I-49 Connector:
The Challenging Start of I-49 South

Louisiana Transportation Engineering Conference

February, 2007
Relationship to Louisiana Freeways
Corridor Location
Project History

- 1990: DOTD began EIS
- 1992: Draft EIS
- 1993: Public Hearing
- 1997: Draft EIS withdrawn
- Path to Progress Study
- 2000: EIS restarted
- 2002: Draft EIS
- 2004: Public Hearing
- 2007: Final EIS
- 2010: Record of Decision
- 2015: Court Ruling
Selected Alternative
Selected Alternative
Selected Alternative
Selected Alternative
Selected Alternative
Central Business District Access via Two Single Point Urban Interchanges

Selected Alternative

[Map of area with labels: Sterling Grove Historic District, Evangeline Thruway, Congress Street, 2nd St, 3rd St, 4th St, Johnson St, Louisiana St, Central Business District, 1-49 connector]
Project Issues

Displacements Range: 182 - 276
Project Issues

Beaver Park & Vermilion River Crossing
Project Issues

Lafayette Regional Airport

Runway Extension

Runway Removal

Lafayette Regional Airport
Project Issues

Sterling Grove Historic District

Section 106
Project Issues

Central Core Area – Sterling Grove Historic District
Project Issues

Section 106

Potential Conceptual Landscaping/Enhancements Shown are to be Further Determined in CSS Phase of Project
Corridor Preservation Plan

Project Issues
Project Issues

LAFAYETTE I-49 CONNECTOR PROJECT

A collaborative effort between the University of Louisiana at Lafayette School of Architecture Community Design Workshop, Lafayette Consolidated Government, Metropolitan Planning Organization and Neighborhood Pride

The Blue Book
What are Context Sensitive Solutions?

A Beneficial Process
Involves a Multi-disciplinary Team of Design Professionals
Where the Public has early, Often, and Continuous Involvement on all Issues Related to the Project

The Louisiana Department of Transportation and Development has defined it as follows:

“Context sensitive solutions are developed from a collaborative, interdisciplinary approach to fitting projects into their surroundings and taking into account community needs.“
CSS Principles

- Engage representatives of affected community, including elected and appointed officials and a widely representative array of interested citizens.

- Assure that transportation objectives of projects are clearly described and discussed.

- Pay attention to and address community and citizen concerns.

- Ensure the project is a safe facility for both the user and the community.
Context Sensitive Solutions
Corridor Layers

Future of the City and Region

Culture
Architecture, People, Arts

Nature
Landscape, Parks, Open Space

Progress
Corridor Layers

Progress

Culture

Nature

Full Composition
Structural Overview...

110 Baton Rouge, LA
Cast-In-Place Segmental, CA
Pre-cast Segmental, Biloxi, MS
Charles River Crossing, MA
Roosevelt Bridge, FL
CSS Approach Along Corridor

Corridor Column Concepts
CSS Approach Along Corridor

Caryatid Pier in Elevation
CSS Approach Along Corridor

Caryatid Pier in Elevation
Focused Approach at SGHD

Long-Span Bridge Concept (2\textsuperscript{nd}/3\textsuperscript{rd} SPUI)
Focused Approach at SGHD

Long-Span Bridge Concept (2\textsuperscript{nd}/3\textsuperscript{rd} SPUI)
Focused Approach at SGHD

Long-Span Bridge Concept (2nd/3rd SPUI)

Crustacean Bridge

Inspirational Images
Focused Approach at SGHD

Long-Span Bridge Concept (2\textsuperscript{nd}/3\textsuperscript{rd} SPUI)
Context Sensitive Solutions

Under Corridor Concepts
Potential Uses

- streetscape
- evangeline thruway
- landscape berm
- multi-use trail
- parking
- landscape berm
Context Sensitive Solutions

Under Corridor Concepts
Potential Uses
Focused Approach at St. Genevieve Church

Central Parking Alternative
Focused Approach at St. Genevieve Church

Central Parking Alternative
Focused Approach at St. Genevieve Catholic Church

Central Plaza Alternative
Focused Approach at St. Genevieve Catholic Church

Central Open Space Alternative
Context Sensitive Solutions

Under Corridor Concepts
Local Depressed Street
Context Sensitive Solutions
Context Sensitive Solutions
Context Sensitive Solutions
Cost Estimates

$ 350 Million ± EIS (2002)

- Includes Real Estate and Construction

$ ??? Post-Katrina
Design Status

• **FUNCTIONAL PLAN**
  - Surveying and Mapping
  - Detailed Traffic Engineering
  - Geometric Design
  - Bridge Layouts
  - CSS / Design Guidelines
  - Set R/W Requirements

• **INFORMATION MANAGEMENT SYSTEM**
  - R/W Tracking
  - Public Information
  - Commitments & Mitigation/Record Keeping

• **PRELIMINARY PLAN PREPARATION**

• **FINAL PLAN PREPARATION**

Currently Ongoing
Right of Way Acquisition & Construction Status

• LCG CORRIDOR PRESERVATION AND MANAGEMENT ACTION PLAN
  - Acquire Needed R/W
  - Provide Relocation Assistance
  - Manage Development
  - Public Information

• CONSTRUCTION
  - Phased Approach
  - Traffic Management
Ongoing Public Outreach

www.i49connector.com
GIS-based R/W Information

Based on the findings reported in the I-49 Connector Final Environmental Impact Statement (EIS), it is anticipated that there will be a total of 180 displaced (122 residential and 63 commercial) due to the construction of the proposed project. Although funding is not currently available for acquiring right-of-way, all of the project has been approved to preserve the I-49 Alignment through use of the Lafayette Consolidated Government (LCG) Concept Preservation and Management Action Plan. As funding becomes available, design and construction will be implemented.

I-49 Connector Right-of-Way (ROW) acquisition, information, and access are available online via the LaDOTD Right-of-Way Information Management System (GIS). Right-of-way required for the I-49 Connector project will be documented and acquired based on the LaDOTD standards and procedures currently in place for state projects. Click on the link below to view the LaDOTD brochure which discusses these procedures.

After you've viewed this document, feel free to contact us by filling out a comment form to ask any questions or if you would like, you can also contact the LaDOTD Real Estate staff directly by the directory link below.

LaDOTD Real Estate Directory
LaDOTD Acquisition of Right-of-Way and Relocation Assistance Brochure

www.i49connector.com/row.html
GIS-based R/W Information

Right of Way Information Management System (RIMS) Tool
GIS-based R/W Information

Data Available to Public on RIMS
- Existing Aerial Photography
- Proposed Geometry
- Advanced ROW parcels & status
- Proposed ROW parcels
Public R/W Information

Parcel Information tied to DOTD AARS
# Construction Phasing

**I-49 Connector**  
Lafayette, LA  
CONSTRUCTION PHASING DIAGRAM

<table>
<thead>
<tr>
<th>SEGMENT</th>
<th>DESCRIPTION</th>
<th>2005</th>
<th>2010</th>
<th>2015</th>
<th>2020</th>
<th>2025</th>
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</thead>
<tbody>
<tr>
<td>1A &amp; 1B</td>
<td>Freeway and Kaliste Saloom &amp; University Interchange</td>
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<td></td>
<td>Corridor Functional Plan (Currently Under Design by HNTB)</td>
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<tr>
<td>2</td>
<td>Core Area Surface Streets And Underpasses</td>
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<tr>
<td>3</td>
<td>Core Area Elevated Freeway And Interchanges</td>
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<tr>
<td>4</td>
<td>Willow Area Surface Streets</td>
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<tr>
<td>5</td>
<td>Willow Area Elevated And Grade Level Freeway</td>
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<tr>
<td><strong>TOTAL</strong></td>
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<td></td>
<td></td>
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<td>$350 Million</td>
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Note: Time durations shown are measured from the date of availability of funds.
Next Steps

FUNDING…
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