

Final Report

**LA 1040 (KLEIN DRIVE TO US 51)
BICYCLE AND PEDESTRIAN
IMPROVEMENTS
HAMMOND, LOUISIANA**

STAGE 0 FEASIBILITY STUDY

June 2018

Prepared for:

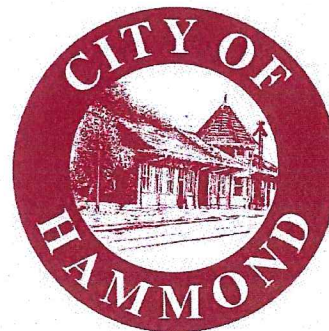
Regional Planning Commission for

**Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, St. John the
Baptist, St. Tammany and Tangipahoa Parishes**

on behalf of

CITY OF HAMMOND

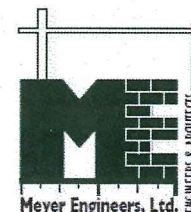
Mayor Pete Panepinto



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RPC Contract No. ST-2.18KD, FY-18 UPWP
Meyer Engineers, Ltd. Project No. 20-1772
Engineer: Meyer Engineers, Ltd.
Sub-Consultant Engineers: Urban Systems
ELOS Environmental, LLC



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The preparation of this report has been financed in part by the Federal Highway Administration, the Louisiana Department of Transportation and Development and the Regional Planning Commission Unified Planning Work Program.

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I. EXECUTIVE SUMMARY

In accordance with FAST-Act and Map-21, the Regional Planning Commission (RPC), City of Hammond, Tangipahoa Parish and the LA DOTD Hammond District 62 office have worked diligently to emphasize pedestrian and bicycle safety as well as develop alternative modes of transportation. The LA 1040 corridor in Hammond between Klein Drive and US 51 (by way of Chauvin Road) was evaluated and studied for feasibility to incorporate pedestrian and bicycle facilities as a Complete Street. This report represents the next step to present conceptual plans to provide a pedestrian and bike friendly environment along this corridor.

The design team of Meyer Engineers, Ltd., Urban Systems, and Elos Environmental received authorization from the Regional Planning Commission (RPC) in December 2017 to proceed with preparing a Stage 0 Feasibility Study and evaluation regarding bike and pedestrian connectivity for the LA 1040 corridor from Klein Drive to US 51 in Hammond, Louisiana. A field investigation was held, data was gathered, and a traffic count was completed in order to develop alternatives for a Complete Streets approach. A Project Management Committee, consisting of officials from various agencies, government officials, and elected leaders, provided input and guidance throughout the course of the project leading up to the final preferred alternative. See **Appendix A** for the complete list of agencies and their representatives. Meetings were held during the planning process and alternative selection. During the evaluation, the Stage 0 Checklists for Preliminary Scope and Budget as well as Environmental were developed and are included as **Appendix B**. Meeting memorandums are included in the report as **Appendix C**.

The existing conditions along LA 1040 are shown in Figures 1.1 and 1.2. The posted speed limit is forty- five miles per hour (45 mph). The section of LA 1040 from Klein Drive to Old Baton Rouge Highway is shown as Figure 1.1. This section of the project is a 2-way asphalt street with one (1) lane of traffic in each direction within a right-of-way that is approximately ninety feet (90') wide. There appears to be a few more feet of right-of-way beyond the edge of roadway on the south side of LA 1040 because the roadway is not in the center of the right-of-way. Behind the edge of roadway, there is approximately thirty- six (36') of right-of-way on the south side and approximately twenty-eight (28') of right-of-way on the north side. There are roadside ditches along both sides of the roadway with a few areas of subsurface drainage where the ditch has been closed in. There are no shoulders or sidewalks on either side of the roadway. A few residential properties with driveways tie into the roadway. There is no pedestrian lighting. The section of LA 1040 (Chauvin Road) from Old Baton Rouge Highway to US 51 is shown as Figure 1.2. The roadway is a 2-way concrete street with one (1) lane of traffic in each direction and a center turn lane within a right-of-way that is approximately seventy feet (70') wide. This section of roadway has rollover curbs with subsurface drainage and swales with drop inlets behind the curbs. There are no sidewalks on either side of the roadway. About a dozen newly planted trees exist within the right-of-way on the south side near the intersection of US 51. There is no pedestrian lighting.

A site visit was completed, and crash data was compiled for LA 1040 from Klein Drive to US 51 via Chauvin Road. RPC compiled the data from 2014 to 2016. Crash locations are depicted on an aerial included as **Appendix D**. A traffic count was completed in January 2018, and the data is included in this report as **Appendix E**. Thus, after completing a site

visit, gathering the available right-of-way, crash and traffic information, the design team proceeded with this project with the goal of identifying feasible “Complete Streets” improvements to enhance the experience for pedestrians and cyclists, while still maintaining vehicular traffic flow through the corridor.

After data collection and analysis, the Project Management Committee agreed that the most feasible option to furnish pedestrian and bicycle connectivity was to provide a sidewalk on the south side of LA 1040 for the entire length from Klein Drive to US 51. Hammond does not have an ordinance that prevents bikes from using sidewalks. A ten foot (10') wide concrete sidewalk was recommended in the section from Klein Drive to Old Baton Rouge Highway because the right-of-way is approximately ninety feet (90') wide. An eight foot (8') wide concrete sidewalk is recommended along the south side of Chauvin Road in the section from Old Baton Rouge Highway to US 51 because the right-of-way narrows down to seventy feet (70') wide. Utilizing space within the apparent right-of-way, purchase of additional right-of-way is not required to achieve these enhancements. A survey should be completed prior to design to confirm the location of the right-of-way.

The design team recommended that the proposed pedestrian/ bicycle route along LA 1040 from Klein Drive to US 51 should cross US 51 to tie into a six foot (6') wide concrete sidewalk, which is planned along the north side of Corbin Road. This future sidewalk along Corbin Road was recommended in the Hammond Bicycle Plan completed in June 2016. Due to current DOTD guidelines, a study of US 51 would have to be undertaken before a crosswalk could be considered to make this connection. Therefore, the recommended pedestrian/bicycle route along LA 1040 from Klein Drive shall end at US 51 until crossing the intersection is warranted.

The preliminary probable construction cost for the recommended alternative of a concrete sidewalk along the south side of LA 1040 from Kline Drive to US 51 was estimated at \$520,000. A breakdown of this preliminary cost is included as **Appendix F**. It was assumed that the proposed sidewalk would fit in the existing right-of-way, so no property acquisition was estimated. Other costs associated with the proposed project include environmental, engineering design, and inspection services. Therefore, the total cost of the proposed project is estimated to be \$612,000. Conceptual plans depicting the proposed cross sections and preliminary layout of the proposed sidewalk on aerials are included as **Appendix G**.

II. BACKGROUND

A. Project Boundaries

The project boundaries are LA 1040 from Klein Drive to US 51 via Chauvin Road. Within this LA 1040 Corridor, connections and enhancements for pedestrian and bicycle use are proposed. The project area is located mainly within a residential area on the west side of Hammond in Tangipahoa Parish. See below for the project layout map.

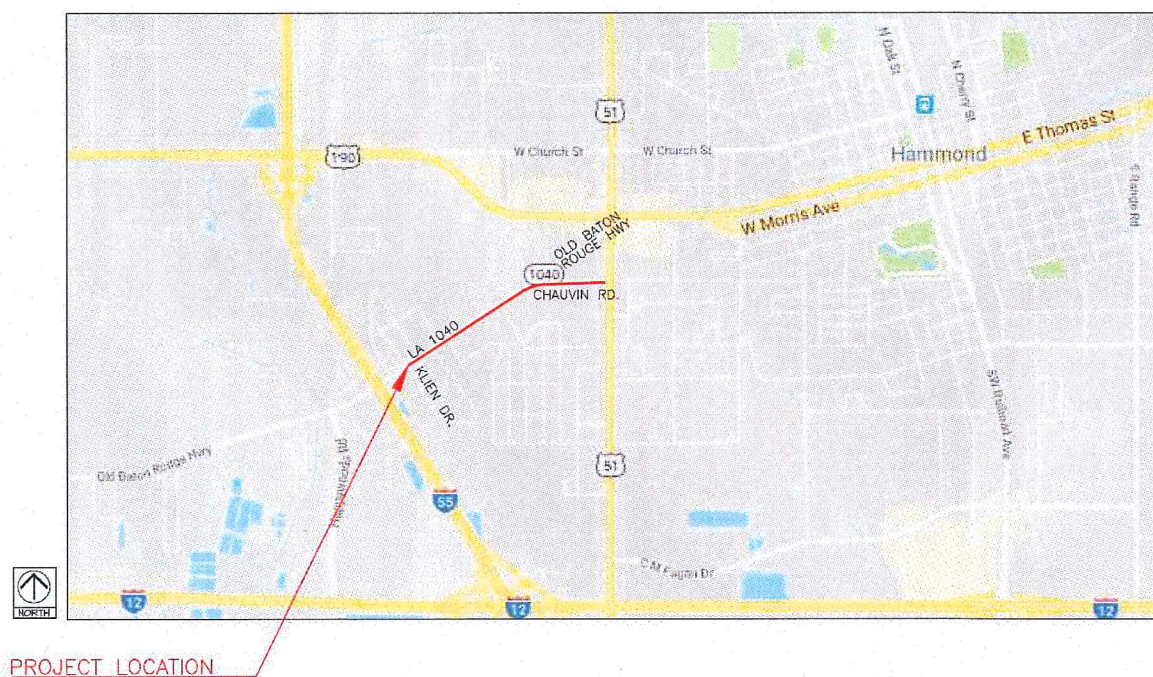


Figure 1.1 – Project Layout Map

In order to analyze this corridor for potential connections and linkages to the surrounding area, the study area included the streets that tie into LA 1040 from Klein Drive to US 51. The Regional Planning Commission, LA DOTD Hammond District 62, City of Hammond and Tangipahoa Parish officials are the stakeholders within this

study area, which were asked to be on a Project Management Committee in order to provide input into the planning process and alternative selection. Once the committee was formed, the planning process and evaluation began.

B. Project Background

Over the past several years, much has been done to try to improve and enhance the pedestrian/bicycle connectivity of this area of Hammond in Tangipahoa Parish, Louisiana. The land use adjacent to the project site is predominantly residential with an undeveloped area of land along the newly realigned Chauvin Road.

In 2010, a federally funded project was constructed to realign LA 1040 from Old Baton Rouge Highway to US 51 via Chauvin Road. This project provided a two (2) lane concrete roadway with center turn lane, rollover curbs with subsurface drainage and swales with drop inlets beyond the curbs. Del Mar Boulevard ties into LA 1040 on the south side, and it is the main entrance into Villa West Subdivision. All of the streets within Villa West Subdivision have sidewalks along both sides of the streets with the exception of Del Mar Boulevard. A diamond shaped symbol to designate a bike lane is located along the roadway shoulders of Del Mar Boulevard from LA 1040 to Rue Simone and along Rue Simone from Rue De La Paix to US 51. This designated bike lane and sidewalks would tie into the proposed sidewalk along LA 1040 to provide connectivity through this area.

In June 2016, the Hammond Bicycle Plan Feasibility Study was prepared by Digital Engineering and Dana Brown & Associates. This feasibility study was completed to recommend new or improved facilities to enhance mobility and safety for transportation modes for the area of Hammond east of US 51. Corbin Road was included in this feasibility study from US 51 to Mooney Avenue. Conceptual plans were designed by Digital Engineering to enhance the pedestrian and bicycle transportation modes along Corbin Road from US 51 to Mooney Avenue. Corbin Road ties into US 51 at Chauvin Road. The conceptual plans for Corbin Road include providing a six foot (6') wide concrete sidewalk on the north side of the roadway and shared lane markings in the roadway in both directions from US 51 to Mooney Avenue. The conceptual plans also included minor drainage modifications and accessibility considerations. Adding connectivity throughout this area of Hammond has been a priority over the past several years and remains a priority to be addressed.

C. Purpose and Need

One of the main purposes of this project is to provide a Complete Streets approach by enhancing pedestrian and bicycle access along LA 1040 from Klein Drive to US 51. The other main purpose of the project is to foster connectivity among this area in a safe manner. As stated in the Louisiana Department of Transportation and Development (LA DOTD) Complete Street Policy, streets should be a comprehensive, integrated, and connected transportation network that balances access, mobility and safety for motorists, transit, cyclists and pedestrians. The LA DOTD Complete Streets Policy, adopted in 2010, can be found on their website, www.dotd.louisiana.gov. The

RPC Complete Streets Policy was adopted in 2012 and can be found on their website, www.norpc.org.

This project is needed in order to provide missing links for pedestrians and cyclists in the LA 1040 Corridor from Klein Drive to US 51. LA 1040 has a right-of-way approximately ninety feet (90') wide from Klein Drive to Old Baton Rouge Highway, and a right-of-way approximately seventy feet (70') wide from Old Baton Rouge Highway to US 51. There is one (1) twelve foot (12') wide vehicular travel lane in each direction. From Old Baton Rouge Highway to US 51 the roadway widens because there is also a center turn lane within this section of roadway. There are no existing sidewalks on either side of LA 1040 from Klein Drive to US 51. Open ditches and distribution power lines run along both sides of LA 1040. Pictures of LA 1040 are shown below.



Figure 1.2 – LA 1040 – Existing Conditions – Klein Drive to Old Baton Rouge Highway



Figure 1.3 – LA 1040 – Existing Conditions – Old Baton Rouge Highway to US 51

A pedestrian/bicycle route through the corridor would serve as a west-east connection for residents and other individuals traveling in the Hammond area to the residential areas along LA 1040 and the Villa West Subdivision bike lanes and sidewalks. In order to provide a more bike and pedestrian friendly environment, additional enhancements such as upgraded crosswalks, signage and accessible considerations are recommended to create a multi-modal corridor of significance in Hammond. This study provides a Stage 0 Feasibility Report to address the preliminary scope, budget and environmental issues as required by LA DOTD for potential funding of pedestrian and bicycle improvements mentioned above.

D. Agency and Public Coordination

A Project Management Committee was formed to help guide the planning analysis, review findings, and develop recommendations in accordance with safety standards and previous studies. The Project Management Committee consisted of representatives from Regional Planning Commission, DOTD Hammond District 62, City of Hammond and Tangipahoa Parish. These agencies and groups represented

the public and stakeholder interests in the LA 1040 Corridor and are listed in **Appendix A**. Meetings and site visits were held during the planning process to gather input and to present the recommended alternative to the Project Management Committee.

III. RECOMMENDED IMPROVEMENTS

A. Proposed Corridor Improvements

Various alternatives were considered in order to determine a safe and feasible alternative to enhance pedestrian and bicycle movement. A site visit and a traffic count were completed, and crash data was collected. Stage 0 Checklists were completed and are included in **Appendix B**. The Project Management Committee discussed the alternatives considered before agreeing on the recommended alternative. Meeting memorandums and emails regarding right-of-way and the US 51 intersection are included in **Appendix C**.

Crash data for the study area was provided by RPC for the years 2014 to 2016¹. **Appendix D** includes an aerial that presents the locations and manner of collision for crashes with a reported injury. The table below presents a breakdown of the injury crashes by manner of collision.

Manner of Collision

Manner of Collision	Number
A: Non-Collision with Motor Vehicle	4
B: Rear End	8
D: Right Angle	6
E: Left Turn – Angle	2
F: Left Turn - Opposite Direction	1
K: Side Swipe - Opposite Direction	1
Total (2014- 2016)	22

¹ This document and the information contained herein is prepared solely for the purpose of identifying, evaluating, and planning safety improvements on public roads which may be implemented utilizing federal aid highway funds; and is therefore exempt from discovery or admission into evidence pursuant to 23 U.S.C. 409.

From 2014 to 2016, no fatal or severe injury crashes were reported in the study area². Two (2) of the right-angle crashes occurred at the intersection of LA 1040 at Chauvin Road and two (2) crashes occurred at the intersection of US 51 at Chauvin Road. Two (2) of the left turn crashes occurred at the intersection of US 51 and Chauvin Road as well. A review of the data indicates of the 22 crashes, three (3) were non-collisions with motor vehicles involving a pedestrian. The locations and injury severities of the crashes involving pedestrians are detailed below:

- LA 1040 near Klein Drive, Complaint of Injury
- LA 1040 near Rue St. Martin, Moderate Injury
- LA 1040 near Lato Lane, Moderate Injury

A traffic count was completed in January 2018. Forty-eight-hour traffic counts were taken at the following locations:

- Old Baton Rouge Highway (old LA 1040) between US 51 and LA 1040
- Chauvin Road (new LA 1040) between US 51 and Old Baton Rouge Highway
- LA 1040 west of Old Baton Rouge Hwy Intersection and east of I-55

² This document and the information contained herein is prepared solely for the purpose of identifying, evaluating, and planning safety improvements on public roads which may be implemented utilizing federal aid highway funds; and is therefore exempt from discovery or admission into evidence pursuant to 23 U.S.C. 409.

A turning movement count including bicycles and pedestrians was collected at the intersection of Chauvin Road at Old Baton Rouge Highway. The peak hours were identified as 7:15 to 8:15 AM and 4:45 to 5:45 PM for the AM and PM peaks, respectively. The resulting AM and PM peak hour volumes for the base conditions and the count data are presented in **Appendix E**.

The existing roadway section of LA 1040 generally consists of one (1) travel lane in each direction. However, the Chauvin Road section from Old Baton Rouge Highway to US 51 also has a center turn lane. From Klein Drive to Old Baton Rouge Highway, the apparent right-of-way width is approximately ninety feet (90') wide. Within this section, the two (2) lane asphalt roadway is not centered within the apparent right-of-way appearing to be closer to the north right-of-way line. Therefore, there is more open space on the south side of the roadway within the apparent right-of-way. See below for the typical existing roadway cross section of LA 1040 in between Klein Drive and Old Baton Rouge Highway.

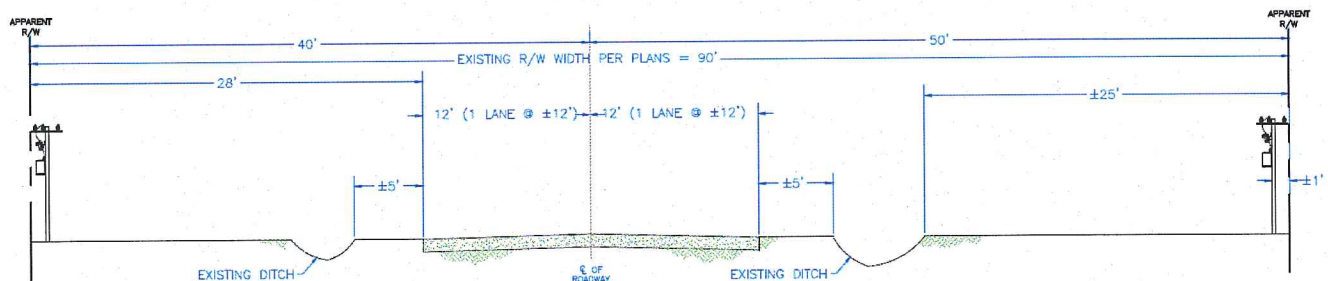


Figure 1.4 – LA 1040 – Klein Drive to Old Baton Rouge Highway – Existing Typical Section Facing East

From Old Baton Rouge Highway to US 51, the apparent right-of-way width narrows to an apparent right-of-way width of approximately seventy feet (70'). Within this section, the concrete roadway consisting of two (2) lanes and a center turn lane appears to be centered within the right-of-way. However, a survey should be completed to confirm the right-of-way prior to undertaking design. See below for the typical existing roadway section of LA 1040 in between Old Baton Rouge Highway and US 51.

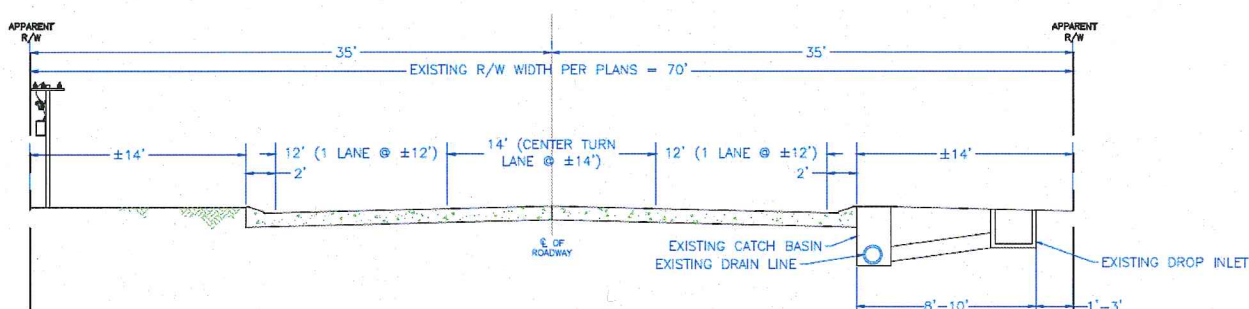


Figure 1.5 – LA 1040 – Old Baton Rouge Highway to US 51 – Existing Typical Section Facing East

Since there is only one (1) lane for vehicular traffic in each direction and the posted speed is forty-five miles per hour (45 mph), the Project Management Committee agreed there was a safety concern if bikes shared the travel lanes. Also, there could be a significant negative impact on traffic flow if bicycles were allowed to share the lanes with vehicles. The intersection of US 51 at Chauvin Road has dedicated turn lanes on three (3) sides of the intersection complicating the through lane travel and creating more lane changes for vehicles. The center turn lane along Chauvin Road turns into a dedicated left turn lane at US 51 to continue travel by turning toward the north. Based on these concerns, the Project Management

Committee agreed that shared lanes would not be a safe route for bicycle traffic along this section of LA 1040. If shared lanes were implemented to accommodate cyclists, a sidewalk would also have to be added to accommodate pedestrians. Generally, if streets have a relatively low volume of traffic and slow posted speeds, bicycles will share the lanes with vehicles. However, the average daily traffic count for LA 1040 is over 10,000 vehicles and the posted speed is 45 miles per hour. The advantage of implementing a shared lane on an existing roadway is the cost saving of simply adding signs and markings to an existing roadway. This is a cheaper alternative than constructing a separate lane. This is a good option for the experienced cyclist to share the roadway with vehicles. It is not the best option for less experienced cyclists. This alternative of shared bicycle lanes and sidewalks was not recommended by the Project Management Committee because of safety concerns.

The alternative of adding bike lanes or shoulders along both sides of LA 1040 was considered, but this would involve the major costs of closing in the ditches along the open ditch section and saw cutting the rollover curb for removal along the curbed section to install a barrier curb for the section along Chauvin Road. A sidewalk would also have to be added to accommodate pedestrians. Adding both the bike lane/shoulder and sidewalks would not be feasible to fit within the existing right-of-way and be costly. Therefore, this alternative was deemed not feasible by the Project Management Committee.

Thus, the alternative of putting sidewalks along LA 1040 to accommodate both cyclists and pedestrians was considered. Hammond does not have an

ordinance that prevents bikes from using sidewalks. Therefore, the following was considered:

- Klein Drive to Old Baton Rouge Highway:

The section of LA 1040 from Klein Drive to Old Baton Rouge Highway was shown as Figure 1.1 above. This section of the project is a 2-way asphalt street with one (1) lane of traffic in each direction within an approximately ninety foot (90') wide right-of-way. There appears to be a few more feet of right-of-way beyond the edge of roadway on the south side of LA 1040 because the roadway is not in the center of the right-of-way. Adding a ten foot (10') wide sidewalk along the north side of LA 1040 was evaluated. However, along this north side of LA 1040 there is a rather large open ditch and less open space than the south side. In order to fit a sidewalk within the existing right-of-way on the north side, the open ditch would have to be closed in, which would be a major cost.

The design team evaluated putting a ten foot (10') wide sidewalk along the south side from Klein Drive to Old Baton Rouge Highway. Along the south side, there appeared to be more open space within the right-of-way and some sections of the open ditch had already been closed in. The Project Management Committee agreed that the most feasible and cost-effective alternative for pedestrian and bicycle traffic was to provide a ten foot (10') wide

sidewalk on the south side from Klein Drive to Old Baton Rouge Highway. Along the right-of-way of LA 1040, a number of power lines and power poles adorn the street right-of-way for distribution of electrical service to the adjacent neighborhoods. There are a few power poles which may be in conflict with the proposed path and would have to be relocated if the path cannot be laid around them in the design phase. The Project Management Committee also agreed that a sidewalk could be added along the north side of LA 1040 in the future if pedestrian and bicycle traffic warranted it necessary. The exact location of the right-of-way should be located by survey before a detailed design is underway. See below for the proposed typical section of LA 1040 from Klein Drive to Old Baton Rouge Highway.

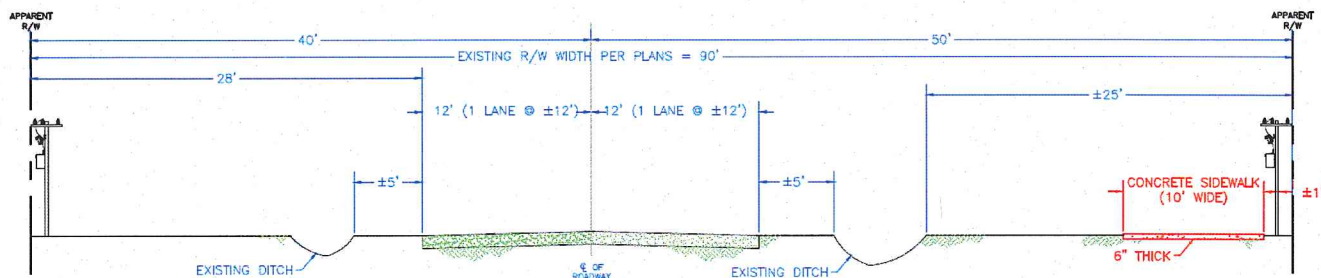


Figure 1.6 – LA 1040 – Klein Drive to Old Baton Rouge Highway – Proposed Typical Section Facing East

- Old Baton Rouge Highway to US 51:

The section of LA 1040 from Old Baton Rouge Highway to US 51 was shown as Figure 1.2 above. This section of the project is a 2-way concrete curbed street with one (1) lane of traffic in each direction and a center turn lane within an approximately seventy foot (70') wide right-of-way. The roadway appears to be centered within the right-of-way. The design team evaluated addition of an eight foot (8') wide sidewalk along the south side of LA 1040 in an effort to continue the proposed sidewalk on this south side of the roadway. Since the right-of-way width narrows down to approximately seventy feet (70') in this section, the proposed sidewalk width is two (2") narrower. Along this segment of LA 1040, there are a few newly planted trees and fire hydrants which may have to be relocated if the sidewalk cannot be laid out to avoid these conflicts. This can be determined during the design phase. There also may be adequate space within the existing right-of-way along the north side of LA 1040 to add a sidewalk in the future if pedestrian and bicycle traffic warrants it. The Project Management Committee agreed that the most feasible and cost-effective alternative for pedestrian and bicycle traffic was to provide an eight foot (8') wide sidewalk on the south side from Old Baton Rouge Highway to US 51. They also agreed that a sidewalk could be added along the north side in the future if pedestrian and bicycle

traffic warranted it necessary. The exact location of the right-of-way should be located by survey before a detailed design is underway.

The design team reviewed the Hammond Bicycle Plan completed in June 2016. In this plan, a network of bicycle routes was defined as short term strategies and long-term strategies for the City of Hammond. In an effort to link this proposed section of sidewalk along the south side of LA 1040 from Klein Drive to the proposed network defined in the Hammond Bicycle Plan, a link across US 51 is required. The Bicycle Plan proposes a six foot (6') wide concrete sidewalk on the north side of Corbin Road ending at US 51 and putting shared lane markings on Corbin Road for bicycles. The design team recommended adding the proper crosswalk and signals to safely cross US 51 and Corbin Road. However, Hammond Department of Transportation and Development (DOTD) District 62 advised that an in-depth study would need to be done on the US 51/LA 1040 intersection in order to connect to the sidewalk on Corbin Road. A six-foot (6') wide (minimum) pedestrian island would be required in the median of US 51 along with adjustments to the turnout radius and striping of the adjacent lanes. This recommendation to ultimately provide a safe link across US 51 is included in this Stage 0 Feasibility report but was not included on the conceptual plans. Currently, the proposed sidewalk on the south side of LA 1040 at US 51 is shown to end at the beginning of the turnout radius

with a "SIDEWALK ENDS" sign compatible with American Disabilities Act (ADA) guidelines. See below for the proposed typical section of LA 1040 from Old Baton Rouge Highway to US 51.

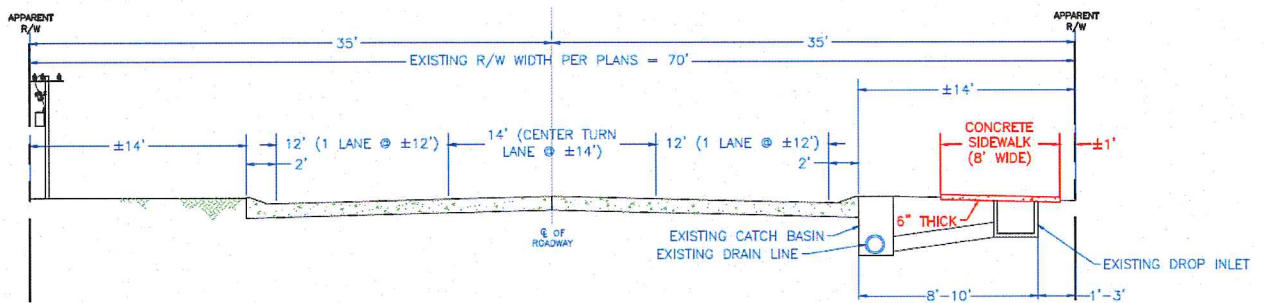


Figure 1.7 – LA 1040 – Old Baton Rouge Highway to US 51 – Proposed Typical Section
Facing East

An overall plan of the recommendations can be seen below.

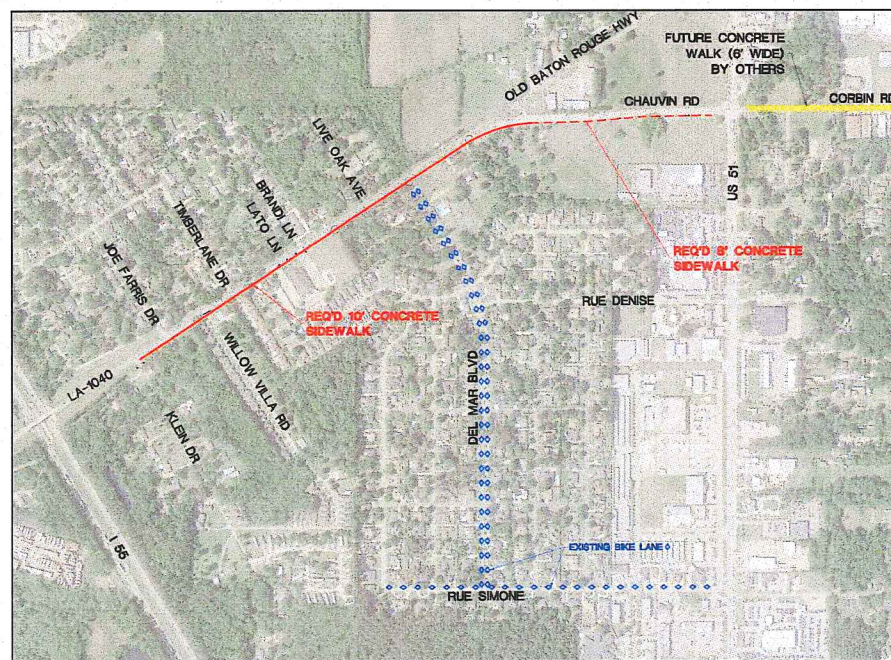


Figure 1.8 – Overall Plan

B. Preliminary Probable Construction Cost

The quantities and probable construction cost to add the recommended sidewalk alternative along the south side of LA 1040 within the existing right-of-way were estimated to be \$520,000. These estimated construction costs were derived from approximating roadway and related infrastructure quantities based on standard pay items and recent bid prices. Incidental work related to drainage, fill, driveways, sign relocation, curb modification, light pole relocation, traffic controls and possible utility conflicts were also included in the preliminary probable construction cost. The breakdown of the preliminary cost is included as **Appendix F**. Costs include sixteen percent (16%) construction contingency for unforeseen conditions during construction. Engineering administration, testing, surveying, environmental services, geotechnical engineering, construction engineering and inspection or other construction support tasks are not included but may be as high as fifteen percent (15%) of the estimated construction cost also.

Using aerial imagery from Google Earth, conceptual plans were drawn and are included as **Appendix G**. The addition of pedestrian and bicycle enhancements will provide residents along the LA 1040 corridor the opportunity to use an alternative mode of transportation or to use the path for recreation.

IV. POTENTIAL ENVIRONMENTAL IMPACTS

In order to identify any potential environmental impacts, a field survey and the Stage 0 Environmental Checklist were completed and are attached as **Appendix B**.

Since the project area is a developed, urban area, there appear to be no potential environmental impacts to wetlands, community elements, threatened or endangered species, scenic rivers, or waterways. There are no historic places, underground storage tanks, chemical plants, refineries, landfills, or oil/gas wells within the project area. Department of Environmental Quality and Environmental Protection Agency data bases have been checked. Since LA 1040 and Chauvin Road have adequate room within the right-of-way, the work will be within the public right-of-way, which eliminates the need to relocate or displace residential or commercial properties. There are no sensitive community or cultural issues related to the project. It has been established through Project Management Committee meetings that the community is very much in favor of the proposed project to provide a link to the City of Hammond.

Environmentally, the factor to consider is the protection and prevalence of existing trees. There are no significant trees within the right-of-way of LA 1040. However, several live oaks were observed near the right-of-way along Chauvin Road. Their root system may encroach upon the right-of-way and, over time might damage sidewalks. These trees will be marked on the plans and protected during construction. These adjacent trees would not be impacted by the proposed project and would enhance bicycle and pedestrian travel by providing shade, color, depth and a more pedestrian and bicycle friendly environment if they can be preserved. Therefore, protecting the existing trees is paramount.

APPENDIX A:
PROJECT MANAGEMENT COMMITTEE

PROJECT MANAGEMENT COMMITTEE
LA 1040 (KLEIN DRIVE TO US 51)

Regional Planning Commission:

Jeffrey W. Roesel, AICP (Executive Director)

Nik Richard (Responsible Charge)

Louisiana Department of Transportation and Development:

Jennifer Branton (District 62 Professional Engineer)

Michael Funnell (District 62 Engineering Technician 4)

Consultant Team:

Meyer Engineers, Ltd.:

David Dupre' (Vice President)

Ann Theriot (Project Manager)

Urban Systems:

Nicole Stewart (Vice President, Transportation Engineer)

Brandon Perriloux (Associate Transportation Engineer)

Elos Environmental:

Lynn Maloney (Senior Environmental Scientist, Project Manager)

City of Hammond:

Pete Panepinto (Mayor)

Robert Morgan (Director of Department of Streets)

Tangipahoa Parish:

Robert Miller (Parish President)

Maurice Jordan (Parish Engineer)

APPENDIX B:

STAGE 0 CHECKLISTS

STAGE 0
Preliminary Scope and Budget Checklist
Urban Systems Program
MPO Area: Tangipahoa Parish

A. Project Background

Project Name (40 characters max.) LA 1040 (Klein Drive to US 51) Bicycle & Pedestrian Improvements

District 62-Hammond

Parish Tangipahoa

City/Town Hammond

Local Road Name Old Baton Rouge Highway

If project is on a state route: Route: LA 1040 Control Section: _____

Begin Log Mile: _____ End Log Mile: _____

List study team members: Meyer Engineers, Ltd.; Urban Systems; Elos Environmental

Who is the sponsor of the study? City of Hammond

Has someone on the sponsor's staff attended the LPA Certification class? Yes

Sponsor DUNS#: 113541457

Date Study Completed: May 2018

Describe the existing facility:

Functional classification: Klein to Old Baton Rouge Highway: Major Collector (Urban).

Old Baton Rouge Highway to US 51: Minor Collector (Urban)

Number and width of lanes: Klein to Old Baton Rouge Highway: 2 @12' each side.

Old Baton Rouge Highway to US 51: 2 @ 12' each side with a 14' wide center turn lane.

Shoulder width and type: None

Mode: Vehicles

Access control: No

ADT: 10,720

Posted Speed: 45 mph

Describe any existing pedestrian facilities (ADA compliance should be considered for all improvements that include pedestrian facilities): None

Describe the adjacent land use: See Fig. 2- Land Use Map (attached) with Stage 0 Environmental Checklist.

Will this project be adding miles to the state highway system (new alignment, new facility)? If yes, has a transfer of ownership been initiated with the appropriate entity? No

Are there recent, current or near future planning studies or projects in the vicinity? Yes

If yes, please describe the relationship of this project to those studies/projects. LA 1040 at US 51 ties into Corbin Road, which was included in the Hammond Bicycle Plan Feasibility Study. Conceptual plans were completed for pedestrian and bicycle improvements along Corbin Road, which ties into LA 1040 at US 51.

Provide a brief chronology of these planning study activities: The Hammond Bicycle Plan Feasibility Study was completed in June 2016, and the conceptual plans for pedestrian and bicycle improvements along Corbin Road were completed in February 2017.

B. Purpose and Need

State the Purpose (reason for proposing the project) and Need (problem or issue)/Corridor Vision and a brief scope of the project. Also, identify any additional goals and objectives for the project. The purpose of the project is to provide a complete street analysis and conceptual design for LA 1040 from Klein Drive to US 51 by incorporating vehicle, pedestrian and bicycle modes of transportation. The project is needed to provide a vital link for this urban residential area of Hammond. The scope of work includes providing a 10' wide concrete sidewalk for the ninety foot (90') wide right-of-way section and an eight foot (8') wide concrete sidewalk where the right-of-way is seventy feet (70') wide. Minor drainage modifications to accommodate the earthen ditch drainage system shall also be completed.

C. Agency Coordination

Provide a brief synopsis of coordination with federal, tribal, state and local environmental, regulatory and resource agencies. A Project Management Committee was formed to guide planning, analysis, review findings, and develop recommendations. It consisted of representatives from the Regional Planning Commission, DOTD District 62, City of Hammond and Tangipahoa Parish.

What transportation agencies were included in the agency coordination effort? Transportation agency coordination included Regional Planning Commission, DOTD District 62, City of Hammond Streets Department and Tangipahoa Parish Engineering Department.

C. Agency Coordination (Continued)

Describe the level of participation of other agencies and how the coordination effort was implemented.
There were no other agencies involved.

What steps will need to be taken with each agency during NEPA scoping?
Agencies will receive plans for review and comment. They will be invited to participate in the project.

D. Public Coordination

Provide a synopsis of the coordination effort with the public and stakeholders; include specific timelines, meeting details, agendas, sign-in sheets, etc. (if applicable).

A preliminary meeting was held with the Project Management Committee in January 2018 in order to introduce them to the purpose and need for the project. Following data gathering and field investigations, the Project Management Committee met to analyze the data, review the findings, discuss the alternatives and select the recommended alternative in April 2018. Conceptual plans were developed. Following a general agreement for the selected alternative, the Stage 0 Feasibility Study was prepared and submitted to RPC in May 2018. Meeting memos and sign-in sheets are included in the Stage 0 Feasibility Report.

E. Project Scope, Range of Alternatives, Alternative Evaluation and Screening

Provide a project scope and give a description of the project concept for each alternative studied.

What are the major design features of the proposed facility? Attach a vicinity map showing project limits. If applicable also attach an aerial photo with concept layout.

Bicycle and pedestrian improvements were considered on the north side of the LA 1040 but adequate space is not available within the existing right-of-way adjacent to the open ditch. A shared lane was considered for bicycles along LA 1040, but it was not deemed a safe alternative because there is only one lane for vehicular traffic in each direction and the posted speed of the roadway is forty-five miles per hour (45 mph). A bike lane or shoulder was considered as an alternative, but was not deemed very cost effective because bike lanes would have to be added to both sides of the roadway and a sidewalk would have to also be added for pedestrians. After consideration of these alternatives, the Project Management Committee agreed that the recommended alternative should be a 10' wide concrete sidewalk along the south side of LA 1040 to accommodate the bicycles and pedestrians from Klein Drive to Old Baton Rouge Highway. Then, the proposed facility to accommodate the bicycles and pedestrians would be transitioned to an eight foot (8') wide concrete sidewalk from Old Baton Rouge Highway to US 51 because the right-of-way is narrower in this section. These major design features are shown on the conceptual plans included in the Stage 0 Feasibility Study.

Will design exceptions be required? No design exceptions are required.

Follow this link to view LADOTD Minimum Design Guidelines:

http://www.dotd.louisiana.gov/highways/project_devel/design/road_design/Memoranda/English_Design_Guidelines.pdf

What impact would this project have on freight movements? This project will not have any adverse impacts on freight movements.

Does this project cross or is it near a railroad crossing? No

DOTD's "Complete Streets" policy should be taken into consideration. Per the policy, any exception for not accommodating bicyclists, pedestrians and transit users will require the approval of the DOTD chief engineer. For exceptions on Federal-aid highway projects, concurrence from FHWA must also be obtained. In addition any exception in an urbanized area, concurrence from the MPO must also be obtained. Follow this link to view the policy: http://www.dotd.la.gov/programs_grants/completestreets/documents/cs-la-dotpolicy.pdf

- Describe how the project will implement the policy or include a brief explanation of why implementing the policy would not be feasible. The DOTD and Regional Planning Commission Complete Streets

policy was taken into consideration by incorporating a means for pedestrian, bicycle and vehicular traffic to utilize the corridor.

How are Context Sensitive Solutions (CSS) being incorporated into the project? For more information on CSS follow this link: http://www.dotd.la.gov/administration/policies/DOTD_CSS_Policy_20060526.pdf.

The proposed improvements integrate into the existing fabric of the right-of-way, buildings and landscape.

E. Project Scope, Range of Alternatives, Alternative Evaluation and Screening (Continued)

Was the DOTD's "Access Management" policy taken into consideration? If so, describe how. (See EDSM IV.2.1.4 for more information.) No

Were any safety analyses performed? If so describe results and attach documentation. For safety analysis guidance follow this link: http://www.dotd.la.gov/planning/highway_safety/home.aspx?key=3

No

Are there any abnormal crash locations or overrepresented crashes within the project limits? No

What future traffic analyses are anticipated? Performing built year traffic analysis with the proposed improvements is recommended.

Will fiber optics be required? If so, are there existing lines to tie into? No

Are there any future ITS/traffic considerations? No

What is the required Transportation Management Plan (TMP) level as defined by EDSM No. VI.1.1.8? 1

- Is this project considered significant as defined in EDSM No. VI.1.1.4? No
- If yes, describe the mobility and safety analysis and assessment that was conducted as required in the development of a TMP. _____
- What further data will need to be collected to address the content and scope of the TMP in the design stage/phase of this project? N/A

Was Construction Transportation Management/Property Access taken into consideration? No

Were alternative construction methods considered to mitigate work zone impacts? No

Describe screening criteria used to compare alternatives and from what agency the criteria were defined. Alternatives were screened for safety, feasibility, improvements to intermodal circulation, design form and public acceptance as defined by Regional Planning Commission.

Give an explanation for any alternative that was eliminated based on the screening criteria.

The DOTD and Regional Planning Commission Complete Streets policy was taken into consideration by incorporating a means for pedestrian, bicycle and vehicular traffic to utilize the corridor. Shared lanes were eliminated due to safety concerns. Bike lanes/shoulders were eliminated due to feasibility.

Which alternatives should be brought forward into NEPA and why? The DOTD and Regional Planning Commission Complete Streets policy was taken into consideration by incorporating a means for pedestrian, bicycle and vehicular traffic to utilize the corridor. The recommended alternative to bring forward is the sidewalk because it seemed to be the safest and most cost effective alternative presented.

Did the public, stakeholders and agencies have an opportunity to comment during the alternative screening process? Yes

Describe any unresolved issues with the public, stakeholders and/or agencies. There are no unresolved issues with the public, stakeholders and/or agencies.

F. Planning Assumptions and Analytical Methods

What is the forecast year used in the study? Only existing year traffic analysis was performed.

What method was used for forecasting traffic volumes? N/A

Are the planning assumptions and the corridor vision/purpose and need statement consistent with the long range transportation plan? N/A

What future year policy and/or data assumptions were used in the transportation planning process as they are related to land use, economic development, transportation costs and network expansion? N/A

G. Potential Environmental Impacts

The Stage 0 Environmental Checklist is attached.

H. Schedule Planner Worksheet

Please attach a completed schedule worksheet

I. Budget/Cost Estimate

Provide a cost estimate for each feasible alternative:

Phase	Total Estimated Cost	Funding Source (STP>200K, STP<200K, CMAQ, DEMO, DOTD Priority Program, Local)	Match Provided By (City, Parish, State, Other)	TIP Fiscal Year
Environmental (document, mitigation, etc.)	\$9,000	City	-	2019
Engineering Design	\$57,000	City	-	2019
R/W Acquisition (C of A if applicable)	\$0	-	-	-
Utility Relocations	\$10,000	City	-	2020
Construction	\$510,000	DOTD'S TAP, SATPP or STP > 200k	City	2020
Construction Engineering & Inspection Services	\$26,000	City	-	2020
TOTAL COST	\$612,000			

ATTACH ANY ADDITIONAL DOCUMENTATION

Disposition (circle one): (1) Advance to Stage 1 (2) Hold for Reconsideration (3) Shelf

Schedule Planner Worksheet			
Stage	Range of Time (months)	Estimated Time (months)	
		Min.	Max.
Stage 0 - Planning			
<i>MPO - Urban Systems Program</i>			
Selection Process (MPO)	4 - 12 months	4	12
Develop Stage 0 Check list (LPA)	Up to 3 months	0	3
Approval of Stage 0 Checklist (DOTD)	3 - 6 months	3	6
DOTD project number assigned (DOTD)	1 day - 2 weeks	0	0.5
Total MPO - Urban Systems		7	21.5
<i>Other Programs</i>			
Develop Application (LPA)	1-3 months	1	3
Selection Process (DOTD)	2-6 months	2	6
Total Other Programs		3	9
Stage 1 - Environmental			
<i>MPO - Urban Systems Program</i>			
Complete traffic studies, <i>if needed</i>	3 - 12 months		
Prepares environmental document (LPA)	2 months - 12 months	2	12
CE Solicitation of Views (LPA)	2 - 3 months		
Process & obtain federal approval of the document (DOTD)	2 -3 months	2	3
CE Approved (DOTD)	1 - 2 months		
PCE (DOTD clears)	1 -2 month		
Total MPO - Urban Systems		4	15
<i>Other Programs</i>			
Prepares environmental document (LPA)	1-3 months	1	3
CE Solicitation of Views (LPA)	2-3 months		
Process & obtain federal approval of the document (DOTD)	2-3 months	2	3
CE Approved (DOTD)	1-2 months		
PCE (DOTD clears)	1-2 months		
Total Other Programs		3	6
Stage 2 - Funding			
Approval by Council (match)	dependent upon LPA		
TIP Amendments	1 - 4 months		
Stage 3 - Preconstruction			
Consultant Selection & Contract			
<i>DOTD Selects (Fed money)</i>			

Submits scope of services and man-hours (LPA)	1 - 2 months	1	2
Reviews scope and man-hours (DOTD)	1 - 2 months	1	2
Prepares & advertises contract (DOTD)	1 month	1	1
Selects the consultant with input from entity (DOTD)	5 months	5	5
Prepares contract (DOTD)	1 - 1 1/2 months	1	1.5
Executes contract (LPA)	1 month	1	1
Provides schedule & budget (LPA)	throughout the life of the contract		
Reviews, approves & transmits invoices to DOTD (LPA)	monthly basis		
Processes & pays invoices (DOTD)	1 month		
Monitors the contract time & requests any extensions /suspensions (LPA)	throughout the life of the contract		
Total additional time if DOTD selects consultant		10	12.5
<i>LPA Pays (Selects)</i>			
Preliminary Plans			
<i>MPO - Urban System Projects</i>			
Completes predesign form (LPA)	1 week	0.25	0.25
Schedules & chairs predesign meeting (DOTD)	2 weeks	0.5	0.5
Attends predesign meeting (LPA)	1 day		
30% Submittal	1 month	1	1
30% Review	1 1/2 - 2 months	1.5	2
60% Submittal (Geometrics, Hydraulic)	1 month	1	1
60% Review (DOTD)	1 1/2 - 2 months	1.5	2
90% Submittal (required for all submittals)	1 month	1	1
Schedules & chairs PIH (DOTD)	2 - 3 months	2	3
DOTD distributes Field Inspection notes	1 month	1	1
100% Submittal - LPA reviews plans to ensure comments have been incorporated*	1 month	1	1
Total - MPO - Urban Systems Preliminary Plan Development		10.75	12.75
<i>Other Programs</i>			
90-95% Submittal (LPA)	3 - 6 months	3	6
90-95% Review	2 - 3 months	2	3
Field Inspection	2 - 3 months	2	3
Total - Other Programs-Preliminary Plan Development		7	12
Final Plans			
<i>MPO - Urban System Program</i>			
60% Submittal (Geometrics, Hydraulic)	1 month	1	1
60% Review (DOTD)	1 1/2 - 2 months	1.5	2
Advanced Check Print (95%) Submittal (LPA)	1 month	1	1
Advanced Check Print (95%) Review (DOTD)	2 - 3 months	2	3
100% Submittal -stamped, signed & dated final plans, cost estimate & calculations (LPA)	1 - 3 month	1	3
Total - MPO - Urban Systems Final Plan Development		6.5	10
<i>Other Programs</i>			

90-95% Submittal (ACP) - LPA reviews plans to ensure comments have been incorporated	1 - 3 months	1	3
90-95% Review (ACP) - DOTD verifies all comments have been incorporated	1 - 3 months	1	3
100% Submittal -(LPA submits final documentation with all needed information - stamped, signed & dated final plans, cost estimate & calculations)	1 - 3 months	1	3
Total - Other Programs Final Plan Development		3	9
Throughout Plan Development required items that can be process coincidentally but must be completed prior to 100% plan submittal			
Entity-State Agreement Processing (DOTD)	1-3 months		
Entity-State Agreement Processing (Entity)	2-5 months		
Obtain all Permits (Environmental & RR) (LPA)	6-12 months		
RR Agreement (Start in Stage 0 - Finish in final plans) (LPA)	6 - 12 months		
Utility Agreements (clearances & certification documentation) (LPA)	6 - 12 months		
Ensures permits & utility clearances are obtained (DOTD)	1 month		
Completes non-standard pay item request (LPA)	2 months		
Processes non-standard pay item requests (DOTD)	2 months		
Right-of-way Maps	6 months		
Right-of-way Purchase	6 - 12 months		
Stage 4 - Letting			
Bid Package Preparation	3 months	3	3
Advertised	1 month	1	1
Bid/Bid Review	1 month	1	1
Award/Execute Contract (Notice of Contract Execution NOCE)	1 month	1	1
Project Set-up Meeting prior to preconstruction conference (DOTD & LPA)	At least 2 weeks before Preconstruction Conference		
Preconstruction Conference	Is scheduled prior to the NTP		
NTP	Max 1 month from NOCE	0	1
Total - Letting		6	7
Stage 5 Constructon			
Construction of project	3-36 months	3	36
Final Inspection	0.5 months	0.5	0.5
Project Closeout	1 month	1	1
Total		4.5	37.5

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Route LA 1040 from Klein Drive to Chauvin Road to US 51 Parish: Tangipahoa
C.S. _____ Begin Log mile _____ End Log mile _____

As illustrated on Figure 1, the project centerline extends from Klein Road to US Highway 51 in Hammond, LA. Two northern parcels adjacent to the project are outside the city limits.

ADJACENT LAND USE: Figure 2 illustrates that land use along LA 1040, also known as the Old Baton Rouge Highway, is predominantly residential. The area of very low-density residential at Klein Road and along the highway appears to be an early transitional phase from rural to large-lot residential. Higher density residential is clustered around the Church of Jesus Christ of Latter Day Saints church (multifamily) and on Willow Villa Road (zero lot line), which are recent subdivisions. Traditional detached single-family suburban subdivisions are located away from the corridor to the north and south. Undeveloped parcels of remnant agricultural fields are located north of LA 1040 as it approaches its intersection with Chauvin Road. An underutilized commercial area inside the fork of LA 1040 and Chauvin faces LA 1040. Land use on Chauvin Road is currently undeveloped with the exception of a chain restaurant on the north side at Morrison Boulevard. Chauvin Road was extended recently and widened to promote commercial development. This portion of the project corridor contains sub-surface drainage.

Any property owned by a Native American Tribe?

(Y or N or **Unknown**) If so, which Tribe? _____

Any property enrolled into the Wetland Reserve Program?

(Y or N or **Unknown**) If so, give the location Note: The Agricultural Act of 2014 repealed the Wetland Reserve Program (WRP) but does not affect the validity or terms of any WRP contract, agreement or easement entered into prior to the date of enactment on February 7, 2014 or any associated payments required to be made in connection with an existing WRP contract, agreement or easement. However, the Natural Resource Conservation Service no longer provides geographic information for WRP easements on its website. This information would have to be obtained through a search of property records at the Tangipahoa Clerk of Court.

Are there any other known wetlands in the area?

(Y or **N**) If so, give the location: The area is urbanized and stormwater is collected in open roadside ditches and subsurface drainage. Depressional areas may contain wetland indicators, but the National Wetlands Inventory (NWI) does not indicate the presence of wetlands along the corridor.

Community Elements: Is the project impacting or adjacent to any (if the answer is yes, list names and locations):

(Y or **N**) Cemeteries _____

(Y or **N**) Churches: Adjacent to Jesus Christ of Latter Day Saints Church at 2503 Old Baton Rouge Highway (Figure 2)

(Y or **N**) Schools _____

(Y or **N**) Public Facilities (i.e., fire station, library, etc.) _____

(Y or **N**) Community water well/supply: One private water well was identified in the project area (Figure 2). Located off Klein Road next to Convents Road, the well is outside of Old South Baton Rouge Highway right-of-way.

Section 4(f) issue: Is the project impacting or adjacent to any (if the answer is yes, list names and locations):

(Y or **N**) Public recreation areas _____

(Y or **N**) Public parks _____

(Y or **N**) Wildlife Refuges _____

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(Y or N) Historic Sites see additional comments

Is the project impacting, or adjacent to, a property listed on the National Register of Historic Places? (Y or N) Is the project within a historic district or a national landmark district? (Y or N) If the answer is yes to either question, list names and locations below:

Do you know of any threatened or endangered species in the area? (Y or N)
If so, list species and location. _____

Does the project impact or adjacent to a stream protected by the Louisiana Scenic Rivers Act? (Y or N) If yes, name the stream. _____

Are there any Significant Trees as defined by EDSM I.1.1.21 within proposed ROW? (Y or N) If so, where? Accessible areas adjacent and near to the proposed project right of way were surveyed to identify the probability of finding significant trees, i.e. Live Oak, Red Oak, White Oak, Magnolia or Cypress. Most of the undeveloped areas are cleared, and the remaining tree cover is dominated by pine species, but several large live oaks were observed near the right-of-way along Chauvin. Live oak roots systems may encroach upon the right-of-way and, over time might damage sidewalks. But any adjacent trees would not be impacted by the proposed project and would enhance bike and pedestrian travel by providing shade, if they can be preserved. No historic events related to trees have been documented.

What year was the existing bridge built? N/A

Are any waterways impacted by the project considered navigable? (Y or N) If unknown, state so, list the waterways: _____

Hazardous Material: Have you checked the following DEQ and EPA databases for potential problems? Search of EPA data identified an oil spill into an unnamed canal along Palmetto Road east of US 51, approximately two-thirds miles south of the proposed project. Information about the release is provided in Attachment A.

Search of the LDEQ Electronic Data Management System returned four Area of Interest (AI) numbers for locations on LA 1040. None of these sites are located in the section of LA 1040 from Interstate 55 to S. Morrison Boulevard (US 51). No AI numbers were returned for Chauvin Road. A search of records for S. Morrison and Hwy 51 in Hammond returned 47 AI numbers. Six of these are related to sites at physical addresses between 100 and 500 S. Morrison/Hwy 51, which is the section of highway between US 190 and Pear Street. One site was identified on Old South Baton Rouge Highway after it diverges from Chauvin Road. These sites are mapped on Figure 3 and results of the records review are provided below. Photos and field collected data are compiled in Attachment B.

AI 6857, Speedee Oil Change and Tune-Up #6, 112 S. Morrison. In 1987, this site, which is located on the west side of S. Morrison/US 51 at its intersection with Old South Baton Rouge Hwy (LA 1040), was registered as a small quantity hazardous waste generator. In the same year, complaints were filed about dumping waste oil into the drainage ditch. Compliance orders and notices were issued in 1987, 1988, and 1999. Another violation was reported in 1992, when oil drums and stained soils were observed on the site. The inspection also identified a UST with waste oil on the property. By 1996, the UST was reported removed. A 2001 inspection found that the facility was discharging wastewater into the street. Notices were issued and a followup call was documented. No other records were found in this AI file, but the UST was documented as removed in a site plan discovered in the AI 753349 files for Swifty #7, which is located on an adjacent property to the north. Site reconnaissance determined that a Take 5 Oil Change shop is currently located at this address. No AI was returned for the current business.

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AI 14782, Hammond Discount Tire, 205 S. Morrison. In 1990, the site registered as a small quantity hazardous waste generator due to its use of a parts washer. In 2005, LDEQ delisted the site as a waste generator after confirming that the parts washer was no longer in use. In 1995, the name was changed to Allied Discount Tire and Brake and in 1998, the owner registered four out-of-service USTs that were closed-in-place in 1999. The facility continues to be regulated by LDEQ as a waste tire facility.

AI 67597, Hammond Oil Co./Exxon Gas Station #5-3893, US 190 and US 51, Hammond, LA. Five USTs were registered at this site in 1986 with a note that they were removed in 1988. In 1994, a report was filed documenting the plugging and abandonment of 4 monitor wells. No documentation was found related to the reason for the monitor wells, collected data, or analysis. A site plan included in the report identifies the location of the gas station as the southeastern corner of US 190 and US 51. This site currently contains two lots with an accounting office (formerly S&S Sports) and the Hammond Motel.

AI 71232, John's Curb Market #7, 2280 Old Baton Rouge Hwy. This site is located on the north side of LA 1040 after it splits with Chauvin Road. Three USTs installed in 1978. Inspections beginning in 2005 found paperwork violations and failure to test the tanks and monitor operations, but no releases were reported. In 2009, LDEQ issued a notice of potential delivery prohibition for failure to properly operate corrosion protection equipment and failure to conduct cathodic protection surveys. In 2010, the owner requested a temporarily out-of-service classification. The records document a change in ownership and continuing violations. A 2017 inspection found the facility closed, but the owner (same as AI 76309) stated that it was being leased and that the tanks would be made compliant. A notice of potential penalty was issued in September 2017. The windshield survey determined that the facility is currently operating as a gas station and convenience store called Fiftyone Food Market.

AI 75349, Swifty's #7, 100 US 51. This site, on the southwest corner of US 51 and US 190, is a former gas station that was established in 1962. Three USTs were removed in 1976 and replaced with fiberglass. A fourth tank was installed in 1981. In 1991, Phase I and Phase II ESAs were conducted as part of a proposed transfer of the property. Free phase product was found in the monitor wells and corrective action in the form of groundwater monitoring was conducted by Chevron and subsequent owners/lessees. In late 2010, the owner submitted an *Intent to Close* form for all four USTs and in November of that year a complaint related to the strong odor of gasoline during tank removal was recorded. In February 2011, a post-closure report noted that the facility had been demolished, and an inspection discovered diesel contamination in the soil. LDEQ required continued monitoring until 2015, when the monitor wells were plugged and abandoned. Subsequently, the owner registered a conveyance notice on the property limiting the use to industrial/commercial and LDEQ issued a No Further Action (NFA) letter. The property was redeveloped in 2017 as a used car dealership.

AI 76309, G's Food Stop, 285 S. Morrison. Four USTs were installed at this site in the 1980s and upgraded in 1998. In 2014, one tank was temporarily closed and in 2016, the owner submitted an *Intent to Close* form for all four USTs. The last document in the files is the tank registration renewal dated June 2018. G's Food Stop is still operating as a gas station and convenience store at this address, but the owner is now listed as Best Price Corp.

AI 125756, City of Hammond, 336 S. Morrison. In 2004, the City of Hammond was authorized to collect waste tires for one day at this location, which is an undeveloped tract on the west side of US 51 between Old Baton Rouge Highway and Chauvin Road.

Underground Storage Tanks (UST): Are there any Gasoline Stations or other facilities that may have UST on or adjacent to the project? (Y or N) Two gas stations that still operate USTs are located in the vicinity of the project corridor, but neither is on or adjacent (see above)

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If so, give the name and location: _____

Any chemical plants, refineries or landfills adjacent to the project? (Y or N) Any large manufacturing facilities adjacent to the project? (Y or N) Dry Cleaners? (Y or N) If yes to any, give names and locations: _____

Oil/Gas wells: Have you checked DNR database for registered oil and gas wells? (Y or N) List the type and location of wells being impacted by the project. No oil and gas wells are located in the project vicinity.

Are there any possible residential or commercial relocations/displacements? (Y or N)
How many? _____

Do you know of any sensitive community or cultural issues related to the project? (Y or N)
If so, explain _____

Is the project area population minority or low income? (Y or N) Figure 4 illustrates the geographic areas of the different levels of Census data in the project area and Table 1 describes the ethnic and racial composition of the populations within these geographies. Census Tract 9541.01 contains the north side of the project area, but extends west to the parish boundary. Although this census tract population is almost 50 percent minority by ethnicity and/or race, and the census blocks within Block Group 1 are over 50 percent minority, none of the census blocks adjacent to the corridor are predominantly minority. Census Tract 9543, on the south side of the corridor, is much more densely populated and more diverse. Five of the adjacent blocks listed in Table 1 contain minority populations that exceed 50 percent. However, when aggregated together these blocks establish that the project area population, while diverse, is not predominantly minority.

Income data are not available at the block level; therefore, block group data were used to characterize the low-income population as shown in Table 2. Poverty thresholds are updated each year by the Census Bureau for statistical purposes; this measure is not the same--although they do correlate--with poverty guidelines issued by the Department of Health and Human Services for administrative purposes. Persons with incomes below the poverty level (<1 times the poverty rate) are categorized as very low-income. Persons with incomes at the poverty level (ratio of 1:1) and less than twice the poverty level (ratio of <2:1) are considered to be relatively low-income. These categories combined are used to express the proportional level of low-income persons living in the project area.

The estimated percentage of persons with incomes below the poverty level in 2012-2016 in the State of Louisiana is 19.7. Relatively low-income populations comprise 20.1 percent of the state population. With the exception of Census Tract 9541.01, the project study area populations have significantly higher rates of poverty, particularly the two block groups in Census Tract 9543.

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Table 1. Race and Ethnicity of the Project Area Populations
(Source: 2010 Census Summary File 1)

Adjacent Census Geography	Total Population	White alone, Not Hispanic or Latino	Hispanic or Latino	Non-white Race(s), Not Hispanic or Latino	Proportion of Minority Race and/or Ethnicity
Census Tract 9541.01	5302	2832	208	2262	42.7%
Block Group 1	1830	828	66	936	51.1%
Block 1047	103	82	4	17	20.4%
Block 1048	21	21	-	-	0.0%
Block 1049	37	30	0	7	18.9%
Block 1050	38	33	1	4	13.2%
Block 1052	0	-	-	-	-
Block 1053	88	73	0	15	17.0%
Block 1054	14	7	0	7	50.0%
Block 1055	7	7	0	0	0.0%
Block 1060	62	47	6	9	24.2%
Block 1063	0	-	-	-	-
Census Tract 9543	4010	992	31	2987	74.5%
Block Group 2	1237	680	13	544	44.0%
Block 2000	0	-	-	-	-
Block 2001	43	41	0	2	4.7%
Block 2004	127	62	1	64	51.2%
Block 2006	477	232	4	241	51.4%
Block 2007	0	-	-	-	-
Block 2017	0	-	-	-	-
Block 2018	0	-	-	-	-
Block 2019	200	30	2	168	85.0%
Block Group 3	881	6	2	873	99.1%
Block 3003	1	1	0	0	0.0%
Block 3004	0	-	-	-	-
Block 3005	0	-	-	-	-
Block 3006	4	0	0	4	100.0%
Population in Adjacent Blocks	1222	666	18	538	45.5%

STAGE 0
Environmental Checklist
LA 1040 (Klein Drive to US 51)
RPC Task No. ST-2.18KD

Table 2. Income and Poverty in Project Area Populations
 (Source: US Census Bureau, American Community Survey 5-Year Estimates 2012-2016)

Census Geography	Estimated Number of Persons for Whom Poverty Level has been Determined	Persons with Income Below the Poverty Level	Proportion of Persons of Very Low Income	Persons with Income to Poverty Ratios from 1:1 to <2:1	Proportion of Relatively Low-Income Persons	Total Proportion of Low-Income Persons
Census Tract 9541.01	5197	1217	23.4%	728	14.0%	37.4%
Block Group 1	1587	531	33.5%	1169	11.9%	45.4%
Census Tract 9543	3988	1291	32.4%	189	29.3%	61.7%
Block Group 2	1301	574	44.1%	93	7.1%	51.3%
Block Group 3	883	269	30.5%	380	43.0%	73.5%
Total Census Tracts	9185	2508	27.3%	1897	20.7%	48.0%
Total Block Groups	3177	1374	36.4%	662	17.6%	54.0%

What type of detour/closures could be used on the job? Significant detours/closures are not anticipated.

Did you notice anything of environmental concern during your site/windshield survey of the area? If so, explain below.

No. Results of the site/windshield survey are provided in Attachment B.

Additional Databases Checked

www.hammond.org/wp-content/uploads/2013/01/masterplan.pdf

<https://www.epa.gov/cleanups/cleanups-my-community>

<http://edms.deq.louisiana.gov/>

<http://www.sonris.com/>

Other Comments:

Cultural Resources: A review of previously recorded cultural resources within a one-mile buffer of the project corridor revealed one intensive cultural resource survey, which was undertaken for the extension of Chauvin Road in 2007. The area of potential effect (APE) for cultural resources was a 100-foot right of way between LA 1040 and US 51. The APE for historic standing structures was a 0.25-mile buffer centered on this same right of way. No cultural resources were discovered during this survey. However, the full extent of the project corridor is adjacent to properties that were sparsely developed prior to construction of Interstate 55 in the late 1960s, when the subdivision north of the corridor at Klein Road first appears on historical topographic maps. Therefore, many structures from that time may be over 50 years old. However, the area is not within a designated historic district, and structure design is typical rural and suburban ranch style housing. It is unlikely that any of these standing structures are eligible for the National Register of Historic Places.

Transportation Statistics: Table 3 provides statistics related to commuting and household access to vehicles. Because users of public transportation are dependent upon pedestrian facilities to access bus routes, the percentage of public transportation users were included in this analysis.

STAGE 0
Environmental Checklist
LA 1040 (Klein Drive to US 51)
RPC Task No. ST-2.18KD

Approximately 2.8 percent of workers in Census Tract 9543 use public transportation to get to work, but none of the workers in the adjacent block groups use public transportation. Parishwide approximately 6.4 percent of workers live in homes without access to a vehicle. Households in the adjacent project area block groups experience lack of vehicle access at twice that rate. Lack of vehicle access in Block Group 1 in Census Tract 9541.01 approaches three times the Parish rate. Given these numbers and the high density development and gridded streets network in this part of Hammond that makes most trips relatively short, it is not surprising that relatively large percentages of project area workers bike to work.

Table 3. Transportation Statistics
 (Source: US Census Bureau, American Community Survey 5-Year Estimates 2012-2016)

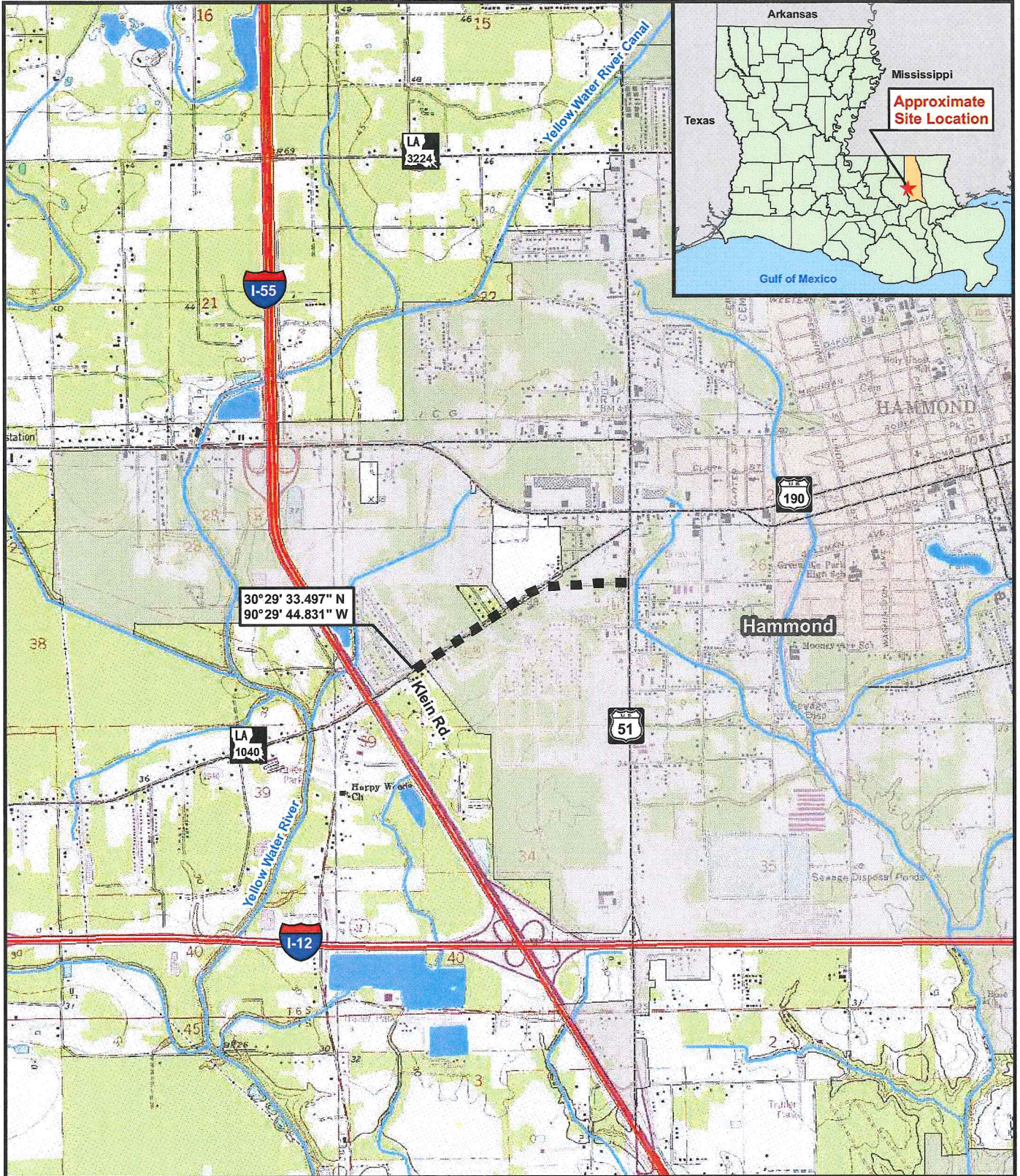
Census Geography	Estimated Number of Workers 16+ Years	Proportion of Workers Who Used Public Transportation	Proportion of Workers Who Biked to Work	Proportion of Workers Who Walked to Work	Estimated Number of Occupied Housing Units	Total Proportion of Units with No Vehicle
Tangipahoa Parish	53,527	0.4%	0.3%	1.4%	46,068	6.5%
Census Tract 9541.01	2,255	0.0%	2.1%	1.8%	2,156	7.1%
Block Group 1	465	0.0%	10.1%	0.0%	672	17.6%
Census Tract 9543	1,583	2.8%	0.8%	1.6%	1,389	13.1%
Block Group 2	501	0.0%	1.4%	0.0%	53	11.1%
Block Group 3	389	0.0%	0.0%	0.0%	17	6.4%
Total Census Tracts	9,185	1.1%	1.6%	1.7%	335	9.4%
Total Block Groups	3,177	0.0%	4.0%	0.0%	188	13.3%

Lynn Maloney-Mujica, ELOS Environmental, LLC
 Point of Contact

985-662-5501
 Phone Number

3/2/18
 Date

Figures



43177 East Pleasant Ridge Road
Hammond, Louisiana 70403
P. 985-662-5501, F. 985-662-5504

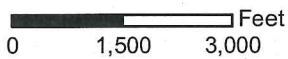


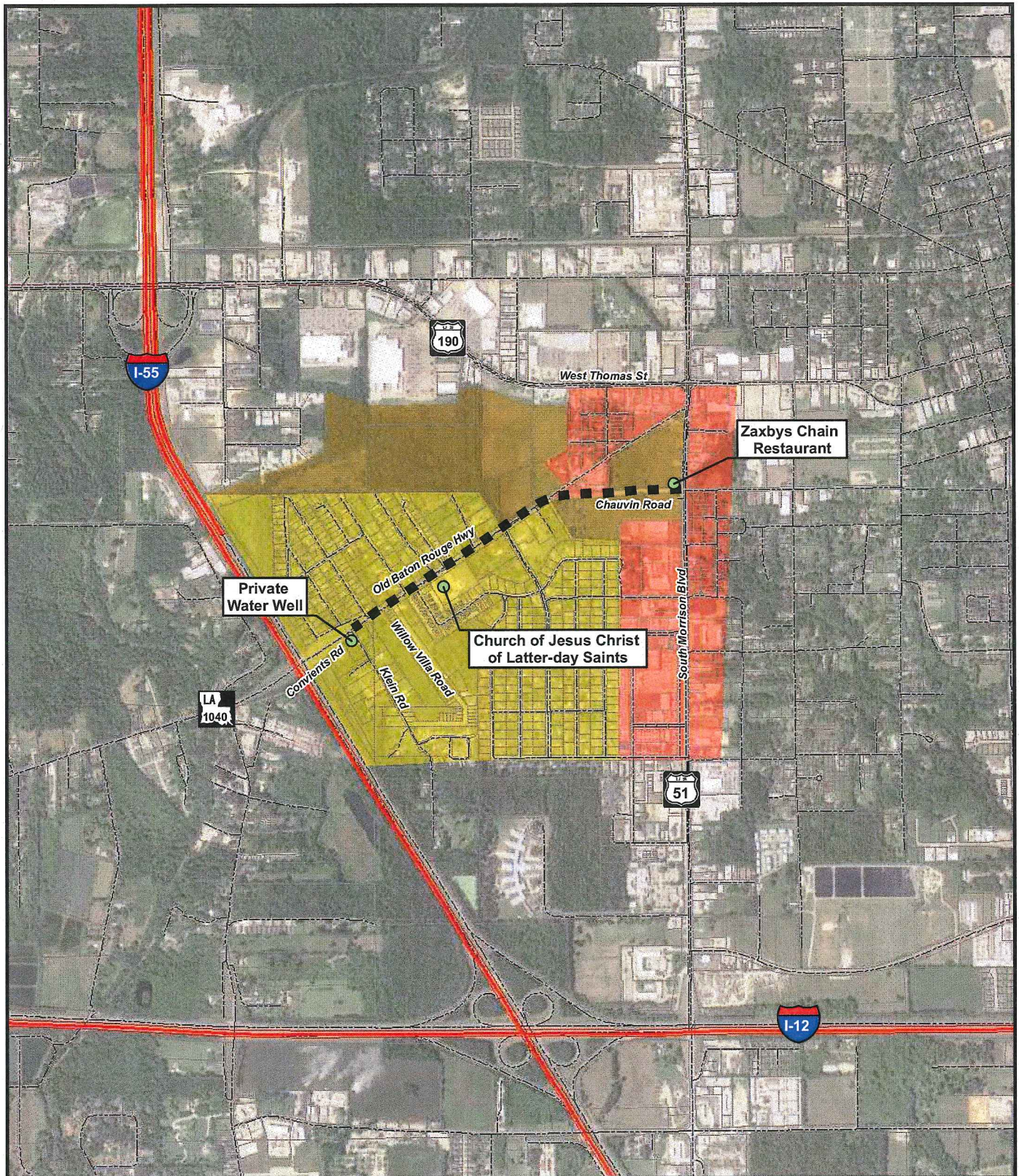
Figure 1: TopoVicinity Map

**LA 1040 Bike/Ped
Improvements**

Legend:

- ■ Centerline
- Interstate
- Stream/River
- City/Town
- Highway
- Waterbody

This figure was prepared utilizing public and proprietary data. It should not be used to establish any legal boundaries or specific locations. ELOS Environmental, L.L.C., is not responsible for any usage of this figure contrary to its original, intended purpose.




43177 East Pleasant Ridge Road
 Hammond, Louisiana 70403
 P. 985-662-5501, F. 985-662-5504


0 1,000 2,000 Feet

Figure 2: Land Use
LA 1040 Bike/Ped Improvements

Legend:

- Project Centerline
- Vicinity Point
- Interstate
- Roadway
- Commercial
- Residential
- Undeveloped

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43177 East Pleasant Ridge Road
 Hammond, Louisiana 70403
 P. 985-662-5501, F. 985-662-5504

0 300 600 Feet


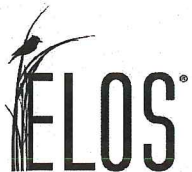
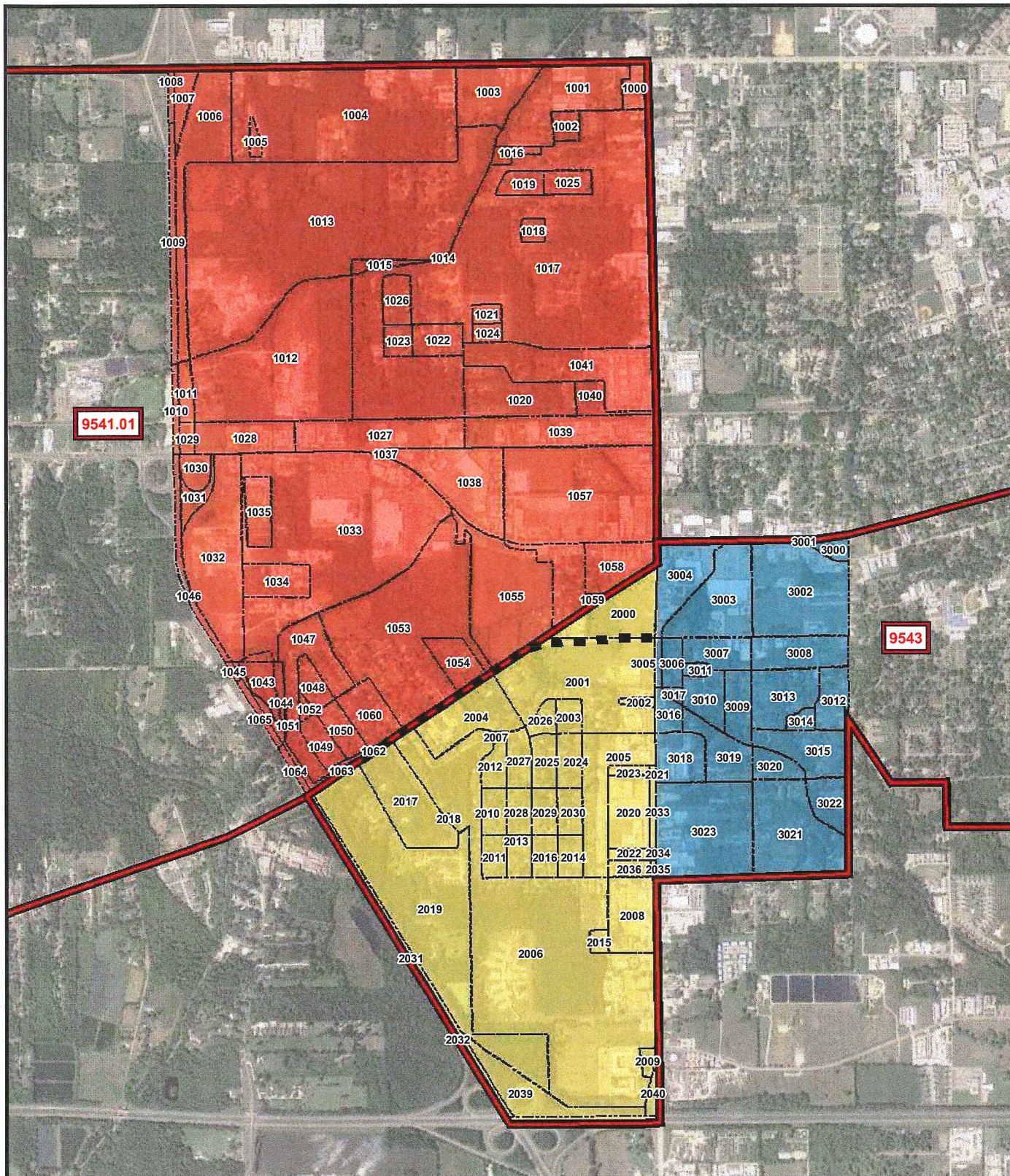


Figure 3: Hazardous Material Sites

LA 1040 Bike/Ped Improvements

Legend:
 ■ ■ Centerline
 ● Hazardous Material Sites
 — Roadway

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43177 East Pleasant Ridge Road
Hammond, Louisiana 70403
P. 985-662-5501, F. 985-662-5504

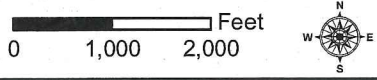


Figure 4: Census Geographies

LA 1040 Bike/Ped Improvements

Legend:

- Centerline
- Track
- Block
- Track 9541.01 Block Group 1
- Track 9543 Block Group 2
- Track 9543 Block Group 3

This figure was prepared utilizing public and proprietary data. It should not be used to establish any legal boundaries or specific locations. ELOS Environmental, L.L.C., is not responsible for any usage of this figure contrary to its original, intended purpose.

Attachment A

HAMMOND WASTE OIL RELEASE

HAMMOND, LA - REGION VI

Site Contact:

Roberto Bernier

FOSC

bernier.roberto@epa.gov (mailto:bernier.roberto@epa.gov)

1800 Palmetto Rd

Hammond, LA 70404

response.epa.gov/hammondwasteoil (https://response.epa.gov/hammondwasteoil)

Latitude: 30.4880024

Longitude: -90.4810488

On Wednesday June 9, 2010, the Louisiana Department of Environmental Quality (LDEQ) requested assistance from EPA Region 6 to respond to an unknown oil spill in Hammond, La. The spill was into an unnamed canal of Palmetto Rd, east of S. Morrison Blvd. The source of the spill had not been determined but there was a possibility that it could have been the result of an illegal dumping from the road or a release from a waste oil tank operated by a car dealership located next to the canal. Waste oil from an unknown source has the potential to contain additional substances or constituents that could render it to be managed under CERCLA. LDEQ indicated that flood water from a recent rain has pushed the oil out of the canal onto several private yards along Palmetto Rd. On Thursday June 10, EPA dispatched FOSC Bernier to the site to assist LDEQ with responding capabilities. During the previous 2 days the car dealership provided cleanup contractors under the notion that they could have been the responsible party. After further investigation of their waste oil system they felt certain that they were not the source of the released oil and discontinued the cleanup operations.

For additional information, visit the **Pollution/Situation Report (Pol/Sitreps)** (sitrep_profile.aspx?site_id=6130) section.

RESOURCES

Notices (bulletins_list.aspx?site_id=6130)

Documents (doc_list.aspx?site_id=6130)

None for this site

None for this site

Images (image_list.aspx?site_id=6130)

2018 - EPA OSC Response



Pol/SitReps (sitrep_list.aspx?site_id=6130)

Links (links_list.aspx?site_id=6130)

POLREP - 3 (sitrep_profile.aspx?site_id=6130&counter=13226)

None for this site

POLREP - 2 (sitrep_profile.aspx?site_id=6130&counter=13205)

POLREP - 1 (sitrep_profile.aspx?site_id=6130&counter=13202)

Attachment B

LA 1040 Bike Ped Field Survey

Submitted By: dbarnes_ELOS

Submitted Time: 3/1/18 10:24 AM

Site Name

La 1040 Bike Path

Field Personnel

Jed Hoover

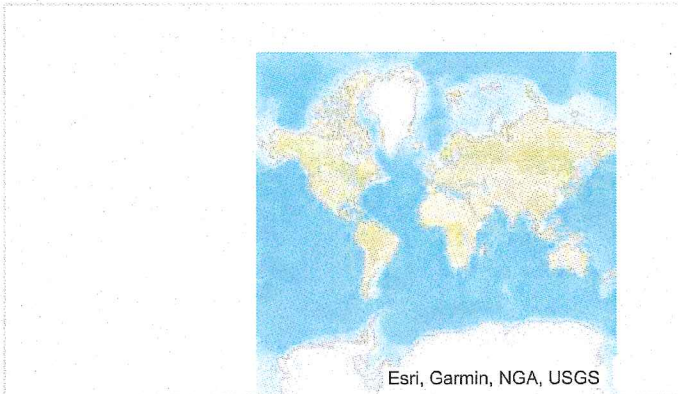
Weather

Partly cloudy 72 degrees

Answer the Questions for Each Plot

Plot Point Coordinates

Lat: 30.50061 Lon: -90.48225



Subject Property or other?

Adjoining

Interior Inspection?

No

Select Surrounding Land Use

- **Retail (L Comm)**
- **Commercial (H Comm)**

Describe Boundary Features

Roads

Describe Topography and Ground Cover

Cement and asphalt

Select Obstructions to Visual Inspection

- **none**

Describe Buildings and Structures

Large building on the eastern side of the plot. It was a retail location and is now not in use. Appears to be for rent.

Describe or Name Roads, Paths, and Access Features

Highway 51 and highway 190

Looking North



Image_N-20180301-144754.jpg

Looking South



Image_S-20180301-144809.jpg

Looking East



Image_E-20180301-144826.jpg

Looking West



Image_W-20180301-144923.jpg

Generators?

No

Elevators?

No

Air compressors?

No

Hydraulic Equipment?

No

Evidence of ASTs?

No

Drums, barrels, containers > 5 gal?

No

Cleaning or similar supplies?

No

USTs, ports, piping, vents?

No

Sumps, cisterns, catch basins?

No

Grease traps?

No

Septic tanks or leach fields?

No

Oil/water separators?

No

Pipeline markers?

No

Interior floor drains?

No

Stressed vegetation?

No

Stained soil?

No

Stained pavement or surface?

No

Leachate and/or waste seeps?

No

Trash, debris, or waste materials?

No

Dumping or disposal areas?

No

Construction/demolition debris?

No

Surface water discoloration, odor, sheen, and/or free floating product?

No

Strong, pungent, noxious odors?

No

Effluent discharges or outfalls?

No

Lab hoods, incinerators?

No

Waste or wastewater treatment?

No

Compressor/boiler blowdown?

No

Dumped fill dirt?

No

Surface water bodies?

No

Quarries or pits?

No

Lagoons or other?

No

ID Misc View 1

Storefront

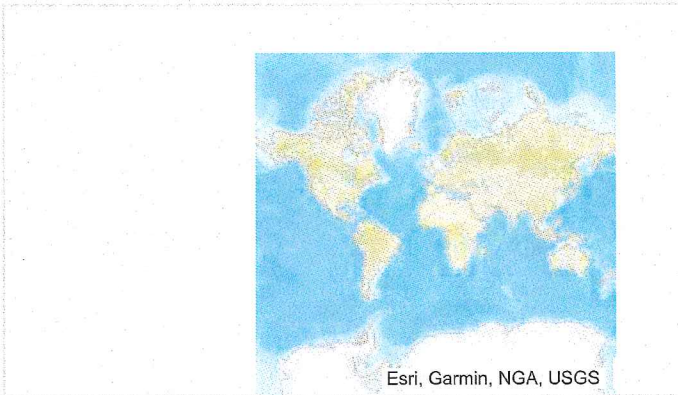
Misc View 1



Image_O1-20180301-152945.jpg

Plot Point Coordinates

Lat: 30.50026 Lon: -90.48242



Subject Property or other?

Adjoining

Interior Inspection?

No

Select Surrounding Land Use

- **Retail (L Comm)**
- **Commercial (H Comm)**

Describe Boundary Features

Roadways

Describe Topography and Ground Cover

Cement and asphalt

Select Obstructions to Visual Inspection

- **none**

Describe Buildings and Structures

Allied discount tires and brake inc. This is a tire shop and it appears that they send off old tires to be recycled.

Describe or Name Roads, Paths, and Access Features

US 51

Looking North



Image_N-20180301-145833.jpg

Looking South



Image_S-20180301-145842.jpg

Looking East



Image_E-20180301-145855.jpg

Looking West



Image_W-20180301-145909.jpg

Generators?

No

Elevators?

No

Air compressors?

No

Hydraulic Equipment?

No

Evidence of ASTs?

No

Drums, barrels, containers>5 gal?

No

Cleaning or similar supplies?

No

USTs, ports, piping, vents?

Yes

Sumps, cisterns, catch basins?

No

Grease traps?

No

Septic tanks or leach fields?

No

Oil/water separators?

No

Pipeline markers?

No

Interior floor drains?

No

Underground Storage 1



Image_Under_1-20180301-150
037.jpg

Underground Storage 2



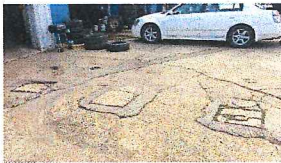
Image_Under_2-20180301-150
048.jpg

Underground Storage 3



Image_Under_3-20180301-150
109.jpg

Underground Storage 4



Image_Under_4-20180301-150
127.jpg

Pad or Pole-mounted transformers and/or capacitors?

No

Stressed vegetation?

No

Stained soil?

No

Stained pavement or surface?

No

Leachate and/or waste seeps?

No

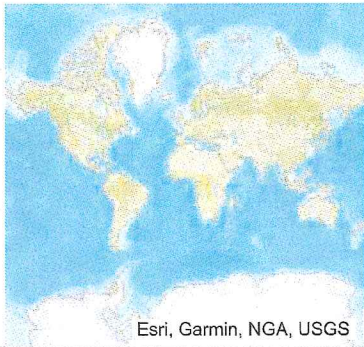
Misc View 1



Image_O1-20180301-152856.jpg

Plot Point Coordinates

Lat: 30.49838 Lon: -90.48272



Esri, Garmin, NGA, USGS

Subject Property or other?

Adjoining

Interior Inspection?

No

Select Surrounding Land Use

- **Retail (L Comm)**
- **Commercial (H Comm)**

Describe Boundary Features

Roadway

Describe Topography and Ground Cover

Cement and asphalt

Select Obstructions to Visual Inspection

- **none**

Describe Buildings and Structures

G's food mart. Dated looking gas station with older gas pumps.

Describe or Name Roads, Paths, and Access Features

US 51

Looking North



Image_N-20180301-150713.jpg

Looking South



Image_S-20180301-150723.jpg

Looking East



Image_E-20180301-150739.jpg

Looking West



Image_W-20180301-150754.jpg

Generators?

No

Elevators?

No

Air compressors?

Yes

Hydraulic Equipment?

No

Operations Photo 1



Image_Op_1-20180301-150816.jpg

Evidence of ASTs?

No

Drums, barrels, containers>5 gal?

No

Cleaning or similar supplies?

No

USTs, ports, piping, vents?

Yes

Sumps, cisterns, catch basins?

No

Grease traps?

No

Septic tanks or leach fields?

No

Oil/water separators?

No

Pipeline markers?

No

Interior floor drains?

No

Underground Storage 1



**Image_Under_1-20180301-150
901.jpg**

Underground Storage 2



**Image_Under_2-20180301-150
914.jpg**

Underground Storage 3



**Image_Under_3-20180301-150
927.jpg**

Underground Storage 4



**Image_Under_4-20180301-151
104.jpg**

Underground Storage 5



Image_Under_5-20180301-151
115.jpg

Stained soil?

No

Stained pavement or surface?

No

Leachate and/or waste seeps?

No

Trash, debris, or waste materials?

No

Dumping or disposal areas?

No

Construction/demolition debris?

No

Surface water discoloration, odor, sheen, and/or free floating product?

No

Strong, pungent, noxious odors?

No

Effluent discharges or outfalls?

No

Lab hoods, incinerators?

No

Waste or wastewater treatment?

No

Compressor/boiler blowdown?

No

Dumped fill dirt?

No

Surface water bodies?

No

Quarries or pits?

No

Lagoons or other?

No

ID Misc View 1

Possible capped ust

Misc View 1



Image_O1-20180301-151251.jpg

Plot Point Coordinates

Lat: 30.50016 Lon: -90.48277



Esri, Garmin, NGA, USGS

Subject Property or other?

Adjoining

Interior Inspection?

No

Select Surrounding Land Use

- **Undeveloped**
- **Retail (L Comm)**
- **Commercial (H Comm)**

Describe Boundary Features

Roadway

Describe Topography and Ground Cover

Cement and asphalt

Select Obstructions to Visual Inspection

- none

Describe Buildings and Structures

Take 5 oil change. Building appears to be updated and clean

Describe or Name Roads, Paths, and Access Features

US 51

Looking North



Image_N-20180301-153234.jpg

Looking South



Image_S-20180301-153242.jpg

Looking East



Image_E-20180301-153255.jpg

Looking West



Image_W-20180301-153300.jpg

Generators?

No

Elevators?

No

Air compressors?

No

Hydraulic Equipment?

No

Evidence of ASTs?

No

Drums, barrels, containers > 5 gal?

Yes

Cleaning or similar supplies?

No

Aboveground Storage 1



Image_AST_1-20180301-153416.jpg

Aboveground Storage 2



Image_AST_2-20180301-1534
24.jpg

Aboveground Storage 3



Image_AST_3-20180301-1551
59.jpg

USTs, ports, piping, vents?

No

Sumps, cisterns, catch basins?

No

Grease traps?

No

Septic tanks or leach fields?

No

Oil/water separators?

No

Pipeline markers?

No

Interior floor drains?

No

Pad or Pole-mounted transformers and/or capacitors?

No

Stressed vegetation?

No

Stained soil?

No

Stained pavement or surface?

No

Leachate and/or waste seeps?

No

Trash, debris, or waste materials?

No

Dumping or disposal areas?

No

Construction/demolition debris?

No

Surface water discoloration, odor, sheen, and/or free floating product?

No

Strong, pungent, noxious odors?

No

Effluent discharges or outfalls?

No

Lab hoods, incinerators?

No

Waste or wastewater treatment?

No

Compressor/boiler blowdown?

No

Dumped fill dirt?

No

Surface water bodies?

No

Quarries or pits?

No

Lagoons or other?

No

ID Misc View 1

Store front

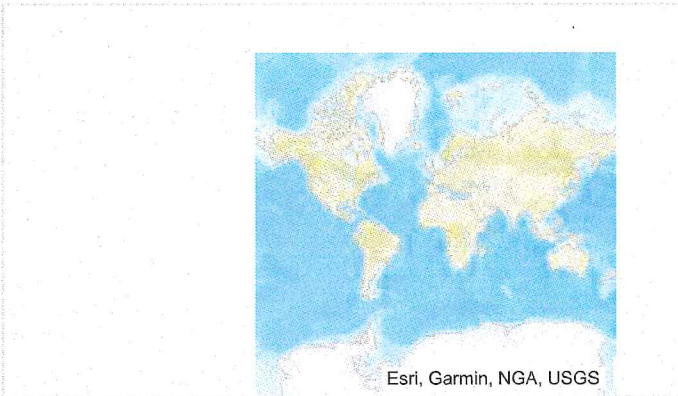
Misc View 1



Image_O1-20180301-153603.jpg

Plot Point Coordinates

Lat: 30.50091 Lon: -90.48289



Subject Property or other?

Adjoining

Interior Inspection?

No

Select Surrounding Land Use

- **Retail (L Comm)**
- **Commercial (H Comm)**

Describe Boundary Features

Roadway

Describe Topography and Ground Cover

Cement and asphalt

Select Obstructions to Visual Inspection

- **none**

Describe Buildings and Structures

Small newly constructed building. New concrete poured in some area indicate the removal of ust and pump islands.

Describe or Name Roads, Paths, and Access Features

US 51 and US 190

Looking North



**Image_N-20180301-154414.jp
g**

Looking South



**Image_S-20180301-154433.jp
g**

Looking East



**Image_E-20180301-154446.jp
g**

Looking West



**Image_W-20180301-154455.jp
g**

Generators?

No

Elevators?

No

Air compressors?

No

Hydraulic Equipment?

No

Evidence of ASTs?

No

USTs, ports, piping, vents?

No

Sumps, cisterns, catch basins?

No

Grease traps?

No

Septic tanks or leach fields?

No

Oil/water separators?

No

Pipeline markers?

No

Interior floor drains?

No

Underground Storage 1



**Image_Under_1-20180301-154
546.jpg**

Underground Storage 2



**Image_Under_2-20180301-154
608.jpg**

Underground Storage 3



**Image_Under_3-20180301-154
631.jpg**

Pad or Pole-mounted transformers and/or capacitors?

No

Stressed vegetation?

No

Stained soil?

No

Stained pavement or surface?

No

Leachate and/or waste seeps?

No

Trash, debris, or waste materials?

No

Dumping or disposal areas?

No

Construction/demolition debris?

No

Surface water discoloration, odor, sheen, and/or free floating product?

No

Strong, pungent, noxious odors?

No

Effluent discharges or outfalls?

No

Lab hoods, incinerators?

No

Waste or wastewater treatment?

No

Compressor/boiler blowdown?

No

Dumped fill dirt?

No

Surface water bodies?

No

Quarries or pits?

No

Lagoons or other?

No

ID Misc View 1

Storefront

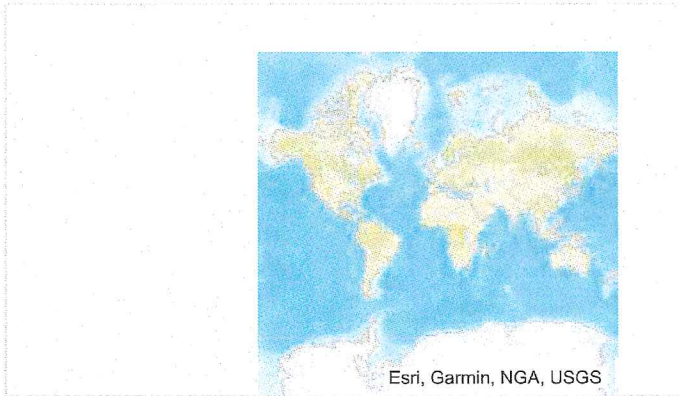
Misc View 1



Image_O1-20180301-155107.j
pg

Plot Point Coordinates

Lat: 30.49808 Lon: -90.48644



Subject Property or other?

Adjoining

Interior Inspection?

No

Select Surrounding Land Use

- **Retail (L Comm)**
- **Commercial (H Comm)**

Describe Boundary Features

Roadway

Describe Topography and Ground Cover

Cement and asphalt

Select Obstructions to Visual Inspection

- **none**

Describe Buildings and Structures

Several retail shops and some empty buildings.

Describe or Name Roads, Paths, and Access Features

Old baton rouge highway

Looking North



Image_N-20180301-160204.jp
g

Looking South



Image_S-20180301-160218.jpg

Looking East



Image_E-20180301-160230.jpg

Looking West



Image_W-20180301-160243.jpg

Generators?

No

Elevators?

No

Air compressors?

No

Hydraulic Equipment?

No

Evidence of ASTs?

No

Drums, barrels, containers>5 gal?

No

Cleaning or similar supplies?

No

Aboveground Storage 1



**Image_AST_1-20180301-1603
34.jpg**

Aboveground Storage 2



**Image_AST_2-20180301-1603
55.jpg**

USTs, ports, piping, vents?

No

Sumps, cisterns, catch basins?

No

Grease traps?

No

Septic tanks or leach fields?

No

Oil/water separators?

No

Pipeline markers?

No

Interior floor drains?

No

Pad or Pole-mounted transformers and/or capacitors?

No

Stressed vegetation?

No

Stained soil?

No

Stained pavement or surface?

No

Leachate and/or waste seeps?

No

Trash, debris, or waste materials?

No

Dumping or disposal areas?

No

Construction/demolition debris?

No

Surface water discoloration, odor, sheen, and/or free floating product?

No

Strong, pungent, noxious odors?

No

Effluent discharges or outfalls?

No

Lab hoods, incinerators?

No

Waste or wastewater treatment?

No

Compressor/boiler blowdown?

No

Dumped fill dirt?

No

Surface water bodies?

No

Quarries or pits?

No

Lagoons or other?

No

ID Misc View 1

Store fronts. Blomquist taxidermy and petroleum tank

Misc View 1



Image_O1-20180301-160603.j
pg

ID Misc View 2

Storefronts. Rags to riches. Computer repair. Empty. Breakthrough magazine publisher

Misc View 2



Image_O2-20180301-160910.j
pg

ID Misc View 3

Storefront. Notoco electrical supply

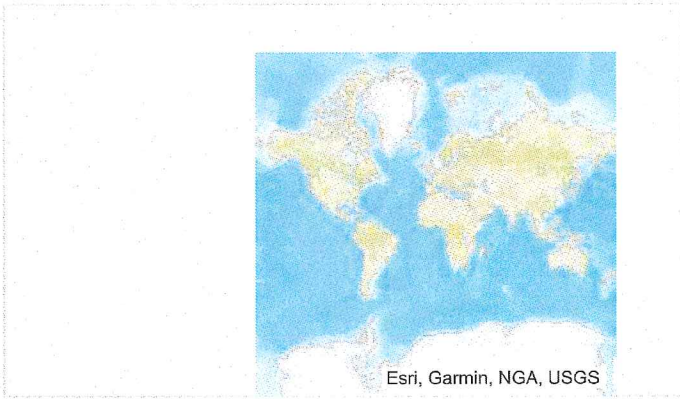
Misc View 3



Image_O3-20180301-161011.j
pg

Plot Point Coordinates

Lat: 30.49806 Lon: -90.48640



Subject Property or other?

Adjoining

Interior Inspection?

No

Select Surrounding Land Use

- **Retail (L Comm)**
- **Commercial (H Comm)**

Describe Boundary Features

Roadway

Describe Topography and Ground Cover

Cement and asphalt

Select Obstructions to Visual Inspection

- **none**

Describe Buildings and Structures

Gas station named Fiftyone Food market #2

Describe or Name Roads, Paths, and Access Features

Old Baton Rouge highway

Looking North



Image_N-20180301-161325.jpg

Looking South



Image_S-20180301-161334.jpg

Looking East



Image_E-20180301-161339.jpg

Looking West



Image_W-20180301-161346.jpg

Generators?

No

Elevators?

No

Air compressors?

Yes

Hydraulic Equipment?

No

Operations Photo 1



Image_Op_1-20180301-161417.jpg

Evidence of ASTs?

No

Drums, barrels, containers > 5 gal?

No

Cleaning or similar supplies?

No

USTs, ports, piping, vents?

Yes

Sumps, cisterns, catch basins?

No

Grease traps?

No

Septic tanks or leach fields?

No

Oil/water separators?

No

Pipeline markers?

No

Interior floor drains?

No

Underground Storage 1



**Image_Under_1-20180301-161
508.jpg**

Underground Storage 2



**Image_Under_2-20180301-161
517.jpg**

Underground Storage 3



**Image_Under_3-20180301-161
748.jpg**

Underground Storage 4



**Image_Under_4-20180301-161
758.jpg**

Pad or Pole-mounted transformers and/or capacitors?

No

Stressed vegetation?

No

Stained soil?

No

Stained pavement or surface?

No

Leachate and/or waste seeps?

No

Trash, debris, or waste materials?

No

Dumping or disposal areas?

No

Construction/demolition debris?

No

Surface water discoloration, odor, sheen, and/or free floating product?

No

Strong, pungent, noxious odors?

No

Effluent discharges or outfalls?

No

Lab hoods, incinerators?

No

Waste or wastewater treatment?

No

Compressor/boiler blowdown?

No

Dumped fill dirt?

No

Surface water bodies?

No

Quarries or pits?

No

Lagoons or other?

No

ID Misc View 1

Store front

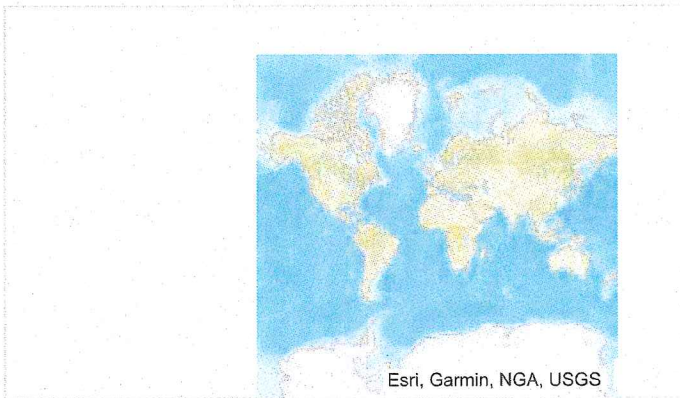
Misc View 1



Image_O1-20180301-161621.jpg

Plot Point Coordinates

Lat: 30.49804 Lon: -90.48648



Subject Property or other?

Adjoining

Interior Inspection?

No

Select Surrounding Land Use

- **Farm/Agriculture**
- **Retail (L Comm)**
- **Commercial (H Comm)**

Describe Boundary Features

Roadway

Describe Topography and Ground Cover

Asphalt and cement

Select Obstructions to Visual Inspection

- **none**

Describe Buildings and Structures

Possible old gas station that is now a food mart

Describe or Name Roads, Paths, and Access Features

Old Baton Rouge highway

Looking North



**Image_N-20180301-162036.jp
g**

Looking South



**Image_S-20180301-162043.jp
g**

Looking East



**Image_E-20180301-162050.jp
g**

Looking West



**Image_W-20180301-162056.jp
g**

Generators?

No

Elevators?

No

Air compressors?

Yes

Hydraulic Equipment?

No

Operations Photo 1



Image_Op_1-20180301-162128.jpg

Evidence of ASTs?

No

Drums, barrels, containers>5 gal?

No

Cleaning or similar supplies?

No

USTs, ports, piping, vents?

No

Sumps, cisterns, catch basins?

No

Grease traps?

No

Septic tanks or leach fields?

No

Oil/water separators?

No

Pipeline markers?

No

Interior floor drains?

No

Underground Storage 1



**Image_Under_1-20180301-162
202.jpg**

Underground Storage 2



**Image_Under_2-20180301-162
209.jpg**

Pad or Pole-mounted transformers and/or capacitors?

No

Stressed vegetation?

No

Stained soil?

No

Stained pavement or surface?

No

Leachate and/or waste seeps?

No

Trash, debris, or waste materials?

No

Dumping or disposal areas?

No

Construction/demolition debris?

No

Surface water discoloration, odor, sheen, and/or free floating product?

No

Strong, pungent, noxious odors?

No

Effluent discharges or outfalls?

No

Lab hoods, incinerators?

No

Waste or wastewater treatment?

No

Compressor/boiler blowdown?

No

Dumped fill dirt?

No

Surface water bodies?

No

Quarries or pits?

No

Lagoons or other?

No

ID Misc View 1

Storefront

Misc View 1



**Image_O1-20180301-162400.j
pg**

APPENDIX C:

MEETING MEMORANDUMS AND EMAILS

MEYER ENGINEERS, LTD.

MEMORANDUM

PROJECT NO: 20-1772

PROJECT NAME: LA 1040 (Klein to US 51)

DATE: 01/22/2018 **BY:** David Dupre

PHONE CALL: **MEETING:**

NUMBER: _____ **LOCATION:** District 62 Hammond

TO: _____ **ATTENDING:** See Attached

COMMENTS: A kick off meeting for the project was held and the following was discussed:

1. Dupre asked about record drawings. Branton will look, but we may need to do a public records request. An asphalt overlay was done around 1990.
2. Dupre asked about closing in the ditch. Meyer should check with Chuck Spangler, the City's engineer, about drainage information.
3. It was mentioned that there is a section of roadway with curb.
4. No one was sure if the old LA 1040 was turned over to the City.
5. Another project is being done at Corbin by Digital Engineering by Frank Liang or David Lebranton. It goes to West Coleman. Corbin right-of-way is tight. Maloney stated that there are right-of-way issues, but it is okay.
6. Richard stated that Claire with RPC can provide crash data.
7. There was a drainage issue on Bradley. The City will handle by permit. Meyer should ask for a copy.
8. A 9-month extension could be granted if needed beyond 6-30-18. Meyer should invoice as much as possible by 6-30-18.
9. Traffic counts are needed to tell us if the path could be shared use or has to be separate.
10. Urban Systems will count traffic next week. Meyer will ask for the data.
11. Maloney asked about both sides. We should show bike route that goes through subdivision along Rue Simone & Delmar Boulevard.
12. Meyer should possibly add refuge at US 51 to tie into this path.
13. Morgan stated that several years ago Digital Engineering did a study to bring pedestrians to Range Road.
14. This project report will be used for the grant application for Safe Routes to Public Places Program (SRTPPP) or RPC's program.
15. Roesel prefers a separate path.
16. A multi-use path should be used or sidewalks if can't fit multi-use path. South side appears to have more room.
17. DOTD does not maintain LA 1040. The City does.
18. Tracey Selacy (985-277-5652) may have pavement standards such as 5' width, 6" thickness and 4,000 psi strength concrete because of parking.

19. Sewer system may be City or private. Meyer should contact Guy Palermo at 985-277-5962. Meyer should see Gray Sheldon (985-277-5964) for maps.
20. Other utility companies are Atmos and Entergy.
21. Right-of-way width is probably 90' wide. Power poles are probably on edge of right-of-way.
22. We should try to stay on south side.
23. Morgan asked if a push button signal is required.
24. No one was sure if a public meeting is necessary.
25. Morgan stated that everyone wants sidewalk. We should give recommendations to the City.
26. Elos can provide the environmental checklist.
27. Bus shelter locations should be considered for 11' x 11' space.

DISTRIBUTION: RCM

SIGN-IN SHEET

A/E PROJECT NO.: 20-1772 Contract [17-055]

PROJECT NAME: La 1040 (Klein to US 51)

DATE: 1/22/2018

LOCATION: District 62 Hammond

	NAME	COMPANY	PHONE	FAX	EMAIL
1	David Dupre	Meyer Engineers, Ltd.	504-885-9892	504-887-5056	DDupre@Meyer-E-L.com
2	Nicole Stewart	USI	504-523-5511		nstewart@turbo systems.com
3	Brandon Penilloux	USI	504-523-5511		brpenilloux@turbo systems.com
4	Jennifer Branton	LA DOTD	985-375-0103		jennifer.branton@la.gov
5	Jess Roessl	APC	985-432-8520		jroessl@apc.org
6	MARVILLE JORDAN	TANGI. PAR.	985-320-7527		M.JORDAN@TANGIPARIX.ORG
7	Nik Richards	RPC	504-483-8535		nrichard@rpc.org
8	Lynn Maloney	ELOS	985-662-5501		lmaloney@elosenv.com
9	Robert Morém	CITY OF HAMMOND	985-277-5957		morgan-sm@hammond.org
10					
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MEYER ENGINEERS, LTD.

MEMORANDUM

PROJECT NO: 20-1772

PROJECT NAME: LA 1040 (Klein Drive to US 51)

DATE: 4-11-18 **BY:** Ann Theriot

PHONE CALL: **MEETING:**

NUMBER: _____ **LOCATION:** Hammond City Hall

TO: _____ **ATTENDING:** See Attached

COMMENTS: A second PMC meeting for the project was held and the following was discussed:

1. Dupre presented the attached preliminary conceptual drawings and probable construction cost estimate. Meyer obtained the crash and traffic count data, which will be included in the Stage 0 report.
2. Meyer obtained the realignment plans from DOTD for Chauvin Road, but no other plans were available to confirm the right-of-way along LA 1040. A public records request was submitted, but no plans have been received. Funnell will research it, and get back with us.
3. Based off of the realignment plans, the right-of-way along LA 1040 from Klein Drive to Delmar was shown to be 90' wide with 50' south of the roadway centerline and 40' north of the centerline. Then, the right-of-way width tapered to 70' wide from Delmar to US 51 centered with 35' on each side of the roadway centerline.
4. Meyer considered the alternative of putting a sidewalk along the north side of LA 1040, but the ditch along the roadway would have to be closed in, which would be a major cost. Along the curbed section from Delmar to US 51, the sidewalk would be more feasible if desired.
5. Meyer considered the alternative of putting a bike lane or shoulder along LA 1040, but this would involve the major costs of closing in the ditches along the open ditch section and saw cutting the rollover curb for removal to install a barrier curb for the section along Chauvin Road. A sidewalk would also have to be added for pedestrians.
6. Meyer considered the alternative of making LA 1040 a shared use path for cyclists, but the 45 mph posted speed limit seemed too fast to incorporate bicycles safely.
7. Meyer recommended putting a sidewalk along the south side- 10' wide sidewalk from Klein to Delmar and a 6' wide sidewalk from Delmar to US 51. Sidewalks along the north side could be added if warranted in the future. Everyone liked the 10' wide sidewalk from Klein to Delmar, but preferred an 8' wide sidewalk from Delmar to US 51 if it can fit. They agreed to put sidewalks along the north side in the future if needed.
8. Roesel asked if there were any sidewalks along Old Baton Rouge Highway. There are no sidewalks along that section of LA 1040 to tie into.

9. The drainage pipe crossing near Brandi Lane would have to be extended to close in the ditch. This work may already be planned under another project to be completed by the City. Chuck Spangler, the City's engineer, can provide any information about this project or any drainage information.
10. Hammond does not have an ordinance against riding bicycles along sidewalks, so the sidewalk could be used for pedestrians and cyclists.
11. Meyer referred to the Hammond Bicycle Plan completed in 2016. From this plan, there is a proposed project along Corbin east of US 51. Meyer presented Digital Engineering's conceptual plan, which showed a 6' wide sidewalk along the north side of Corbin Road. In an effort to tie into this project, Meyer proposed crossing US 51 and crossing Corbin Road. Funnell stated that he thought DOTD's policy was that a crosswalk would not be allowed since there were more than 4 travel lanes. DOTD would look to see if warranted. If it were allowed, a refuge may be required, which would require additional right-of-way to widen the roadway. He will check with Cristine Gowland with DOTD and let us know.
12. Richard asked about access points from the north side. Landrum stated that most of their pedestrians and cyclists are on the south side. Funnell will ask Christine about DOTD's policy.
13. Roesel stated that Meyer should wrap up the Stage 0 report and no further meeting or public meeting would be required in order to finish the project by the 6-30-18 contract end date.
14. Mayor Panepinto asked what the match would be for the project. Meyer will revise the PCC per the revisions discussed at the meeting today, and then the match can be determined.
15. Roesel stated that future funding for this project would go through the normal process with a portion being from attributable funds.

DISTRIBUTION: RCM
DHD

REGIONAL PLANNING COMMISSION

MEMBERSHIP LIST FOR THE REGIONAL PLANNING COMMISSION. SEE CHARTER, SECTION 2.0, FOR A LIST OF PARISHES.

LA 1040 PMC Meeting #2 - 4/11/18 - 11:00 a.m.

PLEASE PRINT

Name	Representing	Phone	E-mail
Nik Richard	RPE	504.483.8535	nrichard@norpc.org
LACH LANDRUM	CITY OF HAMMOND	905.277.5653	landrum_l@hammond.org
Robby Miller	TRANSPORTATION	985.798.2992	rmiller@tangiparola.org
PETE PATEZIO	City of Hammond	985.969.0297	pete@hammond.org
MICHAEL FUNNELL	LA DOTD	905.375.0166	michael-funnell@la.gov
NANN PAPPE	MEYER ENGINEERS	504.885.9892	NANN@MEYER-ENR.COM
Ann Theriot	Meyer Engineers, Ltd.	504.885.9892	atheriot@meyer-enr.com
MAURICE BRDAN	TPG	985.320.4527	M.JORDAN@TANGIPALOA.ORG
JEFF ROESEL	RR	504.481.7422	jroesel@norpc.org

David Dupre

From: Michael Funnell <Michael.Funnell@LA.GOV>
Sent: Tuesday, April 17, 2018 2:48 PM
To: Ann Theriot; Jeffrey Roesel
Cc: David Dupre; Jennifer Branton; Cristine Gowland; Nik Richard
Subject: RE: LA 1040 Sidewalks
Attachments: 452-02-0052008.pdf; 452-02-0052011.pdf; 452-02-0052012.pdf

Good afternoon,

It seems an in-depth study will need to be done on the US-51/LA-1040 intersection to connect to the sidewalk on Corbin Rd. The pedestrian island, shown on sheet 8 might not be needed, but a 6' wide (min.) pedestrian island would be required in the median of US-51 along with adjustments to the turnout radius and striping of the adjacent lanes. I'm not sure if this will be included in this study.

The other alternative would be to end the sidewalk at the beginning of the turnout radius and include a "SIDEWALK ENDS" sign compatible with ADA guidelines. This would also eliminate the need for the req'd pedestrian signal and crosswalk striping.

After some digging, I was able to find the attached Right of Way maps, which show LA-1040 over I-55. Please review and let me know if there's anything else you need.

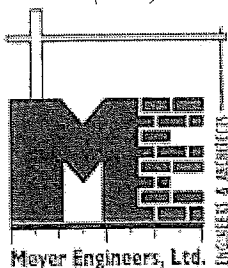
Thanks,
Michael

From: Ann Theriot [<mailto:atheriot@meyer-e-l.com>]
Sent: Tuesday, April 17, 2018 11:02 AM
To: Michael Funnell <Michael.Funnell@LA.GOV>; David Dupre <ddupre@meyer-e-l.com>
Subject: RE: LA 1040 Sidewalks

Michael,
It was nice meeting you last week. How was your meeting on Friday? Have you been able to obtain any right-of-way plans? Can you please give us any information so we can wrap up our study? Thanks for all your help.

Ann M. Theriot, P.E.

Meyer Engineers, Ltd.
4937 Hearst Street Suite 1B Metairie, LA 70001
Website: www.meyer-e-l.com
Email: atheriot@meyer-e-l.com
Phone: (504)885-9892 Fax:(504)887-5056



From: Michael Funnell [<mailto:Michael.Funnell@LA.GOV>]

Sent: Thursday, April 12, 2018 11:28 AM

To: Ann Theriot <atheriot@meyer-e-l.com>; David Dupre <ddupre@meyer-e-l.com>

Subject: LA 1040 Sidewalks

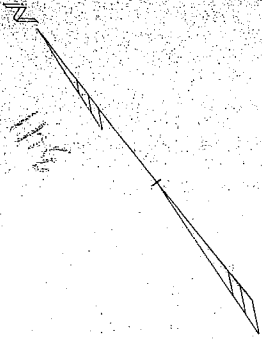
It was nice meeting you both.

Tomorrow I will be meeting with the city, our traffic engineer, and a consultant who is working on the Hammond Ped-Bike Corridor study. We will discuss the crossing at US-51. I will send you comments and any additional right of way information I find.

Michael Funnell
Engineering Technician 4
985-375-0166

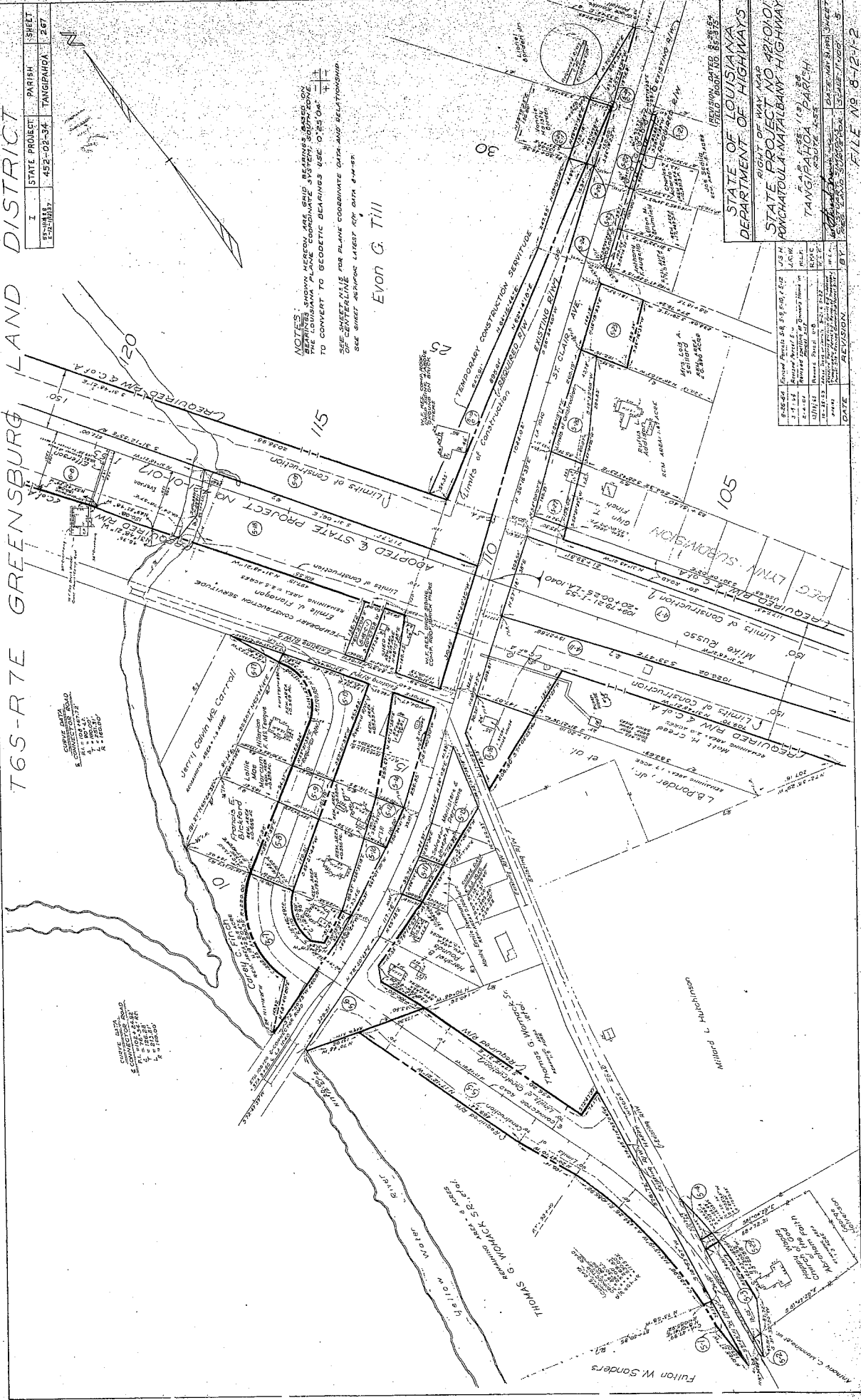
T6S-R7E GREENSBURG LAND DISTRICT

I	STATE PROJECT	PARISH	SHEET
452-02-34	TANGIPAHOA	267	



NOTES:
 BEARINGS SHOWN HEREON ARE GRID BEARINGS. TO CONVERT TO GEODESIC BEARINGS USE 0.250".
 SEE SHEET NO. 115 FOR PLANE COORDINATE DATA AND RELATIONSHIP.
 SEE SHEET NO. 115 FOR LATEST DATA.

Evon G. Till



STATE OF LOUISIANA
 DEPARTMENT OF HIGHWAYS
 RIGHT OF WAY MAP
 STATE PROJECT NO. 452-02-34
 TANGIPAHOA PARISH
 TANGIPAHOA HIGHWAY

DATE	REVISION	BY
1-1-52	Original	Evon G. Till
2-1-52	Revised	Evon G. Till
3-1-52	Revised	Evon G. Till
4-1-52	Revised	Evon G. Till
5-1-52	Revised	Evon G. Till
6-1-52	Revised	Evon G. Till
7-1-52	Revised	Evon G. Till
8-1-52	Revised	Evon G. Till
9-1-52	Revised	Evon G. Till
10-1-52	Revised	Evon G. Till
11-1-52	Revised	Evon G. Till
12-1-52	Revised	Evon G. Till

FILE NO. 8-12-12

Handwritten notes:
 10/1/54
 10/1/54

PARCEL NO.	OWNER	ACQUISITION	AREA	ACQUISITION DATE OF LA. DEPT. OF HIGHWAYS
5-1	AULTON W. SANDERS	C.O.B. 214 P. 586 APRIL 30, 1947	0.027 ACRE	
5-2	ANTHONY C. MANNING	C.O.B. 184 P. 284 APRIL 30, 1947	0.287 ACRE	
5-3	MARY WOODS CHURCH OF GOD	C.O.B. 205 P. 308 JAN. 25, 1952	0.047 ACRE	
5-4	WILLARD MATHIAS	C.O.B. 173 P. 276 MARCH 20, 1948	0.761 ACRE	
5-5	THOMAS D. WOODRUFF, JR.	C.O.B. 259 P. 366 MAY 15, 1952	0.882 ACRE	
5-6	FRANCIS M. POLKOS	C.O.B. 257 P. 364 MAY 15, 1952	0.882 ACRE	
5-7	CAROL C. FINCH	C.O.B. 259 P. 366 FEB. 12, 1952	0.882 ACRE	
5-8	FRANCIS E. BICKENBERG	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-9	LALLIE MAE MARELUM	C.O.B. 210 P. 313 JUNE 18, 1952	0.774 ACRE	
5-10	FRANCIS E. BICKENBERG	C.O.B. 210 P. 313 JUNE 18, 1952	0.774 ACRE	
5-11	MICHAEL M. MARELUM	C.O.B. 210 P. 313 NOV. 20, 1952	0.649 ACRE	
5-12	MICHAEL M. MARELUM	C.O.B. 210 P. 313 JUNE 18, 1952	0.774 ACRE	
5-13	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-14	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-15	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-16	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-17	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-18	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-19	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-20	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-21	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-22	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-23	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-24	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-25	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-26	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-27	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-28	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-29	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-30	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-31	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
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5-33	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-34	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-35	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-36	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-37	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-38	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-39	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-40	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-41	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-42	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-43	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-44	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-45	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-46	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-47	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-48	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-49	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-50	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-51	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-52	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-53	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-54	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-55	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-56	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-57	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-58	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-59	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-60	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-61	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-62	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-63	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-64	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-65	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-66	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-67	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-68	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-69	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-70	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-71	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-72	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-73	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-74	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-75	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-76	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-77	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-78	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-79	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-80	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-81	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-82	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-83	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-84	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-85	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-86	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-87	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-88	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-89	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-90	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-91	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-92	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-93	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-94	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-95	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-96	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-97	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-98	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-99	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	
5-100	MICHAEL M. MARELUM	C.O.B. 210 P. 313 MARCH 20, 1948	0.774 ACRE	

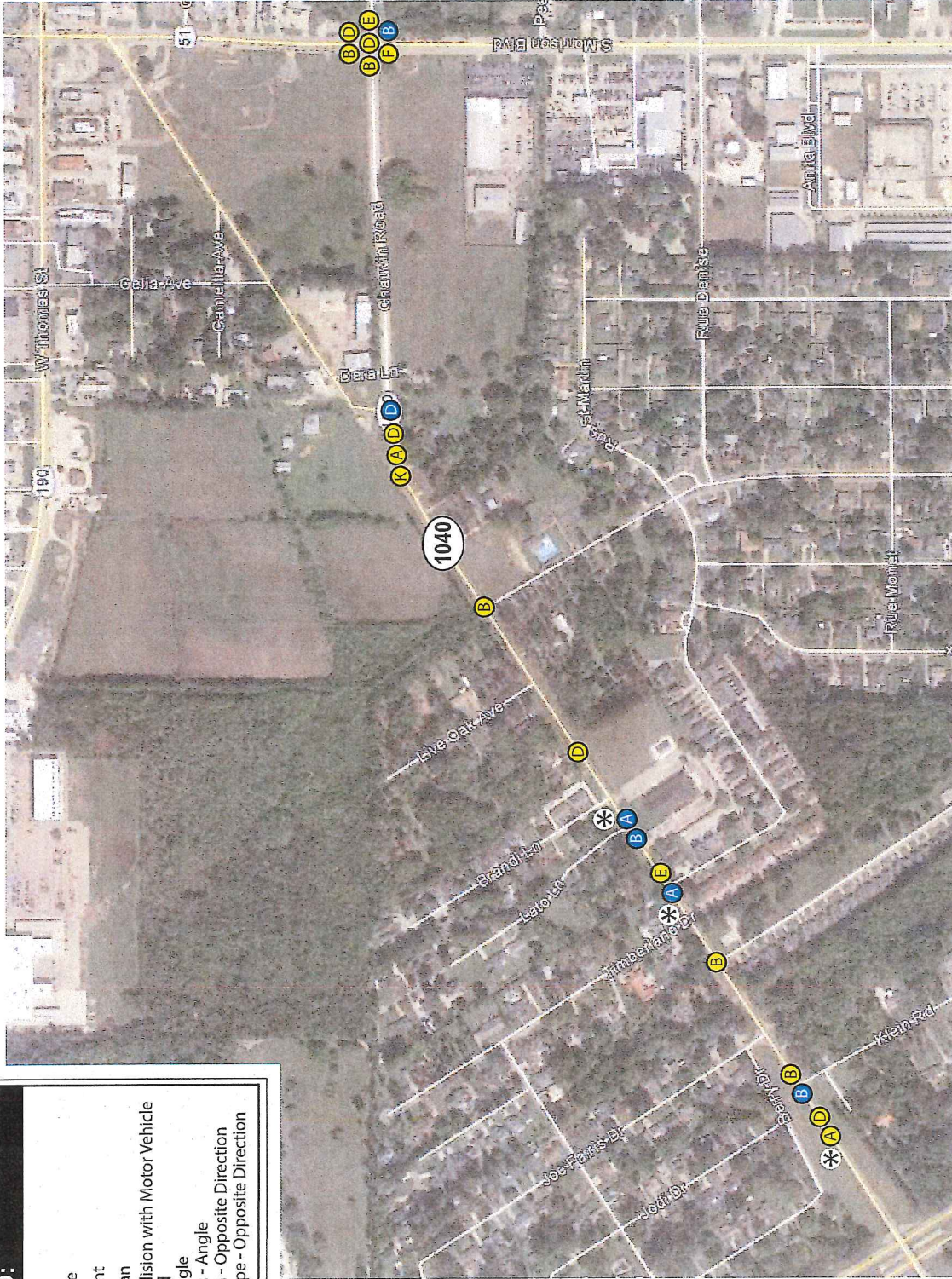
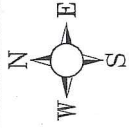
SEE 5-18 BELOW

STATE OF LOUISIANA
 DEPARTMENT OF HIGHWAYS
 RIGHT-OF-WAY MAP
 STATE PROJECT NO. 421-01-01
 PONCHATOLA-NATALBANY HIGHWAY
 TANGIPAHOLA PARISH
 MAP 1-55-1 (S) 28
 ROUTE F-55

NO.	REVISION	DATE
1	REVISED ORIGINAL SHEET	MAY 24, 1953
2	REVISED ORIGINAL SHEET	MAY 24, 1953
3	REVISED ORIGINAL SHEET	MAY 24, 1953
4	REVISED ORIGINAL SHEET	MAY 24, 1953
5	REVISED ORIGINAL SHEET	MAY 24, 1953

APPENDIX D:

CRASH LOCATIONS



LEGEND:

●	Severe
●	Moderate
●	Complaint
*	Pedestrian
A	Non-Collision with Motor Vehicle
B	Rear End
D	Right Angle
E	Left Turn - Angle
F	Left Turn - Opposite Direction
K	Side Swipe - Opposite Direction

Image Source: Google Earth 2016

Crash Locations

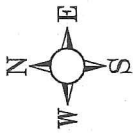
LA 1040 (Klein Dr to US 51)
Hammond, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

Note: This is prepared solely for the purpose of identifying, evaluating and planning safety improvements on a public road; and is therefore exempt from discovery or admission under 23 U.S.C. 409.

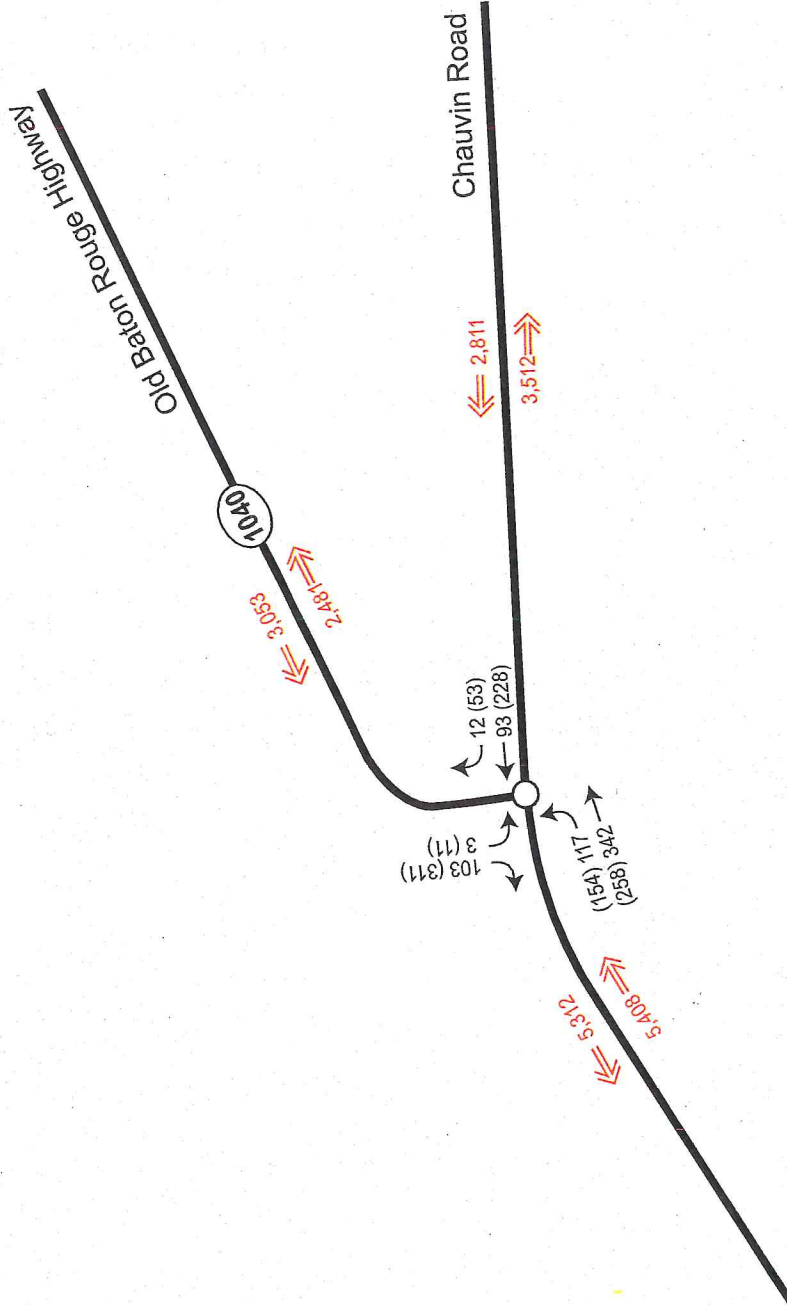


APPENDIX E: TRAFFIC COUNT



LEGEND:

- X AM Peak Hour
- (X) PM Peak Hour
- Unsignalized Intersection
- ⇄ Average Daily Traffic



2018 Existing Conditions

LA 1040 (Klein Dr to US 51)
Hammond, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

Notes:

- 1.) There were no pedestrian movements during the AM and PM peaks.
- 2.) During the AM peak hour, a single bicyclist made a eastbound left turn. There were no bicycle movements during the PM peak.

URBAN SYSTEMS inc.



urban SYSTEMS INC

2000 Tulane Ave, Suite 200
New Orleans LA, 70112

504-523-5511

Miovision Scout
Turning Movement Count
Hammond, LA
Tangipahoa Parish

File Name : Chauvin Rd at Old Baton Rouge Hwy
Site Code : 17-055
Start Date : 1/30/2018
Page No : 1

Groups Printed- All Vehicles (no classification) - Bicycles on Road - Pedestrians

Start Time	Old Baton Rouge Hwy Southbound				Chauvin Rd Westbound				Chauvin Rd Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	
07:00 AM	16	0	0	16	1	17	0	18	79	34	0	113	147
07:15 AM	13	1	0	14	2	21	0	23	87	29	0	116	153
07:30 AM	31	1	0	32	2	20	0	22	73	22	0	95	149
07:45 AM	28	1	0	29	5	26	0	31	104	40	0	144	204
Total	88	3	0	91	10	84	0	94	343	125	0	468	653
08:00 AM	31	0	0	31	3	26	0	29	78	26	0	104	164
08:15 AM	29	2	0	31	5	26	0	31	58	33	0	91	153
08:30 AM	28	2	0	30	2	25	0	27	51	20	0	71	128
08:45 AM	19	1	0	20	3	22	0	25	56	22	0	78	123
Total	107	5	0	112	13	99	0	112	243	101	0	344	568
04:00 PM	66	4	0	70	15	55	0	70	59	54	0	113	253
04:15 PM	56	4	0	60	11	55	0	66	59	46	0	105	231
04:30 PM	64	4	0	68	9	46	0	55	55	45	0	100	223
04:45 PM	67	4	0	71	12	49	0	61	67	35	0	102	234
Total	253	16	0	269	47	205	0	252	240	180	0	420	941
05:00 PM	84	3	0	87	19	66	0	85	54	45	0	99	271
05:15 PM	87	0	0	87	12	63	0	75	78	30	0	108	270
05:30 PM	73	4	0	77	10	50	0	60	59	44	0	103	240
05:45 PM	50	0	1	51	8	49	0	57	59	54	1	114	222
Total	294	7	1	302	49	228	0	277	250	173	1	424	1003
Grand Total	742	31	1	774	119	616	0	735	1076	579	1	1656	3165
Apprch %	95.9	4	0.1		16.2	83.8	0		65	35	0.1		
Total %	23.4	1	0	24.5	3.8	19.5	0	23.2	34	18.3	0	52.3	
<small>All Vehicles (no classification)</small>	742	31	0	773	119	615	0	734	1076	578	0	1654	3161
<small>% All Vehicles (no classification)</small>	100	100	0	99.9	100	99.8	0	99.9	100	99.8	0	99.9	99.9
Bicycles on Road	0	0	0	0	0	1	0	1	0	1	0	1	2
% Bicycles on Road	0	0	0	0	0	0.2	0	0.1	0	0.2	0	0.1	0.1
Pedestrians	0	0	1	1	0	0	0	0	0	0	1	1	2
% Pedestrians	0	0	100	0.1	0	0	0	0	0	0	100	0.1	0.1

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New Orleans LA, 70112

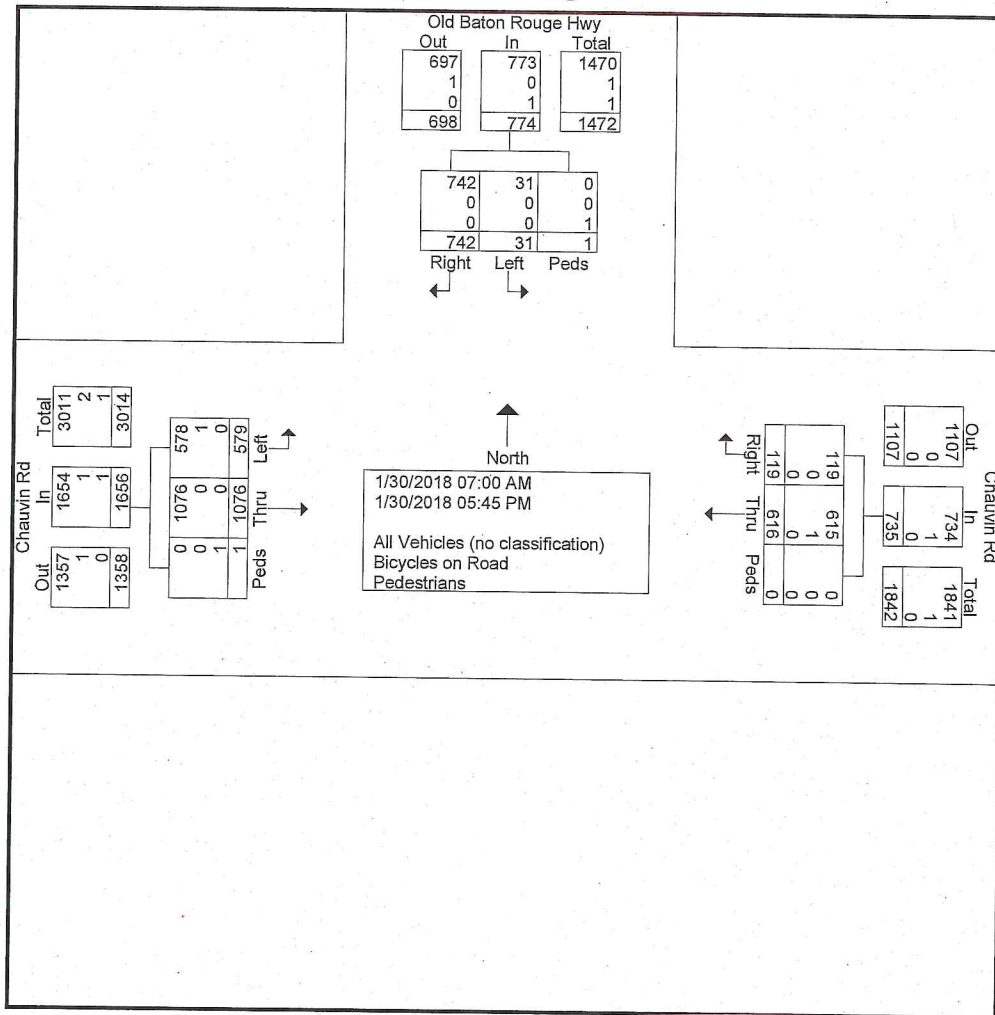
504-523-5511

File Name : Chauvin Rd at Old Baton Rouge Hwy

Site Code : 17-055

Start Date : 1/30/2018

Page No : 2



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504-523-5511

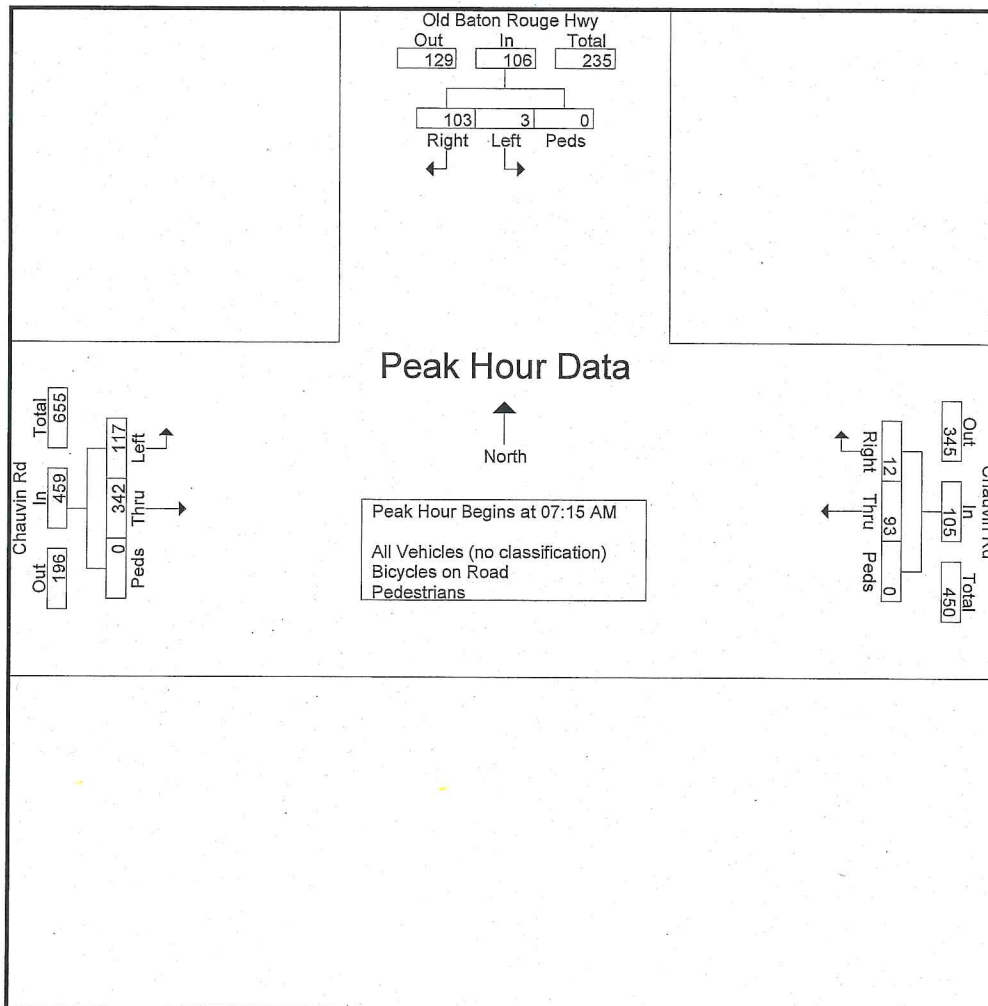
File Name : Chauvin Rd at Old Baton Rouge Hwy

Site Code : 17-055

Start Date : 1/30/2018

Page No : 3

Start Time	Old Baton Rouge Hwy Southbound				Chauvin Rd Westbound				Chauvin Rd Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	13	1	0	14	2	21	0	23	87	29	0	116	153
07:30 AM	31	1	0	32	2	20	0	22	73	22	0	95	149
07:45 AM	28	1	0	29	5	26	0	31	104	40	0	144	204
08:00 AM	31	0	0	31	3	26	0	29	78	26	0	104	164
Total Volume	103	3	0	106	12	93	0	105	342	117	0	459	670
% App. Total	97.2	2.8	0		11.4	88.6	0		74.5	25.5	0		
PHF	.831	.750	.000	.828	.600	.894	.000	.847	.822	.731	.000	.797	.821



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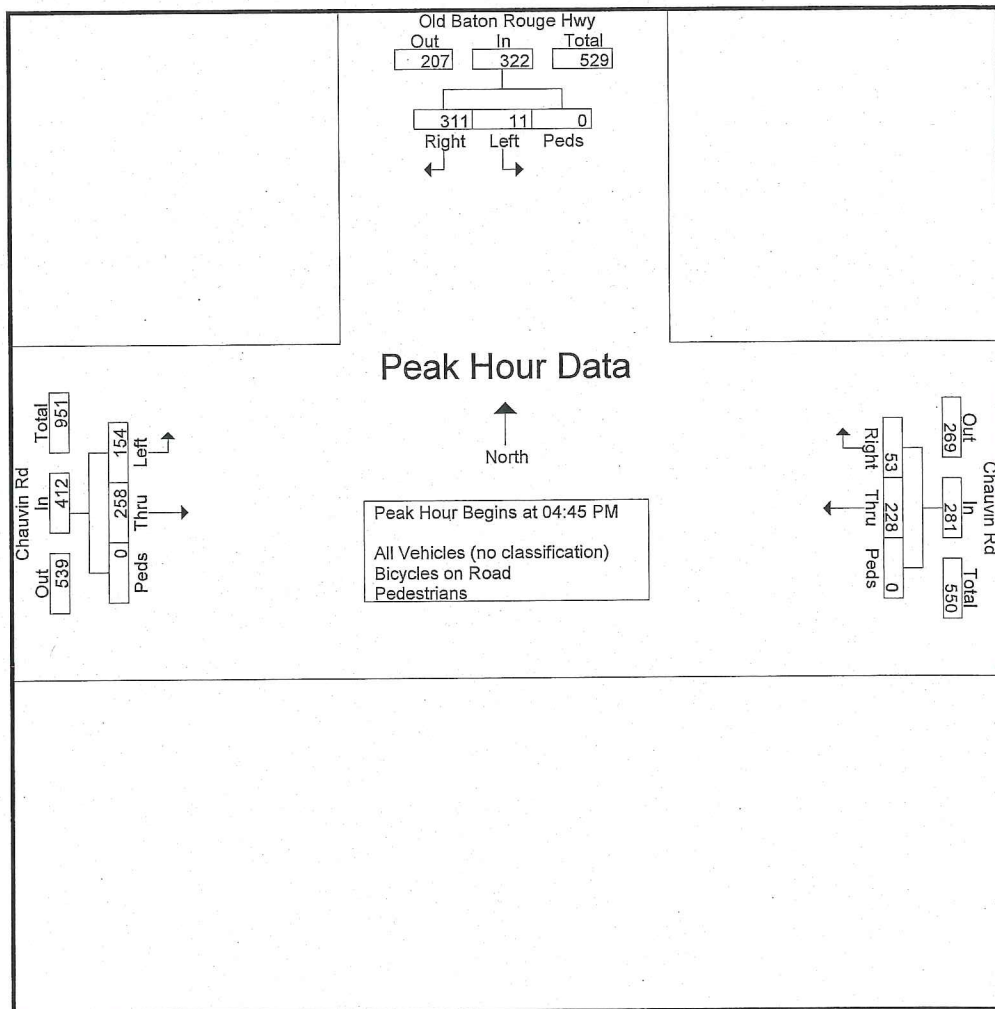
File Name : Chauvin Rd at Old Baton Rouge Hwy

Site Code : 17-055

Start Date : 1/30/2018

Page No : 4

Start Time	Old Baton Rouge Hwy Southbound				Chauvin Rd Westbound				Chauvin Rd Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	67	4	0	71	12	49	0	61	67	35	0	102	234
05:00 PM	84	3	0	87	19	66	0	85	54	45	0	99	271
05:15 PM	87	0	0	87	12	63	0	75	78	30	0	108	270
05:30 PM	73	4	0	77	10	50	0	60	59	44	0	103	240
Total Volume	311	11	0	322	53	228	0	281	258	154	0	412	1015
% App. Total	96.6	3.4	0		18.9	81.1	0		62.6	37.4	0		
PHF	.894	.688	.000	.925	.697	.864	.000	.826	.827	.856	.000	.954	.936



Study Name 17-055 Chauvin Rd at Old Baton Rouge Hwy

Start Date 01/30/2018

Start Time 7:00 AM

Site Code 17-055

Project

Type Crosswalk

Classification Pedestrians

Start Time	Old Baton Rouge Hwy Southbound			Chauvin Rd Westbound			Chauvin Rd Eastbound		
	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combined
7:00 AM	0	0		0	0		0	0	
7:15 AM	0	0		0	0		0	0	
7:30 AM	0	0		0	0		0	0	
7:45 AM	0	0		0	0		0	0	
8:00 AM	0	0		0	0		0	0	
8:15 AM	0	0		0	0		0	0	
8:30 AM	0	0		0	0		0	0	
8:45 AM	0	0		0	0		0	0	
4:00 PM	0	0		0	0		0	0	
4:15 PM	0	0		0	0		0	0	
4:30 PM	0	0		0	0		0	0	
4:45 PM	0	0		0	0		0	0	
5:00 PM	0	0		0	0		0	0	
5:15 PM	0	0		0	0		0	0	
5:30 PM	0	0		0	0		0	0	
5:45 PM	0	1		0	0		0	1	
Total	0	1		0	0		0	1	

Study Name 17-055 Chauvin Rd at Old Baton Rouge Hwy
Start Date 01/30/2018
Start Time 7:00 AM
Site Code 17-055
Project

Type Road
Classification Bicycles on Road

Start Time	Old Baton Rouge Hwy Southbound				Chauvin Rd Westbound				Chauvin Rd Eastbound			
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
7:00 AM	0		0	0	0	0		0	0	0	0	0
7:15 AM	0		0	0	0	0		0	0	0	0	0
7:30 AM	0		0	0	0	0		0	0	0	0	0
7:45 AM	0		0	0	0	0		0	0	1	0	0
8:00 AM	0		0	0	0	0		0	0	0	0	0
8:15 AM	0		0	0	0	0		0	0	0	0	0
8:30 AM	0		0	0	0	1		0	0	0	0	0
8:45 AM	0		0	0	0	0		0	0	0	0	0
4:00 PM	0		0	0	0	0		0	0	0	0	0
4:15 PM	0		0	0	0	0		0	0	0	0	0
4:30 PM	0		0	0	0	0		0	0	0	0	0
4:45 PM	0		0	0	0	0		0	0	0	0	0
5:00 PM	0		0	0	0	0		0	0	0	0	0
5:15 PM	0		0	0	0	0		0	0	0	0	0
5:30 PM	0		0	0	0	0		0	0	0	0	0
5:45 PM	0		0	0	0	0		0	0	0	0	0
Total	0		0	0	0	1		0	0	1	0	0

Jamar Volume Count
 Chauvin Rd West of Old Baton Rouge Hwy
 Hammond, LA
 Tangipahoa Parish

urban SYSTEMS INC

2000 Tulane Avenue, Suite 200
 New Orleans LA, 70112
 504-523-5511

Site Code: 17-055
 Station ID:

Latitude: 0' 0.0000 Undefined

Start Time	30-Jan-18 Tue		WB		EB		Combined		31-Jan Wed		WB		EB		Combined	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	9	77	13	96	22	173	4	62	4	103	8	165				
12:15	7	100	10	76	17	176	6	85	1	92	7	177				
12:30	10	83	5	109	15	192	5	88	12	79	17	167				
12:45	10	85	7	97	17	182	2	86	3	88	5	174				
01:00	8	87	8	85	16	172	4	90	5	99	9	189				
01:15	9	99	4	70	13	169	6	77	9	87	15	164				
01:30	11	86	4	65	15	151	8	85	5	77	13	162				
01:45	3	98	7	83	10	181	6	75	2	88	8	163				
02:00	5	98	6	93	11	191	6	106	4	86	10	192				
02:15	4	109	1	86	5	195	6	90	1	90	7	180				
02:30	5	84	1	83	6	167	4	92	4	102	8	194				
02:45	3	109	4	84	7	193	6	116	7	107	13	223				
03:00	3	112	4	106	7	218	3	123	8	88	11	211				
03:15	2	119	7	107	9	226	3	107	6	99	9	206				
03:30	5	122	6	126	11	248	2	130	8	103	10	233				
03:45	4	120	6	100	10	220	4	99	5	107	9	206				
04:00	2	121	6	112	8	233	4	131	6	98	10	229				
04:15	2	113	9	104	11	217	1	122	10	92	11	214				
04:30	4	110	10	101	14	211	7	140	8	107	15	247				
04:45	8	116	11	104	19	220	5	119	11	98	16	217				
05:00	4	150	14	97	18	247	7	141	11	98	18	239				
05:15	10	149	15	106	25	255	12	140	15	109	27	249				
05:30	18	121	19	103	37	224	18	123	21	118	39	241				
05:45	13	101	38	111	51	212	22	120	39	92	61	212				
06:00	18	111	24	105	42	216	11	128	24	94	35	222				
06:15	18	99	35	77	53	176	22	92	37	73	59	165				
06:30	31	105	55	68	86	173	27	88	53	75	80	163				
06:45	33	85	68	51	101	136	35	91	82	83	117	174				
07:00	33	85	112	48	145	133	36	77	108	61	144	138				
07:15	34	75	114	55	148	130	46	70	141	65	187	135				
07:30	50	90	97	55	147	145	48	71	107	59	155	130				
07:45	52	60	142	44	194	104	39	82	141	44	180	126				
08:00	57	66	106	40	163	106	67	79	101	50	168	129				
08:15	54	65	89	39	143	104	58	65	90	27	148	92				
08:30	53	47	72	33	125	80	45	70	82	33	127	103				
08:45	41	63	78	35	119	98	62	60	63	36	125	96				
09:00	46	51	80	35	126	86	42	63	75	37	117	100				
09:15	61	48	64	41	125	89	49	56	62	40	111	96				
09:30	59	54	70	30	129	84	46	41	72	38	118	79				
09:45	51	41	87	33	138	74	49	43	65	38	114	81				
10:00	47	30	67	20	114	50	55	43	67	30	122	73				
10:15	71	38	71	19	142	57	71	39	70	25	141	64				
10:30	66	34	65	25	131	59	61	30	65	25	126	55				
10:45	68	31	82	17	150	48	61	31	78	26	139	57				
11:00	79	15	77	19	156	34	81	16	85	17	166	33				
11:15	56	17	70	16	126	33	70	17	91	14	161	31				
11:30	63	12	91	7	154	19	85	15	102	12	187	27				
11:45	84	17	91	9	175	26	93	9	83	11	176	20				
Total	1384	3908	2122	3225	3506	7133	1410	3923	2149	3320	3559	7243				
Day Total	5292		5347		10639		5333		5469		10802					
% Total	13.0%	36.7%	19.9%	30.3%			13.1%	36.3%	19.9%	30.7%						
Peak	-	10:15	04:45	07:00	03:15	07:15	04:45	-	11:00	04:30	07:00	04:45	07:15	04:30		
Vol.	-	284	536	465	445	652	946	-	329	540	497	423	690	952		
P.H.F.		0.899	0.893	0.819	0.883	0.840	0.927		0.884	0.957	0.881	0.896	0.922	0.956		
ADT	ADT 10,720	AADT 10,720														

Jamar Volume Count
 Chauvin Rd East of Old Baton Rouge Hwy
 Hammond, LA
 Tangipahoa Parish

urban SYSTEMS INC

2000 Tulane Avenue, Suite 200
 New Orleans LA, 70112

504-523-5511

Site Code: 17-055
 Station ID:

Latitude: 0' 0.0000 Undefined

Start Time	30-Jan-18 Tue		WB		EB		Combined		31-Jan Wed		WB		EB		Combined	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	3	42	9	61	12	103	4	41	2	66	6	107				
12:15	5	45	8	56	13	101	5	48	2	59	7	107				
12:30	4	46	2	75	6	121	2	43	7	48	9	91				
12:45	3	53	4	75	7	128	1	50	2	64	3	114				
01:00	3	50	6	62	9	112	2	43	3	59	5	102				
01:15	3	53	4	42	7	95	1	52	8	65	9	117				
01:30	8	45	4	48	12	93	3	42	4	61	7	103				
01:45	2	43	6	51	8	94	3	55	1	53	4	108				
02:00	1	42	5	51	6	93	4	56	2	48	6	104				
02:15	4	59	0	52	4	111	5	51	0	58	5	109				
02:30	4	43	1	46	5	89	3	54	3	67	6	121				
02:45	1	61	1	50	2	111	3	59	4	68	7	127				
03:00	1	59	2	71	3	130	0	53	8	55	8	108				
03:15	1	58	2	76	3	134	4	58	3	61	7	119				
03:30	1	71	4	84	5	155	3	65	6	69	9	134				
03:45	3	63	3	56	6	119	2	37	3	62	5	99				
04:00	1	70	4	63	5	133	4	76	2	61	6	137				
04:15	1	64	7	63	8	127	1	63	5	60	6	123				
04:30	3	51	6	59	9	110	2	72	5	74	7	146				
04:45	6	59	5	71	11	130	3	60	6	66	9	126				
05:00	1	64	9	57	10	121	3	87	6	66	9	153				
05:15	6	74	11	77	17	151	6	80	13	76	19	156				
05:30	10	66	14	63	24	129	9	67	19	73	28	140				
05:45	9	57	24	59	33	116	13	71	25	47	38	118				
06:00	11	54	15	67	26	121	6	75	15	60	21	135				
06:15	10	44	19	48	29	92	9	40	25	51	34	91				
06:30	20	51	36	42	56	93	19	45	35	42	54	87				
06:45	12	30	42	31	54	61	21	54	50	56	71	110				
07:00	17	45	81	29	98	74	22	39	76	45	98	84				
07:15	23	36	80	25	103	61	31	32	102	40	133	72				
07:30	22	42	76	31	98	73	24	33	79	29	103	62				
07:45	30	27	103	24	133	51	15	40	102	26	117	66				
08:00	29	31	76	19	105	50	39	42	84	28	123	70				
08:15	31	35	60	25	91	60	32	37	68	16	100	53				
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09:45	34	17	63	24	97	41	28	26	41	19	69	45				
10:00	29	13	46	10	75	23	33	21	44	21	77	42				
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10:30	34	16	39	14	73	30	27	16	44	13	71	29				
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11:00	44	9	45	10	89	19	51	6	47	15	98	21				
11:15	28	5	44	9	72	14	34	7	64	9	98	16				
11:30	43	4	53	2	96	6	48	8	65	6	113	14				
11:45	44	5	55	6	99	11	59	3	55	8	114	11				
Total	771	1968	1433	2006	2204	3974	790	2093	1476	2109	2266	4202				
Day Total	2739		3439		6178		2883		3585		6468					
% Total	12.5%	31.9%	23.2%	32.5%			12.2%	32.4%	22.8%	32.6%						
Peak	-	11:00	03:30	07:00	03:00	07:15	03:15	-	11:00	05:00	07:15	04:30	07:15	04:30		
Vol.	-	159	268	340	287	439	541	-	192	305	367	282	476	581		
P.H.F.		0.903	0.944	0.825	0.854	0.825	0.873		0.814	0.876	0.900	0.928	0.895	0.931		
ADT	ADT 6,323	AADT 6,323														

APPENDIX F:

PRELIMINARY PROBABLE CONSTRUCTION COST

201772SPC

PRELIMINARY PROBABLE CONSTRUCTION COST
LA 1040 (KLEIN DRIVE TO US 51) BIKE & PEDESTRIAN IMPROVEMENTS
A/E PROJECT NO. 20-1772 MAY 10, 2018

SIDEWALK - SOUTH SIDE

CONCRETE SIDEWALK (KLEIN TO OLD BATON ROUGE HWY.) (10' WIDE X 3,200' LONG X 6" THICK)	3,550 SY	@	\$80	\$284,000
CONCRETE SIDEWALK (OLD BATON ROUGE HWY. TO US 51) (8' WIDE X 1,400' LONG X 6" THICK)	1,250 SY	@	\$80	\$100,000
DRAINAGE CULVERTS	500 LF	@	\$110	\$55,000
CROSS DRAIN EXTENSION @ DITCH	1 LS	@	\$10,000	\$10,000
TOPSOIL/FILL	1 LS	@	\$8,000	\$8,000
DRIVEWAYS	1 LS	@	\$10,000	\$10,000
SIGN RELOCATION	1 LS	@	\$3,000	\$3,000
CURB MODIFICATION & LIGHT POLE RELOCATION	1 LS	@	\$10,000	\$10,000
TRAFFIC CONTROLS (DURING CONSTRUCTION)	1 LS	@	\$15,000	\$15,000
MOBILIZATION	1 LS	@	\$15,000	\$15,000
UTILITY CONFLICTS	1 LS	@	\$10,000	<u>\$10,000</u>
TOTAL CONSTRUCTION COSTS				\$520,000

NOTE: ALL COSTS INCLUDE 15% CONSTRUCTION CONTINGENCY. (A/E ADMINISTRATION, TESTING, ETC. IS NOT INCLUDED)

APPENDIX G:
CONCEPTUAL PLANS

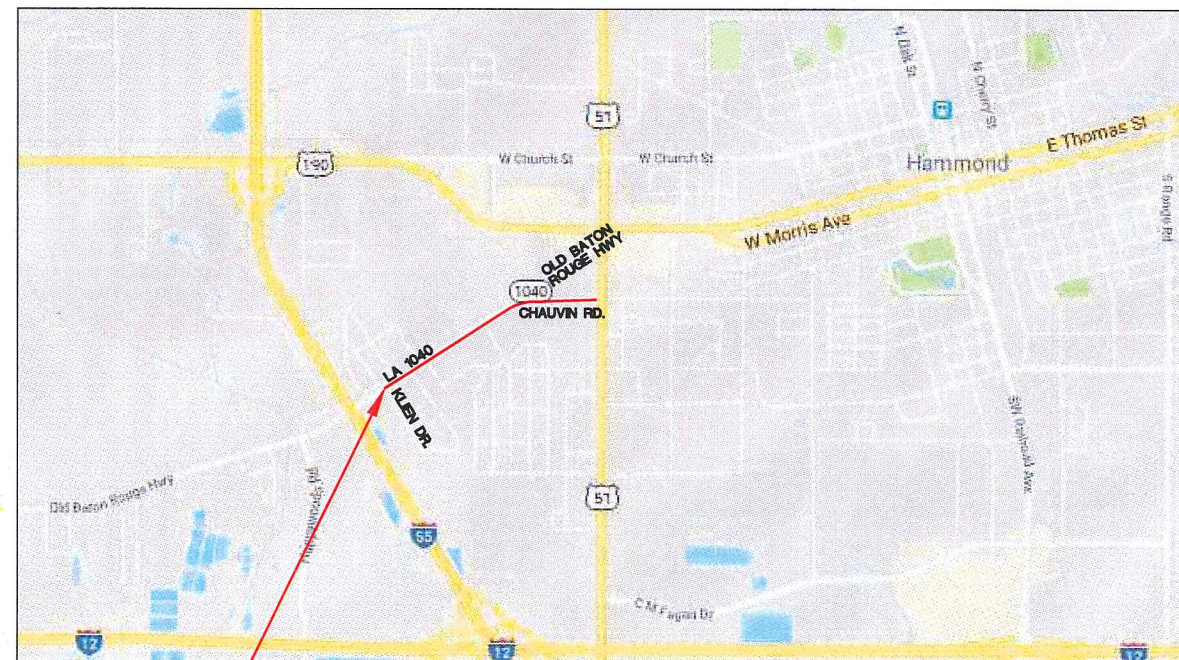
INDEX OF SHEETS	
G1	TITLE SHEET
G2	TYPICAL SECTIONS
G3	OVERALL SITE PLAN
G4-G8	PLAN SHEETS

LA 1040 (KLEIN DRIVE TO US 51)
BICYCLE & PEDESTRIAN IMPROVEMENTS
HAMMOND, LOUISIANA
A/E PROJECT NO. 20-1772
RPC CONTRACT NO. ST-2.18KD



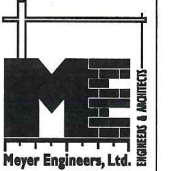
PROJECT LOCATION

LOCATION MAP

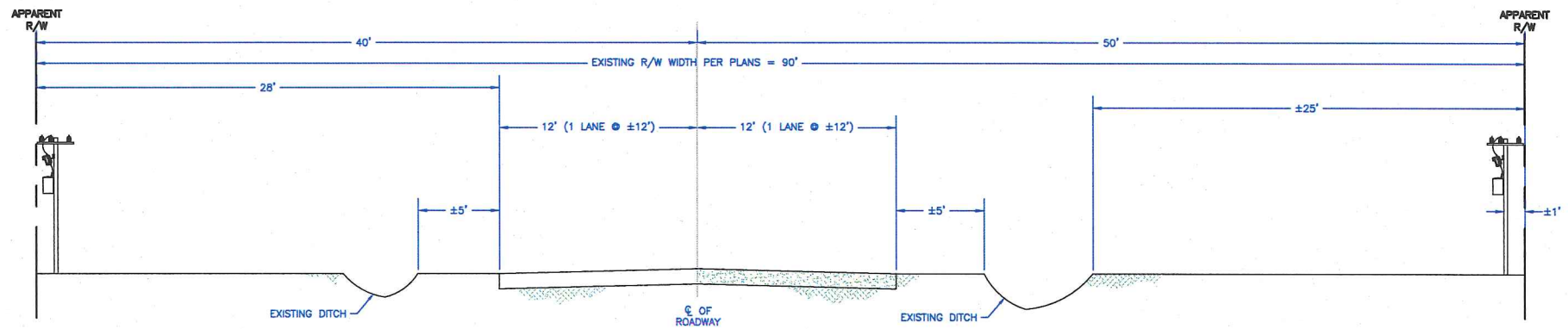


PROJECT LOCATION

LAYOUT MAP

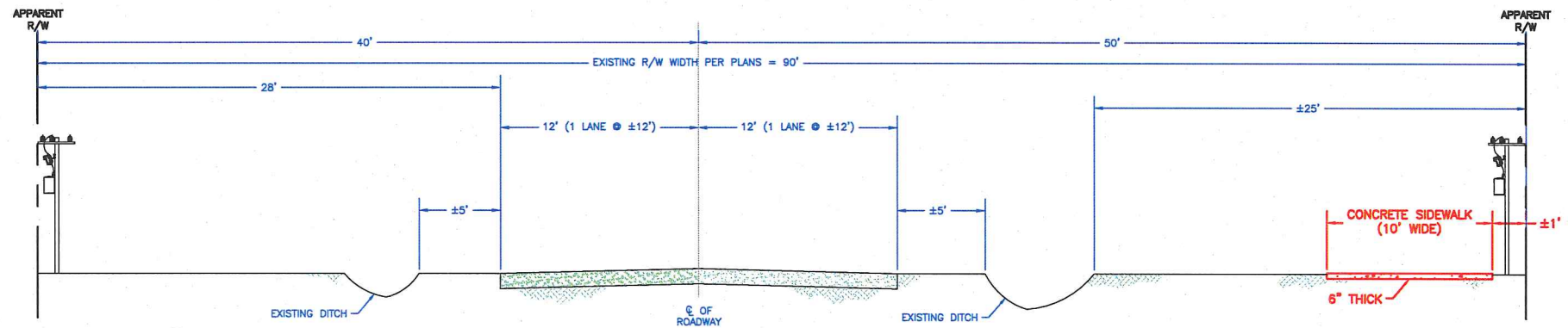


project no. 20-1772
 drawn ASE
 checked AMT
 date 06-01-2018
 revised

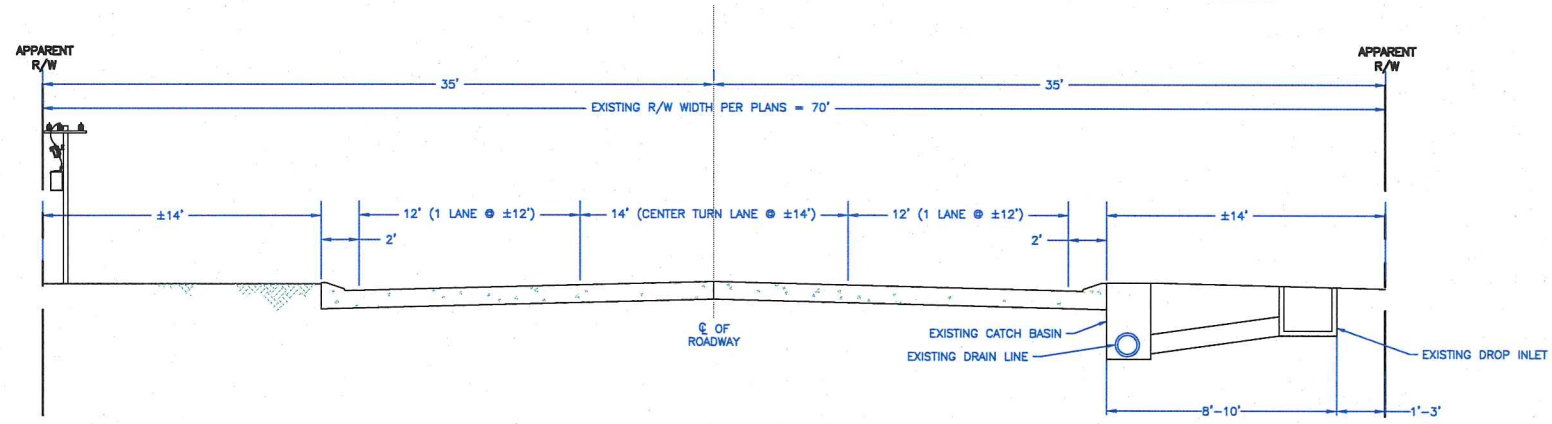


1 LA 1040 - KLEIN DR. TO OLD BATON ROUGE HWY - EXISTING TYPICAL SECTION FACING EAST
 N.T.S.

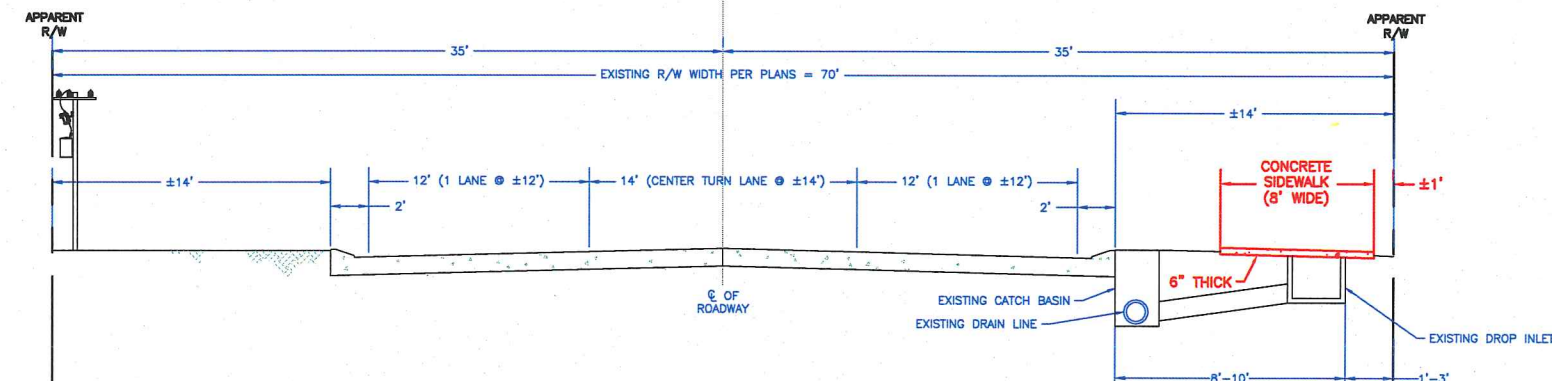
POSTED SPEED LIMIT:
 45 MPH



2 LA 1040 - KLEIN DR. TO OLD BATON ROUGE HWY - PROPOSED TYPICAL SECTION FACING EAST
 N.T.S.



3 LA 1040 - OLD BATON ROUGE HWY TO US 51 - EXISTING TYPICAL SECTION FACING EAST
 N.T.S.



4 LA 1040 - OLD BATON ROUGE HWY TO US 51 - PROPOSED TYPICAL SECTION FACING EAST
 N.T.S.

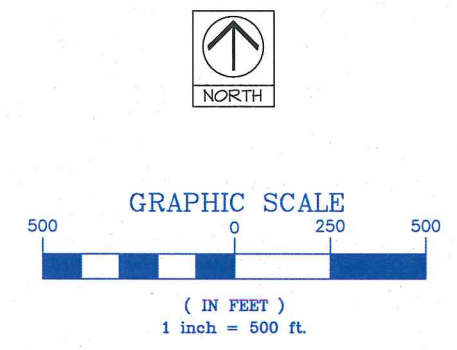
LA 1040 (KLEIN DRIVE TO US 51)
 BICYCLE & PEDESTRIAN IMPROVEMENTS
 FINAL REPORT

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TYPICAL SECTIONS
LA 1040 (KLEIN DRIVE TO US 51)
BICYCLE & PEDESTRIAN IMPROVEMENTS

sheet no.
02
 of ___ sheets



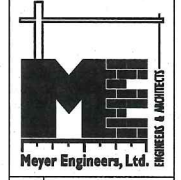
LEGEND:

- EXIST. BIKE LANE
- FUTURE SHARED-USE MARKING (CHEVRONS) BY OTHERS
- REQ'D 10' SIDEWALK
- REQ'D 8' SIDEWALK

IMAGERY INFORMATION: THE IMAGERY WAS PROVIDED BY GOOGLE EARTH. THE AERIAL INFORMATION WAS CAPTURED IN THE WINTER OF 2018.

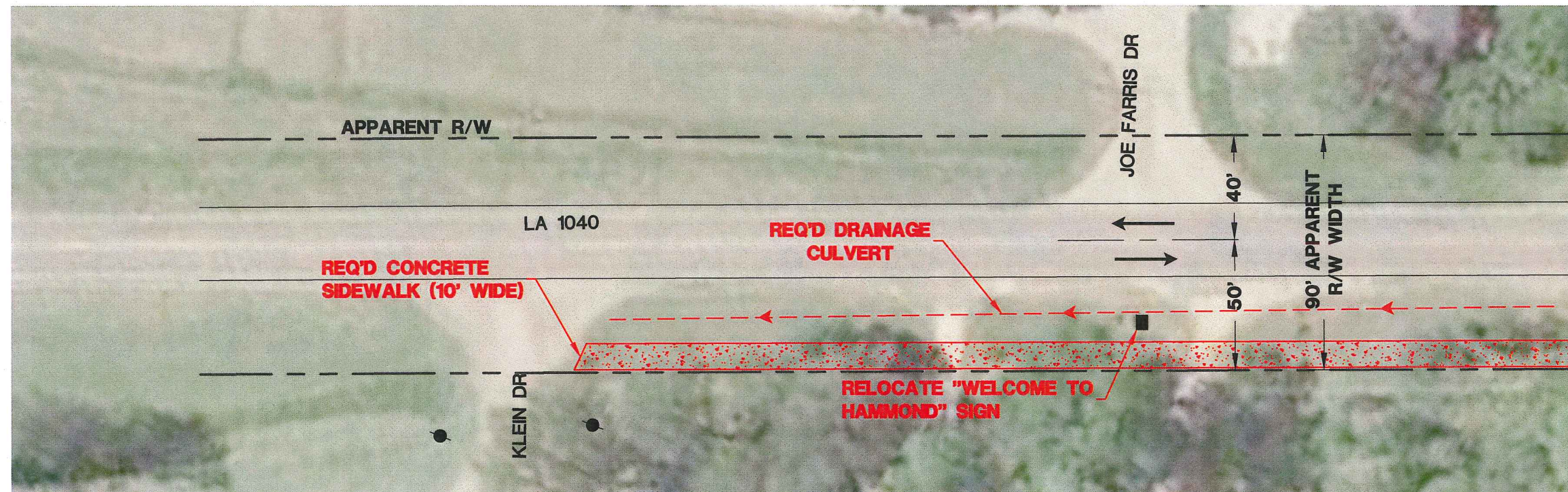
project no.	20-1772
drawn	AIS
checked	AMT
date	06-01-2018
revised	

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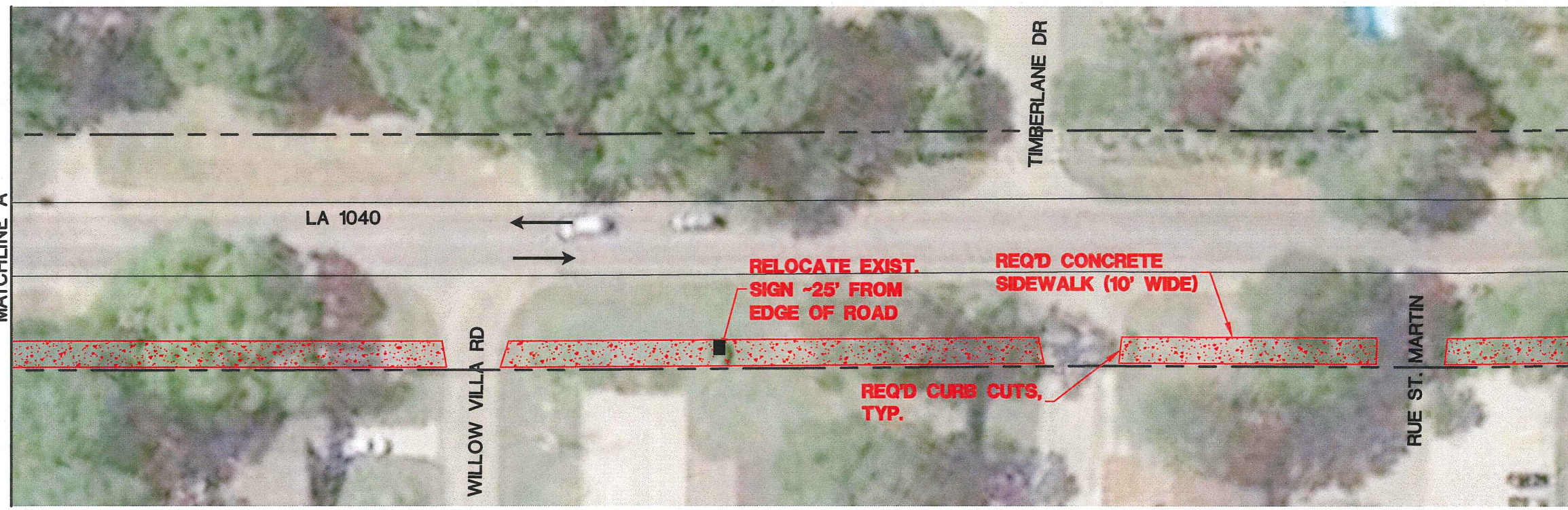
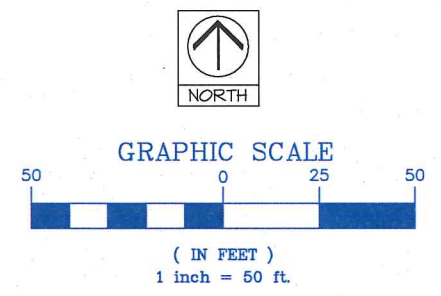


**OVERALL SITE PLAN
LA 1040 (KLEIN DRIVE TO US 51)
BICYCLE & PEDESTRIAN IMPROVEMENTS**

project no. 20-1772
 drawn ASE
 checked AMT
 date 06-01-2018
 revised



MATCHLINE A

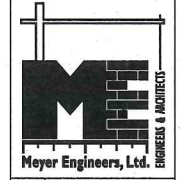


MATCHLINE B (SEE SHEET 3)

- LEGEND:
- EXIST. BIKE LANE
 - FUTURE SHARED-USE MARKING (SHARROW) BY OTHERS
 - EXIST. FENCE
 - EXIST. SIGN
 - EXIST. DRAINAGE CULVERT
 - EXIST. DROP INLET
 - REQ'D DRAINAGE CULVERT
 - REQ'D CONCRETE SIDEWALK (10' WIDE)
 - APPARENT R/W
 - LA 1040 EDGE OF ROAD
 - EXIST. FIRE HYDRANT
 - REQ'D CONC. SIDEWALK

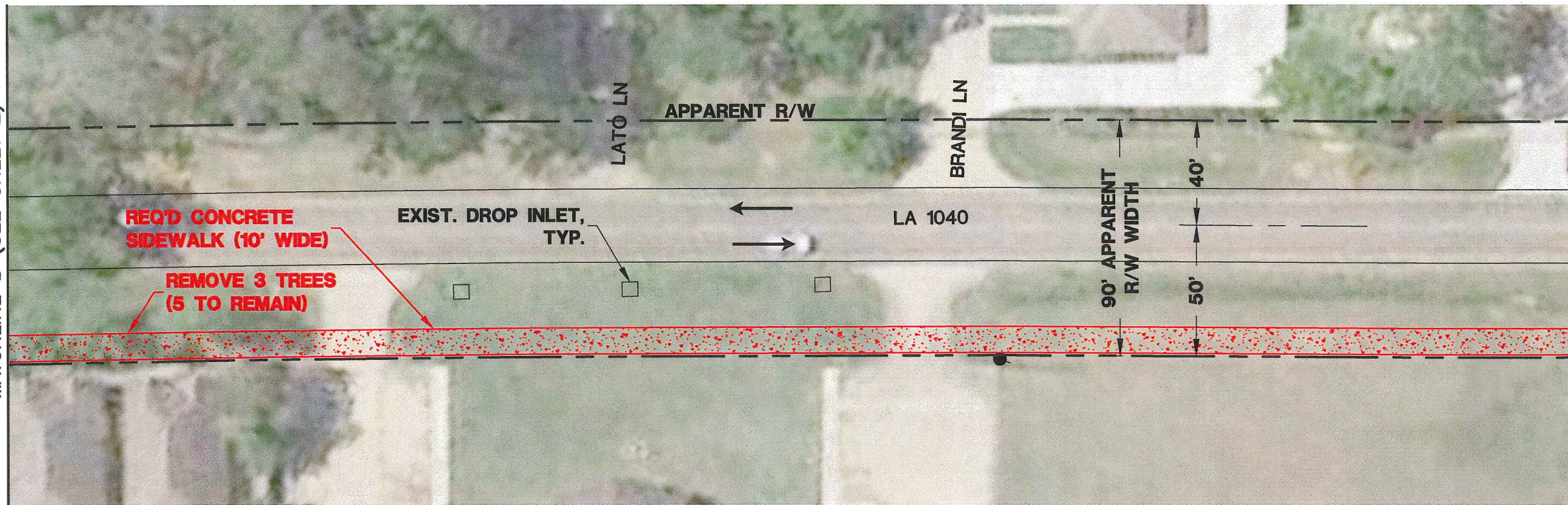
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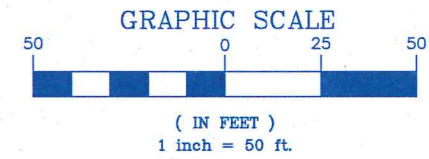


PLAN
**LA 1040 (KLEIN DRIVE TO US 51)
 BICYCLE & PEDESTRIAN IMPROVEMENTS**

MATCHLINE B (SEE SHEET 2)



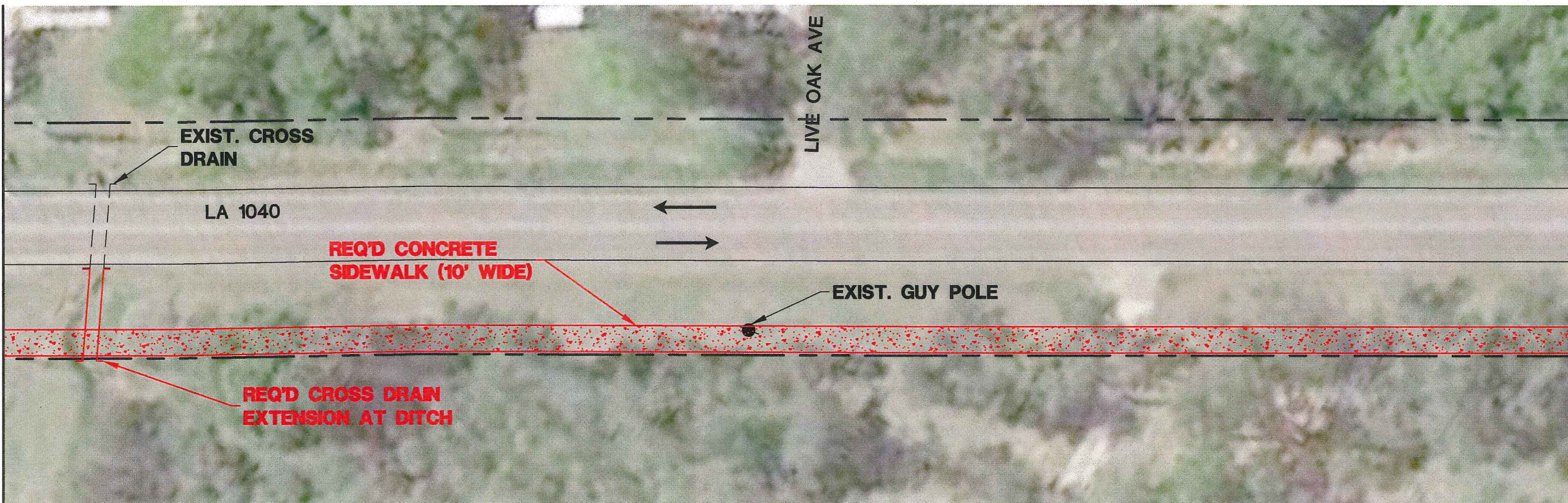
MATCHLINE C



LEGEND:

- EXIST. BIKE LANE
- FUTURE SHARED-USE MARKING (SHARROW) BY OTHERS
- EXIST. FENCE
- EXIST. SIGN
- EXIST. DRAINAGE CULVERT
- EXIST. DROP INLET
- REQ'D DRAINAGE CULVERT
- APPARENT R/W
- LA 1040 EDGE OF ROAD
- EXIST. FIRE HYDRANT
- REQ'D CONC. SIDEWALK

MATCHLINE C

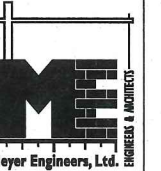


MATCHLINE D (SEE SHEET 4)

IMAGERY INFORMATION: THE IMAGERY WAS PROVIDED BY GOOGLE EARTH. THE AERIAL INFORMATION WAS CAPTURED IN THE WINTER OF 2018.

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PLAN
**LA 1040 (KLEIN DRIVE TO US 51)
 BICYCLE & PEDESTRIAN IMPROVEMENTS**

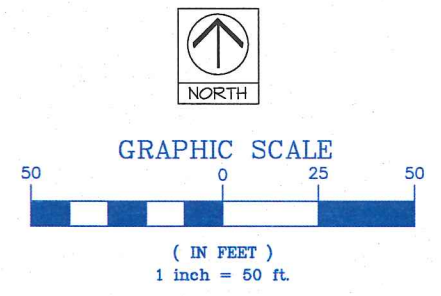
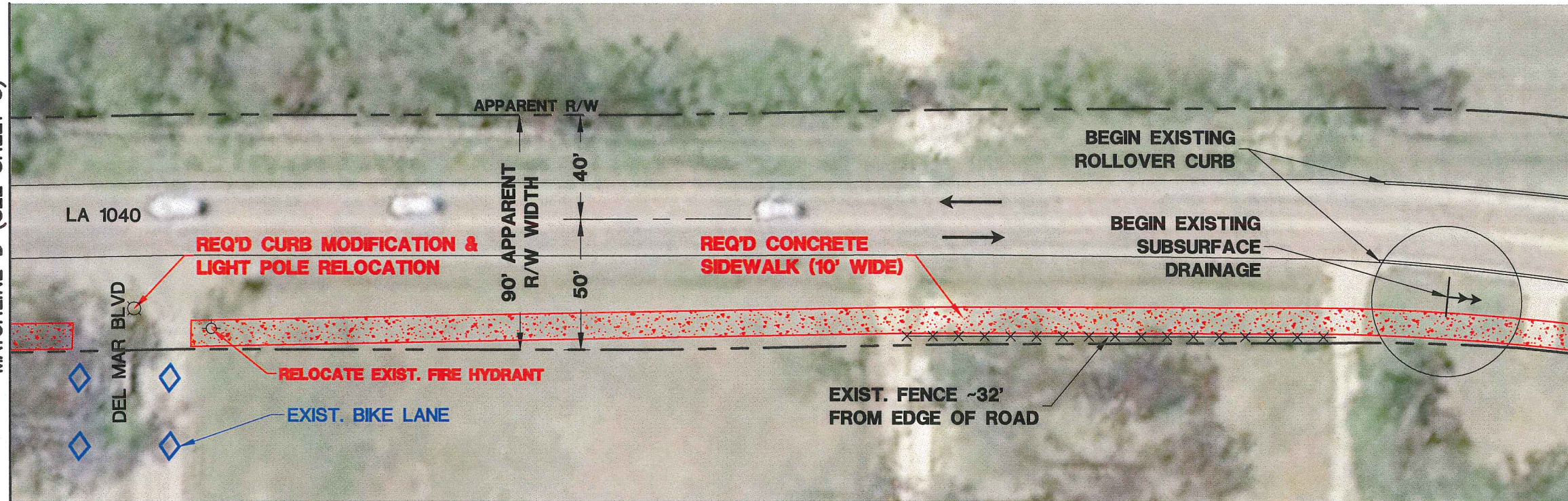
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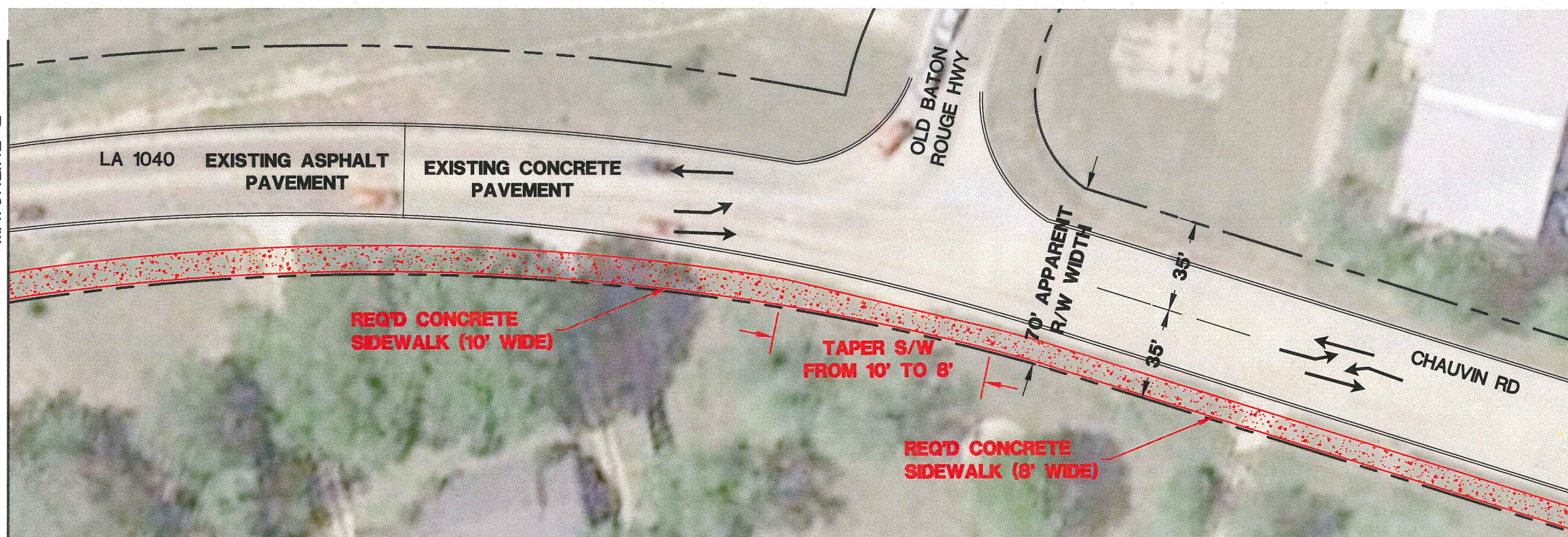
project no. 20-1772
 drawn AIS
 checked AMT
 date 06-01-2018
 revised

MATCHLINE D (SEE SHEET 3)



- LEGEND:
- EXIST. BIKE LANE
 - FUTURE SHARED-USE MARKING (SHARROW) BY OTHERS
 - EXIST. FENCE
 - EXIST. SIGN
 - EXIST. DRAINAGE CULVERT
 - EXIST. DROP INLET
 - REQ'D DRAINAGE CULVERT
 - APPARENT R/W
 - LA 1040 EDGE OF ROAD
 - EXIST. FIRE HYDRANT
 - REQ'D CONC. SIDEWALK

MATCHLINE E



IMAGERY INFORMATION: THE IMAGERY WAS PROVIDED BY GOOGLE EARTH. THE AERIAL INFORMATION WAS CAPTURED IN THE WINTER OF 2018.

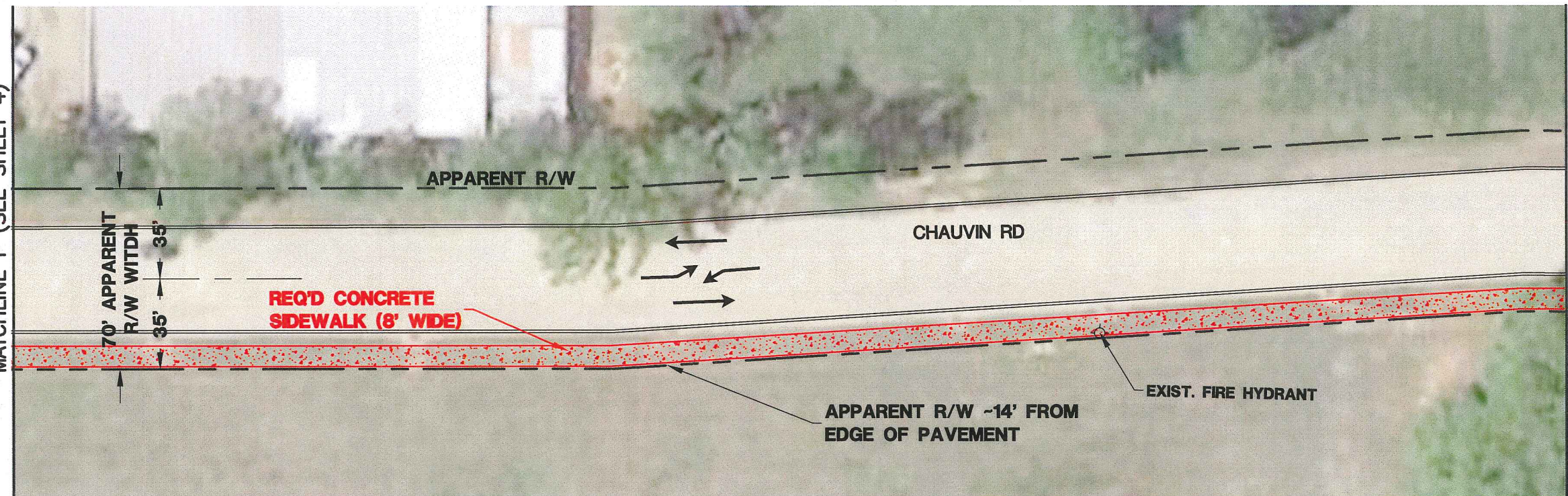
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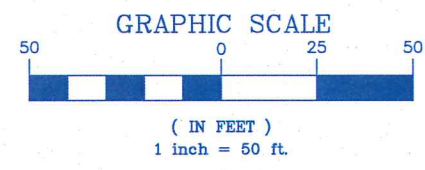
PLAN
**LA 1040 (KLEIN DRIVE TO US 51)
 BICYCLE & PEDESTRIAN IMPROVEMENTS**

project no. 20-1772
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MATCHLINE F (SEE SHEET 4)



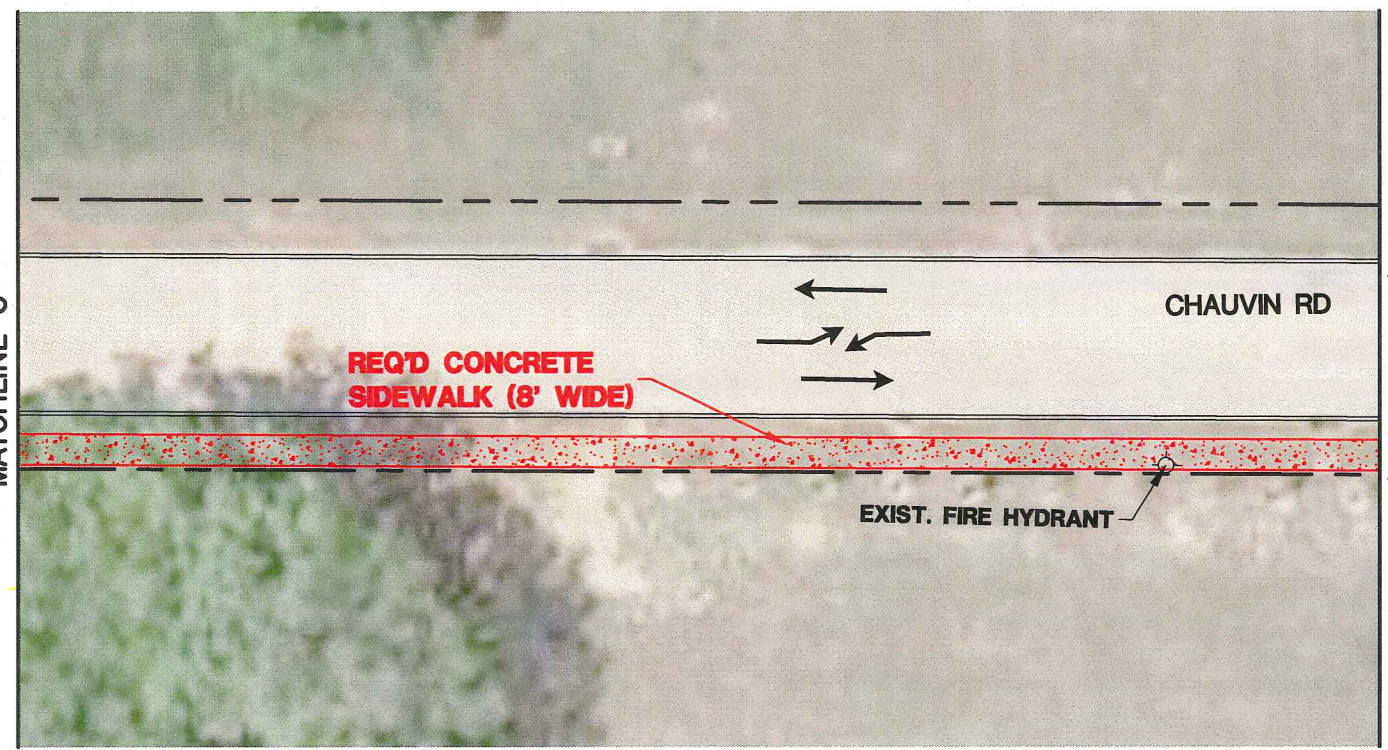
MATCHLINE G



LEGEND:

- EXIST. BIKE LANE
- FUTURE SHARED-USE MARKING (SHARROW) BY OTHERS
- EXIST. FENCE
- EXIST. SIGN
- EXIST. DRAINAGE CULVERT
- EXIST. DROP INLET
- REQ'D DRAINAGE CULVERT
- APPARENT R/W
- LA 1040 EDGE OF ROAD
- EXIST. FIRE HYDRANT
- REQ'D CONC. SIDEWALK

MATCHLINE G



MATCHLINE H (SEE SHEET 6)

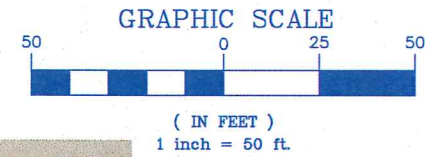
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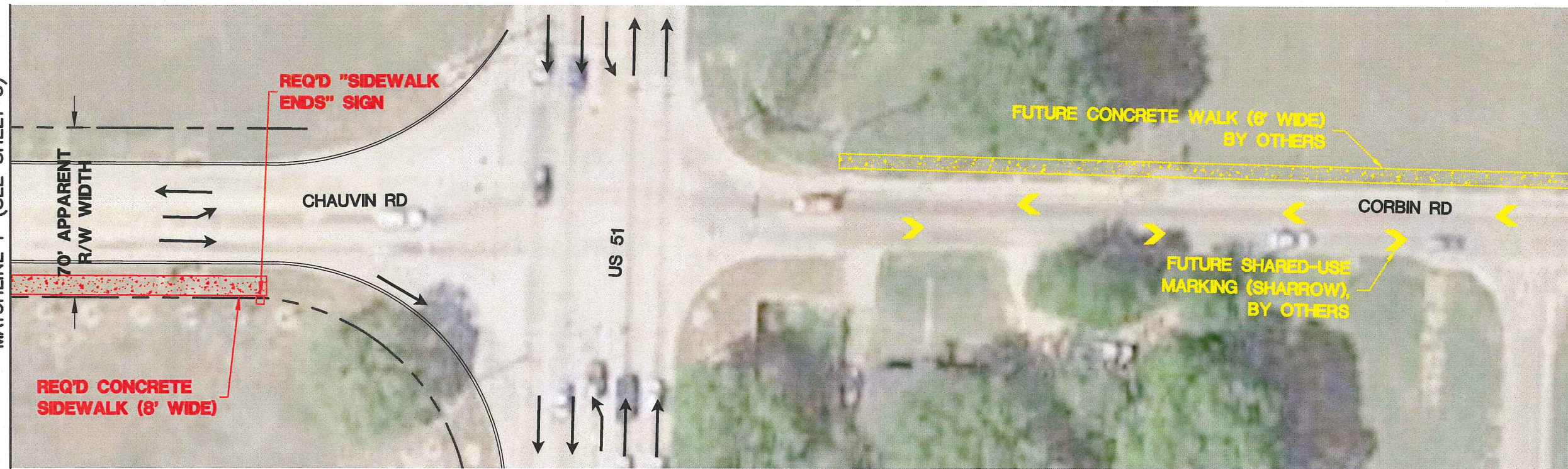


PLAN
**LA 1040 (KLEIN DRIVE TO US 51)
 BICYCLE & PEDESTRIAN IMPROVEMENTS**

project no. 20-1772
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 checked AMT
 date 06-01-2018
 revised



MATCHLINE F (SEE SHEET 3)



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LEGEND:

- | | | | |
|--|---|--|----------------------|
| | EXIST. BIKE LANE | | LA 1040 EDGE OF ROAD |
| | FUTURE SHARED-USE MARKING (SHARROW) BY OTHERS | | EXIST. FIRE HYDRANT |
| | EXIST. FENCE | | REQ'D CONC. SIDEWALK |
| | EXIST. SIGN | | |
| | EXIST. DRAINAGE CULVERT | | |
| | EXIST. DROP INLET | | |
| | REQ'D DRAINAGE CULVERT | | |
| | APPARENT R/W | | |

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PLAN
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