

Kansas Lane Connector

Final Environmental Impact Statement

Chapter 2 – Alternatives

- Fewest disruptions to existing utilities;
- Only alternative that will not impact a portion of an NRHP-eligible archaeological site at a cemetery south of Bayou Desiard;
- Lowest ROW acquisition cost (\$2,480,000);
- Second lowest total cost (\$16,349,000); and
- Not a substantial difference in wetland impacts (15.2 acres vs. 9.6 acres for the least impact, which is the Southern+Central Alternative).

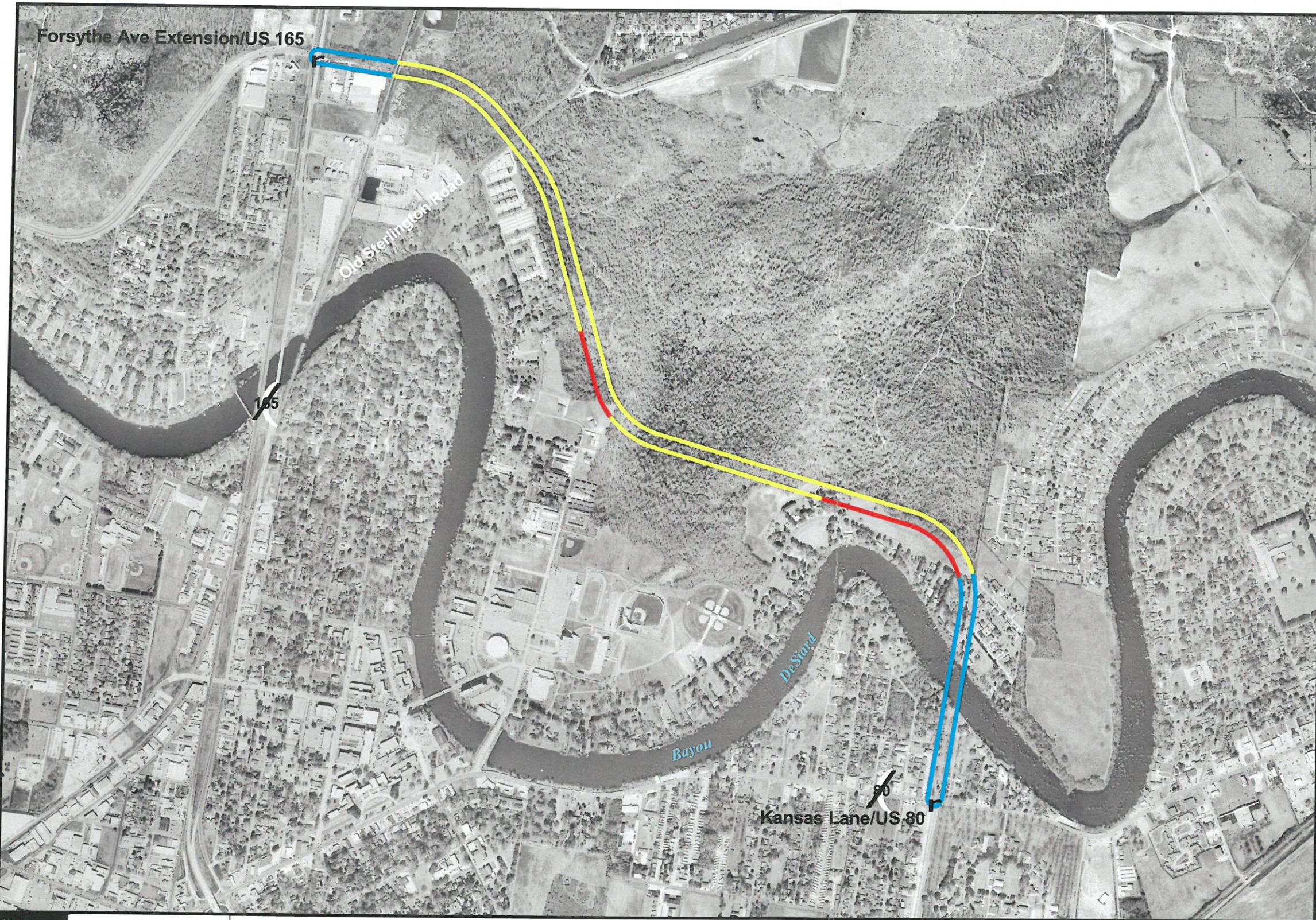
Based on analysis of the five Build Alternatives, it is recommended that the Northern Alternative be selected as the Preferred Alternative. The Northern Alternative will cause the least overall impacts to community cohesion and requires the least residential relocations. Additionally, the Northern Alternative is the only alternative that will not impact an archaeological site at a cemetery located south of Bayou Desiard. The Northern Alternative is also expected to have the fewest impacts on utilities and the lowest Right-of-Way acquisition cost.

2.10 Design Options Evaluated to Minimize Impacts





2.10.1 Access Control

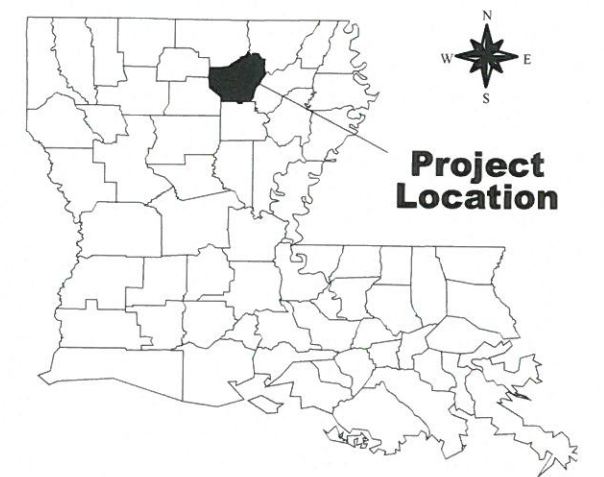
Recommendations regarding access control are based on the conceptual design shown on Figure 2-11. The Preferred Alternative would be designed with the following access controls as discussed with the LDOTD, FHWA, USACE, and USFWS:

- The project would include a five-lane section with limited control of access from the southern terminus at U.S. 80 and Kansas Lane to approximately 500 feet north of Bon Aire Drive and Bay Oaks Drive;
- A four-lane section with full control of access on both sides of the roadway from approximately 500 feet north of Bon Aire Drive and Bay Oaks Drive to the Arkansas-Louisiana-Mississippi Railroad crossing, with limited access control along this roadway segment on the southern side only for approximately 2,000 feet beginning at approximately 500 feet north of Bon Aire Drive (north of Bayou Desiard) to approximately 1,500 feet northeast of the ULM ballfield to allow access to residential properties along this section. Another section with limited access control is planned along this segment only for an approximately 1,100-foot section on the western side of the roadway near ULM to allow traffic to access the western side of the campus from the Kansas Lane Connector; and



LEGEND

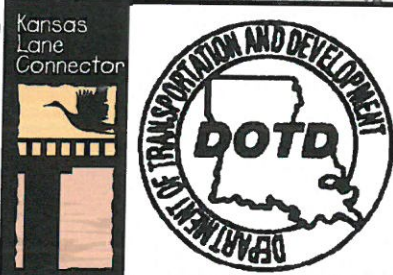
-  Five Lane Roadway
(Limited Control of Access)
-  Four Lane Control of Access
-  Four Lane Roadway
(Limited Control of Access)
-  Logical Terminus



Sources:
Aerial photography from Gulf
Coast Aerial Mapping Co., Inc. flown
February, 2002.



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**Kansas Lane Connector
Ouachita Parish, Monroe, LA**

**Control of Access Locations
on the Preferred Alternative**

Figure No.
2-11