

Appendix G

Section 4(f) Impacts to Beaver Park and Mitigation

Final Report

Beaver Park and Atakapas-Ishak Trail Section 4(f) Determination

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Section 1: Introduction

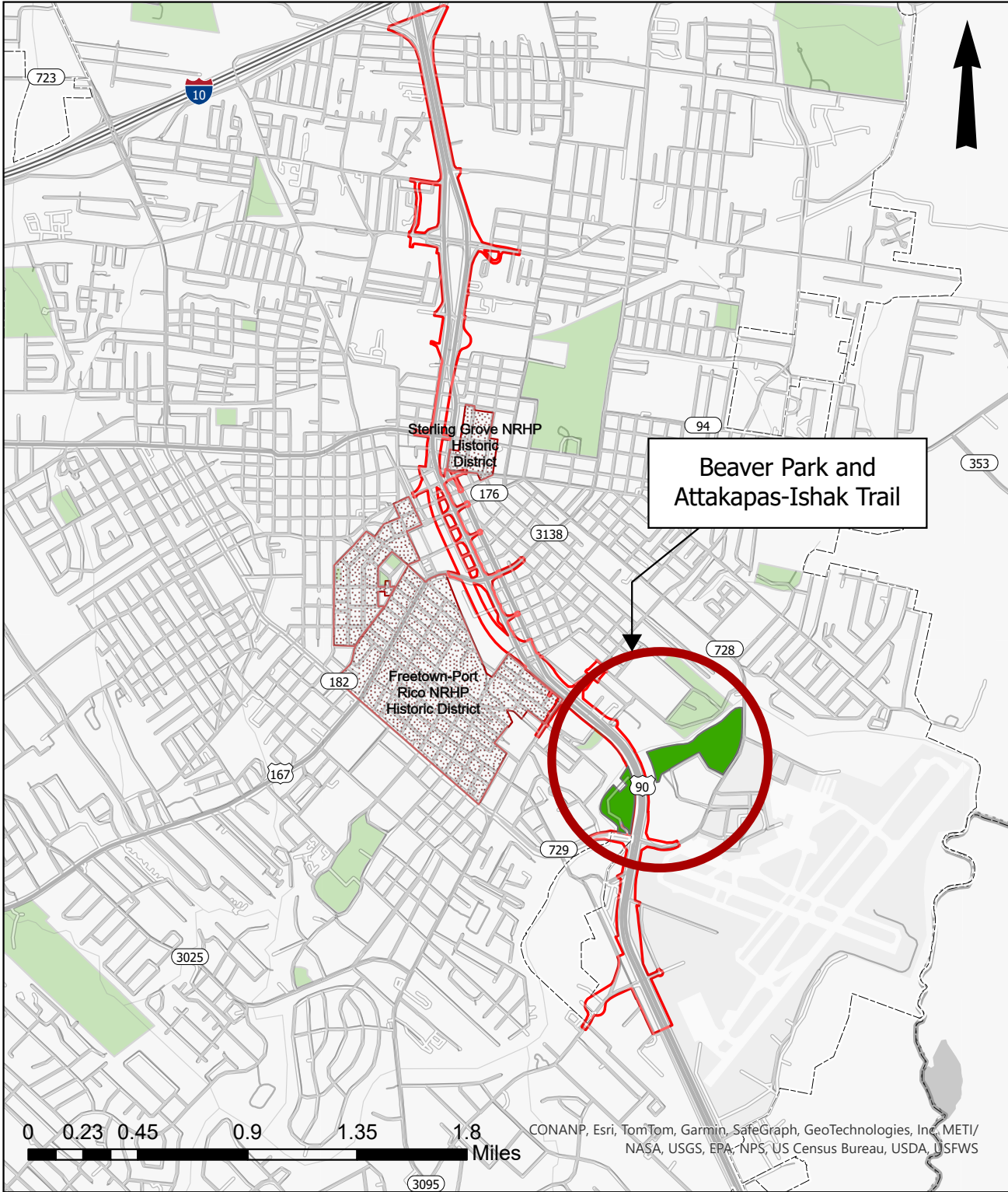
In 2003, the Federal Highway Administration (FHWA) approved a Record of Decision (ROD) for the I-49 Connector Project through Lafayette, after completing an Environmental Impact Statement (EIS). At that time, a Section 106 process was conducted. Beaver Park is the only park or recreation facility that would be affected by the Connector. It was also determined that unavoidable visual impacts would occur at the Sterling Grove Historic District, which is listed on the National Register of Historic Places (NRHP). A Memorandum of Understanding (MOU) issued by the Louisiana Department of Transportation and Development (DOTD), which expired in July 2017, stipulated actions to minimize or mitigate impacts to Beaver Creek Park and the Atakapas-Ishak Trail.

As seen in Figure 1, Beaver Park is located at 500 Fisher Road, Lafayette, LA. The park spans across the east and west sides of US 90, with the Atakapas-Ishak Trail passing underneath. Current access to the park is through East University Ave on the west side, and Fisher Road on the east side. It is 70 acres in size and includes a tennis center, ballpark, picnic areas, a large pavilion, playground, fishing pond, boat ramp, restrooms, and water fountains. It is owned by Lafayette Consolidated Government and managed by the Department of Parks, Arts, Recreation, and Culture.

A Notice of Intent to prepare a Supplemental Environmental Impact Statements (SEIS) for the I-49 Connector was issued on June 24, 2016, when it became apparent that modifications to the 2003 ROD Selected Alternative could result in significant adverse impacts not identified in the initially approved EIS document. This was necessary because enough time had passed following the completion of the 2002 EIS and 2003 ROD for the I-49 Connector National Environmental Policy Act (NEPA) document, it was decided that it needed Reevaluation. Thus, a Reevaluation was completed to determine if there were new or modified laws, changes in the project area, or new information in general. If the Reevaluation reveals that there have been changes in the environment, or that changes would be made to the proposed action, which could result in significant adverse impacts not identified in the approved document, a SEIS must be prepared. Thus the Section 106 process that was conducted in the 2002 Environmental Impact Statement was deemed expired.

Contained in this document, is the updated required justification for determining that the impacts on Beaver Creek Park qualify as de minimus. Per 23 CFR 774.7(b), a de minimus impact to a public park after considering avoidance, minimization, mitigation, or enhancement measures will not adversely affect the features, attributes, or activities that qualify the property for protection under Section 4(f).

Figure 1: Vicinity Map



Beaver Park and Attakapas-Ishak Trail
Vicinity Map

Legend

- LCG_ParksBoundaries
- Historic Districts
- I-49 Connector Centerline and Right-of-Way
- Lafayette City Limits

Source: AECOM

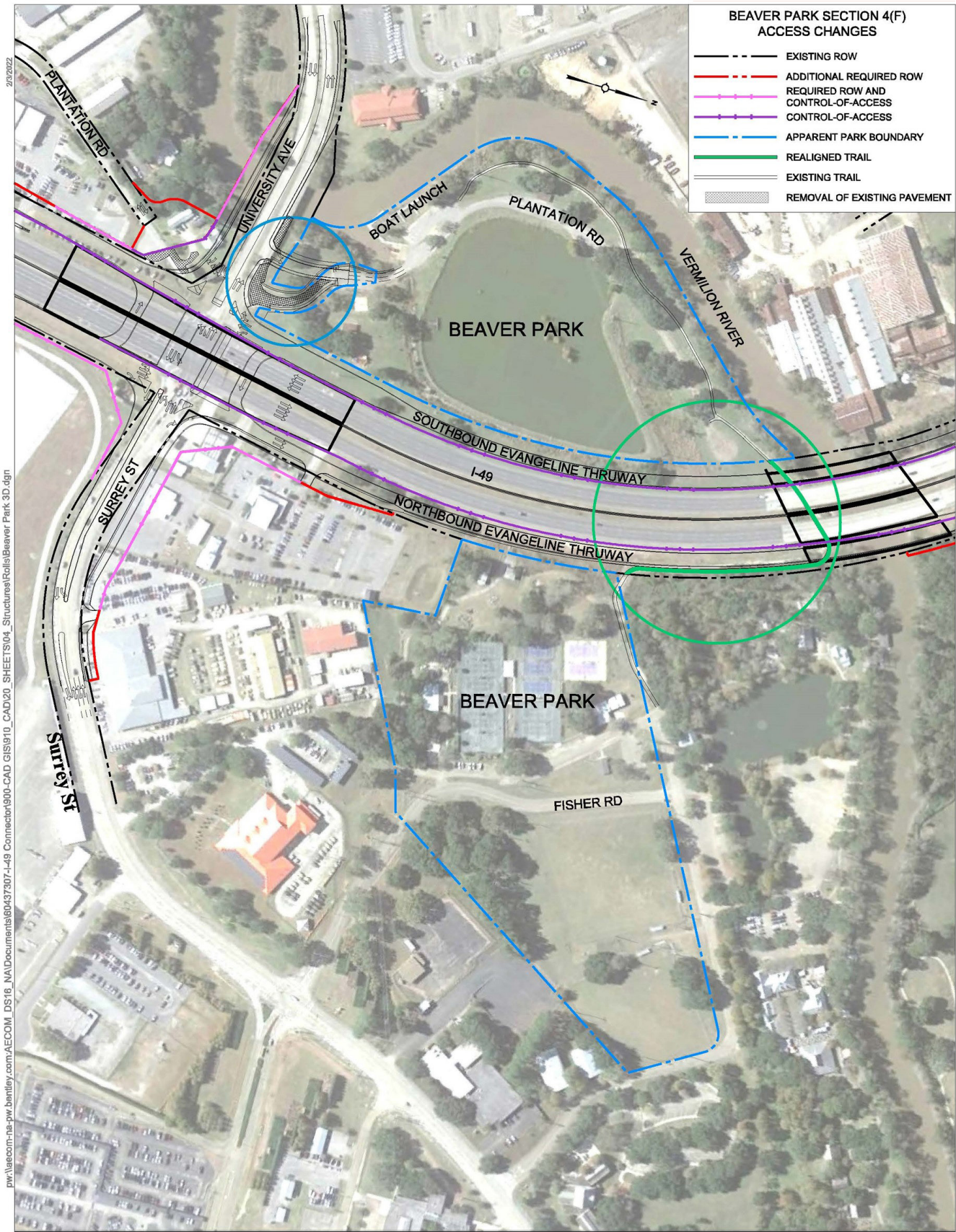


Section 2: Property Description and Use

As shown on the previous page in Figure 1, Beaver Park is a 70-acre park on the north side of Surrey Street and E University Avenue that is divided into two parts by the Thruway. The larger eastern portion, adjacent to Vermilionville Historic Village provides lighted tennis courts and softball fields, football fields, wooded areas, and a tennis clubhouse. The western portion is occupied by Spreafico Lake, a large man-made pond. It also contains a children's playground and a boat launch on the Vermilion River. A six-foot wide segment of the Atakapas-Ishak Trail connects the east and west portions of Beaver Park on the bank of the Vermilion River under the Thruway bridges within DOTD right-of-way. This trail continues to E University Avenue through the western portion of the park parallel to Plantation Drive.

Figure 2, Beaver Park Section 4(f) Access Changes, shows how the I-49 Lafayette connector will permanently change the vehicular and pedestrian access to two sections of Beaver Park on both sides of the Evangeline Thruway). Beaver Park and the Atakapas-Ishak Trail are owned by Lafayette Consolidated Government, with the primary purpose being recreation. Thus, compliance with Section 4(f) of the Department of Transportation Act of 1966 (49 USC 303) is required. After construction, Beaver Park west of the highway will be accessed by a new driveway and continue to operate as it does today, and the Trail will continue to run within the right-of-way traversing under the Vermilion River bridges connecting Beaver Park on both sides of the roadway. In addition, the realigned University Avenue bridge over the Vermilion shifts the existing bridge away from the park and increasing the buffer between the roadway and park.

Figure 2: Beaver Park Section 4(f) Access Changes



Source: I-49 SEIS



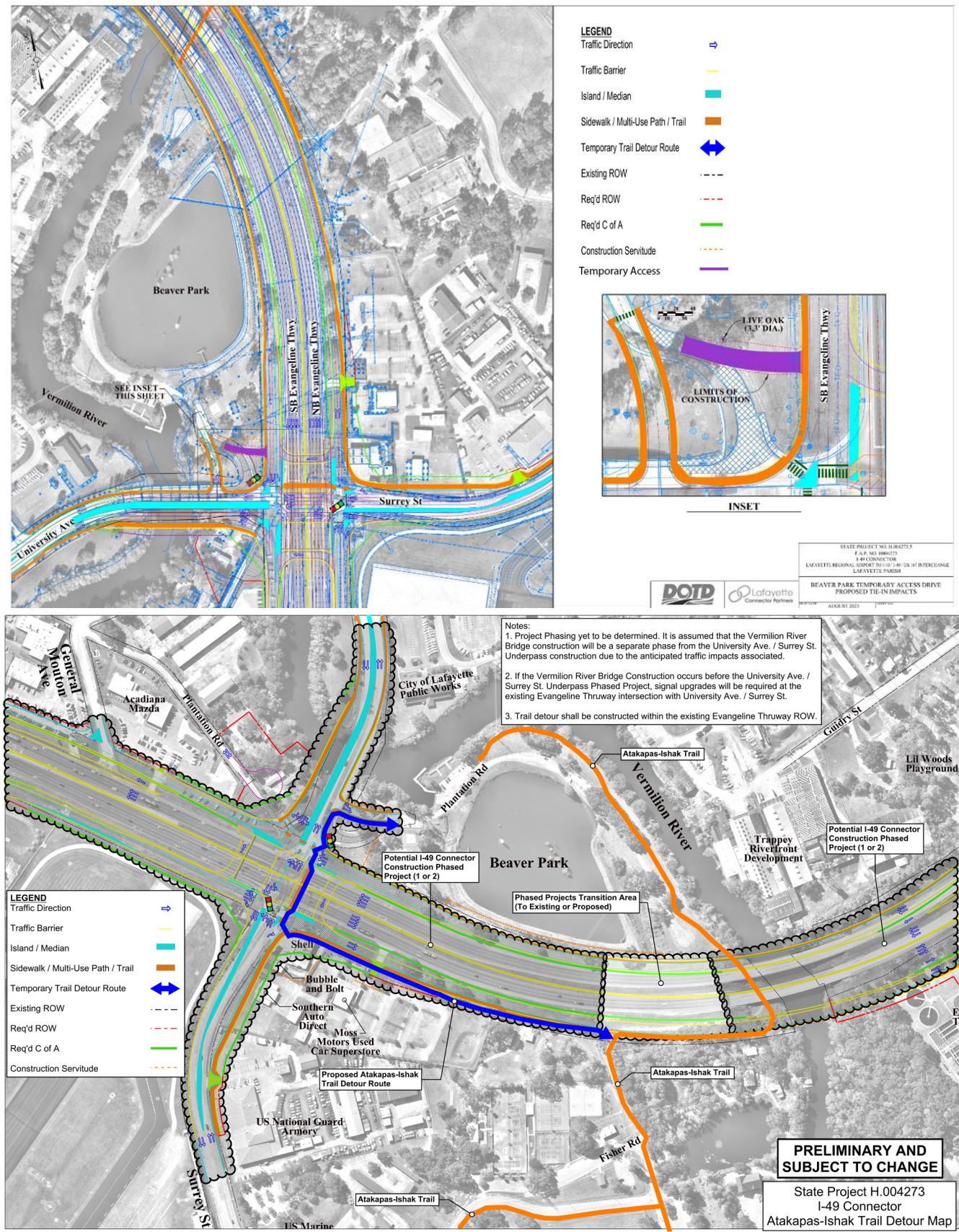
Section 3: De Minimis Impact

For publicly owned parks, recreation areas, and wildlife and waterfowl refuges, a de minimis (minor) impact is one that will not adversely affect the activities, features, or attributes of the Section 4(f) property. A de minimis impact determination does not require analysis of feasible and prudent avoidance alternatives. Beaver Park is the only park or recreation facility that would be affected by the Connector. DOTD has determined the temporary servitudes and changes to Beaver Park and the trail to be de minimis, and not adversely affect the activities, features, and attributes that qualify these resources for protection under Section 4(f). Additionally, the final design is consistent with the 2021 the Heyman Park-Beaver Park Master Plan.

Shown to the right in Figure 3, Beaver Park Temporary Access Drive, mitigation efforts during construction include temporary access to the park to assure there will be no extended period when Beaver Park west of the highway is inaccessible. This access will be provided from University Avenue and Evangeline Thruway near University Avenue. DOTD will restore, or provide for the restoration of, areas where temporary access were provided after the access is no longer needed. DOTD will construct, or provide for the construction, of a new access roadway consistent with the park's master plan.

After completion of the Connector, DOTD will provide landscaping within the park. They will also reconstruct the trail within its right-of-way thereby restoring the existing connection between the east and west sides of Beaver Park. However, the trail will shift about 15 feet to the east to provide room for construction of the northbound Thruway lanes, shown in Figure 3. DOTD will also restore, or provide for the restoration of, the areas within the park that are impacted by construction. DOTD will construct or provide for a barrier/fence along the frontage road that is depressed lower than the park. DOTD has determined that these activities are exempt from 4(f) pursuant to 23 CFR 774.13(g). Section 13(g) of the regulation states that transportation enhancement activities, transportation alternatives projects, and mitigation activities are exempt from Section 4(f) when the use of the Section 4(f) property is solely for the purpose of preserving or enhancing an activity, feature, or attribute that qualifies the property for Section 4(f) protection.

Figure 3: Beaver Park Temporary Access Drive



Source: I-49 SEIS



Section 4: Public Input and Agency Coordination

The US Department of Transportation (USDOT) Act of 1966, the DOTD sent a letter to the Lafayette Mayor-President and Director of Parks, Arts, Recreation, and Culture Department requesting concurrence with the Section 4(f) de minimis determination for Beaver Park and the trail on February 2, 2022. On May 6, 2022 DOTD received a request from the Lafayette Mayor-President requesting additional information, listing a number of concerns and inquiring about mitigation. DOTD's response can be found in the Attachment A: DOTD's Section 4(f) Beaver Park and Atakapas-Ishak Trail Determination.

A public meeting was held on April 30, 2024 and no comments were received related to Beaver Park or the trail. On August 9, 2024, the DOTD's Environmental Section issued a Section 4(f) Determination for Beaver Park and the Atakapas-Ishak Trail (Attachment A).

As shown in Figure 3, mitigations have been proposed from comments received by the public, Mayor-President, and the Lafayette Director of Parks, Arts, Recreation and Culture. This includes the removal of the temporary access to the north from Evangeline Thruway. During construction a temporary access to Beaver Park on the west side of Evangeline Thruway will be from Evangeline Thruway near University Avenue. Additionally, the realigned University Avenue bridge across the Vermilion River shifts the existing University Avenue bridge away from the park, thus increasing the buffer between the roadway and the park.

Section 5: Conclusion

The temporary servitudes and changes to Beaver Park and the trail will be minor (or de minimis) as they will not adversely affect the activities, features, and attributes that qualify these resources for protection under Section 4(f).

DOTD will provide for landscaping within the park and reconstruct the trail within its right-of-way thereby restoring the existing connection between the east and west sides of Beaver Park. DOTD will also restore, or provide for the restoration of, the areas within the park that are impacted by construction. DOTD will construct or provide for a barrier/fence along the frontage road that is depressed lower than the park.

Appendix A

Louisiana Department of Transportation and Development Section Section 4(f) Determination (Beaver Park & Atakapas- Ishak Trail)



Environmental Section
PO Box 94245 | Baton Rouge, LA 70804-9245
ph: 225-242-4502 | fx: 225-242-4500

Jeff Landry, Governor
Joe Donahue, Secretary

August 9, 2024

State Project No. H.004273
Federal-Aid Project No. H004273
Lafayette Urban Section
I-49 Connector
Lafayette Parish

Lafayette Consolidated Government
Attn: Mayor-President Monique Boulet
via email MayorPresidentsOffice@LafayetteLA.gov

Director of Parks, Arts, Recreation, & Culture, Beaver Park
Attn: Director Tim Sensley
500 Girard Park
Lafayette LA 70501

SUBJECT: Section 4(f) Determination (Beaver Park & Attakapas-Ishak Trail)

The Louisiana Department of Transportation and Development (DOTD), in conjunction with the Federal Highway Administration (FHWA), proposes to construct a six-lane fully controlled access freeway, approximately five and half (5.5) miles in length, along the existing Evangeline Thruway corridor in the City of Lafayette. The new freeway will extend I-49 south through the City of Lafayette and is referred to as the I-49 Connector. The construction of the I-49 Connector will affect Beaver Park and the portion of the Attakapas-Ishak Trail (Trail) that connects Beaver Park across the Evangeline Thruway. The park and trail are Section 4(f) resources. The proposed layout for the I-49 Connector was shown at public involvement events including neighborhood meetings and a public open house meeting. The layout for the I-49 Connector is available on the web (<https://lafayetteconnector.com/>) and in an online virtual room (<https://i49vr.com/>).

As part of the federal approval process for the I-49 Connector project (in this case, Section 4(f) of the U.S. Department of Transportation (USDOT) Act of 1966), the DOTD is required to seek concurrence from the official with jurisdiction on its proposed finding of effect on the Section 4(f) resource. In this letter, we explain the effects of the I-49 Lafayette Connector as well as provide a concurrence line for your convenience. For a reader friendly explanation of Section 4(f), we refer you the FHWA website at the following link: https://www.environment.fhwa.dot.gov/env_topics/4f_tutorial/default.aspx.

On February 2, 2022, DOTD sent a letter to the Director of the Parks, Arts, Recreation, and Culture Department requesting concurrence with the Section 4(f) de minimis determination for Beaver Park and the Trail. A response dated May 6, 2022, was received from the Mayor-President requesting additional information, listing a number of concerns, and inquiring about mitigation. DOTD's response to the listed concerns and issues is attached hereto for reference.

The proposed temporary access to the north by the river from Evangeline Thruway was removed from consideration. Removing this proposed temporary access addresses many of the concerns expressed by the then Mayor-President. During construction, the temporary access to Beaver Park on the west side of Evangeline Thruway will be from Evangeline Thruway near University Avenue.

I-49 Connector Effects on Beaver Park

The I-49 Lafayette Connector will permanently change the vehicular and pedestrian access to the two sections of Beaver Park on either side of the Evangeline Thruway. The enclosed **Map 1**, Beaver Park, shows the areas affected.

Beaver Park west of the highway (Lil Beaver Park):

Proposed is the relocation of Plantation Road that provides the vehicular and pedestrian access to Beaver Park from University Avenue. The University Avenue bridge over the Vermilion River will be realigned about 41 feet to the south and Plantation Road's intersection with University Avenue will be relocated approximately 115 feet to the west. The relocation of Plantation Road is needed to provide adequate distance between the intersections of Plantation Road at University Avenue and Evangeline Thruway at University Avenue.

After the project is built, the amount of roadway within Beaver Park potentially will decrease. **Map 2** shows the estimates. This decrease is the result of the relocated Plantation Road requiring less land area than the existing road. Additionally, the realigned University Avenue bridge across the Vermilion River shifts the existing University Avenue Bridge away from the park at this location thus increasing the buffer between the roadway and park. Please note that these numbers are estimates. Following design and construction the actual amount could be different than the estimated quantities presented here. The realignment of University Avenue and the relocation of Plantation Road will require an agreement(s) among the DOTD, the City of Lafayette, and the Parish of Lafayette. Construction of the relocated roadway and removal of the existing roadway will require a construction servitude of approximately 28,000 square feet. This construction servitude will also include the construction and removal of the temporary access needed during construction.

At Speafico Lake, the fishing pond in Beaver Park, a construction servitude is required along the east side of the lake, parallel to the highway. This temporary construction servitude is needed to improve the drainage ditch located between the lake's levee and the existing roadway. The project calls for a retaining wall at this location. The use of a retaining wall avoids acquisition of park property. Once the project is completed, the drainage ditch will remain between the lake's levee and the retaining wall. The roadway drainage for the section of road supported by the retaining wall will be subsurface; whereas, the ditch will continue to service the park's drainage.

Beaver Park east of the highway (Big Beaver Park):

On the right of **Map 1** is the Trail that crosses the highway underneath the Vermilion River bridges and connects the eastern and western parts of Beaver Park. The existing trail alignment parallels the east side of the existing highway and is within the DOTD right-of-way. It will remain within the existing DOTD right-of-way but will shift roughly 15 feet to the east to provide room for the construction of the northbound Thruway lanes within the right of way.

Proposed Mitigation for Beaver Park

Beaver Park west of the highway (Lil Beaver Park):

Temporary access will be provided to the park to assure that there will be no extended period during construction when Beaver Park west of the highway is inaccessible. This access will be provided from University Avenue and Evangeline Thruway near University Avenue. DOTD will restore, or provide for the restoration of, areas where temporary access was provided after the access is no longer needed. DOTD will construct, or provide for the construction, of a new access roadway consistent with the park's master plan.

In addition to restoring the area affected by the construction servitude, DOTD will provide funds for landscaping within the park adjacent to the roadway to create a vegetative buffer between the roadway and park. This is consistent with the park's master plan. DOTD is also planning to provide a sidewalk adjacent to the southbound frontage road that will provide a pedestrian connection across the river between Lil Woods Park and Beaver Park. As the frontage road system (Evangeline Thruway) will be depressed at University Avenue and Surrey Street, DOTD will construct or provide for a barrier/fence at this location to prevent park users from stepping down onto the frontage road.

Beaver Park east of the highway (Big Beaver Park):

There will be times during construction when it will not be safe to pass underneath the structures, such as during removal of existing bridge sections, installation of beams, and other overhead construction activities. Passage underneath the bridges will be prohibited at certain times during construction. A temporary trail detour will be provided to connect the east and west sides of Beaver Park during the relocation of the Trail and the concurrent construction of the bridges across the Vermilion River. This will assure that there will be no extended period during construction when the two sides of the park are not connected. **Map 3**, Temporary Pedestrian and Bicycle Detour, shows a temporary pedestrian and bicycle detour to be provided from the park along and within the highway right-of-way connecting the existing trail generally at the point that the relocation would begin to the intersection of Surrey Street and the Evangeline Thruway.

The Trail and its amenities (lights and signage) within DOTD right of way will be restored upon completion of the new bridge. This includes the portion within DOTD right of way that traverses parallel to the roadway. In addition to restoring the Trail and its amenities affected within DOTD right

of way, DOTD will provide funds for landscaping and a barrier/fence within the park adjacent to the roadway to create a vegetative buffer between the roadway and the park consistent with the park's master plan.

Public Input

The public has been given opportunities to view the layouts that depict the impact to Beaver Park and the Trail. No adverse comments were received related to these resources.

Nov. 4, 2021, Public Meeting Comments related to Beaver Park and Trail:

Sub#	Cmnt#	LastName	FirstName	Organization	Comment Text	Date Submitted
779	1604	Giffin	Gabe	Freetown-Port Rico Coterie Chair	Vermillion River Access - while not an intersection I think it's important to provide access to the Vermillion River with this project. River access in this town is primarily privately held, how nice would it be to see improvements to access through this project. Space is limited, but I believe there should at least be pied/bike access underneath the Corridor which allows someone to get to the Vermillion River from either side.	11/14/2021

There were no comments received related to Beaver Park or the Trail, at the April 30, 2024, Public Meeting.

Beaver Park and the Attakapas-Ishak Trail are publicly owned, with the primary purpose being recreation. Compliance with Section 4(f) of the Department of Transportation Act of 1966 (49 USC 303) is required. After construction, Beaver Park west of the highway will be accessed by a new driveway and continue to operate as it does today, and the Trail will continue to run within the right-of-way traversing under the Vermilion River bridges connecting Beaver Park on both sides of the roadway.

DOTD believes that the temporary servitudes and changes to Beaver Park and the Trail that are described in this letter will be minor (or *de minimis*) and will not adversely affect the activities, features, and attributes that qualify these resources for protection under Section 4(f).

The USDOT requires written concurrence from the official with jurisdiction over Beaver Park and Trail that the I-49 Connector will not adversely affect the activities, features, and attributes that qualify these resources for protection. Concurrence from the official with jurisdiction will enable USDOT to make a *de minimis* impact finding under Section 4(f).

DOTD will provide for landscaping within the park and reconstruct the Trail within its right-of-way thereby restoring the existing connection between the east and west sides of Beaver Park. DOTD will also restore, or provide for the restoration of, the areas within the park that are impacted by construction. DOTD will construct or provide for a barrier/fence along the frontage road that is depressed lower than the park. DOTD has determined that these activities are mitigation exempt from 4(f) pursuant to 23 CFR 774.13(g). Section 13(g) of the regulation states that transportation enhancement activities, transportation alternatives projects, and mitigation activities are exempt from

Section 4(f) when the use of the Section 4(f) property is solely for the purpose of preserving or enhancing an activity, feature, or attribute that qualifies the property for Section 4(f) protection. The official with jurisdiction over the Section 4(f) resource must agree in writing to the determination pursuant to Section (g)(2) of the regulation. Hence, DOTD is herein requesting written concurrence from you, as the official with jurisdiction, pursuant to Section (g)(2) regarding the exemption.

This letter, requesting concurrence of the *de minimis* finding, is being sent to the Director of Parks and the Mayor-President in light of the shared responsibility of Beaver Park and the Trail. Portions of the Lil Beaver Park are owned by the City of Lafayette and portions are owned by the Parish of Lafayette. The Parish of Lafayette/Lafayette Airport Commission owns portions of Big Beaver Park. The City and Parish operated under a consolidated government and recently separated their councils. For this reason and in accordance with 23 CFR 774.5(b), LADOTD and FHWA are seeking concurrence from both the Mayor-President and the Director of Parks, Arts, Recreation, & Culture.

Should you, as one of the officials with jurisdiction, agree with the above mentioned *de minimis* finding related to the proposed servitudes and relocated access in Beaver Park, the relocation within DOTD right of way and intermittent closures of the Trail during construction, and the mitigation within the park, please respond by signing and returning this letter by August 30, 2024, to me or Tim Nickel at the below email addresses. A copy of this letter with your signature will be added to the *de minimis* determination sent to FHWA for approval.

If you have any questions or wish to meet with the project team to discuss the project, please contact me at 225-242-4501 (noel.ardoin@la.gov) or contact the Project Manager, Mr. Tim Nickel, at 225-379-1110 (Timothy.Nickel@la.gov). Thank you in advance for your assistance in this process.

Sincerely,



Noel Ardoin
Environmental Engineer Administrator

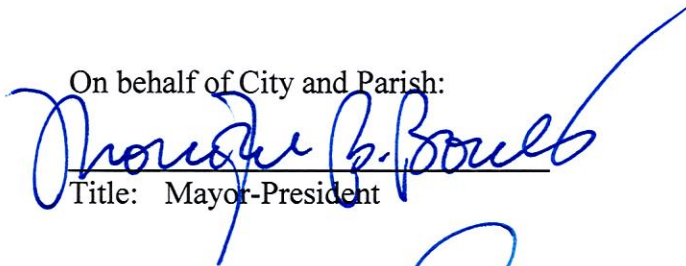
Attachments: Copy of Responses
Maps

cc: FHWA, Larry Breland (via e-mail to Larry.Breland@dot.gov)
Project Manager, Tim Nickels (via e-mail to Timothy.Nickels@la.gov)

Concurrence Line:

As the official with jurisdiction over the park, I have reviewed the conditions for a *de minimis* impact finding as outlined in this letter. I hereby concur that DOTD's activities for the I-49 Connector will be minor and will not adversely affect the activities, features, and attributes that qualify Beaver Park and the Trail for protection under Section 4(f). I understand that concurrence with the USDOT's assessment of the impact will result in USDOT making a Section 4(f) *de minimis* impact determination for the I-49 Connector. I also concur that the mitigation proposed and the restoration of the areas affected by construction, are for the purpose of preserving or enhancing an activity, feature, or attribute that qualifies the property for Section 4(f) protection.

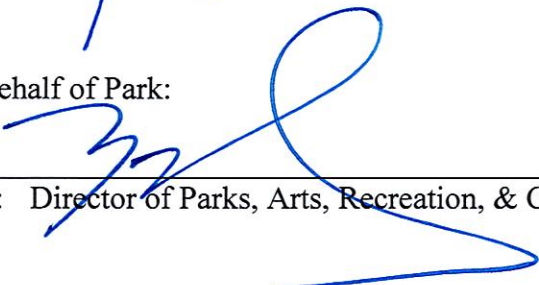
On behalf of City and Parish:


Title: Mayor-President

8/28/24

Date

On behalf of Park:


Title: Director of Parks, Arts, Recreation, & Culture

8/26/24

Date

Copy of Responses

	City's Comments	Responses
1	25 mature trees will be lost in construction	Unable to identify all 25 trees referenced as trees within the park. Assumed comment included trees within existing ROW and the mature trees around the interior park roadway that may have been impacted by traffic using the proposed temporary access from Evangeline near the Vermilion River. This temporary access was removed. Trees within DOTD existing ROW will be removed.
2	One Tree in Map 2, located near University Avenue, will have its roots covered by the temporary access road; likely killing the tree. Two trees in the scenario in Map 3.	The northern proposed location for temporary access from Evangeline Thruway was removed. Temporary access will be from University Avenue and/or Evangeline Thruway near University/Surrey intersection. Measure will be taken to minimize the impact to mature vegetation within the park and DOTD will restore the area affected by the construction servitude and provide for landscaping as mitigation. See the attached exhibit for proposed modified access.
3	One tree fronting the Evangeline Thruway is outfitted with decorative lighting, which is valuable.	Unable to identify which tree has the decorative lighting. If the tree is on park property, it will not likely be impacted as DOTD has removed from consideration the temporary access from Evangeline near the Vermilion River. If the tree is within DOTD ROW, it will be removed.
4	20 solar bollards will be impacted by shifting the Atakapas-Ishak Trail 15 feet.	Only the portion of Trail within ROW will be impacted. Any lighting (including solar bollards) or signage directly impacted by the project will be replaced.
5	15 various signs will need to be replaced.	Unable to identify all 15 signs referenced. Commenter may have referenced roadway signs not in the park. Any signage removed by the project will be replaced, including signage within the proposed construction servitude within the park.
6	The quantity of green space will be reduced by the construction of the new frontage road; not increased by	The quantity was incorrect. The relocation of the road into the park will result in approximately 4764 sq. ft. of additional green space within the park. There is an increase in green space because

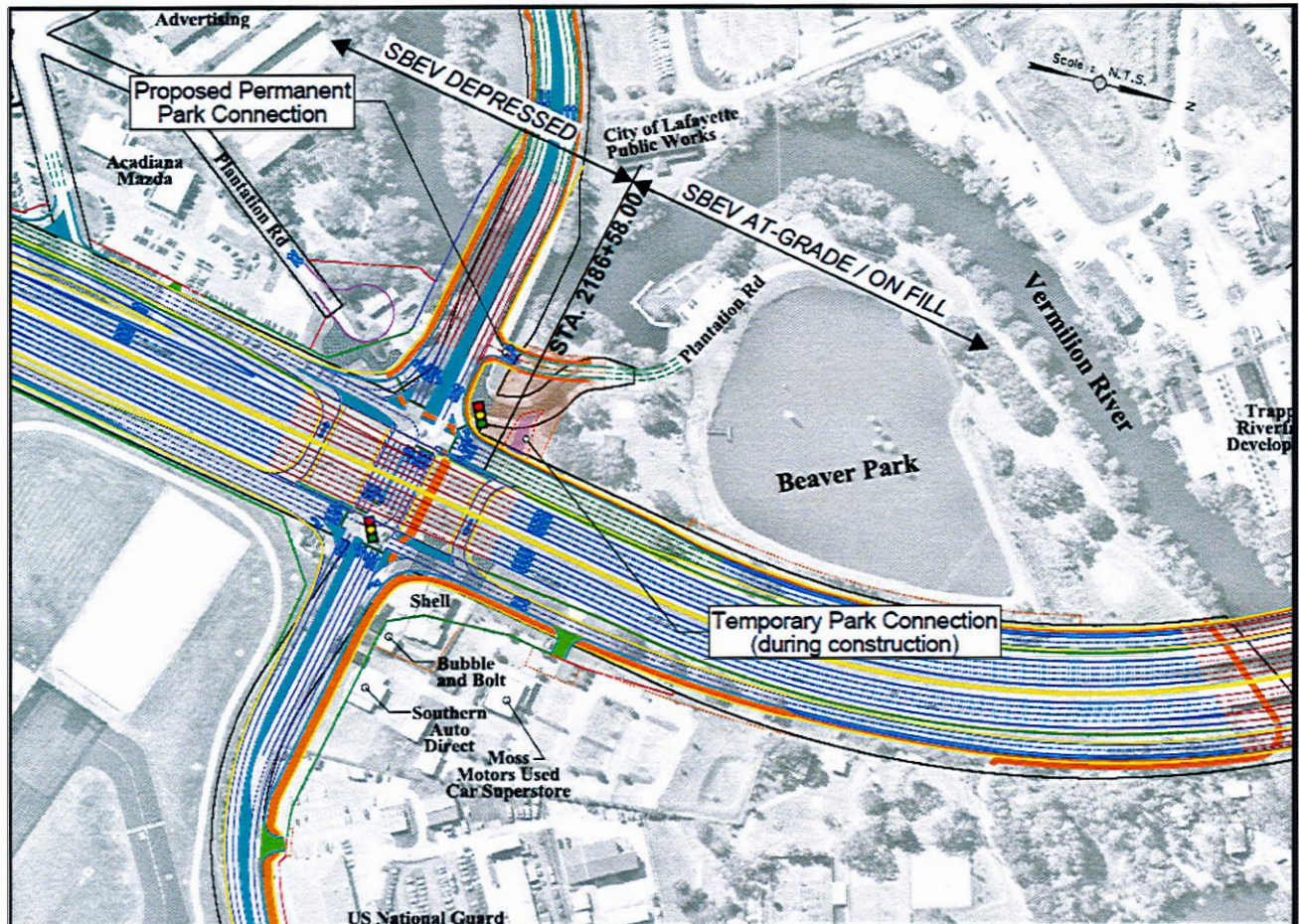
	1,940 sq. Ft. as estimated in your analysis.	the area of road removed is greater than the area of road added.
7	The frontage road will also decrease stormwater drainage capacity. The pedestrian trail will be forced onto a permanent wetland. The levee around Spreafico Lake is surrounded by a drainage ditch, and a weir to manage overflow. These may be entirely covered by the frontage road.	The frontage road will include stormwater drainage capacity to accommodate the roadway. The area of wetland impact for the entire 5.5-mile project which includes the trail is minimal (0.06 acre). The drainage ditch adjacent to the lake will remain and be improved as part of the project. Construction of the improvement requires a construction servitude within the park which will not affect any recreational activities or features of the park.
8	Given the vertical range from the park floor to the elevated Evangeline Thruway, it is expected that the frontage road will be constructed on a berm/retaining wall, which would increase the possibility of a fatality in the event of crashes. Secondly, the visual impact this will create is unknowable from the information present in your letter, but it could be worse off without enhancements.	The frontage road is generally elevated through the limits of Beaver Park until approximate Station 2186+58, where it begins to depress below existing ground. Through the entire limits of Beaver Park, either a retaining wall with a concrete barrier or a concrete roadway barrier is proposed to avoid taking ROW from the park. South of approximate Station 2186+58, the frontage road transitions to a depressed section to provide connection to University Avenue as University Avenue crosses under the proposed interstate. DOTD is proposing to provide for a barrier/fence along the depressed portion as mitigation. The current view from the park is a busy multilane major thoroughfare (8 lanes maximum). The proposed view is a 2-to-4-lane frontage road and an elevated roadway on a vertical wall. Although the view will be different, the visual change does not impair the activities, features, or attributes of the park.

9	By design, Beaver Park is a space for recreation and the added volumes of traffic will exacerbate noise where noise is already a nuisance.	The projected noise level for the build alternative ranges from 56 to 67 dBA for Beaver Park. Beaver Park is impacted by noise from the project as the projected noise level in the park near the roadway approaches or exceeds the noise abatement criteria for a park, which is 67 dBA. The noise study showed that the increase in noise is estimated to be 6 to 7 dBA over the projected no-build alternative. Beaver Park is currently adjacent to a major thoroughfare with 6 through lanes of traffic and turn lanes. Beaver Park is bounded by the river, University Avenue, and Evangeline Thruway. The development around the park is predominately commercial. A noise barrier at this location would not meet the cost benefit requirement for reasonableness due to the lack of sensitive receptors that would be able to meet a 5 dBA reduction in noise.
10	The frontage road will bring moving vehicles with 20 feet of our play equipment; thereby reducing safety.	No permanent ROW is being taken from the park so there is no direct impact to the playground. The park's master plan indicates that the park plans to relocate this playground elsewhere. If the playground remains in its current location, the proposed southbound frontage road will be closer to the playground than the existing Evangeline Thruway. The playground is roughly 80 feet from the existing edge of pavement of southbound Evangeline Thruway, a major thoroughfare. At this location, existing southbound Evangeline Thruway is ground level with 5 lanes (3 through lanes and 2 turn lanes). There are no barriers between the playground and Evangeline Thruway. In the proposed design, the playground (if it remains in its current location) will be roughly 20 feet from the proposed concrete barrier of the 4-lane southbound frontage road (2 through lanes, 2 turn lanes, and a sidewalk). The traffic on the southbound frontage road will be less than the traffic on the current Evangeline Thruway and with lower anticipated speeds. As proposed, in this area, the southbound frontage road will be slightly elevated above the park and a barrier will run along side of this section of roadway,

Attachment

		providing positive separation. In the depressed area of the frontage road near the University/Surrey intersection, a concrete barrier along with an access control element (barrier/fence) are proposed. DOTD is proposing providing for a barrier/fence along the depressed section adjacent to the park as mitigation. The proposed interstate, which is east of the frontage road, will be elevated on a vertical wall as it approaches and crosses over University Avenue. Both the frontage road and mainline will be on wall for most of the length between University and the Vermilion River.
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Map 1 (Note this exhibit shows dedicated right turn lanes on Evangeline and Surrey. This lane configuration is still under consideration and is subject to change.)



Map 2 Access Road Realignment



Map 3 (Note the blue path depicts the proposed temporary bike/ped detour.)

