Advanced Arterial Design Plan

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PREPARED BY

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0.0 Executive Summary

The purpose of this plan is to craft a method by which the route of Consolidated Throughfare Plan roadways may be selected well in advance of their construction.

In general, the roadway routes to be planned include roadways without definitive alignments on the Consolidated Throughfare Plan (CTP). The alternative route(s) would be described and sent for comment to local and state agencies for comment. The description and the collected comments would be compiled into an Advanced Arterial Design packet. The packet would be used to conduct charrettes in which public participation would provide design suggestions. The charrette drawings along with the packet would be reviewed for comment and modification by the Metropolitan Planning Organization (MPO) and property owners within the route corridor. The suggested alternatives and one preferred alternative would then be submitted to the City-Parish Council and other effected local governments for consideration and promulgation as a MPO resolution and local ordinance. The effected landowners would be advised of the impact on their property by signing an acknowledgement and/or placing correspondence in the land records of the Clerk of Court.

0.1 Introduction

The plan is divided into four parts:

- Section 0.0 is an executive summary which summaries the policies as well as procedures used to identify an advanced arterial design alignment.

- Section 1.0 describes the existing process for route selection.

- Section 2.0 describes the proposed procedures in terms of planning activities and deliverables at completion of each of ten phases of project planning.

- The Appendices are the deliverables to be created during this planning process. The deliverable documents are numbered in accordance to the phase in which the planning activity occurs.

1.0 The Existing Review Process for Route Selection

There are two distinct tracks for selection of routes for proposed roadways. Federally funded projects follow a process mandated by Congress while locally funded projects have a less well defined process. Both processes are complex, but good project planning results may result from either process.

1.1 Federally Funded Projects

If federal funds are involved, then the Louisiana Department of Transportation and Development's (DOTD) Environmental Section contracts with a firm to perform a National Environmental Policy Act (NEPA) review. The consultant firm of planners and engineers reviews proposed routes as suggested by the local Metropolitan Planning Organization (MPO). These routes are derived from the public participation process. The MPO process has public participation by the Citizens Advisory Committee (CAC)[1], Transportation Technical Committee (TPC)[2], and the Transportation Policy Committee (TPC)[3], City-Parish Planning Commission[4], and the City-Parish Council. At these meetings individual citizens may make comments or introduce information. Additionally, a formal public meeting is held to discuss the project's potential alignments and another formal public hearing is held to receive comments once a route alignment is selected. All of the meetings are advertised for public participation. The local MPO process selects a preferred alternative which is then reviewed by DOTD and the Federal Highway Administration (FHWA). Once a route alignment is selected, it should not change. DOTD then selects an engineering consultant (who may or may not be based in Lafayette) to prepare the design. This process is required with the expenditure of federal funds for regionally significant transportation projects. It is a well defined, but complex process in which most participants know the phases.

1.2 Locally Funded Projects

A different methodology with a similar level of complexity occurs for locally funded transportation projects. The process is complex not because of the detailed steps which have been defined, but rather from the lack of a standard planning process.

Moreover, several centers of institutional review may be involved. The MPO performs a minimal review and depending on funding - may hold a series of public meetings with residents and landowners within the project corridor. Technical analysis by the MPO is primarily related to traffic modeling and estimating potential usage of the roadway. The Lafayette Consolidated Government (LCG) Department of Public Works (DPW) may review a proposed route alignment with a more robust technical evaluation, but typically limits public participation to individual meetings with landowners from whom right of way may be purchased. Pluralistic groups and indeed individual citizens representing a broad range interests from environmental, business, individual, or community concerns

[1] The CAC is composed of 12 citizens who are interested in the roadway planning. They are informed laymen and laywomen with knowledge of how transportation effects particular segments of the Lafayette economy such as those involved in real estate, business, green space, and farming.

[2] The TTC is composed of 22 professionals who are engineers, planners, architects and others involved in the planning process.

[3] The TPC is composed of 13 area elected officials (or their appointees) who are answerable to the electorate.

[4] The Lafayette City-Parish Planning Commission is composed 5 individuals who are responsible for the comprehensive plan and review development of subdivisions as well as zoning and roadway projects.

may participate in the MPO or DPW process. Not all meetings are required to be advertised for public involvement.

Furthermore, no process is defined by which a particular route alignment is selected as final. Rather, a series of consensus building meetings is held with individuals and groups connected with the MPO, DPW, Council, and pluralistic groups. This consensus is elastic reflecting the amount of funding available and mitigation of the alignment are considered.

Because the process is fluid, the documentation for local projects varies. The DPW process may develop brief comparisons of alternatives and their associated construction costs. The MPO process may yield a map showing the proposed alignments. The route alignments may not be the same ones because the coordination between the MPO and DPW process is different. There might be a resolution by the Council. Or perhaps not: there may be literally very little documentation of a route alignment and the reasons for its selection. In contrast, the NEPA process mandates a multi-volume work with contributions by biologists, demographers, archeologists as well as planners and engineers as part of an Environmental Impact Statement (EIS) . The local process is quick and inexpensive while the NEPA and its EIS may involve many years with many thousands of dollars in both accumulated document preparation costs as well as in project delays.

1.3 Comparison of Locally and Federally Projects

Good outcomes occur from both the federally mandated NEPA as well as the local processes because each process has good features. Let us state those positive features.

The positive features of the NEPA process includes:

1. The participants know the planning process by which a route is selected.
2. The public participate in the planning process.

The positive features of the local process includes:

1. The process allows for variations in the participation by the MPO, DPW, Council, and pluralistic groups on a case by case basis.
2. The route can change to reflect differences in funding and community consensus as the metropolitan area grows.
2. The local planning process is relatively fast because extensive documentation is not required to define a route alignment.

2.0 New Proposed Procedures for Route Selection

We seek to craft in this document a method of reviewing proposed roadways using these positive features as fundamental building blocks. This process can be modified as various stakeholders comment on the proposed process in order to build a consensus.

In all, there are ten phases which can briefly be stated:

1. Identify the roadways that require an alignment analysis.
2. Describe the project to be planned and adopted.
3. Collect environmental data for a project evaluation
4. Compile the project description and the environmental data into a pre-planning packet.
5. Present the pre-planning packet to the effected public during a charrette.
6. Present the results of the charrette to the MPO Committees for review and comment.
7. Present the MPO Committee review and comments to the City-Parish Council (acting as the MPO body) to select an alternative by resolution.
8. Submit the selected alternative to the local governments for adoption by ordinance.
9. Submit a plat or a document describing the proposed alternative to the landowner and file the executed document with the Clerk of Court in the parish in which the roadway is located.
10. If a revision to a selected alternative is required, then the review process begins again with Phase 1 and then proceeds through Phase 9.

2.1 Project Planning Phases

Each of these planning phases can be described in terms of project activities and project deliverables which are due at the end of each phase. Examples of these deliverables are attached in the appendices as blank forms to be completed for each roadway project.

2.11 Roadway Selection -- Phase 1

The first phase in the process is to select which roadway project needs to be analyzed and planned.

The Consolidated Thoroughfare Plan is a plan showing the functional class of all regionally significant roadways in Lafayette. It contains routes on all existing roadways as well as the termini (i.e. the beginning and ending points) of most proposed roadways. These proposed roadways without a definitive route are mapped as dashed lines; hence the term "dashed line" roadways. All of these dashed line roadways would be subject to review.

The deliverables for this first phase are completed and are listed in the Appendix 1: List of Roadways without Final Route Selection. The 65 roadways total about 99 miles.

2.12 Project Description -- Phase 2

The second phase is to describe each roadway project.

There are several essential questions which would be answered in this phase. Examples of essential questions are:

What is the beginning and end points (i.e. the "termini) of the project?
Where are the intervening nodes where the project must connect?
What are the segments to connect these nodes?
How many alternative routes using these segments connect the termini and nodes?
What is the width of the right of way?
How many lanes are required?
What is the purpose of the project?
How many people reside in the area?
How many business might be effected?
What are the major streams, ditches, and coulees to be traversed?

These and other questions are answered with text and maps with basic descriptive information to form the "project description" as the deliverable for this second phase of work. The forms and an example project description is attached to this plan in Appendix 2: Project Description

2.13 Environmental Data Collection -- Phase 3

The third phase is to collect the environmental data.

As the NEPA process stands today, an analysis determines to what degree a project is reviewed. Some projects are excluded from being reviewed because the project activities are essentially administrative. None of these so called "categorically excluded" projects are subjected to a lengthy review. On the other hand, some projects have significant impact on the human and social environment. These projects require an environmental impact statement (EIS). However, many, many projects do not fit into either one of these categories and are reviewed through an "environmental assessment". The local environmental review would be based on this kind of mid level review. If during this local environmental assessment process a significant impact on the environment is found, then this local environmental assessment would form the core of a more complex EIS which would be conducted in future years if federal funds were required for construction.

Persons with specialized knowledge of roadway projects and their impacts are contacted for comment during an environmental assessment. Transmission of technical details of the project description to these commentators may be through written communication. When the project impact is more generalized, then the communication may be verbal using phone calls and individual face to face meetings.

This verbal information is documented on standard forms as those used by the NEPA process by certain federal agencies. The completion of these forms and the receipt of written correspondence are the third phase deliverables. Forms and examples of the kinds of information typically anticipated to be collected are included in Appendix 3: Environmental Data Collection Correspondence and Forms.

The environmental review and associated forms are based on documentation procedures as used by two agencies. Rural Development (RD), an agency of the United States Department of Agriculture (USDA) utilizes forms for completion of potable rural water distribution systems. These RD water projects are similar to roadway projects because they identify corridors in which development occurs.[5] The FHWA also perform this mid level analysis found in environmental assessments. The information collected for specific roadway projects is taken from course materials for "Fundamentals of NEPA and Environmental Documentation" given by attorneys and staff from FHWA office in Atlanta.[6] Both processes are fundamentally the same because the underlying NEPA legislation is essentially the same.

2.14 Advanced Arterial Design Packet -- Phase 4

The fourth step compiles the project description and the project evaluation into a Advanced Arterial Design packet. Using this information, the alternative routes are delineated more clearly and a list of preferred alternatives drawn. The positive and negative features of each alternative route is detailed and placed in grid for quick comparison.

The deliverable due at the completion of this fourth phase is a report as well as the deliverables from the previous two phases. The outline of the report is included in Appendix 4: Advanced Arterial Design Report

2.15 Charrette with Property Owners -- Phase 5

The fifth step presents the Advanced Arterial Design packet to the effected property owners, residents and/or interested pluralistic groups during a series of charrettes.

A charrette within this context is a meeting in which the participants provide suggestions for a plan. The suggestions may be a statement of a general concept or a generalized graphic sketch as well as more specific ideas and drawings. These suggestions are then implemented by the professional staff participating in the project. The term, charrette,

[5] See the website at RD-USDA at http://www.usda.gov/rus/water/ as existing on December 28, 2004 for a complete description of this program.

[6] The workshop was given over a three day period on July 20-22, 1999 in Baton Rouge under joint sponsorship of DOTD and FHWA.

literally means in French a small wagon or cart. The term was originally used for a planning meeting at the Ecole des Beaux-Arts in Paris in the late 19th century when a small cart was used to carry drawings to and from their planning meetings.[7] This process has been successfully used in Lafayette by the Community Design Workshop, under contract with Lafayette Consolidated Government, since 1999 as an integral part of the I-49 Action Plan, the Ambassador Caffery South Parkway Tripartite Agreement, and the Multimodal Center.

The deliverable from this charrette process would be a drawing or set of drawings in which one preferred alignment would be selected from the alternatives. Additionally, specialized cross section drawings and adjoining land use boundaries might be developed along with other drawings as required to communicate the public's vision. Examples of completed drawings from Ambassador Caffery South are attached in Appendix 5: Examples of Charrette Drawings

2.16 The MPO Review -- Phase 6

The sixth step submits the Advanced Arterial Design packet and the charrette drawings to the MPO. The project would be first reviewed by the Citizens Advisory Committee (CAC) to determine if the documentation meets the standards for further review or if additional environmental study should be performed. If acceptable, the Transportation Technical Committee (TTC) would review the documentation for technical feasibility. At this stage, the Department of Public Works (DPW) would play a significant lead role in the feasibility of the design, mitigation, and cost reviews. If found to be feasible by DPW, the Transportation Policy Committee (TPC) and the Planning Commission would then review the original Advanced Arterial Design packet, the charrette drawings and modifications suggested by the CAC and TTC.

The deliverable due from this sixth phase of the project is attached in Appendix 6: MPO Approval Forms. These forms require the listing of MPO committee members along with signature of the committee chairpersons. These forms are attached to the project planning packet.

2.17 MPO Action by Resolution -- Phase 7

The seventh phase is the approval and adoption of a final selected alternative alignment by the MPO. The selected alternative may or may not be the selected alternative as chosen by the planning process. Indeed, the City-Parish Council acting in its capacity as the MPO may modify the plan so as to reflect what the Council understands to be the will of the citizens of the planning area. This selection would be ratified by an MPO resolution.

[7] See the web site http://www.masterplanning.com/masterplanning/charrette.html as existing on January 30, 2003 for the historical derivation of the term.

The deliverable from this seventh phase would be a resolution as approved by the City-Parish Council. Examples of these resolutions are not included in this plan.

2.18 Local Government Action by Ordinance -- Phase 8

The eighth phase is the approval of the selected alternative by local governments.

If the project was located in the unincorporated areas or in the City of Lafayette, then the City-Parish Council acting as the local government would then ratify the selection by ordinance. If the project was located in unincorporated areas in other parishes or in other municipalities, then the appropriate local government would be requested to approve the selected alternative.

Since each local government is independent, each locally chosen alignment may be different from the one selected by the MPO Committees and the City-Parish Council acting as the MPO.

The deliverable from this eighth phase would be ordinances as approved by local governments. Examples of these ordinances are not included in this plan.

2.19 Recordation of Plats and Documents -- Phase 9

Once the roadway route has been approved by the MPO through a resolution, then the route is acknowledged by the effected landowners on whose property the route is located. Part of this process would be to present the owner with a plat as (1) a part of a dedication of right of way or (2) a document acknowledging that they have viewed a map of the right of way to be acquired in the future.

If a plat is presented for the landowner signature, then the property is being dedicated by the landowner without receiving payment for this property. The right of way line required for a local street is illustrated as well as an enhanced setback line. The enhanced set back line illustrates the area to be acquired in the future for the construction of the arterial. No development is allowed within the enhanced setback line.

The property owner may decide not to dedicate the right of way for a local street. If this option is selected, then the owner should sign a document acknowledging that he has reviewed an attached drawing that depicts the proposed right of way for a local street and the enhanced setback line within which no development may occur.

If the landowner selects not to sign either of these documents, then the MPO shall mail to the landowner correspondence acknowledging that he has been mailed a plat or drawing showing the proposed right of way that may effect his property.

Additional agreements may also be transacted between the landowner and the MPO as described in polices numbered as 1, 2, 3, 7, and 8 in Section 1.0, Proposed Policies.

The executed documents resulting from this phase shall be filed with the Clerk of Court listing the landowner as the vendee and the MPO as the vendor. If the landowner selects not to sign documents, then the notification correspondence, the plat, and proof of certified mail shall be filed with the Clerk of Court by the MPO. The deliverables from this phase have not been developed by the legal staff at the time of this writing.

2.20 Project Revision -- Phase 10

The tenth phase is optional and would occur when the selected alternative might need to be revised. Because the selected alternative is approved by both a resolution of the MPO and one or more ordinances of local governments, a resolution should be approved by these bodies instructing the MPO staff to re-study the proposed alternative. In order to fully document the process, the process should begin with Phase 1 and then continue to Phase 9.

The deliverable from this tenth and optional phase would be a revised Planning Packet as well as resolutions and ordinances approved by local governments. Examples of these resolutions and ordinances are not included in this plan.

APPENDIX 1:
LIST OF ROADWAYS WITH ALIGNMENT TO BE PLANNED

Table 1.1

Lafayette Metropolitan Planning Organization
Consolidated Throughfare Plan
Advanced Arterial Design Methodology
Roadways With Alignments To be Planned

Number	Road Name	Beginning Intersection Point North/East	Ending Intersection Point Road South/West	Length (Miles)
1	Ambassador Caffery North	LA 182	West Gloria Switch Rd	6.04
2	Moss St	LA 726	Gloria Switch	4.10
3	Braquet Rd	Cormier Rd	Ira St	1.03
4	Ira St	Cankton Rd	Mills St	1.45
5	Mills St (Straighten Curve)	Mills St	Mills St	0.25
6	Gloria Switch Rd	Smalley Rd	Loire Ave	0.22
7	Louisiana Ave	Gloria Switch Rd	Alexander Rd	2.03
8	Pinhook Rd	Louisiana Ave Ext	Larabee Pit Rd	1.43
9	Malaport Rd	W Butcher Switch Rd	Malaport Rd	0.50
10	Ambassador Caffery North	Malaport Rd	Dugas Rd	0.53
11	Malaport Rd	Lermond Cir	Rue Scholastique	0.62
12	Whitmore Rd	Wyman Rd	Whitmore Rd	0.58
13	Lebesque Rd	Roger Rd	Pitt Rd	1.04
14	Ambassador Caffery North	Lebesque Rd	Renaud Dr	1.56
15	Roper Dr	Heide Cir	Gateau Rd	2.05
16	Roper Dr	Cajundome Blvd North	Brothers Rd	0.52
17	Renaud Dr	Elmira Rd	Roger Rd	0.27
18	Renaud Dr	Mills St	Hancock Rd	0.28
19	Cajundome Blvd	LA 182	Cameron St	2.68
20	Mills St	W Willow St	Cameron St	0.74
21	Mudd Ave	Carmel Dr	Louisiana Ave	0.27
22	Eraste Landry Rd	Amb. Caffery Pkwy	Landry Rd	2.13
23	Apollo Rd	Cameron St	Landry Rd	1.63
24	Cactus Rd	Cactus Rd	Hanks Rd	0.61
25	Hanks Rd	Hanks Rd	Landry Rd	1.06
26	North / South Beltway	S Richfield Rd	Austria Rd	1.34
27	Falterman Rd	Moise St	Austria Rd	0.32
28	Landry Rd	Riceland Rd	LA 720	0.79
29	W Congress St	Riceland Rd	Des Cartes Rd	0.80
30	Austria Rd	Landry Rd	Golden Grain Rd	2.74
31	Wilturner Rd	W Congress St	Golden Grain Rd	2.58
32	Lagneaux Rd	W Congress St	Landry Rd	1.07
33	W Congress St	Lbourque Rd	Norris Rd	1.20
34	Rue Du Belier	Dulles Dr	Rue Du Belier	0.49

Table 1.1

Lafayette Metropolitan Planning Organization
Consolidated Throughfare Plan
Advanced Arterial Design Methodology
Roadways With Alignments To be Planned

35	Guilbeau Rd	Domingue Ave	Rue Du Belier	0.53
36	S College Rd	Pinhook Rd	Kaliste Saloom Rd	0.66
37	S College Rd	Verot School Rd	S Bernard Rd	2.26
38	Camellia Blvd	Verot School Rd	Mount Vernon	2.83
39	Settlers Trace	Steiner Rd	Farrel Rd	1.64
40	Robley Dr	Amb. Caffery Pkwy	Johnston St	1.16
41	Domingue Ave	S Domingue Ave	Duhon Rd	1.55
42	Town Center Pkwy	Johnston St	Rue Du Belier	0.44
43	Nezida Ln	Amb. Caffery Pkwy	W Broussard Rd	1.74
44	Rue Du Belier	Ridge Rd	Johnston St	1.86
45	W Broussard Rd	Ridge Rd	W Congress St	0.49
46	North / South Beltway	E Broussard Rd	Monte Rd	1.95
47	Langneaux Rd	Thornberry Rd	Monte Rd	0.61
48	Golden Grain Rd	Duhon Rd	Tolmark Rd	1.43
49	North / South Beltway	Fieldspan Rd	Richfield Rd	2.10
50	Fieldspan Rd	Seller Rd	Vermilion Parish	1.18
51	Kaliste Saloom Rd	E Broussard Rd	Milton Ave	2.47
52	Ambassador Caffery Pkwy	Verot School Rd	US Highway 90	6.35
53	N Larriviere Rd	Heart D Farm Rd	Pinhook Rd / LA 182	1.73
54	Albertson Pkwy	Saint Nazaire Rd	St Martin Parish	1.01
55	North / South Beltway	E Broussard Rd	US Highway 90	9.18
56	Milton Ave	Bonin Rd	LA 92 / Young St	1.73
57	Chemin Metairie	E Milton Ave	Verot School Rd	1.35
58	Iberia St	Chemin Metairie	Bonin Rd	0.61
59	Bonin Rd	La Neuville	Railroad St	2.85
60	LA 89 / Lafayette Hwy	Church St	LA 89 / Guillot Rd	0.53
61	Savoy Rd	Martean Rd	Railroad St	2.47
62	Almanaster Rd	LA 89 / Guillot Rd	Détente Rd	0.96
63	Verot School Rd	Countryveiw Rd	Decon Rd	0.77
64	Larriviere Rd	Langlinais Rd	Pait Rd	0.52
65	Marteau Rd	Almonaster Rd	Langlinais Rd	0.77
TOTAL				**102.68**

APPENDIX 2:
PROJECT DESCRIPTION

The project description can be reported with a set of three tables. Table 2.1 is a narrative of the project activities. Table 2.2 and 2.3 provide a format for reporting of objective criteria, documentation of attachments such as additional discussion, maps and cross sections, as well as data on how the project was selected. These tables as well as other additional tables and their attachments are submitted for review by various agencies. The utility relocation tables are based a DOTTY survey, a joint mapping service provided by utility service providers for a fee paid by the person requesting information. Additionally, preliminary studies such as noise studies using standard distances for typical sound sources may also be prepared as well, but not submitted for external review by these other agencies.

Table 2.1

Lafayette Metropolitan Planning Organization
Consolidated Throughfare Plan
Advanced Arterial Design Methodology
Project Purpose

A. Purpose		**Comments**
1	Capacity	
2	Safety	
3	Design deficiency	
4	Economic development	
5	Planned growth	
6	Intermodal linkage	
7	Roadway system linkage	
8	Legislative/Council mandate	

Attach additional information if needed with numbered sections corresponding to the table number and subsection.

Table 2.2

Lafayette Metropolitan Planning Organization
Consolidated Throughfare Plan
Advanced Arterial Design Methodology
Administrative, Existing and Proposed Description and Maps

A. Administrative		**Comments**
1	Type of project	
2	Estimated project cost	
3	Estimated letting date	
4	Local funds	
5	State funds	
6	Federal funds	
B. Existing Roadway		
1	Attach mid block x- section	
C. Proposed Roadway		
1	Attach mid block x-section	
2	Logical termini - beginning	
3	Logical termini - Ending	
D. Maps		
1	USGS quadrangle map	
2.	FEMA floodplain map	
2.	Lidair contour map	
4.	Aerial Alternatives map	

Attach additional information if needed with numbered sections corresponding to the table number and subsection.

Table 2.3

Lafayette Metropolitan Planning Organization
Consolidated Throughfare Plan
Advanced Arterial Design Methodology
Utilities Evaluation and Relocation

A. Relocation Activities		**Comments**
1	Potable water	
2	Storm water	
3	Waste water	
4	Natural gas	
5	Electricity	☐ Buried ☐ Overhead
6	Phone/Cable	☐ Buried ☐ Overhead
7	Residences	
8	Businesses	
9	Bridges & other major struct.	

Attach additional information if needed with numbered sections corresponding to the table number and subsection.

APPENDIX 3:
ENVIRONMENTAL DATA COLLECTION
3.1 CORRESPONDENCE AND DATA FORMS

The project evaluation is based on two types of data gathering. The first type of data gathering is correspondence sent to cooperating agencies. These agencies have particular expertise which can be requested to evaluate the project. Moreover, these agencies have been charged with regulating certain project activities by statute. The project description is submitted to these agencies for review and comment. The goal of the contact to investigate specific issues that may effect a project. A second type of data gathering is interviews which is documented using the project forms.

2.1 Correspondence

Typically, cover letters (for attachment to the project description) are prepared for submission to the following agencies for comments pertaining to particular issues.

1. United States Corps of Engineers for wetlands and floodplain elevations.
2. United States Department of Agriculture - National Resource Conservation Service for farmlands
3. United States Fish and Wildlife Service for plants and fauna.
4. Louisiana Dept of Wildlife and Fisheries for plants and fauna.
5. Louisiana Dept of Culture, Recreation and Tourism for historic properties.

Other agencies may be contacted depending on the particular project if such contact is warranted. For example, crossing of navigativable streams typically require correspondence with the US Coast Guard.

2.2 Interviews

The second type of data gathering is interviews with individuals who represent public agencies. These individuals are contacted for specific comments to defined issues with a narrow focus.

Generally, the purpose of the verbal contact is to confirm a preliminary investigation that no impact is anticipated. The verbal contact provides a quick method to confirm or deny the preliminary investigation. For example, the fire chief may be contacted for comments on the extension of a roadway. Generally, road extension projects are beneficial for fire protection because they decrease travel time from one point to another. However, there may exist intersection problems at or near the proposed road extension. If so, then more in depth analysis can be conducted followed up with written correspondence.

The project evaluation data is collected and reported in several tables. Table 2.1 is a written summary of the information collected and reported in the subsequent tables. Table 2.2 is a reporting format for reporting of agency comments based primarily on

regulatory correspondence. Table 2.3 is a reporting format for public agency comments based on verbal comments. Table 2.4 contains information on right of way and the number of persons effected by the project.

Table 2.1

Lafayette Metropolitan Planning Organization
Consolidated Throughfare Plan
Advanced Arterial Design Methodology
Project Evaluation
Project Narrative

A. Existing Environmental Conditions	**Discussion**

1. Summarize significant issues in agency and regulatory correspondence based on statutory checklist on Table 2.2.

2. Summarize significant issues in agency and verbal contacts based on Land Development, Socio-Economics, and Community Facilities Evaluation Check List on Tables 2.3

3. Summarize significant issues in agency and verbal contacts based on Right of Way Check List on Tables 2.4

Table 2.2

Lafayette Metropolitan Planning Organization
Consolidated Throughfare Plan
Advanced Arterial Design Methodology
Statutory Check List

Number	Area of Compliance	Source of Documentation	No Impact Anticipated	Potentially Beneficial	Potentially Adverse Requires Documentation	Potentially Adverse Requires Further Study	Needs Mitigation	Requires Project Modification
A. Statutory Check List		**Complete & Check Appropriate Box(es)**						
1	Historic properties							
2	Parks, refuges - 4(f)							
3	Floodplains							
4	Wetlands							
5	Noise							
6	Explosive hazards							
7	Airports							
8	Air quality							
9	Water quality							
10	Solid waste disposal							
11	Farmlands							
12	Fish & wildlife							
13	Endangered species							
14	Wild & scenic rivers	Not on Federal Register	X					
15	Coastal protection	Not on Federal Register	X					
16	Local eligibility status							

Attach additional information if needed with numbered sections corresponding to the table number and subsection.

Use the following abbreviations for documentation source: cor = correspondence; int = one on one interview either by phone or in person; pre= group presentation ; book = printed source either electronic (internet) or a printed page. Cite date of contact.

Table 2.3

Lafayette Metropolitan Planning Organization
Consolidated Throughfare Plan
Advanced Arterial Design Methodology
Project Evaluation
Land Development, Socio-Economics, and Community Facilities Evaluation

Number	Area of Compliance	Source of Documentation	No Impact Anticipated	Potentially Beneficial	Potentially Adverse Requires	Potentially Adverse Requires Further	Needs Mitigation	Requires Project Modification
A. Land Development								
1	Planing & Zoning							
2	Land Use Compatibility							
3	Drainage							
4	Erosion							
5	Soil Suitability							
6	Hazards & Nuisances							
B. Socio Economics								
1	Demographic Changes							
2	Resident Displacement							
3	Business Displacement							
4	Employment & Income							
C. Community Facilities								
1	Educational							
2	Health Care							
3	Social Services							
4	Churches							
5	Cemeteries							
6	Government							
7	Commercial							
8	Parks & Recreation							

Table 2.4

Lafayette Metropolitan Planning Organization
Consolidated Throughfare Plan
Advanced Arterial Design Methodology
Project Evaluation
Public Services and Transportation Evaluation

Number	Area of Compliance	Source of Documentation	No Impact Anticipated	Potentially Beneficial	Potentially Adverse Requires	Potentially Adverse Requires	Needs Mitigation	Requires Project Modification
A. Public Services								
1	Potable Water							
2	Storm Water							
3	Waste Water							
4	Solid Waste							
5	Electricity							
6	Natural Gas							
7	Phone/Cable							
8	Emergency Response							
9	Police							
10	Fire							
B. Transportation								
1	CTP							
2	TIP							
3	FCTP							
4	Intermodal integration							
5	Traffic congestion							

Attach documentation and cite date and source of contact as specified at the bottom of Table 2.2.

Table 2.5

Lafayette Metropolitan Planning Organization
Consolidated Throughfare Plan
Advanced Arterial Design Methodology
Project Evaluation
Right of Way

A. Right of Way		Comments
1	Existing R/W req'd	
2	Additional R/W req'd	
3	New R/W req'd	
4	Private landowners identified	
5	Private landowners contacted	
6	Landowner opposition	
7	Site visited	
8	Construction Easements Req'd	
9	Charrettes Planned	
10	Other	

Attach documentation and cite date and source of contact as specified at the bottom of Table 2.2.

3.2 PROJECT REVIEWERS AND COMMENTATORS

The table contains a list of project reviewers and commentators. Reviewers provide written comments for significant project impacts while commentators provide verbal comments during an interview for minimal impacts. If during an interview it is determined that a significant impact occurs, then written comments are to be requested.

Both LCG and non-LCG professionals are contacted. Participants who do not work for LCG are those generally contacted in standard environmental reviewers as evidenced by participation in a Rural Development - USDA water works project or by participation in the I-49 Corridor Environmental Impact Study. LCG participants are those who participate in development reviews during the platting process.

The lists is preliminary and does not contain all contacts which might be required. The types of commentators and reviewers not yet identified are listed in Table 2.3 in Section B - Socio-Economic Impacts and Section C - Community Facilities as well as in Table 2.4 in Section A - Public Services.

He list should be considered preliminary such that agencies may be added or subtracted.

Table 2.6

Lafayette Metropolitan Planning Organization
Consolidated Throughfare Plan
Advanced Arterial Design Methodology
Project Evaluation
Project Reviewers and Commentators

Name (if known)	Agency	Dept/Division (if known)	Street /PO Box	City	State
	Acadiana Planning & Development District		601 Loire Avenue, Suite C	Lafayette	LA
Harold J. Lemaire	Atmos Energy		100 Asma Boulevard, Suite 151	Lafayette	LA
James Hammer	Bellsouth Telecommunications, Inc.		901 Hugh Wallis Road, Room 300	Lafayette	LA
David Beasley	Cox Communications		157 Industrial Parkway	Lafayette	LA
Tom Smoak	Entergy		2623 Cameron Street	Lafayette	LA
Lucius Broussard	Lafayette Consolidated Government	Traffic & Transportation	Routing Code 591		
Dion Broussard	Lafayette Consolidated Government	Environmental	Routing Code 572		

Table 2.6

Lafayette Metropolitan Planning Organization
Consolidated Throughfare Plan
Advanced Arterial Design Methodology
Project Evaluation
Project Reviewers and Commentators

Barbara Mouton	Lafayette Consolidated Government	Communications District	Routing Code 980		
Rebekke Raines	Lafayette Consolidated Government	Development Manager	Routing Code 941		
Sharon Wagner	Lafayette Consolidated Government	Development Planning	Routing Code 941		
Brad Duhon	Lafayette Consolidated Government	Floodplain Administrator	Routing Code 942		
Kirk Trahan	Lafayette Consolidated Government	Comprehensive Planning	Routing Code 596		
Tenique Nedd	Lafayette Consolidated Government	Addressing	Routing Code 941		
Kyle Faber	Lafayette Consolidated Government	Zoning	Routing Code 941		
Charles Mayard	Lafayette Consolidated Government	Planning	Routing Code 941		
Matt Broussard	Lafayette Consolidated Government	LUS	Routing Code 782		
Susan Trahan	Lafayette Consolidated Government	Health Department	Routing Code 992		
Travis Morgan	Lafayette Consolidated Government	Fire Department	Routing Code 432		
Brent Brouillette	Lafayette Consolidated Government	Public Works	Routing Code 531		
Brian Smith	Lafayette Consolidated Government	Public Works	Routing Code 531		
Mike DeBlanc	Lafayette Consolidated Government	Public Works - Operations	Routing Code 523		
Fred Simon	Lafayette Consolidated Government	Lafayette Parish Waterworks District South	PO Box 700	Maurice	LA
	Louisiana Department of Agriculture & Forestry	Office of Soil/Water Conservation	PO Box 66336	Baton Rouge	LA
Pam Breaux	Louisiana Department of Culture Recreation and Tourism	State Historic Preservation Office	PO Box 44247	Baton Rouge	LA
Lisa Knatcal-Picou	Louisiana Department of Environment Quality		PO Box 82231	Baton Rouge	LA
	Louisiana Department of Recreation & Tourism	Division of Archaeology	PO Box 44247	Baton Rouge	LA

Table 2.6

Lafayette Metropolitan Planning Organization
Consolidated Throughfare Plan
Advanced Arterial Design Methodology
Project Evaluation
Project Reviewers and Commentators

Fred Dunham	Louisiana Department of Wildlife and Fisheries		PO Box 9800	Baton Rouge	LA
James Antoon	Louisiana Office of Public Health & Sanitarian Services	Chief of Sanitation	6867 Bluebonnet Road	Baton Rouge	LA
	Louisiana, Lafayette Soil & Water Conservation District of Louisiana		905 Jefferson Boulevard, Suite 310	Lafayette	LA
Tracey Broussard	Milton Water System		PO Box 278	Milton	LA
Burt Arceneaux	SLEMCO		PO Box 90866-C	Lafayette	LA
Rod Wimberly	Texas Gas Transmission, LLC		1819 W. Pinhook Road, Suite 200	Lafayette	LA
John D. Bruza	US Corps of Engineers	New Orleans District	PO Box 60297	New Orleans	LA
	US Department of Agriculture	National Resource Conservation Service	905 Jefferson Street	Lafayette	LA
Michael P. Jansky	US Evironmental Protection Agency	6 ENXP	1445 Ross Avenue	Dallas	TX
	US Fish & Wildlife Service		825 Kaliste Saloom	Lafayette	LA

APPENDIX 4:
ADVANCED ARTERIAL DESIGN REPORT

Based on the project description and the project evaluation, an Advanced Arterial Design Report is prepared in which the alternatives are discussed. Below is an outline of the report.

1. Description and Evaluation

1. Introduction and Executive Summary
2. Project Planning Area
    1. Location
    2. Population
2. Environmental Resources
    1. Flood Plains & Wetlands
    2. Historical Resources
    2. Wildlife Habitats
    4. Farmlands
    5. Aquifers
4. Growth Areas and Population Trends
    1. Historical Population Data
    2. Concentrated Growth Areas

2. Existing Facilities

1. History & Present Condition

2. Needs

1. Purposes
2. Estimated Traffic Volumes
2. Growth

4. Alternative Considered

1. Alternatives Considered
2. Design Criteria
2. Maps
4. Environmental Impacts
5. Land Requirements
6. Construction Problems
7. Comparison of Construction Cost Ranking
8. Operational and Maintenance Cost
9. Depreciation - Estimated Operational Time Span
8. Advantages/Disadvantages of Alternatives

5. Proposed Project

1. Project Selected
2. Order of Magnitude Construction Cost Estimate
2. Annual Operating Budget
    1. Projected Annual Operation Cost

7. Plan Modification During Review

1. MPO Committees
    1. Citizen Advisory Committee
    2. Transportation Technical Committee
    2. Transportation Policy Committee
2. City-Parish Planning Commission
2. City Council

8. Plan Revision

1. Revision Authorization
2. Revision Description

7. Appendices

1. Appendix 1: Environmental Correspondence
    1. Federal Emergency Management Agency
    2. Louisiana Department of Wildlife and Fisheries
    2. U. S. Corps of Engineers
    4. Louisiana Department of Culture Recreation
    5. USDA – National Resource Conservation Service
    6. Evangeline Economic and Planning District
    7. Certificate of Publication of Charrettes
    8. Publication Print - First Notice
    9. Publication Print - Second Notice

2. Appendix 2: Environmental Assessment Forms
    1. Table 2.1: Project Purpose
    2. Table 2.2: Administrative, Existing and Proposed Description
    2. Table 2.3: Utilities Evaluation and Relocation
    4. Table 2.1: Project Narrative
    5. Table 2.2: Statutory Check List
    6. Table 2.3: Land Develop, Socio-Econ, and Community Facilities Eval.
    7. Table 2.4: Public Services and Transportation Evaluation
    8. Table 2.5: Right of Way

2. Appendix 3:Project Maps
    1. USGS quadrangle map
    2. FEMA floodplain map
    2. Lidair contour map
    4. Aerial Alternatives map

APPENDIX 5:
EXAMPLES OF PRELIMINARY DESIGN AND CHARRETTE DRAWINGS

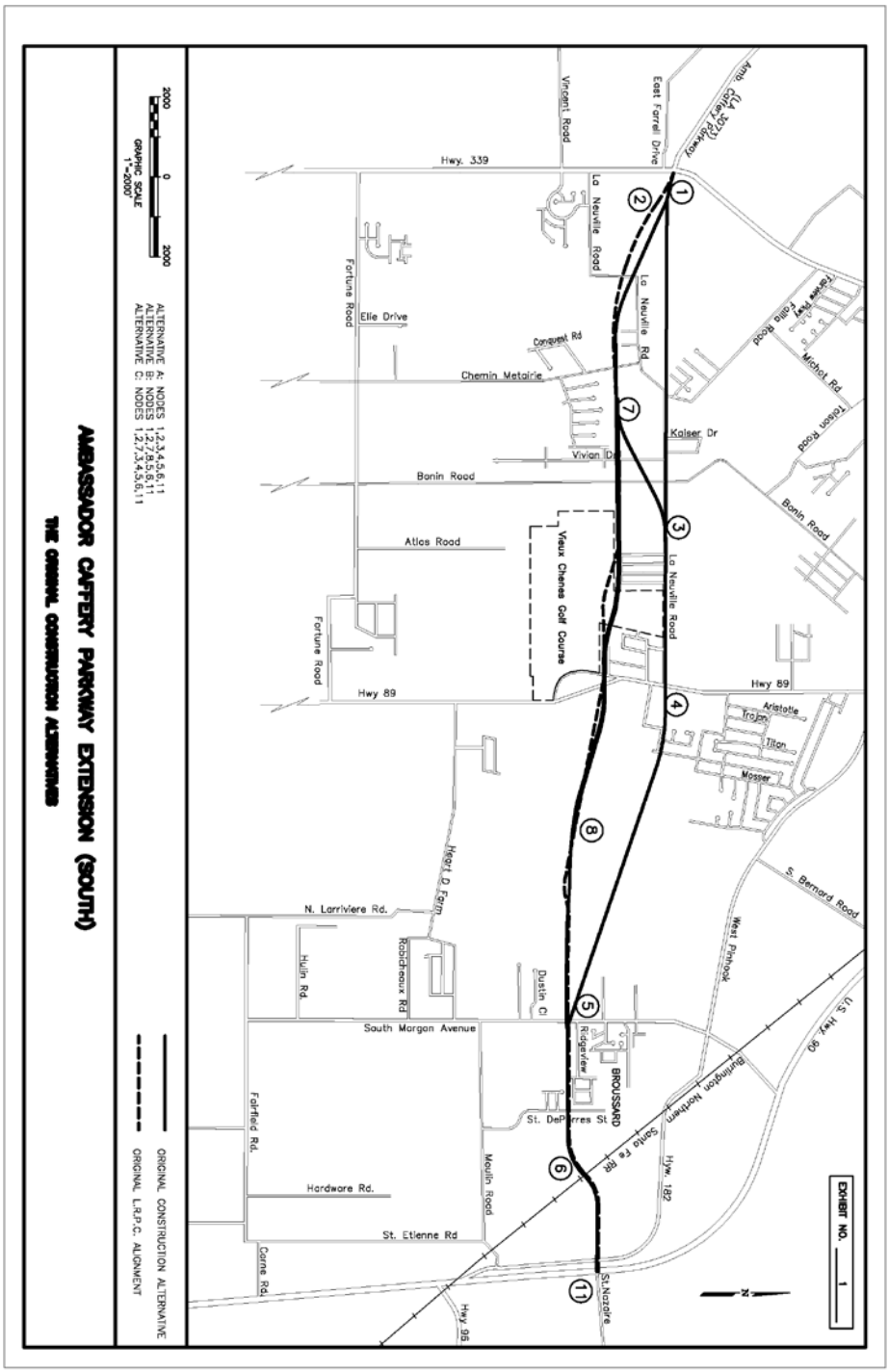
Three drawings are presented on the next three pages for Ambassador Caffery Parkway South

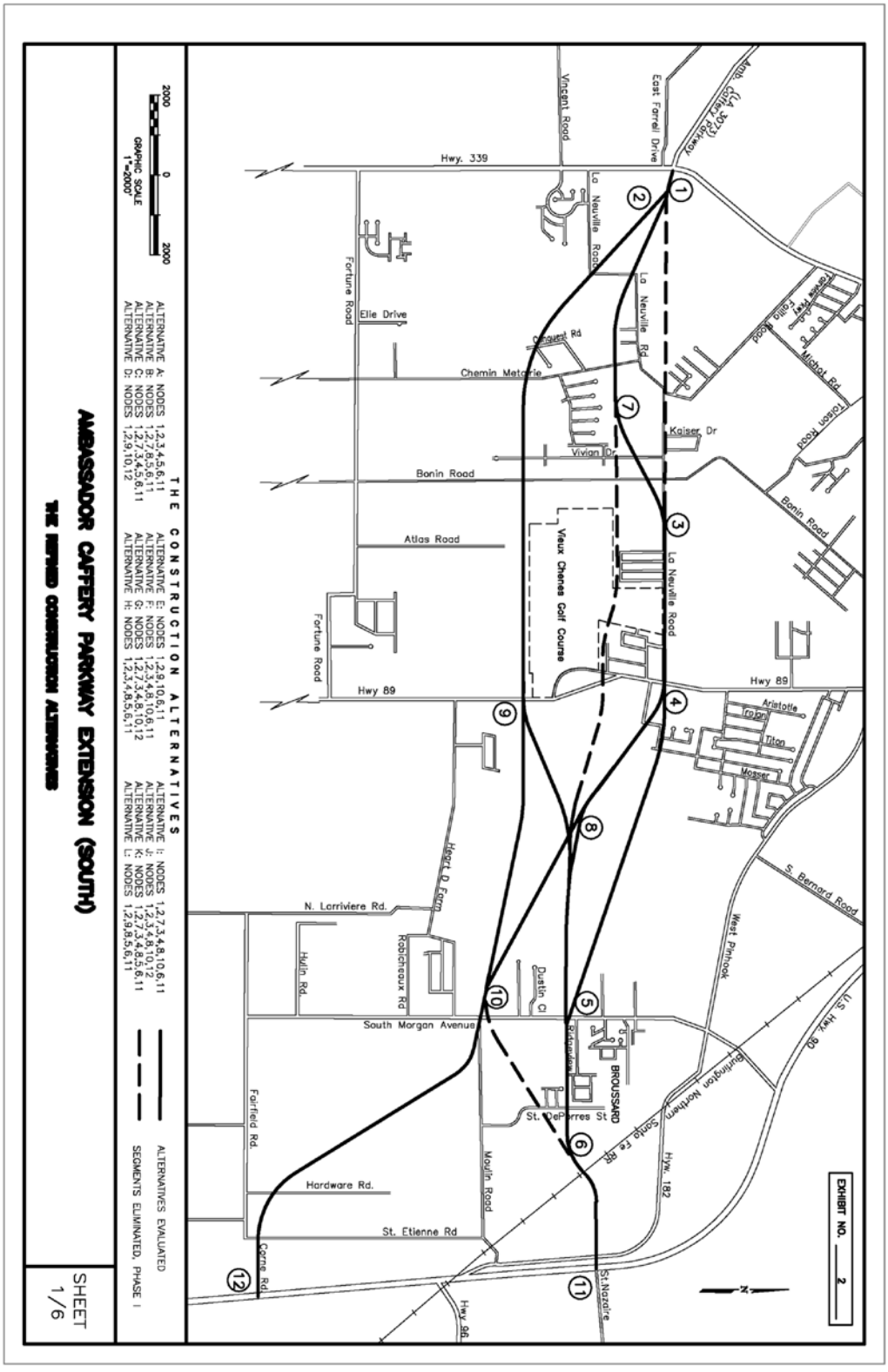
The first drawing is the project termini and project nodes as initially proposed in the first part of the planning process.

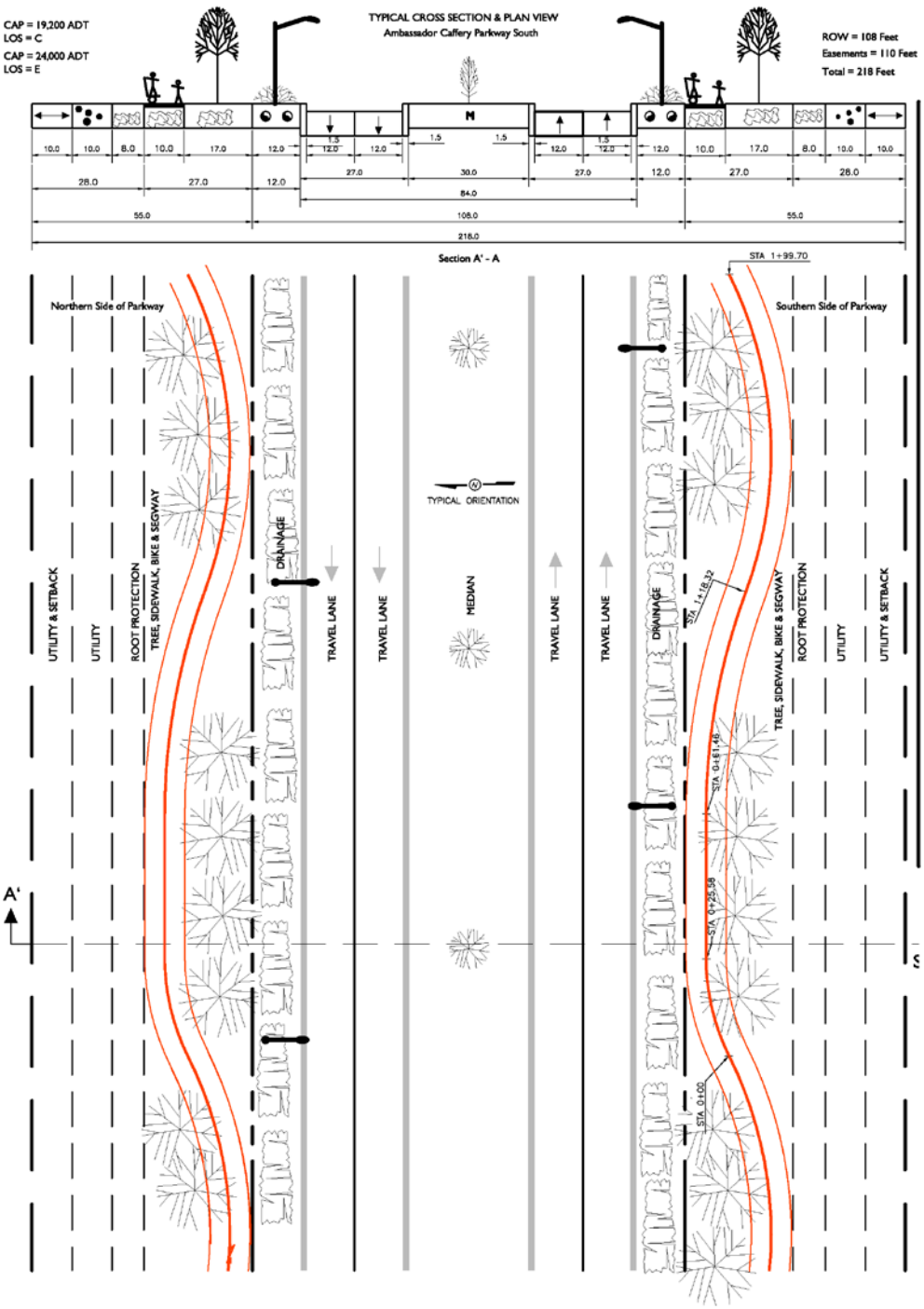
The second drawing is the project termini and project nodes as initially proposed in the second part of the planning process in which other alternatives were considered. The primary reason for the development of the second set of alternative is that Beau Chenes Golf Course was not initially identified as protected from development. Later when the identification was made, additional alternatives were considered. Alternative D was the selected alternative that is being scheduled for construction.

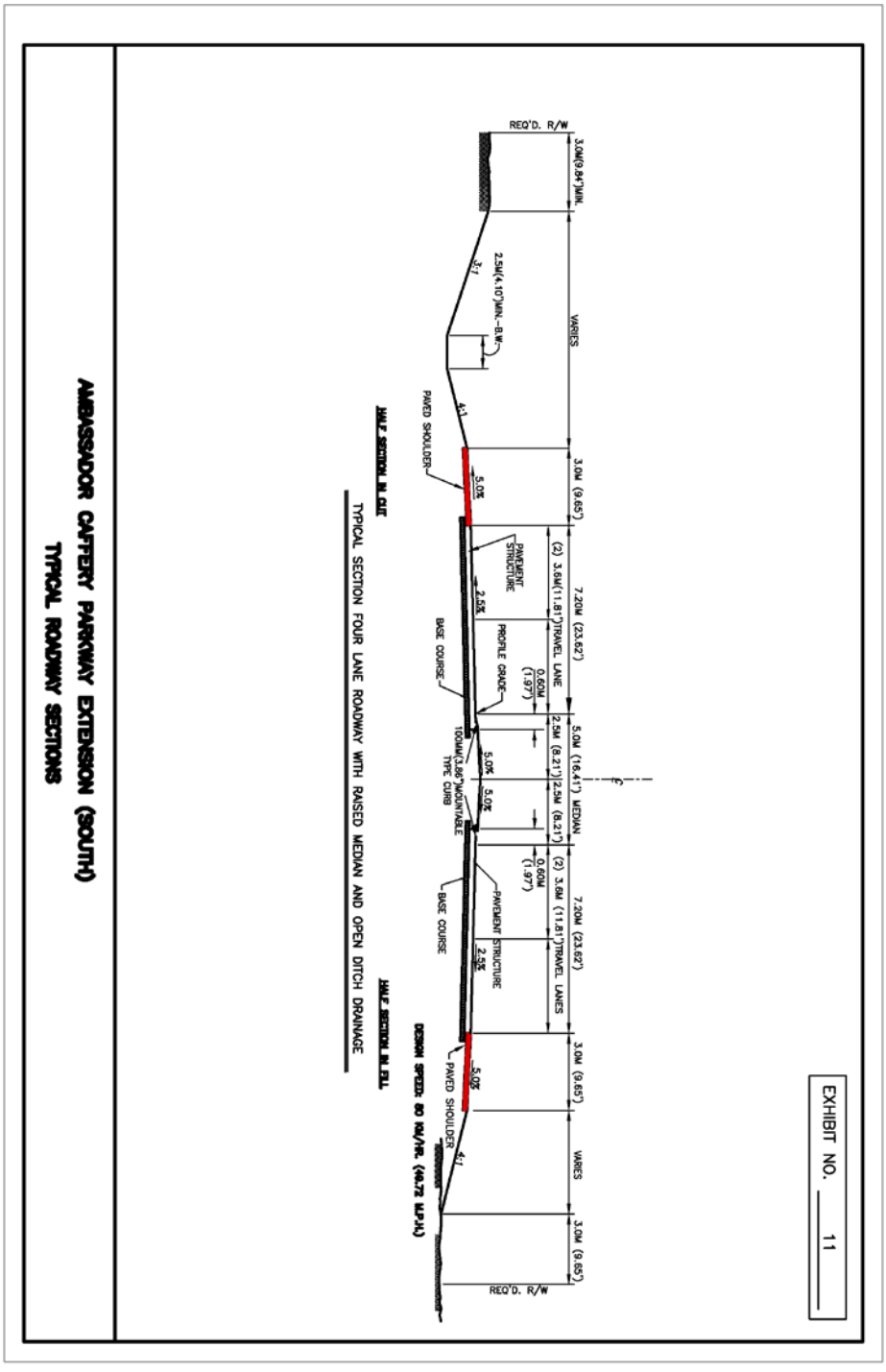
The three drawing show the initial cross section as recommended by the design engineer.

The fourth drawing shows the cross section as recommended by the charrette with property owners along the proposed right of way. The charrette drawing show the selected alternative.


AMBASSADOR CAFFERY PARKWAY EXTENSION (SOUTH)
THE ORIGINAL CONSTRUCTION ALTERNATIVES
GRAPHIC SCALE 1"=2000'
2000
0
2000
ALTERNATIVE A: NODES 1,2,3,4,5,6,11
ALTERNATIVE B: NODES 1,2,7,8,5,6,11
ALTERNATIVE C: NODES 1,2,7,3,4,5,6,11
ORIGINAL CONSTRUCTION ALTERNATIVE
ORIGINAL L.R.P.C. ALIGNMENT
EXHIBIT NO. 1
Hwy. 339
Vincent Road
East Farrel Drive
La Neuville Road
Fortune Road
Elie Drive
Convent Rd
Chemin Metairie
Vivian Dr
Kaiser Dr
Bonin Road
Atlas Road
Vieux Chenne Golf Course
Hwy 89
Aristotle
Trojan
Titan
Messer
Henry D Ferrn
N. Larriviere Rd.
Hulin Rd.
Robicheaux Rd
Dustin Ct
South Morgan Avenue
Ridgeview
BROUSSARD
St. DePierres St
Fairfield Rd.
Hardware Rd.
St. Etienne Rd
Carne Rd.
Moulin Road
Santa Fe RR
Burlington Northern
Hwy. 182
St.Nazaire
Hwy 96
West Pinhook
S. Bernard Road
U.S. Hwy 90
Michot Rd.
Tabon Road
Bonin Road


AMBASSADOR CAFFERY PARKWAY EXTENSION (SOUTH)
THE REVISED CONSTRUCTION ALTERNATIVES
THE CONSTRUCTION ALTERNATIVES
ALTERNATIVE A: NODES 1,2,3,4,5,6,11
ALTERNATIVE B: NODES 1,2,7,8,5,6,11
ALTERNATIVE C: NODES 1,2,7,3,4,5,6,11
ALTERNATIVE D: NODES 1,2,9,10,12
ALTERNATIVE E: NODES 1,2,8,10,6,11
ALTERNATIVE F: NODES 1,2,3,4,8,10,6,11
ALTERNATIVE G: NODES 1,2,7,3,4,8,10,12
ALTERNATIVE H: NODES 1,2,3,4,8,5,6,11
ALTERNATIVE I: NODES 1,2,7,3,4,8,10,6,11
ALTERNATIVE J: NODES 1,2,3,4,8,10,12
ALTERNATIVE K: NODES 1,2,7,3,4,8,5,6,11
ALTERNATIVE L: NODES 1,2,9,8,5,6,11
ALTERNATIVES EVALUATED
SEGMENTS ELIMINATED, PHASE I
GRAPHIC SCALE 1"=2000'
2000 0 2000
SHEET 1/6
EXHIBIT NO. 2
Hwy. 339
Vincent Road
East Farrel Drive
La Neuville Road
Fortune Road
Elie Drive
Chemin Metairie
Kaiser Dr
Vivian Dr.
Bonin Road
Atlas Road
Vieux Chenes Golf Course
Hwy 89
Aristotle
Titan
Mosser
Hebert D Farm
N. Larriviere Rd.
Hulin Rd.
Robicheaux Rd
South Morgan Avenue
Dustin Ct
BROUSSARD
St. DePerres St
Fairfield Rd.
Hardware Rd.
St. Etienne Rd
Corne Rd
Moulin Road
Hwy. 96
St.Nazaire
Hwy. 182
Burlington Northern Santa Fe RR
West Pinhook
S. Bernard Road
U.S. HWY 90
1
2
3
4
5
6
7
8
9
10
11
12


CAP = 19,200 ADT
LOS = C
CAP = 24,000 ADT
LOS = E
TYPICAL CROSS SECTION & PLAN VIEW
Ambassador Caffery Parkway South
ROW = 108 Feet
Easements = 110 Feet
Total = 218 Feet
Section A' - A
STA 1+99.70
Northern Side of Parkway
Southern Side of Parkway
TYPICAL ORIENTATION
UTILITY & SETBACK
UTILITY
ROOT PROTECTION
TREE, SIDEWALK, BIKE & SEGWAY
DRAINAGE
TRAVEL LANE
MEDIAN
A'


AMBASSADOR CAFFERY PARKWAY EXTENSION (SOUTH)
TYPICAL ROADWAY SECTIONS
TYPICAL SECTION FOUR LANE ROADWAY WITH RAISED MEDIAN AND OPEN DITCH DRAINAGE
HALF SECTION IN CUT
HALF SECTION IN FILL
DESIGN SPEED: 80 KM/HR. (49.72 M.P.H.)
REQ'D. R/W
3.0M(9.84')MIN.
VARIES
2.5M(4.10')MIN.-B.W.
3:1
4:1
PAVED SHOULDER
5.0%
3.0M (9.85')
(2) 3.6M(11.81')TRAVEL LANE
7.20M (23.62')
PAVEMENT STRUCTURE
2.5%
PROFILE GRADE
0.60M (1.97')
BASE COURSE
2.5M (8.21')
5.0M (16.41') MEDIAN
100MM(3.86')MOUNTABLE TYPE CURB
EXHIBIT NO. 11

APPENDIX 6:
MPO APPROVAL FORMS

The forms in this section are to be attached to the plan as it is completed and reviewed by the MPO committees, the City-Parish Planning Commission, and the City-Parish Council. The example forms below contain existing members of the committees at the time this report is being written.

Table 6.1

Lafayette Metropolitan Planning Organization
Consolidated Throughfare Plan
Advanced Arterial Design Methodology
Project Approval

Citizen Advisory Committee

William W. Rucks, III	Chair and Voting Member Area Mayors Appointee
Roger Lehman	Vice Chair and Voting Member City-Parish Council District and Appointee
Nelson Falcon	Voting Member City-Parish Council District 1 Appointee
James Hebert	Voting Member City-Parish Council District 2 Appointee
John Gabriel	Voting Member City-Parish Council District 3 Appointee
Raphael Baranco	Voting Member City-Parish Council District 4 Appointee
Grover Dunphy	Voting Member City-Parish Council District 5 Appointee
Paul Leberg	Voting Member City-Parish Council District 6 Appointee
Elaine Abell	Voting Member City-Parish Council District 7 Appointee
Nancy Broussard	Voting Member City-Parish Council District 8 Appointee
Luther Arceneaux	Voting Member City-Parish Council District 9 Appointee
SIGNATURE OF CERTIFYING OFFICIAL	NAME AND TITLE William W. Rucks, III Chair and Voting Member
APPLICANT ORGANIZATION Citizen Advisory Committee	DATE SUBMITTED

Table 6.2 **Lafayette Metropolitan Planning Organization** **Consolidated Throughfare Plan** **Advanced Arterial Design Methodology** **Project Approval** **Lafayette Transportation Technical Committee**	
Greg Roberts	Chair and Voting Member Director of Aviation, Lafayette Airport Commission
Tony Tramel	Vice Chair and Voting Member LCG Director of Traffic and Transportation
Tom Carroll	Voting Member LCG Director of Public Works
Rebekke Raines	Voting Representative for Director, Department of Planning, Zoning & Codes, Eleanor Bouy
Pat Logan	Voting Member Associate Director of Public Works-Development and Environmental
Xiaoduan Sun	Voting Member University of Louisiana at Lafayette
Marie Larriviere	Voting Representative for Mayor, City of Broussard, Charles Langlinais
Lynn Guidry	Voting Representative for Mayor, City of Carencro, Glenn Brasseaux
Larry Thibodeaux	Voting Representative for Mayor, City of Duson, John Lagneaux
Gerald Trahan	Voting Representative for Mayor, City of Scott, Hazel Myers
Wilson Viator	Voting Member Mayor, Town of Youngsville
Henry Florisheim	Voting Representative for President & CEO, Lafayette Economic Development Authority, Gregg Gothre
Rob Guidry	Voting Member President & CEO, Greater Lafayette Chamber of Commerce
Dan Broussard	Voting Member Louisiana Department of Transportation & Development
Taylor Rock	Voting Member LCG Grant Coordinator
Bill Fontenot	Voting Member District 3, Louisiana Department of Transportation & Development
Carol Cranshaw	Voting Member Public Transit Administrator, LA DOTD
Ken Villemarette	Voting Member Lafayette Parish School Board Office
Birgitte Karr	Voting Member Southwest Louisiana Independence Living Center

Table 6.2

Lafayette Metropolitan Planning Organization
Consolidated Throughfare Plan
Advanced Arterial Design Methodology
Project Approval

Lafayette Transportation Technical Committee

Jamie Setze	Non-Voting Member Planning and Research Program Manager, Federal Highway Administration
Norma Dugas	Voting Member Clerk, Lafayette City-Parish Council
Cathy Webre	Voting Member Executive Director, Downtown Development Authority
SIGNATURE OF CERTIFYING OFFICIAL	NAME AND TITLE Greg Roberts Chair and Voting Member
APPLICANT ORGANIZATION Lafayette Transportation Technical Committee	DATE SUBMITTED

Table 6.3

Lafayette Metropolitan Planning Organization
Consolidated Throughfare Plan
Advanced Arterial Design Methodology
Project Approval

Lafayette Transportation Policy Committee

Don Bertrand	Chair and Voting Member Mayor, City of Broussard, Charles Langlinais
Howard McZeal	Vice Chair and Voting Member Lafayette City-Parish Council Designee
John C. Broussard	Voting Member Lafayette City-Parish President Designee
Vernal J. Comeaux	Voting Member Lafayette City-Parish Council Designee
Kevin Normand	Voting Member Lafayette City-Parish Council Designee
Byron Breaux	Voting Member Lafayette City-Parish Council Designee
Glenn Brasseaux	Voting Member Mayor, Town of Carencro
Chester Alleman	Voting Member Mayor, Town of Duson, John Lagneaux
Purvis Morrison	Voting Representative for Mayor, City of Scott, Hazel Myers
Tom Sammons	Voting Representative for Mayor, Town of Youngsville, Wilson Viator
Lucien Gastineau	Voting Member Chair, Lafayette City-Parish Planning & Zoning Commission
Bill Fontenot	Voting Representative for Secretary, Department of Transportation & Development, Kam Movassaghi
Jamie Setze	Non-Voting Member Planning & Research Program Manger, Federal Highway Administration
SIGNATURE OF CERTIFYING OFFICIAL	NAME AND TITLE Don Bertrand Chair and Voting Member
ORGANIZATION Lafayette Transportation Policy Committee	DATE SUBMITTED

Table 6.4 **Lafayette Metropolitan Planning Organization** **Consolidated Throughfare Plan** **Advanced Arterial Design Methodology** **Project Approval** **Lafayette Planning And Zoning Commission**	
Lucien Gastineau	Chair and Voting Member City of Lafayette
John A. Barras	Vice-Chair and Voting Member Lafayette Parish
Joseph M. Dominque	Voting Member City of Lafayette
Desmond Keith Miller	Voting Member Lafayette Parish
Barbara Conner	Voting Member City of Lafayette
SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL	TITLE Lucien Gastineau Chair and Voting Member City of Lafayette
ORGANIZATION Lafayette Planning and Zoning Commission	DATE OF SIGNATURE

Table 6.5

Lafayette Metropolitan Planning Organization
Consolidated Throughfare Plan
Advanced Arterial Design Methodology
Project Approval

Lafayette City-Parish Council

L. Joey Durel, Jr.	Lafayette City-Parish President
Randy Menard	Chair, City-Parish Council District 9
Rob Stevenson	Vice-Chair, City-Parish Council District 8
Bobby Badeaux	City-Parish Council District 1
Dale Bourgeois	City-Parish Council District 2
Chris Williams	City-Parish Council District 3
Louis Benjamin, Jr.	City-Parish Council District 4
Lenwood Broussard	City-Parish Council District 5
Bruce Conque	City-Parish Council District 6
Marc Mouton	City-Parish Council District 7
Resolution Number and Date	
Ordinance Number and Date	
SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL	NAME AND TITLE L. Joey Durel, Jr. Lafayette City Parish President
ORGANIZATION Lafayette City-Parish Council	DATE OF SIGNATURE

X:\26260_MPO_CTP\004_Preliminary_Plan_Report\01_Text_Plan\01_Draft_5-0\Preliminary_Planning_Report_5-0.doc