



Office of the Secretary
 PO Box 94245 | Baton Rouge, LA 70804-9245
 ph: 225-379-1200 | fx: 225-379-1851

John Bel Edwards, Governor
 Shawn D. Wilson, Ph.D., Secretary

April 21, 2017

Mr. Michael McGaugh, Senior Principal
 Stantec Consulting Services, Inc.
 500 Main Street
 Baton Rouge, LA 70801

Supplemental Agreement No. 2
Contract No. 4400004128
State Project No. H.004273.5
F.A.P. No. H004273

I-49 Connector (Lafayette Regional Airport to I-10/I-49/US 167 Interchange)
 Route I-49
 Lafayette Parish

SUBJECT: NOTICE OF CONTRACT EXECUTION

Dear Mr. McGaugh:

Enclosed is a copy of your fully executed supplemental agreement dated April 21, 2017, for the captioned project. All matters pertaining to this contract, including your Notice to Proceed date, should be processed through the Project Manager, **Mr. Timothy Nickel who can be contacted at (225) 379-1110.**

The compensation of **\$10,770,772** is sub-divided as follows:

	<u>Maximum Compensation</u>	<u>Fixed Fee</u>	<u>Compensation Type</u>
Stantec Consulting Services, Inc.	\$2,821,201	\$253,327	Actual Cost Plus
Stantec Consulting Services, Inc.	\$953,577		Lump Sum
G.E.C., Inc.	\$283,814	\$34,733	Actual Cost Plus
G.E.C., Inc.	\$27,728		Lump Sum
AECOM USA, Inc.	\$2,941,176	\$340,539	Actual Cost Plus
AECOM USA, Inc.	\$628,280		Lump Sum
Forte & Tablada, Inc.	\$796,023	\$62,268	Actual Cost Pus
PENSCO, Inc.	\$1,042,305	\$53,914	Actual Cost Plus
BBR Creative, Inc.	\$1,239,044		Billable Rates
Ardaman & Associates, Inc.	\$37,624		Billable Rates



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No compensable costs may be incurred or work performed prior to receipt of a formal Notice to Proceed from DOTD. Any costs incurred or work performed prior to such authorization will not be compensable.

If there are any questions, please contact **Ms. Renee McCann** at **(225) 379-1892**.

Sincerely,

A handwritten signature in blue ink that reads "Darlene Major".

Darlene Major
Consultant Contract Services Administrator

DM:rm

Enclosures

cc: FHWA (for information)

Mr. Timothy Nickel

Mr. Corey Landry

Financial Services

Ms. Elaine Rougeau

Mr. Bill Oliver (District 03)

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

CONTRACT FOR ENGINEERING AND RELATED SERVICES
SUPPLEMENTAL AGREEMENT NO. 2

TO

CONTRACT NO. 4400004128
STATE PROJECT NO. H.004273.5
FEDERAL AID PROJECT NO. H004273

I-49 CONNECTOR
LAFAYETTE REGIONAL AIRPORT TO I-10/I-49/US 167 INTERCHANGE
LAFAYETTE PARISH

THIS SUPPLEMENTAL AGREEMENT is made and entered into this 21st day of April, 2017, by and between the Department of Transportation and Development, hereinafter referred to as "DOTD", and Stantec Consulting Services, Inc., Baton Rouge, Louisiana, hereinafter referred to as "Consultant".

The DOTD and the Consultant entered into a Contract on July 9, 2015, Supplemental Agreement No. 1 and Extra Work Letters No. 1 through 3, thereto, to provide all necessary pre-construction engineering and related services to provide for the construction of an Interstate facility along the Evangeline Thruway corridor from I-10 to just south of the Lafayette Regional Airport, more specifically described in the said Contract, Supplemental Agreement and Extra Work Letters.

It is hereby agreed between the parties hereto that the Contract of July 9, 2015, as modified by Supplemental Agreement No. 1 and Extra Work Letters No. 1 through 3 be further modified as follows:

SCOPE OF SERVICES

The DOTD has requested and the Consultant has agreed that the services to be performed by the Consultant as set forth in the original Contract, Supplemental Agreement No. 1, and Extra Work Letters No. 1 through 3 shall be augmented to include the services as outlined in Attachment A-1 and Attachment B-1.

The article "Contract Time" is hereby revised and replaced to read as follows:

CONTRACT TIME

The overall contract time is estimated to be **7 years and 4 months** for all services to be performed pursuant to this Contract.

The Consultant shall proceed with the services specified herein for Attachment A: Detailed Scope of Services after the execution of this Contract and upon written Notice-to-Proceed (NTP) from the DOTD and shall be completed by **October 28, 2019**. The delivery schedule for all project deliverables shall be established by Consultant and approved by the Project Manager.

The Consultant shall proceed with the services specified in Supplemental Agreement No. 2 as Attachment A-1 and Attachment B1: Detailed Scope of Services after the execution of this Contract and upon written Notice-to-Proceed (NTP) from the DOTD and shall be completed by

October 28, 2019. The delivery schedule for all project deliverables shall be established by Consultant and approved by the Project Manager.

The article “Compensation” is hereby revised and replaced to read as follows:

COMPENSATION

The compensation as established in the Original Contract is hereby revised and replaced as follows:

The overall estimated maximum compensation to the Consultant for all services rendered in connection with this Contract is **\$59,115,000**.

The maximum compensation to the Consultant for all services rendered in connection with the first phase of this Contract is **\$32,415,793**, which includes compensation under the Original Contract, Supplemental Agreements No. 1 and 2, and Extra Work Letters No. 1 through 3.

The maximum compensation amount to the Consultant for the following Scope Task Items shall be a lump sum of **\$8,697,156**, subdivided as follows:

2. Traffic Engineering	\$39,158
3. Intelligent Transportation Systems (ITS)	\$47,710
4. Geometric Design and Analyses	\$2,014,925
8. Structure & Bridge	\$6,024,951
9. Lighting & Power Systems Feasibility Study	\$486,711
10. Environmental	\$19,076
11. Aviation	\$64,625

The maximum compensation to the Consultant for the following Scope Task Items shall be based on actual cost plus fixed fee of **\$1,723,420** with a maximum limitation of **\$18,299,482**, subdivided as follows:

	Fixed Fee	Maximum Compensation
1. Program Management and Project Controls	\$501,846	\$4,877,690
2. Traffic Engineering	\$106,979	\$1,160,692
5. Railroad Design and Coordination Support	\$16,061	\$127,622
6. Context Sensitive Design Process	\$388,594	\$4,055,669
7. Public Relations, Communications, Community Involvement and Stakeholder Outreach (partial)	\$3,906	\$177,499
10. Environmental	\$374,145	\$3,208,840
12. Implementation Strategies	\$35,607	\$389,843
13. Survey and ROW Maps	\$283,835	\$4,201,188
14. Subsurface Utility Engineering (SUE) (partial)	\$5,303	\$41,606

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15. Geotechnical Services (partial) **\$7,144** **\$58,833**

The maximum compensation amount to the Consultant for the following Scope Task Items shall be based on negotiated work hours using established billable rates for the work performed and the direct expenses incurred by the Consultant with a maximum limitation of **\$5,419,155**, which is subdivided as follows:

7. Public Relations, Communications, Community Involvement and Stakeholder Outreach (partial)	\$2,081,945
14. Subsurface Utility Engineering (SUE) (partial)	\$1,414,226
15. Geotechnical Services (partial)	\$1,922,984

The compensation to be paid herein under each Scope Item shall not be combined with other scope items and shall remain separate and apart without the approval of DOTD to move compensation from one Scope Item to another Scope Item. The Consultant shall not charge time on one Scope Item while performing work on a different Scope Item.

The approved billable rates and unit costs are hereby established as follows:

BBR Creative, Inc.

<u>Classifications</u>	<u>Rates</u>
Administrative/Accountant/Coordinator	\$280/hour
Creative Director/Principal	\$280/hour
Account Executive	\$156/hour
Art Director	\$70/hour
Interactive Strategist/Programmer	\$66/hour
Production Director	\$63/hour
PR Director	\$60/hour
Media Buyer	\$35/hour

Cardno TBE Group, Inc.

<u>Classification</u>	<u>Rate</u>
Principal	\$295/hour
Supervisor Engineer	\$224/hour
Engineer	\$178/hour
Supervisor Other	\$177/hour
Pre-Professional	\$107/hour
Engineering Aide	\$86/hour
Senior Technician	\$74/hour
CADD Technician	\$69/hour
Administrative	\$59/hour
Technician	\$47/hour

<u>Description</u> Designating Truck-Clearing Borings/Control	<u>Cost</u> \$24/hour
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Utility Locating

<u>Unit</u> Testholes from 0 - 3.28 LF Testholes from 3.29 - 6.56 LF Testholes from 6.57 - 13.12 LF Testholes from 13.13 LF and over	<u>Rate</u> \$864.60/testhole \$1,235.14/testhole \$2,161.50/testhole \$2,882.00/testhole
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Utility Designating

<u>Unit Price</u> \$1.84/foot

Mobilization

<u>Unit</u> Locating Crew & Equipment Designing Crew & Equipment	<u>Rate</u> \$5.62/mile \$3.71/mile
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Ardaman & Associates, Inc.

Table 1: Statewide Geotechnical Rates

SERVICE	UNITS	Suggested Rate
FIELD FUNCTIONS		
MOBILIZATION/DEMOBILIZATION, LAND DRILLING EQUIPMENT – TRUCK MOUNTED	mi	\$6.50
MOBILIZATION/DEMOBILIZATION, LAND DRILLING EQUIPMENT – ATV MOUNTED ON HAUL TRUCK		\$6.50
MOBILIZATION/DEMOBILIZATION, ECPT EQUIPMENT		\$6.50
CREW TRAVEL		\$100.00
DRILLING & SAMPLING, LAND, (AASHTO T-206 & T-207)		
100ft or less	ft	\$16.50
101ft to 150ft	ft	\$22.50
151ft to 200ft	ft	\$28.50
Continuous Sampling to -40"	ft	\$23.75
DRILLING & SAMPLING, SWAMP (AASHTO T-206 & T-207)		
100ft or less	ft	\$20.75
101ft to 150ft	ft	\$27.50
151ft to 200ft	ft	\$34.00

DRILLING & SAMPLING, WATER (AASHTO T-206 & T-207)			
100ft or less		ft	\$24.50
101ft to 150ft		ft	\$33.50
151ft to 200ft		ft	\$41.00
DRILLING & SAMPLING, GEOPROBE			
20ft or less, 4' acetate liners		ft	\$12.75
21ft to 30ft, 4' acetate liners		ft	\$16.50
DRILLING & SAMPLING, ECPT			
100ft or less, including grouting		ft	\$12.50
101ft to 150ft		ft	\$14.25
AUGER DRILLING (AASHTO T203)		ft	\$12.00
DIFFICULT BORING ACCESS		hr	\$200.00
DIFFICULT ECPT ACCESS		hr	\$215.00
SETTING CASING		ft	\$9.50
SETTING ECPT CASING		ft	\$7.00
SEALING BOREHOLES, 4"		ft	\$5.50
SEALING BOREHOLES, 6"		ft	\$7.75
CORING OF PORTLAND CEMENT CONCRETE FOR BORINGS, 4"		in	\$12.50
CORING OF PORTLAND CEMENT CONCRETE FOR BORINGS, 6"		in	\$16.75
CORING OF PORTLAND CEMENT CONCRETE FOR BORINGS, 3"		in	\$10.50
MILEAGE		mi	set by PPM 49
DIFFERENTIAL GLOBAL POSITIONING		bore	\$28.75
LABORATORY FUNCTIONS			
UNCONFINED COMPRESSIVE STRENGTH TESTS AND UNIT WEIGHT (AASHTO T208)		ea.	\$46.50
UNIT WEIGHT OF UNDISTURBED SAMPLES		ea.	\$23.00
ATTERBERG LIMITS (DOTD TR 428)		ea.	\$60.25
TRIAXIAL COMPRESSION, UNCONSOLIDATED UNDRAINED (AASHTO T296)		ea.	\$62.25
TRIAXIAL COMPRESSION, CONSOLIDATED DRAINED 3 PT. (AASHTO T297)		ea.	\$680.00
CONSOLIDATION TESTS WITH REBOUND (AASHTO T216)		ea.	\$500.00
SIEVE ANALYSIS (DOTD TR 112 & TR 113)		ea.	\$56.00
PARTICLE SIZE ANALYSIS (MECHANICAL)		ea.	\$98.50
MOISTURE CONTENT (DOTD TR 403 or AASHTO T265)		ea.	\$10.50
ORGANIC CONTENT (TR 413)		ea.	\$60.00
pH DETERMINATION		ea.	\$27.00
PASSING 200 SIEVE (WET)		ea.	\$38.50
DRY PREPARATION OF SUBGRADE SOIL SAMPLES		ea.	\$38.50
SHELBY TUBE SAMPLE EXTRACTION		ea.	\$18.25
RESISTIVITY		ea.	\$156.25
SPECIFIC GRAVITY		ea.	\$102.00
LABOR CLASSIFICATIONS, OFFICE			

PRINCIPAL	hr.	\$212.00
SUPERVISOR, ENGINEER	hr.	\$184.00
SUPERVISOR, OTHER	hr.	\$145.00
ENGINEER	hr.	\$133.00
PRE-PROFESSIONAL	hr.	\$92.00
SENIOR TECHNICIAN	hr.	\$109.00
CAD TECHNICIAN	hr.	\$79.00
TECHNICIAN	hr.	\$62.00
CAD DRAFTER	hr.	\$62.00
CLERICAL	hr.	\$59.00
LABOR CLASSIFICATIONS, FIELD		
PRINCIPAL	hr.	\$170.00
SUPERVISOR, ENGINEER	hr.	\$147.00
SUPERVISOR, OTHER	hr.	\$116.00
ENGINEER	hr.	\$107.00
PRE-PROFESSIONAL	hr.	\$73.00
SENIOR TECHNICIAN	hr.	\$87.00
CAD TECHNICIAN	hr.	\$63.00
TECHNICIAN	hr.	\$49.00
CAD DRAFTER	hr.	\$50.00
CLERICAL	hr.	\$47.00
PDA Rental	day	\$400.00
PIT Rental	day	\$250.00
CSL Rental	day	\$350.00
PDA operator (specialist) to be paid with labor classification above		
Other		
Louisiana State Travel Regulations shall be used to determine reimbursement for meals, lodging rates, and mileage.		
DOTD Traffic Control Manual shall be used to define procedures to be used for traffic control. Police Officers used for public safety shall be in accordance with DOTD's <i>Policy for Use of Police Officers in Construction/Maintenance Work Zones</i> .		
Supplies (consumables such as gloves, cement, etc.) shall be no more than 10% of the drilling costs, with receipts required.		
In the event of lost or damaged equipment, including but not limited to: cone penetrometers, drilling bits and rods, tools, etc. DOTD shall not be liable to absorb the cost of replacement.		
All requests for additional administrative or other (not listed) compensation must be pre-approved by DOTD's Pavement & Geotechnical Services Section prior to submittal to the Consultant Contract Services Section.		
Any Metric projects assigned to the Consultant shall be required to be reported in Metric units except for invoices, which shall use English unit equivalents.		
Additional test procedures not listed above shall be negotiated on a per Work Order basis as required.		

Difficult Boring access charges apply for off-road borehole locations that require transporting equipment and supplies between location by the use of matting or bulldozer in excess of one hour. Hourly rates include billing rates for drill rig, service vehicles, and drill crew. Drill rig set up and dismantling is included in the drilling costs per linear foot (meter) and is not to be included in boring access charges.

Unless specifically requested in the Supplemental Agreement, payment for sieve analysis shall be included in the cost for classification.

Payment for natural water content as determined by DOTD TR 403 shall be restricted to samples having a reported plasticity index (PI) greater than 5, as determined by DOTD TR 428.

Payment for unit weight of undisturbed samples shall be included in the cost for unconfined compressive strength unless compressive strength is unable to be determined due to sample condition.

The Consultant may request to have the initial billable rates updated on a yearly basis. However, any adjustment to the Contract billable rates shall not be cause for an increase in the maximum compensation limitation imposed herein.

Compensation for additional services shall be established by fully executed Detailed Scope and Compensation Letter(s), Supplemental Agreement(s) and/or Extra Work Letter(s).

All travel related expenses shall be compensated under direct expenses, and shall be in accordance with Louisiana Office of State Travel regulations found at: <http://www.doa.louisiana.gov/osp/travel/travelpolicy.htm> Vehicle rental rates shall require prior approval from the DOTD Project Manager.

The article "Audit" is hereby revised and replaced to read as follows:

AUDIT

Annually, the Consultant shall provide or cause to be provided to the DOTD Audit Section *independent* Certified Public Accountant (CPA) audited overhead rates for itself and any sub-consultants. These audited overhead rates shall be developed in accordance with generally accepted accounting principles, using the cost principles and procedures set forth in 48 CFR 31 of the Federal Acquisition Regulations (FAR) and guidelines provided by the DOTD Audit Section. In addition, the selected Consultant will allow the DOTD Audit Section to perform an overhead audit of its books, at the DOTD's sole discretion, and shall require the same of any sub-consultants. The performance or non-performance of such an audit by the DOTD Audit Section shall not relieve the Consultant of its responsibilities under this paragraph.

Prior to the commencement of work for each new contract action (*i.e.*, supplemental agreement) on this Contract, DOTD will submit to the Consultant an Indirect Cost Rate Form (ICRF), substantially in the form of Exhibit "A" to this contract, stating the last three (3) years of audited

overhead rates and the average of same for the Consultant and any sub-consultants. In the event that DOTD does not have records of audited overhead rates for the Consultant or any sub-consultants, the ICRF will supply a statewide average audited overhead rate to be used for that Consultant/sub-consultant. The prime consultant shall sign all ICRFs acknowledging receipt, and shall return same to DOTD. The average of the last three (3) years of audited overhead rates or the statewide average audited overhead rate, as applicable, will be the approved DOTD audited overhead rate for that Consultant/sub-consultant from the effective date set forth in the ICRF. If the Consultant requests to add a sub-consultant after commencement of work, an ICRF must be prepared, submitted, and signed before that sub-consultant commences work. Overhead rates established through this process will apply to each consultant/sub-consultant from the effective date set forth in each ICRF until such time as they are modified by a fully executed supplemental agreement accompanied by a new ICRF for that consultant/sub-consultant.

Consultants are also required to submit labor rate information twice a year, or more frequently upon request from DOTD, to the DOTD's Audit Section. Newly selected firms must have audited salaries and overhead rates on file with the DOTD's Audit Section before starting any work.

If the Consultant is entitled to be reimbursed for direct and/or indirect costs of the Consultant and/or any sub-consultants pursuant to this Contract, the Consultant/sub-consultant must maintain an approved Project Cost System and segregate direct from indirect cost in its General Ledger. Pre-award and post audits, as well as interim audits, may be required.

ORIGINAL CONTRACT

All requirements of the Contract of July 9, 2015, Supplemental Agreement 1, Extra Work Letter Nos. 1 through 3, and other amendments thereto, except as specifically modified by this Supplemental Agreement, shall remain in full force and effect.

Contract No. 4400004128

S. A. No. 2

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed by their respective officers thereunto duly authorized as of the day and year first above written.

WITNESSES:

Stantec Consulting Services, Inc.

Shiela Delaney
Witness for First Party Shiela Delaney

BY: [Signature]

Tracey Russo
Witness for First Party TRACEY RUSSO

Michael N. McGaugh, P.E.
Typed or Printed Name

TITLE: Senior Principal

11-2167170
Federal Identification Number

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION
AND DEVELOPMENT

Carmel Dupont
Witness for Second Party

BY: Jamie P. Williams
Secretary

Lana Rush
Witness for Second Party

RECOMMENDED FOR APPROVAL BY:

[Signature]
Division Head

FHWA Approval Date: 04/06/2017

**ATTACHMENT A-1
CONTRACT NO. 4400004128
STATE PROJECT NO. H.004273.5
F.A.P. NO. H004273
I-49 CONNECTOR
(LAFAYETTE REGIONAL AIRPORT
TO I-10 / I-49 / US 167 INTERCHANGE)
LAFAYETTE PARISH
SUPPLEMENTAL AGREEMENT NO. 2**

**SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT (SEIS)
& CONCEPT REFINEMENT PROCESS (CRP)**



BACKGROUND TO THE SEIS PHASE

The Complete Functional Plan (CFP) phase of the I-49 Connector project was initiated by DOTD under an original contract dated July 9, 2015. As Lafayette Connector Partners (LCP) kicked off the Context Sensitive Solutions (CSS) process during the fall of 2015, community outreach and discussions were focused primarily on the CSS design features and elements of the corridor. However, after speaking with hundreds of community members and agency stakeholders in individual meetings and public forums, it was apparent there was a strong desire to give substantive input into the 2003 ROD Alternative. The community requested that design modifications be explored to create a better fit for the project within the context of Lafayette, as well as, make it more acceptable to the community.

The FEIS was completed in 2002 and the ROD was issued in 2003, which resulted in the 2003 ROD Alternative and attendant corridor alignment and features. Over the past 13 years, changes have occurred within the community, including new planning efforts, leadership changes, and economic development that has altered Lafayette's priorities.

At the beginning of 2016, DOTD initiated a Concept Refinement Process (CRP) for the project in response to these changes and requests from the community. Between January and June of 2016, multiple meetings were held to gather input from the public, neighborhood and stakeholder groups and the three I-49 Connector CSS Committees: Community Working Group (CWG), Technical Advisory Committee (TAC) and the Executive Committee (EC). This input included:

- 1) Reviewing and discussing the changes that have taken place in the community and along the 2003 ROD Alternative corridor;
- 2) Meeting with neighborhoods, stakeholders and community organizations along the I-49 Connector corridor to understand their issues and concerns; and
- 3) Identifying potential refinements to the 2003 ROD Alternative and developing a tiered concept refinement process to work through the potential refinements that could be incorporated into the project.

As a result of the magnitude of input and community desire to implement potential design modifications, FHWA and DOTD decided that it would be necessary to prepare a Supplemental Environmental Impact Statement (SEIS) for the I-49 Connector. On June 21, 2016, a Notice of Intent was published in the Federal Register at the request of FHWA and DOTD declaring that a formal SEIS process would begin.

The SEIS effort shall build upon the scope of work from the original NEPA Re-evaluation. Additional effort shall be necessary to complete the entire scope of work required for the SEIS. This supplement describes that additional work and references back to the original contract scope's work tasks and task numbering system.

INTEGRATION OF SEIS & CRP

The SEIS work shall incorporate the CRP to identify a new Supplemental Selected Alternative for the I-49 Connector. The CRP shall continue to be developed from a community and technical perspective. Community input shall include the CWG, adjacent neighborhood groups and faith-based organizations, community stakeholders and the public. Technical input shall be provided by the DOTD, FHWA, Lafayette Consolidated Government (LCG), and Acadiana Metropolitan Planning Organization (MPO) that also comprise the TAC. Throughout the CRP, the EC shall consider input from all of these groups to narrow the field of potential refinements and modifications down to a corridor-wide Supplemental Preferred Alternative. It is anticipated that the EC shall provide a final recommendation to the Lafayette City-Parish Council (Council) and MPO for adoption of a new Supplemental Selected Alternative. It is anticipated that the SEIS process shall then be finalized with FHWA approval of a Supplemental Record of Decision (SROD) that shall be prepared and distributed.

Task 6 shall guide the development of the CRP, solicit community and CSS committee input and develop a tiered approach so that options can be screened to determine the Supplemental Selected Alternative. The technical support for developing the refinement options and investigating and confirming their feasibility is provided by Tasks 2, 4, 5, 8 and 15. Task 7 details the public outreach and support required to gather the comprehensive input and involve the community. Task 10 shall lead the SEIS, which shall document the CRP along with the other required SEIS scope of work items and be supported by the other tasks noted in the Task 10 scope. Task 1 shall provide the program management and project controls required to orchestrate this additional work and provide a comprehensive and quality product to DOTD. It is assumed the work required for the CRP and the SEIS process shall take an additional 28 months to complete beyond the 18-month schedule outlined in the original contract.

After completion of the CRP and SEIS, the Supplemental Selected Alternative shall be incorporated into the Complete Functional Plan (CFP) work under the original contract to identify the CSS design features and elements that shall be incorporated into the corridor. Other remaining CFP tasks outlined in the original contract's scope of work shall also be completed utilizing the Supplemental Selected Alternative.

OVERVIEW OF THE 3-TIER CRP

Based on the corridor vision and core values, a 3-tiered CRP shall narrow the field of potential refinement concepts and design modifications to a Supplemental Preferred Alternative. The potential refinement concepts shall address suggested changes within the core area of the project corridor from Pinhook Road to the Railroad Spur. Other potential design modifications (PDMs) shall be developed and could occur within the core area, a single spot along the corridor or may encompass the entire corridor.

Different levels of screening, technical analyses and input from the CSS Committees and community shall be required as the CRP pares down the number of options. The table below summarizes the parameters assumed for each tier. Also, it is assumed that the 2003 ROD Alternative shall be included as one of the concepts considered in the Tier I, II and III screening / analyses for comparison purposes. The Tier III process shall produce 3 Supplemental Alternatives; one of these shall be the Supplemental Preferred Alternative. After the SEIS Public Hearing and review of the comments, the Supplemental Selected Alternative shall be identified. Further detail of the CRP and each Tier is given in the Task 6 scope of work. Task 10 describes the entire SEIS process.

	Number of Refinement Concepts to begin	Number of Refinement Concepts at conclusion	Number of PDMs to begin	Number of PDMs at conclusion	Type of Technical Analyses Required	CSS Committee / Community Input Required
Tier I Screening	18 Refinement Concepts & 2003 ROD Alternative	2 Series & 2003 ROD Alternative	25	25	High-level / Fatal Flaw	High-level input to screening criteria
Tier II Screening	2 Series & 2003 ROD Alternative	Up to 5 Corridor-Wide Hybrid Concepts & 2003 ROD Alternative	25	Include Feasible PDMs in Hybrid Concepts	High-level Engineering Feasibility then High-level Environmental Analyses	Input to PDM Choices Preference Survey; Input to Hybrid Concepts
	Up to 5 Corridor-Wide Hybrid Concepts & 2003 ROD Alternative	2 Suppl. Alts. & 2003 ROD Alt. including the Supplemental Preferred Alternative	N/A	N/A	Detailed Engineering and Environmental Analyses	EC identifies Suppl. Alts in SEIS and Supplemental Preferred Alternative
Tier III Evaluation	2 Suppl. Alts & 2003 ROD Alt. including the Supplemental Preferred Alternative	1 Supplemental Selected Alternative	N/A	N/A	Detailed Environmental & Detailed Engineering (Covered in Original Scope)	Input into CSS Design Features & Elements (Covered in Original Scope)

1.0 PROGRAM MANAGEMENT AND PROJECT CONTROLS

The Consultant shall manage its team and its interactions with the DOTD, FHWA, LCG, MPO, LDEQ, and the many other stakeholders who shall be involved in this effort during the extended time frame of the CRP and the SEIS. The Consultant shall provide the additional program management services to orchestrate the CRP and SEIS work and provide a comprehensive and quality product to DOTD.

1.1 Additional Program Management during the CRP and SEIS Process

Program Management services during the CRP and SEIS process shall include the following:

1.1.1 Additional Task Leader Management and Inter-Task Coordination

The Consultant shall provide additional overall management and oversight of each Consultant Task Leader who is managing an individual Task within the extended time frame of the CRP and SEIS process. The Consultant shall ensure coordination of work occurs between the various individual Tasks. The Consultant shall also ensure appropriate and timely interactions take place with the many stakeholders involved in this additional effort, including DOTD, FHWA, LCG, LDEQ, MPO and other agencies. The effort to manage and supervise work developed within, and for, each Task active in the CRP and SEIS process is reflected in the individual scope of work for each Task.

1.1.2 Additional Project Meetings

The Consultant shall establish the types of meetings, attendance, and be responsible for the issuing of agendas and minutes for the additional meetings held during the CRP and SEIS process. The Consultant shall be responsible for the following meetings required during the CRP and SEIS process for this project:

- Weekly status meetings with the DOTD Project Management staff
- Bi-monthly or meetings as needed with DOTD Leadership
- Periodic meetings as needed with FHWA
- Periodic meetings and presentations as needed with LCG (including TIGER Grant coordination) and the Lafayette MPO including attendance at MPO meetings as needed
- Periodic meetings as needed with other stakeholders such as LDEQ, ULL, GOHSEP, Emergency Responders, ETRT, etc.
- Regular internal, interdisciplinary Consultant Team meetings as required to ensure seamless project delivery and coordination among team members

The Consultant shall attend the following meetings associated with various Tasks during the CRP and SEIS process as follows:

- Committee, stakeholder, and other project meetings associated with the CRP, Context Sensitive Solutions and Public Relations/Communications activities as outlined in Tasks 6 and 7. This includes attendance, preparation and presentation as needed at all CSS Meetings, LCG Council meetings, Tier II and Tier III stakeholder working meetings, and attendance on request at civic organization meetings, press briefings and briefings for local and state elected officials; and responses required to address comments such as ETRT, CSS Committees, etc.
- Public meetings, public hearing and other project meetings associated with the Environmental work outlined in Task 10, including: preparation of a SEIS; Section 106, 4(f) and 6(f) meetings, evaluation of the changes in the cultural resources within the corridor; evaluation of additional standing structures; and contaminated sites coordination; and responses required to address comments or develop overall strategic documents such as Justification Document, etc.
- Coordination and progress meetings between individual Consultant Task Leaders and DOTD Task Leaders

1.1.3 Project Scheduling

The Consultant shall continually monitor the progress of the project during the CRP and SEIS process and shall coordinate with the team members on a regular basis to maintain the project schedule established in concert with DOTD. Included shall be the following:

- Establishment and maintenance of a schedule for the CRP and SEIS process that is communicated to DOTD at the regular status meetings with Project Management staff
- Communication of this schedule to all team members on a regular basis
- Team meetings as required to maintain the established schedule and address any potential issues impacting delivery on schedule during the CRP and SEIS process.

1.1.4 Budget Monitoring and Invoicing

The Consultant shall regularly review the budget established by DOTD for this project during the CRP and SEIS process and shall inform DOTD Project Management staff at a regular status meeting if any issues develop which would potentially require an adjustment to the project budget. The Consultant shall prepare and submit all supplements and extra work requests to DOTD for review and approval. The Consultant shall also review all invoices prior to the submission to the DOTD for format and accuracy.

1.1.5 Maintain Team Collaboration Software

The Consultant has established a ProjectWise software system to facilitate the efficient collaboration and information-sharing needs with the LCP team. The Consultant shall make certain the information and system is updated on an ongoing basis throughout the duration of the CRP and SEIS phase.

1.2.5 Quality Management Plan

The Consultant has developed a Quality Management Plan (QMP) as directed by the original scope of services. The Consultant shall follow and manage all controls and procedures outlined in the QMP and Quality Control (QC) Plan and Quality Assurance (QA) Plan for the CRP and SEIS phase of work.

1.2.6 Communications Internal and External

The Consultant shall continue to manage and appropriately engage in internal and external communications with DOTD, other stakeholders, community groups and the public as directed by DOTD.

2. TRAFFIC ENGINEERING

The following is a description of the additional work related to Task 2 that shall be required for the CRP, the SEIS process and the completion of the Functional Plan. Some items from the original scope of work are partially complete and the remaining work shall be re-purposed and included in this supplemental work. Those items are noted below.

2.2 Traffic Analysis Process

Additional traffic analysis shall be required using the steps and procedures as described below. Items from the original scope of work that are partially complete with the remaining work re-purposed is also noted.

2.2.1 Conceptual Alternative Interchange Configurations Matrix

This item has been re-purposed into this supplement.

2.2.2 Interchange Traffic Studies

2.2.2.1 Select 3 preferred Interchange Configurations from the matrix for each interchange

This item has been re-purposed into this supplement.

2.2.2.5 Perform Implementation Year HCM Traffic Analyses

The remainder of this item has been re-purposed into this supplement.

2.2.2.6 Perform Design Year HCM Traffic Analyses

The remainder of this item has been re-purposed into this supplement.

2.2.8 Traffic Analyses for Core Downtown Area

2.2.8.1 Tier I Analyses

- 2.2.8.1.1 Perform TransCAD analyses for the 2015 and 2040 No Build scenarios
- 2.2.8.1.2 Perform TransCAD analyses using 2040 traffic for 15 concepts that have been proposed as a result of the CSS process
- 2.2.8.1.3 Select the most feasible concepts to move forward to the Tier II analyses based on the TransCAD results

2.2.8.2 Tier II Analyses

- 2.2.8.2.1 Identify the appropriate intersection control type for each analyzed intersection within the core downtown area for the remaining concepts.
- 2.2.8.2.2 Once the appropriate intersection control types have been identified, tabulate the anticipated number of each control type for each concept.
- 2.2.8.2.3 A matrix using traffic volumes and projected operations among other factors to select the three most feasible concepts to move forward to the Tier III analysis.
- 2.2.8.2.4 Identify local grid “hot spots” where congestion is most likely to occur in the core downtown area for the 2003 ROD Alternative and the two Supplemental Alternatives.
- 2.2.8.2.5 Identify “hot spots” on I-49 where congestion is most likely to occur in the core downtown area for the 2003 ROD Alternative and the two Supplemental Alternatives.
- 2.2.8.2.6 Perform conceptual level HCM Traffic Analyses and use engineering judgement to analyze each “hot spot” to help determine the Supplemental Preferred Alternative.

2.2.9 Traffic Analyses for Potential Design Modifications (assume 5 are analyzed)

2.2.9.1 Tier II Analyses

- 2.2.9.1.1 Perform TransCAD analyses for the 2015 and 2040 No Build scenarios
- 2.2.9.1.2 Perform TransCAD analyses using 2040 traffic for refinement concepts at five locations within the project limits that have been

proposed as a result of the CSS process

2.2.9.2 Tier III Analyses (for PDM area outside core downtown area)

2.2.9.2.1 Identify the appropriate intersection control type for the 2003 ROD Alternative and the two Supplemental Alternatives.

2.2.9.2.2 Once the appropriate intersection control types have been identified, tabulate the anticipated number of each control type for the 2003 ROD Alternative and the two Supplemental Alternatives.

2.2.9.2.3 Perform conceptual level HCM Traffic Analyses and use engineering judgement to analyze the 2003 ROD Alternative and the two Supplemental Alternatives.

2.2.10 Support to Task 10.9.9.2 Air Quality and Noise

This task shall be completed to provide the data required by Task 10.9.9.1 and Task 10.9.9.2.

2.2.10.1 Air Quality (MSAT & GHG only)

Supply the traffic data needed for the Air Quality analyses to be performed for the 2003 ROD Alternative and the two Supplemental Alternatives during Tier III. This shall include data such as traffic volumes, analysis results, and signal timings. This work shall be coordinated with Task 10.

2.2.10.2 Traffic Noise

Estimate and supply planning-level traffic data for the two new Supplemental Alternatives investigated during Tier III. This shall include data such as existing and future Build peak hour traffic volumes, analysis results, and signal timings. This work shall be coordinated with Task 10.

2.2.11 VISSIM Analyses

The decision has been made to analyze the 2003 ROD Alternative and the two Supplemental Alternatives using VISSIM modeling (adhering to DOTD's microsimulation policy) in lieu of HCS as stipulated in the original scope. It is assumed one of the Supplemental Alternatives shall become the Supplemental Selected Alternative. Below is a description of that effort.

2.2.11.1 DOTD Microsimulation Policy

2.2.11.1.1 DOTD's Microsimulation Policy shall be adhered to when analyzing VISSIM models. Phase 1 of the policy is being addressed as part of the original scope of work; however Phases 2 through 4 shall be new work outside of the original scope.

2.2.11.2 Alternatives Analyses

- 2.2.11.2.1 Perform VISSIM Analyses using an existing VISSIM model provided by DOTD. The provided model shall be expanded to include the core downtown area to analyze the Existing conditions. This covers Phases 2 and 3 of the DOTD Microsimulation Policy.
- 2.2.11.2.2 Perform VISSIM Analyses using the expanded VISSIM model to create and analyze the No Build condition in the 2040 Design Year. This covers a portion of Phase 4 of the DOTD Microsimulation Policy.
- 2.2.11.2.3 Perform VISSIM Analyses using the expanded VISSIM model to create and analyze the 3 Selected Alternatives derived from the Tier III analyses in the 2040 Design Year. This covers a portion of Phase 4 of the DOTD Microsimulation Policy.

2.4 Traffic Engineering – Quality Control

As part of the QMP for the CRP and SEIS phase of the Project, the following items shall be included in the QC / QA process:

- TransCAD ADT/Peak Hour Volumes
- Existing Year VISSIM Model
- Implementation Year VISSIM Model
- Design Year VISSIM Model
- VISSIM Calibration Documentation
- SEIS Traffic Section

The following items are re-purposed from the original scope and included in this supplement:

- Conceptual Alternative Interchange Configurations Matrix
- Preferred Interchange Configuration
- Implementation Year Intersection Capacity Analyses
- Implementation Year Ramp Junction Capacity Analyses
- Implementation Year Weaving Section Capacity Analyses
- Implementation Year Freeway Segment Capacity Analyses
- Design Year Intersection Capacity Analyses
- Design Year Ramp Junction Capacity Analyses

- Design Year Weaving Section Capacity Analyses
- Design Year Freeway Segment Capacity Analyses

2.5 Project Meetings and Coordination

The additional tasks and project time associated with the CRP and SEIS phase of the Project requires additional participation in project meetings, weekly project updates, and general coordination. Coordination includes additional meetings with DOTD Traffic Section as well as coordination among LCP Tasks. This includes:

- General LCP Team Meetings (over added 28 months)
- Added CSS Committee Meetings in Lafayette
- Tier II Technical Meetings (2 presentations DOTD / FHWA)
- Tier III Technical Meeting (1 presentation to DOTD / FHWA)
- Added Public Open House (2), Public Info Meeting (1), SEIS Public Meetings (3) and SEIS Public Hearing (1) in Lafayette over added 28-months
- Coordination & Meetings with DOTD Traffic
- Coordination with LCP Team members and tasks
- Review of CSS / Public Information Materials provided by LCP Team

3. INTELLIGENT TRANSPORTATION SYSTEMS

There is no work in this task for Supplemental Agreement No. 2.

4. GEOMETRIC DESIGN AND ANALYSES

This task includes extra work effort required to:

- incorporate the CRP to understand changes that have occurred in and adjacent to the corridor since the FEIS and ROD were completed in 2003
- assist with development of an SEIS, including investigation of potential design modifications, as well as additional public, Community Working Committee, Technical Advisory Committee, Executive Committee and other related meetings
- additional analysis of geometric changes required, above and beyond those anticipated in the original scope, due to the CRP and significant changes in the environmental, surrounding development, and traffic volumes.

This new phase shall use a three-tiered evaluation approach, as well as, the procedures required in an SEIS. Added scope for each geometric sub-task is further described below.

4.4 New Proposed Design Modifications

The original scope presumed some localized modifications would be required due to updated traffic volumes and turning movement counts/projections. Volumes in fact have increased significantly from those reported in the original EIS, and additional coordination and modifications shall be required to improve geometry related to mainline / ramp weave areas, number of ramp lanes, and ramp terminal designs. This shall require geometric horizontal and vertical modifications to the originally approved concept beyond the localized intersections originally considered. In addition, it was found during coordination with Task 8 that the 8-inch separation provided between structures in the original geometry is not adequate for required sign blisters, light standards, etc. The mainline geometry must be revised to provide a wider separation between the structures to account for these items, which in turn affects ramp geometry (horizontal and vertical) as well. Cross road profiles must also be checked based on the updated mainline geometry, and revisions made as necessary.

In addition, the environmental investigation has identified cultural resources, including the Freetown-Port Rico Historic District, and a potential impact to Beaver Park, that shall require further investigation into the feasibility of modified geometry that avoids or minimizes impacts to these locations. Task 4.4 shall develop proposed Avoidance Alternatives with input from Task 10.9.10.1 and shall participate in up to four (4) meetings with the FHWA and other agencies as discussed in Task 10.9.10.1. The Section 106 Consultations and potential changes in the effects to Sterling Grove may increase the number of modifications required to avoid Section 4(f) adverse effects, but these, if required, shall be treated as a future Supplement.

A new hotel has been built on property NW of the I-49 / Kaliste Saloom interchange, and a new school gym and parking lot is now located on property north of Kaliste Saloom. Both shall be impacted by the original concept, and geometric changes of the ramp and local road network in that area must be investigated to avoid/minimize impacts (in an effort to reduce ROW acquisition costs). The Consultant shall design and detail options to modify the geometry in these areas.

Exhibits of each area noted in Sections 4.4 above and 4.4.1 below shall be produced, along with an analysis and documentation of the construction costs and ROW impacts due to these changes. Overall CAD and InRoads files shall be updated based on the approved modifications.

4.4.1 New University Interchange Options

During Task 11 work, the LCP team discovered that FAA Runway Protection Zone requirements have changed since the project's FEIS/ROD were completed. Therefore, additional options must be considered to minimize impacts to the airport runway near the University interchange. Discussions to date have determined that an option for a semi-depressed I-49 mainline with University elevated over is to be developed. The

originally approved concept included an at-grade University interchange, with I-49 passing over University. Discussions to date have determined that additional options need further investigation, including:

- Use a combination of lowering the I-49 and / or University profiles, along with narrowing structure depths at the Vermilion River and I-49 overpass crossings
- Semi-depress I-49 at University, with University passing over I-49
- Realign University to the north of its current alignment, thereby shifting the I-49/University interchange to the north and into Beaver Park

It is anticipated that the airport requirements, including CAD files of the runway glide slope, shall be provided by Task 11 and verified by Lafayette Regional Airport. This glide slope file shall be used as the basis for investigating the above I-49 options. Coordination with Task 11, DOTD Airport personnel, Lafayette Airport personnel (as well as the airport's Consultant), and FAA shall be required.

Since an option may be considered to shift University into Beaver Park, portions of which could be designated as Section 6(f) property and potential Section 4(f) property, Task 4 shall need to closely coordinate this work with Task 10.

4.5 CSS Coordination in Geometric Design

The original scope included consideration for some spot-type minor modifications to address community concerns identified thru the CSS process. It is assumed there are twenty-five of these spot-type potential design modifications (PDM's) identified through public and local input, well beyond the original scope considerations.

In addition, through the CRP, geometric options have been identified that could address concerns arising from the changes in the area. Some of the ideas received and that need to be considered are listed below. Some of these would result in significant changes to the 2003 ROD Alternative geometrics.

- Eliminate one or both downtown interchanges (2nd / 3rd and Johnston)
- Eliminate one or both rail underpass crossings at 2nd / 3rd and Johnston
- Provide more connectivity (vehicular, pedestrian, and bicyclists) between neighborhoods east and west of the corridor
- Increase the open space (vertical clearance) beneath structures in the downtown area
- Investigate additional options to provide separation between structures in the downtown area (up to 2 additional separation width options to be considered)
- Consider a semi-depressed I-49 with cross roads over the mainline

- Consider a modified alignment between Pinhook and Simcoe, where the I-49 mainline is shifted east to parallel existing SB Evangeline, and consider moving the BNSF rail alignment adjacent to the I-49 corridor
- Modify the NB Frontage Road (Evangeline) alignment north of Simcoe to pull the road farther away from Sterling Grove and St. Genevieve Church property
- Modify the Simcoe, 2nd, and 3rd Streets alignments to consolidate intersections, as well as, ensure no impacts to the St. Genevieve Church and significant oak tree in the area
- Consider roundabouts at the Shallow interchange ramp terminals, as well as at the MLK/Castille intersection
- Consider alternative configurations to the existing Evangeline couplet system in the area between Pinhook and Simcoe, converting each to two-way traffic, creating a grand boulevard, or possibly placing the Frontage Roads on top of a cut and covered I-49 mainline

As further detailed in Task 6, it is assumed twenty major concept modifications within the core project area, grouped within six similar “series”, shall be evaluated in Tier I of a three-tier process. It is also assumed 2 series shall survive in Tier I using a high-level evaluation screening process based on engineering, environmental, and local/community factors. Detailed geometry shall not be developed during this Tier I phase.

The elements within the two series that are selected to move forward into Tier II, along with the 2003 ROD Alternative, shall undergo a high-level engineering feasibility analysis. This shall be documented in a Technical Memorandum that shall determine the feasible elements that can be further considered. Task 4 shall lead this effort and as also described in Task 6, after completion of the Draft TM, shall conduct a workshop with pertinent sections of DOTD (including geometrics) and FHWA to discuss the results. After the workshop, DOTD and FHWA shall review the Draft TM and provide comments to LCP. LCP shall address the comments and submit a Final TM for approval. Results of the Final TM shall be shared with the CSS Committees and the public.

Tier II evaluation factors shall consider such things as geometric and drainage feasibility, interstate access, BNSF rail crossing / underpass considerations, Evangeline Thruway and local street operations, hurricane evacuation, emergency response, hazardous waste transport, structural elements feasibility, long-term maintenance considerations, conceptual ROW acreage/impact comparisons, and conceptual construction cost.

The PDMs shall be evaluated from an engineering feasibility perspective along with other CSS-related considerations. The initial results of the PDMs shall be reviewed with DOTD and FHWA. The PDMs shall be revised by LCP and presented to the CSS Committees and the public. It is anticipated that several of the PDMs shall have multiple options within a particular PDM that are feasible. The CSS Committees and the public shall be asked to provide input into which options are preferred for these particular PDM’s.

The elements considered feasible from the two Series shall then be combined with the PDMs, to create up to 6 corridor-wide hybrid concepts. These shall be presented to the CSS Committees and the public for input at the conclusion of the Tier II process.

At the beginning of Tier III, the 6 hybrid concepts shall be narrowed down to two options along with the 2003 ROD Alternative. Tier III analysis shall include developing detailed geometry (horizontal and vertical) and comparing such factors as hydraulic feasibility, cost, ROW impacts, constructability, and operation for each of the options. At the conclusion of Tier III evaluation and the SEIS process, the single most feasible option shall be selected to continue into the CFP CSS process.

Geometry developed in the original 2002 FEIS and 2003 ROD phase of work, as well as the 2008 CFP phase, is very tight and constrained, and each segment is interrelated and dependent on adjacent segments. Seemingly minor changes (such as increasing structure separation to 7 feet) shall have a trickle-down effect on all geometry in the area (mainline, ramp and crossing road horizontal/vertical geometry), thereby requiring adjustments in the entire area.

The Consultant shall design and detail the modifications noted above, and document impacts to the criteria identified at each Tier. The Consultant shall implement the selected/approved modifications into the project CAD and InRoads files.

Task 4 work shall be coordinated with Task 10 to allow air quality (MSAT & GHG only) and noise studies to be performed. To accomplish these Task 10 studies, Task 4, working in conjunction with Tasks 2, 8 and 10, shall supply information required for the SEIS. For the 3 Supplemental Alternatives, this shall include conceptual horizontal/vertical alignments and lane configurations. Task 4 and 8 shall also identify the potential impacts of roadway construction relative to each Supplemental Alternative studied in the Draft SEIS and provide the potential measures, including Best Practices, to avoid, minimize, and mitigate these construction impacts. Typical impacts include, but are not necessarily limited to:

- Anticipated construction activities and schedule
- extent of excavation
- removal of excavated material and other debris
- lay-down areas including their size, location & duration
- noise and air emissions of equipment
- temporary street closures and diversions

4.6 Conceptual Constructability and Traffic Maintenance Plan

As noted in Section 4.5, conceptual constructability shall be a factor considered in narrowing the number of options in Tiers II and III, as well as in environmental noise and

air quality studies. Once the Supplemental Preferred Alternative is identified through the environmental process, the Task 4 team shall implement the geometric changes into the conceptual constructability and traffic maintenance plan.

4.7 Conceptual Drainage Design Study

Additional effort for this task includes a conceptual drainage feasibility study of an I-49 mainline semi-depressed concept through the core area of the project (approx. Vermillion River to Mudd Avenue), as well as, through the University Avenue interchange limits.

A fully-depressed mainline corridor was studied during previous phases of the project. Based on the results of that study, DOTD and FHWA decided not to pursue that option. The scope of this new, additional drainage study of a semi-depressed option shall help determine the lowest the mainline profile can be semi-depressed and still meet DOTD's requirements for drainage functionality (structure sizes, velocities, slopes, etc.). This shall include considerations for both a semi-depressed open trench corridor, as well as, a semi-depressed cut and cover option (within areas of cover identified as feasible in the scope of Sections 4.4 and 4.5 above).

Tier II drainage investigations shall be limited to focus on analyzing a parallel gravity-flow box culvert system. It shall define the conceptual size, flow characteristics, etc. needed to determine the minimum semi-depressed roadway elevations to achieve gravity flow, and shall be used to assist in determining conceptual drainage costs.

4.8 Cost Estimates

Conceptual roadway and drainage construction costs for potential geometric changes identified in Subtasks 4.4 thru 4.7 above shall be developed as a tool to compare options and to assist in the tiered decision-making process. This includes conceptual costs developed within the Tier II analysis of options, as well as refined costs within the Tier III and SEIS phases.

4.9 Design Report

Additional effort shall be required to properly document the additional options, evaluation process, and conclusions of the additional work noted in the above sections. During the Tier II evaluation phase, a Technical Memorandum shall be prepared that summarizes the feasibility of the elements identified in the two surviving Series. This report shall help DOTD determine which elements can move forward and be further considered in the evaluation process.

4.10 Meetings and Coordination

LCP participation in additional DOTD and stakeholder meetings shall be necessary to:

- develop a plan/approach to be used in the CPR and SEIS phase of work
- gather ideas and understand changed conditions,
- coordinate internally with LCP and with DOTD on the feasibility and analysis of alternatives
- attend formal CWG, TAC, EC and AC committee meetings, and with the public and neighborhood coterie groups, during the added CRP and SEIS work outlined in the above sections
- attend an additional public workshop during this phase of work, as well as five public meetings and one public hearing during the SEIS
- attend meetings related to historic property avoidance alternatives
- attend meetings related to the Airport RPZ and University Interchange options
- attend meetings related to Environmental noise and vibration studies
- attend meetings with other stakeholders, such as the ETRT, MPO, and City to present findings, gather additional input, and general coordination

This includes the Consultant's geometric designers preparing for and attending project meetings in Baton Rouge and Lafayette throughout the duration of the added CSS and SEIS phases, and providing information to others such as exhibits, text, CAD files, cost estimates, etc., as well as, reviewing meeting materials provided by other team members for these added meetings.

4.11 Quality Control/Quality Assurance

Horizontal/vertical geometric design modifications, cost estimates, and documentation/reports prepared for the items identified in subtasks above shall follow the Consultant's quality process.

Additional Task 4 Deliverables:

- A Tier II Technical memorandum report prepared by Task 4 personnel with input from other tasks
- Participating with the preparation of a justification document that includes the process of gathering Tier I and Tier II input, considering and incorporating ideas into conceptual alternatives, and recommendations to eliminate options from further consideration during Tier II
- A document in response to formal ETRT questions received during the Tier II process

5. RAILROAD DESIGN AND COORDINATION SUPPORT

Additional Task 5 services are needed to support the CRP and SEIS process for the project. These include participation in the investigation of environmental and community impacts to the railroad infrastructure and its right-of-way.

5.0 Task Management (LCP)

Meetings: Attend up to 3 additional meetings in person in Baton Rouge or by phone call.

Deliverables: Attendance at Meetings (in person or by phone), Support Material for Meetings, Meeting Summaries and Distribution as appropriate

5.2 Conduct Project Information Meetings with Rail Contacts (LADOTD/LCP)

Meetings: 2 additional meetings by either phone or in person at DOTD HQ in Baton Rouge).

Deliverables: Attendance at Meetings, Support Materials for Meetings, Meeting Summaries and Distribution as appropriate.

5.6 Identify Potential Issues and Adopt a Preferred Maintenance of Rail Traffic during Construction (MORT) and Permanent Rail Configuration Concept Plan (LCP)

Consider impacts of the Tier III concept refinements that are developed through the CRP process (assume 3) that require modifications to the existing railroad infrastructure. To accomplish this task, the work shall include the tasks outlined in subtasks 5.6, 5.8, and 5.9 of the original scope that apply to the development of the Tier III concept refinements.

Deliverables: Selection of Preferred Design Concept(s) and Supporting Documentation of Design Issues

5.7 Conduct Constructability Reviews (LCP)

Review constructability of the Tier III concept refinements (assume 3) for the construction of identified railroad modifications and consider a concept for each alternative to maintain rail traffic during construction and minimize impacts to adjacent properties.

Deliverables: Constructability Review Memorandum (Draft and Final)

5.16 Quality Control (LCP)

The Consultant shall provide additional QC associated with the deliverables necessary for the additional modifications included in the selected alternative.

5.17 Support Provided During SEIS Process

The Consultant Task 5 Manager and support staff as appropriate shall participate in the SEIS process as follows:

- Participate in analysis and evaluation of the three alternatives in the SEIS.
- Prepare contributing sections to support the DEIS and FEIS documents as needed; this includes text, tables, and graphics.
- Participate in selected CWG, TAC, and EC meetings (estimated 6 total).
- Participate in public meetings (2) and public hearing (1).

Meeting participation includes preparation of appropriate materials and information in advance of the meetings and participation at the meetings. Meeting documentation shall be by others and is not included in this scope

6. CONTEXT SENSITIVE DESIGN PROCESS

The following subtasks identify the extension of work within the original CSS Task 6 that shall be part of the Concept Refinement Phase (CRP) within the SEIS phase. The additional work is additive to the Task 6 CSS work effort in the original contract scope and is described below. Scope regarding the Context Sensitive Solutions (CSS) of the I-49 Lafayette Connector and Conducting Related Community Design Workshops is provided in attachment B1.

This additional work effort is intended to incorporate appropriate refinements that reflect the changed physical conditions within the Study Area since 2002-2003, changes relative to public policy and community attitudes over the intervening approximate 12-13 years and the latest best practices in regard to high capacity transportation facilities and related community and economic development activities.

6.1.3 Identify Key Stakeholder and Community Interests

Identify any additional stakeholders, neighborhood groups, community leaders, and faith-based organizations that shall participate in the CRP and SEIS and help in the identification of ideas for refining the 2003 ROD Alternative.

6.1.5 Concept Refinement Process

6.1.5.1 Community Vision and Core Values

As a first step in the CRP, the LCP Team shall solicit wide-ranging community input and feedback in formulating a comprehensive Vision Statement and a set of Core Values for the I-49 Connector project. This shall be accomplished using the following outreach techniques:

- Community Vision and Values Workshop - A half-day public workshop that shall educate the community at-large about technical concepts related to corridor alignment (based on 2002-2003 concept), bridge and structure design,

and environmental issues and remediation. The workshop shall make use of interactive communications techniques to derive community values based on the way they perceive Lafayette and the I-49 Connector project. Feedback and input received shall be used to develop an overall Corridor Vision Statement and Core Values, as well as provide input to the CRP.

- CSS Committee Meetings – The CSS committees shall meet once in January and twice in February, and utilize the results and feedback from the public workshop, as well as their own thoughts and critique, to comment on the draft Corridor Vision and Core Values Statements developed by the LCP Team. The CSS committees shall also host key community stakeholders wishing to propose refinement concepts and potential design modifications.
- Final Community Vision and Core Values Document - The final Community Vision and Core Values Statements shall be prepared by the LCP Team incorporating all appropriate thoughts and comments from partner agencies, project stakeholders, CSS Committee members, and neighborhood groups. The Community Vision and Core Values Statements shall also contribute to the evaluation criteria utilized to evaluate corridor refinement concepts.

Deliverables:

- *Present draft and final version of the Corridor Vision and Core Value Statements to the CWG and TAC for review and endorsement, and to the EC for review and endorsement.*
- *Final I-49 Connector Community Vision and Core Values Statements.*

6.1.5.2 Initiate Discussion on I-49 Connector Refinement Concepts and Evaluation Criteria

The CSS Team shall engage the Lafayette community, key stakeholders, CSS committee members, and partner agencies in discussions to identify a comprehensive list of thematic core area (generally between Pinhook Road and the Rail Spur) refinement concepts for the I-49 Connector, and accompanying ideas for potential design modifications that may be a part of any concept. The following community and stakeholder outreach activities shall be conducted for this purpose:

- Partner Agency Meetings (2 meetings that could include FHWA, DOTD, APC, and LCG)
- Other Stakeholder Agency Meetings (e.g., 2 meetings that could include One Acadiana, Downtown Development Authority)
- Two (2) Rounds of CSS Committee Meetings (CWG, TAC) in February, 2016
- Six (6) Corridor Walkabouts with all Corridor Adjacent Neighborhoods
- Ongoing Ambassador Program/Speaker's Bureau presentations & Community and Neighborhood Stakeholder Meetings (8 meetings total)

The CSS Team shall seek endorsement of the CWG and TAC on the identified universe of refinement concepts and design modifications, and then seek approval from the EC to move ahead with the CRP.

The CSS Team shall work with the LCP Management Team to package the thematic refinement concepts and potential design modifications into viable I-49 Connector concepts that shall move forward into the evaluation process.

The CSS Team shall organize and conduct a half-day public workshop to present the draft universe of refinement concepts to the community members, solicit their input on the concepts, and identify any other refinement concepts that may not have already been discussed.

Deliverables:

- *Development of preliminary universe of refinement concepts and evaluation methodology.*
- *Present draft of universe of refinement concepts to be considered, and draft evaluation methodology in two sets of CWG and TAC meetings for comment and endorsement, and to the EC for review and approval.*
- *Present draft of universe of refinement concepts to be considered to the community in a public workshop.*

6.1.5.3 Evaluation of I-49 Connector Refinement Concepts

The CSS Team shall work with other members of the LCP Team, especially with staff responsible for Tasks 2, 4, 5, 7, 8 and 10, to conduct the three-tiered screening/evaluation process as outlined below:

- Tier I Screening – High-level (or fatal flaw) screening criteria
- Tier II Screening – High-level technical analyses & choices preference
- Tier III Evaluation – Detailed evaluation categories and criteria

It can be anticipated that some of the refinement concepts and design modifications suggested by partner agencies, CSS Committees, key stakeholders and neighborhood organizations may overlap. Also, some may address changes in only one location along the I-49 Connector corridor (potential design modifications or PDMs), while others may address several locations or even the entire corridor (thematic core area refinement concepts).

All identified refinement concepts shall be examined in a tiered evaluation process as further described below.

Tier I Evaluation

Each of the concept refinements shall be grouped and numbered according to thematic concept. It is anticipated that six thematic core area concept series shall be developed. Each concept shall be drawn as a single line sketch in color to indicate at-grade, elevated, and below grade sections.

A matrix shall be developed that lists each refinement concept assembled by the LCP Team in the left hand column, and high-level evaluation criteria as column headings. Each concept shall then be ranked in regard to the evaluation criteria within the following three (3) categories:

- Engineering Considerations
- Environmental Considerations
- Community Context Considerations

For Tier I Screening, the criteria shall be limited in number and serve to enable a high level (or fatal flaw level) of screening. The CSS Team shall provide guidance to the LCP Management Team in developing this comprehensive evaluation framework and evaluation criteria, which shall be carried through the CSS decision-making committee structure for review and approval. Easy-to-read evaluation matrices shall be developed to track the overall evaluation process and sifting of concepts at each of the three tiers of evaluation.

In consideration of the Purpose and Need, any refinement concept that does not meet all Needs as defined in the FEIS and ROD shall be eliminated. The evaluation shall be a high level qualitative analysis that shall rank the three base cases and each concept on a 5-point scale (e.g., 1 being Substantially Unfavorable, 2 being Moderately Unfavorable, 3 being Neutral, 4 being Moderately Favorable, and 5 being Substantially Favorable). Only readily available quantitative data shall be used as appropriate.

Once the LCP Team has prepared the matrix and graded each refinement concept within the Engineering and Environmental Considerations evaluation criteria, the matrix shall be presented to the CWG and TAC for their comments and completion of the Community Context evaluation criteria. The comments and grading received shall then be added to the matrix and presented to the CWG and TAC for confirmation of the concepts to present to the EC for those that shall be advanced to Tier II.

For purposes of estimating a level of effort, it is assumed that the number of concepts considered in Tier I shall not exceed 20.

Tier II Evaluation

It is anticipated that two thematic core area concept series shall be advanced from Tier I into Tier II. A high-level engineering feasibility analyses shall be conducted on the various key elements that comprise the two series. These feasibility analyses shall be led by LCP staff responsible for Tasks 2, 4, 8, and 15, and summarized in a Technical Memorandum (TM). The results shown in the TM shall determine which elements are technically feasible and can move forward for further consideration.

After completion of the Draft TM, LCP shall conduct a workshop with pertinent sections of DOTD and FHWA to discuss the results. After the workshop, DOTD and FHWA shall review the Draft TM and provide comments to LCP. LCP shall address the comments and submit a Final TM for approval. Results of the Final TM shall be shared with the CSS Committees and the public.

The PDMs shall then be evaluated from an engineering feasibility perspective along with other CSS-related considerations. The initial results of the PDMs shall be reviewed with DOTD and FHWA. The PDMs shall be revised by LCP and presented to the CSS Committees and the public. It is anticipated that several of the PDMs shall have multiple options within a particular PDM that are feasible. The CSS Committees and the public shall be asked to provide input into which options are preferred for each particular PDM.

LCP shall combine the feasible elements identified in the Final TM with the PDMs to create hybrid refinement concepts for the entire I-49 Connector corridor. Exhibits shall be created for the Hybrid Concepts that shall be presented to the CSS Committees for input. It is anticipated that up to five Hybrid Concepts shall be created for consideration by the CSS Committees and the public. The 2003 ROD Alternative shall also be included for comparison purposes.

The following describes the work the CSS Team shall provide for Tier II:

- The CSS Team shall lead a round of CSS meetings to present the results of the TM.
- The CSS Team shall lead a second round of CSS meetings to present the results of the PDMs and explain the input needed from the CSS Committees for those PDMs with multiple feasible options.
- An Open House/Public Meeting shall be organized to present the findings of the TM and the PDMs to the community. The CSS Team shall prepare the overall format and outline for the public meeting, design and develop meeting materials related to the technical content of the meeting, assist in the development of a condensed PowerPoint presentation that summarizes the results of the TM, and conduct the public meeting with assistance from LCP and DOTD staff.

- For the PDMs that contain multiple feasible options, detailed criteria in each of the Engineering, Environmental and Community Considerations shall be developed by the CSS Team to delineate differences between the options. Following this analysis, the LCP Team shall rank the options and present to the CWG and TAC for their review and comments, incorporate the comments, and present to the EC.
- The CSS Team shall lead a third round of CSS meetings to present feedback received on the TM findings and PDM choices preference survey.
- The CSS Team shall prepare a formal response from DOTD to the Evangeline Thruway Redevelopment Team (ETRT), the steering committee for the Evangeline Corridor Initiative (ECI), addressing the questions and concerns raised by them on the initial findings of the Technical Memorandum. The CSS Team shall work with the LCP Project Manager and the DOTD Project Management staff to review revise and finalize the official response.
- The CSS Team shall also prepare a Draft Justification Document that shall document the extensive community and stakeholder outreach and CSS Committee input utilized throughout the Concept Refinement Phase to carry the Refinement Concepts through Tier I and Tier II evaluation. This document shall provide the justification for determining which Refinement Concepts move into Tier III for further analysis. The Justification Document shall be used by the DOTD and FHWA for final decision-making purposes at the end of Tier II technical analysis.
- The CSS Team shall prepare for and participate in a LCG City Council meeting in January 2017 to present the findings of Tier II Technical analysis, and a summary of feedback received from the CSS Committees and the community at-large.
- Within the overall LCP Team, the CSS Team shall work to refine and detail the Hybrid Concepts that are created within the Tier II Evaluation to be carried forward into Tier III Evaluation.
- The CSS Team shall lead a fourth round of CSS meetings to present the south, middle, and north zone hybrid elements to the CSS committees which shall move into Tier III for further analysis.
- An Open House/Public Meeting shall be organized to present the south, middle, and north zone hybrid elements to the community members, and get their feedback.

Tier III Evaluation

The input received from the CSS Committees and the Public Meeting on the Tier II corridor-wide Hybrid Concepts shall be used to narrow the field to two

Supplemental Corridor-Wide Alternatives. Additional technical and CSS evaluations shall be performed on these alternatives along with the 2003 ROD Alternative for comparison. A matrix shall be created to rate/compare the alternatives and a preliminary Supplemental Preferred Alternative identified. The two Supplemental Corridor-Wide Alternatives and the preliminary matrix results shall be presented to the CSS Committees for consideration, along with input on the Supplemental Preferred Alternative.

The following describes the work the CSS Team shall provide for Tier III:

- The CSS Team shall jointly within the overall LCP Team work to refine and detail the alternatives that are carried from the Tier II analysis into Tier III.
- Using each of the alternatives that are confirmed by the EC to be candidates for advancement, the LCP Team shall then advance the study of the operational characteristics and potential impacts (human environment, natural environment, community context) to include, but not necessarily be limited to those currently identified in Task 2, Task 4, and Task 10.9, including Water Quality and Air Quality, and Noise.
- The various LCP Design Teams, as identified above, shall attend and participate in the CSS Committee Meetings (CWG, TAC, EC) during this task, and shall actively provide technical input into the screening/evaluation process.
- The CSS Team shall prepare for and conduct up to eight (8) rounds of CSS Committee Meetings (CWG and TAC) to present progress reports on the evaluation process and solicit feedback on the results of Tiers I, II and III evaluation. The CSS Team shall also prepare for and conduct up to six (6) rounds of EC meetings to present progress reports on the evaluation process and solicit confirmation to move from one tier to the next during Tiers I and II of the CRP.

Deliverables:

- *Present Tier I, II and III evaluation results to CWG and TAC for discussion, consideration, and endorsement.*
- *Present final Tier I evaluation results and Tier II evaluation results to EC for discussion and approval.*

6.1.5.4 Finalize I-49 Connector Supplemental Preferred Alternative and Features

The CSS Team shall prepare for and conduct two rounds of CSS Committee Meetings (CWG, and TAC) to present the final Tier III evaluation results to the committees, solicit feedback from committee members, and seek their endorsement to move the I-49 Connector Supplemental Preferred Alternative forward through the approval process.

Once endorsed by the CSS committees, the CSS Team shall work with the LCP Project Management Team to carry the Supplemental Preferred Alternative through the Lafayette City Council review and approval/adoption process. This task shall include up to three presentations to the Lafayette City Council and its committees.

The I-49 Connector Supplemental Preferred Alternative shall then be presented to the EC for technical and executive deliberations, and approval. This process shall include up to two (2) presentations to the EC.

Deliverables:

- *Present the Supplemental Preferred Alternative to the CWG and TAC (2 sets of meetings) for review, endorsement and referral to the LCG City Council.*
- *Carry the Supplemental Preferred Alternative through the LCG City Council review and approval process.*
- *Present the Supplemental Preferred Alternative to two sets of EC meetings for review and approval.*

6.1.5.5 Coordination of CRP with SEIS

The following SEIS-related work efforts shall be undertaken by the CSS Team in the transition from Tier I to Tier II of the CRP

- The CSS Team shall make itself available to provide technical support and review of any notifications or documents related to the initiation of the SEIS, from a CSS perspective.
- The CSS Team shall assist in developing a draft work program and schedule for the SEIS related activities, including the I-49 CRP.
- The CSS Team shall prepare for and participate in the NEPA Public Meeting, and present the universe of refinement concepts under consideration in Tier I of the CRP, as well as any PDMs identified through the neighborhood and community outreach activities.
- The CSS Team shall initiate the documentation of the CRP activities (up to Tier I Evaluation) in a draft report that shall ultimately become part of the SEIS document.

The following SEIS-related work efforts shall be undertaken by the CSS Team in the transition from Tier II to Tier III of the CRP:

- The CSS Team shall prepare for and conference call into the up to four Cooperating and Participating Agency Meeting, part of the SEIS program activities. A total of 4 meetings are anticipated.
- The CSS Team shall prepare for and participate in the NEPA Public Meeting, and present the two Thematic Core Area Concept Series that moved forward

into the Tier II analyses, the initial findings of the technical analysis, and the options developed for addressing the Potential Design Modifications.

- The CSS Team shall prepare for and participate in the NEPA Public Meeting, and present the South, Middle, and North Zone hybrid elements that shall be analyzed in Tier III.

The following SEIS-related work efforts shall be undertaken within Tier III:

- The CSS Team shall prepare for and participate in the NEPA Public Meeting, and present the results of Tier III analysis, and the 2 hybrid concepts developed based on those results (along with Concept 1A). Community feedback on the hybrid options shall be collected at this meeting.
- The CSS Team shall prepare for and participate in the NEPA Public Meeting, and present the revised hybrid concepts, based on the community feedback received.
- The CSS Team shall document the CRP activities (up to Tier III Evaluation) in a draft “I-49 Connector Concept Refinement Process Report”. The draft report shall be submitted to DOTD for review. Once the comments from DOTD have been addressed and the report has been finalized, it shall be incorporated into the overall SEIS document.
- The CSS Team shall provide input into the development of a Pre-Draft SEIS document. The CSS Team shall also review and provide comment on the document before it is submitted to the DOTD.

6.1.5.6 CSS Coordination with SEIS Activities (After Finalization of Supplemental Preferred Alternative)

The following SEIS-related work efforts shall be undertaken between the culmination of the Tier III Evaluation of the CRP, and the completion of the SEIS:

- The CSS Team shall provide input into the compilation of Pre-Draft SEIS document.
- The CSS Team shall review and provide comment on the Pre-Draft SEIS document, before it is submitted to DOTD for review.
- The CSS Team shall assist Task 10: Environmental Team to evaluate whether the 21 ROD Commitments have been adequately and appropriately addressed in the Pre-Draft SEIS document, and provide input for making any revisions, as necessary.
- The CSS Team shall provide input into the compilation of Draft SEIS document.

- The CSS Team shall review and provide comment on the Draft SEIS document, before it is submitted to DOTD for review.
- The CSS Team shall prepare for and participate in the NEPA Public Hearing of the Draft SEIS findings, which shall also include presentation of results of the I-49 CRP and the I-49 Connector Supplemental Preferred Alternative.
- The CSS Team shall provide input to the Task 10 Environmental Team for addressing comments received on the Draft SEIS document.
- The CSS Team shall provide input into the compilation of Final SEIS document.
- The CSS Team shall review and provide comment on the Final SEIS document, before it is submitted to DOTD for review.
- The CSS Team shall provide input to the Task 10 Environmental Team for addressing comments received on the Final SEIS document.
- The CSS Team shall provide input to the DOTD and Task 10 Environmental Team in preparing a Draft Supplemental Record of Decision (SROD) that shall be submitted to the FHWA.

6.1.5.7 Graphic Illustrations of I-49 Connector Refinement Concepts under Consideration

Prepare the following graphic illustrations for use in Partner Agency Meetings, Cooperating Agency Meetings, CSS Committee Meetings, neighborhood meetings and forums, and other community involvement and stakeholder outreach events, to communicate the various planning and design aspects of the I-49 Connector refinement concepts under consideration. For Tiers I and II Screening, detailed 2-dimensional concept diagrams shall be prepared of each primary refinement concept under consideration identifying how that concept functionally operates from a transportation perspective and how it integrates into its community context. For Tier III Evaluation and the I-49 Connector Supplemental Preferred Alternative, both an illustrative site plan rendered graphic shall be prepared for each alternative, as well as a 3-dimensional rendering (illustrating the Selected Alternative Refinement Concept at a variety of critical locations in response to community identified issues and opportunities) to identify how that alternative functionally operates from a transportation perspective, how it integrates into its community context, and what its design features might be. These illustrations shall build on the detailed concept diagrams prepared for Tiers I and II, to evaluate the operational and spatial characteristics of each concept.

	Maximum # of Refinement Concepts	Detailed 2-dimensional Concept Diagrams	Illustrative Site Plan Rendered Graphics	3-Dimensional Renderings
Tier I Screening	20	X		
Tier II Screening	2 Series, 6 hybrid concepts	X		
Tier III Evaluation	3		X	X
Supplemental Preferred Alternative	1		X	X

Deliverables:

- *Graphic illustrations (plan graphics and renderings) as identified in table above.*

6.1.5.8 Documentation of the I-49 Connector CRP in a Final Report

The CSS Team shall lead the work effort to comprehensively document the I-49 Connector CRP as a technical report and for input into the SEIS, including:

- Community Vision and Core Values definition process;
- Identification of concept refinements through participating/cooperating agency meetings and CSS committee meetings;
- Formulation and finalization of a three-tiered CRP evaluation framework;
- Development of packaged refinement concepts (thematic approaches plus potential design modifications) for evaluation;
- Conduct three-tiered evaluation process and prepare detailed explanation of results; and
- Final selection of the I-49 Connector Supplemental Preferred Alternative.

The CSS Team shall work with the LCP Management Team (Tasks 1, 2, 4, 5, 7, 8, & 10) to assemble the New Selected Alternative, along with comprehensive documentation, and submit its report to the FHWA for review for consistency with the project Purpose and Need, existing ROD and/or other environmental guidance. This documentation shall feed into the SEIS report and introduce the Selected Alternative. This task shall include up to three presentations to the FHWA. The Report shall form a portion of the Comments and Coordination chapter of the SEIS.

Deliverables:

- *Prepare comprehensive documentation of the CRP, evaluation, and selection process for FHWA review (draft Final Report, Final Report).*
- *Submit I-49 Connector CRP Final Report to DOTD for transmittal to FHWA for review.*

6.1.5.9 Outreach to Community and Neighborhoods Immediately Adjacent to I-49 Connector Corridor

In order to complement broad public outreach that has been achieved through community workshops, stakeholder interviews, and Ambassador Program/Speaker's Bureau, it was determined that a focused outreach program should be executed within each of the neighborhoods immediately abutting the I-49 Connector corridor (six total): McComb-Veazey Neighborhood/Sterling Grove Historic District, Freetown Port-Rico Historic Neighborhood and Historic District (including Crapoville), LaPlace Neighborhood (including TownFolk), North Gateway District, South Gateway District, and Downtown Lafayette.

This shall include:

- Neighborhood meetings (estimate six)
- Neighborhood leadership and neighborhood specific stakeholders (e.g., Catholic Church Pastors, Protestant Pastoral Alliance) (estimate six)
- Participation in neighborhood events (estimate six)
- Corridor Walkabouts (estimate six)

As discussed earlier, in order to review the I-49 CRP, evaluation results, and recommendations made by the CWG and TAC with the community at-large, NEPA public meetings shall be held within each of the three tiers of evaluation to review, discuss and comment upon the final I-49 Connector refinement concepts and PDMs under consideration and preliminary evaluation results.

Deliverables:

- *Preparation for and participation in all neighborhood outreach events identified above.*
- *Preparation for and conduct of five NEPA public meetings during Tier I, Tier II and Tier III of I-49 Connector Alternatives Analysis to present the concepts under consideration and preliminary evaluation results.*

6.1.5.10 Coordination with LCP Public Relations, Communications, Community Involvement, and Stakeholder Outreach Team

The CSS Team shall coordinate all community involvement and stakeholder outreach activities with LCP Task 7 Team to complete this I-49 Connector CRP and SEIS phase, including but not limited to:

- CWG Meetings
- TAC Meetings
- EC Meetings
- Community Walkabouts
- Neighborhood Meetings and Events
- Targeted Media Outreach
- Stakeholder Meetings
- Ambassador/Speaker's Bureau Program Presentations
- Cooperating Agency Meeting

This includes a regular weekly (Task 7) conference call, coordination meetings on each trip to Lafayette, and day-to-day activities to carry out the various elements of the overall project communications and outreach program.

Deliverables:

- *Weekly coordination calls with Task 7: Communications/Outreach Team.*
- *Monthly meetings in Lafayette with Task 7: Communications/Outreach Team.*
- *Weekly ongoing communications with Task 7: Communications/Outreach Team.*

6.5.3 Coordination with and Design Input into Sterling Grove Historic District Mitigation Plan and Freetown-Port Rico Historic District Mitigation Plan

Similar to the effort for the Sterling Grove Historic District Mitigation Plan, the CSS Team shall coordinate with the Task 10 (Environmental) Team to incorporate the results of the CSS process and any relevant components of the CSS Design Standards Manual into the Freetown-Port Rico Historic District Mitigation Plan if a mitigation plan is required.

If required, CSS staff shall attend key meetings related to the Freetown-Port Rico Historic District Mitigation Plan, contribute to the mitigation strategy development, and provide text and graphic input into the Freetown-Port Rico Historic District Mitigation Plan Report, as necessary.

6.8.2 TIGER Coordination

The CSS Team shall prepare a high-level MOU for review by DOTD. This shall be the LSP Team's second attempt at formulating an MOU to facilitate coordination between the I-49 Connector and the LCG TIGER Grant Teams. It is assumed meetings shall be held with DOTD and LCG to coordinate a final MOU adopted by both DOTD and LCG. The CSS Team shall also be involved in coordination with the Evangeline Corridor Initiative (ECI)/TIGER Grant work effort as directed by DOTD on an ongoing basis throughout the SEIS/CRP Process.

7. PUBLIC RELATIONS, COMMUNICATIONS, COMMUNITY INVOLVMENT, AND STAKEHOLDER OUTREACH

With the insertion of the CRP and the addition of the SEIS, the Consultant's activities have expanded to include the items described below. Total additional contract time is 28 months.

7.2 Development and Production of Communications Tools

7.2.2 Website: The Consultant shall provide project coordination, programming and production for the website monthly during the CRP and SEIS process.

7.2.2.1 Expanded monthly website content updates and event updates.

7.2.3 eNewsletter/eBlast/eVites: The Consultant shall provide strategy, copy/content development, production and dissemination of eNewsletter/eBlast/eVites for the following events: CRP Workshop, Neighborhood Meetings, Tier I, Tier II and Tier III Public Meetings and Public Hearing.

7.2.3.1 Writing/implementation/distribution and database management prior to distribution for eNewsletters/eBlasts/eVites promoting the above events.

7.2.4 Facebook, LinkedIn and Twitter Pages: Shareable Graphics: The Consultant shall provide strategy, a content calendar, content development, coordination, implementation and daily/weekly monitoring of the community outreach social media accounts for the extension of the project. The Consultant shall provide shareable graphics and e-cards to support the informational messaging and objectives throughout this phase of the project. The Consultant shall be responsible for posting content on all social platforms.

- 7.2.4.1** Revised social media strategy for social media support-content & graphics for monthly social media posts and attendance at various events: CRP Open House Public Meeting, Walkabouts, Neighborhood Meetings, Stakeholder Meetings, Tier I, Tier II & Tier III Open House Public Meetings and Public Hearing).
- 7.2.4.2** The Consultant shall provide DOTD with all files for graphics developed during the CRP and SEIS processes.

7.3 Educational Tools

The Consultant shall provide strategy, layout design, production art, printing management and project coordination (including scheduling placement and set up) for expanded tools for various events as needed.

- 7.3.3** Mobile exhibit: Production of materials for neighborhood events
- 7.3.4** Targeted neighborhood outreach postcards, layout, design, messaging and production.
- 7.3.5** Develop ETRT Response (review and format)
- 7.3.6** Develop Justification Document (review and format)
- 7.3.7** Make Jan. 2017 City Council Meeting Presentation (review and format)

7.4 Community Outreach & Education

The Consultant shall provide strategy, concept development, creative direction, layout design, content development, project coordination and management for community outreach initiatives at scheduled events throughout the CRP and SEIS process.

The Consultant shall conceptualize, design, produce and manage the complete development of the public outreach materials to promote the various scheduled events.

- 7.4.2** Media planning/coordination/buying/reconciliation and verification
- 7.4.3** Includes production for media placements for the CRP Open House Public Meeting, Tier I Open House Public Meeting, Tier II Public Meeting, Tier III Public Meeting, another additional Public Meeting and a Public Hearing.
- 7.4.4** Grassroots outreach concept & execution
- 7.4.5** Refreshed targeted neighborhood outreach campaign – TV, radio, online, social ads, outdoor/transit and presentation video. This subtask description is included as a placeholder and may be utilized if it is required in the future. No work shall be performed unless it is determined to be needed and authorized by DOTD.

7.6 Monthly Public Relations Support

The Consultant shall provide strategy, content development, staffing, coordination, periodic photography, implementation and daily/weekly monitoring of the Media Outreach Program, Editorial Pitches and press coverage in conjunction with the DOTD Public Relations Liaison for the CRP and SEIS phase of the contract. This shall include media monitoring, reporting and archiving.

- 7.6.1** Writing (talking points, statements, correspondence); media relations and coordination; attendance and support at various events and meetings related to project: research, consultation and support as needed by DOTD.

7.8 Advise & Support Community Work Group/Committee Recommendation Process

The Consultant shall advise on committee appointees and attend committee meetings, conducted jointly with DOTD, Senior Management of the Consultant and the CSS Team.

- 7.8.1** Plan and attend CSS Meetings, including assist in set-up and tear-down, attend and take notes.
- 7.8.2** CWG round table meeting logistics, event planning, execution and attendance
- 7.8.3** Production of meeting materials as needed
- 7.8.4** Provide support for the Lafayette City Council Meetings and attendance

7.9 Plan for conduct and facilitate public meetings & community events, including:

In order to complement broad public outreach that has been achieved through community workshops, stakeholder interviews, and Ambassador Program/Speaker's Bureau, it was determined that a focused outreach program should be executed within each of the neighborhoods/districts immediately abutting the I-49 Connector corridor: McComb-Veazey District, Sterling Grove/La Place/Simcoe & Nickerson District, Gateway District, Vermillion River Recreational District and Downtown/ Freetown Port-Rico Historic District.

The Consultant, in conjunction with DOTD, Senior Management of the Consultant and the CSS Team, shall plan, coordinate, prepare collateral and attend the following events, including:

- 7.9.5.4** Production of meeting handouts, agendas, maps, name tags, displays, signage and presentation graphics to be used for the below public meetings and community events below.

- 7.9.5.5** Planning, coordination & attendance for the CRP Open House.
- 7.9.5.6** Planning, coordination & attendance for District/Neighborhood meetings
- 7.9.5.7** Coordination & attendance for district/neighborhood events
- 7.9.5.8** Coordination and attendance for Corridor Walkabouts

Additionally, in-order-to review the process, evaluation results and recommendations made by the CWG and TAC with the community at-large, neighborhood forums/open houses within communities immediately adjacent to the corridor shall be held to review, discuss and comment upon the final I-49 Connector Refinement Concepts under consideration and preliminary evaluation results.

In order to follow NEPA guidelines and keep the public informed of the SEIS process the Consultants, in conjunction with DOTD, Senior Management of the Consultant and the CSS Team, shall plan, coordinate, prepare collateral and attend the following events, including:

- 7.9.5.9** Production of meeting handouts, agendas, maps, name tags, displays, signage and looping PowerPoint presentation script & graphics to be used for the below public meetings and community events below.
- 7.9.5.10** Planning, coordination & attendance or BBR staff members for the Tier I Open House Public Meeting.
- 7.9.5.11** Planning, coordination & attendance for BBR staff members for the Tier II Open House Public Meeting.
- 7.9.5.12** Planning, coordination & attendance for BBR staff members for the Tier III Open House Public Meeting.
- 7.9.5.13** Planning, coordination & attendance for BBR staff members for the second Tier II Open House Public Meeting.
- 7.9.5.14** Planning, coordination & attendance for BBR staff members for the Public Hearing.
- 7.9.5.15** Planning, coordination & attendance for BBR staff for the McComb-Veazey Tier I update meeting
- 7.9.5.16** Planning, coordination & attendance for BBR staff for the Sterling Grove Tier I update meeting
- 7.9.5.17** Planning, coordination & attendance for BBR staff for the Freetown-Port Rico Tier I update meeting

7.10

Task 10 has requested the support of Task 7 for the Section 106 consultation meetings and other meetings held under Task 10.4.4 that include participation by members of the public.

Planning and execution includes strategy, event logistics and the setup and tear down of identified events.

Coordination includes making calls to contacts, event spaces and Task 10/DOTD to confirm needs. It also includes setting up internal calls to ensure all parties are aware of plans and status.

7.10.2 Support for Section 106 Consultations - Coordinate meeting location, production of materials, setup & tear down and staff member attendance, etc.

7.10.3 Section 106 meeting communications (internal and external), messaging and production.

7.13 Crisis Communications during Initial Phase

The Consultant shall provide public relations and crisis communications services to assist DOTD as needed while the extended contract of the project should a public relations crisis arise.

7.13.1 As-needed support for crisis communications

7.14 Client Coordination/Account Service

The Consultant shall provide daily client and project coordination during the CRP and SEIS process.

Task 7 shall coordinate all community involvement and stakeholder outreach activities with CSS (Task 6), including but not limited to:

- CWG Meetings
- TAC Meetings
- EC Meetings
- Community Walkabouts
- Neighborhood Meetings and Events
- Targeted Media Outreach
- Stakeholder Meetings
- Ambassador/Speaker's Bureau Program Presentations
- TIGER/ETRT Meetings

This includes a regular weekly (Task 6/DOTD) conference call, coordination meetings on each of their trips to Lafayette, and day-to-day activities to carry out the various elements of the overall project communications and outreach program.

- 7.14.1 Additional support - Client coordination, daily client contact and team meetings.
- 7.14.2 Weekly coordination calls with Task 6/DOTD
- 7.14.3 Monthly meetings in Lafayette with Task 6
- 7.14.4 Weekly ongoing communications with Task 6/DOTD
- 7.14.5 Weekly Strategy & Planning Calls
- 7.14.6 As needed meetings with TIGER/ETRT

8. STRUCTURE & BRIDGE

Task 8 additional services to support the Supplemental EIS (SEIS) Phase, in addition to the scope of the original contract, generally shall consist of more detailed inputs to the 3-tiered concept refinement process of the SEIS described in Task 6. The concept refinement work involves a process to obtain additional information and feedback from a variety of stakeholders and develop numerous refined design concepts for consideration. The Task 8 team shall actively engage in the 3-tiered concept refinement effort and other SEIS work as described below and shall support Tasks 4, 6, and 10. Total additional contract time is 28 months.

8.18 Tier II Evaluation – Cut-and-Cover Concept

Task 8 services for the 2-month time frame to support the Tier II evaluation for the cut-and-cover underpass and the other Tier II work were included in a previous extra work authorization.

8.19 Tier III SEIS Phase Analyses and Screening Inputs

Task 8 additional services shall consist of more detailed input to the Tier III analyses/screening of the core area concepts and the other potential design modifications throughout the corridor. Additional Task 8 services shall also include technical support for the development of an SEIS document. The additional work is described below for the Task 8 related services in support of Tasks 4, 6, and 10.

8.19.1 Attend CSS Workshops, Including CSS Working Groups, Technical Groups, and Executive Committee Meetings

As part of the SEIS, the Consultant Bridge/Structure team shall provide support to the CSS process (Task 6) and to Geometric Design (Task 4). This support includes attending the additional CSS Community Working Group, Technical Advisory Committee, and Executive Committee meetings as defined under Task 6.

8.19.2 Concept Reviews - CBD Area Alternatives

The support shall also include providing technical expertise for the review and consideration of the various Series 4 and Series 6 concepts being developed throughout the process and considered in the Tier III analyses.

At the conclusion of Tier III, three (3) final alternatives shall be advanced to the Supplemental EIS (SEIS). Alternative 1A shall be one of these carried forward into Tier III for comparison purposes only. One of the remaining two alternatives is expected to be identified as the Supplemental Preferred Alternative in the SEIS. It is anticipated that the Task 8 bridge team shall be requested to provide input and technical opinion into each of the two new alternatives throughout the process. The two new alternatives shall require a detailed analysis and documentation as justification to be included within the SEIS.

Span arrangement shall be adjusted for the revised alignments and ramp locations. Adjusted profiles shall be incorporated into the existing bridge plans. Concept level cost estimates shall be developed based on general concept level type of estimates, such as square foot of structure, elimination of ramps, etc. Bridge costs shall utilize the square foot quantities developed for the ROD selected alternative in the preliminary Bridge Development Report.

At the conclusion of the SEIS process, the supplemental ROD shall identify a Supplemental Selected Alternative that shall be evaluated under the originally contracted scope of work.

8.19.3 Potential Design Modifications (PDM) Evaluation - Assume 3 PDMs

In addition to the core area concepts, the additional investigations in the Tier III analysis shall include approximately 25 Potential Design Modifications (PDMs). These potential PDMs may include items such as a revised vertical alignment of the University Drive intersection, a special design for the Shallow Street intersection, and avoidance of a new hotel in the Kaliste Saloom interchange area. In the total number of PDMs, it is assumed that three (3) shall require Task 8 Bridge/Structure involvement during the Tier III evaluation. A Type, Size, and Location (TS&L) type of investigation is assumed to be completed at each of the three assumed structure PDMs. Plan and elevation views for each PDM would be developed at 1"=100' scale plans and include a typical section, cost estimate, and a technical report.

8.19.4 General Structural Support and Evaluation for the SEIS Process

The Task 8 team shall provide technical support to the LCP team throughout the SEIS process in order to evaluate the impacts of the structure concepts and support the other task teams, particularly for Task 4 and Task 10. It is assumed that general support services shall be required throughout the SEIS process for an additional 28 months.

To support the noise and vibration analysis evaluation, Task 8 shall estimate the types and sizes of heavy equipment, schedule durations, and major quantities needed for input to the noise and vibration analysis models. The documentation and estimates shall

include items such as major earth moving equipment, pile driving, structure demolition and cranes, staging areas, laydown areas, and material deliveries. This task shall identify potential measures, including Best Practices, to avoid, minimize, and mitigate these construction impacts.

The estimate of equipment and features shall be prepared for two structure alternatives included in the SEIS. A technical memorandum shall be prepared to document this analysis and an addendum appendix shall be added to the Bridge Development Report.

Task 10 has identified potential alignment changes to the local roadway network resulting from the identification of the Freetown-Port Rico district as a Section 4(f) resource. The avoidance alternative to be developed to avoid direct impacts to the historic district shall require modifications to the structure alternatives for the mainline south viaduct, including introduction of additional, multiple straddle bents and relocation of proposed piers, resulting in span arrangement revisions. The conceptual bridge plans and cost estimate shall be revised to account for the proposed avoidance alternative.

8.19.5 Signature Bridge Siting Options

The more detailed structural evaluation and design of the proposed signature bridge at the 2nd / 3rd Street interchange (and possibly Johnston Street interchange) has been suspended pending the completion of the SEIS. During the Tier III evaluation and SEIS, the CSS process shall consider optional locations for a signature bridge in support of the alternatives evaluation process and community inputs. The Task 8 team shall evaluate potential span arrangements and conceptual structure types at 4 potential locations and span arrangements for the Series 4 Concepts.

Structure considerations shall be evaluated for the various cost items and constructability; and to evaluate the signature bridge proposals in relation to the overall design process, site conditions, and the coordination with other task teams.

The Task 8 team shall develop preliminary span arrangements for each of the four assumed locations to be identified through the CSS process. The Task 8 team shall evaluate potential structure types from a conceptual basis in order to develop scaled renderings for utilization in the CSS process meetings.

8.20 Meetings, Workshops and Task Management

Based on the additional 28 month schedule for the SEIS development phase, additional task management related to Task 8 is required. This shall include:

- attendance at additional monthly coordination meetings (28),
- preparation of weekly reporting matrices (122),
- preparation of monthly progress reports (28) and
- preparation of Task 8 invoice detail reports for the entire Task 8 team (28).

8.21 Other Direct Costs

Based on the community desire for renderings of the various alternatives, direct costs have been included to provide 6 renderings of the proposed facility to support the Tier III evaluation. Renderings would be developed to support the various PDMs, alternatives development, and public coordination process, with the exact rendering locations to be determined by the project team to best support the evaluation of the Tier III Alternatives. These renderings shall be used at public meetings and to facilitate refining the decision-making on the alternatives.

9. LIGHTING AND POWER SYSTEMS FEASIBILITY STUDY

There is no work in this task for Supplemental Agreement No. 2.

10. ENVIRONMENTAL

The intent of the originally contracted scope of services is the conduct of an environmental Re-evaluation of the Selected Alternative from the 2003 ROD and the preparation of an amended ROD. Given the potential concept refinements based on community input, Supplemental Agreement No. 2 shall be performed in conjunction with scope elements from the original contract such that a Supplemental Environmental Impact Statement (SEIS) shall be prepared in place of a Re-evaluation.

10.1 Additional Management and Administration

This task shall cover daily, weekly, and monthly administration of the Task 10 responsibilities and tasks over the additional 28-month (122 weeks) estimated for completion of the SEIS and the Functional Plan including: regular e-mail and telephone correspondence with DOTD Task Manager, regular e-mail and telephone correspondence with the LCG Project Manager and other Consultant Task Leaders, records and documentation of files and correspondence, monthly progress reports, and other day-to-day activities under the process. Additional recurring team meetings including Task 10 are covered under Task 10.3.

10.3 Weekly Status Meetings with DOTD and Team

Task 10.3 originally planned 18 monthly meetings of LCP Management and Task Leaders with DOTD of which six took place. Beginning in February 2016 and extending through the remaining 12 months of the original contract and the 28 months of Supplement No. 2 (40 months or 174 weeks) the meetings have been, and shall be, weekly. These weeks minus the twelve remaining in the original contract equal 162 weeks.

10.4.1 Revision of Agency Coordination Plan

As the Re-evaluation has become an SEIS, text revisions shall be required to the Agency Coordination Plan.

Deliverables:

- *5 hard copies of the Draft Plan, 10 hard copies of the Final Plan, and one CD of the Final.*

10.4.5 Solicitation of Views

An SEIS requires the preparation and distribution of a Solicitation of Views (SOV) in which participating agencies, elected officials, and others on the DOTD SOV statewide and affected parish lists are sent information on the project and asked for their comments. The responses are used to guide the investigations to be conducted and the contacts are maintained throughout the project.

Deliverables:

- *Up to 3 iterations of the draft letter and attachments for review by DOTD, the preparation and distribution of the letters, and 5 hard copies of a Summary of the Responses, and one CD of the Summary.*

10.5.6 Additional Public Outreach for SEIS

In the original scope there are three (3) public meetings. The Reevaluation had 1 public meeting (the project launch) and the SEIS shall include six (6) public meetings and one (1) Public Hearing, for a total of eight (8) events overall. Existing Tasks 10.5.2, 10.5.3 and 10.5.4 provide for three (3) of the total meetings.

This task provides the additional labor resources for five (5) additional events plus appropriate direct expenses for preparation and distribution of the Transcripts and related travel. Any additional public meetings and Transcripts would be additional services.

Deliverables:

- *For each of the eight (8) events, up to 3 iterations of electronic copies of a review draft Transcript and an estimated 60 hard copies of the final Transcript and one CD plus distribution, which are services not included in the original scope.*

10.5.7 Upgrade to Electronic Comment Management System

In reviewing the public comments received during the early phases of the project, certain automatic and regular reports of the various comments were requested. This task covers the upgrade of the electronic management system

- to provide reports that summarize the number of comments by category and to relate these to the individuals making the comments and
- to provide for the regular reporting of the same:

Deliverables:

- *The deliverables shall be electronic. For 104 weeks during January 2017 through December 2018, the reports generated shall be made available for posting on the project website.*

10.6 Coordination with Other project Activities

10.6.1 Additional CSS Coordination

Maintain on-going communications with CSS activities through joint attendance at meetings and exchange of findings throughout the additional 28 months that are added to the project schedule.

10.6.2 Additional Design Activities Coordination

This work shall assure that Task 10 findings are incorporated in design activities during the extended schedule.

10.6.3 Additional Public Outreach Activities Coordination

Task 10 shall help assure that findings and communication requirements for Task 10 tasks are incorporated in the five (5) additional events that include four (4) SEIS Public Meetings and one (1) Public Hearing.

10.6.4 Contaminated Sites Coordination

A management cell including representatives from Legal, Real Estate, and Section 22 shall coordinate effective design, acquisition, and construction approaches for contaminated sites located within rights-of-way required (ROW) for the Project. LCP shall contribute one task manager and an assistant project manager to the cell. The LCP task manager shall be supported by a GIS technician and one administrative person. The cell shall utilize information generated in Tasks 10.7 and 10.9.5 and shall coordinate closely with Tasks 10.6.2 and 10.13.

The cell shall work closely with the Louisiana Department of Environmental Quality (LDEQ) and shall request an LDEQ Program Manager who shall expedite regulatory tasks and decision-making regarding contaminated sites located within ROW required for the Project. As required, the cell would also leverage existing retainer contracts for Phase II and Phase III Environmental Site Assessment (ESA) services as much as possible.

Among other tasks, the cell shall be responsible for:

- Ensuring contaminated sites are not purchased unknowingly;
- Discounting purchase prices for contaminated sites;
- Encouraging current owners to begin/complete remediation prior to DOTD acquisition;

- Developing performance measures and construction methods for sites having use limitations/restrictions; and
- Ensuring legal protection is properly addressed/included in purchase documents;

The cell shall meet monthly or more frequently, if required.

The tasks included above are assigned to LCP team member GEC. This work is in addition to the scope previously approved for Task 10.9.5.

Deliverables:

- *The cell shall document its meetings and disseminate records of ongoing communications and decisions as well as meeting minutes. It shall also distribute on a monthly basis a Sites of Concern Summary that provides current status, action items (and schedules), and remediation goals for contaminated sites located within ROW required for the Project.*

10.9 Analysis of Potential Affected Resources

The original scope of Task 10.9 covers the re-evaluation of all elements of the FEIS and includes sub-tasks that address specific elements for which additional research was known to be required at the inception of the Functional Plan. These elements were included in tasks addressing the potential changes in the corridor that were believed to potentially /affect the Selected Alternative differently than in 2002: Historic Resources, Demographics, Economic Conditions, Environmental Justice, Phase I ESA, Wetlands, and Floodplains. The scope of 10.9 also referenced Task 10.4 Agency Outreach and stated that coordination with regulatory agencies with jurisdiction over these elements would be covered by 10.4.

Task 10.9.8 Water Quality and Task 10.9.9 Noise were identified, but no labor hours were allocated to them. At that time, there was no expectation that there would be refinements to the Selected Alternative that could result in environmental effects that would require Tasks 10.9.8 and 10.9.9 to be included in the scope.

The Draft Historic Architectural Resource Inventory Update indicates that the listed Freetown-Port Rico Historic District would have two adverse impacts and the potentially eligible Coburn Building could incur an adverse impact under Section 4(f) and under Section 106 if the Selected Alternative were constructed as currently defined. Subsequent information also indicates the possibility of Section 4(f) and, if the impact were to affect the west side of the park, Section 6(f) impacts to Beaver Park boat launch. Therefore, the Section 4(f) Avoidance Alternatives that shall be defined in Task 10.9.10.1 shall address the new alternatives in the SEIS.

In addition, the Concept Refinement process gives the community an opportunity to express their concerns, identify opportunities that they recognize, and to propose refinements to the Selected Alternative.

The following Task 10.9 sub-tasks reflect the additional work that is required as a result of initiating an SEIS in place of a Re-evaluation.

Also, the additional standing structures scope of services for Supplemental Agreement No. 2 in Task 10 is to cover the standing structure inventory and related services in addition to what was provided in the original contract scope. This is described below.

10.9.1.3 Reassessment of Standing Structures

The original contract calls for the field survey and reassessment of up to 500 standing structures within the updated survey area that were previously inventoried during the preparation of the FEIS and ROD. The actual number of previously inventoried standing structures is now observed to be 534. The intent of this task is to account for the field work required for the additional 34 structures.

10.9.1.4 Evaluation of Additional Standing Structures

The original scope calls for a field survey and identification of up to 400 standing structures within the updated survey area that now meet the 45+ year threshold since the preparation of the FEIS and ROD. Each of these properties is to be surveyed following the Louisiana Division of Historic Preservation's Historic Resource Inventory Guidelines and recorded on the Louisiana Historic Resource Inventory forms. The actual number of standing structures now meeting the 45+ year threshold is now observed to be 774. The intent of this task is to account for the field work required for the additional 374 structures.

10.9.1.6 Prepare Historic Resource Inventory Update Report

This task calls for the preparation of a report that provides the current status of the standing structures in the Area of Potential Effect and provides recommendations regarding the potential eligibility of properties for listing on the National Register of Historic Places. In addition, it is intended to include copies of the Historic Inventory forms for all properties. In order to complete these forms for inclusion in the Report the following work is required that is not accounted for in the original contract scope:

1. Geocoding issues with LDHP data; approximately 400 to 500 data points associated with the previously recorded standing structure information must be moved to ensure that they land on the correct parcel (due to being 'stacked' on top of each other in the middle of the street or located in the incorrect area. GIS staff must review previously submitted LHRI forms and Google © street view photographs to determine which data points correlate with the correct standing structure address; and Architectural history staff must review these points to ensure that the correct structure and number are associated with the parcel; and
2. Reconciliation of duplicated structure numbers; the files for Lafayette Parish contain one (1), or in some cases two (2), black and white photocopies of the

same standing structure form, which represents 268 structures with 542 associated forms; Architectural history staff must review duplicated forms to ensure duplicate information is not incorporated into database including discussions with LDHP to prepare a plan for renumbering.

10.9.1.8 Freetown-Port Rico Mitigation Plan

This is a placeholder for preparation of a Mitigation Plan for the Freetown-Port Rico Historic District to address the stipulations in the amended Memorandum of Agreement relative to this District that may result from the Section 106 consultations contemplated in Task 10.4.4. The plan shall be prepared in coordination with the CSS Team with input from affected residents and property owners, and FHWA shall participate in the process. While the stipulations in the MOA relative to this District shall vary from those that apply to the Sterling Grove Historic District, the levels of effort for the Mitigation Plans for both Districts are estimated to be equivalent. (See scope for Task 10.9.1.7.) If it becomes apparent that the level of effort for this District would be substantially different, this shall be identified before beginning the task.

A Draft Mitigation Plan shall be submitted to DOTD, which shall consult with the SHPO. Following receipt of comments from these agencies and from FHWA, a Final Mitigation Plan shall be prepared that incorporates the comments.

Deliverables:

- *5 hard copies of the Draft, 10 hard copies of the Final, and one CD.*

10.9.1.9 Amended Memorandum of Agreement

The Consultant shall prepare a draft of the amended Memorandum of Agreement based on the executed MOA that shall expire on July 31, 2017, and the outcome of the Section 106 process/consultation meetings to be undertaken in Task 10.4. 4. The document shall be revised. In order to estimate a level of effort, it is assumed that five (5) revisions shall be required.

Deliverables:

- *Eight electronic submissions of the Draft for five (5) potential revisions to DOTD for distribution to the proposed signatories and concurring parties. After approval, 18 hard copies and 9 CDs of the executed document to DOTD for distribution to the signatories and concurring parties and for DOTD records.*

10.9.6 Wetlands Finding

The current scope and budget for this task includes four sub-tasks for which 1-49 labor hours have been budgeted. These hours were estimated based on the assumption that the extent of wetlands affected by the project is approximately 5 acres resulting from a runway extension occasioned by the University Avenue interchange as discussed in Commitments 10 and 11 in the ROD.

Pursuant to information obtained in August 2016 and at the meeting on December 1, 2016, even if the 350 foot extension is maintained as the appropriate action, an additional 300 foot extension would be required for installation of the Engineered Materials Arresting System (EMAS). This would extend into wetlands and Bayou Tortue. Depending on the design of the project in the Tier III refinement concepts, the scope of this task would differ.

- If the project design is revised to have no effect on the runway, no work is required;
- If there is an effect on the runway, the impacts to the wetlands potentially would be significant and would result in considerably more effort. As stated on <https://www.epa.gov/cwa-404/section-404-permit-program> “The basic premise of the [404] program is that no discharge of dredged or fill material may be permitted if:
 - (1) a practicable alternative exists that is less damaging to the aquatic environment or
 - (2) the nation’s waters would be significantly degraded.

Permit applicants must show that steps have been taken to avoid impacts to wetlands, streams and other aquatic resources and that any potential impacts have been minimized. Applicants also must provide compensation for all remaining unavoidable impacts.

It is not possible to estimate effort that shall be required at this time. This task description is included as a placeholder pending a determination of how the project would affect the runway.

10.9.7 Desktop Determination of whether Floodplain Affects Have Changed

The original scope states that National Flood Insurance Program (NFIP) maps and/or information developed by the DOTD shall be used to determine whether an alternative shall encroach on the base (100 year) floodplain. Floodplain areas within the study area shall be determined and mapped and encroachment acreage shall be quantified for the build alternatives. For each encroachment on a designated or proposed regulatory floodway, a preliminary indication of whether the encroachment would be consistent with the regulated floodway shall be presented to provide an opportunity to revise the project design to avoid or minimize the encroachment. As the scope now calls for an SEIS, and as the task has only 2 labor hours, additional resources shall be allocated to the task. Measures to avoid, minimize or mitigate any adverse floodplain impacts shall be identified.

Deliverables:

- *The findings of this task shall be presented in the Draft and Final SEIS documents.*

10.9.8 Surface Water Quality

The original scope includes a Task 10.9.8 Reevaluate Water Quality Findings. This task has no labor hours allocated and represents a place holder. Given the questions raised by the community, especially regarding surface water and potential impacts to the Vermilion River, it is appropriate to evaluate the potential effects of the alternatives in the SEIS on water quality.

Following a determination of the potentially affected surface waterbodies, the Consultant shall coordinate with the Louisiana Department of Environmental Quality (LDEQ) and local agencies to obtain information on impaired waterbodies. Best usage classifications (or similar, as established by the LDEQ Division of Water Quality) shall be given for each water resource. Potential effects of possible hazardous spills upon receiving waters and possible mitigation for these contingencies shall be discussed. Preliminary Coordination with the US Fish and Wildlife Service (USFWS), under the Fish and Wildlife Coordination Act of 1968 and other appropriate state agencies may be required if channel changes or major impacts are anticipated. A discussion of the existing drinking water supply, including identification of the existing modes (e.g., wells, parish water lines) and possible effects of each proposed action shall be included. Rivers designated as Wild and Scenic by the National Wild and Scenic Rivers Act or by the Louisiana Wild and Scenic Rivers Act are not found in the project area.

Mitigation measures to reduce or eliminate any adverse hydraulic impact shall be identified.

Deliverables:

- *The findings of this task shall be presented in the Draft and Final SEIS documents.*

10.9.9 Air Quality and Traffic Noise

The original scope includes a Task 10.9.9 Air Quality, but this task has no labor hours allocated and represents a place holder. Given the questions raised by the community and the common association of air quality and noise analyses in the planning of transportation facilities, this task is intended to address these analyses for the alternatives in the SEIS. Work would be performed in accordance with the standards established by the US Department of Transportation and the State of Louisiana.

10.9.9.1 Air Quality

An air quality analysis shall be performed in accordance with DOTD and FHWA guidelines and policies for the three alternatives in the SEIS. The preliminary work, including ambient measurements, shall be performed as soon as the alternatives are identified; the MSAT and GHG analyses shall be conducted following receipt of the required data from Task 2.10 and Task 4.12

Measures to avoid, minimize or mitigate any adverse air quality impacts, during both construction and operation, shall be identified.

Deliverables:

- *5 hard copies of the Draft Report, 10 hard copies of the Final Report, and one CD of the Draft and one CD of the Final.*

10.9.9.2 Traffic Noise

All preliminary work, including on-site measurements, shall be performed as soon as the alternatives are identified. The existing noise levels and simultaneous classified (by automobile, medium truck, and heavy truck) traffic counts shall be monitored outdoors at up to 10 locations representing the closest noise-sensitive areas with respect to the alternatives for 15 to 30 minute intervals. These levels shall be used to validate the traffic noise model, as required by FHWA protocol for highway noise analyses. Monitoring shall not take place during precipitation events, when there is wet pavement, or when winds exceed 12 miles per hour. All sound level meters used for monitoring shall comply with ANSI S1.4 tolerances for Type 1 or Type 2 meters and all monitoring shall comply with industry-accepted practices.

Existing and future Build peak hour noise levels shall be calculated using the latest version of the FHWA's Traffic Noise Model (TNM), following receipt of the required data from Task 2.10 and Task 4.12.

Based on the calculations described above, noise impacts shall be identified and compared among the new alternatives, based on the DOTD noise policy. The noise analysis in the 2002 FEIS shall be used to compare the Selected Alternative. Construction noise analyses shall be performed using the latest versions of the DOTD Noise Policy and FHWA's Traffic Noise Model (TNM).

Measures to avoid, minimize or mitigate any adverse traffic noise and construction noise impacts shall be identified. The results of these analyses shall be summarized in a draft noise report, to be submitted for review to the client, after which a final report shall be produced.

Deliverables:

- *5 hard copies of the Draft Report, 10 hard copies of the Final Report, and one CD of the Draft and one CD of the Final.*

10.9.10 Section 4(f) Studies

10.9.10.1 Develop Section 4(f) Avoidance Alternatives

The Selected Alternative was found to have no Section 4(f) impacts.

Based on the preliminary review draft of the Draft Historic Architectural Resource Inventory Update and the listing of the Freetown-Port Rico Neighborhood on the National Register of Historic Places (NRHP), the Selected Alternative, as described in the FEIS and the ROD, now has an additional two (2) direct adverse impacts to a listed NRHP district, which is a Section 4(f) resource:

- Freetown-Port Rico contributing elements at the proposed Johnston Street rail grade separation, and
- Freetown-Port Rico contributing elements along the proposed realignment of the southbound Evangeline Thruway between Taft Street and Pinhook Road.

The Selected Alternative, as described in the FEIS and the ROD, also has an additional potential adverse impact on a potentially eligible NRHP property, the Coburn Building.

Further, the new alternatives to be evaluated in the SEIS also may affect these resources and may affect Sterling Grove in a manner that is different from the 2003 Selected Alternative.

This task includes consultation with the FHWA regarding the Section 4(f) eligibility of these properties following the Section 106 consultation process. Work within Task 10 also shall include:

- Input into the preparation of design concepts by Tasks 4 and 8 that would serve as Avoidance Alternatives relative to impacts resulting from the alternatives in the SEIS; and
- Presentation of the concepts to FHWA for their determination of which avoidance alternatives should be incorporated into the SEIS Alternatives as part of the Task 10 work. It also is assumed that DOTD and LCG shall be asked for comment prior to the final determination by FHWA. In addition to the initial development and up to two (2) revisions of the alternatives, this task would include two (2) coordination meetings with FHWA, DOTD and LCG.

For purposes of estimating a level of effort, it is assumed that:

- Two (2) Avoidance Alternative concepts shall be developed for each of two (2) adverse impacts to historic resources.

This estimate of effort does not include the development of additional Avoidance Alternatives for Sterling Grove or other affected resources identified through the Section 106 process.

Deliverables:

- *Submit electronic copies to Tasks 4 and 8; and*
- *4 hard copies of packages containing the Concept Drawings*

10.9.10.2 Prepare Section 4(f) Evaluation

Section 4(f) shall be addressed in the SEIS. If applicable, the preparation of the Draft and Final Section 4(f) Evaluations would be undertaken concurrent with the Draft and Final SEIS. Following the identification of the Build Alternatives to be advanced into the SEIS and any determination by FHWA of a Section 4(f) impact, a full Draft Section 4(f) Evaluation would be prepared and submitted with, and in the same document as, the Draft SEIS (Task 10.10a) as required based on the potential impacts to Section 4(f) resources that may occur through the implementation of the Build Alternatives and shall describe any actions taken to avoid or minimize the impacts.

A Final Section 4(f) Evaluation would be prepared and delivered with, and in the same document as, the Final SEIS (Task 10.11.1a).

This task description is included as a placeholder pending a determination of how the project would affect Section 4(f) properties. No work shall be performed unless determined to be needed and authorized by supplemental agreement.

Deliverables:

- *See Tasks 10.10.1a and 10.11.1a.*

10.9.11 Section 6(f)

Given the potential effect on the boat launch within the western section of Beaver Park, a Section 6(f) property, resulting from the potential determination to relocate the University Avenue interchange to avoid the impact to the runway, this task is intended to define and propose a resolution to any Section 6(f) impact. It is essentially a placeholder that may be unnecessary

Deliverables:

- *Electronic copies of documents and drawing to define the conditions and the proposed resolution. This information also shall be documented in the Draft and Final SEIS. Any active negotiations that may be required of the Consultant could exceed the proposed manhours and require a supplement.*

10.9.12 Evaluation of Concept Refinements

The Task 10 staff shall participate in the evaluation of the proposed Concept Refinements relative to engineering considerations, the human and natural environmental considerations, and community context considerations, including the Purpose and Need and the 21 Commitments in the 2003 Record of Decision.

This shall be performed in cooperation and coordination among the members of the LCP Team as described in 6.1.5.3 Evaluation of I-49 Connector Alignment Alternatives. The additional scope of services for Task 10 shall be to support the Tier I, Tier II, and Tier III analyses as appropriate over 78 weeks.

In this regard, Task 10 staff shall address primarily the measures to identify, avoid, minimize, and mitigate the potential effects of the various refinement concepts evaluated in the three tier process. This work shall be incorporated into the Alternative Analysis chapter of the SEIS.

It must be noted that, before it is possible for the evaluation to be completed, the following items must be completed:

- Consideration of the Task 10.9.10.1 Section 4(f) Avoidance Alternatives, and
- Determination by others of the hydraulic constraints on the corridor.

10.10.1a Prepare the Draft SEIS

This task covers the estimated additional effort to prepare a Draft SEIS in place of a Summary Reevaluation. It differs from the initial scope of Task 10.10.1 by the need for the documentation of three Supplemental Alternatives for all elements and by including the findings of the specific additional analysis of Water Quality, Traffic Noise, and Air Quality findings, and potentially substantially increased Wetlands findings and measures to address potential effects. This task also includes land use data, property parcels by ownership and use, and numbers of dwelling units for both inclusion as appropriate in the document and as required data for the air quality and traffic noise analyses.

Consequently, the preparation of the Draft SEIS shall require incremental Professional, Senior Technician, and Clerical services.

As stated in <https://www.environment.fhwa.dot.gov/projdev/tdmpdo.asp>, “There is no required format for a SEIS, but it must contain the reason for preparing a Supplement and an evaluation of the changes and new impacts. Portions of the original EIS which remain valid may be summarized. The SEIS is processed in the same way as the original document, except that there is no requirement for formal scoping.”

The chapters of the Draft SEIS shall include:

- Executive Summary
- Chapter 1 Introduction (Purpose and Need and Project History) – The Needs shall not differ from those in the 2002 FEIS; this chapter also shall present the project history from inception until the NOI and the reason for preparing the SEIS.
- Chapter 2 Alternatives Considered – This shall summarize all 19 identified Refinement Concepts, describe the Tiered Evaluation Process, and identify the

three Build Alternatives analyzed in the SEIS; these are anticipated to be the 2002 Selected Alternative plus two refinement concepts of which one shall have been identified as the Preferred Alternative.

- Chapter 3– Transportation – This chapter shall document existing and projected transportation conditions in the design year by Build Alternative. It shall include traffic and the other modes within the corridor.
- Chapter 4 Affected Environment and Environmental Consequences – This shall update the definition of the elements of the environment within the Evangeline Thruway corridor, including all elements addressed in the 2002 FEIS and any additional ones found to be required. Differences that may exist among the alternatives shall be noted. This also shall document applicable regulations, the effects of each Build Alternative, and the avoidance, minimization and mitigation of any adverse effects of the Build Alternatives, including the incorporation into the proposed action of the mitigation measures pursuant to 23 CFR 771.105(d) and 40 CFR 1508.20.
- Chapter 5 Draft Section 4(f) Statement – As the 2002 Selected Alternative has Section 4(f) impacts to historic resources and as the other alternatives may have impacts to both historic and park/recreational resources, even if the Tier III alternatives have been changed to avoid these impacts, the Statement shall explain how these measures were taken. (See Task 10.9.1.2)
- Chapter 6 Construction Impacts – This chapter shall review the environmental effects during construction of the Build Alternatives and the measures to be taken to avoid or minimize.
- Chapter 7 Comments and Coordination – This shall describe and document the public and agency processes for the entire Functional Plan.
- Chapter 8 List of Preparers
- References

Deliverables:

- *5 hard copies of the review draft of the Draft SEIS, 60 hard copies of the Draft SEIS, and one CD of the Draft and distribution of the Draft SEIS.*

10.11.1a Prepare Final SEIS

In a manner similar to Task 10.10.1a, and for the same reasons, and in addition to the initial scope of 10.11.1, the preparation of the Final SEIS shall require additional Professional, Senior Technician, and Clerical services that are included in the cost estimate. Much of this additional work shall involve the responses to comments.

10.11.1b Respond to ETRT Comments

In addition to the public comments and agency coordination letters received by the project, the Evangeline Thruway Redevelopment Team by Resolution No. 2016-004, directed "...the ECI team submit all public comment and materials received from the five district design workshops and charrette as well as the resultant neighborhood analysis to DOTD and FHWA for inclusion in the Supplemental Environmental Impact Statement for the Lafayette I-49 Connector project."

This task addresses this additional effort to respond both to the additional comments and to the proposals in the Reports.

Deliverables:

- *Two electronic submissions of responses to comments for review and comment by DOTD and FHWA, 5 hard copies of the review draft of the Final SEIS, 60 hard copies of the Final SEIS, and one CD of the Final.*

11. AVIATION

There is no work in this task for Supplemental Agreement No. 2.

12. IMPLEMENTATION STRATEGIES

There is no work in this task for Supplemental Agreement No. 2.

13. SURVEY AND ROW MAPS

The original Scope of Work for Task 13 has not changed. However, the magnitude of the work is greater due to the urban topography that required the survey and mapping of many more features than anticipated. Mapping and projected shot counts documenting the amount of additional work effort have been provided to Location & Survey.

14. SUBSURFACE UTILITY ENGINEERING (SUE)

There is no work in this task for Supplemental Agreement No. 2.

15. GEOTECHNICAL SERVICES

Task 15 additional services to support the Supplemental Agreement No. 2 work, in addition to the scope of the original contract, generally shall consist of high level inputs to the Tier II analyses / screening and more detailed inputs to the Tier III analyses / screening in support of Task 8 services.

15.18 Supplemental EIS Phase Analyses and Screening Inputs

The Geotechnical team shall provide support to the CRP process and Task 8. This support includes providing technical expertise for the review and consideration of various concepts

being developed throughout the Tier II and III analyses and attending meetings as necessary. It is anticipated that a maximum of 6 potential concepts shall be considered, then, 3 final concepts, with one concept advanced as the Selected Alternative for final development in the original scope of work.

It is anticipated that the Task 15 team would be requested to provide input and technical opinion into each of the concepts at each stage. For the Tier II Alternatives review, it's anticipated that a thorough review would be required with a maximum of 6 alternatives.

It is assumed that a maximum of three Tier III alternatives would require more detailed analysis and documentation as justification. The detailed analyses shall potentially require providing appropriate geotechnical parameters, shallow foundation recommendations, settlement analyses, local and global stability, lateral analyses and anticipated soil profiles based on previous completed soil borings. The detailed analyses shall also include consideration of structure foundation costs. It should be noted that soil borings have not yet been performed in the area between Taft Street and 6th Street due to environmental concerns.

Concept level cost estimates would be developed at each tier based on general concept level type of estimates, such as square foot of structure foundation, elimination of ramps, etc. The Tier III alternatives would be advanced into the SEIS prior to advancing the Selected Alternative into the originally contracted scope of work.

15.19 Meetings and Workshops

Due to the extended CPR and SEIS schedule, additional task management related to Task 15 is required. This shall include attendance at additional monthly coordination meetings (24), preparation of weekly reporting matrices (104), preparation of monthly progress reports (24) and preparation of Task 15 invoice detail reports (24).

Attachment B1

Supporting Task 6: Context Sensitive Solutions (CSS) of the I-49 Lafayette Connector and Conducting Related Community Design Workshops

The University of Louisiana at Lafayette (ULL) School of Architecture and Design, to provide support to the Lafayette Connector Partners (LCP) Team in their planning and preliminary design efforts for the I-49 Lafayette Connector through Lafayette, Louisiana. In addition to the work focused on the Core Area completed throughout calendar year 2016, propose to conduct Community Design Workshops (CDWs) over the next three semesters focused on planning and urban design for areas adjacent to the Lafayette Connector from I-10 to the UPRR Spur tracks before Tissington Street. Overall work efforts will be focused on completing three tasks:

Task 1: Continue to assist the LCP Team in the conduct of key community participation events (e.g. community workshops, neighborhood meetings, corridor walkabouts) over the next twelve (12) months in finalizing the Refined I-49 Lafayette Connector Alignment Alternatives that will proceed into the SEIS, and in preparing the I-49 Connector CSS Design Standards Manual.

Task 2: Provide assistance to the LCP Team in formulating, illustrating and evaluating concepts for various CSS Design Feature Areas and Elements that will become candidates for inclusion in the CSS Design Standards Manual for Study Area Level I.

Task 3: Conduct CDWs (planning and urban design studios) over the Spring, Summer and Fall 2017 Semesters for the areas along the east and west sides of the future I-49 Lafayette Connector corridor between I-10 on the north and approximately the UPRR Spur tracks on the south near Tissington Street that will collect data and document existing conditions, formulate and evaluate potential future urban planning and design concepts (as well as site specific architectural concepts), review urban planning and design concepts with adjacent neighborhoods and key stakeholders and prioritize and publish recommendations in a summary report.

Methodology for Community Design Studio Work Efforts (12 months: January-December 2017)

The work to be conducted by the Community Design Studios will be broken down into four distinct phases over the upcoming 12-month period:

Phase I: Graduate Studio – Spring 2017

The CDW will provide continued Community Involvement Assistance, and Collection and Documentation of Study Area Existing Conditions, as described in four parts below:

- Part 1: The CDW will assist the LCP Team in public meetings and other appropriate key community outreach events as they continue to facilitate Tiers II and III Screening of the I-49 Lafayette Connector Alignment Alternatives.
- Part 2: The CDW, with assistance of graduate and undergraduate students, will collect maps and plans of the existing Study Area along the northern portion of the I-49 Lafayette Connector corridor. In addition, the CDW will gather aerial photographs to formulate an overall view of the historical urban development pattern and will survey significant buildings from the ground in

order to compile an urban design catalogue that will become a design tool for architectural typologies, scale, texture, detail and materials, as well as a handy reference for the LCP CSS Team.

- Part 3: The CDW will translate the raw data from the maps and photographs, and produce base drawings that will include figure grounds and existing street cross-sections, as well as documentation of existing municipal planning strategies.
- Part 4: The CDW, with assistance from the graduate students, will conduct an urban analysis and evaluation of the Study Area. Case studies will be researched and used as analogue models for the conceptual urban design process. Based on the analysis and analogue research the CDW will prepare preliminary urban design proposals for the Study Area.

Phase II: Urban and Community Design Graduate Studies – Summer 2017

The CDW, with information and input gained from the Study Area urban analysis and preliminary urban design studies input from the Spring 2017 Graduate Studio, will conduct and synthesize the multiple preliminary urban design proposals into two (2) fully developed comprehensive urban design framework proposals for the Study Area.

The CDW will also provide urban design assistance to the LCP Team over the Summer as the LCP Team moves back into the CSS process to formulate urban design concepts for I-49 Connector 13 Design Feature Areas and 55 Design Elements, reviews and critiques these with the CSS Committees [Community Working Group (CWG), Technical Advisory Committee (TAC)], makes refinements and finalizes recommendations to the I-49 Connector Executive Committee (EC). The CDW will also provide any assistance necessary during the Summer in conducting major community involvement events for the overall I-49 Lafayette Connector project.

Phase III: Undergraduate Studio - Fall 2017

The CDW will organize the Study Area Comprehensive Urban Design Framework Proposals for the northern portion of the I-49 Lafayette Connector corridor into a format for publication and distribution. The 409 Architectural Studio will identify and develop additional more focused urban sites at an architectural level of detail. The 409 Studio will study the relationship between architecture and the I-49 Lafayette Connector facility, including spatial program recommendations, open space and joint use development opportunities within the corridor, parking and access utilizing the UDC Code requirements. The CDW will also document the entire process of community engagement from January 2017 forward, along with the urban planning and design efforts described above into a final presentation report, and then link the publication to that documenting the previous year's ULL CDW work.

The CDW will continue to provide urban design assistance to the LCP team over the Fall as the LCP Team continues the CSS process to finalize recommendations for the I-49 Connector 13 Design Feature Areas and 55 Design Elements with the CSS Committees (CWG, TAC), presents these recommendations to the EC for acceptance, and then publishes the CSS Design Standards Manual. The CDW will also provide any assistance necessary during the Fall in conducting major community involvement events for the overall I-49 Lafayette Connector project.