ENVIRONMENTAL CHECKLIST

WBS No.
Name: Downtown Streets Project
Route: Portions of Dan Reneau Drive, South Monroe Street, West Texas Avenue, West Louisiana Avenue, Oil Mill Street, South Homer Street, and West Mississippi Avenue.
Parish: Lincoln

1. General Information

<table>
<thead>
<tr>
<th>Conceptual Layout</th>
<th>Line and Grade</th>
<th>Preliminary Plans</th>
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<tr>
<th>Survey</th>
<th>Plan-in-Hand</th>
<th>Advance Check Prints</th>
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2. Class of Action

<table>
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<tr>
<th>Environmental Impact Statement (E.I.S.)</th>
<th>State Funded Only (EE/EF/ER)</th>
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<tr>
<th>Environmental Assessment (E.A.)</th>
<th>Categorical Exclusion (C.E.)</th>
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<tr>
<th>Programmatic C.E. (as defined in FHWA letter of agreement dated 03/15/95)</th>
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</table>

3. Project Description

The project can be divided into four (4) transportation infrastructure sub-projects to rehabilitate existing facilities, totaling in approximately 6300 feet of roadway developments, in downtown Ruston, Louisiana. The four sub-projects include: (1) improvements to an approximately 1230-foot section of Dan Reneau Drive (midpoint: 32°31′33.20″N 92°38′33.65″W); (2) improvements to sections of South Monroe Street, West Texas Avenue, West Louisiana Avenue, and the new construction of an approximately 300-foot extension (connecting existing Oil Mill Street south to Dan Reneau Drive), totaling approximately 4300 feet (midpoint: 32°31′36.55″N 92°38′27.55″W); (3) improvements to an approximately 700-foot section of South Homer Street (midpoint: 32°31′30.12″N 92°38′27.55″W); and (4) improvements to an approximately 1800 foot section of West Mississippi Avenue (western terminus: 32°31′47.84″N 92°38′46.60″W; eastern terminus: 32°31′46.84″N 92°38′25.72″W). The innovative design of the project includes “complete streets” that integrate road diets and utilize the low-impact design principles of zeroscaping, bioswales, and LED lighting. Roadway developments include better road surfaces, five to 12-foot sidewalks, LED lighting, underground relocation of electrical and fiber optic utilities, removal of hazardous parking, new drainage facilities, and pedestrian amenities.

4. Public Involvement

<table>
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<tr>
<th>Views were solicited.</th>
<th>Views were not solicited.</th>
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<tr>
<th>Public Involvement events held. (List events and dates in Section 11.)</th>
<th>A public hearing/opportunity for requesting a public hearing required. (List dates in Section 11.)</th>
<th>A public hearing/opportunity not required.</th>
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5. Real Estate

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</table>

a. Will additional right-of-way be required? .................................................................
   Is right of way required from a burial/cemetery site? ..........................................
   Is right-of-way required from a Wetland Reserve Program (WRP) property? ..............
   Is required right-of-way prime farmland? (Use form AD 1006, if needed) ..............

b. Will any relocation of residences or businesses occur? ...........................................

c. Are construction or drainage servitudes required? ..................................................
6. Section 4(f) and Section 6(f)  

<table>
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<tbody>
<tr>
<td>a.</td>
<td>Will historic sites or publicly owned parks, recreation areas, wildlife or waterfowl refuges (Section 4f) be affected?</td>
<td>☒</td>
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</tr>
<tr>
<td>b.</td>
<td>Are properties acquired or improved with L&amp;WC funds affected?</td>
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7. Cultural Section 106  

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<tr>
<td>a.</td>
<td>Are any known historic properties adjacent or impacted by the project?</td>
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</tr>
<tr>
<td>b.</td>
<td>Are any known archaeological sites adjacent or impacted by the project?</td>
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<tr>
<td>c.</td>
<td>Would the project affect property owned by or held in trust for a federally recognized tribal government?</td>
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8. Natural & Physical Environment  

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<tr>
<td>a.</td>
<td>Are wetlands affected?</td>
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<tr>
<td>b.</td>
<td>Are other waters of the U.S. affected?</td>
<td>☒</td>
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<td>c.</td>
<td>Are Endangered/Threatened Species/Habitat affected?</td>
<td>☒</td>
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<tr>
<td>d.</td>
<td>Is project within 100 Year Floodplain?</td>
<td>☒</td>
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<tr>
<td>e.</td>
<td>Is project in Coastal Zone Management Area?</td>
<td>☒</td>
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<tr>
<td>f.</td>
<td>Is project in a Coastal Barrier Resources area?</td>
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<tr>
<td>g.</td>
<td>Is project on a Sole Source Aquifer?</td>
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<td>☐</td>
</tr>
<tr>
<td>h.</td>
<td>Is project impacting a navigable waterway?</td>
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<td>i.</td>
<td>Are any State or Federal Scenic Rivers/Streams impacted?</td>
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<tr>
<td>j.</td>
<td>Is a noise analysis warranted (Type I project)?</td>
<td>☒</td>
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<tr>
<td>k.</td>
<td>Is an air quality study warranted?</td>
<td>☒</td>
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<tr>
<td>l.</td>
<td>Is project in a non-attainment area?</td>
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<tr>
<td>m.</td>
<td>Is project in an approved Transportation Plan, Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP)?</td>
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<td>n.</td>
<td>Are construction air, noise, &amp; water impacts major?</td>
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<tr>
<td>o.</td>
<td>Will the project affect or be affected by a hazardous waste site, leaking underground storage tank, oil/gas well, or other potentially contaminated site?</td>
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9. Social Impacts  

<table>
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<tbody>
<tr>
<td>a.</td>
<td>Will project change land use in the area?</td>
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<tr>
<td>b.</td>
<td>Are any churches and schools impacted by or adjacent to the project?</td>
<td>☒</td>
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<td>(if so, list below)</td>
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<td>c.</td>
<td>Has Title VI been considered?</td>
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<tr>
<td>d.</td>
<td>Will any specific groups be adversely affected?</td>
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</tr>
<tr>
<td>i.e., minorities, low-income, elderly, disabled, etc.</td>
<td></td>
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<tr>
<td>e.</td>
<td>Are any hospitals, medical facilities, fire police facilities impacted by or adjacent to the project?</td>
<td>☒</td>
<td>☐</td>
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<td>(if so, list below)</td>
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<tr>
<td>f.</td>
<td>Will transportation patterns change?</td>
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<tr>
<td>g.</td>
<td>Is Community cohesion affected by the project?</td>
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<tr>
<td>h.</td>
<td>Are short-term social/economic impacts due to construction considered major?</td>
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<tr>
<td>i.</td>
<td>Do conditions warrant special construction times?</td>
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<td>☐</td>
</tr>
<tr>
<td>i.e., school in session, congestion, tourist season, harvest</td>
<td></td>
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<tr>
<td>j.</td>
<td>Were Context Sensitive Solutions considered?</td>
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<td>(if so explain below)</td>
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Revised 06/2019
k. Were **bike and pedestrian** accommodations considered? (explain below)….. ☒ ☐ ☐

l. Will the **roadway/bridge be closed?** (If yes, answer questions below)........... ☐ ☒ ☐
   Will a **detour bridge** be provided? ........................................................................... ☐ ☒ ☐
   Will a **detour road** be provided? ............................................................................... ☐ ☒ ☐
   Will a **detour route** be signed? ................................................................................ .. ☐ ☒ ☐

### 10. Permits (Check all permits that may be required)

- ☐ Corps Nationwide
- ☐ CUP/Consistency Determination
- ☐ LA Scenic Stream
- ☐ Corps Section 404/10
- ☐ USCG Bridge
- ☐ DEQ WQC
- ☐ Levee
- ☐ USCG Navigational Lights
- ☑ LPDES Stormwater
- ☐ Other (explain below)

### 11. Other (Use this space to explain or expand answers to questions above.)

See attached environmental report for further details and explanations about this project.

---

Preparer: Pickering Firm, Inc.
Title: Downtown Streets Project
Date: June 2019

**Attachments**

- ☐ S.O.V. and Responses
- ☑ Wetlands Finding
- ☑ Project Description Sheet
- ☐ Conceptual Stage Relocation Plan
- ☑ Noise Analysis
- ☐ Air Analysis
- ☑ Exhibits and/or Maps
- ☐ 4(f) Evaluation
- ☐ Form AD 1006 (Farmlands)
- ☑ 106 Documentation
- ☑ Other Complete Environmental Report
DRAFT CATEGORICAL EXCLUSION

DOWNTOWN STREET PROJECT
RUSTON, LINCOLN PARISH, LOUISIANA

PREPARED FOR:
THE CITY OF RUSTON

Prepared By:
Pickering Firm, Inc.
2001 Airport Road, Suite 201
Flowood, Mississippi 39232

JUNE 2019
PICKERING PROJECT NO.: 25361.01.003
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Appendix A Project Maps

   Figure 1: Site and Vicinity Map

   Figure 2: Topographic Map

   Figure 3: FEMA Map

   Figure 4: National Wetland Inventory Map

Appendix B Correspondence with Resource Agencies

Appendix C Traffic Noise Study
1.0 PROJECT DESCRIPTION

The City of Ruston has proposed the Monroe Street Corridor Project which consists of three individual projects. This Categorical Exclusion (CE) focuses on one of these three projects, the Downtown Street Project (Project). The Project can be divided into four (4) transportation infrastructure sub-projects to rehabilitate existing facilities, totaling in approximately 6300 feet of roadway developments, in downtown Ruston, Louisiana. The four sub-projects include: (1) improvements to an approximately 1230-foot section of Dan Reneau Drive (midpoint: 32°31’33.20”N 92°38’33.65”W); (2) improvements to sections of South Monroe Street, West Texas Avenue, West Louisiana Avenue, and the new construction of an approximately 300-foot extension (connecting existing Oil Mill Street south to Dan Reneau Drive), totaling approximately 4300 feet (midpoint: 32°31’36.55”N 92°38’27.55”W); (3) improvements to an approximately 700-foot section of South Homer Street (midpoint: 32°31’30.12”N 92°38’39.41”W); and (4) improvements to an approximately 1800-foot section of West Mississippi Avenue (western terminus: 32°31’47.84”N 92°38’46.60”W; eastern terminus: 32°31’46.84”N 92°38’25.72”W). This Project is included within the “Moving Ruston Forward” Initiative. The innovative design of the Project includes “complete streets” that integrate road diets and utilize the low-impact design principles of zeroscaping, bioswales, and LED lighting. Roadway developments include better road surfaces, five to 12-foot sidewalks, LED lighting, underground relocation of electrical and fiber optic utilities, removal of hazardous parking, new drainage facilities, and pedestrian amenities. Improvements to two (#1 & #2) of the four areas listed above also include the installation of Smart Cities Innovation Testbeds developed by Louisiana Tech, which utilize sensors that measure and record various data on current roadway conditions. The proposed Project would also connect sections of the Rock Island Greenway, considered to be the backbone of a citywide active transportation system.

2.0 PURPOSE AND NEED

The purpose of the proposed Project is to increase the safety and efficiency of motor vehicle, bicycle, and pedestrian transportation infrastructure in downtown Ruston, Louisiana and the campus of Louisiana Tech University. The Project will address the following needs.

This Project is being planned to improve the safety and efficiency of existing downtown streets, while also improving access to Louisiana Tech University, the University’s Enterprise Campus, Louisiana Tech Early Elementary Education Center, and the Louisiana Center for the Blind. The proposed improvements include the addition of sidewalks and bike lanes to promote alternative travel options. Certain areas of the current roadways contain various hazards due to the age of the existing roads. This Project would address and repair any potholes and other hazards along these streets. Several streets would be equipped with Smart Cities Innovation Testbeds, a network of wireless sensor motes that collect data from various sensors in underground drainage facilities, above ground environmental instruments, smart lights, traffic signals, cameras, and radar to produce an overall picture of roadway conditions. These needs
must be met to provide a safe transportation facility and meet traffic capacity needs for the present and projected future student and local populations in the area.

3.0 ALTERNATIVES

The process of developing alternatives has taken into account engineering, social, and environmental considerations, as well as input from the public and other stakeholders. A single Build Alternative was examined during the planning process for the Downtown Street Project. In accordance with the established Purpose and Need, the alternative considered has a north terminus located near the intersection of South Monroe Street and West Park Avenue and a south terminus located at the intersection of South Homer Street and West California Avenue. This Project also includes improvements to West Mississippi Avenue, spanning from the intersection with Everett Street to the intersection with North Monroe Street. A No Build Alternative was also evaluated. Both alternatives are described below.

3.1 NO BUILD ALTERNATIVE

The No Build Alternative involves leaving the roadways and existing land in their current configuration. The No Build Alternative considers and evaluates the impacts to the Project area and environment if the expected growth and development is applied to the area without the construction of the proposed improvements. This alternative has both advantages and disadvantages in terms of traffic flow and environmental consequences. The No Build Alternative exists as an equal alternative for comparison and remains a feasible option for this Project. The following is a synoptic listing of positive benefits (PROS) and negative impacts (CONS) applicable to this alternative:

**No Build Alternative**

**PROS**

- No construction costs are incurred;
- Current land use practices are not subjected to any type of inconvenience; and
- Existing communities are not disrupted.

**CONS**

- Access to downtown Ruston, Louisiana Tech University, and the University’s Enterprise Campus would not be improved;
- Access to the residential areas and businesses located within the Project area would not be improved;
- Traffic flow efficiency in the vicinity would not improve;
- Access to areas located within the Project area by emergency vehicles would not improve; and
- Quality of existing roadways would continue to deteriorate.
This alternative would not facilitate ease of access to the residential, educational, and commercial resources in the Project area. Most importantly, this alternative will not address the safety concerns, such as congested motor vehicle, pedestrian and bicycle traffic.

3.2 BUILD ALTERNATIVE

The Build Alternative affects 11 blocks of downtown Ruston, Louisiana. This Project would include improvements to seven (7) existing roads as well as construction of a new road extending Oil Mill Street. The following is a synoptic listing of PROS and CONS applicable to the Build Alternative:

**Build Alternative**

**PROS**
- Improved access to downtown Ruston, Louisiana Tech University, and the University’s Enterprise Campus;
- Construction of five-foot wide sidewalks and 12-foot wide ADA-compliant multi-use paths for pedestrian and bicycle traffic throughout the Project area;
- Improved traffic conditions and efficiency in and around the Project area; and
- Improved roadway conditions by overlaying portions of Dan Reneau Drive, South Monroe Street, West Texas Avenue, West Louisiana Avenue, Oil Mill Street, West Mississippi Avenue, and South Homer Street.

**CONS**
- Construction costs are incurred;
- Current land use practices will be subjected to inconvenience and increased noise levels due the construction phase of the Project; and
- Existing communities will be temporarily disrupted.

4.0 SUMMARY OF ENVIRONMENTAL CONCERNS

This section describes the existing conditions and potential impacts of the Downtown Street Project.

4.1 RIGHT-OF-WAY

4.1.1 Land Use Impacts

The majority of the proposed Project includes improvements to portions of Dan Reneau Drive, South Monroe Street, West Texas Avenue, West Louisiana Avenue, Oil Mill Street, South Homer Street, and West Mississippi Avenue. The Project will also include the construction of a new road extending Oil Mill Street approximately 300 feet to the south, intersecting Dan Reneau Drive. In a letter from the Army Corp of Engineers, dated February 13, 2019, it was determined that no permit would be needed for this Project as “all work will be conducted within the footprint of existing structures”. The number associated with this determination is MVK-2019-98. This
correspondence is included in Appendix B. No negative land use impacts are anticipated because there will be no change from the existing urban land use.

4.1.2 Farmland Impacts

The Natural Resources Conservation Service (NRCS) office in Alexandria, Louisiana was contacted regarding the potential for farmland impact within the Project area. According to a letter, dated January 30, 2019, the Project area does not contain Prime, Unique, Statewide or Local Important Farmland. Therefore, this Project is not subject to Farmland Protection Policy Act (FPPA) regulations. A copy of the NRCS response letter and the Farmland Form is included in Appendix B.

4.2 COMMUNITY IMPACTS

4.2.1 Social Impacts

The public will be better served by improvements made to the area’s transportation infrastructure that will enhance mobility and traffic safety. There are residential areas and several large student housing facilities in the Project area. The Project is not expected to disturb any residential areas except for short-term construction disturbances.

The total population of the City of Ruston was estimated to be 21,859 in 2010 (U. S. Census Bureau). This is a 4.5% increase from the 2000 census population of 20,906. The racial mix is mainly comprised of White alone (52%), followed by Black or African American alone (42%). The remaining 6% is split between Hispanic or Latino, Two or More Races, Native Hawaiian and Other Pacific Islander alone, American Indian and Alaska Native alone, or Asian alone (U. S. Census Bureau 2010). Additionally, the student population of Louisiana Tech University is comprised of White alone (68%), followed by Black or African American (14%). Seven percent of the student population’s ethnicity is unknown. The remaining 11% is split between Hispanic/Latino, Asian, two or more races, or international.

4.2.2 Relocation Impacts

No relocations will be required for the implementation of this Project.

4.2.3 Economic Impacts

No businesses are being displaced by the Project. The roadway improvements is being designed to improve accessibility throughout the Project area, and to promote growth and economic development opportunities. This Project is considered an economic development tool. Therefore, positive economic impacts are anticipated as a result of the Project.

4.2.4 Joint Development
This Project is part of a joint development plan between the City of Ruston and Louisiana Tech University.

### 4.2.5 Considerations Relating To Pedestrians And Bicyclists

The United States Department of Transportation (DOT) supports the development of fully integrated active transportation networks. The establishment of well-connected walking and bicycling networks is an important component for livable communities, and their design should be a part of Federal-aid project developments. Walking and bicycling foster safer, more livable, family-friendly communities; promote physical activity and health; and reduce vehicle emissions and fuel use. Because of the numerous individual and community benefits that walking and bicycling provide, including health, safety, environmental, transportation, and quality of life, transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes. Public involvement and input is also essential in the development of transportation plans and programs including the bicycle and pedestrian components.

The inclusion of bicycle and pedestrian elements in transportation plans and programs are accomplished by addressing bicycle and pedestrian issues throughout the transportation planning process and integrating bicycle and pedestrian elements as appropriate in the transportation plan and programs.

The proposed Project would replace existing dilapidated sidewalks with ADA-compliant 6.5 to 10-foot-wide sidewalks. This will provide a safer and more efficient route in the downtown area, while offering a travel alternative for motor vehicles. Additional considerations include updated LED street lighting, relocation of utilities underground, and the expansion of 5G cellular data coverage in the area. The proposed Project would also connect sections of the Rock Island Greenway, a shared-use walking, running, and bicycle path and linear park that will eventually run almost six miles across the city of Ruston, and is considered to be the backbone of a citywide active transportation system.

### 4.2.6 Environmental Justice Impacts

No environmental justice impacts are anticipated as a result of the Project. The Project is being designed to create benefits such as safer roadways, decreased emergency response times, and economic development that will benefit all people in the Project area, regardless of race, gender, or economic status. Therefore, no negative environmental justice impacts would result from the Project.

### 4.3 SECTION 106 AND CULTURAL RESOURCES

#### 4.3.1 Historic and Archaeological Resource Impacts
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1.0 PROJECT DESCRIPTION

The City of Ruston has proposed the Monroe Street Corridor Project which consists of three individual projects. This Categorical Exclusion (CE) focuses on one of these three projects, the Downtown Street Project (Project). The Project can be divided into four (4) transportation infrastructure sub-projects to rehabilitate existing facilities, totaling in approximately 6300 feet of roadway developments, in downtown Ruston, Louisiana. The four sub-projects include: (1) improvements to an approximately 1230-foot section of Dan Reneau Drive (midpoint: 32°31′33.20″N 92°38′33.65″W); (2) improvements to sections of South Monroe Street, West Texas Avenue, West Louisiana Avenue, and the new construction of an approximately 300-foot extension (connecting existing Oil Mill Street south to Dan Reneau Drive), totaling approximately 4300 feet (midpoint: 32°31′36.55″N 92°38′27.55″W); (3) improvements to an approximately 700-foot section of South Homer Street (midpoint: 32°31′30.12″N 92°38′39.41″W); and (4) improvements to an approximately 1800-foot section of West Mississippi Avenue (western terminus: 32°31′47.84″N 92°38′46.60″W; eastern terminus: 32°31′46.84″N 92°38′25.72″W). This Project is included within the “Moving Ruston Forward” Initiative. The innovative design of the Project includes “complete streets” that integrate road diets and utilize the low-impact design principles of zeroscaping, bioswales, and LED lighting. Roadway developments include better road surfaces, five to 12-foot sidewalks, LED lighting, underground relocation of electrical and fiber optic utilities, removal of hazardous parking, new drainage facilities, and pedestrian amenities. Improvements to two (#1 & #2) of the four areas listed above also include the installation of Smart Cities Innovation Testbeds developed by Louisiana Tech, which utilize sensors that measure and record various data on current roadway conditions. The proposed Project would also connect sections of the Rock Island Greenway, considered to be the backbone of a citywide active transportation system.

2.0 PURPOSE AND NEED

The purpose of the proposed Project is to increase the safety and efficiency of motor vehicle, bicycle, and pedestrian transportation infrastructure in downtown Ruston, Louisiana and the campus of Louisiana Tech University. The Project will address the following needs.

This Project is being planned to improve the safety and efficiency of existing downtown streets, while also improving access to Louisiana Tech University, the University’s Enterprise Campus, Louisiana Tech Early Elementary Education Center, and the Louisiana Center for the Blind. The proposed improvements include the addition of sidewalks and bike lanes to promote alternative travel options. Certain areas of the current roadways contain various hazards due to the age of the existing roads. This Project would address and repair any potholes and other hazards along these streets. Several streets would be equipped with Smart Cities Innovation Testbeds, a network of wireless sensor motes that collect data from various sensors in underground drainage facilities, above ground environmental instruments, smart lights, traffic signals, cameras, and radar to produce an overall picture of roadway conditions. These needs
must be met to provide a safe transportation facility and meet traffic capacity needs for the present and projected future student and local populations in the area.

3.0 ALTERNAUTIVES

The process of developing alternatives has taken into account engineering, social, and environmental considerations, as well as input from the public and other stakeholders. A single Build Alternative was examined during the planning process for the Downtown Street Project. In accordance with the established Purpose and Need, the alternative considered has a north terminus located near the intersection of South Monroe Street and West Park Avenue and a south terminus located at the intersection of South Homer Street and West California Avenue. This Project also includes improvements to West Mississippi Avenue, spanning from the intersection with Everett Street to the intersection with North Monroe Street. A No Build Alternative was also evaluated. Both alternatives are described below.

3.1 NO BUILD ALTERNATIVE

The No Build Alternative involves leaving the roadways and existing land in their current configuration. The No Build Alternative considers and evaluates the impacts to the Project area and environment if the expected growth and development is applied to the area without the construction of the proposed improvements. This alternative has both advantages and disadvantages in terms of traffic flow and environmental consequences. The No Build Alternative exists as an equal alternative for comparison and remains a feasible option for this Project. The following is a synoptic listing of positive benefits (PROS) and negative impacts (CONS) applicable to this alternative:

**No Build Alternative**

**PROS**

- No construction costs are incurred;
- Current land use practices are not subjected to any type of inconvenience; and
- Existing communities are not disrupted.

**CONS**

- Access to downtown Ruston, Louisiana Tech University, and the University’s Enterprise Campus would not be improved;
- Access to the residential areas and businesses located within the Project area would not be improved;
- Traffic flow efficiency in the vicinity would not improve;
- Access to areas located within the Project area by emergency vehicles would not improve; and
- Quality of existing roadways would continue to deteriorate.
This alternative would not facilitate ease of access to the residential, educational, and commercial resources in the Project area. Most importantly, this alternative will not address the safety concerns, such as congested motor vehicle, pedestrian and bicycle traffic.

3.2 BUILD ALTERNATIVE

The Build Alternative affects 11 blocks of downtown Ruston, Louisiana. This Project would include improvements to seven (7) existing roads as well as construction of a new road extending Oil Mill Street. The following is a synoptic listing of PROS and CONS applicable to the Build Alternative:

**Build Alternative**

**PROS**
- Improved access to downtown Ruston, Louisiana Tech University, and the University’s Enterprise Campus;
- Construction of five-foot wide sidewalks and 12-foot wide ADA-compliant multi-use paths for pedestrian and bicycle traffic throughout the Project area;
- Improved traffic conditions and efficiency in and around the Project area; and
- Improved roadway conditions by overlaying portions of Dan Reneau Drive, South Monroe Street, West Texas Avenue, West Louisiana Avenue, Oil Mill Street, West Mississippi Avenue, and South Homer Street.

**CONS**
- Construction costs are incurred;
- Current land use practices will be subjected to inconvenience and increased noise levels due the construction phase of the Project; and
- Existing communities will be temporarily disrupted.

4.0 SUMMARY OF ENVIRONMENTAL CONCERNS

This section describes the existing conditions and potential impacts of the Downtown Street Project.

4.1 RIGHT-OF-WAY

4.1.1 Land Use Impacts

The majority of the proposed Project includes improvements to portions of Dan Reneau Drive, South Monroe Street, West Texas Avenue, West Louisiana Avenue, Oil Mill Street, South Homer Street, and West Mississippi Avenue. The Project will also include the construction of a new road extending Oil Mill Street approximately 300 feet to the south, intersecting Dan Reneau Drive. In a letter from the Army Corp of Engineers, dated February 13, 2019, it was determined that no permit would be needed for this Project as “all work will be conducted within the footprint of existing structures”. The number associated with this determination is MVK-2019-98. This
correspondence is included in Appendix B. No negative land use impacts are anticipated because there will be no change from the existing urban land use.

### 4.1.2 Farmland Impacts

The Natural Resources Conservation Service (NRCS) office in Alexandria, Louisiana was contacted regarding the potential for farmland impact within the Project area. According to a letter, dated January 30, 2019, the Project area does not contain Prime, Unique, Statewide or Local Important Farmland. Therefore, this Project is not subject to Farmland Protection Policy Act (FPPA) regulations. A copy of the NRCS response letter and the Farmland Form is included in Appendix B.

### 4.2 COMMUNITY IMPACTS

#### 4.2.1 Social Impacts

The public will be better served by improvements made to the area’s transportation infrastructure that will enhance mobility and traffic safety. There are residential areas and several large student housing facilities in the Project area. The Project is not expected to disturb any residential areas except for short-term construction disturbances.

The total population of the City of Ruston was estimated to be 21,859 in 2010 (U. S. Census Bureau). This is a 4.5% increase from the 2000 census population of 20,906. The racial mix is mainly comprised of White alone (52%), followed by Black or African American alone (42%). The remaining 6% is split between Hispanic or Latino, Two or More Races, Native Hawaiian and Other Pacific Islander alone, American Indian and Alaska Native alone, or Asian alone (U. S. Census Bureau 2010). Additionally, the student population of Louisiana Tech University is comprised of White alone (68%), followed by Black or African American (14%). Seven percent of the student population’s ethnicity is unknown. The remaining 11% is split between Hispanic/Latino, Asian, two or more races, or international.

#### 4.2.2 Relocation Impacts

No relocations will be required for the implementation of this Project.

#### 4.2.3 Economic Impacts

No businesses are being displaced by the Project. The roadway improvements is being designed to improve accessibility throughout the Project area, and to promote growth and economic development opportunities. This Project is considered an economic development tool. Therefore, positive economic impacts are anticipated as a result of the Project.

#### 4.2.4 Joint Development
This Project is part of a joint development plan between the City of Ruston and Louisiana Tech University.

4.2.5 Considerations Relating To Pedestrians And Bicyclists

The United States Department of Transportation (DOT) supports the development of fully integrated active transportation networks. The establishment of well-connected walking and bicycling networks is an important component for livable communities, and their design should be a part of Federal-aid project developments. Walking and bicycling foster safer, more livable, family-friendly communities; promote physical activity and health; and reduce vehicle emissions and fuel use. Because of the numerous individual and community benefits that walking and bicycling provide, including health, safety, environmental, transportation, and quality of life, transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes. Public involvement and input is also essential in the development of transportation plans and programs including the bicycle and pedestrian components.

The inclusion of bicycle and pedestrian elements in transportation plans and programs are accomplished by addressing bicycle and pedestrian issues throughout the transportation planning process and integrating bicycle and pedestrian elements as appropriate in the transportation plan and programs.

The proposed Project would replace existing dilapidated sidewalks with ADA-compliant 6.5 to 10-foot-wide sidewalks. This will provide a safer and more efficient route in the downtown area, while offering a travel alternative for motor vehicles. Additional considerations include updated LED street lighting, relocation of utilities underground, and the expansion of 5G cellular data coverage in the area. The proposed Project would also connect sections of the Rock Island Greenway, a shared-use walking, running, and bicycle path and linear park that will eventually run almost six miles across the city of Ruston, and is considered to be the backbone of a citywide active transportation system.

4.2.6 Environmental Justice Impacts

No environmental justice impacts are anticipated as a result of the Project. The Project is being designed to create benefits such as safer roadways, decreased emergency response times, and economic development that will benefit all people in the Project area, regardless of race, gender, or economic status. Therefore, no negative environmental justice impacts would result from the Project.

4.3 SECTION 106 AND CULTURAL RESOURCES

4.3.1 Historic and Archaeological Resource Impacts
The Louisiana Department of Culture, Recreation, and Tourism’s Office of Cultural Development was contacted to comment on potential impacts to historical resources as a result of the proposed Project. Kristin P. Sanders, the State Historic Preservation Officer, responded by email on February 26, 2019, stating “The proposed undertaking will have no adverse effect on historic properties. Therefore, our office has no objection to the implementation of this project.” A copy of this response is included in Appendix B.

4.4 PHYSICAL ENVIRONMENT

4.4.1 Air Quality Impacts

The Louisiana Department of Environmental Quality (LDEQ) Air Division was contacted to comment on potential impacts to air quality as a result of the project. On April 26, 2019, Linda Piper of the LDEQ Office of the Secretary responded with an email stating “the Department has no objections based on the information provided in your submittal.” The email by stating, “Lincoln Parish is classified as attainment with the National Ambient Air Quality Standards and has no general conformity determination obligations.” Therefore, no negative air quality impacts would result from the Project. A copy of this email is included in Appendix B.

4.4.2 Noise Impacts

The approximately 300-foot extension, connecting existing Oil Mill Street and Dan Reneau Drive, warranted a noise study for this Project. The new extension is located in downtown Ruston near the Louisiana Tech University Campus. The major of land use in this area consist of parking facilities with commercial and residential areas. The proposed Oil Mill Rd Extension is planned to be located adjacent to Louisiana Tech’s Integrated Engineering and Science Education Building, east of the University campus. At the time of this study, construction of this building was ongoing. The noise produced by the construction of this building had a major impact on the field noise measurements taken within the Project area. Three multi-family residences are located along the south-eastern portion of the Project area. Another University building, the Louisiana Tech Early Childhood Education Center, along with a vacant commercial property, the former Stitchin’ Post, is located to the north. A barber shop and hair salon is located to the east.

Estimates of the exterior noise levels in the vicinity of the proposed Project were made using the FHWA Traffic Noise Model (TNM), Version 2.5 program. Field measurements conducted with a RS-232 Datalogger Integrated Sound Level Meter by EXTECH Instruments. Both these measurements were used to determine any effects the proposed Project would have on the future noise environments. None of these residences, classrooms, or businesses have existing or are predicted to have future traffic noise levels approaching or exceeding 23 CFR 772 Noise Abatement Criteria levels. A copy of the traffic noise study is included as Appendix C.

4.4.3 Water Quality Impacts

The LDEQ Water Division was contacted to comment on potential impacts to air quality as a result of the Project. On April 26, 2019, Linda Piper of LDEQ Office of the Secretary responded with an
email stating “the Department has no objections based on the information provided in your submittal.” Therefore, no negative water quality impacts are anticipated for this Project. A copy of this email is included in Appendix B.

4.4.4 Impacts to Hazardous Waste Sites

Pickering reviewed reports containing records of registered sites in the vicinity of the Property. These records were obtained from Environmental Data Resources, Inc. (EDR). A total of 82 Hazardous Waste Sites were found. After diligently investigating these sites, Pickering was able to determine that the majority would not be impacted by the Project. However, due to their nature and distance to the proposed Project, seven sites are discussed in detail below. A copy of the EDR Radius Map Report listing and describing all 82 of the registered sites is available for review upon request.

The Cleaners of Ruston (105 S. Monroe Street) is located directly adjacent to the proposed South Monroe Street improvements (sub-project 2). This site is listed as a LA Drycleaners and a Resource Conservation and Recovery Act (RCRA)-Small Quantity Generator. The U.S. Environmental Protection Agency’s (EPA) Resource Conservation and Recovery Information System (RCRIS) Program identifies and tracks hazardous waste from the point of generation to the point of disposal. RCRIS Small and Very Small Quantity Generators are facilities that generate less than 1,000 kg/month of non-acutely hazardous waste. The site has no history of leaks, spills, violations, or any other potentially hazardous incidents. Due to this history, Pickering does not consider the site to represent a Recognized Environmental Condition (REC) in relation to the proposed Project.

Ruston 24/7 (413 W. Alabama Avenue) is located approximately 102 feet to the north of the proposed West Mississippi Avenue improvements. This site is listed as a Historical Drycleaners. Pickering does not consider this site to represent a REC relative to the proposed Project.

Spruce Cleaners (305, 307, 309 W. Alabama Avenue) was/is located approximately 125 feet to the north of the proposed West Mississippi Avenue improvements. This site is listed as a LA Drycleaners and a Historical Drycleaners. The site currently operates as a drycleaner with no reported leaks, spills, or remedial action; therefore, Pickering does not consider the site to represent a REC relative to the proposed Project.

Rabb’s #2/Warrens 66 Service Station (314 W. California Avenue) is located approximately 400 feet to the east of the proposed South Homer improvements, and approximately 500 feet to the west of the proposed South Monroe Street improvements. This site is listed as an EDR Historical Auto. The site has been converted from a service station into a barber shop, Thompson’s Barber Shop. Pickering does not consider this site to represent a REC relative to the proposed Project.
Feazel Oil Co. Phillips 66 (311 N. Trenton Street) was located approximately 252 feet to the west of the proposed North Monroe improvements. This site is listed as an EDR Historical Auto. The property has been converted from a service station into a beer and tobacco shop, Bayou Butts and Booze. Pickering does not consider this site to represent a REC relative to the proposed Project.

Delta Mini Mart #7 (200 West California Avenue) is located approximately 300 feet to the east of the Project. Three 10,000-gallon underground storage tanks (USTs) were installed at the site in May 1987. LDEQ was notified of a leaking event on December 8, 2017 after the regular unleaded gasoline line failed the annual line tightness test. During the line repair activities, a soil sample was collected from the excavation area beneath the product line for laboratory analysis. Analytical results revealed constituent concentrations in soil at the site exceeded LDEQ Risk Evaluation/Corrective Action Program (RECAP) Screening Standards. This contamination was discovered approximately 13 feet below ground surface (bgs). The investigation and remediation at this site is ongoing, therefore we consider this site to represent a REC relative to the proposed Project. However, due to the depth of the contamination, ongoing remediation, and LDEQ’s involvement with the site, Pickering does not believe the site will impact the proposed Project.

Bill’s Citgo/Car Care Center (101 W. California Avenue) was located approximately 557 feet to the east of the proposed South Monroe Street improvements. This site is listed as an EDR Historical Auto and a LA Historical leaking underground storage tank (LUST). During a property transfer assessment performed on March 13, 1998, groundwater samples exhibited benzene, toluene, ethylbenzene, and xylene (BTEX) contamination. After an LDEQ inspection to observe site assessment activities, the site was cleared for property transfer. The property was purchased by Rite Aid and a pharmacy building occupies the property, but is currently vacant. Due to its history, Pickering considers this site to be a Historical Recognized Environmental Condition (HREC) that does not currently pose a significant threat to the proposed Project.

Walker’s Chevron (101 S. Vienna Street) was located approximately 840 feet to the east of the proposed South Monroe Street improvements. According to the EDR radius report, this site was reported in the following databases: Historical LUST, LA LUST, Integrated Compliance Information System (ICIS), Louisiana National Pollutant Discharge Elimination System (LA NPDES), and Louisiana Remediation Sites (LA REM). The property was previously used as a retail gas and service station from 1980 until the mid-1990’s. In August 1996, a UST line leak was reported at the site. High levels of gasoline contamination were found in soil located beneath the area where the line leak occurred. Quarterly groundwater monitoring began in 1999, and site remediation using a Dual Phase Vacuum Extraction (DPVE) system began in 2001. Remedial actions taken included DPVE technology and soil excavation. All excavated soils and soil from borings and well installations were disposed at permitted sanitary landfills. The site’s Certification of Compliance (COC) concentration levels do not exceed the site’s non-industrial soil remediation standards. There are no institutional controls on this property. All of the monitoring and recovery wells that were in place on the site were properly plugged and abandoned in July 2013, and an inspection of the site performed on September 12, 2013, confirmed that no investigation derived waste remains on site. LDEQ issued a letter of No Further Action-At This Time on November 5, 2013.
Due to this distinction, Pickering considers this site to represent a HREC, but the site does not currently pose a significant threat to the proposed Project.

4.4.5 Visual Impacts

Visual impacts can be defined as changes to the visual landscape. Visual impacts can be categorized as minimal, moderate, or high. Minimal impact generally occurs when existing transportation facilities are already part of the view shed, the view has few or no visually sensitive resources and/or the proposed Project would introduce few, if any, noticeable changes to the view shed. Moderate visual impact occurs when changes to the existing view shed would be noticeable, but not substantial and/or there are visually sensitive resources that would undergo a noticeable change of view. High visual impact occurs when substantial changes are made to the existing view shed that would result in a greatly changed view and/or there are visually sensitive resources that would undergo a substantial change in view.

Because there is no new construction as part of this Project, the Build Alternative would result in minimal visual impacts. The visual impacts associated with the Project are largely construction related and are temporary in nature. After construction is completed, the visual impacts will be positive. The addition of the proposed Project will fit with the overall land use of the area and aesthetics will improve as a result of the Project.

4.4.6 Energy Impacts

The proposed Project is not expected to have a negative energy impact on the state or the region. The construction of the roadways will require considerable amounts of energy, including: the manufacturing and transport of the construction components, the heavy equipment utilized for roadway construction, and the routine maintenance of the new roadway.

The amount of energy required to construct a roadway Project of this type is substantial, but temporary in nature, and generally leads to reduced operating costs once the Project is completed. A reduction in costs and energy used could come from improved access, reduced travel time and increased safety (i.e. fewer accidents that delay traffic and require emergency services).

4.4.7 Construction Impacts

The impacts associated with construction are temporary in nature. Effort will be taken to minimize the temporary noise, dust, and vibration impacts due to the use of heavy equipment during the construction of the Project.

4.5 NATURAL ENVIRONMENT
4.5.1 Wetland Impacts

According to the U.S. Fish and Wildlife Service’s National Wetlands Inventory Map, no wetlands exist within the Project area. Pickering contacted the U.S. Department of the Army, Corps of Engineers (USACE), Vicksburg District regarding any required jurisdictional determination for this Project. On February 13, 2019, the USACE responded stating a Section 404 permit will not be needed for this Project as “the existing structures are not located in wetlands or other waters of the United States.” The National Wetlands Inventory Map is included in Appendix A. The letter from the USACE is included in Appendix B.

4.5.2 Water Body Modification and Wildlife Impacts

No water bodies will be traversed within the scope of this Project. Therefore, no bodies of water will be affected due to the implementation of this Project. The construction and use of new roadways will result in unavoidable impacts on the native terrestrial wildlife. The new roadway will create a barrier, which the wildlife will have to cross and risk damage from oncoming traffic. However, due to the urban landscape of the Project area, impacts to wildlife are predicted to be minimal within the Project area.

4.5.3 Floodplain Impacts

According to the Flood Insurance Rate Map for Lincoln Parish, Louisiana and Incorporated Areas (Map No. 22061C0245D), dated April 2, 2009, by the Federal Emergency Management Agency (FEMA), the Project area is shown to be located in Zone X, indicating “Areas determined to be outside of the 500-year floodplain”. A copy of the FEMA Map is included in Appendix A.

4.5.4 Impacts to Wild and Scenic Rivers

According to the National Park Service’s National Wild and Scenic Rivers System database, no wild and scenic rivers will be affected by the Project. Therefore, there will be no adverse effects to wild and scenic rivers due to this Project.

4.5.5 Coastal Barrier Impacts

Coastal barriers are not applicable to the Project; therefore, no impacts are expected.

4.5.6 Coastal Zone Impacts

Coastal Zone Impacts are not applicable to the Project; therefore, no impacts are expected.

4.5.7 Impacts to Threatened or Endangered Species

The Louisiana Department of Wildlife and Fisheries (LDWF) were contacted to comment on the presence of threatened and endangered species in the Project area. In a letter dated February 1, 2019, the LDWF stated “After careful review of our database, no impacts to rare, threatened, or
endangered species or critical habitats are anticipated for the proposed Project. No state wildlife refuges, wildlife management areas, or scenic streams are known to occur at the specified site within Louisiana’s boundaries.” A copy of this letter is included in Appendix B.

4.6 PERMITS

In a letter dated February 13, 2019, the USACE Vicksburg District stated their office determined that a Department of the Army Section 404 permit would not be required for this Project, which was given the ID number MVK-2019-98. This decision is valid for a period of five years, and therefore, will expire on February 13, 2024. This letter and the document containing the basis for their decision is included in Appendix B.

A KCSRR Right Of Entry (ROE) permit will be required for any work taking place within KCSRR’s ROW.

For construction projects disturbing areas greater or equal to one acre, a stormwater general permit is required from the LDEQ.
Appendix A
Project Maps
MONROE STREET CORRIDOR PROJECT

- Downtown Street Sub-Project 1
- Downtown Street Sub-Project 2
- Downtown Street Sub-Project 3
- Downtown Street Sub-Project 4
MONROE STREET CORRIDOR PROJECT

- Downtown Street Sub-Project 1
- Downtown Street Sub-Project 2
- Downtown Street Sub-Project 3
- Downtown Street Sub-Project 4
Downtown Street Project

This page was produced by the NWI mapper

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.
Appendix B
Correspondence with Resource Agencies
January 29, 2019

Kristin Sanders
State Historic Preservation Officer
Louisiana Office of Cultural Development
P.O. Box 44247
Baton Rouge, LA 70804-4241

RE: Downtown Street Project
City of Ruston
Lincoln Parish, Louisiana

Dear Ms. Sanders:

The City of Ruston and Louisiana Tech University have proposed improvements to various existing roads in Ruston, Lincoln Parish, Louisiana. Pickering Firm, Inc. (Pickering) has begun preliminary efforts in order to complete the National Environmental Policy Act (NEPA) evaluation process in support of the Downtown Street Project. The proposed updates would provide a safer and more efficient travel experience for bicyclists, pedestrians, and vehicular traffic between Louisiana Tech University, Louisiana Tech’s Enterprise Campus, Downtown Ruston, and Louisiana Center for the Blind.

The Project can be broken down into four transportation infrastructure sub-projects including rehabilitating existing roads, sidewalks, and streetscapes, totaling 1.2 miles of roadway developments in downtown Ruston, Louisiana. The four sub-projects within this proposed Project include: (1) improvements to a 1230 foot section of Dan Reneau Drive (midpoint: 32°31’33.20”N 92°38’33.65”W); (2) improvements to sections of South Monroe Street, West Texas Avenue, West Louisiana Avenue, and a new Oil Mill Street extension (connecting existing Oil Mill Street south to Dan Reneau Drive), totaling to 4300 feet (midpoint: 32°31’36.55”N 92°38’27.55”W); (3) improvements to a 700 foot section of South Homer Street (midpoint: 32°31’30.12”N 92°38’39.41”W); and (4) improvements to a 1800 foot section of West Mississippi Avenue (western terminus: 32°31’47.84”N 92°38’46.60”W; eastern terminus: 32°31’46.84”N 92°38’25.72”W).

Improvements to existing roadways include better road surfaces, 5 to 12 foot sidewalks, LED lighting, underground relocation of electrical and fiber optic utilities, removal of hazardous parking, new drainage facilities, and pedestrian amenities. Improvements to two (#1 & #2) of the four areas listed above also include the installation of Smart Cities Innovation Testbeds developed by Louisiana Tech, which utilizes sensors that measure and record various data on current roadway conditions.

Along with funds from the City of Ruston and Louisiana Tech University, a funding request will be submitted for a 2019 FY BUILD Transportation Discretionary Grant to assist with the cost of this Project. The list of sub-projects above is arranged in order of priority in the event that not all the proposed project funds are awarded. This Project, along with two separate projects (the Louisiana Tech Railroad Multiuse Path and the North Monroe Street Project), are all included in the plans for the all-encompassing Monroe Street Corridor Project.
According to the Louisiana Office of Cultural Development’s OCD Standing Structures and Districts Map, no sub-projects are located within historic districts; however, the eastern boundary of this Project borders a Cultural District Boundary and a National Register Historic District.

We are seeking your comments and concurrence regarding negative cultural impacts within the proposed study area. Please find below several maps of the study area to aid in your review. If you need additional information, you may contact me by phone at (601) 956-3663 or by email at lmcwhorter@pickeringfirm.com.

Sincerely,

PICKERING FIRM, INC.

Lauren McWhorter
Environmental Scientist

Enclosure:
- Proposed Project on Aerial Photograph
- Proposed Project on Topographic Map
- Proposed Project on Topographic Map with historic districts called out
January 30, 2019

Lauren McWhorter, Environmental Scientist
Pickering Firm, Inc.
2001 Airport Road, Suite 201
Flowood, MS 39232

RE: Downtown Street Project
City of Ruston
Lincoln Parish, LA

Dear Ms. McWhorter:

I have reviewed the above referenced project for potential requirements of the Farmland Protection Policy Act (FPPA) and potential impact to Natural Resource Conservation Service projects in the immediate vicinity.

Projects are subject to FPPA requirements if they may irreversibly convert farmland (directly or indirectly) to nonagricultural use and are completed by a federal agency or with assistance from a federal agency. For the purpose of FPPA, farmland includes prime farmland, unique farmland, and land of statewide or local importance. Farmland subject to FPPA requirements can be forest land, pastureland, cropland, or other land, but not water or urban built-up land.

The project map and narrative submitted with your request indicates that the proposed construction area is in an urban area and therefore is exempt from the rules and regulations of the Farmland Protection Policy Act (FPPA)—Subtitle I of Title XV, Section 1539-1549. Furthermore, we do not predict impacts to NRCS work in the vicinity.

For specific information about the soils found in the project area, please visit our Web Soil Survey at the following location: http://websoilsurvey.nrcs.usda.gov/

Please direct all future correspondence to me at the address shown below.

Respectfully,

[Signature]

Acting For:
Kevin D. Norton
State Conservationist

Attachment

Natural Resources Conservation Service
State Office
3737 Government Street
Alexandria, Louisiana 71302
Voice: (318) 473-7751 Fax: (844) 325-6947

USDA is an Equal Opportunity Provider, Employer, and Lender
FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS

PART I (To be completed by Federal Agency)

1. Name of Project: City of Ruston Downtown Street Project
2. Type of Project: Street Improvement Project
3. Date of Land Evaluation Request: 1/29/19
4. Sheet 1 of ___
5. Federal Agency Involved: Mike Lindsey
6. County and State: Lincoln, Parish, LA

PART II (To be completed by NRCS)

3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPFA does not apply - Do not complete additional parts of this form).
   YES ☐ NO ☑
4. Acres Irrigated Average Farm Size:
   Acres: %

PART III (To be completed by Federal Agency)

Alternative Corridor For Segment __________________
Corridor A Corridor B Corridor C Corridor D

PART IV (To be completed by NRCS) Land Evaluation Information

A. Total Acres To Be Converted Directly
B. Total Acres To Be Converted Indirectly, Or To Receive Services
C. Total Acres In Corridor

PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)

PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))

<table>
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<td>10</td>
<td>25</td>
<td>5</td>
<td>20</td>
<td>25</td>
<td>10</td>
</tr>
</tbody>
</table>

TOTAL CORRIDOR ASSESSMENT POINTS 160

PART VII (To be completed by Federal Agency)

Relative Value Of Farmland (From Part V) 100
Total Corridor Assessment (From Part VI above or a local site assessment) 160

TOTAL POINTS (Total of above 2 lines) 260

1. Corridor Selected:
2. Total Acres of Farmlands to be Converted by Project:
3. Date Of Selection:
4. Was A Local Site Assessment Used? YES ☐ NO ☑

5. Reason For Selection:

Signature of Person Completing this Part:

DATE

NOTE: Complete a form for each segment with more than one Alternate Corridor
Date: February 1, 2019

Name: Lauren McWhorter

Company: Pickering Firm, Inc.

Street Address: 2001 Airport Road, suite 201

City, State, Zip: Flowood, MS 39232

Project: Downtown Street Project

Ruston, LA

Project ID: 19020103

Invoice Number: 19020103

Personnel of the Coastal & Nongame Resources Division have reviewed the preliminary data for the captioned project. After careful review of our database, no impacts to rare, threatened, or endangered species or critical habitats are anticipated for the proposed project. No state wildlife refuges, wildlife management areas, or scenic streams are known to occur at the specified site within Louisiana’s boundaries.

The Wildlife Diversity (WDP) has compiled data on rare, endangered, or otherwise significant plant and animal species, plant communities, and other natural features throughout the state of Louisiana. WDP reports summarize the existing information known at the time of the request regarding the location in question. The quantity and quality of data collected by the WDP are dependent on the research and observations of many individuals. In most cases, this information is not the result of comprehensive or site-specific field surveys; many natural areas in Louisiana have not been surveyed. This report does not address the occurrence of wetlands at the site in question. WDP reports should not be considered final statements on the biological elements or areas being considered, nor should they be substituted for on-site surveys required for environmental assessments. WDP requires that this office be acknowledged in all reports as the source of all data provided here. If at any time WDP tracked species are encountered within the project area, please contact the WDP Data Manager at 225-765-2643. If you have any questions, or need additional information, please call 225-765-2357.

Sincerely,

[Signature]

Amity Bass, Biologist Director
Wildlife Diversity Program
Operations Division

SUBJECT: Jurisdictional Determination – Rehabilitation of Existing Roads, Sidewalks, and Streetscapes in Ruston, Lincoln Parish, Louisiana; MVK 2019-98

Ms. Lauren McWhorter
Environmental Scientist
Pickering Firm, Incorporated
2001 Airport Road, Suite 201
Flowood, Mississippi 39232

Dear Ms. McWhorter:

I refer to your letter received on January 29, 2019, regarding Department of the Army permit requirements for the proposed rehabilitation of existing roads, sidewalks, and streetscapes in Ruston, Louisiana (enclosure 1). I understand that all work will be conducted within the footprint of the existing structures.

Based upon the information you provided, we have determined that a Department of the Army Section 404 permit will not be required for the proposed work, since the existing structures are not located in wetlands or other waters of the United States. For your information, I have enclosed a copy of the basis of our determination (enclosure 2) and appeals form (enclosure 3).

This approved jurisdictional determination is applicable for a period not to exceed five years from the date of this letter unless superseded by law or regulation. If the proposed work is not completed by this time, or if project plans change to include work (clearing, filling, ditching, landscaping, etc.) beyond the limits of the existing structures, you should contact this office for a reevaluation of permit requirements and refer to Identification No. MVK-2019-98 when submitting the information.

This determination of Department of the Army regulatory requirements does not convey any property rights, either in real estate or material or any exclusive privileges, and does not authorize any injury to property or invasion of rights or local laws or regulations, or obviate the requirement to obtain state or local assent required by law for the activity discussed herein.
The decision regarding this action is based on information found in the administrative record, which documents the District's decision-making process, the basis for the decision, and the final decision.

If we may be of any further assistance in this matter, please contact Mr. William Pigott, of this office, telephone (601) 631-7239, or e-mail address: William.L.Pigott@usace.army.mil.

Sincerely,

Charles R. Allred, Jr.
Chief, Enforcement Section
Regulatory Branch

Enclosures
Enclosure Section Enforcement Branch Regulatory

No Permit Required

February 13, 2019

MVK-2019-98

Project Site, Lincoln Parish, LA
DRY LAND APPROVED JURISDICTIONAL DETERMINATION FORM
U.S. Army Corps of Engineers

This form should be completed by following the instructions provided in Section IV of the JD Form Instructional Guidebook.

SECTION I: BACKGROUND INFORMATION
A. REPORT COMPLETION DATE FOR APPROVED JURISDICTIONAL DETERMINATION (JD): 2/13/2019
C. PROJECT LOCATION AND BACKGROUND INFORMATION
   State: Louisiana    County/parish/borough: Lincoln    City: Ruston
   Center coordinates of site (lat/long in degree decimal format): Lat.32.52633 N, Long. 92.64262 W
   Universal Transverse Mercator: Click here to enter text.
   Name of nearest waterbody: Shepherd Creek
   Name of watershed or Hydrologic Unit Code (HUC): Click here to enter text.
   [ ] Check if map/diagram of review area is available upon request.
   [ ] Check if other sites (e.g., offsite mitigation sites, disposal sites, etc…) are associated with this action and are recorded on a different JD form.

D. REVIEW PERFORMED FOR SITE EVALUATION (CHECK ALL THAT APPLY):
   [ ] Office (Desk) Determination. Date: February 13, 2019
   [ ] Field Determination. Date(s): Click here to enter a date,

SECTION II: SUMMARY OF FINDINGS
A. RHA SECTION 10 DETERMINATION OF JURISDICTION.
   There are no “navigable waters of the U.S.” within Rivers and Harbors Act (RHA) jurisdiction (as defined by 33 CFR part 329) in the review area.

B. CWA SECTION 404 DETERMINATION OF JURISDICTION.
   There are no “waters of the U.S.” within Clean Water Act (CWA) jurisdiction (as defined by 33 CFR part 328) in the review area.

SECTION III: DATA SOURCES.
A. SUPPORTING DATA. Data reviewed for JD (check all that apply - checked items shall be included in case file and, where checked and requested, appropriately reference sources below):
   [ ] Maps, plans, plots or plat submitted by or on behalf of the applicant/consultant: Click here to enter text.
   [ ] Data sheets prepared/submitted by or on behalf of the applicant/consultant.
   [ ] Office concurs with data sheets/delineation report.
   [ ] Office does not concur with data sheets/delineation report.
   [ ] Data sheets prepared by the Corps: Click here to enter text.
   [ ] U.S. Geological Survey Hydrologic Atlas: Click here to enter text.
   [ ] USGS NHD data.
   [ ] USGS 8 and 12 digit HUC maps.
   [ ] U.S. Geological Survey map(s). Cite scale & quad name: Click here to enter text.
   [ ] USDA Natural Resources Conservation Service Soil Survey. Citation: Click here to enter text.
   [ ] National wetlands inventory map(s). Cite name: Click here to enter text.
   [ ] State/Local wetland inventory map(s): Click here to enter text.
   [ ] FEMA/FIRM maps: Click here to enter text.
   [ ] 100-year Floodplain Elevation is: Click here to enter text. (National Geodetic Vertical Datum of 1929)
   [ ] Photographs: [ ] Aerial (Name & Date): Click here to enter text.
   [ ] or [ ] Other (Name & Date): Click here to enter text.

---

1 This form is for use only in recording approved JDs involving dry land. It extracts the relevant elements of the longer approved JD form in use since 2007 for aquatic areas and adds no new fields.
Previous determination(s). File no. and date of response letter: Click here to enter text.

Applicable/supporting case law: Click here to enter text.

Applicable/supporting scientific literature: Click here to enter text.

Other information (please specify): Photos provided by the applicant

B. REQUIRED ADDITIONAL COMMENTS TO SUPPORT JD. EXPLAIN RATIONALE FOR DETERMINATION THAT THE REVIEW AREA ONLY INCLUDES DRY LAND: All work to be located within the footprint existing structures. No new fill/clearing required.
April 26, 2019

Lauren McWhorter, Environmental Scientist
Pickering Firm
2001 Airport Road, Suite 201
Flowood, MS 39232
lmcwhorter@pickeringfirm.com

RE: 190426/0375 Downtown Street Project-City of Ruston
City of Ruston, LA Tech University & BUILD Transportation Discretionary Fund
Lincoln Parish

Dear Ms. McWhorter:

The Department of Environmental Quality (LDEQ), Business and Community Outreach Division has received your request for comments on the above referenced project.

After reviewing your request, the Department has no objections based on the information provided in your submittal. However, for your information, the following general comments have been included. Please be advised that if you should encounter a problem during the implementation of this project, you should immediately notify LDEQ’s Single-Point-of-contact (SPOC) at (225) 219-3640.

- Please take any necessary steps to obtain and/or update all necessary approvals and environmental permits regarding this proposed project.
- If your project results in a discharge to waters of the state, submittal of a Louisiana Pollutant Discharge Elimination System (LPDES) application may be necessary.
- If the project results in a discharge of wastewater to an existing wastewater treatment system, that wastewater treatment system may need to modify its LPDES permit before accepting the additional wastewater.
- All precautions should be observed to control nonpoint source pollution from construction activities. LDEQ has stormwater general permits for construction areas equal to or greater than one acre. It is recommended that you contact the LDEQ Water Permits Division at (225) 219-9371 to determine if your proposed project requires a permit.
- If your project will include a sanitary wastewater treatment facility, a Sewage Sludge and Biosolids Use or Disposal Permit is required. An application or Notice of Intent will be required if the sludge management practice includes preparing biosolids for land application or preparing sewage sludge to be hauled to a landfill. Additional information may be obtained on the LDEQ website at http://www.deq.louisiana.gov/portal/tabid/2296/Default.aspx or by contacting the LDEQ Water Permits Division at (225) 219- 9371.
- If any of the proposed work is located in wetlands or other areas subject to the jurisdiction of the U.S. Army Corps of Engineers, you should contact the Corps directly regarding permitting issues. If a Corps permit is required, part of the application process may involve a water quality certification from LDEQ.
- All precautions should be observed to protect the groundwater of the region.
- Please be advised that water softeners generate wastewaters that may require special limitations depending on local water quality considerations. Therefore if your water system improvements include water softeners, you are advised to contact the LDEQ Water Permits to determine if special water quality-based limitations will be necessary.
• Any renovation or remodeling must comply with LAC 33:III.Chapter 28, Lead-Based Paint Activities; LAC 33:III.Chapter 27, Asbestos-Containing Materials in Schools and State Buildings (includes all training and accreditation); and LAC 33:III.5151, Emission Standard for Asbestos for any renovations or demolitions.
• If any solid or hazardous wastes, or soils and/or groundwater contaminated with hazardous constituents are encountered during the project, notification to LDEQ’s Single-Point-of-Contact (SPOC) at (225) 219-3640 is required. Additionally, precautions should be taken to protect workers from these hazardous constituents.

Currently, Lincoln Parish is classified as attainment with the National Ambient Air Quality Standards and has no general conformity determination obligations.

Please send all future requests to my attention. If you have any questions, please feel free to contact me at (225) 219-3954 or by email at linda.piper@la.gov.

Sincerely,

Linda (Brown) Piper
Louisiana Dept. of Environmental Quality
Office of the Secretary
Phone: (225) 219-3954
Email: linda.piper@la.gov
Here is that email from the EPA about Ruston.

Begin forwarded message:

From: "Martinez, Eli" <martinez.eli@epa.gov>
To: "Lauren McWhorter" <lmcwhorter@pickeringfirm.com>
Subject: Three Project proposed by City of Ruston and Louisiana Tech University

Dear Ms. McWhorter,

In reference to your email below, the U.S. Environmental Protection Agency, the Region 6 NEPA office, does not anticipate a significant adverse environmental impact from these 3 project proposed by City of Ruston and Louisiana Tech University. We appreciate the opportunity to review this project. If you have any questions, please contact me at 214-665-2119 or by email at martinez.eli@ea.gov.

Eli Martinez
US EPA Region 6 (6EN-WS)
Compliance Assurance and Enforcement Division
1445 Ross Avenue, Suite 1200
Dallas, Texas 75202

---

From: Lauren McWhorter <lmcwhorter@pickeringfirm.com>
Sent: Thursday, April 25, 2019 12:32 PM
To: Houston, Robert <Houston.Robert@epa.gov>
Subject: Ruston Projects

Hello Mr. Houston,

I originally contacted you in January of this year and asked for comments about impacts to T&E species regarding three projects in the Ruston area. I have attached the 3 letters to this email. We would appreciate a response to these letters as we have a deadline fast approaching. If I am mistaken in sending these to you, could you please direct me to the appropriate person to send these letters.

Thank you,
Lauren McWhorter
Environmental Scientist

Pickering Firm, Inc.
Service and Good Work, Our Foundation, Our Future.
2001 Airport Road, Suite 201
Flowood, MS 39232
Phone: 601.956.3663 Fax: 601.956.7817
Begin forwarded message:

From: Chris Ashley <CAshley@KCSouthern.com>
Date: May 6, 2019 at 10:49:36 AM CDT
To: Wilson Harper <wharper@pickeringfirm.com>
Cc: Curt Craig <ccraig@pickeringfirm.com>, Camille Salters <csalters@pickeringfirm.com>, Danny Lites <DLites@KCSouthern.com>
Subject: RE: Ruston Louisiana - Monroe Street Corridor Project

Ok, I have no objections to what you are proposing at this stage regarding KCS crossings, but here are some KCS requirements/Notes to consider as the design progresses

- There will need to be a Right of entry permit filed for working within the KCS right of way, with will cover all of the basic requirements (including flagging when working within the ROW)
- The crossing vertical curve should be considered, and if necessary any adjustments needed be made

Just keep me posted as the project develops and I will be happy to help make comments and suggesting to help make it as smooth as possible

Is there an estimated ETA on when the project may start?

Thanks,

Chris Ashley
Signal Project Engineer
The Kansas City Southern Railway Company
4601 Hilary Huckaby III Drive | Shreveport, LA 71107
Office: 318.676.6269 | Cell: 318.218.7207 | Fax: 318.676.6273
Email: Cashley@kcsouthern.com

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This email originated from outside the company. Please use caution when opening attachments or clicking on links. If you suspect this to be a phishing attempt, please report via PhishAlarm.

Mr. Ashley,

Thank you for your response. At this time the project is still in preliminary stages and there are no detailed plans/layout for the portion of construction that would affect the crossing. However, we anticipate that the planned improvements will include repaving but not realigning the roadway, and that there will be no change to the approach or dimensions of the crossing. This is the only KCS rail crossing that would be affected by the proposed project.

If you have any other questions please feel free to contact me.

Thank you,

Wilson Harper
Staff Geologist

Pickering Firm, Inc.
Service and Good Work, Our Foundation, Our Future.
2001 Airport Road, Suite 201
Flowood, MS 39232
Phone: 601.956.3663  Mobile: 601.214.1098

From: Chris Ashley <CAshley@KCSouthern.com>
Sent: Friday, May 3, 2019 2:59 PM
To: Wilson Harper <wharper@pickeringfirm.com>
Cc: Curt Craig <ccraig@pickeringfirm.com>; Camille Salters <csalters@pickeringfirm.com>; Danny Lites <DLites@KCSouthern.com>
Subject: Ruston Louisiana - Monroe Street Corridor Project

Mr. Wilson,

I was copied on an email regarding that attached mentioned project

For the Monroe Street crossing, do you have any layouts of the work being done in its near proximity? Or any other crossing within the scope of the project?

If there is to be any pavement overlay or reconstruction of the roadway please take into consideration the existing crossing approach and review if it needs any adjustments

I will be happy to answer any questions you might have

Thank you

Chris Ashley
Signal Project Engineer
The Kansas City Southern Railway Company
4601 Hilary Huckaby III Drive  |  Shreveport, LA 71107
Office: 318.676.6269  |  Cell: 318.218.7207  | Fax: 318.676.6273
Email: Cashley@kcsouthern.com
This electronic message transmission and any documents, files, graphics, or previous e-mail messages attached to it may contain information that may be legally confidential and/or privileged (23 USC 409). The information is intended solely for the individual(s) or entity(s) named above and access by disclosure, copying, distribution, or other use of the contents of this message is prohibited and may be unlawful. If you have received this electronic transmission in error, please reply immediately to the sender pointing out the error, and delete the message. This message may also contain personal opinions of the author and should not be considered as policy or opinion.
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Appendix A – Noise Measurement Data Sheets and Photographs
Appendix B – TNM Results for Existing Noise Environment
Appendix C – TNM Results for Future No Build Noise Environment
Appendix D – TNM Results for Future Build Noise Environment
Appendix E – Results of All Receivers for Existing and Future Conditions

Proposed Oil Mill Street Extension
INTRODUCTION

The City of Ruston has engaged Pickering Firm, Inc. (Pickering) as environmental consultants to conduct a Categorical Exclusion (CE) regarding the proposed Downtown Street Project (Project) in downtown Ruston, Lincoln Parish, Louisiana. The Project will consist of various transportation improvements along portions of West Louisiana Avenue, West Texas Avenue, Dan Reneau Drive, South Homer Street, South Monroe Street, West Mississippi Avenue, and Oil Mill Street. These improvements include better road surfaces, 5 to 12 foot sidewalks, LED lighting, underground relocation of electrical and fiber optic utilities, removal of hazardous parking, new drainage facilities, and pedestrian amenities. The Project is being planned to improve the safety of existing downtown streets, while improving access to Louisiana Tech University, the University’s Enterprise Campus, Louisiana Tech Early Elementary Education Center, and the Louisiana Center for the Blind. In addition to these plans, a new approximately 300-foot extension of Oil Mill Street, connecting existing Oil Mill Street and Dan Reneau Drive, is planned as a part of this Project. This extension is the focus of this noise study.

Initially, the proposed alignment was identified on appropriate topographic maps and aerial photographs to determine possible noise receptors within the Project corridor. These receptors were then field verified by in-situ investigation and classified according to their functional use (residence, commercial, light industrial, manufacturing, office, etc.). At this time, the receptors were also classified by “Activity Category” as established by the Federal Highway Administration (FHWA) Noise Abatement Criteria chart shown in Table 1.

Esri’s ArcMap software was used to model the alignment and nearby receivers. Because noise level calculations are based on the distance from the proposed Project to occupied facilities, noise level estimates at each occupied facility are considered approximate.

PURPOSE AND SCOPE

The purpose of this noise study is to analyze the potential impacts that the proposed Project will have on the current and future noise environment, and point out sites where noise impacts are likely to occur. If noise impacts are found, the feasibility and reasonableness of noise abatement measures will be assessed for this Project. This noise study is prepared to satisfy the requirements of Title 23 of the United States Code of Federal Regulations, Part 772 (23 CFR 772), as ‘REVISED’, effective July 13, 2011.

NOISE IMPACT CRITERIA

Traffic noise impacts are defined in 23 CFR 772 and occur when predicted traffic noise levels approach or exceed the Noise Abatement Criteria (NAC) for a specific Activity Category or when
noise levels are predicted to substantially increase following a project’s completion. The definition of “approach” as used above is determined to be 1 decibel (dB) less than the established NAC shown in Table 1 below. An adjustment or weighting of the high-pitched and low-pitched sounds is often made to approximate how an average person hears sounds. For highway traffic noise studies, this compensation is called A-weighting, with A-weighted decibel measurements indicated by dBA. Also, a “substantial increase” is defined as traffic noise level increase of 10 dBA or more. These guidelines will provide the basis for any conclusions made in this report. Effective July 13, 2011, the FHWA revised 23 CFR 772 regulations, and modified the NAC to more realistically represent the upper limit of acceptable highway traffic noise for different types of land uses and human activities. The regulations do not require meeting the abatement criteria in every instance. Rather, they require highway agencies make every reasonable and feasible effort to provide noise mitigation when the criteria are approached or exceeded.

**TABLE 1:**

<table>
<thead>
<tr>
<th>Activity Category</th>
<th>Description of Activity Category</th>
<th>Evaluation Location</th>
<th>Criteria ( \text{Leq(h)}^{(1)} )</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where preservation of those qualities is essential if the area is to continue to serve its intended purpose.</td>
<td>Exterior</td>
<td>56 dBA</td>
</tr>
<tr>
<td>B(^{(1)})</td>
<td>Residential</td>
<td>Exterior</td>
<td>66 dBA</td>
</tr>
<tr>
<td>C(^{(1)})</td>
<td>Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.</td>
<td>Exterior</td>
<td>66 dBA</td>
</tr>
<tr>
<td>D</td>
<td>Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.</td>
<td>Interior</td>
<td>51 dBA</td>
</tr>
<tr>
<td>E(^{(2)})</td>
<td>Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A–D or F.</td>
<td>Exterior</td>
<td>71 dBA</td>
</tr>
<tr>
<td>F</td>
<td>Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>G</td>
<td>Undeveloped lands that are not permitted.</td>
<td>--</td>
<td>--</td>
</tr>
</tbody>
</table>

(1) In Louisiana, impact occurs when noise level is equal to or greater than these values.

(2) Includes undeveloped lands permitted for this activity category.
DESCRIPTION OF LAND USE

Current Use:

The Project is located in downtown Ruston near the Louisiana Tech University Campus. The majority of land use in this area consists of parking facilities with commercial and residential areas. The proposed Oil Mill Street Extension is to be located adjacent to a newly constructed University building, the Integrated Engineering and Science Education Building, east of the Louisiana Tech campus. At the time of this study, construction of this building was ongoing. Three multi-family residences are located along the southeastern portion of the Project area. Another University building, the Louisiana Tech Early Childhood Education Center, along with a vacant commercial property, the former Stitchin’ Post, are located to the north. A barber shop and hair salon are located to the east. These structures are shown in Figure 1, Project Area.

Future Use:

Due to the urban nature of this area, the land use is not expected to differ greatly in the future. As the university expands, this area may be dominated by parking facilities to meet the needs of a growing student and faculty population.
TRAFFIC NOISE MODEL

Modeling Procedures

Estimates of the exterior noise levels in the vicinity of the proposed Project were made using the FHWA Traffic Noise Model (TNM), Version 2.5 program developed by United States Department of Transportation John A. Volpe National Transportation Systems Center, Acoustics Facility. The traffic speed on the proposed extension was modeled as 20 miles per hour (mph), mimicking the speed from existing Oil Mill Street. Because this is a preliminary study, no traffic study was performed on the roads within the Project area. Therefore, traffic volumes were estimated using traffic count data from surrounding roadways provided by the LADOTD website. Using the traffic data, it was estimated that the area would see a 3% increase of traffic from existing (2019) to design year (2045). This percentage was used to calculate the traffic volumes for future conditions for each vehicle type. This traffic data is combined with a digital representation of the Project corridor within TNM to predict noise levels.

Due to the closeness of the Project area, the existing roadways have a major impact on the noise environment. Therefore, various surrounding roadways were modeled in addition to the proposed extension. Portions of West Louisiana Avenue, West Texas Avenue, Dan Reneau Drive, South Homer Street, S Monroe Street, Colorado Avenue, and existing Oil Mill Street were all modeled as a 24ft roadway, which represented the two 12ft lanes each roadway contains. For existing and future no build scenarios, the proposed roadway was not modeled. In the future build scenarios, the proposed roadway was modeled with two 12ft travel lanes.

In order for TNM to properly predict noise impacts to the surrounding area, receivers must be placed in various locations that are exposed to the potential noise. The receivers were modeled up to 500 feet from the proposed roadway. Because the majority of this area is covered by parking facilities, this study had relatively few receivers. Overall, nine receivers, representing 14 properties, were modeled. A visual representation of the receivers is shown in Figure 2, Noise Receiver Reference Map.
Model Validation

Noise measurements were taken on June 25, 2019 using an Integrating Sound Level Meter (RS-232/Datalogger by EXTECH Instruments). The meter was calibrated before and after each measurement. Fifteen-minute measurements were conducted at one-minute intervals. Background noise (i.e. dog barking, sirens, etc) during these measurements was noted, and the corresponding one-minute measurement was eliminated. Noise levels can vary with environmental changes. As a result, the short-term measurement data provides only a snapshot of the existing environment.

Two field measurements were taken along the north and south terminus of this proposed roadway. Unfortunately, these measurements were dominated by outside noise other than that produced by the existing roadways. As a result, the two measured noise levels were extremely high when compared to the estimated TNM sound levels. Currently, Louisiana Tech’s new Integrated Engineering and Science Education Building is under construction within the Project area. Loud construction noise dominated the field measurement resulting in abnormally high average noise levels for the area. The results of the noise validation are summarized in Table 2 with the field data sheets and photographs included in Appendix A.
TABLE 2: 
TNM Validation

<table>
<thead>
<tr>
<th>Site</th>
<th>Time</th>
<th>Measured Leq (dBA)</th>
<th>Estimated Leq (dBA)</th>
<th>Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>South Validation</td>
<td>10:41 am</td>
<td>66.1</td>
<td>46.5</td>
<td>19.6</td>
</tr>
<tr>
<td>North Validation</td>
<td>11:07 am</td>
<td>70.5</td>
<td>46.8</td>
<td>23.7</td>
</tr>
</tbody>
</table>

**Existing Noise Environment**

TNM was used to simulate existing noise levels for the Project area. The year 2019 was defined as the existing year for this noise study. The simulated noise levels ranged from 49.7 to 55.4 dBA at the modeled receivers. Based on the result from TNM, none of the nine modeled receivers were impacted under the existing conditions. These results are summarized in Table 3 and displayed in the attached Appendix B.

**Future No Build Noise Environment**

TNM simulated the noise environment in a scenario where the proposed roadway is not built, and the Project area remains in its current state. The noise level varied from 50.1 to 55.7 dBA at the modeled receivers. A minimum increase of 0.1 to 0.5 dBA is predicted when comparing the simulated existing environment to the no build scenario. Like the existing conditions, none of the nine receivers were impacted by increasing noise levels. These results are summarized in Table 3 and displayed in the attached Appendix C.

**Future Build Noise Environment**

TNM simulated the noise levels of the future build scenario if the proposed Oil Mill Street extension was constructed with two 12ft travel lanes. The noise levels ranged from 50.1 to 55.7 dBA at the modeled receivers. When compared to the existing conditions, the noise levels increase range from 0.1 to 0.5 dBA. The low variation from the existing and build scenarios is likely due to the low speed assigned to the proposed roadway in addition to the existing elevated noise environments of urban areas. Like in the previous two conditions, none of the nine receivers are predicted to have any negative noise impacts. The future build results are summarized in Table 3 and displayed in the attached Appendix D.

**Noise Level Results Summary**

Overall, the noise levels of the modeled receivers are not predicted to rise 10 dBA or greater. TNM predicted none of the modeled receivers would have any levels exceeding the FHWA Noise Abatement Criteria levels in any of the three scenarios: existing conditions, future no build conditions, and future build conditions. Therefore, no receivers will experience any negative noise impacts due to the addition of the proposed roadway within the Project area.
The TNM results are summarized in Table 3 below and the results of all receivers for existing and future conditions are displayed in Appendix E.

**TABLE 3:**
**TNM Summarized Results**

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Year</th>
<th>Estimated Leq Range (dBA)</th>
<th>Difference between Existing Leq Range (dBA)</th>
<th>Properties Impacted</th>
</tr>
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<tbody>
<tr>
<td>Existing Conditions</td>
<td>2019</td>
<td>49.7 – 55.4</td>
<td>N/A</td>
<td>0</td>
</tr>
<tr>
<td>Future No Build</td>
<td>2045</td>
<td>50.1 – 55.7</td>
<td>0.1 – 0.5</td>
<td>0</td>
</tr>
<tr>
<td>Future Build</td>
<td>2045</td>
<td>50.1 – 55.7</td>
<td>0 – 0.1</td>
<td>0</td>
</tr>
</tbody>
</table>

**CONSTRUCTION NOISE ABATEMENT**

A slight noise increase would initially be caused by construction activities and then gradually increase due to volumetric increases in traffic flow along the build alternative. Although no noise abatement barriers or other noise abatement measures are recommended for this Project, noise should be minimized when feasible during the construction of the road. The following construction noise controls and abatement measures should be incorporated into the Project plans and specifications to minimize adverse construction noise in the Project area. Each internal combustion engine shall be equipped with the muffler recommended by the equipment manufacturer. The contractor shall comply with all other state and local regulations, which are related to noise control, and apply to Projects of this type.

**FHWA POLICY REGARDING LAND USE DEVELOPMENT AND FUTURE NOISE ABATEMENT**

The United States has undertaken a program which utilizes a three-part approach to the abatement of highway traffic noise. Noise-compatible development through effective land use planning and control is traditionally an area of local responsibility. Source control or control of noise emissions from the vehicles themselves is a joint responsibility of private industry and of federal, state, and local governments. The FHWA has established noise standards for different types of land use activities adjacent to highways. These standards, identified in the United States Code of Federal Regulations Part 772 (23 CFR 772), require that for certain types of federally-aided highway projects, states must conduct noise analyses to identify potential highway traffic noise impacts.

Local officials and developers are encouraged to consider highway traffic noise in the planning, zoning, and development of property near existing and proposed highways. Local officials and
developers are encouraged to visit the FHWA Highway Traffic Noise website (www.fhwa.dot.gov/environment/noise/) to learn more about Noise Compatible Planning. In order to help local officials and developers consider highway traffic noise in the vicinity of proposed Type I projects, Pickering will include a copy of this noise study report in the Categorical Exclusion (CE) for the proposed Project.

CONCLUSIONS AND RECOMMENDATIONS

According to TNM predicted levels, traffic noise impacts are not expected to occur at any noise sensitive receptors along the route of the proposed Project if it is constructed. Therefore, it is not necessary to consider traffic noise abatement measures. Due to the Project area’s close proximity to residential areas and classrooms on the Louisiana Tech campus, it is recommended that the contractor minimize noise impacts by adhering to measures stated in Section 107.14 of the Louisiana Standard Specification for Roads and Bridges, 2016 edition.
APPENDICES
APPENDIX A

Noise Measurement Data Sheets and Photographs
**NOISE MEASUREMENT DATA SHEET**

**Project:** Oil Mill Street Extension | **Project Number:** 25361.01.003

<table>
<thead>
<tr>
<th>Site ID:</th>
<th>Date: 6/25/19</th>
<th>GPS: N32° 31' 32.9&quot; W092° 38' 33.7&quot;</th>
</tr>
</thead>
<tbody>
<tr>
<td>Address:</td>
<td></td>
<td>Land Use: Parking Lot</td>
</tr>
<tr>
<td>Pre Calibration Time/Level: 10:38/99.6</td>
<td>Post Calibration Time/Level: 10:50/99.4</td>
<td></td>
</tr>
<tr>
<td>Weather: 83° 7mph S</td>
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<td></td>
</tr>
</tbody>
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<table>
<thead>
<tr>
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<th>Event Description(s)</th>
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</thead>
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<td>42</td>
<td>A-1</td>
</tr>
<tr>
<td>3</td>
<td>43</td>
<td>A-11</td>
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<tr>
<td>4</td>
<td>44</td>
<td>A-1</td>
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<td>6</td>
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</tr>
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<td>7</td>
<td>47</td>
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<td>A-1</td>
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<td>12</td>
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<td>55</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>56</td>
<td></td>
</tr>
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17
18
19
20
21
22
23
24
25
**Noise Measurement Data Sheet**

**Project Name:** Oil Mill Street Extension – South Validation  
**Date:** 6/25/19  
**Address:** --  
**Land Use:** Parking Lot

<table>
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<tr>
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<th>Delete?</th>
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<td>10:41</td>
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<tr>
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<td>10:42</td>
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<td></td>
</tr>
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<td>4</td>
<td>10:44</td>
<td>67.2</td>
<td></td>
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<td>10:45</td>
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<td></td>
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</tr>
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<td></td>
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<td>10:53</td>
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</tr>
<tr>
<td>14</td>
<td>10:54</td>
<td>64.7</td>
<td></td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>10:55</td>
<td>64.7</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Leq 66.1**
Noise meter at the South Validation location along the southern terminus of the proposed extension with Dan Reneau Drive in the background and the construction site of the new LA Tech Integrated Engineering and Science Education Building beyond.

Side view of noise meter at the South Validation location with LA Tech University campus in the background.
## NOISE MEASUREMENT DATA SHEET

**Project:** Oil Mill Street Extension  
**Project Number:** 25361.01.003

<table>
<thead>
<tr>
<th>Site ID:</th>
<th>Date:</th>
<th>GPS:</th>
</tr>
</thead>
<tbody>
<tr>
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<td>6/25/19</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Address:</th>
<th>Land Use:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Parking Lot</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Pre Calibration Time/Level:</th>
<th>Post Calibration Time/Level:</th>
</tr>
</thead>
<tbody>
<tr>
<td>11:02 / 99.4</td>
<td>11:22 / 99.9</td>
</tr>
</tbody>
</table>

**Weather:**

- 83°F
- Wind: S

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<table>
<thead>
<tr>
<th>Period #</th>
<th>Start Time</th>
<th>Event Description(s)</th>
</tr>
</thead>
</table>
| 1        | 11:07      | A-I
- A-II
- A-II
- 2 Auto on Oil Mill St |
| 2        | 08         | A-III |
| 3        | 09         | A-II |
| 4        | 10         | A-II |
| 5        | 11         | A-I |
| 6        | 12         | A-I |
| 7        | 13         | A-I |
| 8        | 14         | A-I |
| 9        | 15         | A-I |
| 10       | 16         | A-I |
| 11       | 17         | A-I |
| 12       | 18         | A-I |
| 13       | 19         | A-I |
| 14       | 20         | A-I |
| 15       | 21         | A-I |

- Land Construction Noise
- Helicopter Flies Overhead
- Auto on Oil Mill St
- Car Movement in Parking Lot.
- Loud Beeping from construction equipment
- Auto on Oil Mill St
- Loud Beeping combines
- Auto in Parking Lot.
- Auto in Parking Lot.
- 11+ beeping sounds
# Noise Measurement Data Sheet

**Project Name:** Oil Mill Street Extension – North Validation  
**Date:** 6/25/19  
**Address:** --  
**Land Use:** Parking Lot

<table>
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<th>Time Start</th>
<th>Leq</th>
<th>Delete?</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>11:07</td>
<td>69.9</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>11:08</td>
<td>68.1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>11:09</td>
<td>68.8</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>11:10</td>
<td>70.5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>11:11</td>
<td>72.6</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>11:12</td>
<td>72.1</td>
<td>X</td>
<td>Helicopter flies overhead</td>
</tr>
<tr>
<td>7</td>
<td>11:13</td>
<td>71.6</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>11:14</td>
<td>71.2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>11:15</td>
<td>70.9</td>
<td>X</td>
<td>Loud beeping from construction equipment begins</td>
</tr>
<tr>
<td>10</td>
<td>11:16</td>
<td>70.8</td>
<td>X</td>
<td>Loud beeping continues</td>
</tr>
<tr>
<td>11</td>
<td>11:17</td>
<td>70.8</td>
<td>X</td>
<td>Loud beeping continues</td>
</tr>
<tr>
<td>12</td>
<td>11:18</td>
<td>70.9</td>
<td>X</td>
<td>Loud beeping continues</td>
</tr>
<tr>
<td>13</td>
<td>11:19</td>
<td>71.2</td>
<td>X</td>
<td>Loud beeping continues</td>
</tr>
<tr>
<td>14</td>
<td>11:20</td>
<td>71.8</td>
<td>X</td>
<td>Loud beeping from construction equipment ends</td>
</tr>
<tr>
<td>15</td>
<td>11:21</td>
<td>71.7</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Leq 70.5**
Noise meter at the North Validation location along the northern terminus of the proposed extension with W Texas Avenue in the background and the construction site of the new LA Tech Integrated Engineering and Science Education Building beyond.

Side view of noise meter at the North Validation location with existing Oil Mill Street to the left.
APPENDIX B

TNM Results for Existing Noise Environment
# Sound Levels Results

**City of Ruston**

**5 June 2019**

**TNM 2.5**

**Calculated with TNM 2.5**

## Project/Contract
Oil Mill Road Extension, Existing

## Barrier Design
INPUT HEIGHTS

## Atmospherics
68 deg F, 50% RH

---

**Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.**

---

### Receiver

<table>
<thead>
<tr>
<th>Name</th>
<th>No.</th>
<th># DUs</th>
<th>Existing L\text{Aeq}_{1h}</th>
<th>No Barrier L\text{Aeq}_{1h}</th>
<th>Increase over existing</th>
<th>With Barrier L\text{Aeq}_{1h}</th>
<th>Type Impact</th>
<th>Noise Reduction</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>dBA</td>
<td>dBA</td>
<td>dB</td>
<td>dB</td>
<td>dB</td>
<td>dB</td>
</tr>
<tr>
<td>R1 401 W Louisiana Avenue</td>
<td>1</td>
<td>1</td>
<td>0.0</td>
<td>53.8</td>
<td>66</td>
<td>53.8</td>
<td>---</td>
<td>53.8</td>
</tr>
<tr>
<td>R2 302 W Texas Avenue</td>
<td>2</td>
<td>1</td>
<td>0.0</td>
<td>54.7</td>
<td>66</td>
<td>54.7</td>
<td>---</td>
<td>54.7</td>
</tr>
<tr>
<td>R3 306 Dan Renaeu Drive</td>
<td>3</td>
<td>1</td>
<td>0.0</td>
<td>55.4</td>
<td>66</td>
<td>55.4</td>
<td>---</td>
<td>55.4</td>
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<tr>
<td>R4 307 Dan Renaeu Drive</td>
<td>4</td>
<td>1</td>
<td>0.0</td>
<td>55.3</td>
<td>66</td>
<td>55.3</td>
<td>---</td>
<td>55.3</td>
</tr>
<tr>
<td>R5 315 Colorado Avenue</td>
<td>5</td>
<td>4</td>
<td>0.0</td>
<td>50.7</td>
<td>66</td>
<td>50.7</td>
<td>---</td>
<td>50.7</td>
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<tr>
<td>R6 369 Colorado Avenue</td>
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<td>2</td>
<td>0.0</td>
<td>49.7</td>
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<td>49.7</td>
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<tr>
<td>R8 301 Colorado Avenue</td>
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<td>1</td>
<td>0.0</td>
<td>52.6</td>
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<td>52.6</td>
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<td>R9 construction site</td>
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**Dwelling Units**

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<thead>
<tr>
<th># DUs</th>
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<td></td>
<td>Min</td>
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<tr>
<td>All Selected</td>
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<tr>
<td>All Impacted</td>
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<tr>
<td>All that meet NR Goal</td>
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</table>
APPENDIX C

TNM Results for Future No Build Noise Environment
# RESULTS: SOUND LEVELS

## City of Ruston

### Pickering Firm
Lauren McWhorter

### RESULTS: SOUND LEVELS

**PROJECT/CONTRACT:** City of Ruston

**RUN:** Oil Mill Road Extension, No Build 2045

**BARRIER DESIGN:** INPUT HEIGHTS

**ATMOSPHERICS:** 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

### Receiver

<table>
<thead>
<tr>
<th>Name</th>
<th>No.</th>
<th># DUs</th>
<th>Existing LAeq1h</th>
<th>No Barrier LAeq1h</th>
<th>Increase over existing</th>
<th>Type Impact</th>
<th>With Barrier</th>
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<tbody>
<tr>
<td></td>
<td></td>
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</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Crit’n calculated</td>
<td>Crit’n calculated</td>
<td>Crit’n Sub’l Inc</td>
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<td></td>
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<td></td>
<td>dBA</td>
<td>dBA</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>R1 401 W Louisiana Avenue</td>
<td>1</td>
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<td>R3 306 Dan Reneau Drive</td>
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<tr>
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<tr>
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### Dwelling Units

<table>
<thead>
<tr>
<th># DUs</th>
<th>Noise Reduction</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>Min</td>
</tr>
<tr>
<td></td>
<td>dB</td>
</tr>
<tr>
<td>All Selected</td>
<td>14</td>
</tr>
<tr>
<td>All Impacted</td>
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</tr>
<tr>
<td>All that meet NR Goal</td>
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</table>
APPENDIX D

TNM Results for Future Build Noise Environment
### RESULTS: SOUND LEVELS

**City of Ruston**

**5 June 2019**

**TNM 2.5**

**Calculated with TNM 2.5**

**PROJECT/CONTRACT:** City of Ruston  
**RUN:** Oil Mill Road Extension, Build 2045  
**BARRIER DESIGN:** INPUT HEIGHTS  
**ATMOSPHERICS:** 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

<table>
<thead>
<tr>
<th>Receiver Name</th>
<th># DUs</th>
<th>#DU`s</th>
<th>Existing LAeq1h</th>
<th>No Barrier</th>
<th>Increase over existing</th>
<th>With Barrier</th>
<th>Noise Reduction</th>
<th>Calculated minus Goal</th>
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<tbody>
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<td></td>
<td></td>
<td></td>
<td>dBA</td>
<td>LAeq1h</td>
<td>dB</td>
<td>dBA</td>
<td>dB</td>
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### Dwelling Units

<table>
<thead>
<tr>
<th># DUs</th>
<th>Noise Reduction</th>
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<tr>
<td></td>
<td>Min</td>
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<tr>
<td></td>
<td>dB</td>
</tr>
<tr>
<td>All Selected</td>
<td>14</td>
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<tr>
<td>All Impacted</td>
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<tr>
<td>All that meet NR Goal</td>
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APPENDIX E

Results of All Receivers for Existing and Future Conditions
**EXHIBIT 5:**
Results of All Receivers for Existing and Future Conditions

<table>
<thead>
<tr>
<th>Receiver Number</th>
<th>Receiver Name</th>
<th>Dwelling Unit</th>
<th>Existing Levels</th>
<th>Future No Build (Leq)</th>
<th>Noise Impacts (Y/N)</th>
<th>Future Build (Leq)</th>
<th>Noise Impacts (Y/N)</th>
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