TRANSCRIPT OF OPEN HOUSE
PUBLIC HEARING
HELD DECEMBER 15, 2015

US 11 NORFOLK SOUTHERN RAILROAD
ENVIRONMENTAL ASSESSMENT
ROUTE US 11
ST. TAMMANY PARISH
STATE PROJECT NO. H.000688.2
FEDERAL AID PROJECT NO. H000688

January 26, 2016
TRANSCRIPT OF OPEN HOUSE PUBLIC HEARING HELD DECEMBER 15, 2015

US 11 Norfolk Southern Railroad
Environmental Assessment
Route US 11
St. Tammany Parish
State Project No. H.000688.2
Federal Aid Project No. H000688

Prepared for:
Louisiana Department of Transportation and Development and Federal Highway Administration

Prepared by:
Arcadis U.S., Inc.
10352 Plaza Americana Drive
Baton Rouge
Louisiana 70816
Tel 225 292 1004
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Our Ref.:
LA003143.0004
Date:
January 26, 2016

Elizabeth Beam, AICP
Associate Project Manager

Scott Hoffeld, CEP
Senior Project Manager and Associate Vice President
TRANSCRIPT OF OPEN HOUSE PUBLIC HEARING HELD DECEMBER 15, 2015

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1 INTRODUCTION

A Public Hearing for the US 11 Norfolk Southern Railroad Environmental Assessment (EA) was held at the Slidell Jr High School in Slidell, Louisiana, on Tuesday, December 15, 2015. The hearing was held from 5:30 p.m. to 7:30 p.m. and was open to the public. An officials meeting was also held from 4:00 p.m. to 4:30 p.m.

This document provides copies of the public hearing materials, sign-in sheets, and a summary of the December 15, 2015, hearing events. Comments received from the date of the hearing through the close of the comment period on December 26, 2015, are provided.

2 HEARING NOTIFICATION

A public hearing notice was published in the St. Tammany Farmer on November 12, 2015, and December 3, 2015. The advertisement copy of the hearing notice and affidavit of publication are provided in Appendix A. In addition to the published public hearing notice, the advertisement was posted on the Louisiana Department of Transportation and Development (LADOTD) Environmental Section website (Appendix B).

In preparation for the public hearing and utilizing a mailing list of interested parties developed in coordination with LADOTD, federal, state, and local officials were invited to a meeting at Slidell Jr High School. The meeting was held on Tuesday, December 15, 2015, from 4:00 p.m. to 4:30 p.m. The invitation reminded the addressees that the public hearing would be held at the same location on the same day from 5:30 p.m. to 7:30 p.m. A sample invitation and copy of the mailing list are provided in Appendix C.

A public hearing flyer indicating the project name and purpose, date, place, and time of the hearing was sent via e-mail or U.S. mail to elected and agency officials, stakeholders, and property owners/residents within the Study Area, along with members of the public who requested project correspondence. A sample of the flyer and copy of the mailing list are provided in Appendix C.

3 HEARING EVENTS

The officials meeting preceded the public hearing which provided them an opportunity to preview the current materials and displays related to the EA process for the project. LADOTD representatives were available to discuss the project and answer questions in preparation for the public hearing. Copies of the sign-in sheets for the officials meeting are provided in Appendix D.

The hearing was organized in an informal, open-house format. The purpose of the hearing was to present an overview of the proposed project and provide an opportunity to obtain comments. Graphic displays included the Study Area, typical roadway and bridge sections, and Alternatives 1 and 1R. Attendees received a comment form and handout that provided an overview of the Preferred Alignment, Study Area map, plan of Alternative 1R, and visualization of the bridge over the Norfolk Southern Railroad. Attendees also obtained information informally from exhibits displayed at the hearing and from consultant and agency staff. A copy of the comment form and handout are provided in Appendix E, and copies of the sign-in sheets for the public hearing are provided in Appendix F.
A PowerPoint presentation described that the purpose of the public hearing was to provide information about the proposed project, the alternatives studied, the preferred alternative, project impacts, and right-of-way and real estate acquisition. The PowerPoint presentation continued as a looping presentation during the course of the hearing (Appendix G).

The alternatives were displayed on exhibits around the room, as well as a view of the existing and proposed bridge crossing the Norfolk Southern Railroad, intersection configuration options, typical roadway and bridge sections, traffic pattern changes, and impact matrices. A second copy of the preliminary alternatives and typical section boards were placed on tabletops as an alternate viewing option along with a copy of the distributed EA and Public Meeting Summary. An additional station displayed animated traffic simulations of the proposed intersection configurations.

4 HEARING ATTENDANCE

A total of 67 persons registered their attendance on the sign-in sheets. Of these persons, 28 were members of the public, 33 were public or agency officials, and 6 were members of the project consultant team. Copies of the sign-in sheets are provided in Appendices D and F.

5 HEARING COMMENTS

The public was offered two opportunities for submitting their comments for the record during the hearing. A comment form was provided with the hearing handout (Appendix E), and a transcriber was available during the course of the hearing to record verbal comments. Written comments received via U.S. mail and postmarked by the close of the comment period, which was established as December 26, 2015, are provided in Appendix H. Comments received by electronic mail through the close of the comment period are also provided in Appendix H. A copy of the transcript of verbal comments and transcript certification is provided in Appendix I.

Twenty written comments were received and five verbal comments were recorded by the transcriber at the public hearing. Five of the written comments were repeated to the transcriber during the public hearing.

Six commenters expressed their support of the project and three were not in favor. Commenters expressed an overall concern regarding elimination of left-turn movements at US 11 and Gause Boulevard. Commenters that currently utilize North Boulevard for ingress/egress expressed concern regarding eliminating left-turn movements and were not in favor of the intersection configuration shown. Commenters expressed concern regarding ingress/egress to Hall Avenue and were not in favor of the US 11/Hall Avenue intersection configuration shown. Commenters expressed concern regarding ingress/egress to the Soldier Town neighborhood via Strawberry Street. Five were in favor of the Strawberry Street access, two were opposed, and one was concerned. Commenters were expressly opposed to the Javery Road connection to Soldier Town.

Additional comments expressed concern regarding property impacts primarily along the west side of US 11 north of the bridge crossing the Norfolk Southern Railroad. Two individuals expressed concern over the impacts to gas meter and mailbox locations on US 11 north of the bridge. One individual expressed concerns about construction-related noise impacts.
Some attendees provided informal comments and/or asked questions of project team members during the hearing. Most of these comments were repeated to the transcriber, written on the comment forms, or sent by email.

Additional Comments Received During the Public Hearing

Comments and questions received by the project team during the hearing, but not formally submitted for the written record, are listed below:

1. Why can’t a four-lane boulevard section be used instead of the current plan with access limitations?
2. Were traffic effects to US 11 from interstate accidents considered?
3. Were traffic effects to US 11 from interstate construction considered?
4. Was the combined traffic effect of the US 11 construction and the ongoing interstate construction considered?
5. Was the heavy truck traffic at Ben Thomas Road considered? Rerouting trucks south to go north is problematic.
6. The City is looking at other roadway improvements associated with the North Slidell Revitalization Plan to the west side of US 11 between I-12 and Gause Boulevard. How can these ideas be incorporated into the project?
7. Strawberry Street and the other roads between Addis Boulevard and Gause Boulevard cannot take the increase in traffic that would occur with the closure of Addis Boulevard. Will this be improved as part of the project?
8. Why can’t Addis Boulevard be extended north parallel to the bridge and reconnect farther north instead of closure and rerouting to Gause Boulevard via Strawberry Street?
9. A new Strawberry Street exit from Soldier Town may adversely affect property value and security.
10. Drainage is a major concern. What will be done to address drainage effects of the project?
11. When will this project be constructed?
12. Will 9th Street be connected north to run parallel to US 11 as proposed previously as part of this project or as a result of this project after Indiana Avenue is closed?
13. Vehicles already travel at high-speeds on 9th Street. The Indiana closure will make this worse.
14. How can eliminating left turns and requiring so many U-turns be a better traffic solution?
15. Rouses grocery store will be impacted by the proposed access restrictions.
16. How will the project address the additional traffic traveling down 9th Street after Indiana Avenue is closed? Cars are often parked on the side of 9th Street by the high school.
17. Will large trucks be able to drive through the proposed U-turns?
18. Will my children have to cross US 11 to catch the school bus or will the school bus make a U-turn to stop in front of my house?
19. Why not fill in the pond near Indiana Avenue and then extend Harvey Avenue to connect to Indiana Avenue and North Boulevard?

20. Why not use the existing bridge for north-bound traffic and construct a new road for south-bound traffic between Addis Boulevard and Gause Boulevard?

21. If the Addis Boulevard access will be rerouted to Carnation Street, can we get a signal at Carnation Street and Gause Boulevard?
APPENDIX A

Advertisement Copy of the Public Hearing Notice and Affidavit of Publication
Small grants are available through the Washington-St. Tammany Electric Cooperative (WSTE) Mini-Grant Program, which offers mini-grants for school teachers and staff. These grants aim to fund innovative projects and activities that foster educational growth and development among students. Each mini-grant winner was recognized at a special ceremony, highlighting the impact of these small grants on the educational community.

The WSTE Mini-Grant Program is an excellent example of how local electric cooperatives can support education efforts within their communities. By providing small grants, WSTE is enabling schools to implement creative and engaging projects that can enhance the learning experience for students. This initiative not only benefits the students directly but also strengthens the partnership between the local electric cooperative and the schools, fostering a culture of education and innovation.

In conclusion, the WSTE Mini-Grant Program is a testament to the cooperative spirit and the commitment to supporting education in the communities served. Through this program, WSTE is contributing to the development of future generations by investing in their educational journey.

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The statement of the Louisiana Tax Amnesty Program, which offers the opportunity to resolve delinquent tax accounts up to a certain period, is significant for both taxpayers and government agencies. The amnesty program is a temporary measure that allows delinquent taxpayers to settle their accounts without incurring penalties or interest, providing a chance for both parties to address past issues.

The Tax Amnesty Program, as mentioned in the statement, is an initiative that offers an amnesty period during which taxpayers can settle their delinquent tax accounts. This program aims to encourage delinquent taxpayers to come forward and resolve their tax obligations, thereby reducing the amount of unpaid taxes and the cost of administering these debts for the government.

The amnesty period provides a legal framework that allows taxpayers to settle their accounts without incurring penalties or interest, which can result in significant financial savings for the taxpayers. The program also helps to reduce the burden on government agencies that are responsible for administering these debts, as it allows them to focus on current tax collections.

In conclusion, the Louisiana Tax Amnesty Program is an important initiative that offers delinquent taxpayers a chance to settle their accounts without incurring penalties or interest, thereby providing a win-win situation for both taxpayers and government agencies.

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AFFIDAVIT OF PUBLICATION

STATE OF LOUISIANA
PARISH OF ST. TANMMAN

Before me, Notary, personally came and appeared Maureen T. McCrossen who, being duly sworn, did depose and say that she is administrative assistant of

THE ST. TAMMANY FARMER

a newspaper of general circulation published within the Parish of St. Tammany, and that the legal notice

OPEN HOUSE PUBLIC HEARING
STATE PROJECT NO. H.000688.2
Federal Aid Project No. H000688
US 11 NORFOLK SOUTHERN RAILROAD
ROUTE US 11
ST. TAMMANY PARISH

The Louisiana Department of Transportation and Development (LADOTD), along with the Federal Highway Administration (FHWA), is proposing to replace the existing bridge crossing the Norfolk Southern railroad and widen US 11 from two lanes to four lanes from US 190 north to Interstate 12. The LADOTD encourages the public to attend at the following time and place:

December 15, 2015
5:30pm – 7:30pm
Slidell Jr High School
333 Pennsylvania Avenue
Slidell, Louisiana 70458

as per copy attached hereto, was published in the issue(s) of

November 12 and December 3, 2015

Maureen T. McCrossen

Subscribed and sworn to before me this 3rd day of December, 2015

(A Correct Copy of Publication Here)

William V. Courtney
Notary Public
I. A. Notary Public #46714
LA Bar #4445

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Informational handouts, maps, and graphic displays will be available at the hearing. A looping presentation will be shown describing the project, alternatives studied, and impacts from the project, including wetlands, and acquisition of right-of-way and relocation assistance. This meeting also serves as an additional opportunity for coordination with Section 106 Consulting Parties. Representatives from LADOTD, FHWA, and the consultant team will be present to receive comments and discuss issues. Verbal comments will be recorded. Written statements will be received at the hearing and can also be mailed to the address shown below. Written statements received at the meeting or mailed to the address below, if postmarked by December 26, 2015, will become part of the record of this hearing.

Detailed information about the project is available in the Environmental Assessment (EA). Copies are available for public review at the following locations: St. Tammany Parish Library, Slidell Branch, 555 Robert Boulevard, Slidell; Regional Planning Commission, 10 Veterans Boulevard, New Orleans. The EA can be reviewed and/or purchased at the LADOTD District 62 Office, 655 N. Monticello Boulevard, Hammond, LA. The EA is also available for review on the LADOTD website at http://www.dotd.louisiana.gov/planning/enviro/home.aspx.

Should you require special assistance due to a disability to participate in this public meeting, please contact ARCADIS U.S., Inc. at the address below, or by telephone at (225) 292-1004, at least 5 working days prior to the date of the Public Hearing.

ARCADIS U.S., Inc.
Re: US 11 NORFOLK SOUTHERN RAILROAD
12832 Plaza Americana Drive
Baton Rouge, Louisiana 70816
Attn: Elizabeth Beam, AICP

11/12 & 12/3/15
APPENDIX B
Louisiana Department of Transportation and Development, Environmental Section Website Posting
US 11 NORFOLK SOUTHERN RAILROAD OVERPASS
Thursday, November 12, 2015

OPEN HOUSE PUBLIC HEARING

STATE PROJECT NO. H.000688.2
Federal Aid Project No. H000688
US 11 NORFOLK SOUTHERN RAILROAD
ROUTE US 11
ST. TAMMANY PARISH

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ARCADIS U.S., Inc.
Re: US 11 NORFOLK SOUTHERN RAILROAD
10352 Plaza Americana Drive
Baton Rouge, Louisiana 70816
Attn: Elizabeth Beam, AICP
APPENDIX C
Letter of Invitation, Postcard, and Distribution Lists
Agency/Officials/Public
Imagine the result

Subject: Environmental Assessment
US 11 Norfolk Southern Railroad
Route US 11
St. Tammany Parish, Louisiana
State Project No. H.000688.2
F.A.P. No. H000688

Dear «Salutation»:

On behalf of the Louisiana Department of Transportation and Development (LADOTD) in cooperation with the Federal Highway Administration (FHWA), we invite you to an officials meeting for the above-referenced project. The meeting will be held at Slidell Junior High School, 333 Pennsylvania Avenue, Slidell, Louisiana 70458, from 4:00 p.m. to 4:30 p.m. on Tuesday, December 15, 2015.

We would also like to remind you that an Open House Public Hearing will be held at the same location on the same day from 5:30 p.m. to 7:30 p.m.

Informational handouts, maps, and graphic displays will be available at the hearing. A looping presentation will be shown, describing the project, alternatives studied, the preferred alternative, and impacts from the project including wetlands, acquisition of right of way, and relocation assistance. Representatives from LADOTD, FHWA, and the consultant team will be present to receive comments and discuss issues. Comments will be accepted at the hearing and by mail postmarked no later than December 26, 2015.

Sincerely,

ARCADIS U.S., Inc.

Elizabeth Beam, AICP, ENV SP
Associate Project Manager

Attachment
Subject: Environmental Assessment
US 11 Norfolk Southern Railroad
Route US 11
St. Tammany Parish, Louisiana
State Project No. H.000688.2
F.A.P. No. H000688

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Elizabeth Beam, AICP, ENV SP
Associate Project Manager

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US 11 Norfolk Southern Railroad
Route US 11
St. Tammany Parish, Louisiana
State Project No. H.000688.2
F.A.P. No. H000688

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Associate Project Manager

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Route US 11
St. Tammany Parish, Louisiana
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F.A.P. No. H000688

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Associate Project Manager

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US 11 Norfolk Southern Railroad
Route US 11
St. Tammany Parish, Louisiana
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Sincerely,

ARCADIS U.S., Inc.

Elizabeth Beam, AICP, ENV SP
Associate Project Manager

Attachment
The Louisiana Department of Transportation and Development (LADOTD) will hold an Open House Public Hearing for this US 11 Norfolk Southern Railroad project and encourages the public to attend at the following time and place:

**Tuesday, December 15, 2015**
5:30 p.m.–7:30 p.m.
Slidell Junior High School
333 Pennsylvania Avenue
Slidell, Louisiana 70458

LADOTD, along with the Federal Highway Administration (FHWA), is proposing to replace the existing bridge crossing the Norfolk Southern Railroad and widen US Highway 11 from two lanes to four lanes from US Highway 190 north to Powell Avenue near Interstate 12.

Information handouts, maps, and graphic displays will be available at the hearing. A looping presentation will be shown, describing the project, alternatives studied, and impacts from the project including acquisition of right of way and relocation assistance. This hearing is an additional opportunity for coordination with Section 106 Consulting Parties. Representatives from LADOTD, FHWA, and the consultant team will be present at the hearing to receive comments and discuss issues.

Detailed information regarding the project is available in the Environmental Assessment (EA). Copies are available for public review at the following locations: St. Tammany Parish Library, Slidell Branch, 555 Robert Boulevard, Slidell; Regional Planning Commission, 10 Veterans Boulevard, New Orleans. The EA can also be reviewed and/or purchased at the LADOTD District 62 Office, 685 North Morrison Boulevard, Hammond, Louisiana, and is available for review on the LADOTD website at the link provided at the bottom of this flyer.

Verbal comments made at the Open House Public Hearing will be recorded. Written statements received at the hearing or mailed to the address below, if postmarked by December 26, 2015, will become part of the record of this hearing.

**LINK TO ENVIRONMENTAL ASSESSMENT:**
<table>
<thead>
<tr>
<th>Cat 1</th>
<th>Cat 2</th>
<th>Subcounty</th>
<th>First Name</th>
<th>Last Name</th>
<th>Title</th>
<th>Org 1</th>
<th>Org 2</th>
<th>Address</th>
<th>City</th>
<th>State</th>
<th>Zip</th>
<th>email</th>
<th>phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parish</td>
<td>E</td>
<td>Ms. Blanchard</td>
<td>Ms. Michele</td>
<td>Blanchard</td>
<td>St. Tammany Parish Council, District 13</td>
<td>3056 Gause Boulevard, #1535</td>
<td>St. Tammany</td>
<td>LA</td>
<td>70441</td>
<td><a href="mailto:email@staff.com">email@staff.com</a></td>
<td>985-649-6291</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parish</td>
<td>E</td>
<td>Mr. Ballance</td>
<td>Mr. E.C.</td>
<td>Ballance</td>
<td>St. Tammany Parish Council, District 9</td>
<td>2045.5 Second Street</td>
<td>Covington</td>
<td>LA</td>
<td>70433</td>
<td><a href="mailto:email@staff.com">email@staff.com</a></td>
<td>985-641-3268</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parish</td>
<td>E</td>
<td>Mr. Brouder</td>
<td>Mr. Jerry</td>
<td>Brouder</td>
<td>St. Tammany Parish Council, District 12</td>
<td>141 N. Third Street</td>
<td>Covington</td>
<td>LA</td>
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<tr>
<td>Ms. Mary Jolls</td>
<td>201 Aviator Street</td>
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<td>LA</td>
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<td>DeLeon &amp; Sons</td>
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<td>Mr. Timmy Pursley</td>
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<tr>
<td>Mr. Anthony Comeaux</td>
<td>202 Fourth Street</td>
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<tr>
<td>Mr. A. Krantz</td>
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<td>Ms. Val</td>
<td>J. Tamborella</td>
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<td>Mr. John</td>
<td>F. Bosarge, Sr.</td>
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<td>Ms. Claudette</td>
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<tr>
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<td>Mr. George</td>
<td>H. Johnson</td>
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<tr>
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<tr>
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<td>Ms. Roxanna</td>
<td>W. Vice</td>
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<td>Mr. Ronald</td>
<td>V. Alleman</td>
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<tr>
<td>Landowne L</td>
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<td>Mr. Christopher</td>
<td>J. Zerr</td>
<td>c/o Katy H. Best</td>
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<tr>
<td>Landowne L</td>
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<td>Ms. Ava Marie</td>
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<tr>
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<td>Mr. James</td>
<td>C. Taylor, Jr.</td>
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<td>Landowne L</td>
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<td>Ms. Dawn Hall</td>
<td>Dennis</td>
<td>134 Weatherly Cove</td>
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<td>Mr. William</td>
<td>Populis</td>
<td>216 Noblesee</td>
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<td>Ms. Rose Mary</td>
<td>Allen</td>
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<td>Landowne L</td>
<td>Ms. Elkins</td>
<td>Ms. Lou Anna</td>
<td>P. Elkins</td>
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<td>Landowne L</td>
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<td>Mr. Chris</td>
<td>J. Boudreaux, Jr.</td>
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<td>Mr. Joseph</td>
<td>V. Chisham</td>
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<tr>
<td>Landowne L</td>
<td>Mr. Williams</td>
<td>Mr. Floyd</td>
<td>E. Williams, Jr.</td>
<td>P.O. Box 386</td>
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<tr>
<td>Landowne L</td>
<td>Mr. Barrow</td>
<td>Mr. Kent</td>
<td>J. Barrow</td>
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<tr>
<td>Landowne L</td>
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<td>Ms. Barbara</td>
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<td>Ms. Virginia</td>
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<td>Mr. Leo</td>
<td>S. Ohler</td>
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<td>Mr. Mark</td>
<td>A. Malone</td>
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<td>L. Jeanfreau</td>
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<td>Landowne L</td>
<td>Mr. Rodrigue</td>
<td>Mr. Julian</td>
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<td>301 N. Columbia Street</td>
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<td>Landowne L</td>
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<td>Mr. Bill</td>
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<tr>
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<td>Mr. Colliver</td>
<td>Mr. William</td>
<td>T. Colliver</td>
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<tr>
<td>Landowne L</td>
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<td>Ms. Leah</td>
<td>Suczkosh</td>
<td>P.O. Box 2162</td>
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<td>Landowne L</td>
<td>Ms. Forrest</td>
<td>Ms. Roxanne</td>
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<tr>
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<tr>
<td>Landowne L</td>
<td>Mr. Kay</td>
<td>Mr. Christopher</td>
<td>G. Kay</td>
<td>308 Alan Circle</td>
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<tr>
<td>Landowne L</td>
<td>Ms. Lowe</td>
<td>Ms. Sarah</td>
<td>Lowe</td>
<td>37425 Boykin Lane</td>
</tr>
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</table>
APPENDIX D

Officials Meeting Sign-In Sheets
<table>
<thead>
<tr>
<th>NAME / ORGANIZATION</th>
<th>EMAIL ADDRESS / PHONE NUMBER</th>
<th>MAILING ADDRESS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Paul Hurle</td>
<td><a href="mailto:paulh@slidellnc.org">paulh@slidellnc.org</a> 985-786-5336</td>
<td>16047 Jeff Bankston Rd Amite LA 70422</td>
</tr>
<tr>
<td>Alex Carollo / City of Slidell</td>
<td><a href="mailto:acarollo@cityofslidell.org">acarollo@cityofslidell.org</a> 985-646-4375</td>
<td>PO Box 828, Slidell 70458</td>
</tr>
<tr>
<td>Tim Mathison</td>
<td><a href="mailto:timmathison@cityofslidell.org">timmathison@cityofslidell.org</a> 985-646-4330</td>
<td>11</td>
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<tr>
<td>Bill Borchert</td>
<td><a href="mailto:bborchert@cityofslidell.org">bborchert@cityofslidell.org</a> 985-646-4307</td>
<td>11</td>
</tr>
<tr>
<td>Brent Waguespack</td>
<td><a href="mailto:brent.waguespack@la.gov">brent.waguespack@la.gov</a> 379-1524</td>
<td>11</td>
</tr>
<tr>
<td>Kurt Brauner</td>
<td><a href="mailto:kurt.brauner@la.gov">kurt.brauner@la.gov</a> 225-379-1933</td>
<td>11</td>
</tr>
<tr>
<td>Jay Watson</td>
<td><a href="mailto:jwill@stpgov.org">jwill@stpgov.org</a> 985-669-7448</td>
<td>11</td>
</tr>
<tr>
<td>Edith Williams</td>
<td><a href="mailto:ed@stpgov.org">ed@stpgov.org</a> 985-688-2552</td>
<td>11</td>
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<tr>
<td>NAME / ORGANIZATION</td>
<td>EMAIL ADDRESS / PHONE NUMBER</td>
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<tr>
<td>Aaron Woods</td>
<td><a href="mailto:aaron.woods@la.gov">aaron.woods@la.gov</a> 985-375-0251</td>
<td>685 N. Morrison Blvd Hammond, LA 70401</td>
</tr>
<tr>
<td>Penny Lala</td>
<td><a href="mailto:penny.lala@la.gov">penny.lala@la.gov</a> 985-375-0225</td>
<td>685 N. Morrison Blvd Hammond, LA 70401</td>
</tr>
<tr>
<td>Johnathan Perry</td>
<td><a href="mailto:johnathan.perry@la.gov">johnathan.perry@la.gov</a> 985-375-0118</td>
<td>685 N. Morrison Blvd Hammond, LA 70401</td>
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<tr>
<td>Jennifer Brandon</td>
<td><a href="mailto:jennifer.brandon@la.gov">jennifer.brandon@la.gov</a> 985-226-375-0165</td>
<td>685 N. Morrison Blvd Hammond, LA 70401</td>
</tr>
<tr>
<td>Robert Lott</td>
<td><a href="mailto:robert.lott@la.gov">robert.lott@la.gov</a> 225-242-4504</td>
<td>Hammond LA 70401</td>
</tr>
<tr>
<td>Nicholas Olivier</td>
<td><a href="mailto:nicholas.olivier@la.gov">nicholas.olivier@la.gov</a> 225-379-1333</td>
<td></td>
</tr>
<tr>
<td>Ryan Hoyt</td>
<td><a href="mailto:ryan.hoyt@la.gov">ryan.hoyt@la.gov</a> 985-379-1326</td>
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<tr>
<td>Larry Sharp</td>
<td><a href="mailto:larry.sharp@la.gov">larry.sharp@la.gov</a> 985-871-8519</td>
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<tr>
<td>JoAPHM</td>
<td><a href="mailto:joaphm@la.gov">joaphm@la.gov</a> 985-878-5727</td>
<td>P.O. Box 628 Covington, LA 70434</td>
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<tr>
<td>Tane Hunte</td>
<td>tane:<a href="mailto:hun@cyrslidell.org">hun@cyrslidell.org</a></td>
<td>P.O. Box 828</td>
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<tr>
<td></td>
<td></td>
<td>Slidell, LA 70459</td>
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<tr>
<td>Eric Lundin</td>
<td><a href="mailto:elundin@cityofslidell.org">elundin@cityofslidell.org</a></td>
<td>PO Box 829</td>
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<tr>
<td>Val Vanney</td>
<td><a href="mailto:VANNEY@cityofslidell.org">VANNEY@cityofslidell.org</a></td>
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<tr>
<td>Rae Swann</td>
<td><a href="mailto:rswarell@cityofslidell.org">rswarell@cityofslidell.org</a></td>
<td>City of Slidell</td>
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<tr>
<td>Donnie Marshall</td>
<td>985-607-5673</td>
<td>St. Tammany Fire Dist 1</td>
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<tr>
<td>James Phyke</td>
<td><a href="mailto:jphyke@cityofslidell.org">jphyke@cityofslidell.org</a></td>
<td>1150 Roger Rd</td>
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<tr>
<td></td>
<td>985-774-4457</td>
<td>Slidell, LA 70459</td>
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<tr>
<td>Tim Miller</td>
<td><a href="mailto:tmiller@aladian.com">tmiller@aladian.com</a></td>
<td>85 W. 1st Ave</td>
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<tr>
<td></td>
<td>985-539-7437</td>
<td>Slidell, LA 70459</td>
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<tr>
<td>Freddy DeWitt</td>
<td><a href="mailto:RDewitt@cityofslidell.org">RDewitt@cityofslidell.org</a></td>
<td>685 N. Morrison Blvd.</td>
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<tr>
<td>Melissa Stephens/LADOTD</td>
<td><a href="mailto:Melissa.Stephens@la.gov">Melissa.Stephens@la.gov</a></td>
<td>Hammond, LA</td>
</tr>
<tr>
<td>Name / Organization</td>
<td>Email Address / Phone Number</td>
<td>Mailing Address</td>
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<tr>
<td>-------------------------------------</td>
<td>------------------------------</td>
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<tr>
<td>Steve Stevancik</td>
<td><a href="mailto:steve@sephov.org">steve@sephov.org</a> 985-649-4580</td>
<td>Lot Royal Drive Slidell, LA 70460</td>
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<tr>
<td>Rhonda L. Smith, Earth Search</td>
<td><a href="mailto:rsmith@earth-search.com">rsmith@earth-search.com</a></td>
<td>P.O. Box 770336 NOLA</td>
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<tr>
<td>Nick Richard, Regional Planning Commission</td>
<td><a href="mailto:richard@norpc.org">richard@norpc.org</a> 504.483.8535</td>
<td>10 Veterans Blvd NOLA 70122-1</td>
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<tr>
<td>NAME / ORGANIZATION</td>
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<tr>
<td>Greg Bledsoe / ARCADIS</td>
<td><a href="mailto:greg.bledsoe@arcadis.com">greg.bledsoe@arcadis.com</a> (504) 648-3619</td>
<td>5850 N Causeway Blvd Suite 990 Metairie, LA 70002</td>
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<tr>
<td>Thomas Montez / ARCADIS</td>
<td><a href="mailto:thomas.montez@arcadis.com">thomas.montez@arcadis.com</a> (225) 292-1004</td>
<td>10352 Plaza Harrison Dr Baton Rouge, LA 70816</td>
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<tr>
<td>Scott Hofeld / ARCADIS</td>
<td><a href="mailto:scott.hofeld@arcadis.com">scott.hofeld@arcadis.com</a> (225) 572-7111</td>
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<tr>
<td>Badie Enom / ARCADIS</td>
<td><a href="mailto:badie.enom@arcadis.com">badie.enom@arcadis.com</a> (225) 572-7111</td>
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<tr>
<td>Rhonda Smith / Earth Groah</td>
<td><a href="mailto:rhonda.smith@earth-groah.com">rhonda.smith@earth-groah.com</a></td>
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Please Print Clearly So We May Provide You With Project Updates

333 Pennsylvania Avenue
Slidell, Louisiana
4:00 p.m. – 4:30 p.m.
December 15, 2015

Officials Meeting
SLIDELL JR HIGH SCHOOL

Environmental Assessment
State Project No. H.000688.2
F.A.P. No. H.000688

US 11 Norfolk Southern Railroad
Bridge Replacement and Lane Widening
Please provide input on the Environmental Assessment, the Preferred Alternative, and any other comments regarding the project. When complete, please return the form to the Comment Station. Comments received tonight will become part of the public hearing record. Comments mailed (see reverse self-addressed) must be postmarked no later than **December 26, 2015** to become part of the public hearing record.

*(Please Print Clearly)*

**Name:**

**Address / City/State / Zip Code:**

**Email:**

**Telephone:**
Preferred Alternative 1R

As a result of the comprehensive resources evaluation, traffic studies, public and local officials, and federal and state resource agency coordination, sufficient information and public opinion exist to identify Alternative 1R, as the Preferred Alternative. This Alternative includes the widening of US 11 from Gause Boulevard north connecting with the new bridge over the Norfolk Southern railroad, and roadway widening from the north side of the bridge north to Powell Avenue. The Preferred Alternative includes a shared use path of a segment of the widened roadway connecting to a local roadway network.

The identification of the Preferred Alternative addresses the stated purpose and need and satisfies, to the fullest extent possible, the objectives of NEPA. Impacts from the Preferred Alternative were avoided where possible and minimized to the greatest extent practicable.
APPENDIX F
Public Hearing Sign-In Sheets
<table>
<thead>
<tr>
<th>NAME / ORGANIZATION</th>
<th>EMAIL ADDRESS / PHONE NUMBER</th>
<th>MAILING ADDRESS</th>
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<tbody>
<tr>
<td>Dennis Bordelon, Western Int. Gas</td>
<td><a href="mailto:dennis.bordelon@westernint.com">dennis.bordelon@westernint.com</a></td>
<td>250 Strawberry St</td>
</tr>
<tr>
<td>Stephen Manning, Manning Lumber</td>
<td><a href="mailto:stephen@manningleader.com">stephen@manningleader.com</a></td>
<td>290 Strawberry St, P.O. Box 2013</td>
</tr>
<tr>
<td>David Fulks, Arcadis</td>
<td><a href="mailto:david.fulks@arcadis.com">david.fulks@arcadis.com</a></td>
<td>10362 Pecan Avenue Drive</td>
</tr>
<tr>
<td>Mary Rodriguez, Planning &amp; Zoning, Slidell</td>
<td><a href="mailto:mrylo@slidell.gov">mrylo@slidell.gov</a></td>
<td>201 Aviator St</td>
</tr>
<tr>
<td>Mary Lou Hitts</td>
<td>985-644-2655</td>
<td>70460</td>
</tr>
<tr>
<td>Sam Carese</td>
<td><a href="mailto:sam.carese@slidellmemorial.org">sam.carese@slidellmemorial.org</a></td>
<td>432 Bilta Ave</td>
</tr>
<tr>
<td>Loura Branch, home</td>
<td>574-484-0210</td>
<td>37433 Bayou Blvd</td>
</tr>
<tr>
<td>Bambi Hall, DMD</td>
<td><a href="mailto:bamba@hall.com">bamba@hall.com</a></td>
<td>37433 Bayou Blvd</td>
</tr>
<tr>
<td>Stephen T. Scanlan</td>
<td>864 North St</td>
<td>864 North St</td>
</tr>
</tbody>
</table>

Please Print Clearly So We May Provide You With Project Updates

333 Pennsylvania Avenue
Slidell, Louisiana
5:30 p.m. – 7:30 p.m.
December 15, 2015
Please Print Clearly So We May Provide You With Project Updates

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<th>EMAIL ADDRESS / PHONE NUMBER</th>
<th>MAILING ADDRESS</th>
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<tr>
<td>T.J. Smith - SIP Council</td>
<td><a href="mailto:aleo-vera@att.net">aleo-vera@att.net</a></td>
<td>Koop Driv, Covington, LA 70431</td>
</tr>
<tr>
<td>Mike Trimble</td>
<td><a href="mailto:michaelktrimble@gmail.com">michaelktrimble@gmail.com</a></td>
<td>637 Dale Dr, Slide, La 70458</td>
</tr>
<tr>
<td>Bill Heffner</td>
<td>133 Addis Blvd.</td>
<td>124 6th st, Slidell, La 70460</td>
</tr>
<tr>
<td>Linda Ohler</td>
<td><a href="mailto:lOhler33@Smail.com">lOhler33@Smail.com</a></td>
<td>879 944 St, Slidell, La 70458</td>
</tr>
<tr>
<td>Ian John Depotchain</td>
<td>mainstreBchamber.com</td>
<td>1800 Front St, 70458</td>
</tr>
<tr>
<td>Shannon Deptog</td>
<td><a href="mailto:leamnPark25@yahoo.com">leamnPark25@yahoo.com</a></td>
<td>37426 Boykin Lane, Slidell, La 70460</td>
</tr>
<tr>
<td>Lisa Clark</td>
<td>37426 Boykin Lane Slidell, La 70460</td>
<td></td>
</tr>
<tr>
<td>Sarah Lowe</td>
<td></td>
<td>37425 Boykin Lane, Slidell, La 70460</td>
</tr>
<tr>
<td>Greg Wacket</td>
<td></td>
<td>60231 Hwy, 11, Slidell, La 70458</td>
</tr>
<tr>
<td>NAME / ORGANIZATION</td>
<td>EMAIL ADDRESS / PHONE NUMBER</td>
<td>MAILING ADDRESS</td>
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</tr>
<tr>
<td>Richard Reardon</td>
<td>indiantime2@yahoo</td>
<td>3921 Berkeley</td>
</tr>
<tr>
<td>Harold B. Duplessin</td>
<td></td>
<td>876 9th Street</td>
</tr>
<tr>
<td>Queen Chief Elwin Waruse Gilliam</td>
<td></td>
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<tr>
<td>Chieftain Nitoie / Chalita Tribe</td>
<td>chiefwaruse@smail</td>
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<tr>
<td>Noreen DeBlanc</td>
<td>noreen_deblanc@smail</td>
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<tr>
<td>Theresa Alexander</td>
<td><a href="mailto:talalexander0217@yahoo.com">talalexander0217@yahoo.com</a></td>
<td>333 Crescentwood Dr Slidell, LA 70458</td>
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<tr>
<td>Larry Green</td>
<td><a href="mailto:ge-y-ge1920@hotmail.com">ge-y-ge1920@hotmail.com</a></td>
<td>203 738 Main St Slidell, LA 70458</td>
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<tr>
<td>Guy Marchand</td>
<td><a href="mailto:USSMAR249@hotmail.com">USSMAR249@hotmail.com</a></td>
<td>40176 S Magnolia St Slidell, LA 70461</td>
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<tr>
<td>Dwight Daniel</td>
<td><a href="mailto:dervicdan@gmail.com">dervicdan@gmail.com</a></td>
<td>P.O. Box 322 Slidell, LA 70459</td>
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<tr>
<td>Leslie Denham</td>
<td><a href="mailto:lmdelan@aol.com">lmdelan@aol.com</a></td>
<td>PO Box 3224</td>
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<td>Peggy Newcomb</td>
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<td><a href="mailto:gaylan.green@gmail.com">gaylan.green@gmail.com</a></td>
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<td>Leann Hubbard</td>
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<td>Slidell, LA 70459</td>
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<td>Janvier Johnson</td>
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<td>Allen Cuinello</td>
<td>1019 Ninth St.</td>
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<tr>
<td>Gary Kelly</td>
<td><a href="mailto:Kelly-gr@att.net">Kelly-gr@att.net</a></td>
<td>413 Tanglewood Dr</td>
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<td>Slide, LA 70458</td>
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APPENDIX G
PowerPoint Presentation with Script
US 11 Bridge over Norfolk Southern Railroad

A 20-minute slide presentation will begin shortly.

Please take a seat

Silence
On behalf of the Louisiana Department of Transportation and Development and the Federal Highway Administration, we would like to welcome you to the Public Hearing for the US 11 Norfolk Southern Railroad bridge replacement and roadway widening project.

The purpose of tonight’s meeting is to inform you about the proposed project and obtain your input as we go through the environmental review process. Please be sure to review the materials you received at the Sign- In Table and use them to record your comments.
Pause – The project study area (move to next slide)
is located within the City of Slidell in St. Tammany Parish along US Highway 11. The northern boundary is at (CLICK) US 11 and Interstate 12 (CLICK) and extends south through the US 11 / US 190 intersection (CLICK) with the southern boundary ending at Florida Avenue (CLICK).
The National Environmental Policy Act requires that any proposed action involving federal funds and/or federal permitting, must be evaluated.
The findings for the US 11 Norfolk Southern bridge replacement project and roadway widening are published in an Environmental Assessment document that has been made available to the public, regulatory agencies, and state and local officials.

It is anticipated that a Finding Of No Significant Impact, or FONSI, will be issued once the environmental assessment has been modified to reflect all applicable comments and responses.
Purpose and Need
The purpose of the project is to address safety features of the bridge crossing the Norfolk Southern railroad and system reliability of the roadway segment from US 190 north to Powell Drive.
The project is needed in order to upgrade the bridge and roadway segment to current design standards and improve system reliability. More specifically, needs for the proposed project include:

- Address the safety features of the US 11 bridge crossing over the NS railroad;

- Improve capacity;

- Improve travel time;

- Relieve congestion on US 11 by removing the bottleneck between US 190 and I-12;

- Relieve future congestion on area roadways; and

- Improve area-wide mobility and system reliability.
The LADOTD, along with the FHWA
is proposing to replace the existing bridge crossing the Norfolk Southern Railroad and widen US Highway 11 from two lanes to four lanes extending from US 11 near Interstate 12 south to US 11 near Florida Street.

<table>
<thead>
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<th>Alternatives</th>
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<tbody>
<tr>
<td>• No Build</td>
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<tr>
<td>• Rehabilitation</td>
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<tr>
<td>• Replace with an at-grade crossing</td>
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<tr>
<td>• Build - Replace with a four-lane bridge</td>
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Built in the early 1930s, the bridge over the Norfolk Southern railroad is concrete and steel construction and has experienced deterioration from decades of use.

NEPA requires that doing nothing to address the project need be considered during the environmental review process. This alternative was designated as the No Build Alternative
Because the existing bridge is listed on the LADOTD historic bridge inventory for its association with Politics/Government and Transportation, rehabilitation of it must be considered. However, any rehabilitation would have to meet the purpose and need for the project without adversely affecting the elements of that make the bridge historic.
Rehabilitation that maintains the existing bridge would not sufficiently address structural and functional deficiencies of the bridge. Correction of structural and functional deficiencies would entail removal or replacement of the existing bridge components in order to meet current LADOTD roadway design criteria, while meeting railroad clearance requirements. Therefore, rehabilitation of the existing bridge was dismissed from further consideration.
Since the existing US 11 Bridge over the Norfolk Southern Railroad is anticipated to replaced following completion of the EA, the LADOTD will be marketing the bridge under the Louisiana Historic Bridge Marketing for Alternate Use Program.

For more information contact the LADOTD project team at 225-242-4517.
An at-grade crossing similar to the one shown here at US 11 and Lafayette Avenue was considered instead of replacement of the US 11 bridge over the railroad, but early coordination with local and state agencies and officials resulted in the decision to dismiss this alternative from further evaluation.
Three Bridge Alternatives were considered:

The no build alternative which would not make any improvements to the existing bridge.

Bridge Alternative 1 would maintain the crossing of the railroad at the current angle.

Bridge Alternative 2 would slightly change the angle of the crossing. This bridge alternative was dismissed because complete closure of US 11 would be required for construction and additional impacts result.
This is a photograph of the existing bridge along with a visualization of what the Preferred Alternative Bridge would look like from the north end of Addis Boulevard.
This is a visualization of what the Bridge Preferred Alternative would look like. The view is looking north on US 11.
The no build alternative which would not make any improvements to the existing roadway.

**Alternative 1** crosses the railroad at a the existing bridge location and allows for maintenance of traffic during construction. A revision to Alternative 1, Bridge 1 resulted in Alternative 1 Revised.

Alternative 1 Revised (**Alternative 1R**) includes a roadway centerline shift to the east on the north side of the US 11 bridge, which continues along this new alignment toward North Boulevard.
The preferred alternative has been identified (CLICK)
as Alternative 1 Revised or 1R. This alternative includes

- Widening of US 11 from Gause Blvd north to Powell Avenue
- 4-lane bridge crossing NS Railroad
- Build - Replace with a four-lane bridge
- Allows for maintenance of traffic on US 11
- Provides a shared use path connecting to local roads

The preferred alternative can be viewed on the presentation boards on display at tonight’s hearing.
Due to the increased length of the proposed bridge crossing the NS railroad, Addis Boulevard and Indiana Avenue will no longer have access to US 11 (CLICK).
Due to the increased length of the proposed bridge crossing the NS railroad, Indiana Avenue will no longer have access to US 11.

The intersection of Indiana Avenue and US 11 is located immediately south of the existing bridge and is signed as a right in/right out intersection. With the proposed bridge improvements, Indiana Street (CLICK) traffic would be rerouted along 9th street (CLICK) to US 190 Gause Blvd as shown here (CLICK).
A second option includes local roadway improvements to connect Addis Boulevard to Strawberry Street and then to Carnation Street. Carnation Street offers connections to US 190 to the south or Ben Thomas Road to the north.
Options for access to the Addis Boulevard neighborhood include local roadway improvements to connect Addis Boulevard to 5th Street to Javery Road which intersects with Ben Thomas Road to the north leading to US 11.

In November 2013, correspondence in the form of a signed petition was received from residents of the Addis Boulevard neighborhood (Soldier Town) and Javery Road regarding the Addis Boulevard access options. Residents were strongly opposed to the Javery Road connection citing increased traffic and safety concerns for families and children along Javery Road (Figure 16). The petitioners were in favor of the Strawberry Street Connection (Figure 17).
Detailed information about the project is available in the Environmental Assessment (EA). Copies are available for public review at the following locations:

- LADOTD Environmental Section Office, 1201 Capitol Access Road, Room 502P, Baton Rouge;
- FHWA Office at 5304 Flanders Drive, Suite A, Baton Rouge;
- St. Tammany Parish Library, Slidell Branch;
- The State Library in Baton Rouge; and
- The EA is also available for review on the LADOTD website and
- can be reviewed and/or purchased at the LADOTD District 62 Office, in Hammond, Louisiana.
Questions & Comments

• Verbal Comments may be made at the Comment Station at tonight’s meeting.

• Written Comments may be made at the Comment Station or by mail, postmarked by December 26, 2015 to:

  ARCADIS U.S., Inc.
  Re: US 11 Norfolk Southern Railroad
  10352 Plaza Americana Drive
  Baton Rouge, Louisiana 70816
  Attn: Ms. Elizabeth Beam, AICP

Your knowledge and opinions matter. Tell us what you know. There’s a transcriber here tonight to record your verbal statement. Or, you may write them on your comment form and place them at the Comment Station. If you choose to mail the comment form, please be sure that it is postmarked no later than September 2. The address for mailing is pre-printed on the Comment Form.

Many of the graphics displayed in this presentation are available for viewing tonight.
Right-of-Way Acquisition
Detailed information on Right-of-way Acquisition and Relocation Assistance may be found in the Right-of-Way Acquisition and Relocation Assistance brochure available here tonight.
The brochure states that it is the objective of the Louisiana Department of Transportation and Development (the Department) to pay just compensation for a property, or portion of property, required for the project. Owners of required property may be contacted by an appraiser or appraisers and given the opportunity to go with them on the inspection of the property. This will provide owners an opportunity to point out things that may be important to the evaluation of the property.

After the evaluations have been reviewed by a review appraiser and approved by the Department, a Real Estate Agent will contact each property owner. He will present a letter setting forth the amount of the Department's cash offer for the purchase of the property. He will also explain the property value and discuss any alternate offers including possible options to keep and move any buildings, fencing, etc.
In addition, the Department will have an Agent contact all families and businesses being displaced by this project to explain relocation assistance. Relocation Assistance includes advisory services and payments. Advisory services shall include current and continuing information on the availability and prices of comparable, decent, safe and sanitary dwellings, comparable commercial properties and locations for displaced businesses; supplying information concerning finance charges, Federal and State programs offering assistance to displaced persons.

Relocation assistance services are offered for the purpose of locating a suitable replacement property. Relocation assistance payments are separate and in addition to payments made by the Department for the purchase of your property and may include moving expense payments, replacement housing payments, and business reestablishment expense payments.
Moving costs and certain related moving expense payments will be made to any individual, family, or business, in legal occupancy of the property either at the start of negotiations or at the time of purchase by the Department. The amount of the payment to displaced persons will depend on actual costs supported by receipts, or a fixed cost based on room count. More detailed information is available beginning on Page 13 of the brochure. Replacement housing payments are also available to qualifying owners and tenants. Three of the basic requirements are as follows:

• First, you must be occupying the property at the start of negotiations;
• Second, you must have been there at least 90 days; and
• Third, you must move into decent, safe, and sanitary replacement housing.

The amount of your maximum supplemental payment will be given to you in writing. Additional requirements and payment limits may be found beginning on Page 14 of the brochure.

Certain owners and tenants not in occupancy for at least 90 days or who become occupants after negotiations have started may qualify for replacement housing payments. Two of the basic requirements are that you must have been in occupancy at the time the property was acquired by the Department and you must move into decent, safe, and sanitary replacement housing.
Displaced businesses, farms and non-profit organizations may be paid on the basis of actual, reasonable moving costs and related expenses or a fixed payment. Some businesses, farms, non-profits may also be eligible for certain unrelated expenses such as personal property losses, business reestablishment expenses. Instead of payment for actual moving and other related expenses, some businesses, farms, non-profits may be eligible to receive a payment based on the average annual net earnings of the business. Moving cost reimbursement information for businesses, farms, non-profits may be found beginning on Page 22 of the brochure.
An aggrieved person has the right to appeal the Department's determination of their eligibility for relocation assistance advisory services or payment and/or the amount of payment. Appeals must be submitted to the Department. Final decisions on eligibility and payments will be made by the Department's Real Estate Administrator in Baton Rouge. Additional information on appeals may be found on Page 26 of the brochure.
Prior to the Department's negotiating for purchase of your property a District Real Estate Agent will personally contact and interview all persons who will be required to relocate. The benefits will be explained and a determination made of individual needs and intentions for relocating. If you do not have the brochure explaining the Department's Acquisition of Right of Way and Relocation Assistance Program, they are available at the Real Estate Table or can be obtained from District 07 Real Estate Office, Lake Charles, 337-497-9250.
We suggest you read the brochure carefully and if you have any questions regarding your individual situation, consult with the agent when he meets with you, or contact him at the District Real Estate Office.

A SPECIAL WORD OF CAUTION - Before moving or purchasing replacement housing, contact the Department to assure your eligibility and the prompt payment of your relocation benefits. If you move without prior notification to the Department, you risk losing all possible benefits provided by the Relocation Assistance Program.

The Department’s Real Estate Agent will be available to answer any questions pertaining to Right of Way Acquisition or Relocation until the end of the public hearing.

THANK YOU
We appreciate that you’ve taken the time to attend this hearing. Please proceed to view the exhibits and speak with our project team, ask questions, and provide your comments.
Thank you for your participation. This is the end of the presentation. It will be repeated every XX minutes until 7:00 pm tonight.
APPENDIX H
Comments Received – Provided at Hearing, Mailed, and Emailed
The City of Slidell
P.O. Box 828, Slidell, Louisiana 70459
Telephone (985) 646-4333
Fax (985) 646-4209

FREDDY DRENNAN
MAYOR

December 22, 2015

ARCADIS U.S., Inc.
US 11 NS RR Project Manager
10352 Plaza Americana Drive
Baton Rouge, LA 70816

The City of Slidell appreciates the opportunity to comment on the Environmental Assessment for the LA DOTD/FHWA project US 11 Norfolk Southern Railroad (H.000688). The City supports expanding U.S. Hwy 11 between Powell Road and Florida Ave from two lane undivided to four lane divided, especially the replacement of the antiquated bridge over the Norfolk Southern rail line. These improvements will make the City of Slidell more accessible, better connect our residents and businesses to the region, and improve both motorized and non-motorized safety along this corridor. The City also strongly supports bridge alternative 1R, because it allows continued use of the existing bridge throughout construction of the new bridge. The City concurs that Bridge Alternative 2, which calls for the closure of US Hwy 11 during construction, is not viable. This alternative would shift US Hwy 11 through traffic, to include heavy commercial trucks, onto streets that pass through residential neighborhoods and that are not designed for the volume of traffic. The resulting congestion and wear and tear would have a deleterious effect on the City's residents and business owners.

The City of Slidell has strong reservations regarding Intersection Option 3 and believes it is premature to identify it as the "Preferred" option. The City feels the impact of removing signalized intersections and denying left hand turns at most of the intersections along this segment of US Hwy 11, a design change that was not identified or evaluated in the Stage 0 study, has not been adequately analyzed nor has the local governments' input been considered. Specifically, the City of Slidell has the following concerns about Intersection Option 3:

The intersection options as defined in the Environmental Assessment lacked the detail demonstrated in the simulation displayed at the Officials and Community meeting. One example is signalized U turns The description and plan sheets in the Environmental Assessment do not identify which U turns in which options will be signalized and which will be only Yield controlled. The simulation showed some of the U turns being signalized. As result the City does not have a clear understanding of what is actually being proposed in Intersection Options 1, 2, or 3. The City believes a clear articulation of what is proposed in each option is necessary before the options can be assessed, compared, and a "Preferred" option identified.
West Hall Ave is a preferred local collector that provides a number of residential neighborhoods access to the rest of Slidell and the region. It is also the preferred local bypass when the Bayou Liberty Road (LA 433) bridge over Bayou Bonfouca is out of service. These scenarios, not just peak hour traffic, need to be modeled to determine how no left or through traffic at East West Hall would affect local traffic patterns.

US Hwy 11 is an alternate route when I-12 and I-10 are closed or subject to delays due to accidents or construction. When this occurs traffic can back up along US Hwy 11 (Front St and Pontchartrain Drive), US 190 (Gause Blvd), and US 190 Business (Fremaux Avenue). How no left turns from Gause onto US Hwy 11 would affect these situations and not just peak traffic hours should be modeled and analyzed.

This segment of US. Hwy 11 provides truck access to an industrial area along Ben Thomas Rd, several gas stations, and numerous businesses. Intersection Option 3 would require many of these trucks to conduct U turns in order to proceed to I-12. Plans provided to the City do not show the radius at the U Turns so it is unclear if they can support Interstate Semitrailers (WB-20) vehicles.

The City recommends the intersection options be re-evaluated and that the local governments be afforded the opportunity to participate in the analysis and to provide their recommendation to LA DOTD for consideration. If the choices are limited to one of the three options previously evaluated the City of Slidell prefers Intersection Option 1.

The City also recommends that improvements to all intersections and roads affected by any changes in current design must be included in this project and not left to other concurrent or future projects. Specifically, if left hand turns are precluded from Gause Blvd onto US Hwy 11 then the project area must be expanded to include all options drivers may use to turn in their desired direction. On Gause Blvd West this should include improvements, to include adding additional through lanes and a way to reverse direction back to US Hwy 11 (U turn or round-a-bout), up to at least the intersection with St. Tammany Ave. On Gause Blvd this should include a way to reverse direction back to US Hwy 11. If, given right-of-way constraints, a U turn or round-a-bout cannot be accommodated and city streets might be used then the improvements to those City's streets must be included in this project.

The City of Slidell acknowledges the new bridge alignment will require the blocking of motorized vehicle access of Indiana Ave and Addis Road to U.S. Hwy 11. The City supports the blocking of motorized vehicle access for Indiana Ave, since the affected neighborhood has other suitable routes to access U.S. Hwy 11.

The City has concerns about the Strawberry Road option to provide access to the Addis Road/Soldier Town neighborhood. Strawberry Road is designed and maintained to function as a local street not as a collector. The intersection of North Carnation St. to US 190/Gause Blvd has already been assessed as having a Level of Service (LOS) of F in a concurrent project looking at US 190/Gause Blvd West congestion. Any consideration of Strawberry Road as the sole route for access to the Addis Road/Soldier Town Neighborhood must identify as part of this project the
costs required to improve Strawberry Road to function as a collector and to upgrade the intersection of Carnation and US. Hwy 190/Gause Blvd to ensure a level of service of C or better through the design year of 2041. The City recommends additional options be considered to include constructing both the Strawberry Rd and Javery Rd options to distribute traffic across two routes and to provide redundant access to the neighborhood. The City supports the continued evaluation of the options to provide access to the Addis Road/Soldier Town Neighborhood and requests it be afforded the opportunity to participate in the analysis and to provide its recommendation to LA DOTD for consideration.

The City of Slidell is prone to flooding during storm events, and the City and Parish maintain an extensive integrated drainage network of canals and detentions ponds to mitigate the risk of flooding. The relatively flat topography of the Slidell area means that even slight changes in grades and flow rates can cause flooding and silt runoff can quickly reduce the drainage system’s capacity and lead to increased long term maintenance costs. Since stormwater runoff from US. Hwy 11 flows into this integrated network changes to the design of U.S Hwy 11 could adversely impact the City's drainage system's capacity. The City understands that detailed drainage analysis and plans will be developed in later stages, but feels it is important at this point in the process to emphasize the need for the drainage experts on the City's staff to be included in all stages of drainage planning to include analysis, consideration of alternatives, and plan development.

In closing, the City would like to reiterate its support for the widening of US Hwy 11 to four lanes, the replacement of the bridge over the Norfolk Southern rail line, and the inclusion of a bicycle lane. These improvements will reduce congestion, increase our connection with the region, improve safety, and provide a much needed alternative transportation option connecting North Slidell with the rest of the City. The City feels the development and selection of a preferred Intersection Option restricting left hand turns and through traffic was not fully analyzed or vetted and should be re-evaluated and the local governments should be allowed to participate. Finally, the City strongly feels that the resources needed to improve adjacent roads and intersections that are necessary to support the core objectives of this project must be included as part of this project and not left for future or other concurrent projects.

Sincerely,

[Signature]

Freddy Drennan
Mayor

FD/EL/mac
**PUBLIC HEARING COMMENT FORM**

Please provide input on the Environmental Assessment, the Preferred Alternative, and any other comments regarding the project. When complete, please return the form to the Comment Station. Comments received tonight will become part of the public hearing record. Comments mailed (see reverse self-addressed) must be postmarked no later than December 26, 2015 to become part of the public hearing record.

(Please Print Clearly)

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<thead>
<tr>
<th>Name:</th>
<th>Body by Cook (Owner Robert Cook)</th>
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<tbody>
<tr>
<td>Address / City/State / Zip Code:</td>
<td>60205 Hwy 11 Slidell LA 70460</td>
</tr>
<tr>
<td>Email:</td>
<td><a href="mailto:bodybycook@bellsouth.net">bodybycook@bellsouth.net</a></td>
</tr>
<tr>
<td>Telephone:</td>
<td>985-649-3303</td>
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12/21/15

Body by Cook have been in business since 1994, This project will eliminate 30 ft from our property, disrupt our gas meter, take away our sign and additional parking spaces from our customers.

[Signature]

Robert Cook
Hello,

I live in Slidell in the Brookwood area which is located between Highway #11 and Robert Blvd. We have two ways to exit our subdivision: via Highway #11 or via Robert Blvd. With the suggested banning of left turns from Highway #11 onto North Blvd., we would be forced to use Robert Blvd as our main access point or travel past the turn onto North Blvd from Highway #11 to Gause Blvd (Highway #190) to make a U-turn, if that would be allowed. In other words, we would have to travel quite a distance right past our quick entrance into our area, wait at a traffic light at Gause Blvd, make a possibly dangerous U-turn and then travel all the way back to North Blvd to access our street, Crescentwood Loop.

We welcome a widening project of Highway #11, but wonder at the workability of banning so many left turns and traffic lights. I prefer waiting at a traffic light for a left turn signal to driving miles out of my way past one of the only entrances into my subdivision, probably waiting at another traffic light to make a U-turn and then traveling back to the one entrance from Highway #11 into our area.

Please reconsider the left-turn ban as proposed in this plan. I read about the plan in the NEW ORLEANS ADVOCATE, 12/17/15, pp. 1-2B.

Thank you,

Judith F. Rushton
314 Crescentwood Loop
Slidell, LA 70458

jafr2000@bellsouth.net
Living in Slidell since 1977 I have seen numerous attempts to improve traffic flow on the Northshore, as well as the Southshore.

It almost always works out that taking the least expensive path never really provides a long term solution.

Please do it right the first time.

Four lanes with left turn lanes at warranted intersections. I promise, no one will regret this approach a few years down the road.
We live in the Slidell area (I am retired, and my wife is a school teacher) and we LOVE the plan for improving this bridge. I drive it every day (often more than once per day) and I regularly see "near head-on collisions" and it is more prevalent with people checking their cell phones, etc.

Once a Slidell policeman was driving distracted and almost hit my brand new vehicle..... there is no way out when the person going the other way is distracted - one of our adult children (that drives and works around there) feels that this is the scariest bridge he ever drives over and often tries to avoid it altogether.

Thanks for putting this forward, and the community supports it. Other than the local politicians that have hurt feelings that they didn't get credit for it - so childish! St. Tammany needs to start thinking of the greater good - why we are so behind over here......

Thanks,

The Bouchers
Mr. Froehlig,

Thank you for contacting me regarding the US 11 NS Railroad project. The layout for the bridge is contained in the Environmental Assessment document posted on LADOTD's website. Specifically Appendix B-3. Please follow the link below.


Thank you for your interest and we look forward to receiving your comment.

Beth Beam

Elizabeth Beam, AICP, ENV SP | Associate Project Manager 2 | elizabeth.beam@arcadis.com
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10352 Plaza Americana Drive Baton Rouge LA | 70816 | USA
T. +1 225 292 1004 | M. + 1 225 335 0134
www.arcadis.com

Connect with us! www.arcadis.com | LinkedIn | Twitter | Facebook

Be green, leave it on the screen.

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-----Original Message-----
From: froggie@mississippi.net [mailto:froggie@mississippi.net]
Sent: Wednesday, December 16, 2015 8:37 AM
To: Beam, Elizabeth <Elizabeth.Beam@arcadis.com>
Subject: US 11 Slidell bridge/road project

Ms. Beam,

Is there a proposed layout for the US 11 bridge/road widening project in Slidell (referenced in the WWL article below) in PDF format that could be emailed to me? Would like to take a look and provide comment.


R,

Adam Froehlig
Re: the bridge sitting over the Norfolk Southern railroad. While the bridge may be a little narrow, it is not that hard to cross if people know how to stay in their own lane.

Expanding the highway to make it hence of travel and ending left turn at 6 intersections and losing three signal lights is going to create a traffic nightmare. This causing loss of Highway 11 use to some residents.

Please don't inconvenience lots of people because only a few people cant cross the bridge – let them go another route!

Thanks,

A concerned resident
Arcadis U.S., Inc.
US11 NSRR Project Manager
1035 Plaza Americana Drive
Baton Rouge, LA 70816

Dear Ms Beam,

This communication is a comment regarding the proposed Highway 11 two-lane bridge replacement across the Norfolk Southern Railroad in Slidell, LA. First, I would like to give a positive comment on the improved safety a new replacement bridge will provide to all drivers. In its present condition, this bridge is not only very narrow, but also dangerous in many ways when trying to safely maneuver through the bridge’s abrupt rising curb only to just as quickly make a winding descent while avoiding oversized vehicles such as large delivery trucks. Traverse this bridge on a dark, rainy evening and you have only hope and your own safe driving skills to get you over this bridge. We look forward with much gratitude to the traffic improvement this new bridge will bring to many Slidell drivers exiting the city north via highway 11.

However, my main reason for writing to you is to respectfully request thoughtful and considerate proposals in regard to how you will develop the required alternate routes around the Hwy. 11 bridge construction. Of course I would hope that you would move north bound Hwy. 11 traffic approaching Old Town to turn east onto Fredsdmaux where they would have a swift four-lane alternate route to I-10 that would connect them to I-12. Other vehicles traveling east on Hwy 190 (Gause West) who normally turned north onto Hwy 11 at the railroad tracks, would just be directed to continue east on Gause to connect to I-10 and then to I-12. The lights could be reset on Gause to allow for the extra traffic this would create on this already busy main roadway.

While your planning will focus on the main roads which affect the heavy traffic, it is my respectful request that you would please do everything possible to give every consideration to the quiet slow-paced neighborhoods that lie in the direct path of speeders looking for a quick alternative route out of the city of Slidell. My neighbors and I live in the Fountain Estates subdivision located off Robert Blvd. less than a mile north of Gause. As you enter our subdivision, you will find that the posted speed limit is 20 mph with appropriately placed stop signs that further provide control for a safer flow of traffic. With the help of our Police Chief and his dedicated traffic officers, the integrity of our neighborhood traffic, for the most part remains intact and safe for the citizens who live here. There are also signs posted at each entrance which designate our neighborhood streets as “No Thru Traffic” streets, which allows
us to make calls to agencies such as the School Board, to ask them to not allow their speeding busses to cut through our neighborhood if they have no designated stops in our subdivision. As a resident of one of these safe, quiet neighborhoods, it is my greatest concern that our neighborhoods will be overlooked when it comes to the onslaught of speeders that will eventually look for a swifter exit around your Detours and past the delays that the Hwy 11 bridge construction will cause. As it is, we see cut-through traffic occurring on a daily basis now, but when the construction begins and the direct route north out of Slidell is eliminated, our neighborhoods will be targeted and inundated with speeders that will create mammoth safety problems for our neighborhoods unless these problems are address in the planning stages with the help of our police department and city officials that will provide monitoring and consequences that are positively effective. As a military spouse, I have lived in many cities around the country so I can speak from personal experiences that it took no time at all to be made aware of the laws that governed our military bases. We had one chance to get it right. Chance ‘two’ came in the form of a reprimand with consequences that stringently enforced the rules we were expected to live by. In other words, when the word gets out that ‘cut-through’ traffic through our subdivisions will not be permitted, then the problem will become more manageable.

I promise that we will do everything we can do to work with you through the inconveniences this construction will cause in our neighborhoods, but I respectfully request that you, Ms Beam, and your committee members do all that you possibly can to consider the residents and especially the children whose very lives depend on the safety of the neighborhoods they live and play in on a daily basis. Our school children who walk to and from school, and to and from their busses each school day, depend on us to provide them a safe passage. In the same light, our senior citizens who take their daily walks every morning, our mothers who push their newborn babies in their strollers, and those who walk their dogs or walk their 10,000 steps should not have to stop their lives to accommodate strangers who have no business in our neighborhood but feel entitled because there was no preplanning or discussion by those who were made aware of situations that I have mentions in this communication that would turn them away or hold them accountable for their poor choices.

I would like to thank you for giving your time to review the concerns I have addressed in this communication, but more importantly, I truly respect the tremendous job you and your committee member and the city and state officials have in front of them as you begin the preparations for this bridge improvement and to its safe completion.

Respectfully yours,

Donna O. Saurers
Please find attached our letter addressed to the Project Manager concerning the US 11 project.

Thank you,

Cecil and Willie Boyd, Owners
BreezThru CarWash
153 East Hall Avenue
Slidell, LA 70458
Cecil and Willie Boyd, Owners
BreezThru Carwash
153 East Hall Ave
Slidell, LA 70458

Mr. Scott Hoffeld
Arcadis U.S. Inc.
US 11NS RR Project Manager
10352 Plaza Americana Drive
Baton Rouge, LA 70816

Dear Mr. Hoffeld:

My wife and I are owners of the BreezThru Carwash located on East Hall Ave., Slidell. The La. DOTD’s proposal for changes to the Highway 11 in Slidell would not only be very inconvenient to the majority of the people of this city, but would also be disastrous to many businesses near and along Highway 11 of the affected area. Our carwash is not yet five years old and because of greatly increased competition, we can barely keep out of the red and that is without pay for ourselves. Property taxes are high. The planned no turns will bankrupt our business. We are not in a position to take that kind of loss.

We are certainly against this proposal and here are some other reasons why we feel that it is a bad idea:

1. Both Gause and Hwy 11 in Slidell are not cross state or even a cross parish thoroughfare. It is a good estimate that vehicles that cross Gause or Hwy 11 will average traveling no more than one mile after crossing the intersection before making a turn from that route. This is local traffic. People just trying to get to work, school, grocery store or home. Mr. Nick Oliver seems to be only concerned with the state’s agenda. This is not the typical scenario where a person can go one block further and then take three rights and achieve equivalent to a left turn.

2. We are blessed by having crossing Interstate highways in our city. No one travels very far on either Highway 11 or 190 in this city. These roads are only used to maneuver about this city. What is to be gained if we save a minute or two with a faster thoroughfare and then lose even
more time, burn more fuel, cause more wear and tear on the vehicle and our neighborhood streets, trying to get home?

3. It is our opinion that we do not have the real traffic problems that some cities have. We do have our peak traffic periods, but have not found it to be intolerable.

4. We agree that the bridge over the railroad should be replaced and that bottleneck resolved. Widening of Gause west of Highway 11 would be a tremendous help.

Improvement in traffic flow is always nice, but it must be practical and in the best interest of the people of the area. We truly hope that the DOTD will listen to the people of Slidell; and, if necessary, a vote by the people affected would be in order.

Sincerely,

Cecil and Wille Boyd

Copy:
John Bell Williams, Governor Elect
Slidell Mayor Freddy Drennan
Slidell City Council
Please find attached our Public Hearing Comment Form.

Regards,

Denise C. Haugen
Western International Gas & Cylinders, Inc.
Corporate Counsel
979.413.2144 (Direct)
979.256.7470 (Cell)
Western operates an acetylene fill plant located off Strawberry St. As such, we have knowledge regarding the condition and use of Strawberry St. and do not think it is a suitable outlet for the residents of Soldier Town. Strawberry St. is used by commercial tractor trailers and lacks sidewalks and adequate lighting. These conditions coupled with increased residential and pedestrian traffic pose a safety risk. The Jewett St. option or the extension of Aviator St. east under the proposed bridge with connection to Front to 8th to 9th St. are safer and more suitable options.
Please let's remember to discuss.

Scott Hoffeld | 225 572 7111

Begin forwarded message:

From: "Duplantis, Todd" <tduplantis@racetrac.com>
Date: December 16, 2015 at 9:11:55 PM CST
To: "scott.hoffeld@arcadis-us.com" <scott.hoffeld@arcadis-us.com>
Subject: Proposed SR 11 highway changes

Good afternoon,

I was just informed of the proposed highway changes along SR 11 from I12 to Florida Ave. Please add me as the contact person for the property owner on SR 11 known as the RaceTrac convenience store at I12.
We have some concerns as to the proposed median changes at Powell Rd. I would like to set up a meeting to discuss in more detail.

Thank you

Todd Duplantis | Engineering Senior Project Manager
RaceTrac | racetrac.com | 3225 Cumberland Blvd., Suite 100, Atlanta, GA 30339
C 404.788.2373 O 770.431.7600 x 1620
The plan submitted that would open Javery Rd to the Old Saider Town neighborhood is not only unnecessary, but costly. The improvements needed to sustain that level of traffic and pedestrian use, far exceed the optional plan suggested by both neighborhoods, to allow access from Strawberry St to Old Saider Town. These neighborhoods have existed apart for decades and we want it to remain that way. Both sides agree!!
I have lived here my entire life (50 years) and disagree with any government effort to change things for their own selfish plans. Leave our neighborhoods the way they both are.

Strawberry Street exit is the simple solution to this Javery Rd proposal. This is how the disruption process starts! Next the residents will be forced to move out for some local business project??
For the safety of our children and older adults, please consider the plan for Strawberry Street for the residents of Old Soldier Town to enter and exit. Both neighborhoods agree with that solution.
Augustine Miller; JoAnn Miller; Ernestine Green

6008 Javery Rd, Slidell, LA 70460

This neighborhood was not designed for the introduction of added traffic or possible extended overflow in the future. The safety of our children and seniors, who walked Javery Rd for decades without the fear of being run over! Keep our communities as they are! Both sides agree on Strawberry St exit. Don't let the mayor of Slidell and a few business owners destroy our 70+ year community. Thank you.
Residents of both Javery Rd and Old Soldier Town do not want the merger of both areas for traffic access. These areas were intentionally separated for almost a century! They were never designed for what DOTD wants to do.

Strawberry Street is the answer both areas agree on.
<table>
<thead>
<tr>
<th>Name</th>
<th>Loria Branch</th>
</tr>
</thead>
<tbody>
<tr>
<td>Address/ City/ State/ Zip Code:</td>
<td>37433 Boykin Lane, Slidell, La. 70460</td>
</tr>
<tr>
<td>Email:</td>
<td>Telephone:</td>
</tr>
</tbody>
</table>

I don't support your North Hwy 11 expansion plans. I oppose re-taking 21 feet of heir property for a right away. This property that have heirs, that will loose their inheritance. My ultimate concern is SAFETY! Just to check our mailboxes is a challenge, with fear of being hit by a car, there is also concern about our gas meters where is responsible for relocating and where they will be relocated, school bus pick up and drop off. We don't and won't have the privilege to walk in the neighborhood due to heavy traffic and no designated for our purpose access for this. This project does not benefit any of the property owners on North Hwy 11.
**PUBLIC HEARING COMMENT FORM**

Please provide input on the Environmental Assessment, the Preferred Alternative, and any other comments regarding the project. When complete, please return the form to the Comment Station. Comments received tonight will become part of the public hearing record. Comments mailed (see reverse self-addressed) must be postmarked no later than **December 26, 2015** to become part of the public hearing record.

(Please Print Clearly)

<table>
<thead>
<tr>
<th>Name:</th>
<th>Lisa Clark, Sarah Lowe, Loria Branch</th>
</tr>
</thead>
<tbody>
<tr>
<td>Address / City/State / Zip Code:</td>
<td>37426, 37425, 3, Baglin Lane, Slidell, La. 70460</td>
</tr>
<tr>
<td>Email:</td>
<td><a href="mailto:Leannclark25@yahoo.com">Leannclark25@yahoo.com</a></td>
</tr>
</tbody>
</table>

I have already submitted a verbal and written comment, but failed to make this very important statement. The above named above are the permanent residents on this property. We have individual pumping and septic systems that drains into the ditch that is in plans to be covered over. Our water source is an underground, overflowing well that also drains into the aforementioned ditch. Covering this ditch will completely destroy our water source and functioning plumbing. This well is over 100 years old and we do not want it destroyed or rendered non-functioning.
My property will decrease in value due to construction & bridge will be closer to my house, drive and the only access available will be thru strawberry. Piling will negatively impact my surface property. The noise impact will be unbearable both day and nighttime. If an accident would happen on the bridge and a vehicle come over it could possibly come on my property.
Use this space for additional comments as needed.

an result in someone getting hurt or possibly killed. You are also opening up additional crime in our neighborhood by having another access. Also if I would decide to sell no one is gonna buy a house (mobile home) that construction next to the it is gonna be unbuildable also resulting in property value going down. Project is gonna be noisy, unbearable for a long considerable amount of time. So basically I am opposing this. Also if a fire occurs I would burn down before anyone gets to me. Plus ambulance already take well over limit to get there due to one was called before and they took entirely too long.
Safety Features - Concerned about industrial area having to perform a "U" turn from Powell and Ben Thomas. Concerned about rerouting to eliminate left turns at connector roads (North Blvd) @ Hwy 11 adding driving time for residents attempting to get to Gause @ Hwy 11. Allowing traffic heading south from I-12 thru to Gause Blvd with new limited stops will promote higher speeds. Connecting industrial traffic to Strawberry with larger vehicles and carriers attempting to cross them to head east on Gause West to turn north on Hwy 11 to connect to I-12. Higher number of larger vehicles will choose to continue east on Gause Blvd - a 3 lane city street - creating unsafe situations and additional traffic on an already heavily traffic roadway.
I support improvements to Hwy 11. 2 lanes of traffic will decrease travel times for some, but will create hardship for those who live east of Hwy 11 and work immediately off of Hwy 11 to the south.

I cannot understand how removing the left turn at North Blvd signal is anymore unsafe as waiting in a turn lane to go right on Hwy 11 then waiting in a U-turn lane to head south on Hwy 11. Most will choose to head east on North Blvd. to Robert Blvd. to Gause Blvd. back to Hwy 11 to Shop at Rouser - Not. They'll stop at the Walmart Neighborhood Store instead. Economics, Safety and livelihoods of residents need to be considered.

ARCADIS U.S., Inc.
10352 Plaza Americana Drive
Baton Rouge, Louisiana 70816
Attn: Re: US 11 Norfolk Southern Railroad Project Manager
U.S. 11 Norfolk Southern Railroad
State Project No. H.000688.2
Federal Aid Project No. H000688
PUBLIC HEARING
Environmental Assessment
December 15, 2015

Addresses: 37426, 37425
37433 Boykin Lane
Slidell, La. 70460

PUBLIC HEARING COMMENT FORM

Please provide input on the Environmental Assessment, the Preferred Alternative, and any other comments regarding the project. When complete, please return the form to the Comment Station. Comments received tonight will become part of the public hearing record. Comments mailed (see reverse self-addressed) must be postmarked no later than December 26, 2015 to become part of the public hearing record.

(Please Print Clearly)

Name: Lisa Clark
Address / City/State / Zip Code: 37426 Boykin Lane Slidell, La. 70460
Email: Leannclark25@yahoo.com
Telephone:

I am an heir to property on Boykin Lane, immediately off North Hwy. 11. Myself and the other four heirs are not in agreement with the purposed 21 foot right away for several reasons. This is a very busy traffic area that is structured completely unsafe for every resident and pedestrian in the forementioned area. Our mailboxes are just a few feet from this highway, we have to speed into our drive to keep from being rear ended, there is not enough ground space for walkers, bikers and joggers to safely maneuver. I don't support the preliminary plans, this does not take our safety into consideration.
I strongly favor the bridge replacement and expansion to four lanes.

However, I am very concerned about two things:

1. Interruption of straight line traffic on East/West Hull, which effectively disrupts neighborhood traffic west of the RR.

2. Any further closures of access into Olde Towne via HWY 84 will negatively impact business activity in our historic district. This is unacceptable.
PUBLIC HEARING COMMENT FORM

Please provide input on the Environmental Assessment, the Preferred Alternative, and any other comments regarding the project. When complete, please return the form to the Comment Station. Comments received tonight will become part of the public hearing record. Comments mailed (see reverse self-addressed) must be postmarked no later than December 26, 2015 to become part of the public hearing record.

(Please Print Clearly)

Name: P. Archie
Address / City/State / Zip Code: 59445 Savory Rd Slidell La 70450
Email: Telephone: 985-784-7525

- Street to narrow.
- No sidewalks.
- Not good.
Dec. 24, 2015

Arcadis U.S., Inc.
RE: U.S. 11 Norfolk Southern Railroad
10352 Plaza Americana Dr.
Baton Rouge, LA 70816
Attn: Elizabeth Beam, AICP

Ms. Beam,

I have quickly reviewed the Environmental Assessment for the U.S. Hwy 11 proposal at Slidell, LA and would like the following comments to be made part of the record of the so-called hearing.

I object to the entire process.

I object to every aspect of your design proposal.

I object to Arcadis being involved to the extent that it is involved in the design of the project.

I object to having to send comments on the project to Arcadis.

I object to your Dec 26, 2015 postmark deadline.

I object to having the railroad industry dictate how we design motor vehicle highways in Louisiana.

I object to rhetorical games played in the proposals which might rightfully be considered subterfuge.

I object to the statement in the Assessment, page 21, sec 3.6.3, that “sufficient information and public opinion exists to identify Alternative 1R, Bridge 1, and Intersection Configuration Option 3 as the preferred alternative.”

I object to highway projects that are treated as if they exist in a vacuum without consideration for impacted residential neighborhoods and impacted streets and highways and without consideration of peripheral expansion opportunities.

I reserve the right to comment and opine on design matters at a future date.

Thank you,

Michael McClelland
609 Maine Ave.
Slidell, LA 70458
PUBLIC HEARING COMMENT FORM

Please provide input on the Environmental Assessment, the Preferred Alternative, and any other comments regarding the project. When complete, please return the form to the Comment Station. Comments received tonight will become part of the public hearing record. Comments mailed (see reverse self-addressed) must be postmarked no later than December 26, 2015 to become part of the public hearing record.

(Please Print Clearly)

Name: Shawn Delugen
Address / City/State/Zip Code: 1808 Front St., Slidell, LA 70458
Email: mainstreet@estchamber.com
Telephone: 512-589-9802

While I like the idea of the bridge being replaced, I wonder if the same model (concrete median in the road center) will be continued in the future from Florida Ave to Pinecraft Bivd. This section of Front St (they!!) borders our Main Street District, and if it is continued – it will kill the business access in the Main Street District.

I get that you all are in the business of moving traffic at the fastest rate possible – Did you or have you considered how these actions affect people that run businesses that will be affected? Perhaps we need to start the conversation with the City to take over maintenance of Front Street from Florida Ave to Pinecraft Bivd. This will keep the locals happy – but they will have to pay for the maintenance. So its either pay-up or close Osceola Towns.
Public Meeting held on Tuesday, December 15, 2015, concerning Louisiana Department of Transportation and Development State Project No. H.000688.2/Federal Aid Project No. H000688 St. Tammany Parish, Louisiana, held at Slidell Junior High School, 333 Pennsylvania Avenue, Slidell, Louisiana 70458 from 5:30 p.m. until 7:30 p.m.

REPORTED BY:

LORI L. LE BOUEF
CERTIFIED COURT REPORTER
MARY RODRIGUEZ, 201 AVIATOR STREET, SLIDELL, LOUISIANA 70460:

I have a lot to say, but one concern, there won't be any way to get out on Addis anymore to Highway 11, which will decrease my home value because I live right on that corner, the first house coming in from Highway 11. Okay. The construction, okay, there gonna have to -- from what I can understand, they're going to have to do pilings, which is going to be, number one, very noisy; and from what I can understand, they do pilings at night. So how do they want me to sleep, since I am only like 20 feet? The pilings will negatively impact my surface property, because it's going to shake the ground. I live in a mobile home, which has to be elevated every so many years. Like they have to have someone come in and -- how do you call it? The ground shifts. Level.

Also concern is if they close
down Addis, then, I'm only going to have the back part of my driveway to go out to get through to Strawberry Street, which is also putting at another risk, because then, you're putting -- I don't know if I should say this or not. You're putting -- people from worser neighborhood are going to have access to our neighborhood. What is it going to do for crime?

Did we already address the bridge will be closer to my house? Yes, it will be, because, they're going to widen to four lanes, which is pushing the bridge over. I also did address to the engineer, I'm like, so say if an 18-wheeler or someone gets in a wreck, and hello, comes over the railing our whatever, how is that going to impact me? Suppose they just come over and explode right on top of me. I mean, you know, he tried to say, well, they're going to do this railing and
that railing. Well, hello, people go
over on Twin Spans. People go over
on the Causeway Bridge constantly.
What's going to prevent this from
happening here? I mean, because the
railings on the bridge now, some of
the railings have freaking rope
holding them together on that bridge.

We talked about the construction
at night. Construction would be
annoying during the day, too. I
mean, I'm disabled. I have an
88-year-old mom who lives with me. I
mean, like mentally-wise, how long is
this project going to take, and what
is this going to do to me mentally?
You know what I mean? If I tried to
sell, I am -- no one is going to buy
it.

I been living there since 2001.
Saying it's noisy enough now isn't
going to do any good, but it's going
to be even noisier, and the
construction is going to take -- I
guess between the construction, the
pilings, everything. Property value, everything.

LISA CLARK, 37426 BOYKIN LANE, SLIDELL, LOUISIANA 70460:

I am an heir to the property on Boykin Lane immediately off of North Highway 11. Myself and four other heirs are not in agreement with the proposed 24-foot right-of-way. This is a very busy traffic area that is structured completely unsafe for every resident and pedestrian in the aforementioned area. Our mailboxes are just a few feet from the highway. We have to speed into our driveway to keep from being rear-ended. There is not enough ground space for walkers, bike riders and joggers to safely maneuver. Myself and my four heirs, we don't support the preliminary plans for this project.

LORIA BRANCH, 37433 BOYKIN LANE, SLIDELL, LOUISIANA 70460:

Just really not safe and more concerned about the safety of
checking mailboxes and having nieces and nephews get off the bus. You know, want to make sure they can get off and on safely without being ran over or killed, because right now, it's very unsafe as it is; and with this going, it's going to make it even worse.

(RESUMED) MS. LISA CLARK:

Right, and that's another thing, I guess, we would add, I'm not even sure a bus would stop to let the kids on or to let them off safely, you know, with two lanes of traffic coming in one direction. I can't even see how that's going to be safe either.

SARAH LOWE, 37425 BOYKIN LANE, SLIDELL, LOUISIANA 70460:

Well, I'm opposed to the 21 feet right of way. My concern, you know, like the mailboxes and my grandkids getting off and on the school bus there. That's my concern.

(RESUMED) LISA CLARK:
There's no area big enough for pedestrians to walk safely on there.

(RESUMED) MS. SARAH LOWE:

Yeah, we don't have that anymore. We need a place to walk, get into on our mailbox safely. I don't cut grass on my ditch anymore, because I'm afraid.

THERESA ALEXANDER, 333
CRESCENTWOOD LOOP, SLIDELL, LOUISIANA 70458:

Safety features: I'm concerned about the industrial area on the west side of Highway 11, having to perform U-turns from Powell and Ben Thomas Roads. I'm also concerned about rerouting to eliminate the left turns at the connector roads, including North Boulevard at Highway 11. This will add driving time for residents attempting to get to Gause at Highway 11. Allowing traffic heading south from I-12 to Gause Boulevard with new limited stops will promote higher speed, creating a
safety hazard. Connecting industrial traffic to Strawberry and then to Gause West will cause a dangerous situation with larger vehicles and carriers attempting to cross through to head east on Gause West, which is a two-lane road, to turn north on Highway 11 to eventually connect to I-12. A higher number of these larger vehicles will choose to continue east on Gause Boulevard, a two-lane city street, creating unsafe situations and additional will traffic on an already heavily-trafficked roadway.

I support improvements to Highway 11. I believe two lanes of traffic will decrease travel times for some but will also create hardship for those who live east of Highway 11 and work immediately off Highway 11 to the South.

I can't understand how removing the left turn at North Boulevard signal is anymore unsafe as waiting
in a turn lane on North to go right on Highway 11; then waiting in another lane at a signal to go -- to head south on Highway 11. Most will choose to head east on North Boulevard to avoid Highway 11 U-turns, creating heavier traffic on a one-lane residential road.

Additional traffic to Robert Boulevard through another residential district along Audubon connecting to Rue Rochelle and then eventually to Gause Boulevard. Economics, safety and the livelihoods of residents need to be considered when choosing an option for these improvements.
CERTIFICATE

I, LORI L. LE BOUEF, Certified Court Reporter, #87069, in good standing, in and for the State of Louisiana, do hereby certify that the foregoing pages taken by me is a true and correct transcript of proceedings according to the best of my ability and understanding;

That I am not of counsel, related to counsel or any of the parties and am in no way interested in the outcome of this case.

LORI L. LE BOUEF
Certificate #87069
Certified Court Reporter

LORI L. LE BOUEF
CERTIFIED COURT REPORTER
(504) 874-3520 lori.lebouef@gmail.com
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10352 Plaza Americana Drive
Baton Rouge, Louisiana 70816
Tel 225 292 1004
Fax 225 218 9677

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