N/A.

Tributaries ((a)(2) waters):				
(a)(2) Name	(a)(2) Size		(a)(2) Criteria	Rationale for (a)(2) Determination
WAT1	0.08	acre(s)	N/A.	WAT1 includes tributaries within the project area that are either natural tributaries, constructed within natural tributaries or rerouted tributaries that have greater than ephemeral flow.

Lakes and ponds, and impoundments of jurisdictional waters ((a)(3) waters):				
(a)(3) Name	(a)(3) Size		(a)(3) Criteria	Rationale for (a)(3) Determination
N/A.	N/A.	N/A.	N/A.	N/A.

[1] Map(s)/figure(s) are attached to the AJD provided to the requestor.
[2] If the navigable water is not subject to the ebb and flow of the tide or included on the District's list of Rivers and Harbors Act Section 10 navigable waters list, do NOT use this document to make the determination. The District must continue to follow the procedure outlined in 33 CFR part 329.14 to make a Rivers and Harbors Act Section 10 navigability determination.
[3] A stand-alone TNW determination is completed independently of a request for an AJD. A stand-alone TNW determination is conducted for a specific segment of river or stream or other type of waterbody, such as a lake, where upstream or downstream limits or lake borders are established. A stand-alone TNW determination should be completed following applicable guidance and should NOT be documented on the AJD Form.

Adjacent wetlands ((a)(4) waters):				
(a)(4) Name	(a)(4) Size		(a)(4) Criteria	Rationale for (a)(4) Determination
N/A.	N/A.	N/A.	N/A.	N/A.

D. Excluded Waters or Features

Excluded waters ((b)(1) – (b)(12)):[4]				
Exclusion Name	Exclusion Size		Exclusion[5]	Rationale for Exclusion Determination
WAT2	0.47	acre(s)	(b)(5) Ditch that is not an (a)(1) or (a)(2) water, and those portions of a ditch constructed in an (a)(4) water that do not satisfy the conditions of (c)(1).	WAT2 are roadside ditches within the project area that are not natural tributaries, or were constructed within natural tributaries or are rerouted natural tributaries and also were not constructed in (a)(4) wetlands or receive flow from an upstream (a)(4) wetland. In this case, the roadside ditches are excluded regardless if flow criteria of greater than ephemeral is met.
WET1	1.48	acre(s)	(b)(5) Ditch that is not an (a)(1) or (a)(2) water, and those portions of a ditch constructed in an (a)(4) water that do not satisfy the conditions of (c)(1).	WET1 are vegetated swales or roadside ditches that were constructed in uplands. Wetlands that develop within a ditch constructed wholly in uplands would be non-jurisdictional.

III. SUPPORTING INFORMATION

A. Select/enter all resources that were used to aid in this determination and attach data/maps to this document and/or references/citations in the administrative record, as appropriate.

☒ Information submitted by, or on behalf of, the applicant/consultant: Request form and project map
This information is sufficient for purposes of this AJD.
Rationale: N/A

☐ Data sheets prepared by the Corps: Title(s) and/or date(s).

☒ Photographs: Aerial and Other: 1998,2004,2005,2006,2008,2009,2010,2012,2013,2017,2017Arc, Google Earth Pro (all available), FSV photos provided.

☒ Corps site visit(s) conducted on: 2/3/21

☒ Previous Jurisdictional Determinations (AJDs or PJDs): 2009-1831, 2009-1104,2016-1567

☐ Antecedent Precipitation Tool: *provide detailed discussion in Section III.B*.

☒ USDA NRCS Soil Survey: NRCS WSS

☒ USFWS NWI maps: Provided with consultant report

[4] Some excluded waters, such as (b)(2) and (b)(4), may not be specifically identified on the AJD form unless a requestor specifically asks a Corps district to do so. Corps districts may, in case-by-case instances, choose to identify some or all of these waters within the review area.
[5] Because of the broad nature of the (b)(1) exclusion and in an effort to collect data on specific types of waters that would be covered by the (b)(1) exclusion, four sub-categories of (b)(1) exclusions were administratively created for the purposes of the AJD Form. These four sub-categories are not new exclusions, but are simply administrative distinctions and remain (b)(1) exclusions as defined by the NWPR.

☒ USGS topographic maps: https://ngmdb.usgs.gov/topoview/viewer/

Other data sources used to aid in this determination:

Data Source (select)	Name and/or date and other relevant information
USGS Sources	N/A.
USDA Sources	N/A.
NOAA Sources	N/A.
USACE Sources	N/A.
State/Local/Tribal Sources	N/A.
Other Sources	LA LIDAR

B. Typical year assessment(s): No APT tool needed as evidence from NWI and USGS TOPOs support WAT1 as meeting flow criteria greater than ephemeral downstream to Navigable Waters (Bayou Manchac). Additionally, APT tool was not needed to assess flow criteria or typical year for WET1 and WAT2 as these features are exempt regardless of flow parameters.

C. Additional comments to support AJD: N/A

NOTIFICATION OF ADMINISTRATIVE APPEAL OPTIONS AND PROCESS AND REQUEST FOR APPEAL

Applicant: Olivia Barry, obo City of Baton Rouge and East Baton Rouge Parish	File Number: MVN-2020-01138-SK	Date: 4/5/2021
Attached is:		See Section below
☐	INITIAL PROFFERED PERMIT (Standard Permit or Letter of permission)	A
☐	PROFFERED PERMIT (Standard Permit or Letter of permission)	B
☐	PERMIT DENIAL	C
☑	APPROVED JURISDICTIONAL DETERMINATION	D
☐	PRELIMINARY JURISDICTIONAL DETERMINATION	E

SECTION I - The following identifies your rights and options regarding an administrative appeal of the above decision. Additional information may be found at http://www.usace.army.mil/Missions/CivilWorks/RegulatoryProgramandPermits/appeals.aspx or Corps regulations at 33 CFR Part 331.

A: INITIAL PROFFERED PERMIT: You may accept or object to the permit.

- ACCEPT: If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- OBJECT: If you object to the permit (Standard or LOP) because of certain terms and conditions therein, you may request that the permit be modified accordingly. You must complete Section II of this form and return the form to the district engineer. Your objections must be received by the district engineer within 60 days of the date of this notice, or you will forfeit your right to appeal the permit in the future. Upon receipt of your letter, the district engineer will evaluate your objections and may: (a) modify the permit to address all of your concerns, (b) modify the permit to address some of your objections, or (c) not modify the permit having determined that the permit should be issued as previously written. After evaluating your objections, the district engineer will send you a proffered permit for your reconsideration, as indicated in Section B below.

B: PROFFERED PERMIT: You may accept or appeal the permit

- ACCEPT: If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- APPEAL: If you choose to decline the proffered permit (Standard or LOP) because of certain terms and conditions therein, you may appeal the declined permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

C: PERMIT DENIAL: You may appeal the denial of a permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

D: APPROVED JURISDICTIONAL DETERMINATION: You may accept or appeal the approved JD or provide new information.

- ACCEPT: You do not need to notify the Corps to accept an approved JD. Failure to notify the Corps within 60 days of the date of this notice, means that you accept the approved JD in its entirety, and waive all rights to appeal the approved JD.
- APPEAL: If you disagree with the approved JD, you may appeal the approved JD under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

E: PRELIMINARY JURISDICTIONAL DETERMINATION: You do not need to respond to the Corps regarding the preliminary JD. The Preliminary JD is not appealable. If you wish, you may request an approved JD (which may be appealed), by contacting the Corps district for further instruction. Also you may provide new information for further consideration by the Corps to reevaluate the JD.

SECTION II - REQUEST FOR APPEAL or OBJECTIONS TO AN INITIAL PROFFERED PERMIT

REASONS FOR APPEAL OR OBJECTIONS: (Describe your reasons for appealing the decision or your objections to an initial proffered permit in clear concise statements. You may attach additional information to this form to clarify where your reasons or objections are addressed in the administrative record.)

ADDITIONAL INFORMATION: The appeal is limited to a review of the administrative record, the Corps memorandum for the record of the appeal conference or meeting, and any supplemental information that the review officer has determined is needed to clarify the administrative record. Neither the appellant nor the Corps may add new information or analyses to the record. However, you may provide additional information to clarify the location of information that is already in the administrative record.

POINT OF CONTACT FOR QUESTIONS OR INFORMATION:

If you have questions regarding this decision and/or the appeal process you may contact:

Brad Guarisco
Chief, Surveillance & Enforcement Section
U.S. Army Corps of Engineers
7400 Leake Avenue
New Orleans, LA 70118
504-862-2274

If you only have questions regarding the appeal process you may also contact:

Administrative Appeals Review Officer
Mississippi Valley Division
P.O. Box 80 (1400 Walnut Street)
Vicksburg, MS 39181-0080
601-634-5820 FAX: 601-634-5816

RIGHT OF ENTRY: Your signature below grants the right of entry to Corps of Engineers personnel, and any government consultants, to conduct investigations of the project site during the course of the appeal process. You will be provided a 15 day notice of any site investigation, and will have the opportunity to participate in all site investigations.

	Date:	Telephone number:
_____ Signature of appellant or agent.		

APPENDIX C

TRAFFIC NOISE ANALYSIS

FEBRUARY 2017

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

STATE PROJECT NO. H.002825/FEDERAL AID PROJECT NO. H002825

THE GREEN LIGHT PLAN

BUILDING BETTER ROADS FOR EAST BATON ROUGE PARISH

DOTD

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

U.S. Department of Transportation
Federal Highway Administration

TRAFFIC NOISE ANALYSIS

NICHOLSON DRIVE (LA 30), SEGMENT #1
LEE/BRIGHTSIDE TO SOUTH GOURRIER
CATEGORICAL EXCLUSION

EAST BATON ROUGE PARISH, LOUISIANA

Prepared By:
Providence Engineering and Environmental Group LLC
1201 Main Street
Baton Rouge, Louisiana 70802
(225) 766-7400
www.providenceeng.com

Project Number 881-001

PROVIDENCE

ACRONYMS AND ABBREVIATIONS

ANSI	American National Standards Institute
CFR	Code of Federal Regulations
City-Parish	City of Baton Rouge and the Parish of East Baton Rouge
dB	Decibel
dBA	A-weighted Decibels
EB	Eastbound
FHWA	Federal Highway Administration
ft	Feet
LA DOTD	Louisiana Department of Transportation and Development
Leq	Equivalent Steady-State Sound Level
Leq(h)	Hourly Equivalent Steady-State Sound Level
LAeq(1h)	Hourly Equivalent A-Weighted Sound Level
mph	Miles Per Hour
NA	Not Applicable
NAC	Noise Abatement Criteria
NB	Northbound
NCHRP	National Cooperative Highway Research Program
NM2	Noise Meter Location #2
NM4	Noise Meter Location #4
Providence	Providence Engineering and Environmental Group LLC
PUD	Planned Use Development
ROW	Right-of-Way
SB	Southbound
SI	Substantial Increase
SL	Sound Level
SLM	Sound Level Meter
sq ft	Square feet
TNM	Traffic Noise Model
TNM 2.5	Traffic Noise Model v.2.5
UA-2	Urban Arterial Class 2
USI	Urban Systems, Inc.
WB	Westbound
%	Percent

REFERENCES

"Common Indoor and Outdoor Noise Levels." Arizona Department of Transportation. Sep. 2008. Web. 14 Oct. 2014.

LA DOTD. LA DOTD Noise Compatibility. "2016 Revised Noise Barrier Cost." LA DOTD, Web. 22 Dec. 2016.

LA DOTD. *Highway Traffic Noise Policy*, July 2011. Web. 3 Nov. 2016.

FHWA. *Highway Traffic Noise: Analysis and Abatement Guidance*. FHWA, Dec. 2011. Web. 3 Dec. 2016.

NCHRP. *Report 791: Supplemental Guidance on the Application of FHWA's Traffic Noise Model*. National Academy of Sciences, 2014. Web. 22 Dec. 2016.

"Procedure for Abatement of Highway Traffic and Construction Noise." Code of Federal Regulations Title 23, Part 772, 2010 ed.

"Table 4: Common Sound/Noise Levels." *Guideline for Analysis and Abatement of Roadway Traffic Noise*, Texas Department of Transportation, Apr. 2011. Web. 17 Oct. 2014.

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H Speed Reduction TNM Sound-Level Results

I Barrier Analysis
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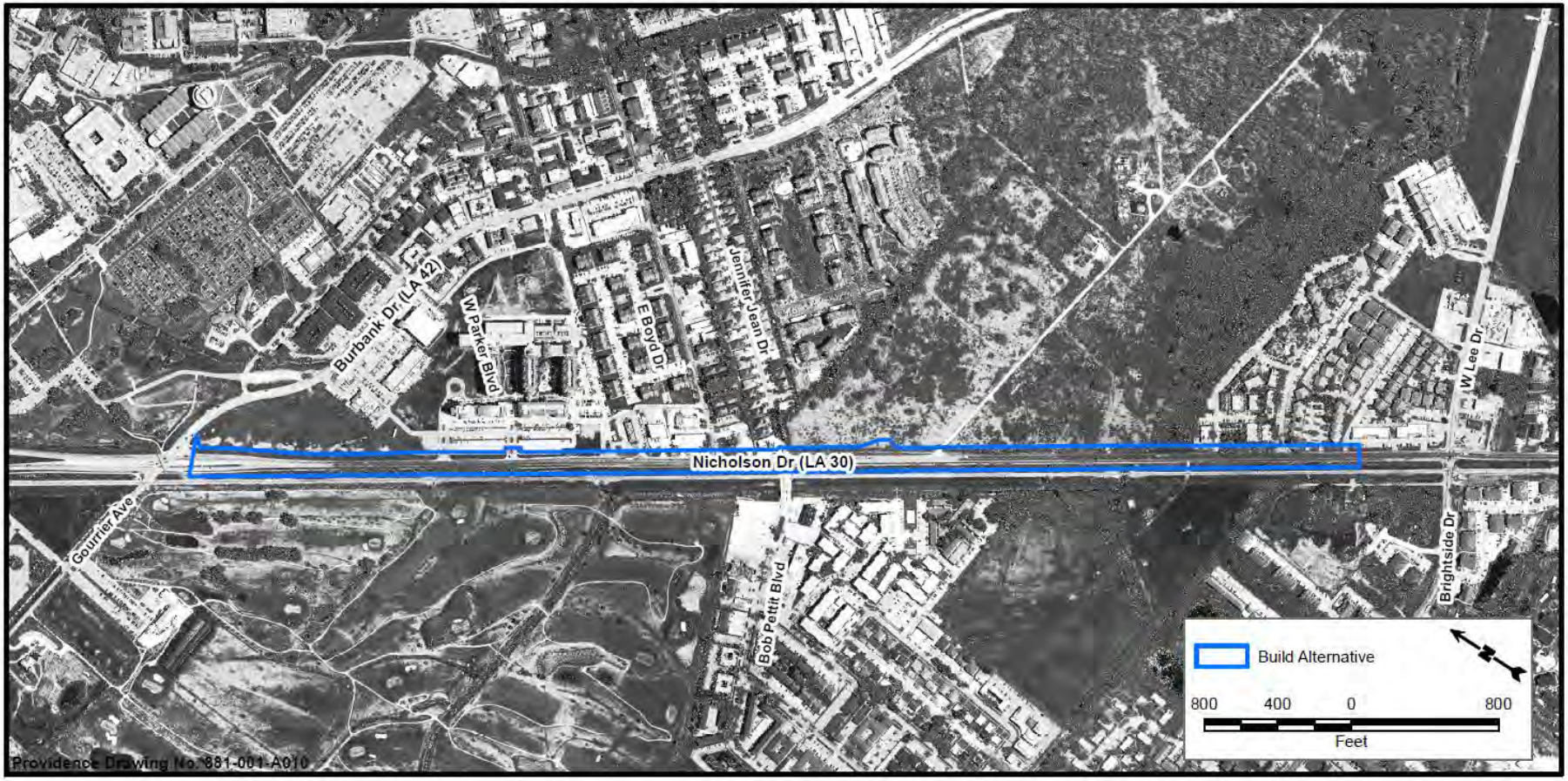
1.0 INTRODUCTION

On behalf of the City of Baton Rouge and the Parish of East Baton Rouge (City-Parish), as part of the Green Light Plan Transportation and Street Improvements Program, Providence Engineering and Environmental Group LLC (Providence) conducted a highway traffic noise analysis for the proposed widening of Nicholson Drive beginning 500 feet north of West Lee Drive/Brightside Lane to approximately 400 feet south of Gourrier Avenue/Burbank Lane in East Baton Rouge Parish, Louisiana. This traffic noise analysis will determine noise impacts associated with the Build Alternative, and, if impacts are identified, noise abatement will be considered and evaluated for both feasibility and reasonableness. This noise analysis was prepared in accordance with the requirements of the Federal Highway Administration (FHWA) noise standards, Procedure for Abatement of Highway Traffic and Construction Noise [23 Code of Federal Regulations (CFR) Part 772] and state requirements. The Louisiana Department of Transportation and Development's (LA DOTD's) Highway Traffic Noise Policy (dated July 2011) provides information on how highway traffic noises are defined, how noise abatement is evaluated, and how noise abatement decisions are made in Louisiana. This report documents the methodology and results of the Nicholson Drive traffic noise analysis in accordance with FHWA and the LA DOTD requirements.

1.1 Project Description

The existing Nicholson Drive is classified as an Urban Arterial Class 2 (UA-2) roadway with a posted speed of 45 miles per hour (mph). The existing roadway is a two-lane roadway with primarily open drainage and one signalized intersection at Jennifer Jean Drive and Bob Pettit Boulevard. There is also one unsignalized, full-access median intersection located at East Boyd Drive. The proposed project involves the widening of Nicholson Drive to resolve traffic congestion and improve the level of service presently and in the future. The proposed Build Alternative will be UA-2 with a posted speed of 45 mph. This Build Alternative proposes a four-lane divided roadway including four, 11-foot-wide travel lanes (two northbound and two southbound), a median with varying width, eight-foot-wide outside shoulders, and curb and gutter. The outside shoulders in both directions will also be marked as bike lanes. There will be a six-foot-wide sidewalk located along the northbound side of Nicholson Drive. The Build Alternative will incorporate access management through the use of a raised median, directional left turn lanes, right in and right out control, and U-turns. **Figure 1** depicts the proposed location for the Build Alternative.

FIGURE 1
BUILD ALTERNATIVE



Base map was obtained from Shread-Kuyrkendall & Assoc. dated 8/16/16.

1.2 Noise Background

According to FHWA's *Highway Traffic Noise: Analysis and Abatement Guidance*, sound occurs when an object moves and the movement causes vibrations of the molecules in the air to move in waves. We hear what we call sound when the vibration reaches our ears. Sound from highway traffic is generated primarily from a vehicle's tires, engine, and exhaust. Sound pressure levels used to measure the intensity of sound are described in terms of decibels (dB). Sound occurs over a wide range of frequencies. However, not all frequencies are detectable by the human ear. Therefore, an adjustment is made to the high and low frequencies to approximate the way an average person hears traffic sounds. This adjustment is called A-weighting decibels (dBA). **Table 1** shows the noise levels for common indoor and outdoor sounds. Also, because traffic sound levels are never constant due to the changing number, type, and speed of vehicles, a single value is used to represent the average or equivalent steady-state sound level (Leq).

TABLE 1
COMMON SOUND AND NOISE LEVELS

Outdoor	dBA	Indoor
Jet flyover at 1,000 feet	110	Rock band at 15 feet
		Baby Crying
Leaf Blower	100	Subway
Gas Weed Eater		Fire Alarms
Riding Lawn Mower	90	Food blender at 3 feet
Gas Edger		Crowded Restaurant
Police Whistle	80	Garbage disposal at 3 feet
Air Conditioner Compressor		Shouting at 3 feet
Gas lawn mower at 100 feet	70	Vacuum cleaner at 10 feet
		Normal speech at 3-5 feet
Heavy traffic at 300 feet	60	Clothes dryer at 3 feet
Babbling Brook		Large business office
Quiet urban (daytime)	50	Refrigerator
Quiet urban (nighttime)	40	Quiet office, Library
Wilderness	30	Bedroom at night
Quite rural (nighttime)	20	Whisper
	10	Threshold of hearing

Source: Common Indoor and Outdoor Noise Levels flier, Arizona Department of Transportation, December 2008 and Table 4: Common Sound/Noise Levels, Texas Department of Transportation *Guideline for Analysis and Abatement of Roadway Traffic Noise*, April 2011.

The FHWA has established noise abatement criteria (NAC) for various land use activity categories that can be used to determine when a traffic noise impact would be expected to occur. Traffic noise impacts occur when either the absolute or relative criterion is met:

- Absolute criterion: Under this criterion, a noise impact occurs when the predicted noise level approaches, equals, or exceeds the FHWA NAC. This is also referred to as a sound level (SL) impact.
- Relative criterion: Under this criterion, a noise impact occurs when the predicted noise level is a substantial increase over the existing level even if it does not approach, equal, or exceed the FHWA NAC. This is also referred to as substantial increase (SI) impact.

The LA DOTD's noise policy defines traffic noise levels as "approaching" when the noise level is a least 1 dBA below the FHWA NAC. The policy also states that a 10 dBA increase over existing levels is a substantial increase. **Table 2** includes the activity categories and their respective hourly equivalent steady-state sound level [Leq(h)] value, per FHWA and the LA DOTD guidelines.

TABLE 2
NOISE ABATEMENT CRITERIA
HOURLY dBA

Activity Category	FHWA Leq(h)	Evaluation Location	Activity Description	LA DOTD Leq(h)
A	57	Exterior	Lands 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.	56
B	67	Exterior	Residential (includes undeveloped lands permitted for residential).	66
C	67	Exterior	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings. Includes undeveloped lands permitted for these activities.	66
D	52	Interior	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.	51
E	72	Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A–D or F. Includes undeveloped lands permitted for these activities.	71
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 lands that are not permitted.	-

Source: Highway Traffic Noise Policy, LA DOTD, 2011

2.0 TRAFFIC NOISE ANALYSIS

According to the LA DOTD's noise policy, highway traffic noise analysis includes the following:

- Identification of land use activity areas that might be impacted by traffic noise
- Determination of existing noise levels
- Prediction of future noise levels
- Identification of possible noise impacts
- Consideration and evaluation of noise abatement measures to reduce noise impacts

2.1 Land Use Identification

A land use analysis of the project area was conducted to locate all noise-sensitive land uses within the logical termini of the project, including Section 4(f) properties, and to determine their location relative to the Build Alternative. The model limits included Nicholson Drive south of Gourrier Avenue/Burbank Lane to just north of West Lee Drive/Brightside Lane. The land use analysis of the project area was determined through review of available mapping and aerial photographs of the area and adjusted to reflect field confirmation. NAC Categories B, C, E, and G were identified adjacent to the Build Alternative. **Table 3** and **Figure 2** identify the various land use activity areas and provide additional details including the NAC activity categories and criteria for each area. These land use areas share a common noise environment. A common noise environment is a group of receptors within the same NAC category that are exposed to similar noise sources, traffic volumes, traffic mix, speed, and topographic features.

TABLE 3
LAND USE ACTIVITY AREAS

Map ID	Description	Activity Category (2)	LA DOTD Leq(h)
●	Residential	B	66
●	Golf Course	C	66
●	Commercial (1)	E	71
●	Undeveloped	G	-

NOTES:
1. Commercial properties are only considered to be Activity Category E if an outside area of frequent human use is present.
2. Activity Categories are defined in Table 2.

FIGURE 2
LAND USE ACTIVITY AREAS

Base map was obtained from Shread-Kuyrkendall & Assoc. dated 8/16/16.

A majority of the modeled receptors consist of Category B residential receptors, primarily multi-family dwelling units. These complexes include Embassy Apartments, Southgate Towers, University View Apartments, Carriage Alley Condominiums, Tiger Plaza Apartments, Oakbrook Apartments, Brook Hollow Condominiums, Beau Chene Condominiums, and Jessica's Landing Condominiums.

There are several Category C receptors including the LSU Golf Course and several apartment complex amenity areas including swimming pools, sand volleyball courts, a basketball court, and a dog park.

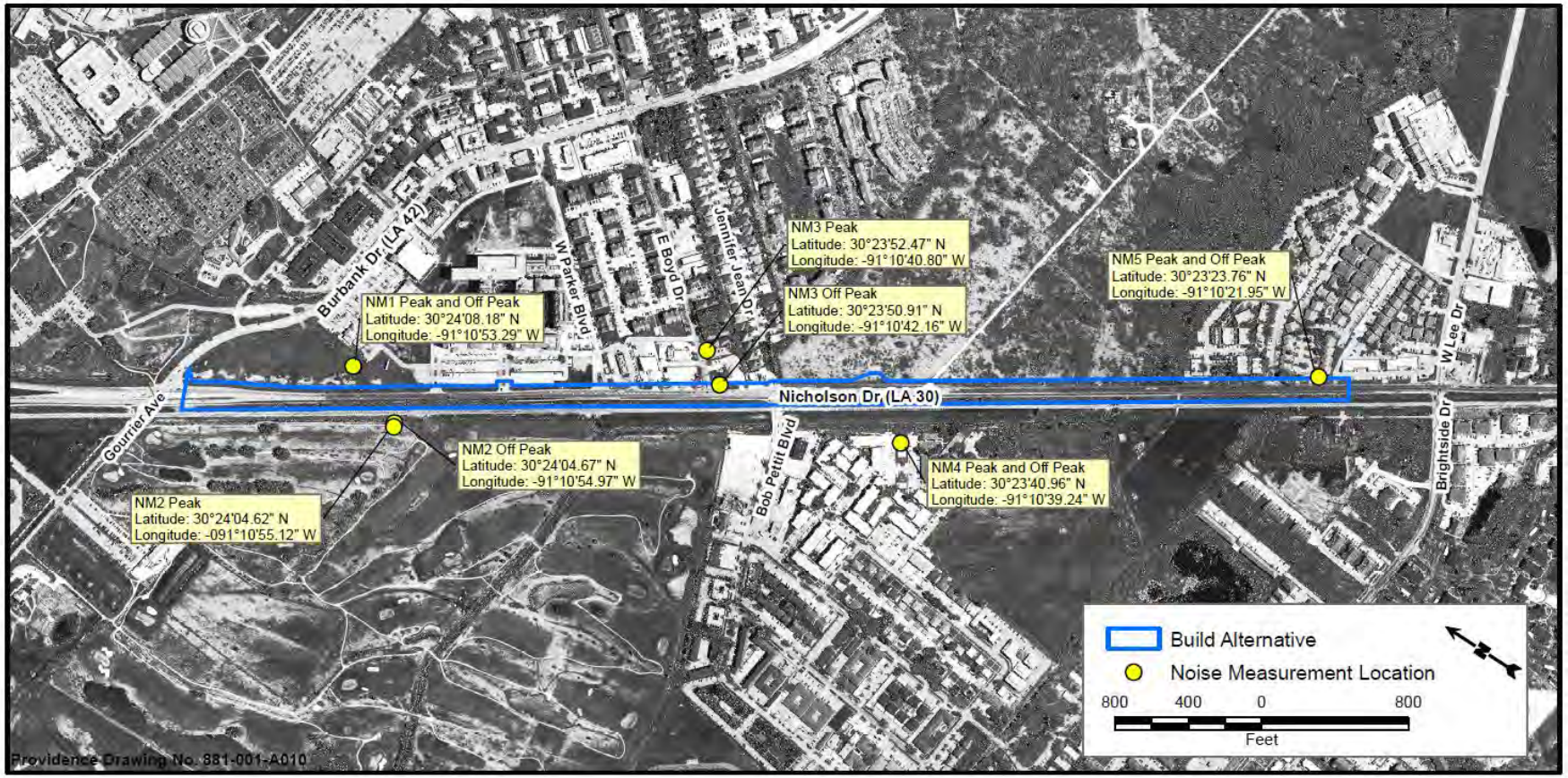
A commercial property (hotels, motels, offices, restaurants/bars, etc.) is only considered Category E if exterior areas of frequent human use are present. During field investigations, seven Category E receptors were identified that will require further analysis. Six are dining establishments that contain outdoor seating areas including Walk-Ons Bistreaux & Bar, CC's Coffee House, Breck's Bistro & Pasta Bar, Umami Japanese Bistro, Roly Poly Sandwiches, and The Dive Bar & Grill. The last Category E receptor is the Staybridge Suites Baton Rouge-Univ At Southgate Hotel, specifically the outside pool area.

For undeveloped lands (Category G), no highway noise analysis is required under 23 CFR 772. However, undeveloped lands for which noise-sensitive development is planned, designed, and permitted were researched in accordance with the LA DOTD noise policy. One proposed development was discovered within 500-feet of the Build Alternative that represents Category B (residential). The Planned Use Development (PUD) Final Development Plan was utilized to incorporate this development into this noise analysis. PUD-3-00 for The Summit at Southgate, was submitted to the City-Parish Office of the Planning Commission on April 5, 2015. This development is proposed to be a 454-unit high density residential development. The complex would include three multi-family buildings (Tower A, B, and C), clubhouse, pool, and parking garages. The architectural plans were used to account for the building closest to Nicholson Drive, Tower C. Tower C was included in the two design year model conditions.

2.2 Determination of Existing Noise Levels

Field measurement of actual noise levels are used to validate the traffic noise model (TNM) predictions. Five potential noise measurement sites were identified and submitted to the LA DOTD for review and approval prior to undertaking noise measurements. These sites represented the Categories B, C, and E receptors discussed in **Section 2.1**. For Noise Meter Location #2 (NM-2), the meter was moved to the east side of the golf cart path during the off-peak measurement to reduce potential noise interference from the golf carts. Due to lawn equipment operating during the time of measurements, Noise Meter Location #3 (NM-3) was moved from its original location to the adjacent property, The Dive Bar & Grill, during the off-peak measurement. **Figure 3** illustrates the five locations noise measurements were taken for both the peak and off-peak measurements.

FIGURE 3
NOISE MEASUREMENT LOCATIONS



Base map was obtained from Shread-Kuyrkendall & Assoc. dated 8/16/16.

Measurements were conducted on November 17, 2016 by Providence personnel between approximately 7:15 AM and 4:30 PM. These measurement locations were typically in the front or side yards of sensitive receptors, whichever was located between the noise source and the receptor. Measurements were collected using an American National Standards Institute (ANSI) Type 2 Larson Davis SoundTrack LxT2 sound level meter (SLM) at the five measurement locations. The SLM was calibrated at the beginning of the trip and rechecked before each measurement. The time of day, meteorological conditions, calibration results, and any unusual ambient noise sources experienced during each measurement period were recorded. 15-minute intervals were used for measurements during peak times and 20-minute intervals during off-peak times, to ensure adequate data was collected. Traffic counts were made at each location during the measurement intervals for automobiles, medium trucks, heavy trucks, buses, and motorcycles. The traffic values were converted to an hourly value for TNM input during the validation effort. Field data sheets, vehicle count logs, and site photographs for each location are provided as **Appendix A-1**, **Appendix A-2**, and **Appendix A-3**, respectively. The existing levels for the five measurement locations are further discussed in the following section.

2.3 Prediction of Existing and Future Noise Levels

In accordance with current FHWA noise regulations, the TNM Version 2.5 (TNM 2.5) computer program was used to predict the noise levels associated with the proposed project.

2.3.1 Model Validation

Prior to using the TNM 2.5 for prediction, the model must be validated. The model validation compares the noise levels measured in the field to the noise level predicted by the model. As long as the model results are within 3 dBA of the field measured noise levels, no further action is needed and the TNM 2.5 can be used for predicting existing and future traffic noise levels.

The validation run was set up using the existing roadway parameters, traffic counts collected during the field measurements, and the observed or posted speeds. The posted speed limits for the entirety of the Nicholson Drive project area is 45 mph. The posted speed limits for side streets modeled are as follows:

- East Boyd Drive at 30 mph
- Bob Pettit Boulevard at 30 mph
- Jennifer Jean Drive at 30 mph

Table 4 summarizes the field measurements compared to the TNM predicted values. Ten validation models were used to represent the peak and off-peak measurements for the five noise measurement locations. All but two models validated.

TABLE 4
VALIDATION RESULTS

Site	Time Period	Description	Measured Leq (dBA)	Predicted Leq (dBA)	Difference (dBA)
1	Peak	Near Walk-ons Patio	63.2	60.6	2.6
1	Off-Peak	Near Walk-ons Patio	60.9	60.2	0.7
2	Peak	LSU Golf Course	57.8	59.2	-1.4
2	Off-Peak	LSU Golf Course	55.5	61.5	-6.0
3	Peak	Carriage Alley Condos	62.7	60.7	2.0
3	Off-Peak	Near Dive Bar Patio	68.2	67.7	0.5
4	Peak	Tiger Plaza Amenity Area	51.6	54.7	-3.1
4	Off-Peak	Tiger Plaza Amenity Area	50.9	53.8	-2.9
5	Peak	Brook Hollow Condos	68.0	65.7	2.3
5	Off-Peak	Brook Hollow Condos	67.2	67.4	-0.2

The model predicted value for NM2 Off-Peak was 6 dBA higher than that measured in the field. Similarly, the model predicted value for Noise Meter Location #4 (NM4) Peak was 3.1 dBA higher than that measured in the field. TNM does not incorporate the effects of atmospheric conditions, including wind speed and direction, when predicting noise levels. During the off-peak measurements at the NM2 location and during the peak measurements at the NM4 location, sustained southerly winds of five to ten mph with gusts measured up to 14 mph were observed. The measurement location was approximately 150 feet on the west side from the traffic noise source. This wind direction places the noise measurement locations upwind from the primary noise source, which is likely to carry road noise away from the receiver. The National Cooperative Highway Research Program (NCHRP) issued additional guidance in 2014 related to the atmospheric effects on highway traffic noise levels, specifically wind and temperature gradients. Their sound models studied the effects of different meteorological conditions at various receiver distances and heights. Several runs were used to include various factors such as wind direction (upwind versus downwind); wind speeds; barrier presence; and ground type (hard versus soft). The results were presented in tabular format. **Table 5** summarizes the findings for the following conditions: soft ground, no barrier, and regular mix of automobiles and trucks.

TABLE 5
DIFFERENCE IN SOUND LEVELS RELATIVE TO CALM/NEUTRAL ATMOSPHERIC CONDITIONS

Receiver Distance (feet)	Receiver Height (feet)	Sound-Level Difference (dB)	
		Moderate Downwind (5.6 mph)	Strong Downwind (11.2 mph)
50	5	-3	-4
100	5	-4	-6
200	5	-6	-8
400	5	-8	-10
800	5	-12	-15
1,600	5	-16	-21

Source: Table 14, *Differences in Sound Levels Relative to Calm/Natural Conditions: Automobiles and Trucks, Soft Ground, without Noise Barrier* , NCHRP Report 791, 2014.

Sound levels could have been decreased based on the receiver distance and wind speeds observed during the off-peak conditions of NM2 in the range of -5 to -7 dB. This range is in line with the -6 dBA predicted in the model. The range of -3 to -6 dB was expected for the receiver distance and wind speeds observed during the peak conditions of NM4 which is in line with the -3.1 dBA predicted in the model. There are too many variables along the propagation path to expect consistent agreement between the field measurement and model at this receiver distance and wind conditions. The model validated for the other eight runs including the NM2 Peak location and the NM4 Off-Peak location. Therefore, the model is considered valid for use in predicting the existing and future build noise levels. A summary of the traffic data used, SLM measurement history, TNM sound-level traffic input tables, TNM sound-level result tables, and TNM plan views for the validation runs are provided in **Appendix B-1**, **Appendix B-2**, **Appendix B-3**, **Appendix B-4**, and **Appendix B-5**, respectively.

2.3.2 Traffic Predictions

Traffic data used to predict the existing and future noise levels was prepared by Urban Systems Inc. (USI). Traffic data provided by USI included the AM and PM peak volumes for the following conditions: 2012 existing year, 2037 design year no-build, and the 2037 design year build for the Build Alternative (see **Appendix C-1**). According to the traffic study, the AM and PM peak hour volumes were determined to be from 7:45 AM to 8:45 AM, and from 5:00 PM to 6:00 PM. USI provided daily class counts for each of the 13 vehicle classes along Nicholson northbound and southbound. The data provided a 24-hour count for each vehicle class beginning on Wednesday, October 31, 2012 at 4:00 PM. For the intersecting side streets, intersection data containing turning movement counts broken down into cars, medium truck, and heavy trucks was provided by USI. Even though two TNM

categories, motorcycles and buses, were not represented, Providence felt this information was more accurate than using the statewide functional class averages. Some of the intersection data was provided as two separate counts for AM and PM values and some combined both. To be consistent, the average of the AM and PM values were used to determine vehicle class percentages for the side streets included in the TNM models. These percentages were used for the existing, design year no-build, and design year build peak and off-peak models. Once the percentages were applied to the hourly volume, the numbers were rounded for each category. In some instances, the total for each category may be off one vehicle from the hourly value. The vehicle classification percentages used and the detailed counts used to calculate the percentages are included as **Appendix C-2**. A summary of the percentages used in the model is included as **Table 6**.

TABLE 6
VEHICLE CLASSIFICATION PERCENTAGES (1)

Vehicle Type	LA 30 NB	LA 30 SB	East Boyd EB	East Boyd WB	Bob Pettit EB	Bob Pettit WB	Jennifer Jean EB	Jennifer Jean WB
Automobiles	76.1%	80.1%	98.8%	99.0%	98.5%	98.2%	98.7%	99.1%
Medium Trucks	18.7%	15.1%	1.2%	1.0%	0.2%	0.3%	1.1%	0.1%
Heavy Trucks	2.1%	2.6%	0.0%	0.0%	1.2%	1.5%	0.2%	0.7%
Buses	1.8%	1.6%	NA (2)	NA (2)	NA (2)	NA (2)	NA (2)	NA (2)
Motorcycles	1.3%	0.6%	NA (2)	NA (2)	NA (2)	NA (2)	NA (2)	NA (2)

NOTES:
1. These percentages are based on traffic counts collected by USI in 2012. A detailed description of how these values were calculated is included in **Section 2.3.2**.
2. The turning movement counts used to determine vehicle class percentages for the intersecting side streets only included data for the following categories: automobiles, medium trucks, and heavy trucks. Data was not provided for buses and motorcycles.

The peak traffic volumes for some roadway segments differed at the start and end points. In order to be conservative in modeling, the higher of the two options was used for analysis. The various roadway segment traffic options can be seen in the Nicholson Drive Worst-Case Traffic Determination spreadsheet in **Appendix C-3**. Once the traffic was determined for each segment, the vehicle class percentages in **Table 6** were then applied to generate the TNM traffic input values for automobiles, medium trucks, heavy trucks, buses, and motorcycles (see **Appendix C-4**).

2.3.3 Model Setup

Models were used to predict noise levels for the existing year (2012), design year (2037) no-build, and design year (2037) build conditions. Model limits extend along Nicholson Drive and terminate before the Gourrier Avenue and Burbank Lane intersection on the northern end and the Brightside Lane and West Lee Drive intersection on the southern end. Intersecting side streets

within the model limits (East Boyd Drive, Jennifer Jean Drive, and Bob Pettit Boulevard) are included in the noise models along with their respective existing and predicted traffic values. For Nicholson Drive, one roadway was modeled in each direction of travel for all three model conditions. For the existing and no-build models, the Nicholson Drive roadway represents one lane of travel. For the proposed build model, each roadway for Nicholson mainline represents two lanes of travel for the entire project area. Turning and merge lanes were also included in the model to account for paved areas. However, traffic was only assigned to the main roadways.

The proposed speed for the Build Alternative will remain 45 mph along Nicholson drive. Therefore, the current posted speed limits (see **Section 2.3.1**) were used for all three model conditions. Flow control devices were used in all three conditions to reflect the signalized intersections of Jennifer Jean Drive/Bob Pettit Boulevard and unsignalized intersection at East Boyd Drive. These flow control devices account for the acceleration of vehicles as they leave these signalized intersections.

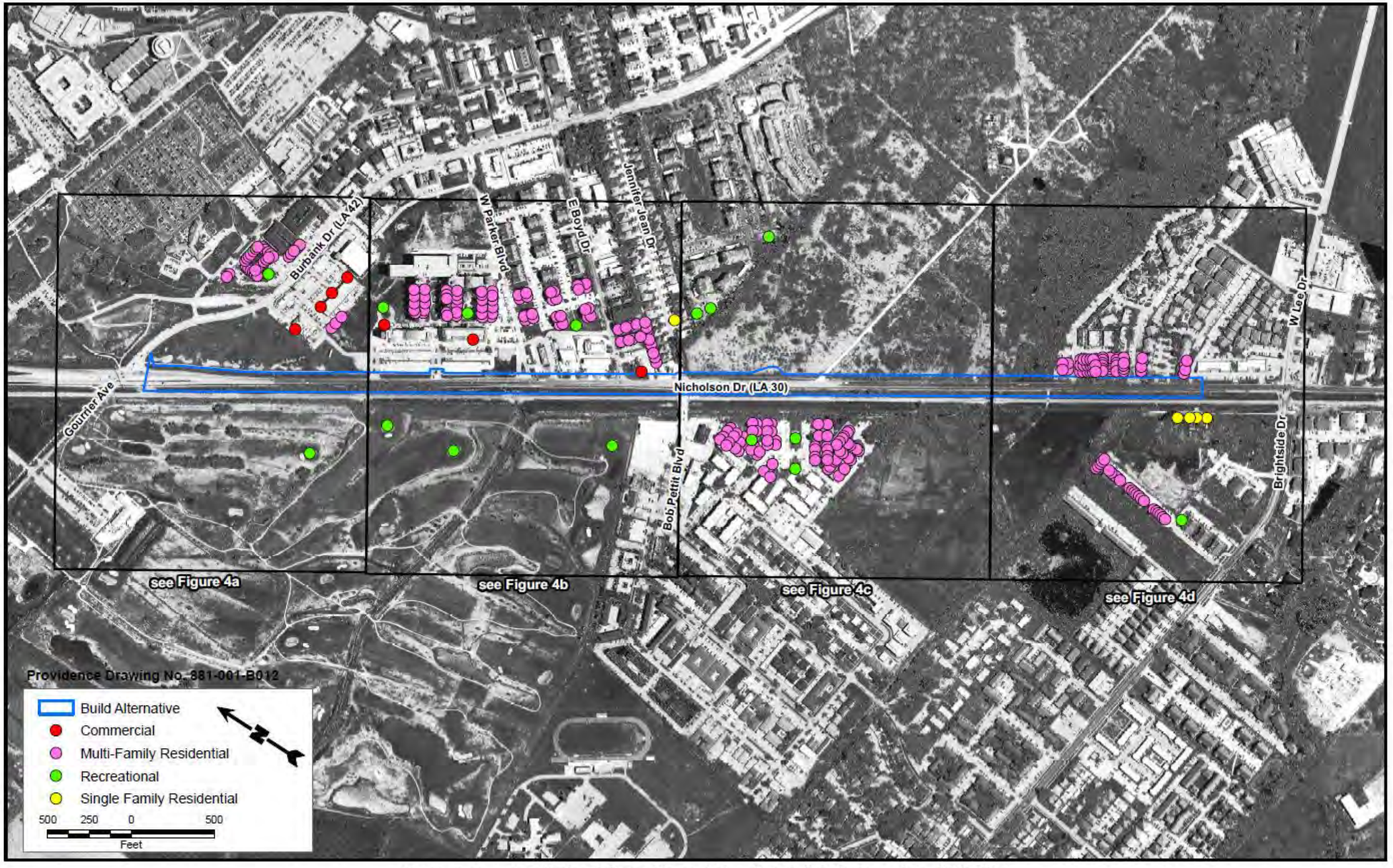
Several multi-family complexes are located along the project area. In accordance with LA DOTD and FHWA policy, each individual unit was counted as a single receptor. For multi-floor units, a receiver was used to represent each unit. Any receiver names containing a decimal represents complexes with multiple levels. The number after the decimal represent the floor the unit is located on. For example, 50.6 represents a receiver on the sixth floor. The receiver height within the model was adjusted ten feet per floor. A total of 616 noise sensitive receptors were identified within 500 feet of the Build Alternative that might be impacted by traffic noise and could potentially benefit from noise abatement measures. These receivers were included in all three model conditions. The term receiver is used when discussing the TNM points that represent these 616 existing receptors (see **Figures 4** – **4d** at the end of this section).

As discussed in **Section 2.1**, future receivers were considered for the proposed Summit at Southgate development. Tower C contains 18 levels with a roof deck at approximately 200 feet high. All units in Tower C appear to have a balcony on the north face of the tower. Therefore, an additional 53 receivers were added to the design year models to represent Tower C units and pool area (see **Figure 5** at the end of this section). This resulted in a total of 669 receivers for the design year no-build and build conditions.

Other modeling elements including building barriers, building rows, tree lines, and terrain lines are described in this section. Several large buildings throughout the project area were modeled as barriers and assigned an appropriate height based on street view observations. First row receptors were carefully placed in the model to ensure they were not included behind the building barriers. No building barrier was modeled for the future Summit at Southgate Tower C, since the building height is 200 feet and TNM barrier

cannot exceed 100 feet. Nor was the proposed parking garage modeled between Nicholson Drive and Tower C. One building row was modeled to represent the row of duplex housing (first six structures) on the north side of Jennifer Jean Drive. One tree line was modeled along the southern border of two apartment complexes along Burbank, University Crescent, and Burbank Commons. Two terrain lines were modeled to represent the railroad berm on the west side of Nicholson Drive, as well as the ditch bottom west of the railroad berm. The TNM sound-level input tables for all existing receivers, future receivers, and each of the modeled elements discussed in this section are included as **Appendix D**.

FIGURE 4
EXISTING RECEIVER LOCATIONS

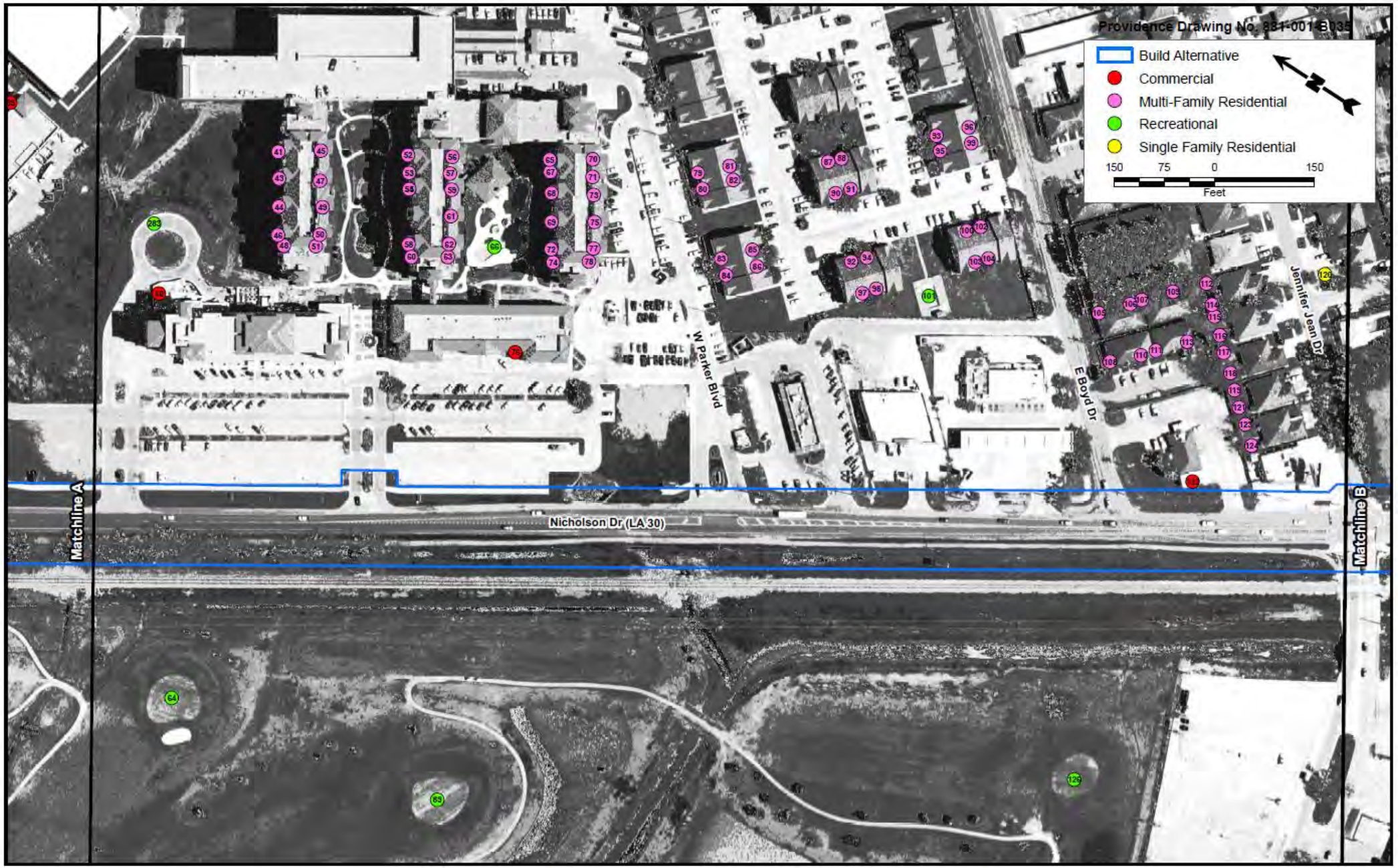


Base map was obtained from Shread-Kuyrkendall & Assoc. dated 8/16/16.

FIGURE 4a
EXISTING RECEIVER LOCATIONS – AREA A

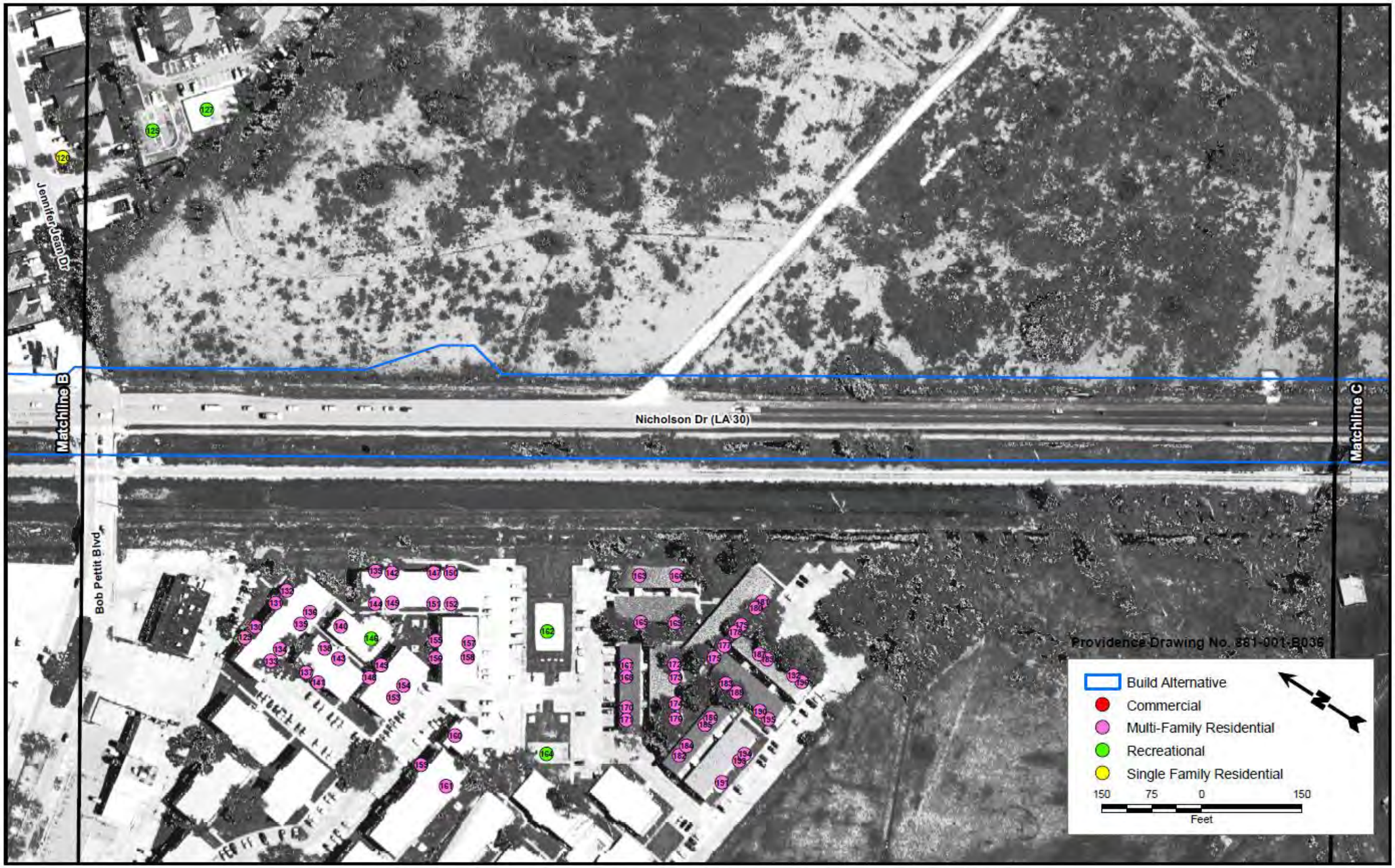
Base map was obtained from Shread-Kuyrkendall & Assoc. dated 8/16/16.

FIGURE 4b
EXISTING RECEIVER LOCATIONS – AREA B



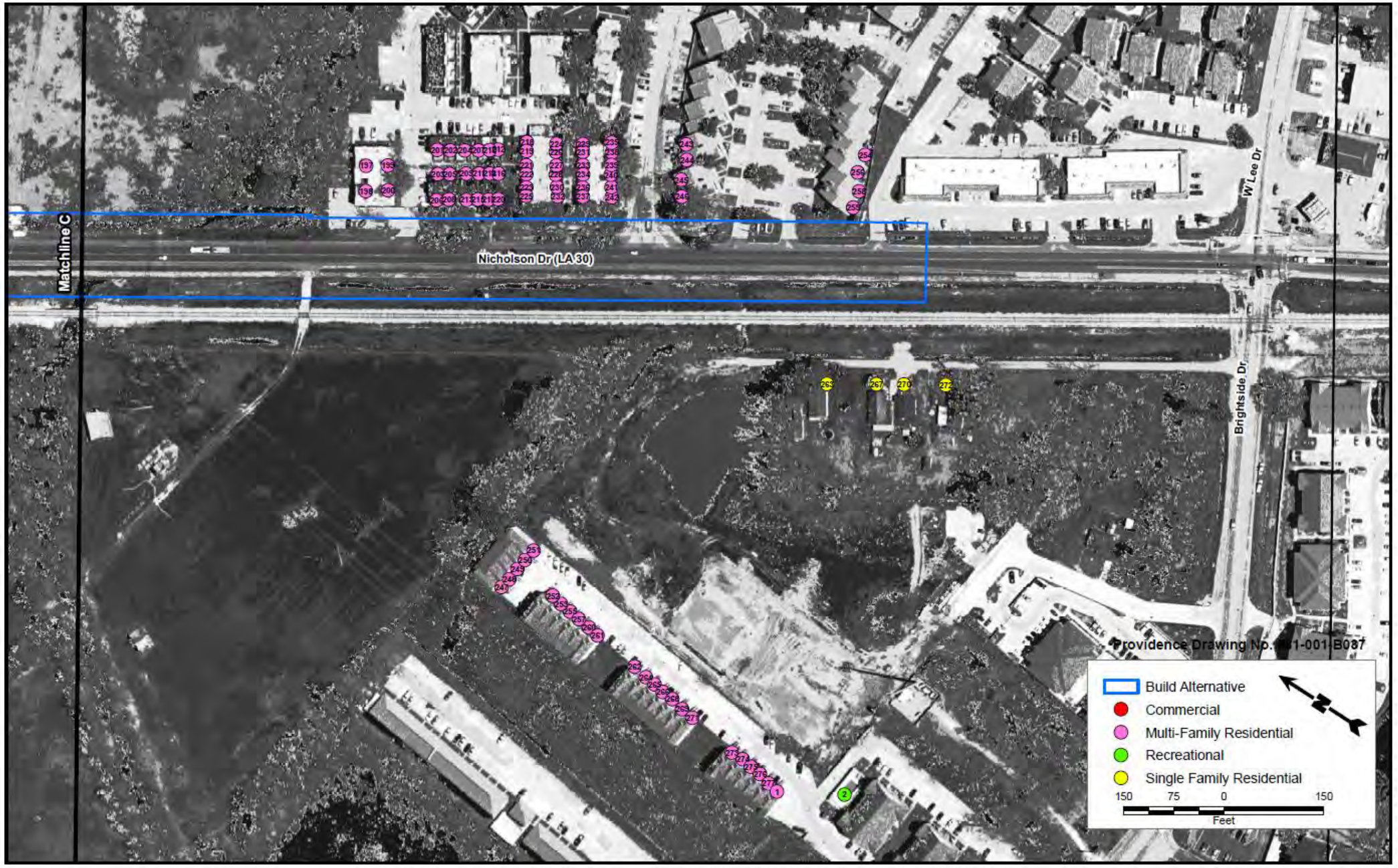
Base map was obtained from Shread-Kuyrkendall & Assoc. dated 8/16/16.

FIGURE 4c
EXISTING RECEIVER LOCATIONS – AREA C



Base map was obtained from Shread-Kuyrkendall & Assoc. dated 8/16/16.

FIGURE 4d
EXISTING RECEIVER LOCATIONS – AREA D



Base map was obtained from Shread-Kuyrkendall & Assoc. dated 8/16/16.

FIGURE 5
PROPOSED RECEIVER LOCATIONS

Base map was obtained from Shread-Kuyrkendall & Assoc. dated 8/16/16.

A total of six TNM models were used to determine the sound levels at each receiver including an AM and PM value for the following conditions: 2012 Existing, 2037 No-Build, and 2037 Build Alternative. The worst predicted hourly equivalent sound level at each receiver was obtained by using the higher of the AM and PM values (see **Table 7**). The TNM sound-level input traffic tables, TNM predicted sound-level results, and TNM plan views for the three model conditions including AM/PM are included as **Appendices E**, **F**, and **G**, respectively.

TABLE 7
WORST-CASE NOISE LEVEL DETERMINATIONS (1)

Receiver	2012 Existing			2037 No-Build			2037 Build Alternative		
	AM LAeq1h (dBA)	PM LAeq1h (dBA)	Level Used (dBA)	AM LAeq1h (dBA)	PM LAeq1h (dBA)	Level Used (dBA)	AM LAeq1h (dBA)	PM LAeq1h (dBA)	Level Used (dBA)
1	44.6	45.0	45.0	44.6	45.4	45.4	47.6	48.7	48.7
2	44.3	44.6	44.6	44.2	45.0	45.0	47.3	48.5	48.5
3.1	38.3	39.1	39.1	38.6	39.6	39.6	39.6	40.6	40.6
3.2	42.3	43.3	43.3	42.6	43.8	43.8	43.3	44.3	44.3
4.1	40.1	41.1	41.1	40.4	41.5	41.5	41.2	42.1	42.1
4.2	41.5	42.5	42.5	41.9	42.9	42.9	42.7	43.6	43.6
5.1	40.4	41.3	41.3	40.7	41.7	41.7	41.9	42.9	42.9
5.2	40.2	41.0	41.0	40.6	41.5	41.5	42.0	43.1	43.1
6.1	40.6	41.5	41.5	40.9	42	42.0	42.1	43.1	43.1
6.2	40.7	41.4	41.4	41	41.9	41.9	42.5	43.6	43.6
7.1	40.8	41.8	41.8	41.2	42.2	42.2	42.2	43.3	43.3
7.2	41.1	41.9	41.9	41.4	42.3	42.3	42.8	43.9	43.9
8.1	40.9	41.8	41.8	41.2	42.3	42.3	42.3	43.4	43.4
8.2	41.3	42.1	42.1	41.6	42.5	42.5	43.0	44.1	44.1
9.1	40.9	41.9	41.9	41.3	42.4	42.4	42.4	43.4	43.4
9.2	41.6	42.5	42.5	42	42.9	42.9	43.3	44.4	44.4
10.1	40.9	41.9	41.9	41.3	42.3	42.3	42.3	43.3	43.3
10.2	41.7	42.6	42.6	42	43	43.0	43.4	44.4	44.4
11.1	40.9	41.9	41.9	41.2	42.3	42.3	42.3	43.3	43.3
11.2	41.8	42.7	42.7	42.2	43.2	43.2	43.6	44.6	44.6
12.1	40.0	40.9	40.9	40.3	41.3	41.3	41.5	42.6	42.6
12.2	41.1	41.9	41.9	41.4	42.4	42.4	42.7	43.7	43.7
13.1	40.1	41.0	41.0	40.4	41.4	41.4	41.4	42.5	42.5
13.2	41.5	42.5	42.5	41.9	42.9	42.9	42.7	43.7	43.7
14.1	40.8	41.9	41.9	41.2	42.3	42.3	42.2	43.2	43.2
14.2	41.7	42.6	42.6	42.1	43.1	43.1	43.4	44.4	44.4
15.1	39.8	40.7	40.7	40.2	41.2	41.2	41.1	42.2	42.2
15.2	41.5	42.5	42.5	41.8	42.9	42.9	42.7	43.7	43.7
16.1	40.8	41.9	41.9	41.1	42.4	42.4	41.8	42.8	42.8
16.2	41.4	42.4	42.4	41.8	42.9	42.9	42.9	43.9	43.9
17.1	39.6	40.5	40.5	39.9	41	41.0	40.8	41.8	41.8
17.2	41.6	42.6	42.6	41.9	43	43.0	42.8	43.8	43.8
18.1	40.3	41.3	41.3	40.6	41.8	41.8	41.4	42.3	42.3
18.2	40.8	41.6	41.6	41.1	42.1	42.1	42.3	43.3	43.3
19.1	40.4	41.5	41.5	40.7	41.9	41.9	41.4	42.4	42.4
19.2	40.4	41.2	41.2	40.7	41.6	41.6	41.9	42.9	42.9
20	40.6	41.8	41.8	41	42.2	42.2	41.6	42.6	42.6
21.1	40.3	41.4	41.4	40.7	41.9	41.9	41.3	42.2	42.2
21.2	40.4	41.3	41.3	40.8	41.7	41.7	41.9	42.9	42.9
22.1	38.6	39.6	39.6	38.9	40	40.0	39.7	40.7	40.7
22.2	41.9	42.9	42.9	42.2	43.3	43.3	43.0	44.0	44.0
23.1	40.4	41.6	41.6	40.8	42	42.0	41.4	42.3	42.3

Receiver	2012 Existing			2037 No-Build			2037 Build Alternative		
	AM LAeq1h (dBA)	PM LAeq1h (dBA)	Level Used (dBA)	AM LAeq1h (dBA)	PM LAeq1h (dBA)	Level Used (dBA)	AM LAeq1h (dBA)	PM LAeq1h (dBA)	Level Used (dBA)
23.2	41.0	41.8	41.8	41.3	42.3	42.3	42.4	43.4	43.4
24.1	40.5	41.6	41.6	40.8	42.1	42.1	41.4	42.3	42.3
24.2	40.9	41.8	41.8	41.2	42.2	42.2	42.4	43.4	43.4
25.1	40.3	41.5	41.5	40.7	42	42.0	41.2	42.2	42.2
25.2	41.1	42.0	42.0	41.4	42.5	42.5	42.5	43.5	43.5
26.1	40.2	41.4	41.4	40.5	41.8	41.8	41.1	42.0	42.0
26.2	41.0	42.1	42.1	41.4	42.5	42.5	42.4	43.3	43.3
27.1	40.1	41.3	41.3	40.4	41.8	41.8	41.0	41.9	41.9
27.2	41.0	42.0	42.0	41.3	42.4	42.4	42.4	43.3	43.3
28.1	37.2	38.2	38.2	37.5	38.7	38.7	38.1	39.0	39.0
28.2	41.4	42.4	42.4	41.8	42.9	42.9	42.5	43.5	43.5
29.1	38.9	40.2	40.2	39.2	40.6	40.6	39.5	40.3	40.3
29.2	41.1	42.1	42.1	41.4	42.6	42.6	42.4	43.4	43.4
30	48.6	49.8	49.8	49	50.3	50.3	51.0	52.2	52.2
31.1	33.7	34.6	34.6	34	35	35.0	35.4	36.4	36.4
31.2	39.0	40.1	40.1	39.4	40.6	40.6	40.3	41.4	41.4
32.1	36.0	37.1	37.1	36.4	37.5	37.5	37.5	38.5	38.5
32.2	39.7	40.7	40.7	40	41.2	41.2	41.1	42.1	42.1
33	37.8	38.9	38.9	38.1	39.3	39.3	39.1	40.1	40.1
34.1	37.9	39.1	39.1	38.2	39.5	39.5	39.1	40.1	40.1
34.2	38.4	39.3	39.3	38.7	39.8	39.8	40.4	41.4	41.4
35.1	38.0	39.2	39.2	38.3	39.6	39.6	39.2	40.1	40.1
35.2	38.4	39.4	39.4	38.8	39.8	39.8	40.3	41.3	41.3
36	55.9	56.7	56.7	56.2	57.2	57.2	60.3	61.0	61.0
37	44.4	45.3	45.3	44.7	45.7	45.7	45.6	46.5	46.5
38	46.1	47.3	47.3	46.5	47.7	47.7	47.8	49.2	49.2
39	45.0	46.2	46.2	45.4	46.6	46.6	46.7	48.0	48.0
40	49.7	50.6	50.6	50	51.1	51.1	53.9	54.6	54.6
41.1	43.7	44.7	44.7	44.1	45.1	45.1	46.7	47.5	47.5
41.2	47.9	48.7	48.7	48.3	49.1	49.1	52.2	53.2	53.2
41.3	51.0	51.7	51.7	51.4	52.2	52.2	52.8	53.9	53.9
41.4	51.7	52.5	52.5	52.1	52.9	52.9	53.2	54.3	54.3
41.5	52.2	52.9	52.9	52.6	53.4	53.4	53.6	54.7	54.7
41.6	52.3	53.0	53.0	52.7	53.5	53.5	53.7	54.8	54.8
41.7	52.4	53.1	53.1	52.8	53.5	53.5	53.7	54.8	54.8
42	53.1	54.1	54.1	53.4	54.6	54.6	56.3	57.5	57.5
43.1	43.5	44.5	44.5	43.9	45.0	45.0	46.8	47.6	47.6
43.2	48.0	48.8	48.8	48.4	49.2	49.2	52.1	53.1	53.1
43.3	51.1	51.8	51.8	51.4	52.3	52.3	52.7	53.8	53.8
43.4	51.7	52.5	52.5	52.1	52.9	52.9	53.2	54.2	54.2
43.5	52.0	52.7	52.7	52.4	53.1	53.1	53.4	54.4	54.4
43.6	52.1	52.8	52.8	52.5	53.2	53.2	53.5	54.5	54.5
43.7	52.2	52.9	52.9	52.5	53.3	53.3	53.5	54.6	54.6
44.1	43.4	44.6	44.6	43.8	45	45.0	46.9	47.9	47.9

Receiver	2012 Existing			2037 No-Build			2037 Build Alternative		
	AM LAeq1h (dBA)	PM LAeq1h (dBA)	Level Used (dBA)	AM LAeq1h (dBA)	PM LAeq1h (dBA)	Level Used (dBA)	AM LAeq1h (dBA)	PM LAeq1h (dBA)	Level Used (dBA)
44.2	48.0	48.8	48.8	48.3	49.3	49.3	51.8	52.8	52.8
44.3	50.7	51.5	51.5	51.1	51.9	51.9	52.3	53.3	53.3
44.4	51.3	52.0	52.0	51.6	52.4	52.4	52.7	53.7	53.7
44.5	51.5	52.2	52.2	51.9	52.6	52.6	52.9	53.9	53.9
44.6	51.6	52.3	52.3	52	52.7	52.7	53.0	53.9	53.9
44.7	51.7	52.4	52.4	52.1	52.8	52.8	53.1	54.0	54.0
45.1	40.7	41.6	41.6	41.1	42	42.0	43.5	44.4	44.4
45.2	44.8	45.5	45.5	45.2	46	46.0	48.6	49.5	49.5
45.3	47.4	48.1	48.1	47.8	48.6	48.6	49.1	50.3	50.3
45.4	47.8	48.5	48.5	48.2	48.9	48.9	49.3	50.5	50.5
45.5	48.0	48.7	48.7	48.4	49.1	49.1	49.5	50.7	50.7
45.6	48.2	48.9	48.9	48.6	49.4	49.4	49.7	50.9	50.9
45.7	48.6	49.3	49.3	48.9	49.7	49.7	50.0	51.3	51.3
46.1	43.2	44.4	44.4	43.5	44.9	44.9	46.5	47.4	47.4
46.2	47.6	48.5	48.5	47.9	48.9	48.9	50.8	51.7	51.7
46.3	49.9	50.6	50.6	50.2	51.1	51.1	51.3	52.2	52.2
46.4	50.3	51.0	51.0	50.7	51.5	51.5	51.7	52.5	52.5
46.5	50.4	51.2	51.2	50.8	51.6	51.6	51.8	52.7	52.7
46.6	50.6	51.3	51.3	51.0	51.7	51.7	51.9	52.8	52.8
46.7	50.8	51.5	51.5	51.1	51.9	51.9	52.1	53.0	53.0
47.1	41.9	42.7	42.7	42.2	43.1	43.1	44.8	45.7	45.7
47.2	46.1	46.7	46.7	46.4	47.2	47.2	49.6	50.6	50.6
47.3	48.5	49.2	49.2	48.9	49.6	49.6	50.0	51.2	51.2
47.4	48.7	49.4	49.4	49.1	49.8	49.8	50.2	51.4	51.4
47.5	49.0	49.7	49.7	49.3	50.1	50.1	50.4	51.6	51.6
47.6	49.4	50.1	50.1	49.7	50.5	50.5	50.9	52.1	52.1
47.7	50.2	50.9	50.9	50.5	51.4	51.4	51.7	53.1	53.1
48.1	42.7	44.1	44.1	43.1	44.5	44.5	46.0	46.8	46.8
48.2	47.0	47.9	47.9	47.4	48.3	48.3	49.9	50.7	50.7
48.3	49.1	49.9	49.9	49.5	50.3	50.3	50.5	51.3	51.3
48.4	49.5	50.2	50.2	49.9	50.7	50.7	50.8	51.7	51.7
48.5	49.7	50.4	50.4	50	50.8	50.8	51.0	51.8	51.8
48.6	49.8	50.6	50.6	50.2	51	51.0	51.1	52.0	52.0
48.7	50.0	50.7	50.7	50.4	51.2	51.2	51.3	52.2	52.2
49.1	42.9	43.6	43.6	43.2	44	44.0	45.9	46.7	46.7
49.2	47.1	47.8	47.8	47.5	48.2	48.2	50.4	51.5	51.5
49.3	49.2	49.8	49.8	49.5	50.2	50.2	50.7	51.9	51.9
49.4	49.3	50.0	50.0	49.7	50.4	50.4	50.8	52.0	52.0
49.5	49.7	50.3	50.3	50.1	50.8	50.8	51.2	52.4	52.4
49.6	50.2	50.9	50.9	50.6	51.3	51.3	51.8	53.0	53.0
49.7	51.5	52.2	52.2	51.8	52.7	52.7	53.1	54.5	54.5
50.1	43.4	44.0	44.0	43.7	44.5	44.5	46.5	47.4	47.4
50.2	47.8	48.3	48.3	48.1	48.8	48.8	50.7	51.8	51.8
50.3	49.4	50.0	50.0	49.8	50.4	50.4	51.0	52.1	52.1

Receiver	2012 Existing			2037 No-Build			2037 Build Alternative		
	AM LAeq1h (dBA)	PM LAeq1h (dBA)	Level Used (dBA)	AM LAeq1h (dBA)	PM LAeq1h (dBA)	Level Used (dBA)	AM LAeq1h (dBA)	PM LAeq1h (dBA)	Level Used (dBA)
50.4	49.6	50.2	50.2	50.0	50.6	50.6	51.2	52.3	52.3
50.5	50.3	50.9	50.9	50.7	51.3	51.3	51.8	53.0	53.0
50.6	51.3	52.0	52.0	51.7	52.5	52.5	52.9	54.3	54.3
50.7	54.8	55.6	55.6	55.1	56.0	56.0	56.3	57.8	57.8
51.1	43.2	43.9	43.9	43.6	44.3	44.3	46.5	47.3	47.3
51.2	47.7	48.3	48.3	48.1	48.7	48.7	50.5	51.6	51.6
51.3	49.2	49.7	49.7	49.5	50.1	50.1	50.7	51.9	51.9
51.4	49.4	50.0	50.0	49.8	50.4	50.4	51.0	52.1	52.1
51.5	50.2	50.8	50.8	50.6	51.3	51.3	51.8	53.0	53.0
51.6	51.9	52.6	52.6	52.3	53.1	53.1	53.4	54.9	54.9
51.7	55.7	56.4	56.4	56.1	56.8	56.8	57.4	58.6	58.6
52.1	40.7	41.6	41.6	41.1	42.0	42.0	43.4	44.3	44.3
52.2	44.9	45.7	45.7	45.3	46.1	46.1	48.7	49.6	49.6
52.3	47.6	48.3	48.3	47.9	48.7	48.7	49.1	50.3	50.3
52.4	47.8	48.6	48.6	48.2	49.0	49.0	49.3	50.5	50.5
52.5	48.0	48.7	48.7	48.4	49.2	49.2	49.4	50.6	50.6
52.6	48.2	48.9	48.9	48.6	49.4	49.4	49.6	50.8	50.8
52.7	48.7	49.4	49.4	49.0	49.9	49.9	50.0	51.3	51.3
53.1	41.3	42.2	42.2	41.7	42.6	42.6	44.1	45.0	45.0
53.2	45.6	46.3	46.3	46.0	46.8	46.8	49.2	50.2	50.2
53.3	48.1	48.8	48.8	48.5	49.3	49.3	49.6	50.8	50.8
53.4	48.3	49.0	49.0	48.7	49.5	49.5	49.8	50.9	50.9
53.5	48.5	49.2	49.2	48.9	49.7	49.7	49.9	51.1	51.1
53.6	48.7	49.5	49.5	49.1	49.9	49.9	50.1	51.3	51.3
53.7	49.3	50.1	50.1	49.7	50.5	50.5	50.7	52.0	52.0
54.1	41.9	42.8	42.8	42.3	43.2	43.2	44.9	45.7	45.7
54.2	46.3	47.0	47.0	46.7	47.5	47.5	49.7	50.8	50.8
54.3	48.6	49.4	49.4	49.0	49.8	49.8	50.1	51.3	51.3
54.4	48.8	49.6	49.6	49.2	50.0	50.0	50.3	51.4	51.4
54.5	49.0	49.7	49.7	49.4	50.2	50.2	50.4	51.6	51.6
54.6	49.3	50.0	50.0	49.7	50.5	50.5	50.7	51.9	51.9
54.7	50.0	50.8	50.8	50.4	51.2	51.2	51.4	52.7	52.7
55.1	43.1	43.9	43.9	43.5	44.4	44.4	46.2	47.0	47.0
55.2	47.6	48.3	48.3	48.0	48.8	48.8	50.8	51.9	51.9
55.3	49.5	50.3	50.3	49.9	50.7	50.7	51.0	52.2	52.2
55.4	49.8	50.5	50.5	50.1	50.9	50.9	51.2	52.4	52.4
55.5	50.0	50.7	50.7	50.4	51.2	51.2	51.5	52.6	52.6
55.6	50.8	51.6	51.6	51.2	52.0	52.0	52.3	53.5	53.5
55.7	52.3	53.0	53.0	52.6	53.4	53.4	53.3	54.8	54.8
56.1	38.8	39.5	39.5	39.1	40.0	40.0	40.8	41.8	41.8
56.2	40.5	41.2	41.2	40.9	41.6	41.6	43.4	44.4	44.4
56.3	42.1	42.8	42.8	42.5	43.2	43.2	43.7	44.9	44.9
56.4	42.5	43.2	43.2	42.9	43.6	43.6	44.0	45.2	45.2
56.5	43.2	43.9	43.9	43.6	44.3	44.3	44.7	46.0	46.0

Receiver	2012 Existing			2037 No-Build			2037 Build Alternative		
	AM LAeq1h (dBA)	PM LAeq1h (dBA)	Level Used (dBA)	AM LAeq1h (dBA)	PM LAeq1h (dBA)	Level Used (dBA)	AM LAeq1h (dBA)	PM LAeq1h (dBA)	Level Used (dBA)
56.6	44.5	45.2	45.2	44.9	45.6	45.6	46.0	47.3	47.3
56.7	46.7	47.5	47.5	47.0	47.9	47.9	48.2	49.8	49.8
57.1	40.3	41.1	41.1	40.6	41.5	41.5	41.8	42.8	42.8
57.2	42.0	42.6	42.6	42.4	43.0	43.0	44.8	45.8	45.8
57.3	43.6	44.3	44.3	44.0	44.7	44.7	45.1	46.2	46.2
57.4	44.1	44.7	44.7	44.5	45.2	45.2	45.5	46.7	46.7
57.5	44.7	45.4	45.4	45.1	45.8	45.8	46.2	47.5	47.5
57.6	46.0	46.7	46.7	46.4	47.1	47.1	47.5	48.8	48.8
57.7	48.5	49.2	49.2	48.9	49.6	49.6	49.9	51.5	51.5
58.1	43.8	44.6	44.6	44.1	45.0	45.0	47.0	47.8	47.8
58.2	48.4	49.1	49.1	48.8	49.5	49.5	51.1	52.3	52.3
58.3	49.9	50.6	50.6	50.3	51.0	51.0	51.4	52.5	52.5
58.4	50.2	50.9	50.9	50.5	51.3	51.3	51.6	52.8	52.8
58.5	50.6	51.3	51.3	50.9	51.7	51.7	52.0	53.2	53.2
58.6	52.3	53.0	53.0	52.7	53.5	53.5	53.5	54.7	54.7
58.7	53.6	54.4	54.4	54.0	54.9	54.9	55.2	56.4	56.4
59.1	41.0	41.8	41.8	41.3	42.3	42.3	42.7	43.7	43.7
59.2	43.1	43.6	43.6	43.5	44.0	44.0	46.1	47.1	47.1
59.3	45.0	45.6	45.6	45.4	46.0	46.0	46.5	47.6	47.6
59.4	45.4	46.0	46.0	45.8	46.4	46.4	46.9	48.1	48.1
59.5	46.1	46.8	46.8	46.5	47.2	47.2	47.6	48.9	48.9
59.6	47.5	48.2	48.2	47.9	48.6	48.6	49.0	50.3	50.3
59.7	50.3	51.0	51.0	50.6	51.5	51.5	51.5	53.0	53.0
60.1	44.6	45.5	45.5	44.9	45.9	45.9	47.7	48.3	48.3
60.2	49.2	49.8	49.8	49.5	50.3	50.3	51.5	52.5	52.5
60.3	50.5	51.2	51.2	50.8	51.6	51.6	51.8	52.8	52.8
60.4	50.8	51.5	51.5	51.2	51.9	51.9	52.0	53.1	53.1
60.5	51.5	52.2	52.2	51.8	52.6	52.6	52.7	53.9	53.9
60.6	53.9	54.6	54.6	54.2	55.1	55.1	54.8	56.1	56.1
60.7	55.6	56.3	56.3	56.0	56.8	56.8	57.1	58.2	58.2
61.1	40.4	41.0	41.0	40.8	41.4	41.4	42.6	43.6	43.6
61.2	42.1	42.6	42.6	42.5	43.0	43.0	44.6	45.8	45.8
61.3	43.8	44.4	44.4	44.2	44.8	44.8	45.4	46.6	46.6
61.4	44.8	45.4	45.4	45.2	45.9	45.9	46.3	47.7	47.7
61.5	46.4	47.1	47.1	46.8	47.5	47.5	47.9	49.3	49.3
61.6	49.0	49.8	49.8	49.4	50.2	50.2	50.5	52.1	52.1
61.7	52.7	53.6	53.6	53.1	54.0	54.0	54.2	56.0	56.0
62.1	41.3	41.8	41.8	41.9	42.3	42.3	43.0	44.1	44.1
62.2	41.8	42.3	42.3	42.5	42.8	42.8	43.4	44.5	44.5
62.3	43.7	44.2	44.2	44.5	44.7	44.7	45.5	46.6	46.6
62.4	45.8	46.3	46.3	46.6	46.9	46.9	47.5	48.8	48.8
62.5	48.6	49.3	49.3	49.5	49.8	49.8	50.3	51.8	51.8
62.6	52.7	53.5	53.5	53.4	54.0	54.0	54.0	55.6	55.6
62.7	56.6	57.3	57.3	57.2	57.8	57.8	58.2	59.6	59.6

Receiver	2012 Existing			2037 No-Build			2037 Build Alternative		
	AM LAeq1h (dBA)	PM LAeq1h (dBA)	Level Used (dBA)	AM LAeq1h (dBA)	PM LAeq1h (dBA)	Level Used (dBA)	AM LAeq1h (dBA)	PM LAeq1h (dBA)	Level Used (dBA)
63.1	40.5	40.9	40.9	41.0	41.5	41.5	42.5	43.5	43.5
63.2	41.8	42.2	42.2	42.3	42.7	42.7	43.8	44.8	44.8
63.3	43.8	44.3	44.3	44.4	44.8	44.8	45.5	46.6	46.6
63.4	46.1	46.6	46.6	46.8	47.1	47.1	47.8	48.9	48.9
63.5	48.4	49.0	49.0	49.2	49.5	49.5	50.0	51.4	51.4
63.6	52.3	52.9	52.9	53.0	53.4	53.4	53.6	55.2	55.2
63.7	54.7	55.5	55.5	55.3	56.0	56.0	56.0	57.6	57.6
64	58.1	59.1	59.1	58.5	59.5	59.5	62.0	63.4	63.4
65.1	38.1	38.7	38.7	38.4	39.2	39.2	39.5	40.7	40.7
65.2	38.4	39.0	39.0	38.7	39.5	39.5	39.8	41.0	41.0
65.3	38.1	38.8	38.8	38.5	39.2	39.2	39.5	40.8	40.8
65.4	38.8	39.5	39.5	39.2	40	40.0	40.2	41.5	41.5
65.5	40.2	41.0	41.0	40.6	41.4	41.4	41.5	42.9	42.9
65.6	42.8	43.6	43.6	43.1	44	44.0	44.0	45.5	45.5
65.7	45.6	46.5	46.5	45.9	46.9	46.9	46.8	48.5	48.5
66	43.5	44.1	44.1	43.9	44.5	44.5	45.5	46.6	46.6
67.1	39.7	40.2	40.2	40.1	40.7	40.7	41.7	42.3	42.3
67.2	39.3	39.8	39.8	39.6	40.3	40.3	41.1	41.9	41.9
67.3	38.9	39.5	39.5	39.3	39.9	39.9	40.6	41.5	41.5
67.4	38.8	39.6	39.6	39.2	40	40.0	40.3	41.6	41.6
67.5	40.8	41.6	41.6	41.2	42	42.0	42.2	43.6	43.6
67.6	43.4	44.2	44.2	43.8	44.6	44.6	44.7	46.2	46.2
67.7	46.6	47.6	47.6	47	48	48.0	47.8	49.6	49.6
68.1	39.6	40.2	40.2	40	40.7	40.7	40.8	42.0	42.0
68.2	39.4	40.0	40.0	39.8	40.5	40.5	40.7	41.9	41.9
68.3	38.8	39.5	39.5	39.2	39.9	39.9	40.1	41.3	41.3
68.4	40.3	41.0	41.0	40.6	41.4	41.4	41.6	42.9	42.9
68.5	42.6	43.4	43.4	43	43.8	43.8	43.9	45.3	45.3
68.6	45.4	46.2	46.2	45.8	46.6	46.6	46.7	48.1	48.1
68.7	49.3	50.2	50.2	49.6	50.6	50.6	50.2	52.0	52.0
69.1	40.0	40.6	40.6	40.3	41.1	41.1	41.5	42.6	42.6
69.2	39.6	40.3	40.3	40	40.8	40.8	41.1	42.3	42.3
69.3	39.7	40.4	40.4	40.1	40.9	40.9	41.2	42.4	42.4
69.4	41.4	42.1	42.1	41.8	42.6	42.6	42.9	44.2	44.2
69.5	44.1	44.9	44.9	44.5	45.3	45.3	45.5	46.9	46.9
69.6	47.5	48.3	48.3	47.9	48.8	48.8	48.7	50.2	50.2
69.7	52.8	53.6	53.6	53.1	54.1	54.1	53.8	55.7	55.7
70.1	46.0	46.7	46.7	46.4	47.1	47.1	48.8	49.7	49.7
70.2	50.4	51.1	51.1	50.8	51.6	51.6	54.0	55.0	55.0
70.3	52.9	53.5	53.5	53.3	54	54.0	54.5	55.7	55.7
70.4	53.3	53.9	53.9	53.7	54.4	54.4	54.8	56.0	56.0
70.5	53.9	54.5	54.5	54.4	55	55.0	55.4	56.7	56.7
70.6	55.2	55.8	55.8	55.8	56.3	56.3	56.7	58.0	58.0
70.7	55.6	56.2	56.2	56.2	56.7	56.7	57.0	58.4	58.4

Receiver	2012 Existing			2037 No-Build			2037 Build Alternative		
	AM LAeq1h (dBA)	PM LAeq1h (dBA)	Level Used (dBA)	AM LAeq1h (dBA)	PM LAeq1h (dBA)	Level Used (dBA)	AM LAeq1h (dBA)	PM LAeq1h (dBA)	Level Used (dBA)
71.1	46.3	47.0	47.0	46.8	47.5	47.5	49.3	50.2	50.2
71.2	51.0	51.7	51.7	51.4	52.2	52.2	54.4	55.5	55.5
71.3	53.3	54.0	54.0	53.8	54.4	54.4	54.9	56.1	56.1
71.4	53.7	54.3	54.3	54.2	54.8	54.8	55.2	56.4	56.4
71.5	54.4	55.0	55.0	54.9	55.5	55.5	55.9	57.2	57.2
71.6	55.6	56.2	56.2	56.2	56.6	56.6	57.1	58.3	58.3
71.7	55.9	56.6	56.6	56.5	57.1	57.1	57.3	58.7	58.7
72.1	40.5	41.1	41.1	40.8	41.6	41.6	42.0	43.1	43.1
72.2	39.9	40.6	40.6	40.3	41.1	41.1	41.5	42.6	42.6
72.3	40.3	40.9	40.9	40.6	41.4	41.4	41.8	43.0	43.0
72.4	42.5	43.3	43.3	42.9	43.7	43.7	43.9	45.2	45.2
72.5	45.9	46.7	46.7	46.3	47.1	47.1	47.3	48.7	48.7
72.6	49.9	50.8	50.8	50.2	51.2	51.2	51.0	52.7	52.7
72.7	56.6	57.3	57.3	56.9	57.8	57.8	57.8	59.2	59.2
73.1	46.9	47.6	47.6	47.3	48	48.0	50.0	50.8	50.8
73.2	51.7	52.5	52.5	52.1	52.9	52.9	55.0	56.1	56.1
73.3	53.9	54.5	54.5	54.3	54.9	54.9	55.4	56.6	56.6
73.4	54.2	54.8	54.8	54.6	55.3	55.3	55.7	56.9	56.9
73.5	54.9	55.5	55.5	55.4	56	56.0	56.4	57.7	57.7
73.6	55.9	56.5	56.5	56.5	57	57.0	57.4	58.7	58.7
73.7	56.3	56.9	56.9	56.9	57.4	57.4	57.8	59.1	59.1
74.1	39.8	40.6	40.6	40.2	41	41.0	41.3	42.4	42.4
74.2	39.2	40.0	40.0	39.6	40.4	40.4	40.7	41.8	41.8
74.3	39.8	40.5	40.5	40.2	40.9	40.9	41.2	42.4	42.4
74.4	42.6	43.3	43.3	43	43.8	43.8	43.9	45.1	45.1
74.5	46.0	46.8	46.8	46.4	47.2	47.2	47.3	48.6	48.6
74.6	50.9	51.8	51.8	51.3	52.3	52.3	52.0	53.7	53.7
74.7	56.7	57.4	57.4	57	57.8	57.8	58.2	59.3	59.3
75.1	47.9	48.5	48.5	48.3	49	49.0	51.1	51.9	51.9
75.2	52.9	53.6	53.6	53.3	54.1	54.1	55.8	56.9	56.9
75.3	54.6	55.2	55.2	55	55.7	55.7	56.1	57.3	57.3
75.4	54.9	55.5	55.5	55.4	56	56.0	56.4	57.6	57.6
75.5	55.7	56.3	56.3	56.2	56.8	56.8	57.2	58.4	58.4
75.6	56.5	57.1	57.1	57.1	57.6	57.6	57.9	59.2	59.2
75.7	56.9	57.5	57.5	57.5	58	58.0	58.5	59.8	59.8
76	57.3	57.9	57.9	57.6	58.3	58.3	62.0	62.3	62.3
77.1	48.9	49.6	49.6	49.4	50.0	50.0	52.4	53.1	53.1
77.2	54.1	54.7	54.7	54.6	55.2	55.2	56.6	57.7	57.7
77.3	55.4	56.0	56.0	55.9	56.5	56.5	57.0	58.1	58.1
77.4	55.8	56.4	56.4	56.3	56.8	56.8	57.3	58.5	58.5
77.5	56.5	57.1	57.1	57.1	57.6	57.6	58.1	59.3	59.3
77.6	57.0	57.6	57.6	57.6	58.1	58.1	58.6	59.8	59.8
77.7	57.4	58.1	58.1	58	58.6	58.6	59.1	60.3	60.3
78.1	47.6	48.1	48.1	48.1	48.6	48.6	51.1	51.8	51.8

Receiver	2012 Existing			2037 No-Build			2037 Build Alternative		
	AM LAeq1h (dBA)	PM LAeq1h (dBA)	Level Used (dBA)	AM LAeq1h (dBA)	PM LAeq1h (dBA)	Level Used (dBA)	AM LAeq1h (dBA)	PM LAeq1h (dBA)	Level Used (dBA)
78.2	52.7	53.2	53.2	53.2	53.6	53.6	55.0	56.1	56.1
78.3	54.1	54.7	54.7	54.6	55.1	55.1	55.6	56.8	56.8
78.4	54.5	55.1	55.1	55.1	55.6	55.6	56.0	57.2	57.2
78.5	55.4	56.0	56.0	56	56.5	56.5	57.0	58.2	58.2
78.6	56.2	56.8	56.8	56.8	57.2	57.2	57.6	58.9	58.9
78.7	56.7	57.4	57.4	57.4	57.9	57.9	58.2	59.5	59.5
79.1	47.7	48.4	48.4	48.1	48.9	48.9	50.5	51.4	51.4
79.2	52.3	53.0	53.0	52.7	53.5	53.5	55.7	56.7	56.7
80.1	48.1	48.8	48.8	48.5	49.3	49.3	51.0	51.9	51.9
80.2	52.8	53.6	53.6	53.2	54	54.0	56.0	57.0	57.0
81.1	46.5	47.2	47.2	47	47.8	47.8	49.0	50.0	50.0
81.2	50.3	51.1	51.1	50.8	51.6	51.6	53.6	54.7	54.7
82.1	46.1	46.8	46.8	46.5	47.3	47.3	48.5	49.5	49.5
82.2	49.7	50.4	50.4	50.1	50.9	50.9	52.8	53.9	53.9
83.1	50.6	51.3	51.3	50.9	51.7	51.7	54.1	54.8	54.8
83.2	56.1	56.8	56.8	56.5	57.2	57.2	58.3	59.5	59.5
84.1	49.3	50.0	50.0	49.7	50.5	50.5	53.0	53.7	53.7
84.2	55.0	55.6	55.6	55.4	56.0	56.0	56.9	58.1	58.1
85.1	43.2	43.9	43.9	44.2	44.6	44.6	45.9	56.9	56.9
85.2	46.6	47.4	47.4	47.7	48.0	48.0	49.1	50.3	50.3
86.1	42.7	43.4	43.4	44.0	44.1	44.1	45.3	46.5	46.5
86.2	46.0	46.7	46.7	47.6	47.4	47.6	48.2	49.4	49.4
87.1	46.3	47.0	47.0	47.1	47.7	47.7	48.6	49.7	49.7
87.2	49.4	50.3	50.3	50.3	51.0	51.0	52.5	53.7	53.7
88.1	46.2	47.0	47.0	47.0	47.8	47.8	48.6	49.7	49.7
88.2	49.4	50.4	50.4	50.2	51.1	51.1	52.4	53.6	53.6
89	53.8	54.7	54.7	54.2	55.1	55.1	56.7	57.6	57.6
90.1	46.6	47.3	47.3	47.3	48.0	48.0	49.0	50.1	50.1
90.2	50.1	51.0	51.0	50.9	51.7	51.7	53.0	54.2	54.2
91.1	46.9	47.7	47.7	47.8	48.4	48.4	49.4	50.4	50.4
91.2	50.5	51.5	51.5	51.4	52.2	52.2	53.4	54.7	54.7
92.1	41.1	41.9	41.9	41.9	42.7	42.7	42.8	44.1	44.1
92.2	43.4	44.4	44.4	44.2	45.3	45.3	45.0	46.5	46.5
93.1	48.5	49.9	49.9	49.6	51.1	51.1	50.8	52.5	52.5
93.2	51.8	53.2	53.2	52.8	54.4	54.4	54.7	56.2	56.2
94.1	41.5	42.3	42.3	42.3	43.0	43.0	43.1	44.4	44.4
94.2	43.6	44.6	44.6	44.5	45.6	45.6	45.4	46.8	46.8
95.1	48.3	49.7	49.7	49.4	50.9	50.9	50.6	52.3	52.3
95.2	51.5	53.0	53.0	52.6	54.2	54.2	54.4	55.9	55.9
96.1	52.4	54.3	54.3	53.9	55.7	55.7	54.7	56.7	56.7
96.2	53.9	55.5	55.5	55.4	57.0	57.0	56.7	58.4	58.4
97.1	50.2	50.8	50.8	50.7	51.3	51.3	53.7	54.5	54.5
97.2	54.8	55.3	55.3	55.2	55.8	55.8	56.6	57.8	57.8
98.1	51.1	51.7	51.7	51.6	52.2	52.2	54.6	55.4	55.4

Receiver	2012 Existing			2037 No-Build			2037 Build Alternative		
	AM LAeq1h (dBA)	PM LAeq1h (dBA)	Level Used (dBA)	AM LAeq1h (dBA)	PM LAeq1h (dBA)	Level Used (dBA)	AM LAeq1h (dBA)	PM LAeq1h (dBA)	Level Used (dBA)
98.2	55.9	56.4	56.4	56.4	56.9	56.9	57.8	58.9	58.9
99.1	52.1	53.9	53.9	53.6	55.4	55.4	54.4	56.4	56.4
99.2	53.8	55.4	55.4	55.2	56.8	56.8	56.5	58.2	58.2
100.1	44.1	45.8	45.8	45.5	47.2	47.2	46.1	47.9	47.9
100.2	47.0	48.7	48.7	48.5	50.2	50.2	49.0	51.0	51.0
101	51.7	52.4	52.4	52.4	53.0	53.0	55.0	55.9	55.9
102.1	45.3	47.1	47.1	46.8	48.5	48.5	47.3	49.3	49.3
102.2	47.5	49.3	49.3	49.0	50.8	50.8	49.6	51.6	51.6
103.1	50.8	51.7	51.7	52.1	52.7	52.7	53.6	54.6	54.6
103.2	54.2	55.1	55.1	55.7	56.2	56.2	56.5	57.8	57.8
104.1	50.7	51.5	51.5	52.1	52.5	52.5	53.5	54.5	54.5
104.2	53.8	54.6	54.6	55.4	55.6	55.6	56.1	57.3	57.3
105	54.3	56.0	56.0	56.1	57.9	57.9	56.7	58.6	58.6
106	50.3	51.5	51.5	51.6	52.9	52.9	52.6	54.0	54.0
107	49.6	50.8	50.8	50.9	52.1	52.1	51.8	53.2	53.2
108	60.2	61.1	61.1	61.5	62.3	62.3	64.2	65.1	65.1
109	48.0	49.1	49.1	49.3	50.3	50.3	50.2	51.5	51.5
110	58.8	59.3	59.3	59.8	60.1	60.1	63.1	63.7	63.7
111	58.3	58.8	58.8	59.3	59.4	59.4	62.7	63.2	63.2
112	54.7	55.3	55.3	55.6	56.1	56.1	58.1	58.9	58.9
113	57.5	57.9	57.9	58.4	58.5	58.5	61.7	62.3	62.3
114	55.8	56.3	56.3	56.7	57.0	57.0	59.3	59.9	59.9
115	56.8	57.2	57.2	57.6	57.9	57.9	60.2	60.9	60.9
116	57.9	58.3	58.3	58.7	59.0	59.0	61.9	62.5	62.5
117	58.5	58.9	58.9	59.3	59.6	59.6	62.6	63.0	63.0
118	58.8	59.3	59.3	59.9	60.0	60.0	63.0	63.5	63.5
119	59.7	60.0	60.0	60.8	60.7	60.8	63.6	64.0	64.0
120	59.8	60.8	60.8	61.1	62.1	62.1	61.8	63.1	63.1
121	60.8	61.0	61.0	62.1	61.6	62.1	64.3	64.6	64.6
122	70.6	70.7	70.7	72.1	71.3	72.1	73.2	73.2	73.2
123	61.9	62.0	62.0	63.5	62.7	63.5	65.1	65.4	65.4
124	64.2	64.2	64.2	65.8	64.9	65.8	66.6	66.9	66.9
125	55.1	56.0	56.0	55.8	56.7	56.7	58.2	59.5	59.5
126	57.1	57.6	57.6	58.0	58.2	58.2	60.8	61.9	61.9
127	54.0	54.9	54.9	54.5	55.5	55.5	57.1	58.3	58.3
128	47.0	47.7	47.7	47.3	48.2	48.2	49.3	50.4	50.4
129.1	54.3	55.0	55.0	54.5	55.5	55.5	55.7	57.3	57.3
129.2	60.0	60.5	60.5	60.2	61.0	61.0	61.0	62.3	62.3
130.1	55.4	56.2	56.2	55.9	56.7	56.7	57.2	58.6	58.6
130.2	60.8	61.4	61.4	61.3	61.9	61.9	62.0	63.4	63.4
131.1	56.4	57.2	57.2	56.8	57.7	57.7	58.4	59.9	59.9
131.2	61.9	62.5	62.5	62.4	63.0	63.0	63.1	64.6	64.6
132.1	57.1	57.9	57.9	57.6	58.4	58.4	59.2	60.5	60.5
132.2	62.3	62.9	62.9	62.7	63.4	63.4	63.5	65.0	65.0

Receiver	2012 Existing			2037 No-Build			2037 Build Alternative		
	AM LAeq1h (dBA)	PM LAeq1h (dBA)	Level Used (dBA)	AM LAeq1h (dBA)	PM LAeq1h (dBA)	Level Used (dBA)	AM LAeq1h (dBA)	PM LAeq1h (dBA)	Level Used (dBA)
133.1	48.0	48.7	48.7	48.2	49.2	49.2	49.4	50.8	50.8
133.2	50.2	50.8	50.8	50.4	51.3	51.3	51.5	52.9	52.9
134.1	48.5	49.1	49.1	48.7	49.6	49.6	50.0	51.4	51.4
134.2	50.8	51.4	51.4	51.1	51.9	51.9	52.1	53.4	53.4
135.1	48.7	49.4	49.4	49.0	49.9	49.9	50.5	51.9	51.9
135.2	50.8	51.4	51.4	51.1	51.9	51.9	52.1	53.5	53.5
136.1	48.3	49.0	49.0	48.6	49.5	49.5	49.9	51.4	51.4
136.2	50.6	51.2	51.2	50.9	51.7	51.7	51.9	53.3	53.3
137.1	49.6	50.5	50.5	49.9	51.0	51.0	51.1	52.5	52.5
137.2	52.5	53.2	53.2	52.8	53.7	53.7	54.0	55.3	55.3
138.1	50.5	51.2	51.2	50.7	51.6	51.6	52.0	53.4	53.4
138.2	54.0	54.6	54.6	54.2	55.0	55.0	55.3	56.7	56.7
139.1	57.7	58.3	58.3	57.8	58.7	58.7	59.7	61.0	61.0
139.2	63.2	63.7	63.7	63.3	64.1	64.1	64.3	65.8	65.8
140.1	52.1	52.7	52.7	52.2	53.1	53.1	53.8	55.1	55.1
140.2	56.4	56.9	56.9	56.4	57.3	57.3	57.6	59.1	59.1
141.1	49.7	50.6	50.6	50.0	51.1	51.1	51.2	52.6	52.6
141.2	52.8	53.5	53.5	53.1	54.0	54.0	54.3	55.7	55.7
142.1	58.1	58.7	58.7	58.2	59.1	59.1	61.6	62.8	62.8
142.2	63.1	63.6	63.6	63.2	64.0	64.0	64.2	65.7	65.7
143.1	50.5	51.2	51.2	50.7	51.7	51.7	52.0	53.4	53.4
143.2	54.2	54.8	54.8	54.3	55.2	55.2	55.5	56.9	56.9
144.1	48.6	49.3	49.3	48.8	49.8	49.8	49.8	51.3	51.3
144.2	51.2	51.7	51.7	51.4	52.2	52.2	52.5	53.9	53.9
145.1	49.0	49.7	49.7	49.2	50.2	50.2	50.2	51.7	51.7
145.2	51.3	51.9	51.9	51.6	52.4	52.4	52.7	54.0	54.0
146	50.8	51.6	51.6	51.0	52.0	52.0	52.1	53.7	53.7
147.1	58.2	58.8	58.8	58.2	59.2	59.2	62.4	63.4	63.4
147.2	63.0	63.5	63.5	63.1	63.9	63.9	64.2	65.6	65.6
148.1	49.8	50.6	50.6	50.1	51.1	51.1	51.3	52.7	52.7
148.2	53.1	53.8	53.8	53.4	54.2	54.2	54.7	56.1	56.1
149.1	49.8	50.6	50.6	50.1	51.1	51.1	51.2	52.7	52.7
149.2	53.3	53.9	53.9	53.5	54.4	54.4	54.7	56.1	56.1
150.1	58.2	58.9	58.9	58.3	59.2	59.2	62.4	63.5	63.5
150.2	63.0	63.5	63.5	63	63.9	63.9	64.1	65.6	65.6
151.1	49.0	49.7	49.7	49.3	50.2	50.2	50.2	51.7	51.7
151.2	51.3	51.9	51.9	51.6	52.3	52.3	52.7	54.0	54.0
152.1	48.7	49.4	49.4	48.9	49.8	49.8	49.9	51.3	51.3
152.2	50.9	51.5	51.5	51.2	51.9	51.9	52.2	53.5	53.5
153.1	49.1	49.9	49.9	49.4	50.4	50.4	50.4	52.0	52.0
153.2	51.9	52.6	52.6	52.2	53.1	53.1	53.5	54.9	54.9
154.1	49.0	49.9	49.9	49.4	50.4	50.4	50.3	51.9	51.9
154.2	51.9	52.6	52.6	52.2	53.1	53.1	53.5	54.9	54.9
155.1	48.1	48.8	48.8	48.4	49.3	49.3	49.3	50.8	50.8

Receiver	2012 Existing			2037 No-Build			2037 Build Alternative		
	AM LAeq1h (dBA)	PM LAeq1h (dBA)	Level Used (dBA)	AM LAeq1h (dBA)	PM LAeq1h (dBA)	Level Used (dBA)	AM LAeq1h (dBA)	PM LAeq1h (dBA)	Level Used (dBA)
155.2	49.9	50.6	50.6	50.3	51.1	51.1	51.3	52.7	52.7
156.1	48.2	49.0	49.0	48.6	49.5	49.5	49.5	51.0	51.0
156.2	50.5	51.2	51.2	51.1	51.7	51.7	52.0	53.2	53.2
157.1	50.3	51.0	51.0	50.2	51.3	51.3	53.8	54.7	54.7
157.2	56.6	57.1	57.1	56.4	57.4	57.4	57.7	59.0	59.0
158.1	49.7	50.3	50.3	49.5	50.6	50.6	53.1	53.9	53.9
158.2	55.9	56.5	56.5	55.8	56.8	56.8	57.2	58.5	58.5
159.1	48.4	49.3	49.3	48.6	49.8	49.8	49.9	51.4	51.4
159.2	51.7	52.4	52.4	52	52.9	52.9	54.4	55.7	55.7
160.1	49.2	50.0	50.0	49.4	50.4	50.4	51.2	52.3	52.3
160.2	53.2	53.8	53.8	53.3	54.3	54.3	55.6	56.9	56.9
161.1	48.4	49.3	49.3	48.7	49.8	49.8	50.3	51.6	51.6
161.2	52.0	52.6	52.6	52.2	53.1	53.1	54.9	56.2	56.2
162	53.8	54.4	54.4	53.7	54.8	54.8	57.3	58.2	58.2
163.1	57.8	58.4	58.4	57.7	58.8	58.8	61.8	62.8	62.8
163.2	62.7	63.2	63.2	62.7	63.6	63.6	63.8	65.2	65.2
164	48.2	48.9	48.9	48.3	49.3	49.3	51.1	52.0	52.0
165.1	41.7	42.3	42.3	41.8	42.8	42.8	42.9	44.2	44.2
165.2	44.0	44.6	44.6	44.3	45.1	45.1	45.3	46.6	46.6
166.1	57.6	58.2	58.2	57.5	58.6	58.6	61.3	62.2	62.2
166.2	62.7	63.2	63.2	62.7	63.6	63.6	63.8	65.2	65.2
167.1	49.7	50.3	50.3	49.7	50.7	50.7	53.4	54.5	54.5
167.2	55.3	55.9	55.9	55.2	56.2	56.2	56.7	58.0	58.0
168.1	49.4	50.0	50.0	49.5	50.4	50.4	53.0	54.0	54.0
168.2	54.8	55.4	55.4	54.8	55.8	55.8	56.5	57.8	57.8
169.1	42.8	43.4	43.4	43.1	43.9	43.9	44.1	45.4	45.4
169.2	43.2	43.8	43.8	43.5	44.3	44.3	44.6	45.8	45.8
170.1	48.2	48.9	48.9	48.1	49.2	49.2	51.1	51.9	51.9
170.2	53.4	54.0	54.0	53.3	54.4	54.4	55.6	56.9	56.9
171.1	47.8	48.5	48.5	47.8	48.9	48.9	51.0	51.9	51.9
171.2	52.9	53.5	53.5	52.8	53.8	53.8	55.2	56.5	56.5
172.1	45.2	45.8	45.8	45.1	46.2	46.2	47.2	48.2	48.2
172.2	49.4	49.9	49.9	49.3	50.3	50.3	50.8	52.1	52.1
173.1	41.8	42.4	42.4	41.9	42.8	42.8	43.1	44.4	44.4
173.2	42.5	43.0	43.0	42.5	43.4	43.4	43.8	45.0	45.0
174.1	43.2	43.9	43.9	43.2	44.3	44.3	44.9	46.0	46.0
174.2	46.4	46.9	46.9	46.3	47.3	47.3	48.3	49.5	49.5
175.1	45.6	46.3	46.3	45.5	46.6	46.6	47.8	48.7	48.7
175.2	50.9	51.4	51.4	50.8	51.8	51.8	52.2	53.5	53.5
176.1	43.0	43.6	43.6	43	44	44.0	44.3	45.5	45.5
176.2	45.4	45.9	45.9	45.3	46.3	46.3	47.3	48.6	48.6
177.1	46.9	47.6	47.6	46.8	47.9	47.9	49.2	50.2	50.2
177.2	52.6	53.1	53.1	52.5	53.5	53.5	53.8	55.1	55.1
178.1	48.8	49.5	49.5	48.7	49.8	49.8	51.6	52.5	52.5

Receiver	2012 Existing			2037 No-Build			2037 Build Alternative		
	AM LAeq1h (dBA)	PM LAeq1h (dBA)	Level Used (dBA)	AM LAeq1h (dBA)	PM LAeq1h (dBA)	Level Used (dBA)	AM LAeq1h (dBA)	PM LAeq1h (dBA)	Level Used (dBA)
178.2	54.6	55.1	55.1	54.5	55.5	55.5	55.8	57.1	57.1
179.1	48.9	49.6	49.6	48.8	49.9	49.9	51.7	52.7	52.7
179.2	54.8	55.3	55.3	54.7	55.7	55.7	56.0	57.4	57.4
180.1	49.3	50.0	50.0	49.2	50.3	50.3	52.2	53.2	53.2
180.2	55.4	55.9	55.9	55.3	56.3	56.3	56.5	57.9	57.9
181.1	49.8	50.5	50.5	49.7	50.8	50.8	52.7	53.8	53.8
181.2	55.9	56.4	56.4	55.8	56.7	56.7	57.0	58.4	58.4
182.1	42.7	43.5	43.5	42.9	44	44.0	44.2	45.5	45.5
182.2	44.7	45.4	45.4	45	45.9	45.9	46.2	47.5	47.5
183.1	38.9	39.6	39.6	39.1	40	40.0	40.4	41.6	41.6
183.2	40.0	40.6	40.6	40.2	41	41.0	41.6	43.0	43.0
184.1	42.8	43.5	43.5	43.0	44.0	44.0	43.8	45.2	45.2
184.2	43.6	44.3	44.3	43.7	44.8	44.8	44.8	46.2	46.2
185.1	42.3	43.0	43.0	42.4	43.4	43.4	43.8	45.0	45.0
185.2	42.8	43.5	43.5	42.9	43.9	43.9	44.2	45.5	45.5
186.1	42.1	42.8	42.8	42.2	43.2	43.2	43.6	44.8	44.8
186.2	42.5	43.1	43.1	42.6	43.6	43.6	43.9	45.1	45.1
187.1	51.3	52.0	52.0	51.1	52.3	52.3	53.6	54.7	54.7
187.2	57.2	57.6	57.6	57	58	58.0	58.3	59.7	59.7
188.1	40.1	40.6	40.6	40.4	41.1	41.1	41.6	42.6	42.6
188.2	40.7	41.1	41.1	41	41.6	41.6	42.3	43.3	43.3
189.1	51.6	52.3	52.3	51.5	52.6	52.6	53.9	55.0	55.0
189.2	57.5	58.0	58.0	57.4	58.4	58.4	58.7	60.1	60.1
190.1	40.9	41.6	41.6	41.1	42	42.0	42.8	44.0	44.0
190.2	43.1	43.8	43.8	43.3	44.2	44.2	45.0	46.3	46.3
191.1	43.2	43.8	43.8	43.2	44.1	44.1	45.3	46.4	46.4
191.2	47.8	48.3	48.3	47.7	48.7	48.7	51.3	52.6	52.6
192.1	51.8	52.4	52.4	51.6	52.7	52.7	53.9	55.0	55.0
192.2	57.9	58.3	58.3	57.7	58.7	58.7	59.2	60.5	60.5
193.1	43.6	44.1	44.1	43.5	44.5	44.5	45.7	46.8	46.8
193.2	48.2	48.7	48.7	48.1	49.1	49.1	51.4	52.7	52.7
194.1	43.9	44.4	44.4	43.9	44.8	44.8	46.0	47.1	47.1
194.2	48.4	48.9	48.9	48.3	49.3	49.3	51.5	52.8	52.8
195.1	41.0	41.6	41.6	41.2	42.1	42.1	42.7	43.9	43.9
195.2	43.3	43.9	43.9	43.5	44.3	44.3	45.1	46.4	46.4
196.1	51.6	52.2	52.2	51.4	52.6	52.6	53.3	54.4	54.4
196.2	57.8	58.2	58.2	57.6	58.6	58.6	59.2	60.5	60.5
197.1	61.2	61.4	61.4	61.1	61.8	61.8	63.9	64.6	64.6
197.2	62.4	62.7	62.7	62.3	63.1	63.1	64.0	64.8	64.8
197.3	62.7	62.9	62.9	62.6	63.3	63.3	64.4	65.2	65.2
198.1	60.4	60.6	60.6	60.3	61.0	61.0	62.3	62.9	62.9
198.2	60.7	60.9	60.9	60.6	61.3	61.3	62.7	63.3	63.3
198.3	60.9	61.2	61.2	60.8	61.6	61.6	63.0	63.6	63.6
199.1	59.1	59.2	59.2	59.0	59.7	59.7	61.7	62.5	62.5

Receiver	2012 Existing			2037 No-Build			2037 Build Alternative		
	AM LAeq1h (dBA)	PM LAeq1h (dBA)	Level Used (dBA)	AM LAeq1h (dBA)	PM LAeq1h (dBA)	Level Used (dBA)	AM LAeq1h (dBA)	PM LAeq1h (dBA)	Level Used (dBA)
199.2	60.2	60.5	60.5	60.1	60.9	60.9	61.8	62.6	62.6
199.3	60.8	61.1	61.1	60.7	61.5	61.5	62.6	63.4	63.4
200.1	60.3	60.5	60.5	60.2	60.9	60.9	62.2	62.9	62.9
200.2	60.6	60.8	60.8	60.5	61.2	61.2	62.5	63.1	63.1
200.3	61.4	61.6	61.6	61.3	62.0	62.0	63.4	64.1	64.1
201	57.3	57.5	57.5	57.2	57.9	57.9	60.3	61.1	61.1
202	53.6	53.8	53.8	53.5	54.2	54.2	56.4	57.2	57.2
203	48.9	49.2	49.2	48.8	49.6	49.6	50.7	51.5	51.5
204	48.9	49.2	49.2	48.8	49.6	49.6	50.5	51.4	51.4
205	49.6	49.9	49.9	49.5	50.3	50.3	51.2	52.1	52.1
206	68.1	68.3	68.3	68.0	68.7	68.7	70.2	70.7	70.7
207	48.7	49.0	49.0	48.6	49.4	49.4	50.2	51.1	51.1
208	68.1	68.3	68.3	68.0	68.7	68.7	70.2	70.7	70.7
209	50.0	50.3	50.3	49.9	50.7	50.7	51.5	52.5	52.5
210	51.9	52.1	52.1	51.8	52.5	52.5	54.5	55.3	55.3
211	49.8	50.1	50.1	49.7	50.5	50.5	51.4	52.3	52.3
212	55.3	55.5	55.5	55.2	55.9	55.9	58.3	59.2	59.2
213	68.2	68.4	68.4	68.1	68.8	68.8	70.3	70.8	70.8
214	49.4	49.6	49.6	49.2	50.0	50.0	50.9	51.8	51.8
215	68.1	68.3	68.3	68.0	68.7	68.7	70.2	70.7	70.7
216	48.8	49.1	49.1	48.7	49.5	49.5	50.4	51.3	51.3
217	68.1	68.3	68.3	68.0	68.7	68.7	70.2	70.7	70.7
218	54.4	54.6	54.6	54.3	55.0	55.0	57.9	58.7	58.7
219	55.7	55.9	55.9	55.6	56.3	56.3	58.9	59.7	59.7
220	68.2	68.3	68.3	68.1	68.7	68.7	70.2	70.8	70.8
221	58.1	58.2	58.2	58.0	58.6	58.6	60.7	61.5	61.5
222	59.9	60.1	60.1	59.8	60.5	60.5	62.0	62.8	62.8
223	62.8	63.0	63.0	62.6	63.4	63.4	64.5	65.2	65.2
224	54.4	54.5	54.5	54.3	54.9	54.9	58.1	59.0	59.0
225	64.7	64.9	64.9	64.6	65.3	65.3	66.5	67.2	67.2
226	55.7	55.8	55.8	55.6	56.2	56.2	59.1	59.9	59.9
227	58.1	58.2	58.2	58.0	58.6	58.6	60.9	61.7	61.7
228	60.0	60.0	60.0	59.9	60.5	60.5	62.2	63.0	63.0
229	54.4	54.6	54.6	54.3	55.0	55.0	58.1	59.0	59.0
230	62.6	62.7	62.7	62.5	63.2	63.2	64.5	65.2	65.2
231	55.7	55.8	55.8	55.6	56.2	56.2	59.0	59.9	59.9
232	64.7	64.9	64.9	64.6	65.3	65.3	66.6	67.3	67.3
233	58.1	58.2	58.2	58.0	58.6	58.6	60.8	61.6	61.6
234	60.0	60.1	60.1	59.9	60.5	60.5	62.2	63.0	63.0
235	58.4	58.5	58.5	58.3	58.9	58.9	62.5	63.3	63.3
236	62.7	62.9	62.9	62.6	63.3	63.3	64.5	65.2	65.2
237	64.7	64.8	64.8	64.6	65.3	65.3	66.6	67.2	67.2
238	59.5	59.6	59.6	59.4	60.0	60.0	63.2	64.0	64.0
239	61.0	61.1	61.1	60.9	61.5	61.5	64.0	64.8	64.8

Receiver	2012 Existing			2037 No-Build			2037 Build Alternative		
	AM LAeq1h (dBA)	PM LAeq1h (dBA)	Level Used (dBA)	AM LAeq1h (dBA)	PM LAeq1h (dBA)	Level Used (dBA)	AM LAeq1h (dBA)	PM LAeq1h (dBA)	Level Used (dBA)
240	62.4	62.4	62.4	62.3	62.8	62.8	64.7	65.5	65.5
241	63.7	63.9	63.9	63.6	64.3	64.3	65.7	66.4	66.4
242	65.0	65.1	65.1	64.9	65.6	65.6	67.1	67.7	67.7
243.1	60.7	60.8	60.8	60.6	61.3	61.3	64.7	65.5	65.5
243.2	63.2	63.4	63.4	63.1	63.8	63.8	65.0	65.9	65.9
244.1	62.7	62.8	62.8	62.6	63.2	63.2	65.9	66.7	66.7
244.2	64.3	64.5	64.5	64.2	64.9	64.9	66.1	66.9	66.9
245.1	65.5	65.6	65.6	65.4	66.0	66.0	67.5	68.3	68.3
245.2	65.9	66.1	66.1	65.8	66.5	66.5	67.7	68.5	68.5
246.1	67.2	67.3	67.3	67.1	67.8	67.8	69.2	69.8	69.8
246.2	67.4	67.6	67.6	67.3	68.0	68.0	69.6	70.1	70.1
247	50.2	50.6	50.6	50.1	51.0	51.0	52.9	54.1	54.1
248	50.4	50.8	50.8	50.3	51.2	51.2	53.2	54.4	54.4
249	50.7	51.1	51.1	50.6	51.5	51.5	53.7	54.8	54.8
250	51.0	51.4	51.4	50.9	51.8	51.8	54.0	55.1	55.1
251	51.2	51.6	51.6	51.1	52.0	52.0	54.4	55.5	55.5
252	49.9	50.3	50.3	49.8	50.7	50.7	52.8	53.9	53.9
253	49.7	50.1	50.1	49.6	50.4	50.4	52.6	53.7	53.7
254.1	61.8	61.9	61.9	61.7	62.3	62.3	65.8	66.7	66.7
254.2	63.8	64.0	64.0	63.7	64.4	64.4	66.0	66.9	66.9
255	49.4	49.9	49.9	49.3	50.2	50.2	52.4	53.5	53.5
256.1	64.1	64.2	64.2	64.1	64.6	64.6	67.0	67.8	67.8
256.2	65.0	65.2	65.2	64.9	65.6	65.6	67.2	68.0	68.0
257	49.2	49.7	49.7	49.1	50.0	50.0	52.2	53.3	53.3
258.1	66.3	66.4	66.4	66.2	66.8	66.8	68.5	69.2	69.2
258.2	66.5	66.6	66.6	66.4	67.0	67.0	68.7	69.4	69.4
259.1	67.8	67.9	67.9	67.7	68.4	68.4	70.1	70.7	70.7
259.2	68.0	68.2	68.2	68.0	68.6	68.6	70.5	71.0	71.0
260	49.0	49.4	49.4	48.9	49.8	49.8	52.0	53.1	53.1
261	48.8	49.2	49.2	48.7	49.6	49.6	51.8	52.8	52.8
262	47.9	48.3	48.3	47.8	48.7	48.7	50.8	51.8	51.8
263	58.4	58.8	58.8	58.3	59.1	59.1	63.5	65.0	65.0
264	47.6	48.0	48.0	47.5	48.4	48.4	50.5	51.5	51.5
265	47.4	47.8	47.8	47.3	48.1	48.1	50.3	51.4	51.4
266	47.1	47.5	47.5	47.0	47.9	47.9	50.0	51.1	51.1
267	58.2	58.4	58.4	58.1	58.8	58.8	63.6	65.1	65.1
268	46.9	47.3	47.3	46.8	47.7	47.7	49.9	50.9	50.9
269	46.6	47.0	47.0	46.5	47.4	47.4	49.5	50.6	50.6
270	57.7	57.9	57.9	57.6	58.3	58.3	63.4	65.0	65.0
271	46.4	46.8	46.8	46.3	47.2	47.2	49.3	50.4	50.4
272	57.2	57.4	57.4	57.0	57.8	57.8	63.4	65.0	65.0
273	45.5	45.9	45.9	45.4	46.3	46.3	48.4	49.6	49.6
274	45.4	45.7	45.7	45.3	46.1	46.1	48.3	49.4	49.4
275	45.2	45.6	45.6	45.1	46.0	46.0	48.1	49.2	49.2

Receiver	2012 Existing			2037 No-Build			2037 Build Alternative		
	AM LAeq1h (dBA)	PM LAeq1h (dBA)	Level Used (dBA)	AM LAeq1h (dBA)	PM LAeq1h (dBA)	Level Used (dBA)	AM LAeq1h (dBA)	PM LAeq1h (dBA)	Level Used (dBA)
276	45.0	45.4	45.4	44.9	45.8	45.8	47.9	49.0	49.0
277	44.8	45.2	45.2	44.7	45.6	45.6	47.7	48.8	48.8
F280.1	NA (2)	NA (2)	NA (2)	56.3	57.2	57.2	60.5	61.1	61.1
F280.2	NA (2)	NA (2)	NA (2)	62.0	62.8	62.8	63.4	64.5	64.5
F280.3	NA (2)	NA (2)	NA (2)	62.4	63.1	63.1	63.6	64.7	64.7
F280.4	NA (2)	NA (2)	NA (2)	62.5	63.3	63.3	63.7	64.8	64.8
F280.5	NA (2)	NA (2)	NA (2)	62.6	63.4	63.4	63.9	64.9	64.9
F280.6	NA (2)	NA (2)	NA (2)	62.7	63.5	63.5	64.0	65.1	65.1
F280.7	NA (2)	NA (2)	NA (2)	62.8	63.5	63.5	64.1	65.2	65.2
F280.8	NA (2)	NA (2)	NA (2)	62.7	63.5	63.5	64.2	65.2	65.2
F280.9	NA (2)	NA (2)	NA (2)	62.6	63.4	63.4	64.1	65.1	65.1
F280.10	NA (2)	NA (2)	NA (2)	62.6	63.3	63.3	64.0	65.1	65.1
F280.11	NA (2)	NA (2)	NA (2)	62.5	63.3	63.3	64.0	65.1	65.1
F280.12	NA (2)	NA (2)	NA (2)	62.6	63.3	63.3	64.1	65.1	65.1
F280.13	NA (2)	NA (2)	NA (2)	62.7	63.4	63.4	64.1	65.1	65.1
F280.14	NA (2)	NA (2)	NA (2)	62.7	63.4	63.4	64.0	65.1	65.1
F280.15	NA (2)	NA (2)	NA (2)	62.6	63.3	63.3	63.9	65.0	65.0
F280.16	NA (2)	NA (2)	NA (2)	62.6	63.3	63.3	63.9	64.9	64.9
F280.17	NA (2)	NA (2)	NA (2)	62.6	63.3	63.3	63.8	64.8	64.8
F281.1	NA (2)	NA (2)	NA (2)	55.3	56.2	56.2	59.2	59.9	59.9
F281.2	NA (2)	NA (2)	NA (2)	61.0	61.7	61.7	62.7	63.8	63.8
F281.3	NA (2)	NA (2)	NA (2)	61.8	62.6	62.6	63.0	64.1	64.1
F281.4	NA (2)	NA (2)	NA (2)	62.0	62.7	62.7	63.1	64.2	64.2
F281.5	NA (2)	NA (2)	NA (2)	62.1	62.8	62.8	63.2	64.3	64.3
F281.6	NA (2)	NA (2)	NA (2)	62.2	62.9	62.9	63.4	64.5	64.5
F281.7	NA (2)	NA (2)	NA (2)	62.2	63.0	63.0	63.5	64.6	64.6
F281.8	NA (2)	NA (2)	NA (2)	62.2	63.0	63.0	63.6	64.7	64.7
F281.9	NA (2)	NA (2)	NA (2)	62.2	62.9	62.9	63.6	64.7	64.7
F281.10	NA (2)	NA (2)	NA (2)	62.1	62.8	62.8	63.5	64.6	64.6
F281.11	NA (2)	NA (2)	NA (2)	62.1	62.8	62.8	63.5	64.6	64.6
F281.12	NA (2)	NA (2)	NA (2)	62.1	62.8	62.8	63.5	64.6	64.6
F281.13	NA (2)	NA (2)	NA (2)	62.2	62.9	62.9	63.6	64.6	64.6
F281.14	NA (2)	NA (2)	NA (2)	62.3	63.0	63.0	63.6	64.7	64.7
F281.15	NA (2)	NA (2)	NA (2)	62.2	63.0	63.0	63.5	64.6	64.6
F281.16	NA (2)	NA (2)	NA (2)	62.2	62.9	62.9	63.5	64.6	64.6
F281.17	NA (2)	NA (2)	NA (2)	62.1	62.9	62.9	63.4	64.5	64.5
F282.1	NA (2)	NA (2)	NA (2)	54.1	55.0	55.0	57.7	58.4	58.4
F282.2	NA (2)	NA (2)	NA (2)	59.6	60.3	60.3	61.8	62.9	62.9
F282.3	NA (2)	NA (2)	NA (2)	60.9	61.7	61.7	62.1	63.2	63.2
F282.4	NA (2)	NA (2)	NA (2)	61.2	61.9	61.9	62.3	63.4	63.4

Receiver	2012 Existing			2037 No-Build			2037 Build Alternative		
	AM LAeq1h (dBA)	PM LAeq1h (dBA)	Level Used (dBA)	AM LAeq1h (dBA)	PM LAeq1h (dBA)	Level Used (dBA)	AM LAeq1h (dBA)	PM LAeq1h (dBA)	Level Used (dBA)
F282.5	NA (2)	NA (2)	NA (2)	61.3	62.0	62.0	62.4	63.5	63.5
F282.6	NA (2)	NA (2)	NA (2)	61.4	62.1	62.1	62.5	63.6	63.6
F282.7	NA (2)	NA (2)	NA (2)	61.4	62.2	62.2	62.7	63.8	63.8
F282.8	NA (2)	NA (2)	NA (2)	61.5	62.2	62.2	62.8	63.9	63.9
F282.9	NA (2)	NA (2)	NA (2)	61.5	62.2	62.2	62.9	63.9	63.9
F282.10	NA (2)	NA (2)	NA (2)	61.4	62.2	62.2	62.8	63.9	63.9
F282.11	NA (2)	NA (2)	NA (2)	61.3	62.1	62.1	62.8	63.9	63.9
F282.12	NA (2)	NA (2)	NA (2)	61.4	62.1	62.1	62.8	63.8	63.8
F282.13	NA (2)	NA (2)	NA (2)	61.4	62.1	62.1	62.8	63.9	63.9
F282.14	NA (2)	NA (2)	NA (2)	61.6	62.3	62.3	63.0	64.1	64.1
F282.15	NA (2)	NA (2)	NA (2)	61.7	62.4	62.4	63.1	64.1	64.1
F282.16	NA (2)	NA (2)	NA (2)	61.7	62.4	62.4	63.0	64.1	64.1
F282.17	NA (2)	NA (2)	NA (2)	61.6	62.4	62.4	62.9	64.0	64.0
F282.18	NA (2)	NA (2)	NA (2)	61.6	62.3	62.3	62.9	64.0	64.0
F283	NA (2)	NA (2)	NA (2)	49.8	50.8	50.8	53.0	53.8	53.8

NOTES:

1. Models were run for both AM/PM time periods, and the highest predicted hourly equivalent sound level was selected for use in the analysis.
2. These receivers represent proposed future receptors as part of a planned development, Summit at Southgate. NA stands for Not Applicable. LAeq1h stands for Hourly Equivalent A-Weighted Sound Level.

2.4 Determination of Traffic Noise Impacts

As discussed in **Section 2.1**, traffic noise impacts occur when the future noise levels approach or exceed the FHWA NAC or when the future noise levels exceed the existing noise levels by 10 dBA. The predicted noise levels from **Table 7** above were used to predict traffic noise impacts for the design year no-build and build conditions. A summary of the TNM predicted levels and impact type, if any, is shown in **Table 8**. The no-build conditions resulted in a sound level noise impact to 15 of the 669 receivers modeled (see **Figure 6** at the end of this section). All but one of the impacted receivers represent residential (Category B) receptors. The one commercial receptor represents The Dive Bar & Grill (Receiver 122). All impacts were sound level impacts that resulted from the predicted noise reaching the NAC of 66 dBA for Category B and 71 dBA for Category C.

The same 669 receivers were modeled for the 2037 build conditions. Sound level impacts occurred for 27 receivers, with all receivers representing residential (Category B) receptors except for the one commercial receptor from the no-build conditions (Receiver 122). **Figure 7** at the end of this section illustrates the impacted build receivers.

TABLE 8
TNM PREDICTED NOISE LEVELS

Receiver	NAC Category (1)	LA DOTD NAC (dBA)	Existing Year (2012)	Design Year (2037)					
				No Build			Preferred Build		
			LAeq1h (dBA)	LAeq1h (dBA)	Increase over Existing (dBA)	Impact Type (2)	LAeq1h (dBA)	Increase over Existing (dBA)	Impact Type (2)
1	B	66	45.0	45.4	0.4	-	48.7	3.7	-
2	C	66	44.6	45.0	0.4	-	48.5	3.9	-
3.1	B	66	39.1	39.6	0.5	-	40.6	1.5	-
3.2	B	66	43.3	43.8	0.5	-	44.3	1.0	-
4.1	B	66	41.1	41.5	0.4	-	42.1	1.0	-
4.2	B	66	42.5	42.9	0.4	-	43.6	1.1	-
5.1	B	66	41.3	41.7	0.4	-	42.9	1.6	-
5.2	B	66	41.0	41.5	0.5	-	43.1	2.1	-
6.1	B	66	41.5	42.0	0.5	-	43.1	1.6	-
6.2	B	66	41.4	41.9	0.5	-	43.6	2.2	-
7.1	B	66	41.8	42.2	0.4	-	43.3	1.5	-
7.2	B	66	41.9	42.3	0.4	-	43.9	2.0	-
8.1	B	66	41.8	42.3	0.5	-	43.4	1.6	-
8.2	B	66	42.1	42.5	0.4	-	44.1	2.0	-
9.1	B	66	41.9	42.4	0.5	-	43.4	1.5	-
9.2	B	66	42.5	42.9	0.4	-	44.4	1.9	-
10.1	B	66	41.9	42.3	0.4	-	43.3	1.4	-
10.2	B	66	42.6	43.0	0.4	-	44.4	1.8	-
11.1	B	66	41.9	42.3	0.4	-	43.3	1.4	-

Receiver	NAC Category (1)	LA DOTD NAC (dBA)	Existing Year (2012)	Design Year (2037)					
				No Build			Preferred Build		
			LAeq1h (dBA)	LAeq1h (dBA)	Increase over Existing (dBA)	Impact Type (2)	LAeq1h (dBA)	Increase over Existing (dBA)	Impact Type (2)
11.2	B	66	42.7	43.2	0.5	-	44.6	1.9	-
12.1	B	66	40.9	41.3	0.4	-	42.6	1.7	-
12.2	B	66	41.9	42.4	0.5	-	43.7	1.8	-
13.1	B	66	41.0	41.4	0.4	-	42.5	1.5	-
13.2	B	66	42.5	42.9	0.4	-	43.7	1.2	-
14.1	B	66	41.9	42.3	0.4	-	43.2	1.3	-
14.2	B	66	42.6	43.1	0.5	-	44.4	1.8	-
15.1	B	66	40.7	41.2	0.5	-	42.2	1.5	-
15.2	B	66	42.5	42.9	0.4	-	43.7	1.2	-
16.1	B	66	41.9	42.4	0.5	-	42.8	0.9	-
16.2	B	66	42.4	42.9	0.5	-	43.9	1.5	-
17.1	B	66	40.5	41.0	0.5	-	41.8	1.3	-
17.2	B	66	42.6	43.0	0.4	-	43.8	1.2	-
18.1	B	66	41.3	41.8	0.5	-	42.3	1.0	-
18.2	B	66	41.6	42.1	0.5	-	43.3	1.7	-
19.1	B	66	41.5	41.9	0.4	-	42.4	0.9	-
19.2	B	66	41.2	41.6	0.4	-	42.9	1.7	-
20	B	66	41.8	42.2	0.4	-	42.6	0.8	-
21.1	B	66	41.4	41.9	0.5	-	42.2	0.8	-
21.2	B	66	41.3	41.7	0.4	-	42.9	1.6	-
22.1	B	66	39.6	40.0	0.4	-	40.7	1.1	-
22.2	B	66	42.9	43.3	0.4	-	44.0	1.1	-
23.1	B	66	41.6	42.0	0.4	-	42.3	0.7	-
23.2	B	66	41.8	42.3	0.5	-	43.4	1.6	-
24.1	B	66	41.6	42.1	0.5	-	42.3	0.7	-
24.2	B	66	41.8	42.2	0.4	-	43.4	1.6	-
25.1	B	66	41.5	42.0	0.5	-	42.2	0.7	-
25.2	B	66	42.0	42.5	0.5	-	43.5	1.5	-
26.1	B	66	41.4	41.8	0.4	-	42.0	0.6	-
26.2	B	66	42.1	42.5	0.4	-	43.3	1.2	-
27.1	B	66	41.3	41.8	0.5	-	41.9	0.6	-
27.2	B	66	42.0	42.4	0.4	-	43.3	1.3	-
28.1	B	66	38.2	38.7	0.5	-	39.0	0.8	-
28.2	B	66	42.4	42.9	0.5	-	43.5	1.1	-
29.1	B	66	40.2	40.6	0.4	-	40.3	0.1	-
29.2	B	66	42.1	42.6	0.5	-	43.4	1.3	-
30	C	66	49.8	50.3	0.5	-	52.2	2.4	-
31.1	B	66	34.6	35.0	0.4	-	36.4	1.8	-
31.2	B	66	40.1	40.6	0.5	-	41.4	1.3	-
32.1	B	66	37.1	37.5	0.4	-	38.5	1.4	-
32.2	B	66	40.7	41.2	0.5	-	42.1	1.4	-
33	B	66	38.9	39.3	0.4	-	40.1	1.2	-
34.1	B	66	39.1	39.5	0.4	-	40.1	1.0	-

Receiver	NAC Category (1)	LA DOTD NAC (dBA)	Existing Year (2012)	Design Year (2037)					
				No Build			Preferred Build		
			LAeq1h (dBA)	LAeq1h (dBA)	Increase over Existing (dBA)	Impact Type (2)	LAeq1h (dBA)	Increase over Existing (dBA)	Impact Type (2)
34.2	B	66	39.3	39.8	0.5	-	41.4	2.1	-
35.1	B	66	39.2	39.6	0.4	-	40.1	0.9	-
35.2	B	66	39.4	39.8	0.4	-	41.3	1.9	-
36	E	71	56.7	57.2	0.5	-	61.0	4.3	-
37	E	71	45.3	45.7	0.4	-	46.5	1.2	-
38	E	71	47.3	47.7	0.4	-	49.2	1.9	-
39	E	71	46.2	46.6	0.4	-	48.0	1.8	-
40	E	71	50.6	51.1	0.5	-	54.6	4.0	-
41.1	B	66	44.7	45.1	0.4	-	47.5	2.8	-
41.2	B	66	48.7	49.1	0.4	-	53.2	4.5	-
41.3	B	66	51.7	52.2	0.5	-	53.9	2.2	-
41.4	B	66	52.5	52.9	0.4	-	54.3	1.8	-
41.5	B	66	52.9	53.4	0.5	-	54.7	1.8	-
41.6	B	66	53.0	53.5	0.5	-	54.8	1.8	-
41.7	B	66	53.1	53.5	0.4	-	54.8	1.7	-
42	C	66	54.1	54.6	0.5	-	57.5	3.4	-
43.1	B	66	44.5	45.0	0.5	-	47.6	3.1	-
43.2	B	66	48.8	49.2	0.4	-	53.1	4.3	-
43.3	B	66	51.8	52.3	0.5	-	53.8	2.0	-
43.4	B	66	52.5	52.9	0.4	-	54.2	1.7	-
43.5	B	66	52.7	53.1	0.4	-	54.4	1.7	-
43.6	B	66	52.8	53.2	0.4	-	54.5	1.7	-
43.7	B	66	52.9	53.3	0.4	-	54.6	1.7	-
44.1	B	66	44.6	45.0	0.4	-	47.9	3.3	-
44.2	B	66	48.8	49.3	0.5	-	52.8	4.0	-
44.3	B	66	51.5	51.9	0.4	-	53.3	1.8	-
44.4	B	66	52.0	52.4	0.4	-	53.7	1.7	-
44.5	B	66	52.2	52.6	0.4	-	53.9	1.7	-
44.6	B	66	52.3	52.7	0.4	-	53.9	1.6	-
44.7	B	66	52.4	52.8	0.4	-	54.0	1.6	-
45.1	B	66	41.6	42.0	0.4	-	44.4	2.8	-
45.2	B	66	45.5	46.0	0.5	-	49.5	4.0	-
45.3	B	66	48.1	48.6	0.5	-	50.3	2.2	-
45.4	B	66	48.5	48.9	0.4	-	50.5	2.0	-
45.5	B	66	48.7	49.1	0.4	-	50.7	2.0	-
45.6	B	66	48.9	49.4	0.5	-	50.9	2.0	-
45.7	B	66	49.3	49.7	0.4	-	51.3	2.0	-
46.1	B	66	44.4	44.9	0.5	-	47.4	3.0	-
46.2	B	66	48.5	48.9	0.4	-	51.7	3.2	-
46.3	B	66	50.6	51.1	0.5	-	52.2	1.6	-
46.4	B	66	51.0	51.5	0.5	-	52.5	1.5	-
46.5	B	66	51.2	51.6	0.4	-	52.7	1.5	-
46.6	B	66	51.3	51.7	0.4	-	52.8	1.5	-

Receiver	NAC Category (1)	LA DOTD NAC (dBA)	Existing Year (2012)	Design Year (2037)					
				No Build			Preferred Build		
			LAeq1h (dBA)	LAeq1h (dBA)	Increase over Existing (dBA)	Impact Type (2)	LAeq1h (dBA)	Increase over Existing (dBA)	Impact Type (2)
46.7	B	66	51.5	51.9	0.4	-	53.0	1.5	-
47.1	B	66	42.7	43.1	0.4	-	45.7	3.0	-
47.2	B	66	46.7	47.2	0.5	-	50.6	3.9	-
47.3	B	66	49.2	49.6	0.4	-	51.2	2.0	-
47.4	B	66	49.4	49.8	0.4	-	51.4	2.0	-
47.5	B	66	49.7	50.1	0.4	-	51.6	1.9	-
47.6	B	66	50.1	50.5	0.4	-	52.1	2.0	-
47.7	B	66	50.9	51.4	0.5	-	53.1	2.2	-
48.1	B	66	44.1	44.5	0.4	-	46.8	2.7	-
48.2	B	66	47.9	48.3	0.4	-	50.7	2.8	-
48.3	B	66	49.9	50.3	0.4	-	51.3	1.4	-
48.4	B	66	50.2	50.7	0.5	-	51.7	1.5	-
48.5	B	66	50.4	50.8	0.4	-	51.8	1.4	-
48.6	B	66	50.6	51.0	0.4	-	52.0	1.4	-
48.7	B	66	50.7	51.2	0.5	-	52.2	1.5	-
49.1	B	66	43.6	44.0	0.4	-	46.7	3.1	-
49.2	B	66	47.8	48.2	0.4	-	51.5	3.7	-
49.3	B	66	49.8	50.2	0.4	-	51.9	2.1	-
49.4	B	66	50.0	50.4	0.4	-	52.0	2.0	-
49.5	B	66	50.3	50.8	0.5	-	52.4	2.1	-
49.6	B	66	50.9	51.3	0.4	-	53.0	2.1	-
49.7	B	66	52.2	52.7	0.5	-	54.5	2.3	-
50.1	B	66	44.0	44.5	0.5	-	47.4	3.4	-
50.2	B	66	48.3	48.8	0.5	-	51.8	3.5	-
50.3	B	66	50.0	50.4	0.4	-	52.1	2.1	-
50.4	B	66	50.2	50.6	0.4	-	52.3	2.1	-
50.5	B	66	50.9	51.3	0.4	-	53.0	2.1	-
50.6	B	66	52.0	52.5	0.5	-	54.3	2.3	-
50.7	B	66	55.6	56.0	0.4	-	57.8	2.2	-
51.1	B	66	43.9	44.3	0.4	-	47.3	3.4	-
51.2	B	66	48.3	48.7	0.4	-	51.6	3.3	-
51.3	B	66	49.7	50.1	0.4	-	51.9	2.2	-
51.4	B	66	50.0	50.4	0.4	-	52.1	2.1	-
51.5	B	66	50.8	51.3	0.5	-	53.0	2.2	-
51.6	B	66	52.6	53.1	0.5	-	54.9	2.3	-
51.7	B	66	56.4	56.8	0.4	-	58.6	2.2	-
52.1	B	66	41.6	42.0	0.4	-	44.3	2.7	-
52.2	B	66	45.7	46.1	0.4	-	49.6	3.9	-
52.3	B	66	48.3	48.7	0.4	-	50.3	2.0	-
52.4	B	66	48.6	49.0	0.4	-	50.5	1.9	-
52.5	B	66	48.7	49.2	0.5	-	50.6	1.9	-
52.6	B	66	48.9	49.4	0.5	-	50.8	1.9	-
52.7	B	66	49.4	49.9	0.5	-	51.3	1.9	-

Receiver	NAC Category (1)	LA DOTD NAC (dBA)	Existing Year (2012)	Design Year (2037)					
				No Build			Preferred Build		
			LAeq1h (dBA)	LAeq1h (dBA)	Increase over Existing (dBA)	Impact Type (2)	LAeq1h (dBA)	Increase over Existing (dBA)	Impact Type (2)
53.1	B	66	42.2	42.6	0.4	-	45.0	2.8	-
53.2	B	66	46.3	46.8	0.5	-	50.2	3.9	-
53.3	B	66	48.8	49.3	0.5	-	50.8	2.0	-
53.4	B	66	49.0	49.5	0.5	-	50.9	1.9	-
53.5	B	66	49.2	49.7	0.5	-	51.1	1.9	-
53.6	B	66	49.5	49.9	0.4	-	51.3	1.8	-
53.7	B	66	50.1	50.5	0.4	-	52.0	1.9	-
54.1	B	66	42.8	43.2	0.4	-	45.7	2.9	-
54.2	B	66	47.0	47.5	0.5	-	50.8	3.8	-
54.3	B	66	49.4	49.8	0.4	-	51.3	1.9	-
54.4	B	66	49.6	50.0	0.4	-	51.4	1.8	-
54.5	B	66	49.7	50.2	0.5	-	51.6	1.9	-
54.6	B	66	50.0	50.5	0.5	-	51.9	1.9	-
54.7	B	66	50.8	51.2	0.4	-	52.7	1.9	-
55.1	B	66	43.9	44.4	0.5	-	47.0	3.1	-
55.2	B	66	48.3	48.8	0.5	-	51.9	3.6	-
55.3	B	66	50.3	50.7	0.4	-	52.2	1.9	-
55.4	B	66	50.5	50.9	0.4	-	52.4	1.9	-
55.5	B	66	50.7	51.2	0.5	-	52.6	1.9	-
55.6	B	66	51.6	52.0	0.4	-	53.5	1.9	-
55.7	B	66	53.0	53.4	0.4	-	54.8	1.8	-
56.1	B	66	39.5	40.0	0.5	-	41.8	2.3	-
56.2	B	66	41.2	41.6	0.4	-	44.4	3.2	-
56.3	B	66	42.8	43.2	0.4	-	44.9	2.1	-
56.4	B	66	43.2	43.6	0.4	-	45.2	2.0	-
56.5	B	66	43.9	44.3	0.4	-	46.0	2.1	-
56.6	B	66	45.2	45.6	0.4	-	47.3	2.1	-
56.7	B	66	47.5	47.9	0.4	-	49.8	2.3	-
57.1	B	66	41.1	41.5	0.4	-	42.8	1.7	-
57.2	B	66	42.6	43.0	0.4	-	45.8	3.2	-
57.3	B	66	44.3	44.7	0.4	-	46.2	1.9	-
57.4	B	66	44.7	45.2	0.5	-	46.7	2.0	-
57.5	B	66	45.4	45.8	0.4	-	47.5	2.1	-
57.6	B	66	46.7	47.1	0.4	-	48.8	2.1	-
57.7	B	66	49.2	49.6	0.4	-	51.5	2.3	-
58.1	B	66	44.6	45.0	0.4	-	47.8	3.2	-
58.2	B	66	49.1	49.5	0.4	-	52.3	3.2	-
58.3	B	66	50.6	51.0	0.4	-	52.5	1.9	-
58.4	B	66	50.9	51.3	0.4	-	52.8	1.9	-
58.5	B	66	51.3	51.7	0.4	-	53.2	1.9	-
58.6	B	66	53.0	53.5	0.5	-	54.7	1.7	-
58.7	B	66	54.4	54.9	0.5	-	56.4	2.0	-
59.1	B	66	41.8	42.3	0.5	-	43.7	1.9	-

Receiver	NAC Category (1)	LA DOTD NAC (dBA)	Existing Year (2012)	Design Year (2037)					
				No Build			Preferred Build		
			LAeq1h (dBA)	LAeq1h (dBA)	Increase over Existing (dBA)	Impact Type (2)	LAeq1h (dBA)	Increase over Existing (dBA)	Impact Type (2)
59.2	B	66	43.6	44.0	0.4	-	47.1	3.5	-
59.3	B	66	45.6	46.0	0.4	-	47.6	2.0	-
59.4	B	66	46.0	46.4	0.4	-	48.1	2.1	-
59.5	B	66	46.8	47.2	0.4	-	48.9	2.1	-
59.6	B	66	48.2	48.6	0.4	-	50.3	2.1	-
59.7	B	66	51.0	51.5	0.5	-	53.0	2.0	-
60.1	B	66	45.5	45.9	0.4	-	48.3	2.8	-
60.2	B	66	49.8	50.3	0.5	-	52.5	2.7	-
60.3	B	66	51.2	51.6	0.4	-	52.8	1.6	-
60.4	B	66	51.5	51.9	0.4	-	53.1	1.6	-
60.5	B	66	52.2	52.6	0.4	-	53.9	1.7	-
60.6	B	66	54.6	55.1	0.5	-	56.1	1.5	-
60.7	B	66	56.3	56.8	0.5	-	58.2	1.9	-
61.1	B	66	41.0	41.4	0.4	-	43.6	2.6	-
61.2	B	66	42.6	43.0	0.4	-	45.8	3.2	-
61.3	B	66	44.4	44.8	0.4	-	46.6	2.2	-
61.4	B	66	45.4	45.9	0.5	-	47.7	2.3	-
61.5	B	66	47.1	47.5	0.4	-	49.3	2.2	-
61.6	B	66	49.8	50.2	0.4	-	52.1	2.3	-
61.7	B	66	53.6	54.0	0.4	-	56.0	2.4	-
62.1	B	66	41.8	42.3	0.5	-	44.1	2.3	-
62.2	B	66	42.3	42.8	0.5	-	44.5	2.2	-
62.3	B	66	44.2	44.7	0.5	-	46.6	2.4	-
62.4	B	66	46.3	46.9	0.6	-	48.8	2.5	-
62.5	B	66	49.3	49.8	0.5	-	51.8	2.5	-
62.6	B	66	53.5	54.0	0.5	-	55.6	2.1	-
62.7	B	66	57.3	57.8	0.5	-	59.6	2.3	-
63.1	B	66	40.9	41.5	0.6	-	43.5	2.6	-
63.2	B	66	42.2	42.7	0.5	-	44.8	2.6	-
63.3	B	66	44.3	44.8	0.5	-	46.6	2.3	-
63.4	B	66	46.6	47.1	0.5	-	48.9	2.3	-
63.5	B	66	49.0	49.5	0.5	-	51.4	2.4	-
63.6	B	66	52.9	53.4	0.5	-	55.2	2.3	-
63.7	B	66	55.5	56.0	0.5	-	57.6	2.1	-
64	C	66	59.1	59.5	0.4	-	63.4	4.3	-
65.1	B	66	38.7	39.2	0.5	-	40.7	2.0	-
65.2	B	66	39.0	39.5	0.5	-	41.0	2.0	-
65.3	B	66	38.8	39.2	0.4	-	40.8	2.0	-
65.4	B	66	39.5	40.0	0.5	-	41.5	2.0	-
65.5	B	66	41.0	41.4	0.4	-	42.9	1.9	-
65.6	B	66	43.6	44.0	0.4	-	45.5	1.9	-
65.7	B	66	46.5	46.9	0.4	-	48.5	2.0	-
66	C	66	44.1	44.5	0.4	-	46.6	2.5	-

Receiver	NAC Category (1)	LA DOTD NAC (dBA)	Existing Year (2012)	Design Year (2037)					
				No Build			Preferred Build		
			LAeq1h (dBA)	LAeq1h (dBA)	Increase over Existing (dBA)	Impact Type (2)	LAeq1h (dBA)	Increase over Existing (dBA)	Impact Type (2)
67.1	B	66	40.2	40.7	0.5	-	42.3	2.1	-
67.2	B	66	39.8	40.3	0.5	-	41.9	2.1	-
67.3	B	66	39.5	39.9	0.4	-	41.5	2.0	-
67.4	B	66	39.6	40.0	0.4	-	41.6	2.0	-
67.5	B	66	41.6	42.0	0.4	-	43.6	2.0	-
67.6	B	66	44.2	44.6	0.4	-	46.2	2.0	-
67.7	B	66	47.6	48.0	0.4	-	49.6	2.0	-
68.1	B	66	40.2	40.7	0.5	-	42.0	1.8	-
68.2	B	66	40.0	40.5	0.5	-	41.9	1.9	-
68.3	B	66	39.5	39.9	0.4	-	41.3	1.8	-
68.4	B	66	41.0	41.4	0.4	-	42.9	1.9	-
68.5	B	66	43.4	43.8	0.4	-	45.3	1.9	-
68.6	B	66	46.2	46.6	0.4	-	48.1	1.9	-
68.7	B	66	50.2	50.6	0.4	-	52.0	1.8	-
69.1	B	66	40.6	41.1	0.5	-	42.6	2.0	-
69.2	B	66	40.3	40.8	0.5	-	42.3	2.0	-
69.3	B	66	40.4	40.9	0.5	-	42.4	2.0	-
69.4	B	66	42.1	42.6	0.5	-	44.2	2.1	-
69.5	B	66	44.9	45.3	0.4	-	46.9	2.0	-
69.6	B	66	48.3	48.8	0.5	-	50.2	1.9	-
69.7	B	66	53.6	54.1	0.5	-	55.7	2.1	-
70.1	B	66	46.7	47.1	0.4	-	49.7	3.0	-
70.2	B	66	51.1	51.6	0.5	-	55.0	3.9	-
70.3	B	66	53.5	54.0	0.5	-	55.7	2.2	-
70.4	B	66	53.9	54.4	0.5	-	56.0	2.1	-
70.5	B	66	54.5	55.0	0.5	-	56.7	2.2	-
70.6	B	66	55.8	56.3	0.5	-	58.0	2.2	-
70.7	B	66	56.2	56.7	0.5	-	58.4	2.2	-
71.1	B	66	47.0	47.5	0.5	-	50.2	3.2	-
71.2	B	66	51.7	52.2	0.5	-	55.5	3.8	-
71.3	B	66	54.0	54.4	0.4	-	56.1	2.1	-
71.4	B	66	54.3	54.8	0.5	-	56.4	2.1	-
71.5	B	66	55.0	55.5	0.5	-	57.2	2.2	-
71.6	B	66	56.2	56.6	0.4	-	58.3	2.1	-
71.7	B	66	56.6	57.1	0.5	-	58.7	2.1	-
72.1	B	66	41.1	41.6	0.5	-	43.1	2.0	-
72.2	B	66	40.6	41.1	0.5	-	42.6	2.0	-
72.3	B	66	40.9	41.4	0.5	-	43.0	2.1	-
72.4	B	66	43.3	43.7	0.4	-	45.2	1.9	-
72.5	B	66	46.7	47.1	0.4	-	48.7	2.0	-
72.6	B	66	50.8	51.2	0.4	-	52.7	1.9	-
72.7	B	66	57.3	57.8	0.5	-	59.2	1.9	-
73.1	B	66	47.6	48.0	0.4	-	50.8	3.2	-

Receiver	NAC Category (1)	LA DOTD NAC (dBA)	Existing Year (2012)	Design Year (2037)					
				No Build			Preferred Build		
			LAeq1h (dBA)	LAeq1h (dBA)	Increase over Existing (dBA)	Impact Type (2)	LAeq1h (dBA)	Increase over Existing (dBA)	Impact Type (2)
73.2	B	66	52.5	52.9	0.4	-	56.1	3.6	-
73.3	B	66	54.5	54.9	0.4	-	56.6	2.1	-
73.4	B	66	54.8	55.3	0.5	-	56.9	2.1	-
73.5	B	66	55.5	56.0	0.5	-	57.7	2.2	-
73.6	B	66	56.5	57.0	0.5	-	58.7	2.2	-
73.7	B	66	56.9	57.4	0.5	-	59.1	2.2	-
74.1	B	66	40.6	41.0	0.4	-	42.4	1.8	-
74.2	B	66	40.0	40.4	0.4	-	41.8	1.8	-
74.3	B	66	40.5	40.9	0.4	-	42.4	1.9	-
74.4	B	66	43.3	43.8	0.5	-	45.1	1.8	-
74.5	B	66	46.8	47.2	0.4	-	48.6	1.8	-
74.6	B	66	51.8	52.3	0.5	-	53.7	1.9	-
74.7	B	66	57.4	57.8	0.4	-	59.3	1.9	-
75.1	B	66	48.5	49.0	0.5	-	51.9	3.4	-
75.2	B	66	53.6	54.1	0.5	-	56.9	3.3	-
75.3	B	66	55.2	55.7	0.5	-	57.3	2.1	-
75.4	B	66	55.5	56.0	0.5	-	57.6	2.1	-
75.5	B	66	56.3	56.8	0.5	-	58.4	2.1	-
75.6	B	66	57.1	57.6	0.5	-	59.2	2.1	-
75.7	B	66	57.5	58.0	0.5	-	59.8	2.3	-
76	E	71	57.9	58.3	0.4	-	62.3	4.4	-
77.1	B	66	49.6	50.0	0.4	-	53.1	3.5	-
77.2	B	66	54.7	55.2	0.5	-	57.7	3.0	-
77.3	B	66	56.0	56.5	0.5	-	58.1	2.1	-
77.4	B	66	56.4	56.8	0.4	-	58.5	2.1	-
77.5	B	66	57.1	57.6	0.5	-	59.3	2.2	-
77.6	B	66	57.6	58.1	0.5	-	59.8	2.2	-
77.7	B	66	58.1	58.6	0.5	-	60.3	2.2	-
78.1	B	66	48.1	48.6	0.5	-	51.8	3.7	-
78.2	B	66	53.2	53.6	0.4	-	56.1	2.9	-
78.3	B	66	54.7	55.1	0.4	-	56.8	2.1	-
78.4	B	66	55.1	55.6	0.5	-	57.2	2.1	-
78.5	B	66	56.0	56.5	0.5	-	58.2	2.2	-
78.6	B	66	56.8	57.2	0.4	-	58.9	2.1	-
78.7	B	66	57.4	57.9	0.5	-	59.5	2.1	-
79.1	B	66	48.4	48.9	0.5	-	51.4	3.0	-
79.2	B	66	53.0	53.5	0.5	-	56.7	3.7	-
80.1	B	66	48.8	49.3	0.5	-	51.9	3.1	-
80.2	B	66	53.6	54.0	0.4	-	57.0	3.4	-
81.1	B	66	47.2	47.8	0.6	-	50.0	2.8	-
81.2	B	66	51.1	51.6	0.5	-	54.7	3.6	-
82.1	B	66	46.8	47.3	0.5	-	49.5	2.7	-
82.2	B	66	50.4	50.9	0.5	-	53.9	3.5	-

Receiver	NAC Category (1)	LA DOTD NAC (dBA)	Existing Year (2012)	Design Year (2037)					
				No Build			Preferred Build		
			LAeq1h (dBA)	LAeq1h (dBA)	Increase over Existing (dBA)	Impact Type (2)	LAeq1h (dBA)	Increase over Existing (dBA)	Impact Type (2)
83.1	B	66	51.3	51.7	0.4	-	54.8	3.5	-
83.2	B	66	56.8	57.2	0.4	-	59.5	2.7	-
84.1	B	66	50.0	50.5	0.5	-	53.7	3.7	-
84.2	B	66	55.6	56.0	0.4	-	58.1	2.5	-
85.1	B	66	43.9	44.6	0.7	-	56.9	13.0	SI
85.2	B	66	47.4	48.0	0.6	-	50.3	2.9	-
86.1	B	66	43.4	44.1	0.7	-	46.5	3.1	-
86.2	B	66	46.7	47.6	0.9	-	49.4	2.7	-
87.1	B	66	47.0	47.7	0.7	-	49.7	2.7	-
87.2	B	66	50.3	51.0	0.7	-	53.7	3.4	-
88.1	B	66	47.0	47.8	0.8	-	49.7	2.7	-
88.2	B	66	50.4	51.1	0.7	-	53.6	3.2	-
89	C	66	54.7	55.1	0.4	-	57.6	2.9	-
90.1	B	66	47.3	48.0	0.7	-	50.1	2.8	-
90.2	B	66	51.0	51.7	0.7	-	54.2	3.2	-
91.1	B	66	47.7	48.4	0.7	-	50.4	2.7	-
91.2	B	66	51.5	52.2	0.7	-	54.7	3.2	-
92.1	B	66	41.9	42.7	0.8	-	44.1	2.2	-
92.2	B	66	44.4	45.3	0.9	-	46.5	2.1	-
93.1	B	66	49.9	51.1	1.2	-	52.5	2.6	-
93.2	B	66	53.2	54.4	1.2	-	56.2	3.0	-
94.1	B	66	42.3	43.0	0.7	-	44.4	2.1	-
94.2	B	66	44.6	45.6	1.0	-	46.8	2.2	-
95.1	B	66	49.7	50.9	1.2	-	52.3	2.6	-
95.2	B	66	53.0	54.2	1.2	-	55.9	2.9	-
96.1	B	66	54.3	55.7	1.4	-	56.7	2.4	-
96.2	B	66	55.5	57.0	1.5	-	58.4	2.9	-
97.1	B	66	50.8	51.3	0.5	-	54.5	3.7	-
97.2	B	66	55.3	55.8	0.5	-	57.8	2.5	-
98.1	B	66	51.7	52.2	0.5	-	55.4	3.7	-
98.2	B	66	56.4	56.9	0.5	-	58.9	2.5	-
99.1	B	66	53.9	55.4	1.5	-	56.4	2.5	-
99.2	B	66	55.4	56.8	1.4	-	58.2	2.8	-
100.1	B	66	45.8	47.2	1.4	-	47.9	2.1	-
100.2	B	66	48.7	50.2	1.5	-	51.0	2.3	-
101	C	66	52.4	53.0	0.6	-	55.9	3.5	-
102.1	B	66	47.1	48.5	1.4	-	49.3	2.2	-
102.2	B	66	49.3	50.8	1.5	-	51.6	2.3	-
103.1	B	66	51.7	52.7	1.0	-	54.6	2.9	-
103.2	B	66	55.1	56.2	1.1	-	57.8	2.7	-
104.1	B	66	51.5	52.5	1.0	-	54.5	3.0	-
104.2	B	66	54.6	55.6	1.0	-	57.3	2.7	-
105	B	66	56.0	57.9	1.9	-	58.6	2.6	-

Receiver	NAC Category (1)	LA DOTD NAC (dBA)	Existing Year (2012)	Design Year (2037)					
				No Build			Preferred Build		
			LAeq1h (dBA)	LAeq1h (dBA)	Increase over Existing (dBA)	Impact Type (2)	LAeq1h (dBA)	Increase over Existing (dBA)	Impact Type (2)
106	B	66	51.5	52.9	1.4	-	54.0	2.5	-
107	B	66	50.8	52.1	1.3	-	53.2	2.4	-
108	B	66	61.1	62.3	1.2	-	65.1	4.0	-
109	B	66	49.1	50.3	1.2	-	51.5	2.4	-
110	B	66	59.3	60.1	0.8	-	63.7	4.4	-
111	B	66	58.8	59.4	0.6	-	63.2	4.4	-
112	B	66	55.3	56.1	0.8	-	58.9	3.6	-
113	B	66	57.9	58.5	0.6	-	62.3	4.4	-
114	B	66	56.3	57.0	0.7	-	59.9	3.6	-
115	B	66	57.2	57.9	0.7	-	60.9	3.7	-
116	B	66	58.3	59.0	0.7	-	62.5	4.2	-
117	B	66	58.9	59.6	0.7	-	63.0	4.1	-
118	B	66	59.3	60.0	0.7	-	63.5	4.2	-
119	B	66	60.0	60.8	0.8	-	64.0	4.0	-
120	B	66	60.8	62.1	1.3	-	63.1	2.3	-
121	B	66	61.0	62.1	1.1	-	64.6	3.6	-
122	E	71	70.7	72.1	1.4	SL	73.2	2.5	SL
123	B	66	62.0	63.5	1.5	-	65.4	3.4	-
124	B	66	64.2	65.8	1.6	-	66.9	2.7	SL
125	C	66	56.0	56.7	0.7	-	59.5	3.5	-
126	C	66	57.6	58.2	0.6	-	61.9	4.3	-
127	C	66	54.9	55.5	0.6	-	58.3	3.4	-
128	C	66	47.7	48.2	0.5	-	50.4	2.7	-
129.1	B	66	55.0	55.5	0.5	-	57.3	2.3	-
129.2	B	66	60.5	61.0	0.5	-	62.3	1.8	-
130.1	B	66	56.2	56.7	0.5	-	58.6	2.4	-
130.2	B	66	61.4	61.9	0.5	-	63.4	2.0	-
131.1	B	66	57.2	57.7	0.5	-	59.9	2.7	-
131.2	B	66	62.5	63.0	0.5	-	64.6	2.1	-
132.1	B	66	57.9	58.4	0.5	-	60.5	2.6	-
132.2	B	66	62.9	63.4	0.5	-	65.0	2.1	-
133.1	B	66	48.7	49.2	0.5	-	50.8	2.1	-
133.2	B	66	50.8	51.3	0.5	-	52.9	2.1	-
134.1	B	66	49.1	49.6	0.5	-	51.4	2.3	-
134.2	B	66	51.4	51.9	0.5	-	53.4	2.0	-
135.1	B	66	49.4	49.9	0.5	-	51.9	2.5	-
135.2	B	66	51.4	51.9	0.5	-	53.5	2.1	-
136.1	B	66	49.0	49.5	0.5	-	51.4	2.4	-
136.2	B	66	51.2	51.7	0.5	-	53.3	2.1	-
137.1	B	66	50.5	51.0	0.5	-	52.5	2.0	-
137.2	B	66	53.2	53.7	0.5	-	55.3	2.1	-
138.1	B	66	51.2	51.6	0.4	-	53.4	2.2	-
138.2	B	66	54.6	55.0	0.4	-	56.7	2.1	-

Receiver	NAC Category (1)	LA DOTD NAC (dBA)	Existing Year (2012)	Design Year (2037)					
				No Build			Preferred Build		
			LAeq1h (dBA)	LAeq1h (dBA)	Increase over Existing (dBA)	Impact Type (2)	LAeq1h (dBA)	Increase over Existing (dBA)	Impact Type (2)
139.1	B	66	58.3	58.7	0.4	-	61.0	2.7	-
139.2	B	66	63.7	64.1	0.4	-	65.8	2.1	-
140.1	B	66	52.7	53.1	0.4	-	55.1	2.4	-
140.2	B	66	56.9	57.3	0.4	-	59.1	2.2	-
141.1	B	66	50.6	51.1	0.5	-	52.6	2.0	-
141.2	B	66	53.5	54.0	0.5	-	55.7	2.2	-
142.1	B	66	58.7	59.1	0.4	-	62.8	4.1	-
142.2	B	66	63.6	64.0	0.4	-	65.7	2.1	-
143.1	B	66	51.2	51.7	0.5	-	53.4	2.2	-
143.2	B	66	54.8	55.2	0.4	-	56.9	2.1	-
144.1	B	66	49.3	49.8	0.5	-	51.3	2.0	-
144.2	B	66	51.7	52.2	0.5	-	53.9	2.2	-
145.1	B	66	49.7	50.2	0.5	-	51.7	2.0	-
145.2	B	66	51.9	52.4	0.5	-	54.0	2.1	-
146	C	66	51.6	52.0	0.4	-	53.7	2.1	-
147.1	B	66	58.8	59.2	0.4	-	63.4	4.6	-
147.2	B	66	63.5	63.9	0.4	-	65.6	2.1	-
148.1	B	66	50.6	51.1	0.5	-	52.7	2.1	-
148.2	B	66	53.8	54.2	0.4	-	56.1	2.3	-
149.1	B	66	50.6	51.1	0.5	-	52.7	2.1	-
149.2	B	66	53.9	54.4	0.5	-	56.1	2.2	-
150.1	B	66	58.9	59.2	0.3	-	63.5	4.6	-
150.2	B	66	63.5	63.9	0.4	-	65.6	2.1	-
151.1	B	66	49.7	50.2	0.5	-	51.7	2.0	-
151.2	B	66	51.9	52.3	0.4	-	54.0	2.1	-
152.1	B	66	49.4	49.8	0.4	-	51.3	1.9	-
152.2	B	66	51.5	51.9	0.4	-	53.5	2.0	-
153.1	B	66	49.9	50.4	0.5	-	52.0	2.1	-
153.2	B	66	52.6	53.1	0.5	-	54.9	2.3	-
154.1	B	66	49.9	50.4	0.5	-	51.9	2.0	-
154.2	B	66	52.6	53.1	0.5	-	54.9	2.3	-
155.1	B	66	48.8	49.3	0.5	-	50.8	2.0	-
155.2	B	66	50.6	51.1	0.5	-	52.7	2.1	-
156.1	B	66	49.0	49.5	0.5	-	51.0	2.0	-
156.2	B	66	51.2	51.7	0.5	-	53.2	2.0	-
157.1	B	66	51.0	51.3	0.3	-	54.7	3.7	-
157.2	B	66	57.1	57.4	0.3	-	59.0	1.9	-
158.1	B	66	50.3	50.6	0.3	-	53.9	3.6	-
158.2	B	66	56.5	56.8	0.3	-	58.5	2.0	-
159.1	B	66	49.3	49.8	0.5	-	51.4	2.1	-
159.2	B	66	52.4	52.9	0.5	-	55.7	3.3	-
160.1	B	66	50.0	50.4	0.4	-	52.3	2.3	-
160.2	B	66	53.8	54.3	0.5	-	56.9	3.1	-

Receiver	NAC Category (1)	LA DOTD NAC (dBA)	Existing Year (2012)	Design Year (2037)					
				No Build			Preferred Build		
			LAeq1h (dBA)	LAeq1h (dBA)	Increase over Existing (dBA)	Impact Type (2)	LAeq1h (dBA)	Increase over Existing (dBA)	Impact Type (2)
161.1	B	66	49.3	49.8	0.5	-	51.6	2.3	-
161.2	B	66	52.6	53.1	0.5	-	56.2	3.6	-
162	C	66	54.4	54.8	0.4	-	58.2	3.8	-
163.1	B	66	58.4	58.8	0.4	-	62.8	4.4	-
163.2	B	66	63.2	63.6	0.4	-	65.2	2.0	-
164	C	66	48.9	49.3	0.4	-	52.0	3.1	-
165.1	B	66	42.3	42.8	0.5	-	44.2	1.9	-
165.2	B	66	44.6	45.1	0.5	-	46.6	2.0	-
166.1	B	66	58.2	58.6	0.4	-	62.2	4.0	-
166.2	B	66	63.2	63.6	0.4	-	65.2	2.0	-
167.1	B	66	50.3	50.7	0.4	-	54.5	4.2	-
167.2	B	66	55.9	56.2	0.3	-	58.0	2.1	-
168.1	B	66	50.0	50.4	0.4	-	54.0	4.0	-
168.2	B	66	55.4	55.8	0.4	-	57.8	2.4	-
169.1	B	66	43.4	43.9	0.5	-	45.4	2.0	-
169.2	B	66	43.8	44.3	0.5	-	45.8	2.0	-
170.1	B	66	48.9	49.2	0.3	-	51.9	3.0	-
170.2	B	66	54.0	54.4	0.4	-	56.9	2.9	-
171.1	B	66	48.5	48.9	0.4	-	51.9	3.4	-
171.2	B	66	53.5	53.8	0.3	-	56.5	3.0	-
172.1	B	66	45.8	46.2	0.4	-	48.2	2.4	-
172.2	B	66	49.9	50.3	0.4	-	52.1	2.2	-
173.1	B	66	42.4	42.8	0.4	-	44.4	2.0	-
173.2	B	66	43.0	43.4	0.4	-	45.0	2.0	-
174.1	B	66	43.9	44.3	0.4	-	46.0	2.1	-
174.2	B	66	46.9	47.3	0.4	-	49.5	2.6	-
175.1	B	66	46.3	46.6	0.3	-	48.7	2.4	-
175.2	B	66	51.4	51.8	0.4	-	53.5	2.1	-
176.1	B	66	43.6	44.0	0.4	-	45.5	1.9	-
176.2	B	66	45.9	46.3	0.4	-	48.6	2.7	-
177.1	B	66	47.6	47.9	0.3	-	50.2	2.6	-
177.2	B	66	53.1	53.5	0.4	-	55.1	2.0	-
178.1	B	66	49.5	49.8	0.3	-	52.5	3.0	-
178.2	B	66	55.1	55.5	0.4	-	57.1	2.0	-
179.1	B	66	49.6	49.9	0.3	-	52.7	3.1	-
179.2	B	66	55.3	55.7	0.4	-	57.4	2.1	-
180.1	B	66	50.0	50.3	0.3	-	53.2	3.2	-
180.2	B	66	55.9	56.3	0.4	-	57.9	2.0	-
181.1	B	66	50.5	50.8	0.3	-	53.8	3.3	-
181.2	B	66	56.4	56.7	0.3	-	58.4	2.0	-
182.1	B	66	43.5	44.0	0.5	-	45.5	2.0	-
182.2	B	66	45.4	45.9	0.5	-	47.5	2.1	-
183.1	B	66	39.6	40.0	0.4	-	41.6	2.0	-

Receiver	NAC Category (1)	LA DOTD NAC (dBA)	Existing Year (2012)	Design Year (2037)					
				No Build			Preferred Build		
			LAeq1h (dBA)	LAeq1h (dBA)	Increase over Existing (dBA)	Impact Type (2)	LAeq1h (dBA)	Increase over Existing (dBA)	Impact Type (2)
183.2	B	66	40.6	41.0	0.4	-	43.0	2.4	-
184.1	B	66	43.5	44.0	0.5	-	45.2	1.7	-
184.2	B	66	44.3	44.8	0.5	-	46.2	1.9	-
185.1	B	66	43.0	43.4	0.4	-	45.0	2.0	-
185.2	B	66	43.5	43.9	0.4	-	45.5	2.0	-
186.1	B	66	42.8	43.2	0.4	-	44.8	2.0	-
186.2	B	66	43.1	43.6	0.5	-	45.1	2.0	-
187.1	B	66	52.0	52.3	0.3	-	54.7	2.7	-
187.2	B	66	57.6	58.0	0.4	-	59.7	2.1	-
188.1	B	66	40.6	41.1	0.5	-	42.6	2.0	-
188.2	B	66	41.1	41.6	0.5	-	43.3	2.2	-
189.1	B	66	52.3	52.6	0.3	-	55.0	2.7	-
189.2	B	66	58.0	58.4	0.4	-	60.1	2.1	-
190.1	B	66	41.6	42.0	0.4	-	44.0	2.4	-
190.2	B	66	43.8	44.2	0.4	-	46.3	2.5	-
191.1	B	66	43.8	44.1	0.3	-	46.4	2.6	-
191.2	B	66	48.3	48.7	0.4	-	52.6	4.3	-
192.1	B	66	52.4	52.7	0.3	-	55.0	2.6	-
192.2	B	66	58.3	58.7	0.4	-	60.5	2.2	-
193.1	B	66	44.1	44.5	0.4	-	46.8	2.7	-
193.2	B	66	48.7	49.1	0.4	-	52.7	4.0	-
194.1	B	66	44.4	44.8	0.4	-	47.1	2.7	-
194.2	B	66	48.9	49.3	0.4	-	52.8	3.9	-
195.1	B	66	41.6	42.1	0.5	-	43.9	2.3	-
195.2	B	66	43.9	44.3	0.4	-	46.4	2.5	-
196.1	B	66	52.2	52.6	0.4	-	54.4	2.2	-
196.2	B	66	58.2	58.6	0.4	-	60.5	2.3	-
197.1	B	66	61.4	61.8	0.4	-	64.6	3.2	-
197.2	B	66	62.7	63.1	0.4	-	64.8	2.1	-
197.3	B	66	62.9	63.3	0.4	-	65.2	2.3	-
198.1	B	66	60.6	61.0	0.4	-	62.9	2.3	-
198.2	B	66	60.9	61.3	0.4	-	63.3	2.4	-
198.3	B	66	61.2	61.6	0.4	-	63.6	2.4	-
199.1	B	66	59.2	59.7	0.5	-	62.5	3.3	-
199.2	B	66	60.5	60.9	0.4	-	62.6	2.1	-
199.3	B	66	61.1	61.5	0.4	-	63.4	2.3	-
200.1	B	66	60.5	60.9	0.4	-	62.9	2.4	-
200.2	B	66	60.8	61.2	0.4	-	63.1	2.3	-
200.3	B	66	61.6	62.0	0.4	-	64.1	2.5	-
201	B	66	57.5	57.9	0.4	-	61.1	3.6	-
202	B	66	53.8	54.2	0.4	-	57.2	3.4	-
203	B	66	49.2	49.6	0.4	-	51.5	2.3	-
204	B	66	49.2	49.6	0.4	-	51.4	2.2	-

Receiver	NAC Category (1)	LA DOTD NAC (dBA)	Existing Year (2012)	Design Year (2037)					
				No Build			Preferred Build		
			LAeq1h (dBA)	LAeq1h (dBA)	Increase over Existing (dBA)	Impact Type (2)	LAeq1h (dBA)	Increase over Existing (dBA)	Impact Type (2)
205	B	66	49.9	50.3	0.4	-	52.1	2.2	-
206	B	66	68.3	68.7	0.4	SL	70.7	2.4	SL
207	B	66	49.0	49.4	0.4	-	51.1	2.1	-
208	B	66	68.3	68.7	0.4	SL	70.7	2.4	SL
209	B	66	50.3	50.7	0.4	-	52.5	2.2	-
210	B	66	52.1	52.5	0.4	-	55.3	3.2	-
211	B	66	50.1	50.5	0.4	-	52.3	2.2	-
212	B	66	55.5	55.9	0.4	-	59.2	3.7	-
213	B	66	68.4	68.8	0.4	SL	70.8	2.4	SL
214	B	66	49.6	50.0	0.4	-	51.8	2.2	-
215	B	66	68.3	68.7	0.4	SL	70.7	2.4	SL
216	B	66	49.1	49.5	0.4	-	51.3	2.2	-
217	B	66	68.3	68.7	0.4	SL	70.7	2.4	SL
218	B	66	54.6	55.0	0.4	-	58.7	4.1	-
219	B	66	55.9	56.3	0.4	-	59.7	3.8	-
220	B	66	68.3	68.7	0.4	SL	70.8	2.5	SL
221	B	66	58.2	58.6	0.4	-	61.5	3.3	-
222	B	66	60.1	60.5	0.4	-	62.8	2.7	-
223	B	66	63.0	63.4	0.4	-	65.2	2.2	-
224	B	66	54.5	54.9	0.4	-	59.0	4.5	-
225	B	66	64.9	65.3	0.4	-	67.2	2.3	SL
226	B	66	55.8	56.2	0.4	-	59.9	4.1	-
227	B	66	58.2	58.6	0.4	-	61.7	3.5	-
228	B	66	60.0	60.5	0.5	-	63.0	3.0	-
229	B	66	54.6	55.0	0.4	-	59.0	4.4	-
230	B	66	62.7	63.2	0.5	-	65.2	2.5	-
231	B	66	55.8	56.2	0.4	-	59.9	4.1	-
232	B	66	64.9	65.3	0.4	-	67.3	2.4	SL
233	B	66	58.2	58.6	0.4	-	61.6	3.4	-
234	B	66	60.1	60.5	0.4	-	63.0	2.9	-
235	B	66	58.5	58.9	0.4	-	63.3	4.8	-
236	B	66	62.9	63.3	0.4	-	65.2	2.3	-
237	B	66	64.8	65.3	0.5	-	67.2	2.4	SL
238	B	66	59.6	60.0	0.4	-	64.0	4.4	-
239	B	66	61.1	61.5	0.4	-	64.8	3.7	-
240	B	66	62.4	62.8	0.4	-	65.5	3.1	-
241	B	66	63.9	64.3	0.4	-	66.4	2.5	SL
242	B	66	65.1	65.6	0.5	-	67.7	2.6	SL
243.1	B	66	60.8	61.3	0.5	-	65.5	4.7	-
243.2	B	66	63.4	63.8	0.4	-	65.9	2.5	-
244.1	B	66	62.8	63.2	0.4	-	66.7	3.9	SL
244.2	B	66	64.5	64.9	0.4	-	66.9	2.4	SL
245.1	B	66	65.6	66.0	0.4	SL	68.3	2.7	SL

Receiver	NAC Category (1)	LA DOTD NAC (dBA)	Existing Year (2012)	Design Year (2037)					
				No Build			Preferred Build		
			LAeq1h (dBA)	LAeq1h (dBA)	Increase over Existing (dBA)	Impact Type (2)	LAeq1h (dBA)	Increase over Existing (dBA)	Impact Type (2)
245.2	B	66	66.1	66.5	0.4	SL	68.5	2.4	SL
246.1	B	66	67.3	67.8	0.5	SL	69.8	2.5	SL
246.2	B	66	67.6	68.0	0.4	SL	70.1	2.5	SL
247	B	66	50.6	51.0	0.4	-	54.1	3.5	-
248	B	66	50.8	51.2	0.4	-	54.4	3.6	-
249	B	66	51.1	51.5	0.4	-	54.8	3.7	-
250	B	66	51.4	51.8	0.4	-	55.1	3.7	-
251	B	66	51.6	52.0	0.4	-	55.5	3.9	-
252	B	66	50.3	50.7	0.4	-	53.9	3.6	-
253	B	66	50.1	50.4	0.3	-	53.7	3.6	-
254.1	B	66	61.9	62.3	0.4	-	66.7	4.8	SL
254.2	B	66	64.0	64.4	0.4	-	66.9	2.9	SL
255	B	66	49.9	50.2	0.3	-	53.5	3.6	-
256.1	B	66	64.2	64.6	0.4	-	67.8	3.6	SL
256.2	B	66	65.2	65.6	0.4	-	68.0	2.8	SL
257	B	66	49.7	50.0	0.3	-	53.3	3.6	-
258.1	B	66	66.4	66.8	0.4	SL	69.2	2.8	SL
258.2	B	66	66.6	67.0	0.4	SL	69.4	2.8	SL
259.1	B	66	67.9	68.4	0.5	SL	70.7	2.8	SL
259.2	B	66	68.2	68.6	0.4	SL	71.0	2.8	SL
260	B	66	49.4	49.8	0.4	-	53.1	3.7	-
261	B	66	49.2	49.6	0.4	-	52.8	3.6	-
262	B	66	48.3	48.7	0.4	-	51.8	3.5	-
263	B	66	58.8	59.1	0.3	-	65.0	6.2	-
264	B	66	48.0	48.4	0.4	-	51.5	3.5	-
265	B	66	47.8	48.1	0.3	-	51.4	3.6	-
266	B	66	47.5	47.9	0.4	-	51.1	3.6	-
267	B	66	58.4	58.8	0.4	-	65.1	6.7	-
268	B	66	47.3	47.7	0.4	-	50.9	3.6	-
269	B	66	47.0	47.4	0.4	-	50.6	3.6	-
270	B	66	57.9	58.3	0.4	-	65.0	7.1	-
271	B	66	46.8	47.2	0.4	-	50.4	3.6	-
272	B	66	57.4	57.8	0.4	-	65.0	7.6	-
273	B	66	45.9	46.3	0.4	-	49.6	3.7	-
274	B	66	45.7	46.1	0.4	-	49.4	3.7	-
275	B	66	45.6	46.0	0.4	-	49.2	3.6	-
276	B	66	45.4	45.8	0.4	-	49.0	3.6	-
277	B	66	45.2	45.6	0.4	-	48.8	3.6	-
F280.1	B	66	NA (2)	57.2	NA (3)	-	61.1	NA (3)	-
F280.2	B	66	NA (2)	62.8	NA (3)	-	64.5	NA (3)	-
F280.3	B	66	NA (2)	63.1	NA (3)	-	64.7	NA (3)	-
F280.4	B	66	NA (2)	63.3	NA (3)	-	64.8	NA (3)	-

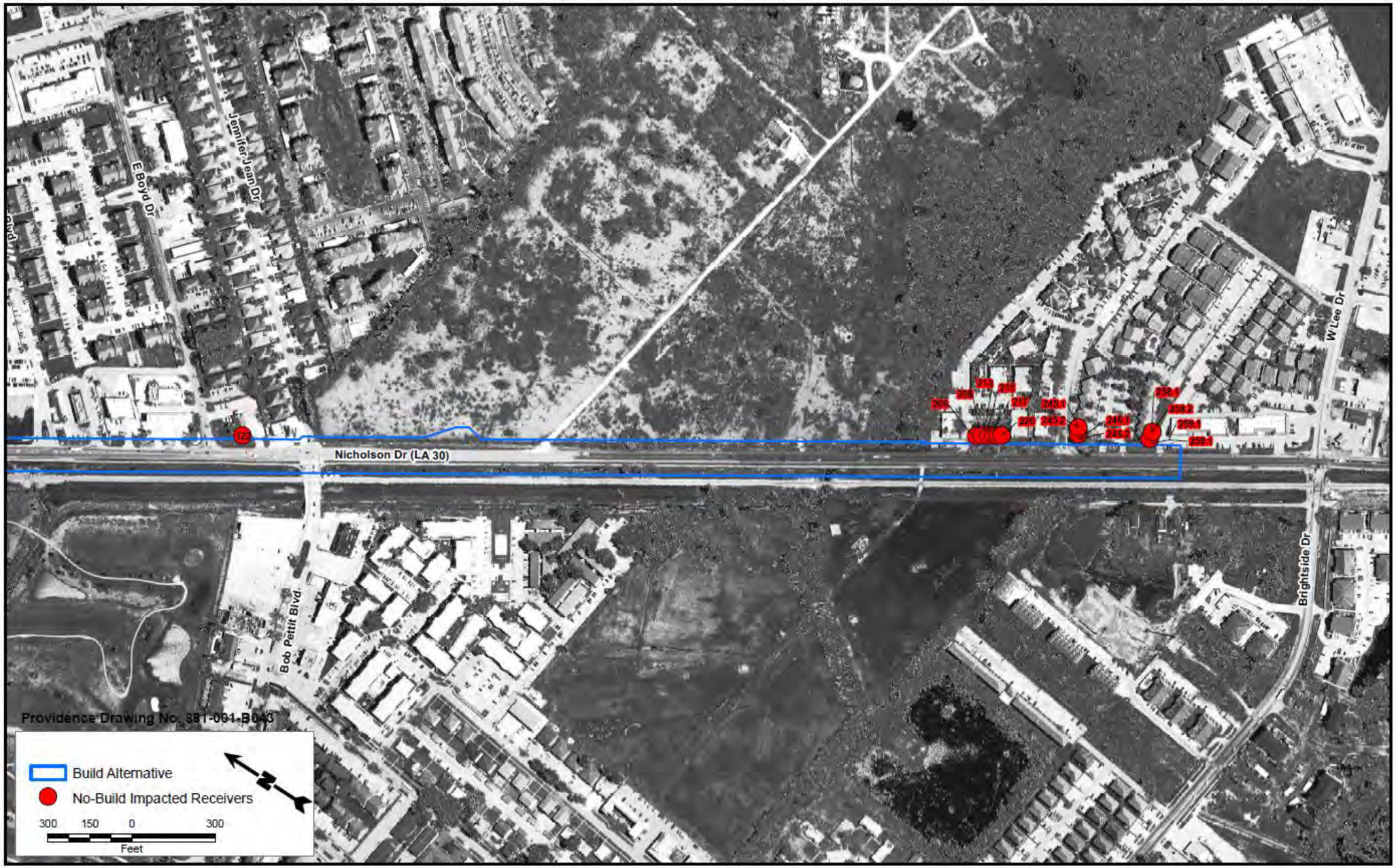
Receiver	NAC Category (1)	LA DOTD NAC (dBA)	Existing Year (2012)	Design Year (2037)					
				No Build			Preferred Build		
			LAeq1h (dBA)	LAeq1h (dBA)	Increase over Existing (dBA)	Impact Type (2)	LAeq1h (dBA)	Increase over Existing (dBA)	Impact Type (2)
F280.5	B	66	NA (2)	63.4	NA (3)	-	64.9	NA (3)	-
F280.6	B	66	NA (2)	63.5	NA (3)	-	65.1	NA (3)	-
F280.7	B	66	NA (2)	63.5	NA (3)	-	65.2	NA (3)	-
F280.8	B	66	NA (2)	63.5	NA (3)	-	65.2	NA (3)	-
F280.9	B	66	NA (2)	63.4	NA (3)	-	65.1	NA (3)	-
F280.10	B	66	NA (2)	63.3	NA (3)	-	65.1	NA (3)	-
F280.11	B	66	NA (2)	63.3	NA (3)	-	65.1	NA (3)	-
F280.12	B	66	NA (2)	63.3	NA (3)	-	65.1	NA (3)	-
F280.13	B	66	NA (2)	63.4	NA (3)	-	65.1	NA (3)	-
F280.14	B	66	NA (2)	63.4	NA (3)	-	65.1	NA (3)	-
F280.15	B	66	NA (2)	63.3	NA (3)	-	65.0	NA (3)	-
F280.16	B	66	NA (2)	63.3	NA (3)	-	64.9	NA (3)	-
F280.17	B	66	NA (2)	63.3	NA (3)	-	64.8	NA (3)	-
F281.1	B	66	NA (2)	56.2	NA (3)	-	59.9	NA (3)	-
F281.2	B	66	NA (2)	61.7	NA (3)	-	63.8	NA (3)	-
F281.3	B	66	NA (2)	62.6	NA (3)	-	64.1	NA (3)	-
F281.4	B	66	NA (2)	62.7	NA (3)	-	64.2	NA (3)	-
F281.5	B	66	NA (2)	62.8	NA (3)	-	64.3	NA (3)	-
F281.6	B	66	NA (2)	62.9	NA (3)	-	64.5	NA (3)	-
F281.7	B	66	NA (2)	63.0	NA (3)	-	64.6	NA (3)	-
F281.8	B	66	NA (2)	63.0	NA (3)	-	64.7	NA (3)	-
F281.9	B	66	NA (2)	62.9	NA (3)	-	64.7	NA (3)	-
F281.10	B	66	NA (2)	62.8	NA (3)	-	64.6	NA (3)	-
F281.11	B	66	NA (2)	62.8	NA (3)	-	64.6	NA (3)	-
F281.12	B	66	NA (2)	62.8	NA (3)	-	64.6	NA (3)	-
F281.13	B	66	NA (2)	62.9	NA (3)	-	64.6	NA (3)	-
F281.14	B	66	NA (2)	63.0	NA (3)	-	64.7	NA (3)	-
F281.15	B	66	NA (2)	63.0	NA (3)	-	64.6	NA (3)	-
F281.16	B	66	NA (2)	62.9	NA (3)	-	64.6	NA (3)	-

Receiver	NAC Category (1)	LA DOTD NAC (dBA)	Existing Year (2012)	Design Year (2037)					
				No Build			Preferred Build		
			LAeq1h (dBA)	LAeq1h (dBA)	Increase over Existing (dBA)	Impact Type (2)	LAeq1h (dBA)	Increase over Existing (dBA)	Impact Type (2)
F281.17	B	66	NA (2)	62.9	NA (3)	-	64.5	NA (3)	-
F282.1	B	66	NA (2)	55.0	NA (3)	-	58.4	NA (3)	-
F282.2	B	66	NA (2)	60.3	NA (3)	-	62.9	NA (3)	-
F282.3	B	66	NA (2)	61.7	NA (3)	-	63.2	NA (3)	-
F282.4	B	66	NA (2)	61.9	NA (3)	-	63.4	NA (3)	-
F282.5	B	66	NA (2)	62.0	NA (3)	-	63.5	NA (3)	-
F282.6	B	66	NA (2)	62.1	NA (3)	-	63.6	NA (3)	-
F282.7	B	66	NA (2)	62.2	NA (3)	-	63.8	NA (3)	-
F282.8	B	66	NA (2)	62.2	NA (3)	-	63.9	NA (3)	-
F282.9	B	66	NA (2)	62.2	NA (3)	-	63.9	NA (3)	-
F282.10	B	66	NA (2)	62.2	NA (3)	-	63.9	NA (3)	-
F282.11	B	66	NA (2)	62.1	NA (3)	-	63.9	NA (3)	-
F282.12	B	66	NA (2)	62.1	NA (3)	-	63.8	NA (3)	-
F282.13	B	66	NA (2)	62.1	NA (3)	-	63.9	NA (3)	-
F282.14	B	66	NA (2)	62.3	NA (3)	-	64.1	NA (3)	-
F282.15	B	66	NA (2)	62.4	NA (3)	-	64.1	NA (3)	-
F282.16	B	66	NA (2)	62.4	NA (3)	-	64.1	NA (3)	-
F282.17	B	66	NA (2)	62.4	NA (3)	-	64.0	NA (3)	-
F282.18	B	66	NA (2)	62.3	NA (3)	-	64.0	NA (3)	-
F283	C	66	NA (2)	50.8	NA (3)	-	53.8	NA (3)	-

NOTES:

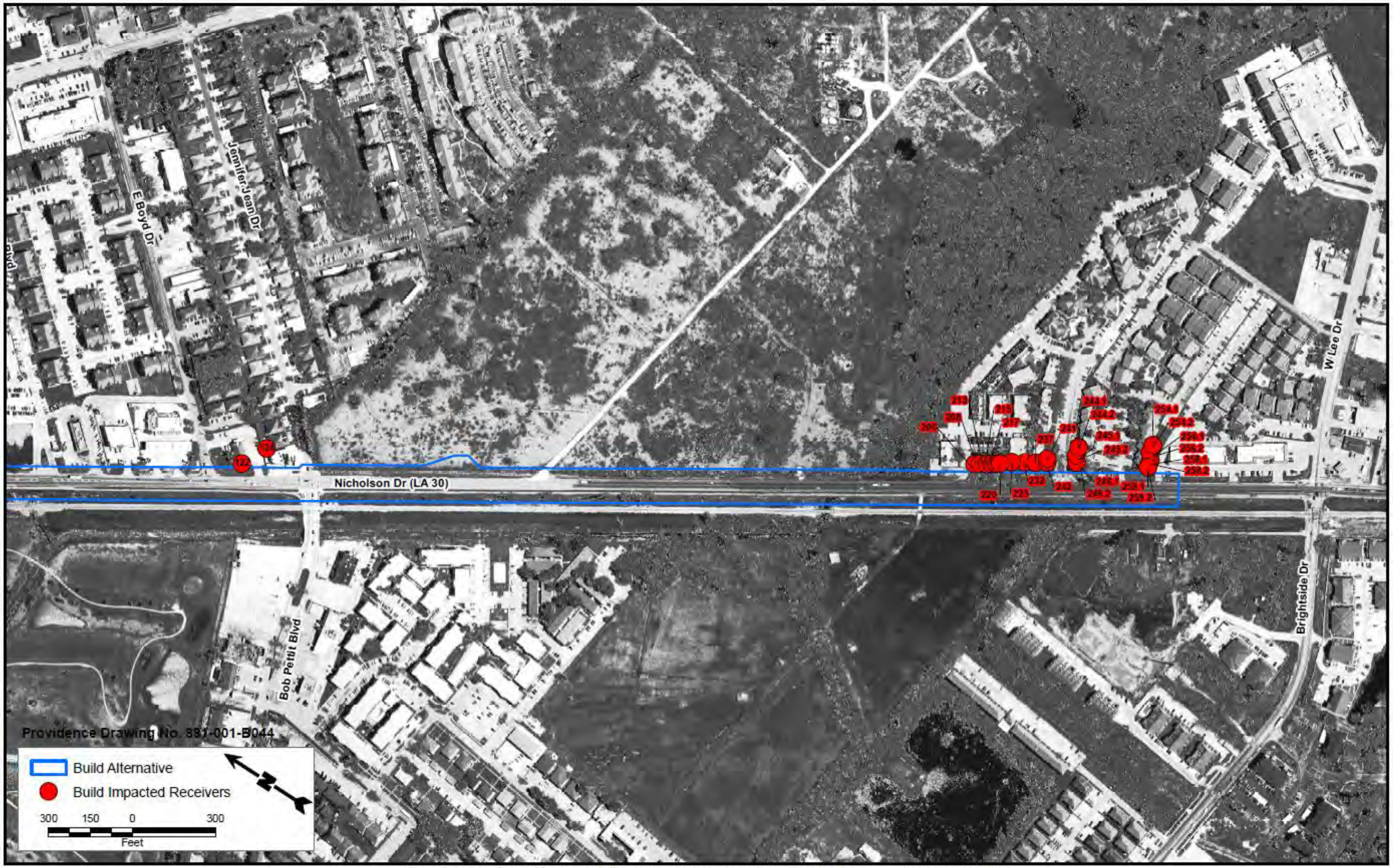
1. NAC Categories are defined in Table 2.
2. Impact types include SL or SI.
3. These receivers represent proposed future receivers as part of a planned development, Summit at Southgate. Not Applicable (NA).

FIGURE 6
2037 NO-BUILD IMPACTED RECEIVERS



Base map was obtained from Shread-Kuyrkendall & Assoc. dated 8/16/16.

FIGURE 7
2037 BUILD IMPACTED RECEIVERS



Base map was obtained from Shread-Kuyrkendall & Assoc. dated 8/16/16.

2.5 Evaluation of Noise Abatement

Noise abatement measures must be considered when a traffic noise impact occurs. A noise abatement measure is any positive action taken to reduce the impact of traffic noise on an activity area. FHWA guidance and the LA DOTD policy, noise abatement shall be considered and evaluated for both feasibility and reasonableness when traffic noise impacts are identified. This information is assessed to see if the abatement goals can be achieved and, if so, if the abatement measures can be physically implemented. As discussed in **Section 2.4**, noise abatement measures were evaluated for the 27 impacted receptors for the 2037 Build Alternative.

2.5.1 Traffic Management Measures

Controlling traffic can sometimes reduce highway traffic noise levels. Signs for prohibition or time restrictions of certain vehicle types would not be feasible since Nicholson Drive (LA 30) serves as an urban principal arterial. *No Engine Brake* signs could also reduce noise levels near flow control devices. Of the 27 impacted receptors, 25 are located near the signalized intersection of Brightside Lane and West Lee Drive. These receptors could potentially benefit from the use of *No Engine Brake* signs.

Modified speed limits could also result in a reduction of highway traffic noise. A model was created using the 2037 Build PM traffic volumes, the 27 impacted build receivers, and a reduction in the speed limit along Nicholson Drive from 45 mph to 40 mph. The PM peak model was used because it was selected as the worst-case noise level 94 percent of the time (see **Table 7**). Five of the 27 receptors impacted (or 19 percent) would no longer be impacted with the posted speed of 40 mph. North of the project area near Skip Bertman Drive, the speed limit along Nicholson drops to 35 mph through the LSU campus. An additional noise reduction model was run reducing the speed limit within the project area to 35 mph along Nicholson Drive. Twelve of the 27 receptors impacted (or 44 percent) would no longer be impacted with the posted speed of 35 mph. A summary of the speed reduction analysis is shown in **Table 9**. The TNM predicted sound-level result tables for both speed reduction models are included as **Appendix H**.

The final determination regarding *No Engine Brake* signs and the posted speed will be determined during final design.

TABLE 9
SPEED REDUCTION ANALYSIS

Impacted Receivers	2037 Build PM LAeq1h (dBA)	40 mph Speed Abatement LAeq1h (dBA)	Still Impacted	35 mph Speed Abatement LAeq1h (dBA)	Still Impacted
122	73.2	72.7	Yes	72.3	Yes
124	66.9	66.4	Yes	66.1	Yes
206	70.7	69.5	Yes	68.4	Yes
208	70.7	69.5	Yes	68.3	Yes
213	70.8	69.6	Yes	68.4	Yes
215	70.7	69.5	Yes	68.3	Yes
217	70.7	69.6	Yes	68.4	Yes
220	70.8	69.6	Yes	68.4	Yes
225	67.2	66	Yes	64.8	No
232	67.3	66.1	Yes	64.9	No
237	67.2	66	Yes	64.8	No
241	66.4	65.2	No	64	No
242	67.7	66.5	Yes	65.3	No
244.1	66.7	65.5	No	64.4	No
244.2	66.9	65.7	No	64.5	No
245.1	68.3	67.1	Yes	65.9	No
245.2	68.5	67.3	Yes	66.1	Yes
246.1	69.8	68.7	Yes	67.5	Yes
246.2	70.1	68.9	Yes	67.7	Yes
254.1	66.7	65.5	No	64.3	No
254.2	66.9	65.7	No	64.5	No
256.1	67.8	66.6	Yes	65.4	No
256.2	68	66.8	Yes	65.6	No
258.1	69.2	68	Yes	66.8	Yes
258.2	69.4	68.2	Yes	67	Yes
259.1	70.7	69.5	Yes	68.3	Yes
259.2	71	69.8	Yes	68.6	Yes

2.5.2 Alteration of Horizontal and Vertical Alignments

A reduction in noise levels may be gained by suppressing a roadway vertical alignment to create a natural berm or by shifting the horizontal alignment away from the noise sensitive receptor (FHWA, 2011). The proposed roadway will be constructed at-grade to blend with the existing environment and lessen visual impacts. Due to the existing railroad right-of-way (ROW) along the west side of Nicholson Drive and the number of residential and commercial structures located along the east side, the potential corridor space is limited and will not allow for further shifting of the horizontal alignment. Additionally, the Build Alternative consists of widening the existing at-grade facility. Therefore, it would not be feasible to alter the horizontal or vertical alignment to abate traffic noise impacts.

2.5.3 Acquisition of Property Rights

One abatement measure is the acquisition of property to serve as a buffer zone to prevent development that would be adversely impacted by traffic noise. “The potential use of buffer zones applies to predominantly unimproved property; not to purchase homes or developed property to create a noise buffer zone” (FHWA, 2011). In this case, the impacted receptors represent the first row of structures. For this project, it would not be feasible to acquire property rights to serve as a buffer zone for these receptors.

2.5.4 Noise Insulation of Public Use or Nonprofit Institutional Structures

A reduction of highway traffic noise may be gained by insulating buildings. “Highway agencies may only consider noise insulation for public use or nonprofit institutional structures, e.g., places of worship, schools, hospitals, libraries, etc. Public use or nonprofit institutional structures means the facility is open for public use, owned by the public or that a nonprofit organization owns the facility” (FHWA, 2011). No public use or nonprofit institutional structures are located near the proposed project. Therefore, the insulation of buildings was not considered as a noise abatement measure.

2.5.5 Construction of Noise Barriers

The last noise abatement measure considered was construction of noise barriers. Noise barriers are typically a solid wall-like structure located between the noise source and the impacted receptor to reduce noise levels. LA DOTD’s noise policy establishes the criteria for determining a noise barrier’s feasibility and reasonableness. For feasibility, a noise barrier must result in at least a 5 dBA reduction in highway traffic noise for 75 percent of the first row impacted receptors to be considered feasible. Other feasibility factors include access to adjacent properties, barrier height, safety, topography, utilities, drainage, and maintenance of the abatement measure.

The reasonableness of any abatement measure is determined if the following three criteria are met:

- At least one receptor receives an 8 dBA noise reduction
- The cost estimate is equal to or less than $35,000 per benefited receptor (a receptor that receives at least a 5 dBA noise reduction, regardless of whether or not the receptor was impacted)
- No relevant objections are made during initial public involvement or, if during follow-up solicitation with benefited receptors, 50 percent or more of the responses are positive

Noise barriers were initially considered for all 27 impacted receptors for the build condition (see **Table 10**). A noise barrier would not be feasible for two receptors (122 and 124) due to the recurring breaks that would be required to maintain property and side street access to these receptors. A noise barrier analysis in TNM was conducted for the remaining 25 impacted receivers that represent residential receptors. The noise barrier analysis considered three potential barrier locations along the eastern side of Nicholson Drive (see **Figure 8** at the end of this section).

TABLE 10
BARRIER CONSIDERATION FOR BUILD IMPACTED RECEPTORS

Receptor Name	Barriers Considered
122	Access Issues
124	Access Issues
206	Barrier Analysis 1
208	Barrier Analysis 1
213	Barrier Analysis 1
215	Barrier Analysis 1
217	Barrier Analysis 1
220	Barrier Analysis 1
225	Barrier Analysis 1
232	Barrier Analysis 1
237	Barrier Analysis 1
241	Barrier Analysis 1
242	Barrier Analysis 1
244.1	Barrier Analysis 2
244.2	Barrier Analysis 2
245.1	Barrier Analysis 2
245.2	Barrier Analysis 2
246.1	Barrier Analysis 2
246.2	Barrier Analysis 2
254.1	Barrier Analysis 3
254.2	Barrier Analysis 3
256.1	Barrier Analysis 3
256.2	Barrier Analysis 3
258.1	Barrier Analysis 3
258.2	Barrier Analysis 3
259.1	Barrier Analysis 3
259.2	Barrier Analysis 3

For each of the three barrier analyses, the initial barrier length was determined by evaluating the impacted receivers and assigning the longest possible length that would allow for continued access on adjacent streets and driveways. The barrier height was initially modeled at 16 feet. To determine if the first reasonableness criteria (an 8 dBA reduction at one

receptor) could be met at the maximum height and length. If it could not be met, no further analysis was conducted. If it could be met, then the height and length would be adjusted to try and achieve the reasonableness cost criteria (less than $35,000 per benefited receptor), as well as the feasibility criteria of at least a 5 dBA reduction for the first row of impacted receivers. The rest of this section discusses the details for each barrier analysis, and a summary is included as **Table 11**.

TABLE 11
BARRIER RESULTS

Barrier	Height (ft)	Length (ft)	Area (sq ft)	5 dBA Reduction Receptor	8 dBA Reduction Receptor	Unit Cost (1)	Total Cost	Cost Per Benefitted Receptor
1	7-8 (2)	300	2,200	25	1	$27	$59,400	$2,376
2	16	75	1,200	0	0	$27	$32,400	N/A (3)
3	16	75	1,200	0	0	$27	$32,400	N/A (3)

NOTES:
1. The unit cost was obtained from the LA DOTD 2016 noise barrier estimated construction costs, which was found on the LA DOTD Noise Compatibility webpage.
2. This modeled barrier consisted of three 100-foot segments. The outer segments were seven feet high, and the middle was eight feet high.
3. There were no benefitted receptors at the maximum 16-foot modeled barrier height. Therefore, the cost per benefitted receptor could not be determined.
4. Feet (ft) and Square Feet (sq ft).

Barrier 1 was modeled to abate noise impacts for 11 impacted receivers (see **Table 10**). The length of the barrier was restricted to 300 feet due to driveway access. Of the 11 impacted receptors, all but one (Receptor 241) are first row impacted receptors. In order to achieve a 5 dBA reduction at 75 percent of the first-row receptors, eight would have to achieve 5 dBA reduction. Therefore, a barrier was modeled until a 5 dBA reduction occurred for eight first row impacted receptors with at least one receiving an 8 dBA reduction. This resulted in a wall with three, 100-foot segments. The two outer segments were seven feet high, and the middle segment eight feet high, with a total surface area of 2,200 square feet. Nine first row impacted receptors benefited, with a highway traffic noise reduction of at least 5 dBA. Therefore, the noise barrier is to be considered acoustically feasible. At least one receptor received an 8 dBA reduction in highway traffic noise to meet the first criteria of reasonableness. The LA DOTD 2016 Noise Barrier Cost table was used to evaluate the barrier construction cost for noise barriers of this dimension. A total of 25 receptors received at least a 5 dB noise reduction as a result of Barrier 1. These benefited receptors are shown on **Figure 9**. Based on the base unit price of $27 per square feet, the barrier cost does not exceed the $35,000 per benefited receptor reasonableness criteria. Though within the base unit cost published by LA DOTD, costs associated with additional ROW acquisition that may be required or utility

relocations have not been included at this time. Therefore, the final cost determination will be made during final design. Based on the first two reasonableness criteria, the barrier is considered reasonable. The third and final criteria for reasonableness is the consideration of viewpoints from the community, including benefited receptors. At this stage the barrier has not been presented to the public for comment. Therefore, community input will be sought by the City-Parish during the final design process.

Barrier 2 was considered to abate noise impacts for six build impacted receptors (see **Table 10**). This barrier was limited to 75 feet in length due to the presence of driveways that are required to maintain property access. Even at the maximum barrier height of 16 feet, none of the receptors near the proposed barrier achieved an 8 dBA noise reduction. Therefore, no further analysis was conducted for Barrier 2. The closest was Receptor 246.1, having a 3.2 dBA noise reduction.

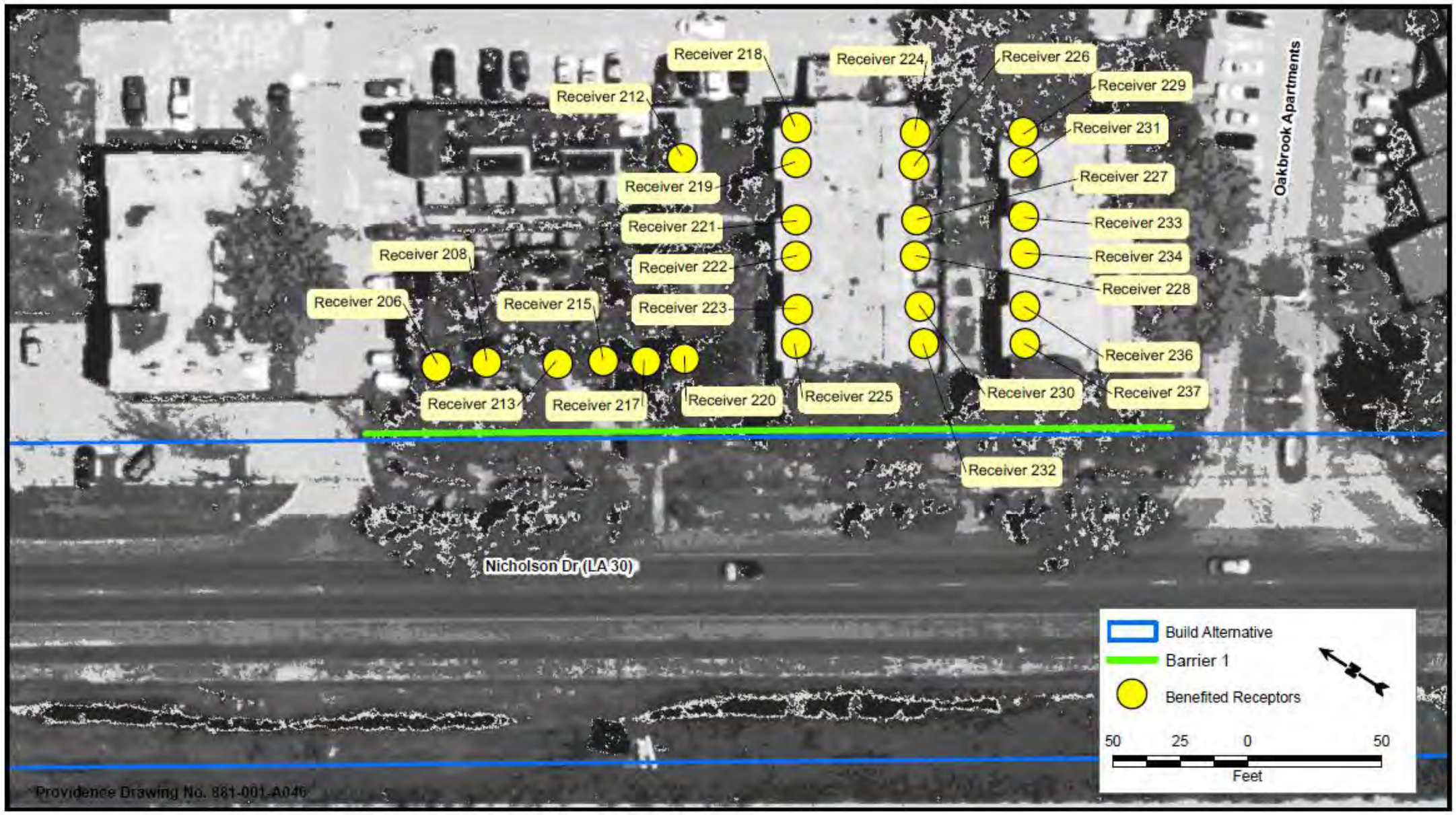
Barrier 3 was considered to abate noise impacts for eight build impacted receptors (see **Table 10**). This barrier was also limited to 75 feet in length due to the presence of driveways that are required to maintain property access. Even at the maximum barrier height of 16 feet, none of the receptors near the proposed barrier achieved an 8 dBA noise reduction. Therefore, no further analysis was conducted for Barrier 3. The closest was Receptor 259.1, having a 4.8 dBA noise reduction.

Data related to the barrier analysis model including TNM sound-level results tables, plan views, and LA DOTD worksheets for feasibility and reasonableness for the three analyzed barriers are included as **Appendix I-1**, **Appendix I-2**, and **Appendix I-3**, respectively.

FIGURE 8
NOISE BARRIER ANALYSIS

Base map was obtained from Shread-Kuyrkendall & Assoc. dated 8/16/16.

FIGURE 9
BARRIER 1 BENEFITED RECEPTORS



Base map was obtained from Shread-Kuyrkendall & Assoc. dated 8/16/16.

3.0 INFORMATION FOR LOCAL OFFICIALS

The LA DOTD noise policy requires an estimation of future noise levels for undeveloped lands in the immediate vicinity of the project. This information is useful for local officials to limit future land development that will be compatible with anticipated highway noise levels. The PM 2037 predicted noise levels were used to determine a potential area of impact for existing undeveloped lands. Three different undeveloped areas along Nicholson Drive were selected for analysis. For each area, receivers were modeled beginning at the proposed ROW line and were then placed every 25 feet from the ROW out to a distance of 300 feet to determine the approximate distance where a noise impact can be expected to occur. The three areas and receivers modeled are illustrated on **Figures 10 – 10c** at the end of this section.

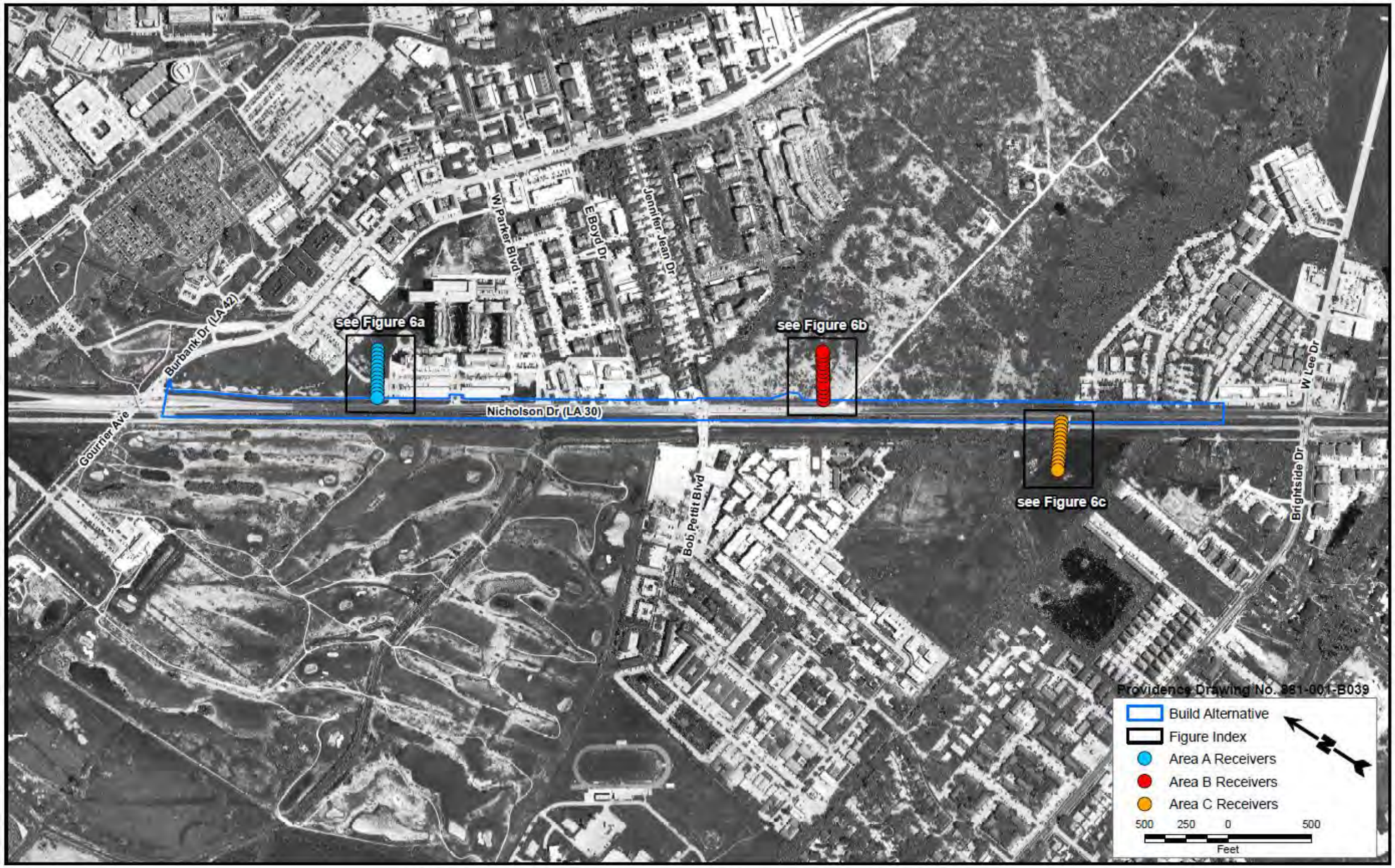
Area A is located on undeveloped land on the east side of Nicholson Drive, the proposed site of the Summit at Southgate Development. For this area, impact to residences (Category B) and public use areas (Category C) could be expected to occur within 175 feet of the proposed ROW. For commercial structures with exterior use (Category E), impact occurs within 50 feet of the proposed ROW.

Area B is an undeveloped lot on the east side of Nicholson drive, south of Bob Pettit Boulevard. If this lot were to be developed in the future, impact to residences (Category B) and public use areas (Category C) could be expected to occur within 150 feet of the proposed ROW. The 71 dBA threshold for commercial structures with outside use (Category E) appears to be within 25 feet of the proposed ROW.

Area C is an undeveloped tract of land on the west side of Nicholson Drive, across from the Oakbrook Apartments. For this area, impact to residences (Category B) and public use areas (Category C) could be expected to occur within 125 feet of the proposed ROW. For commercial structures with exterior use (Category E), impact occurs within 25 feet of the proposed ROW.

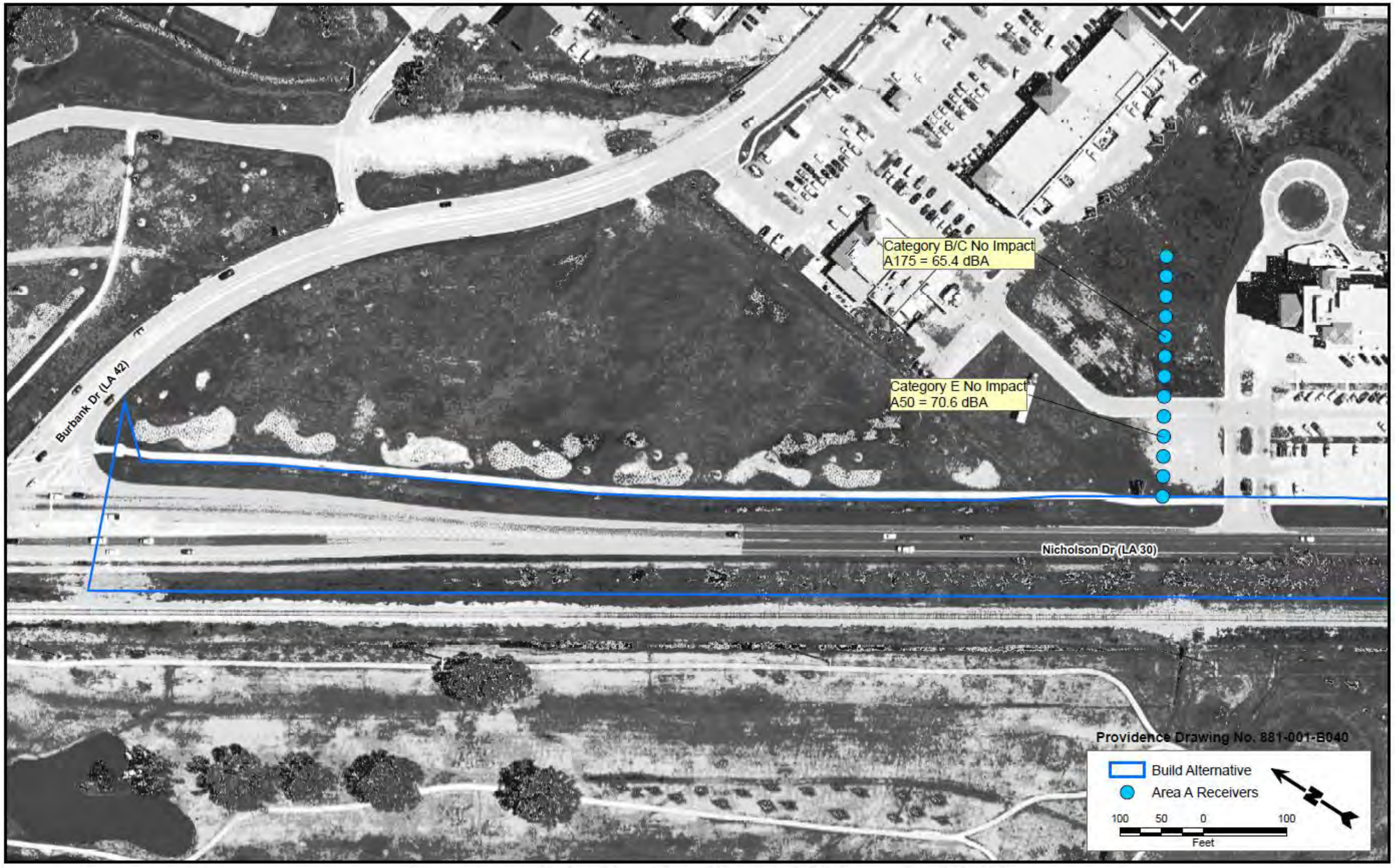
Data related to the local official's noise model including receiver input table, sound-level results table, and plan views are included as **Appendix J-1**, **Appendix J-2**, and **Appendix J-3**, respectively. A copy of the environmental document that includes this noise analysis will be provided to local officials upon approval.

FIGURE 10
INFORMATION FOR LOCAL OFFICIALS



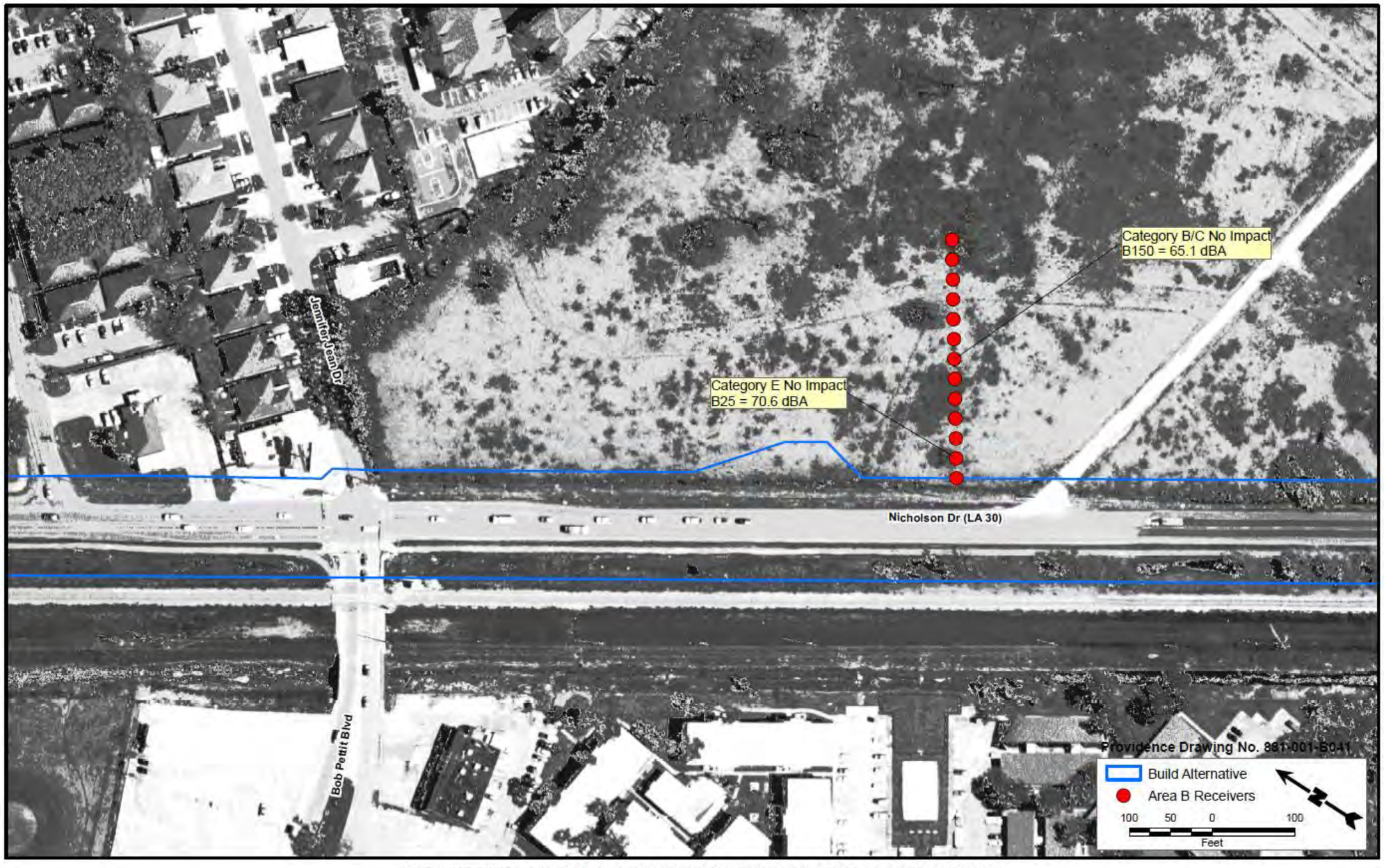
Base map was obtained from Shread-Kuyrkendall & Assoc. dated 8/16/16.

FIGURE 10a
INFORMATION FOR LOCAL OFFICIALS – AREA A



Base map was obtained from Shread-Kuyrkendall & Assoc. dated 8/16/16.

FIGURE 10b
INFORMATION FOR LOCAL OFFICIALS – AREA B



Base map was obtained from Shread-Kuyrkendall & Assoc. dated 8/16/16.

FIGURE 10c
INFORMATION FOR LOCAL OFFICIALS – AREA C

Base map was obtained from Shread-Kuyrkendall & Assoc. dated 8/16/16.

4.0 CONSTRUCTION NOISE

Receptors located along the proposed widening portions of Nicholson Drive are likely to experience temporary increases in noise related to construction activities. It is difficult to predict levels of construction noise at a particular receptor or group of receptors. Heavy machinery, the major source of noise in construction, is constantly moving in unpredictable patterns. Construction normally occurs during daylight hours when people tolerate occasional loud noises. The contractor should operate, whenever possible, between the hours of 7:00 AM and 5:00 PM. The duration for individual receptors should be short. Therefore, there are no anticipated disruptions of normal activities. However, the project plans and specifications will include provisions requiring the contractor to make every reasonable effort to minimize construction noise through noise abatement measures, such as ensuring all construction equipment is properly muffled and all motor panels are shut during operation. The City-Parish or LA DOTD contractors and developers shall comply with local construction noise ordinances, and all construction equipment will be required to comply with Occupational Safety and Health Administration regulations as they apply to employee safety.

5.0 NOISE ANALYSIS SUMMARY

The following provides a summary of the results of the traffic noise analysis for the proposed widening of Nicholson Drive. Of the 669 receptors modeled, 27 experience a noise impact during the design year (2037) build conditions. Noise abatement measures were considered for these impacted receptors. Noise abatement such as alteration of horizontal or vertical alignments, and acquisition of property rights to serve as a buffer zone, were determined to not be feasible or reasonable. Additionally, no Category D receivers experience internal noise impacts; therefore, noise insulation was not considered as a noise abatement measure.

Traffic management measures such as *No Engine Brake* signs could be beneficial, since some of the impacted receptors are located near the signalized intersection of Brightside Lane and West Lee Drive. Also, modified speed limits reducing Nicholson Drive to 35 mph proved effective in abating the impact to 44 percent of the impacted receptors in the PM build model.

Noise barriers were considered for all impacted receptors. A noise barrier was considered and determined not be feasible for two impacted receptors due to the reoccurring breaks that would be required to maintain property access to these receivers. A noise barrier analysis in TNM was conducted for the remaining 25 impacted receivers representing residential receptors. Construction of three noise barriers was analyzed for these receptors. Only one of the barriers, Barrier 1, met the feasibility and reasonableness criteria. A 300-foot barrier with varying height between seven and eight feet was modeled, and the minimum requirements were met for feasibility and reasonableness with the exception of community input. Community input will be sought by the City-Parish later in the final design process. Also, the final determination regarding cost effectiveness for the proposed barrier will be determined during final design once the cost associated with utility relocations and additional ROW for barrier maintenance is determined along with input from the benefited receptors.

It is important to note that during Stage 1 Planning/Environmental, the noise analysis identifies noise abatement measures that are likely to be incorporated into the project's design. The final determination of any proposed noise abatement measure(s) will be made during the design stage. If during design, conditions substantially change that impact the implementation of proposed barriers, the City-Parish will reevaluate the reasonableness of the barrier. Only barriers determined to be both reasonable and feasible will be incorporated into the project and constructed.

BILLY NUNGESSER
LIEUTENANT GOVERNOR

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

RICHARD H. HARTLEY
DEPUTY SECRETARY

KRISTIN P. SANDERS
ASSISTANT SECRETARY

December 20, 2018

Noel Ardoin
LA DOTD
Environmental Section
P. O. Box 94245
Baton Rouge, LA 70804

Re: Draft Phase I Report
La Division of Archaeology Report No. 22-6107
Phase I Cultural Resources Survey of Proposed Right-of-Way for Wdening of Nicholson Drive (Brightside to Gourrier), East Baton Rouge Parish, Louisiana
City Parish Project No. 12-CS-HC-0016
State Project No. H.002825

Dear Noel Ardoin:

We acknowledge receipt of your letter dated November 26, 2018 and two copies of the above referenced report. Based on the description of the Area of Potential Effect (APE), the proposed ground-disturbing activities, and the identification of historic properties within the APE, our office concurs with the assessment that no properties listed in or eligible for listing in the National Register of Historic Places will be affected by this project. Our office has no further concerns for this project.

Consultation with the State Historic Preservation Office does not constitute consultation with Tribal Historic Preservation Offices, other Native American tribes, local governments, or the public. If archaeological materials are encountered during construction, the procedures codified at 36 CFR 800.13(b) will apply. Archaeological materials consist of any items, fifty years old or older, which were made or used by man. These items include but are not limited to, stone projectile points (arrowheads), ceramic sherds, bricks, worked wood, bone and stone, metal, and glass objects. The federal agency or the applicant receiving federal assistance should contact our office immediately. If human remains are encountered, the provisions of the Louisiana Unmarked Human Burial Sites Preservation Act (Revised Statute 8:671-681) should be followed.

We look forward to receiving one bound copy (printed double sided) and one pdf of the final report. If you have any questions, please contact Emily Dale at the Division of Archaeology by email at edale@crt.la.gov or by phone at 225-219-4596.

Sincerely,

Kristen P. Sanders

Kristen Sanders,
State Historic Preservation Officer

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Louisiana Ecological Services Field Office
200 Dulles Drive
Lafayette, LA 70506
Phone: (337) 291-3100 Fax: (337) 291-3139

In Reply Refer To: 08/28/2025 19:47:54 UTC
Project Code: 2025-0142426
Project Name: H.002825 LA 30(NICHOLSON DR): BRIGHTSIDE-GOURRIER

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, and candidate species, as well as designated and proposed critical habitat that may occur within the boundary of your proposed project and may be affected by your proposed project. The Fish and Wildlife Service (Service) is providing this list under section 7 (c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 et seq.). Changes in this species list may occur due to new information from updated surveys, changes in species habitat, new listed species and other factors. Because of these possible changes, feel free to contact our office (337-291-3109) for more information or assistance regarding impacts to federally listed species. The Service recommends visiting the IPaC site or the Louisiana Ecological Services Field Office website (https://www.fws.gov/southeast/lafayette) at regular intervals during project planning and implementation for updated species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the habitats upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 et seq.), Federal agencies are required to utilize their authorities to carry out programs for the conservation of Federal trust resources and to determine whether projects may affect Federally listed species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2) (c)).

Bald eagles have recovered and were removed from the List of Endangered and Threatened Species as of August 8, 2007. Although no longer listed, please be aware that bald eagles are protected under the Bald and Golden Eagle Protection Act (BGEPA) (16 U.S.C. 668 et seq.).

The Service developed the National Bald Eagle Management (NBEM) Guidelines to provide landowners, land managers, and others with information and recommendations to minimize potential project impacts to bald eagles, particularly where such impacts may constitute "disturbance", which is prohibited by the BGEPA. A copy of the NBEM Guidelines is available at: https://www.fws.gov/migratorybirds/pdf/management/nationalbaldeaglenanagementguidelines.pdf

Those guidelines recommend: (1) maintaining a specified distance between the activity and the nest (buffer area); (2) maintaining natural areas (preferably forested) between the activity and nest trees (landscape buffers); and (3) avoiding certain activities during the breeding season. Onsite personnel should be informed of the possible presence of nesting bald eagles within the project boundary, and should identify, avoid, and immediately report any such nests to this office. If a bald eagle nest occurs or is discovered within or adjacent to the proposed project area, then an evaluation must be performed to determine whether the project is likely to disturb nesting bald eagles. That evaluation may be conducted on-line at: https://www.fws.gov/southeast/our-services/eagle-technical-assistance/. Following completion of the evaluation, that website will provide a determination of whether additional consultation is necessary. The Division of Migratory Birds for the Southeast Region of the Service (phone: 404/679-7051, e-mail: SEmigratorybirds@fws.gov) has the lead role in conducting any necessary consultation.

Activities that involve State-designated scenic streams and/or wetlands are regulated by the Louisiana Department of Wildlife and Fisheries and the U.S. Army Corps of Engineers, respectively. We, therefore, recommend that you contact those agencies to determine their interest in proposed projects in these areas.

Activities that would be located within a National Wildlife Refuge are regulated by the refuge staff. We, therefore, recommend that you contact them to determine their interest in proposed projects in these areas.

Additional information on Federal trust species in Louisiana can be obtained from the Louisiana Ecological Services website at: https://www.fws.gov/southeast/lafayette

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Louisiana Ecological Services Field Office
200 Dulles Drive
Lafayette, LA 70506
(337) 291-3100

PROJECT SUMMARY

Project Code: 2025-0142426
Project Name: H.002825 LA 30(NICHOLSON DR): BRIGHTSIDE-GOURRIER
Project Type: Road/Hwy - Maintenance/Modification
Project Description: Adding lanes and pedestrian sidewalks
Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@30.3965361,-91.1780375,14z

Counties: East Baton Rouge County, Louisiana

ENDANGERED SPECIES ACT SPECIES

There is a total of 3 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

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1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

MAMMALS

NAME	STATUS
Tricolored Bat *Perimyotis subflavus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/10515	Proposed Endangered

REPTILES

NAME	STATUS
Alligator Snapping Turtle *Macrochelys temminckii* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4658	Proposed Threatened

INSECTS

NAME	STATUS
Monarch Butterfly *Danaus plexippus* There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/9743	Proposed Threatened

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

IPAC USER CONTACT INFORMATION

Agency: Louisiana Department of Transportation and Development
Name: Craig LeBlanc
Address: 1201 Capitol Access Road
City: Baton Rouge
State: LA
Zip: 70802
Email craig.leblanc2@la.gov
Phone: 2252424524

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Louisiana Ecological Services Field Office
200 Dulles Drive
Lafayette, LA 70506
Phone: (337) 291-3100 Fax: (337) 291-3139

In Reply Refer To: 09/04/2025 20:39:26 UTC
Project code: 2025-0142426
Project Name: H.002825 LA 30(NICHOLSON DR): BRIGHTSIDE-GOURRIER

Subject: Not Likely to Adversely Affect Concurrence verification letter for the 'H.002825 LA 30(NICHOLSON DR): BRIGHTSIDE-GOURRIER' project under the December 13, 2024, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat, Northern Long-eared Bat, and Tricolored Bat.

To whom it may concern:

This letter records the determination of effects to federally listed (or proposed) bat species anticipated to result from the H.002825 LA 30(NICHOLSON DR): BRIGHTSIDE-GOURRIER (the Project). This determination is based upon information you entered into the assisted determination key (Dkey) associated with the above referenced Programmatic Biological Opinion/Conference Opinion (PBO/PCO) in the U.S. Fish and Wildlife Service's (Service) Information for Planning and Consultation (IPaC) system on the date listed above to verify that the Project may rely on the concurrence provided in the PBO/PCO to satisfy requirements under section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (16 USC 1536), as amended.

Ensuring Accurate Determinations When Using IPaC:

The Service developed the IPaC system and this Dkey in accordance with the ESA and based on the PBO/PCO. All information submitted by the project proponent into IPaC must accurately represent the full scope and details of the Project.

Failure to accurately represent or implement the Project as detailed in the Dkey invalidates this letter. Answers to certain questions in the Dkey commit the project proponent to implementation of conservation measures that must be followed for the ESA determinations to remain valid. Carefully review this letter, your ESA requirements are <u>NOT</u> yet complete.

Determinations:

Based on the information you provided (Project Description shown below), you have determined that the Project is within the scope and adheres to the criteria of the PBO/PCO, including the adoption of applicable avoidance and minimization measures. Based on your IPaC submission and the PBO/PCO, the Project is consistent with the following effect determinations:

Species	Listing Status	Determination
Tricolored Bat (*Perimyotis subflavus*)	Proposed Endangered	NLAA

The tricolored bat is proposed for listing as endangered under the ESA, but not yet listed. For actions that may affect a proposed species, agencies cannot consult, but they can confer under the authority of section 7(a)(4) of the ESA. Such conferences can follow the procedures for a consultation and be adopted as such if the proposed species is listed. Should the tricolored bat be listed, agencies must review projects that are not yet complete, or projects with ongoing effects within the tricolored bat range that previously received a no effect or not likely to adversely affect (NLAA) determination from the key to confirm that the determination is still accurate.

The Service has 14 calendar days to notify the lead Federal action agency or designated non-federal representative if we determine that the Project does not meet the criteria for a NLAA determination under the PBO/PCO. **If the Service does <u>not</u> notify the lead Federal action agency or designated non-federal representative within that timeframe, you may proceed with the Project under the terms of the NLAA concurrence provided in the PBO/PCO**. This verification period allows Service Field Offices to apply local knowledge to implementation of the PBO, as we may identify a small subset of actions having impacts that were unanticipated. In such instances, Service Field Offices may request additional information that is necessary to verify inclusion of the proposed action under the PBO/PCO.

If the Project is modified, or new information reveals that it may affect the Indiana bat, northern long-eared bat, or tricolored bat in a manner or to an extent not considered in the PBO/PCO, further review to conclude the requirements of ESA section 7(a)(2) may be required.

For Proposed Actions that include bridge/culvert or structure removal, replacement, and/or maintenance activities:

If your initial bridge, culvert, or structure assessment failed to detect Indiana bat, northern long-eared bat, or tricolored bat use or occupancy, yet bats are later detected prior to, or during construction, promptly notify the local Service Field Office within 2 working days of the discovery. In addition, please document whether incidental take occurred, and if so, the type (i.e. kill or harm) and amount (i.e. number of individuals) and submit documentation to the local Service Field Office within 5 working days from the completion of the bridge, culvert, or structure construction (use Appendix E - Post Assessment Discovery of Bats at Bridge/Culvert or Structure Form in the User's Guide). In these instances, potential incidental take of Indiana bats, northern long-eared bats, or tricolored bats may be exempted provided that the take is reported to the Service. In these instances, potential incidental take of Indiana bats, northern long-eared bats, or tricolored bats may be exempted provided that the take is reported to the Service.

If the Project may affect any other federally listed or proposed species and/or designated critical habitat, additional consultation between the lead Federal action agency and this Service Field Office is required for those species/designated critical habitat. If the Project has the potential to take bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act may also be required. In either of these circumstances, please advise the lead Federal action agency to contact this Service Field Office

The following species may occur in your project area and **are not** covered by this determination:

- Alligator Snapping Turtle *Macrochelys temminckii* Proposed Threatened
- Monarch Butterfly *Danaus plexippus* Proposed Threatened

PROJECT DESCRIPTION

The following project name and description was collected in IPaC as part of the endangered species review process.

NAME

H.002825 LA 30(NICHOLSON DR): BRIGHTSIDE-GOURRIER

DESCRIPTION

Adding lanes and pedestrian sidewalks

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@30.3965361,-91.1780375,14z

DETERMINATION KEY RESULT

Based on your answers provided, this project(s) may affect, but is not likely to adversely affect the Indiana bat, northern long-eared bat or tricolored bat, therefore, consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended 16 U.S.C. 1531 et seq.) is required. However, also based on your answers provided, this project may rely on the concurrence provided in the Programmatic Biological Opinion/Conference Opinion for Transportation Projects in the Range of the Indiana bat, northern long-eared bat, and tricolored bat, dated December 13, 2024.

QUALIFICATION INTERVIEW

1. Which Federal Agency is the lead federal agency the action?

   A) Federal Highway Administration (FHWA)

2. Your project overlaps with Zone 2 of the areas where northern long-eared bats and/or tricolored bats may be present and roosting in trees year-round.

   Automatically answered
   Yes

3. Your project overlaps with an area where northern long-eared bats or tricolored bats may be present and roosting in trees year-round.

   Do you understand that your project may impact bats roosting in trees at any time during the year?

   Yes

4. Does the Action Area intersect the species list area of the tricolored Bat (TCB)?

   Automatically answered
   Yes

5. [Semantic] Is any portion of the action area within a 0.5 mile radius of an entrance/opening to any known NLEB or TCB hibernacula?

   Note: The map queried for this question contains proprietary information and cannot be displayed. If you need additional information, please contact the Field Office listed in the letterhead of this letter.

   Automatically answered
   No

6. Does your project's activities include raising the road profile above the tree canopy in documented habitat for the Indiana bat, NLEB, or TCB?

   Note: For the definition of documented habitat, refer to Appendix A: https://www.fws.gov/media/users-guide-range-wide-programmatic-consultation-indiana-bat-and-northern-long-eared-bat

   No

7. Is your project located within a karst area?

   No

8. Will the project include bridge, culvert, or structure removal, replacement, and/or alteration activities?

   Note: For definitions of bridge, culvert, and structure, refer to Appendix A: https://www.fws.gov/media/users-guide-range-wide-programmatic-consultation-indiana-bat-and-northern-long-eared-bat.

   Yes

9. Do your project's activities involve tree removal/trimming, temporary lighting, new/additional permanent lighting, ground disturbance, percussives that involves noise/vibration above existing background levels, vibrations, or slash pile burning?

   No

10. Is there suitable summer habitat for the Indiana bat, NLEB, or TCB within the project action area?

    Note: See the Service's summer survey guidance for current definitions of suitable habitat [https://www.fws.gov/midwest/endangered/mammals/inba/inbasummersurveyguidance.html].

    Yes

11. Will the project include **bridge** removal, replacement, and/or alteration activities?

    No

12. Does the project include **culvert** removal, replacement, and/or alteration activities?

    Yes

13. Does the culvert equal or exceed 23 feet (7.0 meters) in length?

    Yes

14. Are the interior dimensions of the culvert less than 3 ft. in diameter/height?

    No

15. Has a Culvert Bat Assessment been conducted within the last 24 months to determine if the culvert is being used by the Indiana bat, NLEB, or TCB? If yes, upload assessment.

    Note: Refer to the Service's current survey guidance for acceptable assessment practices and validity timeframe of bridge/culvert and structure bat assessments: https://www.fws.gov/library/collections/range-wide-indiana-bat-and-northern-long-eared-bat-survey-guidelines.

    No

16. Has the local Service Field Office confirmed that Indiana bats, NLEB, and TCBs are not using culverts within the action area?

    No

17. Will culvert removal, replacement, and/or alteration activities occur during the winter hibernation period (inactive season)?

    Yes

18. Have hibernating bats been observed using the culvert?

    Note: If a hibernating colony of bats other than Indiana bat, NLEB, or TCB is observed, please coordinate with the local Service Field Office and appropriate State agency.

    No

19. Will suitable roosting habitat still be available within the culvert once construction/ replacement is complete?

    Note: Suitable roosting sites may be incorporated into the design of a new culvert.

    Yes

20. Will the culvert removal, replacement, and/or alteration activities conducted during the active season (excluding Dec. 15 - Feb 15 in Zones 1 of the NLEB and/or TCB YR active areas) **avoid** disturbing roosting bats using the bridge? The following types of bridge or culvert work can generally be conducted with the presence of bats:

    • Above bridge deck or culvert work where construction equipment or materials do not extend to the underside of deck or within the culvert where bats may be located (e.g., materials won't drip down to underside of deck or within the culvert) and does not include vibration or noise above existing background levels, including general traffic (e.g., road line painting, wing-wall work).

    • Below bridge deck or culvert work that is conducted away from roosting bats and does not involve vibration or noise above existing background levels , including general traffic (e.g., wing-wall work, some abutment, beam end, scour, or pier repair).

    Yes

21. Does the project include **structure** removal, replacement, and/or alteration activities?

    No

22. Does the Action Area intersect the species list area of the tricolored Bat (TCB)?

    Automatically answered
    Yes

PROJECT QUESTIONNAIRE

1. Have you made a No Effect determinations for all other species included on the FWS IPaC generated species list?

   Yes

2. Have you made a May Affect determination for any other species on the FWS IPaC generated list?

   No

AVOIDANCE AND MINIMIZATION MEASURES (AMMS)

This determination key result includes the commitment to implement the following Avoidance and Minimization Measures (AMMs):

GAMM1
Ensure all operators, employees, and contractors working in areas of Indiana bat, NLEB, or TCB suitable habitat are aware of all Transportation Agency environmental commitments, including all applicable AMMs.

BCSAMM1A
Perform bridge, culvert or structure removal, replacement, and/or alteration activities during the winter hibernation period (inactive season) unless a hibernating colony of bats is present. If hibernating bats are observed using the bridge, culvert, or structure, Transportation Agencies and State DOTs will coordinate with the local Service Field Office for project-specific consultation guidance.

BCSAMM1B
Coordinate with the local Service field office to ensure suitable roosting habitat is still available within the bridge, culvert, or structure once construction/replacement is complete (when assessment documents use by a large number of covered bat species, >5). Suitable roosting sites may be incorporated into the design of a new bridge, culvert, or structure.

BCSAMM3A
Ensure bridge, culvert, or structure removal, replacement, and/or alteration activities conducted during the active season will not disturb roosting Indiana bats, NLEBs, or TCBs using the bridge, culvert, or structure.

DETERMINATION KEY DESCRIPTION: FHWA, FRA, FTA PROGRAMMATIC CONSULTATION FOR TRANSPORTATION PROJECTS AFFECTING IBAT, NLEB, OR TCB

This key was last updated in IPaC on July 21, 2025. Keys are subject to periodic revision.

This decision key is intended for projects/activities funded or authorized by the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), and/or Federal Transit Administration (FTA), which may require consultation with the U.S. Fish and Wildlife Service (Service) under Section 7 of the Endangered Species Act (ESA) and may affect the federally listed endangered Indiana bat (*Myotis sodalis*), northern long-eared bat (*Myotis septentrionalis*), and/or federally proposed endangered tricolored bat (*Perimyotis subflavus*).

This decision key should only be used to verify project applicability with the Service's Programmatic Biological Opinion/Conference Opinion for Transportation Projects in the Range of the Indiana bat, northern long-eared bat, and tricolored bat, dated December 13, 2024. The programmatic consultation limited transportation activities that may affect the covered bat species and addresses situations that are both likely and not likely to adversely affect the covered bat species. This decision key will assist in identifying the effect of a specific project/activity and the applicability of the programmatic consultation. The programmatic consultation is not intended to cover all types of transportation actions. Activities outside the scope of the programmatic consultation, or that may affect ESA-listed species other than the Indiana bat, northern long-eared bat, or tricolored bat, or their designated critical habitat, may require additional ESA Section 7 consultation.

IPAC USER CONTACT INFORMATION

Agency: Louisiana Department of Transportation and Development
Name: Craig LeBlanc
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