



Lafayette Regional Xpressway

Tier 1 EIS

Public Hearing

February 28, 2019

The presentation will begin at 6:00 pm

Good evening and welcome to the Lafayette Metropolitan Expressway Commission Public Hearing for the Lafayette Regional Expressway Tier 1 EIS. My name is Elaine Abelle and I am the chairman of the commission. We are here tonight with LADOTD and other members of the project team.

Why a Project?

- Since the 1950s numerous studies with focus on a loop or beltway connecting areas north and south of Lafayette have been conducted
- LA Legislature authorized creation of the LMEC
 - Promoting, planning, financing, developing, constructing, controlling, regulating, operating and maintaining limited-access tollways or transit ways within its jurisdiction
 - Innovative and alternative funding sources that would be used to improve transportation system
- Louisiana Statewide Transportation Plan
 - Lafayette Loop is listed as a Priority C project (unfunded priority list)

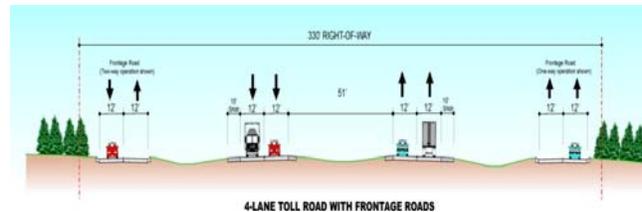
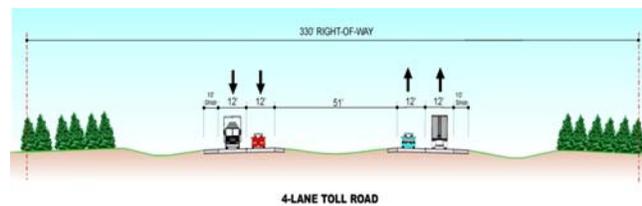
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Before I turn it over to Kate Prejean from HNTB, I would like to take a few moments to provide some background. The LRX project was initiated after numerous studies had been completed focusing on a loop or connector around the areas surrounding the north and south Lafayette region. The Louisiana Legislature enacted legislation creating the Lafayette Metropolitan Expressway Commission (LMEC) tasking the commission with promoting, planning, financing, developing, constructing, controlling, regulating, operating and maintaining limited-access tollways or transit ways within its jurisdiction. It was also tasked with finding innovative and alternative funding sources for the projects. The Lafayette Loop project is listed as a priority C project on the Statewide Transportation Plan.

		<h2>Proposed Project</h2>
	<ul style="list-style-type: none">• Controlled-access toll road on new location• Crosses Lafayette, Iberia, St. Martin and Vermilion parishes• Connects US 90 south of Lafayette, I-10 west of Lafayette and I-49 north of Lafayette• Interchanges: US 90, US 167/Johnston St., I-49 and I-10• Lead Agencies:<ul style="list-style-type: none">– LMEC– Federal Highway Administration (FHWA)– LADOTD• Cooperating Agencies:<ul style="list-style-type: none">– United States Army Corps of Engineers– 8th District United States Coast Guard	
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The Commissioners, along with the LRX environmental planning team, have developed a proposed project that is a controlled-access toll road using mostly green space on new location corridors. The corridors cross the four surrounding parishes of Lafayette, Iberia, St. Martin and Vermillion and connect US 90 south of Lafayette, I-10 west of Lafayette and I-49 north of Lafayette providing interchanges at the main highway or interstate crossings. FHWA and LADOTD are co-lead agencies and the LMEC is the local lead agency for the LRX EIS. The USACE and 8th District USCG agreed to be cooperating agencies. The purpose of involving these agencies is to keep them informed during the project and obtain input from them during the planning process.

Typical Sections



Typical sections

median allows for additional future lanes

The LRX would initially be constructed as a four-lane roadway, with two 12-foot lanes in each direction and the ability to add at least two additional lanes in the median when traffic demands warrant it.

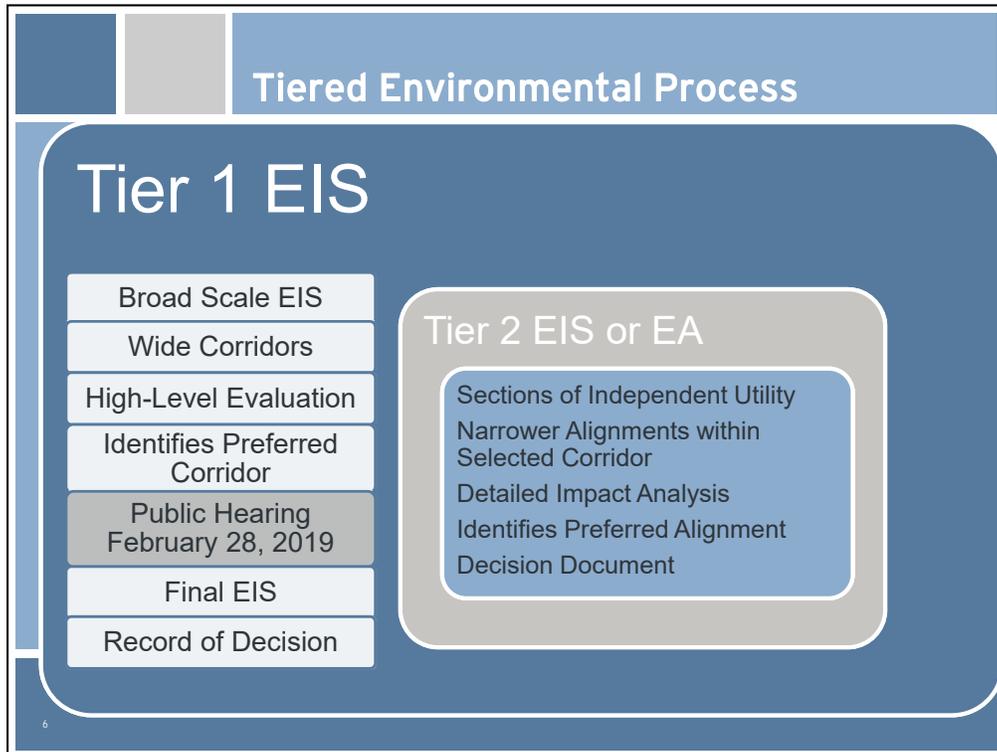
The proposed typical roadway section would also provide space within the average 330-foot right of way to add continuous frontage roads, if needed.

Purpose and Need

- Purpose
 - Enhance the regional and national transportation system by:
 - Improving system linkage
 - Increasing capacity and accommodating transportation demand
 - Responding to economic development within the greater Lafayette area
- Need
 - Increase roadway capacity
 - Provide north-south mobility

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The LRX is proposed to enhance regional and national transportation systems. The project should improve system linkages, such as interstate to interstate; increase capacity and respond to economic development within the region. Stress on the existing roadways in the four-parish region provides the context for the need for the LRX project. Traffic congestion and delays in the region have gotten steadily worse and studies show traffic will continue to increase in the future. The lack of convenient north-south routes to handle the growing traffic forces heavier demand on the existing network, causing gridlock.



Let's take a look at where we are in the environmental process for this project. For large, complex transportation projects, the National Environmental Policy Act (or NEPA) allows a tiered approach to preparing Environmental Impact Statements or EIS documents. The NEPA process for the LRX is being completed in two parts. Tier 1 EIS – is a broad scale look and Tier 2 is more detailed. Tier 1 studies wide corridors to evaluate potential impacts and fatal flaws, the evaluation is high level with only minor field work and it identifies a preferred corridor.

This Tier 1 EIS process has narrowed the potential corridors to one selected corridor (north and south) which vary in width from ½ mile to 1.5 miles.

The Preferred Corridor is being presented at tonight's public hearing. The Tier 1 Final EIS and ROD, which may combined in a single document, will be issued sometime later this year.

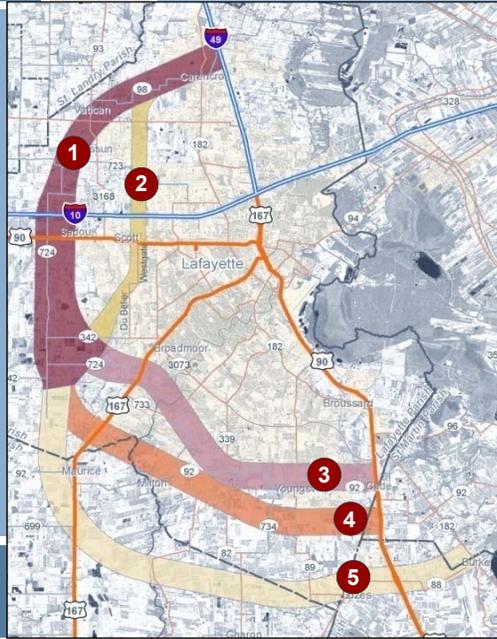
The more detailed Tier 2 study will follow this process. It may be an EIS or and Environmental Assessment depending upon the degree of impact. The Tier 2 process may look at subsections known as sections of independent utility that will be the individual projects for which Tier 2 studies would be prepared. The Tier 2 environmental review will be performed on the LRX "Segment of Independent Utility" (or SIU) that is considered to be the most viable or the full loop depending on funding and financing options.

A Tier 2 environmental process will bring forward several alternative alignments within the Tier 1 preferred corridor for study. These alignments are narrower than the Tier 1 corridor and the environmental analysis will be conducted in greater depth. The Tier 2 process will ultimately identify a preferred alignment and conclude with the appropriate decision record, either a Record of Decision (ROD), if it is an EIS or a Finding of No Significant Impact, if it is an Environmental Assessment.

The Tier 1 Draft EIS is available at this public hearing, in local public libraries and on the project website for your review. Volume 1 contains the study documents and analysis...and Volume 2 contains larger scale exhibits. It is important to note that no specific roadway corridor has been selected at this time for the LRX, the team has only recommended a preferred corridor based on engineering decisions, agency and public input and environmental analyses.

Public and agency input will help the project team make that determination to complete the Tier 1 Final Environmental Impact Statement which will be submitted to the Federal Highway Administration in the Spring of 2019. A Record of Decision, known as a ROD, for the project is anticipated later this year and may be combined with the Tier 1 Final EIS.

Alternative Corridors Considered



- North Corridors
 - 1. Common 1
 - 2. Common 2
- South Corridors
 - 3. Inner
 - 4. Middle
 - 5. Outer
- No-Build

NOTE: The maps in the document and on the exhibits were created before Ambassador Caffery was extended to connect to Hwy 90. These maps will be updated for the Final Environmental Impact Statement, as shown here.

A closer look at the work done by the project team provides valuable input for today's meeting....

Engineering analysis and agency and public input have been considered in the development of the corridor alternatives to include the no-build alternative and 5 corridor alternatives. A northern corridor will be paired with a southern corridor in order to create the full LRX proposed project.

The No-Build means no action would be taken to build a tolled roadway in the LRX study area. The No-Build Alternative does not fully meet the purpose and need of the project, but is carried into the Tier 1 EIS as a baseline.

Common 1: entirely in Lafayette parish, begins 3 miles west of Johnston Street, north to I-10 west of Scott, north to the Village of Vatican and then northwesterly to I-49 North near interchange for City of Carencro, 15.1 mi long, 1-1.5 mi wide

Common 2: Entirely in Lafayette parish, begins in same location as Common 1, north to a dogleg in LA 93 at Dulles Drive and then north to I-10 east of Scott, continues northwesterly to I-49 north near interchange for City of Carencro, 14.2 mi long, .5-1 mi wide

Inner: Entirely in Lafayette Parish, begins at US 90 south of the Main Street

intersection, west for 5 miles and northwesterly across the Vermilion River to Johnston Road (1 mi South of the Mall of Acadiana), then northwesterly to connect to the northern corridors., 12.7 mi long, 1 mi wide

Middle: mostly within Lafayette Parish but begins in St. Martin and traverses Vermilion parish, Begins 3 miles south of Main Street intersection with US 90, west/northwest until it crosses the Vermilion river 1.7 mi north of Maurice. Then north to the connection with the northern corridors, 14.2 mi long, 1 mi wide

Outer: Traverses all four parishes (Lafayette, St. Martin, Vermilion, Iberia), Begin in St. Martin at West Old Spanish Trail, west for 12 miles until it crosses the Vermilion river then northwest to Maurice and then northward to the northern corridor. 21.1 mi long, 1 mi wide. This corridor extends east to the Acadiana Regional Airport as a sub-alternative.

Note: the maps in the draft EIS and the exhibits were created before Ambassador Caffery was extended to connect to Hwy 90. These maps will be updated for the Final Environmental Impact Statement as shown here.

Corridor Features

- Design features considered:
 - Elevated structures for:
 - Major river, bayou and coulee crossings, streams, canals
 - Floodplain
 - Wetlands
 - Utilities
 - Interchange type and spacing
 - 4-lane highway with potential for 6 lanes (330-foot width)
 - ROW acquisition
 - Toll facility

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The design team considered where elevated structures might be needed, utilities, interchange type and location, ROW and tolling when developing and assessing the alternatives.

Features of the Alternative Corridors

FEATURE	SOUTHERN CORRIDOR ALTERNATIVES			NORTHERN CORRIDOR ALTERNATIVES	
	INNER	MIDDLE	OUTER	COMMON 1	COMMON 2
APPROXIMATE LENGTH (MILES)	12.7	14.2	21.1	15.1	14.2
APPROXIMATE ROW (ACRES)	541	602	895	639	602
PLANNED IMPROVEMENTS	4-LANE TOLL EXPRESSWAY WITH A PORTION OF FRONTAGE ROADS	4-LANE TOLL EXPRESSWAY WITH A PORTION OF FRONTAGE ROADS	4-LANE TOLL EXPRESSWAY WITH A PORTION OF FRONTAGE ROADS	4-LANE TOLL EXPRESSWAY WITH A PORTION OF FRONTAGE ROADS	4-LANE TOLL EXPRESSWAY WITH A PORTION OF FRONTAGE ROADS
NUMBER OF DIAMOND INTERCHANGES	2	3	5	3	3
NUMBER OF SPLIT DIAMOND INTERCHANGES	1	1	-	1	1
NUMBER OF MID-LEVEL SYSTEM TO SYSTEM INTERCHANGES	1.5	1.5	2	1.5	1.5
NEW VERMILION RIVER BRIDGE CROSSING	YES	YES	YES	NO	NO
NUMBER OF MAJOR BRIDGE/COULEE CROSSINGS	6	4	2	1	4
NUMBER OF RAILROAD BRIDGE OVERPASSES	NONE	NONE	NONE	1	1
NUMBER OF CROSS STREET BRIDGE OVERPASSES	7	6	6	5	3

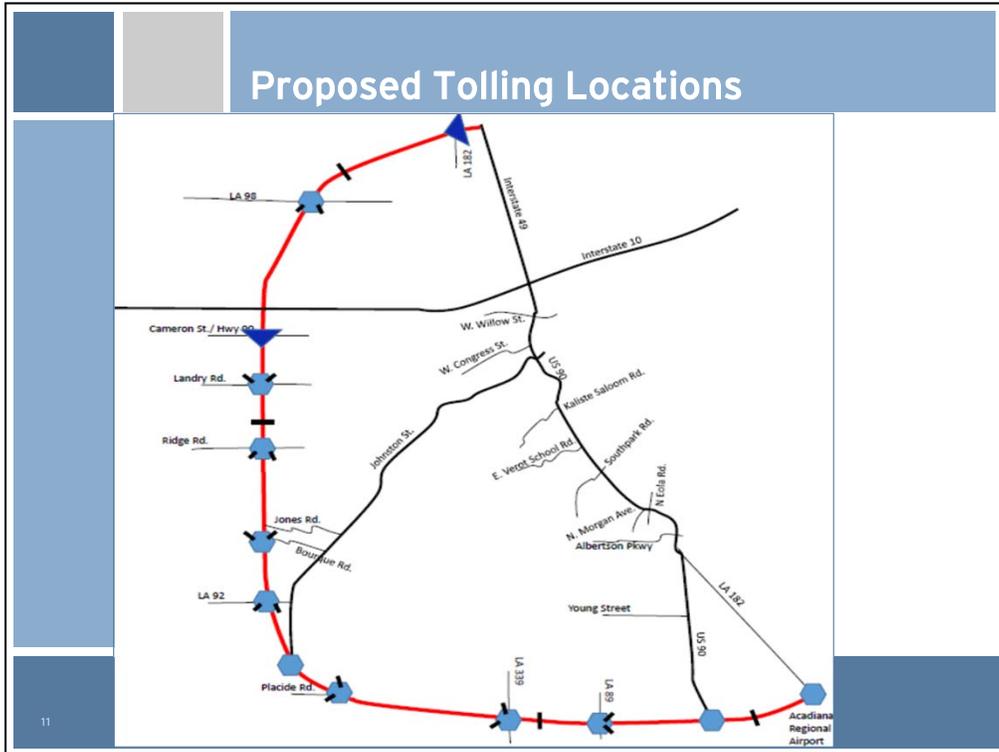
This is a comparison table of the design features by Alternative Corridors. You can review this information in greater detail at the stations around the room, but to highlight just a few items here: The southern corridor range in length from 12.7 to 21.1 miles while the northern corridors are approximately 14-15 miles long. The team has evaluated the number of bridge crossings, interchanges and railroad overpasses within each corridor for comparison purposes.

Major Tolling Assumptions

Item	Assumption
Toll Technology	All Electronic Tolling
Customer Types	Transponder and Video
Toll Rate	13 cents per mile (2016)
Value of Time	\$13.22
Truck %	Based on actual counts
Truck Toll Rate	2.8x passenger car rate
Ramp-Up	5-years till 100%
I-49 S	Completed without tolls

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The project, as described and proposed, would be a tolled-facility to provide funding for construction and maintenance. The major assumptions include all-electronic tolling by transponder or video invoicing and a toll rate of 13 cents per mile (2016\$). A truck percentage and toll rate were included in the assumptions and I-49 South was assumed to be constructed without tolls. This information was used to develop an estimate of financial feasibility for the project.



This map shows the proposed tolling locations as they were used to evaluate the financial feasibility of the project. There are locations along the main lanes of the corridor as well as at on and off ramps to allow for tolling on a per mile of roadway used. They are denoted by the different marks on the map.

Corridor Alternatives Evaluation Matrix						
EVALUATION PARAMETER		SOUTHERN CORRIDOR ALTERNATIVES			NORTHERN CORRIDOR ALTERNATIVES	
		INNER	MIDDLE	OUTER	COMMON 1	COMMON 2
ESTIMATED CAPITAL COSTS	MILLIONS – 2017 \$	\$668 - \$768	\$659 - \$745	\$747 - \$783	\$469-\$690	\$481-\$700
NORTH/SOUTH MOBILITY		HIGH	HIGH	MEDIUM	MEDIUM	MEDIUM
TOTAL ACREAGE	# OF ACRES	7,849	9,357	14,033	12,273	6,441
LAND/LAND USE						
DEVELOPED LAND	% OF TOTAL ACREAGE	40.20%	20.00%	12.70%	17.60%	26.10%
SOILS						
PRIME FARMLAND SOILS	% OF TOTAL ACREAGE	96.78%	93.72%	87.49%	98.52%	95.36%
NATURAL RESOURCES						
NWI WETLANDS	% OF TOTAL ACREAGE	2.15%	1.12%	1.69%	0.90%	2.08%
HYDRIC SOILS	% OF TOTAL ACREAGE	57.2%	61.9%	66.3%	59.8%	54.0%
ZONE A FLOODZONE	% OF TOTAL ACREAGE	11.17%	11.95%	12.94%	14.42%	6.06%
PUBLIC & STAKEHOLDER SUPPORT		LOW	MEDIUM	HIGH	HIGH	LOW

Environmental resource data collection and evaluation were done on a desktop basis using existing published data and reports, internet site information, and GIS data. No field studies or surveys were conducted.

This Tier 1 EIS provides an inventory of resources that can be used as a broad indication of potential impacts that may be associated with the various proposed build alternatives.

Estimated capital cost and north-south mobility improvement are critical components of the LRX Project and have a significant contribution to the feasibility of the project.

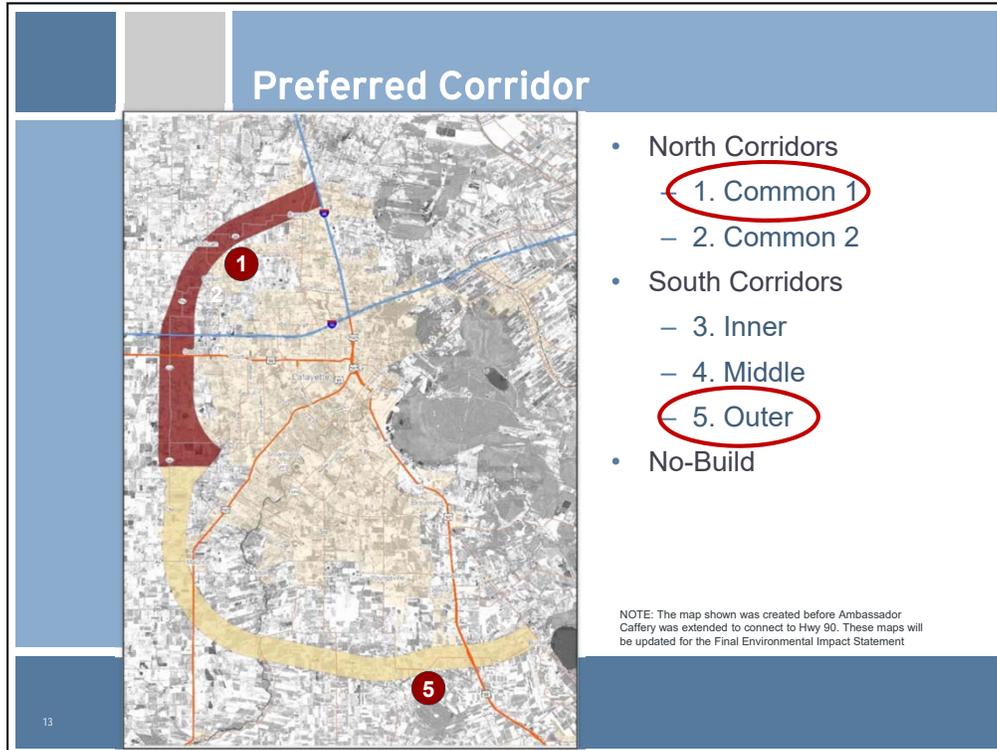
In reviewing the environmental resources inventoried for the Tier 1 EIS, which are detailed in the document and provided on your handout, it was evident there was a general homogeneity in quantity and potential impacts among the Corridor Alternatives in their Southern and Northern groupings.

Considering these issues, the team concurred that the most relevant resources were: Developed Land, Prime Farmland Soils, Wetlands, and High-Risk Floodplains. Developed land, both residential and commercial displacements, is a major factor of concern and source of comments by the public and stakeholders. Prime farmlands soils are the most homogenous resource across all corridor alternatives, it is also the resource with the greatest potential for impact. Wetlands and Zone A floodplains both involve major design and agency consultation

considerations. Wetlands will also involve permitting considerations.

Public and stakeholder input are relevant to the Context Sensitive Solutions approach of the project. The approach is

based on comments received at public meetings and the project website. In Tier 2 specific alignments will be developed and the actual impacts of the proposed project will be determined and assessed at a more detailed level.



Based on extensive reviews of the data presented previously and other more detailed study, analysis, engineering judgement, and public and agency input the LMEC has identified the preferred corridor for the proposed project as the Common 1 and Outer corridor.

Financial Feasibility

- Start-up toll projects typically require a public subsidy
- Start-up toll projects typically are funded with multiple funding sources
- Toll revenue financing can potentially provide a portion of the project funding
- Cost data can be refined with emphasis on value engineering and cost savings
- Funding partnerships can be explored (local, DOTD, state, federal)
- T&R will be refined as toll policies are developed
- 20 – 25% toll feasible based on planning-level financial assessments (not sophisticated debt analysis)
- Enhancements can be recognized by refinement during design, aggressive strategies, value engineering

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A few things to note about tolling and financial feasibility. Start-up projects, such as the LRX, typically require a public subsidy and are funded with multiple funding sources at one time. The LRX toll revenue can potentially provide a portion of this project funding. As the project is developed through the Tier 2 phase and detailed engineering is undertaken, the traffic and revenue and financial feasibility will be refined. Based on a planning-level financial assessment – the project is estimated to be 20-25% toll feasible (this is the amount of project costs that could be paid for with toll revenue).

What happens during a public hearing?

- Major milestone in the process
- Gain input from citizens in the region
- Project website: www.lrxpressway.com
- Copies in public libraries for review, on the website, and here tonight
- Provide opportunities for review of Draft EIS
- Any written comments received tonight, or postmarked on or before March 18, 2019 will become a part of the record.
- All questions will be answered, and comments addressed, in the Tier 1 Final EIS.

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Public hearings are an opportunity to comment on the project and selection of the preferred alternative. This public hearing is being held to gain valuable input from the citizens who live and work in the proposed project area regarding the recommended preferred corridor. The project team has prepared a Tier 1 Draft Environmental Impact Statement and copies have been distributed to federal, state and local agencies and placed in the public libraries throughout the Lafayette region for public review. It can also be downloaded from the website.

Public hearings are held to provide an opportunity for citizens to review the Draft EIS and make comments on its contents. The public was invited to attend the meeting being held today....or to view the documents from the public hearing online at your convenience and provide input before March 18th, 2019. After the period allowed for public input, the project team will analyze your comments....conduct further analysis if needed and respond to your input in the Tier 1 Final Environmental Impact Statement.

At our public hearing, you are able to review maps of the LRX project study area, talk one-on-one with project team members, and learn more about right-of-way acquisition and relocation assistance programs in the event your property is impacted by the preferred corridor or future alignment alternatives as part of the Tier 2 process.

Public Hearing Activities

- Be sure to sign-in and pick up the meeting materials.
- If you did not have time to view the exhibits and speak with the project team from 5:30-6:00 pm, you will have another opportunity from 6:15-6:45 after this presentation is over.
- At 6:45 pm, you may return to participate in a recorded open forum.
 - If you wish to speak, fill out a speaker card and hand it to the moderator. Speakers will be called to the podium when it is their turn.
 - Please limit your comments to 3 minutes.
 - Questions will be answered and comments addressed in the Tier 1 Final EIS document.

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The public is invited to view exhibits and speak with the project team from 5:30-6:00 pm. A formal presentation will be held from 6:00-6:15 pm with a break to allow another opportunity to view exhibits and speak with members of the project team. The public is invited to provide comments in an open and recorded forum from 6:45-7:30. Any written comments received tonight, or postmarked on or before March 18, 2019 will become a part of the record. All questions will be answered, and comments addressed in the Tier 1 Final EIS.

Public Hearing Activities

- If you do not wish to speak at the podium, you may record your comments at the comment table from 6:15-6:45.
- Or provide written comments by
 - Completing the comment card, leaving it at the comment table, or
 - Send it to us at: HNTB Corporation, 10000 Perkins Rowe, Suite 604, Baton Rouge LA 70810 or
 - Email it to kbprejean@hntb.com
- Comments received or postmarked by March 18, 2019 will become a part of the record.
- A representative of the LDOTD Real Estate Section is here tonight to answer any questions pertaining to LDOTD's Right of Way Acquisition and Relocation Assistance Program.

What should I consider?

- Preferred corridor
- Potential environmental, social or economic impacts you know of
- Corridor you see is wider than the actual roadway will be in the future
- Roadway alignment could meander through the corridor to avoid and mitigate environmental impacts
- Exact alignment will be determined during Tier 2
- Comments:
 - Speak at the forum tonight or drop your written comment at the comment table
 - Mail in your comment form by March 18th to be included in the record

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Project team members are on hand to answer your questions, but typically, the main items of interest include:

What should I consider regarding the LRX? If you have a preferred corridor, please let us know, keeping in mind that the roadway right of way will require far less than is being shown on the map at this time. If you know of any potential environmental, social or economic impacts, please include them as well.

How do I let you know my preferences? The comment period extends to March 18th, 2019. You may fill out a comment form at today's meeting to provide us with your input. Comment forms can be downloaded from the project website and mailed in before the deadline.

Keep in mind, the corridor you see on the map is much wider than the roadway alignment that will eventually be needed to build the LRX, but at this point, we are just considering corridors. More work will be completed to determine the best possible location and the exact alignment during the next phase, Tier 2 EIS.



**Please return here for the recorded forum
at 6:45 pm
if you wish to speak**

Project Contact information:
Kate B. Prejean, HNTB Corporation, kbprejean@hntb.com, 225-368-2800

Right-of-Way Acquisition and Relocation Information

A representative of the LDOTD Real Estate Section has a table here tonight and is available to answer any questions pertaining to LDOTD's Right of Way Acquisition and Relocation Assistance Program.

The LDOTD Brochure explaining Acquisition of Right of Way and Relocation Assistance Program is available tonight at that table or can be obtained later from:

**LDOTD Real Estate Section
P.O. Box 94245
Baton Rouge, LA 70804 70804-9245
(225) 242-4591**

We suggest you read the brochure carefully. If you have any questions regarding your individual situation, consult with the agent when s/he meets with you, or contact the Region Real Estate Office.

At this time, we will present some information related to Right-of-Way Acquisition and Relocation. The regulations require that we present this information at the public hearing. However, acquisitions and relocations will be determined during the Tier 2 process when the preferred corridor is narrowed down into alignments. A representative from LDOTD is here tonight and can answer your questions after the presentation concludes.

READ SLIDE.

Steps in the Acquisition Process

It is the DOTD's objective to pay just compensation for all properties required for the project.

- Owners of required properties may be contacted by an appraiser or appraisers and given the opportunity to go with them on the inspection of the property.
- This will provide owners an opportunity to point out things that may be important to the evaluation of the property.
- All evaluations will be reviewed by a review appraiser and approved by DOTD.
- After review and approval, a Real Estate Agent will contact each property owner, and present a letter setting forth the amount of the DOTD's cash offer for the purchase of the property. He also will explain the property value and discuss any alternate offers including possible options to keep and move any buildings, fencing, etc.

READ SLIDE

RELOCATION ASSISTANCE

➤ Relocation Advisory Services

- Current and continuing information on:
 - Availability and prices of comparable, decent, safe, and sanitary dwellings for displaced residents
 - Comparable commercial properties and locations for displaced businesses
 - Finance charges
 - Federal and State programs offering assistance to displaced persons

Advisory services shall include current and continuing information on the availability and prices of comparable decent, safe, and sanitary dwellings, comparable commercial properties, and locations for displaced businesses; supplying information concerning finance charges; and Federal and State programs offering assistance to displaced persons.

RELOCATION ASSISTANCE

➤ Relocation Assistance Payments

- Relocation assistance payments are separate and in addition to payments for the purchase of your property. They are made for:
 - Moving expenses
 - Replacement housing
 - Business re-establishment expense

- Moving expense payments will be made to any individual, family, or business, in legal occupancy of the property either at the start of negotiations or at the time of purchase.

Relocation assistance payments are separate and in addition to payments made by the Department for the purchase of your property. These are moving expense payments, replacement housing payments, and business re-establishment expense payments.

Moving expense payments will be made to any individual, family, or business in legal occupancy of the property either at the start of negotiations or at the time of purchase by the Department.

The amount of the payment to residential displaces will depend on actual costs supported by receipts, or a fixed cost based on room count. More detailed information is available beginning on Page 13 of the brochure.

RELOCATED BUSINESSES

Displaced businesses, farms and non-profit organizations may be paid the actual, reasonable expenses of moving, together with certain eligible costs incident to the move.

Some businesses may also be eligible for certain actual costs incidental to re-establishing their businesses.

Instead of payment for moving expenses, some business owners may be eligible to receive a payment based on the average annual net earnings of the business. If the business meets the qualifications, this payment shall not be less than \$1,000.00 nor more than \$40,000.00.

Moving payment information for businesses may be found beginning on Page 22 of the brochure.

Displaced businesses, farms, and non-profit organizations may be paid the actual, reasonable expenses of moving, together with certain eligible costs incident to the move. Some businesses may also be eligible for certain actual costs incidental to re-establishing their businesses. Instead of payment for moving expenses, some business owners may be eligible to receive a payment based on the average annual net earnings of the business. If the business meets the qualifications, this payment shall not be less than \$1,000.00 or more than \$40,000.00. Moving payment information for businesses may be found beginning on Page 22 of the brochure.

REPLACEMENT HOUSING PAYMENTS

Replacement housing payments are also available to qualifying owners and tenants:

- Must occupy property at start of negotiations
- Must have been there at least 90 days
- Must move into decent, safe, and sanitary replacement housing

The amount of your maximum supplemental payment will be given to you in writing. Additional requirements and payment limits may be found beginning on Page 14 of the brochure.

Certain owners and tenants not in occupancy for at least 90 days or who become occupants after negotiations have started may qualify for replacement housing payments:

- Must have been in occupancy at the time the property was acquired by the Department
- Must move into decent, safe, and sanitary replacement housing

Replacement housing payments are also available to qualifying owners and tenants. Three of the basic requirements are as follows: first, you must be occupying the property at the start of negotiations; second, you must have been there at least 90 days; and third, you must move into decent, safe, and sanitary replacement housing. The amount of your maximum supplemental payment will be given to you in writing. Additional requirements and payment limits may be found beginning on Page 14 of the brochure.

Certain owners and tenants not in occupancy for at least 90 days or who become occupants after negotiations have started may qualify for replacement housing payments. Two of the basic requirements are that you must have been in occupancy at the time the property was acquired by the Department and you must move into decent, safe, and sanitary replacement housing.

RIGHT TO APPEAL

Applicants for a relocation payment have the right to appeal the DOTD's Determination of their eligibility for payment and/or the amount of payment.

- Appeals must be submitted to the Real Estate District Manager within 60 days after the applicant has been notified that his claim has not been approved.
- Final decisions on eligibility and payments will be made by the DOTD's Real Estate Administrator in Baton Rouge.
- Additional information on appeals may be found on Page 26 of the brochure.

Applicants for a relocation payment have the right to appeal the Department's determination of their eligibility for payment and/or the amount of payment. Appeals must be submitted to the Right of Way Regional Manager or Right of Way Consultant Project Manager within 60 days after the applicant has been notified that his claim has not been approved. Final decisions on eligibility and payments will be made by the Department's Real Estate Administrator in Baton Rouge. Additional information on appeals may be found on Page 26 of the brochure.

OTHER TERMS and CONDITIONS

To the greatest extent practicable, no person lawfully occupying real property shall be required to move without at least 90 days written notice from DOTD.

The notice will indicate the specific date the property must be vacated.

No person lawfully occupying a dwelling will be required to move unless, and until, comparable, decent, safe and sanitary replacement housing is made available within the general area of the project.

The replacement housing must be available within a reasonable time prior to the scheduled move of the occupants, and must be within the occupants' financial means.

Replacement housing must be fair, open and offered to all persons regardless of race, color, religion, sex or national origin.

To the greatest extent practicable, no person lawfully occupying real property shall be required to move without at least 90 days written notice from the Department. The notice will indicate the specific date the property must be vacated. No person lawfully occupying a dwelling will be required to move unless, and until, comparable, decent, safe, and sanitary replacement housing is made available within the general area of the project. The replacement housing must be available within a reasonable time prior to the scheduled move of the occupants, and must be within the occupants' financial means. Replacement housing must be fair, open, and offered to all persons regardless of race, color, religion, sex, or national origin.

OTHER TERMS and CONDITIONS

Prior to negotiating for purchase of your property, a District Real Estate Specialist will personally contact and interview all persons who will be required to relocate. The benefits will be explained and a determination made of individual needs and intentions for relocating.

A SPECIAL WORD OF CAUTION

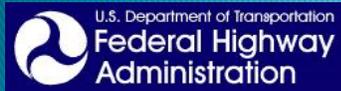
Before moving or purchasing replacement housing, contact DOTD to assure your eligibility and the prompt payment of your relocation benefits. If you move without prior notification to DOTD, you risk losing all possible benefits provided by the Relocation Assistance Program.

Prior to the negotiating for purchase of your property, a Representative of the Department will personally contact and interview all persons who will be required to relocate. The benefits will be explained and a determination made of individual needs and intentions for relocating.

A SPECIAL WORD OF CAUTION – Relocation benefits cannot be paid until the property is acquired by the Department. Before moving or purchasing replacement housing, contact the Department to assure your eligibility and the prompt payment of your relocation benefits. If you move or purchase replacement housing without prior notification to the Department, you risk losing all possible benefits provided by the Relocation Assistance Program.

Thank you for your time.
Please visit the remaining stations
to view the exhibits and
provide your comments.

This is the end of the presentation.



Again, thank you for your participation in this Public Hearing.
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