

APPENDIX E
March 2014 Public Hearing Summary

PUBLIC HEARING SUMMARY

WIDENING US 84 FROM HWY 772 TO JUST EAST OF HAIR CREEK BRIDGE ENVIRONMENTAL ASSESSMENT

STATE PROJECT NO. H.000758.2
FEDERAL PROJECT NO. DE-3010(503)
LASALLE PARISH, LA

PUBLIC HEARING

March 26, 2014, 4:00PM TO 7:00PM
JENA TOWN HALL
2908 EAST OAK STREET, JENA, LA 71342



PREPARED FOR:



PUBLIC HEARING SUMMARY

A public hearing was held on March 26, 2014, for the US 84 widening project as part of the Environmental Assessment process. The hearing was held as an informal open house with a station format including a short presentation on the project and project exhibits for proposed alternatives and typical sections.

HEARING OBJECTIVES

The objective of the public hearing was to seek input from individuals and community organizations on issues and concerns related to the potential impacts associated with the proposed widening of US 84 from Hwy 772 to just east of Hair Creek Bridge in LaSalle Parish, LA, and to receive comments on the preferred alternative.

HEARING ADVERTISEMENT

The public hearing was advertised in several ways. Property owners along the project corridor were mailed a postcard on March 3, 2014. A display advertisement was advertised in the Jena Times on Wednesday, March 5, and Wednesday, March 18, 2014, and in the Alexandria Town Talk on Sunday, March 23, 2014. A press release was emailed to stakeholders, property owners, and media on Wednesday, March 5, 2014, and Monday, March 24, 2014. Meeting fliers were posted at Jena Town Hall. Copies of each form of advertisement are included in the Appendix.

HEARING FORMAT

The hearing followed an informal open house style. Five (5) Stations were organized around the hearing facility and are described below:

- **Welcome and Sign-In.** Hearing attendees were asked to provide their contact information and received a project brochure describing the preferred alternative and a comment form. Copies of the hearing handout and comment form are included in the Appendix.
- **Presentation.** Hearing attendees were able to watch a 15-minute presentation to familiarize themselves with the project and preferred alternative. The presentation played on a loop. A copy of the presentation is included in the Appendix. The project presentation was followed by a DOTD Right-of-Way presentation.
- **Exhibits.** Hearing attendees were able to visit with project team members to ask questions and to view the proposed typical sections and proposed Alternatives 2B and 4. Copies of the Draft EA with detailed plates were available for public reference. Copies of the alternatives and typical sections are included in the Appendix.





- **Right-of-Way Information.** Property owners had the opportunity to speak with Team members regarding potential impacts and Right-of-Way acquisition.
- **Comments.** Hearing attendees were able to fill out comment forms and turn them into Team members, leave an oral comment with a court reporter, or email or mail in their comments.

HEARING SUMMARY

The hearing was attended by approximately 82 citizens, five (5) local officials or agency representatives, and 15 project team members.

Public Comments

Comment forms were handed out to each attendee when signing in. During the open house, attendees were able to turn in a completed written form. Attendees were also able to turn in comment forms via email or mail. Comments were received through April 13, 2014. The public hearing comment summary table is included in the Appendix and a summary of responses received are below.

Comment Summary

A total of 53 public comments were received regarding the US 84 project during the 40-day comment period. At the open house, seven (7) written comment forms were turned in and three (3) comments taken by the court reporter. There were 29 emails and 14 written comment received by US mail. A summary of the comments and responses is included in the Appendix.

In addition to comments on the preferred alternative, the majority of comments received – 40 comments – were regarding impacts to oak trees in front of Nolley United Methodist Church. These comments and the Team’s responses are included in the Comment Table in the Appendix.

A brief summary of the overall comments received include the following:

- Most respondents agree that Alternative 4 should be the preferred alternative.
- A majority voiced concern for impacts toward four (4) oak trees in front of the Nolley United Methodist Church and gravesite of the church founder, Reverend Richmond Nolley.

Submitted: FENSTERMAKER & ASSOCIATES

Name: Mikeila Nagura, ASLA

Title: Deputy Project Manager

LIST OF APPENDICES

- Display Ads
- Legal Ad Affidavit and Tear Sheet
- News Article
- Press Release
- Flier
- Property Owner Postcard
- Sign-In Sheets
- Project Informational Handout
- Comment/Survey Form
- PowerPoint Presentation
- Exhibits
- Comment Response Summary
- Public Comments Received



NOTICE OF AVAILABILITY OF DRAFT ENVIRONMENTAL ASSESSMENT AND PUBIC HEARING NOTICE

What: Notice of Availability of Draft Environmental Assessment and Public Hearing Notice for proposed widening along US Highway 84 from Hwy 772 to just east of Hair Creek Bridge

When: **Wednesday, March 26, 2014**

Where: Jena Town Hall, 2908 East Oak Street, Jena, LA 71342

Time: **4:00 PM to 7:00 PM**

The Louisiana Department of Transportation and Development (DOTD) in conjunction with the Federal Highway Administration (FHWA) is conducting a Public Hearing in an open house format for the proposed widening along US Highway 84 from Hwy 772 to just east of Hair Creek Bridge. The purpose of the Public Hearing is to provide information and to receive comments on the proposed project.

Detailed information relative to the project is available in the Draft Environmental Assessment (EA). This document is available for review and/or purchase at the Department's District 58 office, located at 6217 Hwy 15, Chase, LA. The Draft EA is available for review at the Federal Highway Administration Division Office at 5304 Flanders Drive, Suite A, Baton Rouge, LA, and at the DOTD Environmental Section Office, 1201 Capitol Access Road, Room 504D, Baton Rouge, LA. The Draft EA is also available for review at the following: LaSalle Parish Library – Olla Branch, 1449 Blake Street, Olla, LA; LaSalle Parish Library – Jena Branch, 3108 North First Street, Jena, LA; and Jena Town Hall, 2908 E Oak Street, Jena, LA. The Draft EA can also be accessed online at the DOTD's website at: http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Environmental/Pages/default.aspx. Click on the "H.000758.2 US 84 Widening" Folder under the "Environmental" heading.

Detailed information on the EA will be presented at the Public Hearing, including project alternatives and information on wetlands, right-of-way acquisition and relocation assistance. Representatives of DOTD will be present to answer questions related to the project. All interested persons are invited to attend. The Public Hearing format will be an open house with looping presentation and handout. Oral comments will be received at the Hearing. Written comments may also be submitted at the Hearing, or may be mailed to the following address, postmarked by April 13, 2014: Mikeila Nagura, C.H. Fenstermaker & Associates, LLC, Attn: US 84, 445 North Boulevard, Suite 601, Baton Rouge, LA 70802.

Should you require special assistance due to a disability in order to participate in this public hearing, please contact C.H. Fenstermaker & Associates, LLC by telephone at (225) 344-6701 at least five (5) working days prior to the public hearing date.

For more information relating to the hearing contact Ms. Mikeila Nagura, Deputy Project Manager, C.H. Fenstermaker & Associates, LLC at Mikeila@fenstermaker.com or (225) 344-6701 OR Mr. Robert Lott, Assistant Environmental Engineer, DOTD, at Robert.Lott@la.gov or (225) 242-4504

Legislation supporting La. veterans unveiled

Governor Bobby Jindal unveiled three legislative proposals he will pursue during the upcoming legislative session in support of Louisiana veterans.

Governor Jindal said, "Over the past six years, we have pursued policies to help our brave veterans who put their lives on the line in defense of our freedom. These new proposals build on our previous work in order to help veterans and their families who have sacrificed so much for our country."

First, Governor Jindal will pursue legislation to expand residential lease protections for military service members and their spouses.

Current law allows service members to terminate residential lease agreements without penalty under certain circumstances related to their military service. However, these lease protections don't apply in circumstances where a service member has been hospitalized or has been killed. Also, often these leases are under a spouse's name and lease protections cannot apply.

The legislation will expand the current applicable lease protection to military spouses. It will also expand protections for service members who have been injured requiring hospitalization as well as those who have been killed while on active duty. The legislation will also require court costs, attorney's fees, and putative damages to be paid by a lessor to a military service member or spouse prevailing in a suit against a lessor violating the terms of the law.

Representative Nick Lorusso will author this legislation.

"By nature of their service to our country, members of the U.S. Armed Forces must often relocate their families in order to serve at a variety of military installations," says Louisiana State Representative Nick Lorusso. "This legislation ensures that our brave military personnel and their spouses will be protected from unfair or overly strict residential leasing practices and gives them greater flexibility to make decisions that best serve their family."

Second, Governor Jindal will pursue legislation that will establish a voluntary registry for veterans exposed to dangerous burn pits during

wartime.

In 1985, a registry was enacted to coordinate state-wide outreach, education and advocacy towards Vietnam Veterans who suffered health complications from exposure to Agent Orange. Since that time, several illnesses or diseases have been linked to the exposure, such as Non-Hodgkin's Lymphoma, Hodgkin's Disease, Parkinson's Disease, Leukemia, Ischemic Heart Disease, Prostate Cancer, and a number of other serious medical issues.

Today, many Gulf War era and post-9/11 Veterans who served in Operation Iraqi Freedom, Operation Enduring Freedom, and Operation New Dawn are suffering from illnesses that may have been caused by exposure to open-air burn pits. Many open-air burn pits were operated close to where many soldiers were housed during wartime.

This legislation will create a voluntary registry of self-identifying service members and veterans who have been exposed to burn pits. The registry will be created and managed by the Louisiana Department of Veterans Affairs (LDVA).

The LDVA will be responsible for informing those in the registry about recent scientific developments on the effects of exposure, availability of possible treatments, applying for service-connected disability compensation benefits with U.S. Department of Veterans Affairs (VA), as well as appealing an existing or requesting an upgrade to a disability rating given by VA.

Senator John Smith will author this legislation.

"Some of today's younger Veterans are experiencing serious health problems caused by their exposure to open-air burn pits used in Afghanistan and Iraq," states Louisiana State Senator John Smith. "Much like our Vietnam Veterans who suffered because of exposure to Agent Orange, these Veterans are struggling to have their health issues addressed and recognized at the Federal level. This legislation ensures that the injustice suffered by our Vietnam Veterans is not repeated and that the Veterans who fight today are recognized, cared for in a timely manner and are provided with every resource available to them."

Third, Governor Jindal

will pursue legislation that authorizes courts to create specialized Veteran's Treatment Court Programs

Current drug courts provide an effective tool in combating recidivism by criminal offenders.

However, many veterans that are suffering from substance abuse and are caught up in the criminal justice system today do not have access to a specialized system suited to their unique circumstances and needs.

This legislation authorizes courts to create specialized Veteran's Treatment Court Programs throughout Louisiana to assist veterans overcoming drug and substance abuse issues and any mental health issues contributing to involvement with the criminal justice system. The court programs will operate like current drug court programs throughout the state but will function in a manner specifically tailored for veterans. These specialized courts can tap into available federal resources and will help veterans access federal veteran programs and services offered for reintegration and rehabilitation.

Among the goals of the Veteran's Courts Program:

To reduce drug and alco-

hol abuse and dependency among veteran offenders and to reduce criminal recidivism among veterans

To assist veterans with undiagnosed mental health problems and assist in the care and treatment of diagnosed mental health illnesses among veterans

To increase the personal, familial, and societal accountability of veteran offenders

To provide housing assistance for homeless veterans; to provide employment and job training for veterans; and to provide VA benefits counseling services

Senator Elbert Guillory will author this legislation.

"Veterans who find themselves on the wrong side of the criminal justice system often do so because they suffer from a mental health disorder or some form of substance abuse," says Louisiana State Senator Elbert Guillory. "We must remember that these Veterans served our country with honor. By establishing Veteran's Treatment Court Programs, this legislation ensures that we honor their service by providing these Veterans with the help they deserve and the resources they need while also reducing the costs associated with incarceration."

Financial literacy focus of presentation by L.B.A.

Louisiana Senate Commerce Committee Chairman Danny Martiny and House Commerce Committee Chairman Erich Ponti held a joint committee hearing today, February 18, 2014, that included a presentation by the Louisiana Bankers Association on financial literacy.

House Commerce Committee Chairman Erich Ponti (R-Baton Rouge) said "financial literacy is an important and necessary life skill. I applaud all efforts being made to educate the citizens of Louisiana in this area."

"If we better educate and inform consumers, banks can better serve them. That is a premise Louisiana bankers have long embraced", said LBA Chief Executive Officer Robert Taylor.

With respect to the hearing, Senate Commerce Committee Chairman Danny Martiny (R-Metairie) said "few things are more important than being able to manage your personal finances. The earlier those concepts are introduced to children, the better chance for success they will have."

In her testimony at the hearing, LBA Chief Operating Officer Ginger Laurent said "since 1957, the Louisiana Bankers Association has had a dedicated division of young bankers committed to financial education and outreach. Today, the Louisiana Bankers Education Council and the nonprofit Louisiana Bankers Education Foundation work together with bankers to promote financial literacy throughout our state."

Rep. Katrina Jackson (D-Monroe), who is a member of the House Commerce Committee and Chairperson of the Louisiana Legislative Black Caucus, said "It is refreshing to see the Louisiana Bankers Association continue to give back to the community. Financial literacy is a vital component to Louisiana citizens achieving the American Dream. I stand with LBA in educating people across this state on how to be responsible and prosperous in their financial affairs."

The LBA told the joint hearing that they:

- Co-sponsor the Bank-at-School program with the Louisiana State Treasurer, which assists elementary schools with financial literacy initiatives
- Sponsor "Simply Banking" study guides designed for

high school and middle school students

- Provide scholarships to bankers' children who are incoming freshman with majors in a banking related field at an accredited Louisiana college or university

- Are a part of Louisiana Jump\$tart, a coalition of organizations dedicated to improving financial literacy, which host its meetings at the LBA office

- Helped pass a state law requiring free enterprise curriculum to include instruction in personal finance, effective beginning with the 2004-05 school year

It was rewarding in 2013 when Louisiana was one of seven states awarded an "A" by Champlain College's renowned Center for Financial Literacy. Many bankers and banker associations across the country are very supportive and active in promoting financial literacy. "Still, we know we – and the entire banking industry – need to do more", said Taylor.

There are few things as

SCHOOL LUNCH MENU

Breakfast

Thursday, 3-6-14: Fruit Juice Choice, Assorted Cereal Choice, Toast and Jelly, Milk Choice.

Friday, 3-7-14: Fruit Juice Choice, Biscuit and Jelly, Egg, Bacon and Cheese Scramble, Milk Choice.

Monday, 3-10-14: Fruit Juice Choice, Biscuit and Jelly, Sausage, Milk Choice.

Tuesday, 3-11-14: Fruit Juice Choice, Breakfast Pizza or Toast and Jelly, Milk Choice.

Wednesday, 3-12-14: Fruit Juice Choice, Biscuit and Jelly, Canadian Bacon/Ham, Milk Choice.

Lunch

Thursday, 3-6-14: Cajun Baked Chicken, Dirty Rice, Steamed Broccoli, Baked Sweet Potatoes and Apples, Fruit Juice Choice, WW Yeast Rolls, Milk Choice.

Friday, 3-7-14: Hot Ham and Cheese Flatbread, Potato Wedges w/Ketchup, Garden Salad, Peach Slices, Applesauce Cake, Milk Choice.

Monday, 3-10-14: Chicken/Turkey and Noodle, Green Beans, Jeweled Pear Halves, Chocolate Chip Cookie, WW Yeast Rolls, Milk Choice.

Tuesday, 3-11-14: Taco Salad, Taco Cup, Corn/Black Bean Medley, Apple Wedges, WW Cinnamon Roll, Milk Choice.

Wednesday, 3-12-14: Meatball Sub, Oven Fries w/Ketchup, Garden Salad, Mixed Fruit Milk Choice.

empowering as a person having the information they need to make good decisions regarding their personal finances. April is Financial Literacy Month. Bankers can take this opportunity to continue to help their communities become more financially literate. There are resources available in the financial literacy section of LBA's website, www.lba.org, and through local and state organizations that can help them get started. Financial literacy is one tool to help mitigate the damage the financial crisis inflicted upon customers, communities and

the nation's economy. Helping people understand personal finances and empowering them to make better financial decisions ensures a better future.

The Louisiana Bankers Association is the professional trade organization for commercial banks and thrifts in Louisiana. Founded in 1900, the LBA works to provide advocacy, communication, education and other services to its member institutions, and to provide banking information to the general public. For more information, go to www.lba.org.



STATE LICENSED & INSURED

FREE ESTIMATES

CALL FOR QUOTES

- Building Custom Homes
- Additions
- Remodeling
- Custom Kitchen Cabinets
- Custom Bathroom Vanities

CODY PAUL 447-7834 · RONALD PAUL 992-3353

NOTICE OF AVAILABILITY OF DRAFT ENVIRONMENTAL ASSESSMENT AND PUBLIC HEARING NOTICE

What: Notice of Availability of Draft Environmental Assessment and Public Hearing Notice for proposed widening along US Highway 84 from Hwy 772 to just east of Hair Creek Bridge

When: Wednesday, March 26, 2014

Where: Jena Town Hall, 2908 East Oak Street, Jena, LA 71342

Time: 4:00 PM to 7:00 PM

The Louisiana Department of Transportation and Development (DOTD) in conjunction with the Federal Highway Administration (FHWA) is conducting a Public Hearing in an open house format for the proposed widening along US Highway 84 from Hwy 772 to just east of Hair Creek Bridge. The purpose of the Public Hearing is to provide information and to receive comments on the proposed project.

Detailed information relative to the project is available in the Draft Environmental Assessment (EA). This document is available for review and/or purchase at the Department's District 58 office, located at 6217 Hwy 15, Chase, LA. The Draft EA is available for review at the Federal Highway Administration Division Office at 5304 Flanders Drive, Suite A, Baton Rouge, LA, and at the DOTD Environmental Section Office, 1201 Capitol Access Road, Room 504D, Baton Rouge, LA. The Draft EA is also available for review at the following: LaSalle Parish Library – Olla Branch, 1449 Blake Street, Olla, LA; LaSalle Parish Library – Jena Branch, 3108 North First Street, Jena, LA; and Jena Town Hall, 2908 E Oak Street, Jena, LA. The Draft EA can also be accessed online at: <http://www.dotd.la.gov/planning/enviro/>. Click on the "H.000758.2 US 84 Widening" Folder under the "Environmental Documents" heading.

Detailed information on the EA will be presented at the Public Hearing, including project alternatives and information on wetlands, right-of-way acquisition and relocation assistance. The Representatives of DOTD will be present to answer questions related to the project. All interested persons are invited to attend. The Public Hearing format will be an open house with looping presentation and handout. Oral comments will be received at the Hearing. Written comments may also be submitted at the Hearing, or may be mailed to the following address, postmarked by April 13, 2014: Mikeila Nagura, C.H. Fenstermaker & Associates, LLC, Attn: US 84, 445 North Boulevard, Suite 601, Baton Rouge, LA 70802.

Should you require special assistance due to a disability in order to participate in this public hearing, please contact C.H. Fenstermaker & Associates, LLC by telephone at (225) 344-6701 at least five (5) working days prior to the public hearing date.

For more information relating to the hearing contact Ms. Mikeila Nagura, Deputy Project Manager, C.H. Fenstermaker & Associates, LLC at Mikeila@fenstermaker.com or (225) 344-6701 OR Mr. Robert Lott, Assistant Environmental Engineer, DOTD, at Robert.Lott@la.gov or (225) 242-4504

CRAWFISH BOIL



Serving Crawfish All Day During Urania Festival

SATURDAY, MARCH 8th!!!

Ivy's Deli

LOCATED AT IVY'S GENERAL STORE
2180 East Hardner Drive In Urania

495-5868

"DELI OPEN 7 DAYS A WEEK!"





Grass Roots & Cockleburrs
By JACK WILLIS

Sponsored By
LaSalle
Nursing Home
JENA, LA.

Firewood

In this modern age of high-tech advances, what with home climate control attained by the force exerted by your forefinger on a thermostat control, it's not easy for those born in the late 20th Century to visualize what trials and tribulations their peers had to under go to maintain a temperature range to live in, and was not necessarily comfortable all the time, 75 to a 100 years ago.

To achieve any form of cooling, houses built in the 10's, 20's, 30's and 40's were usually built at least four feet off the ground, had large windows that raised, and featured 10' to 12' ceilings. The builders operated on the known fact that heat rises, and the more heat you could get up into the upper part of a room, then theoretically the room should be cooler. Most urban houses had electrical service by the 30's but it was the late 40's before the Rural Electrical Administration found some rural homes and fans could be used. Most people agreed it was difficult, but that they could manage to function in the heat of summer, but winter was another matter. It was just a matter of fact, that even in the Deep South, under certain climatologically warped conditions people could die of hypothermia and exposure. So, realizing that, the homes of the early 20th Century were

equipped with fireplaces and chimneys or wood-burning space heaters or both. There was also the added resource of wood-burning cook stove, which was not considered a bonus in the "dog days" of summer.

When the first signs of Indian summer began appearing in early fall, as the sun began to pale and a blue haze descended, it was like an alarm going off to start cutting enough firewood to last the winter, no matter how long it's duration.

Firewood could not be cut too early or it would season or lose its moisture content and burn up like paper, and wood cut in September while the sap was still up would constantly snap and crackle and pop emitting sparks and embers out beyond the fireplace hearth. It made no difference when you cut chinquapin or beech. These trees, that were first cousins, snapped and crackled all the time, regardless of when they were cut.

Squirrels had already been observed to see how thick their fur was, the banded caterpillar was checked to see how wide his bands were, and all the old signs and sayings were trotted out by the elders to be analyzed and discussed in hopes of getting a handle on Ol' Man Winter.

It was now time to take the crosscut saws down from off their racks in the barn shed and oil them up, grab the 434 lb. Kelly Perfect axes and give them a good whetting; gather up the splitting maul and wedges, with all of these work tools being piled onto a slide or a wagon pulled by a pair of mules or horses and it was off to the woods they went.

To a lot of men going to cut firewood, this was nothing more than what they had just spent almost six days a

week doing, since a big portion of breadwinners in some north Central Louisiana areas worked in the logging woods in one capacity or the other.

The crosscut saw was probably perfected and put into large-scale service in the rapping and pillaging forests up north in Minnesota, Michigan and Wisconsin where monied interests divested these states of their timber resources by 1900, and then would duplicate the feat in the Deep South by the late 1930's.

So, in order to begin to cut fire wood, it took a cross-cut saw to fell the fuel source tree, axes to trim limbs, then it had to be cut into blocks the proper length to fit what ever appliance it was to be burned in, and then the uses of an axe or splitting maul and/or splitting wedges to divide a sawn block into small enough individual pieces of wood for easier handling.

To lay one tree down, trim and get cut it up, loaded and hauled, and then off loaded and stacked at it's ultimate destination, could take several men all day to just handle one tree. That's the reason most times families or neighbors joined in a commune effort to labor together until everyone had stored up what they considered was enough firewood for the winter.

Man had been gathering fuel for heat and cooking since fire was discovered, and then with the advent of the Iron Age, fuel gathering was no longer confined to gathering fragments of already downed timber, but now early man could harvest where he wanted. The rip saw or a variation thereof had been around for centuries but an invention patented in 1926 by Andreas Stihl, who was a German mechanical engineer, called the "Cutoff Chain Saw for Electric Power" totally revolutionized the timber harvesting industry on a global scale. The costs, labor and time saved by this "new-fangled" contrivance in securing timber from the woodland plot and on to the mill or plant conversion and processing into a merchantable product is incalculable.

Yogi Berra, former All-Star catcher for the New York Yankees and noted for converting the English language to fit his purposes, is supposed to have said one time "You can observe a lot by watching." And this was the case 17 years after Stihl had also patented the first gasoline-powered hand-held chain saw in 1929.

Chain saws up until the early 40's were relatively slow in cutting and would often bog down in the sawdust of their own creation, but one day while cutting wood a gentleman named Joseph Buford Cox made a startling observation that would result in major performance enhancements in chain saws. While eating his lunch he began watching a timber-beetle larva chewing on an aged downed tree nearby. His jaws were C-shaped and could cut the wood in any direction, against the grain or with it.

After completing the day's labors Cox went home and into his shop where he pulled maintenance on his saws and started the converting the idea of the C-shaped beetle teeth into steel. This new concept, when patented, was adopted by every major chain saw manufacturer in the world, and this innovation again cut timber-harvesting costs and time.

Another type of technology that came of age in the late 50's was the use of hydraulics, with hydraulic pumps, hoses and connections being utilized in one way or another on any timber-harvesting machine in service today. One application of hydraulics was the manufacture of the wood splitter, which is usually mobile and powered by a 2 cycle-engine, and saves the

Cell Phone Etiquette

Cell phones are everywhere! Since we have become so accessible, there is a need for a new set of etiquette rules.

Where is the phone off limits?

The dinner table is no place to hold a telephone conversation.

When you are engaged in a one on one conversation with someone, please don't take a time out and have a telephone conversation with a third party.

When entering the theater, turn your phone off, or change it to vibrate and put it in your pocket or purse so it will not light up the theater if you receive a call or text. The same goes for church, a funeral, or, a piano recital.

A close space, such as an airplane is not the place to hold a conversation. The other passengers don't want to listen to your conversation.

How do you handle these situations?

The off button is a good place to start.

Voicemail is there for a reason. If you can't answer the call, let voicemail do its job.

A third alternative is a text phrase acknowledging the call. Today's smartphones have a call you right back, or call you later phrase by default and with the touch of a button you can text the caller, acknowledging the call and letting them know you will return the call.

To set your own phrase on the iPhone, go to general > Keyboard > Add new shortcut. Type your phrase. You have

weekend woodcutter a lot of swinging a splitting maul or using wedges.

It's not as easy to procure firewood today in 2005 as it was in 1905, because back then timber was everywhere, and big timber magnates were not the least bit interested in hardwood. Today, permits have to be obtained from the corporate landowners, unless the fireplace or cast iron heater user has timberland of their own.

Unless someone has had to haul pine knots and stumps, then cut and split them into lited pine splinters, and rick numerous loads of stove wood up on their arm and tote it in to the wood-box, then they can't really appreciate the brilliant life changing inventions of Stihl and Cox.

Today's weekend woodcutters owe them a debt of gratitude.



LUCY THOMPSON
Tech Notes 101

The option to add a keystroke shortcut for this phrase. It is best to use an unusual keystroke. I added call you right back to my phrases with call as the keystroke. Every time I typed the word call, the whole phrase appeared. I changed shortcut to triple a, and no more frustration with the word call.

The following is a list of the top ten cell phone manners from Emily Post.

1. Be in control of your phone, don't let it control you,
2. Speak softly.
3. Be courteous to those you are with. Turn off your

phone if it will be interrupting a conversation or activity.

4. Watch your language, especially when others can over here you.

5. Avoid talking about personal problems in a public place.

6. If a phone must be on and, could bother others, use a silent ring mode and move away to talk.

7. Don't make calls in the library, theater, church, or from your table in a restaurant.

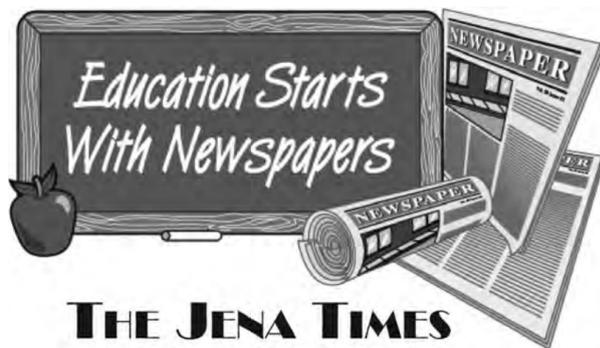
8. Don't text during class, a meeting, or on the job.

9. Private info can be forwarded, so don't text it.

10. Never drive and use your phone at the same time.

Cell Phone etiquette is like anything else, a little common sense, and respect for other will be greatly appreciated.

Questions, or comments? Contact Lucy at tech-notes101@gmail.com



THE JENA TIMES
OLLA-TULLOS-URANIA SIGNAL

www.thejenatimes.net

PSYCHIC PREDICTIONS
By JANE

Do you feel lost? Are you confused? Are you missing something from your life? Call, come or write to Jane. She will tell you your Past, Present, and Future. She will remove BAD LUCK, and help you with DRUG PROBLEMS. Reunite you with your LOVED ONE. Are you DEPRESSED? Are you lonely? Do you need Luck? Contact this gifted Psychic. Available for Parties. Open Daily from 9am to 12midnight.
318-357-9217
4364 Hwy. 3278, Natchitoches, LA 71457

Citizens Rural Clinic

Located at 484 Collins Road, Suite A
Columbia

Russell O. Cummings, MD • Frederick Yates, MD
Maila A. Coleman, MD • Warren J. Downhour, DO
Lea Ann May-Lillo, FNP
Laura Cummings, FNP
Linda Plunk Allen, FNP
Robin Mullenix Floyes, FNP

We accept: Medicare • Medicaid • Most Private Insurance & Private Pay • We are Kid Med Providers • Walk-ins Welcome
Monday - Friday 8:00 am until 5:00 pm
318-649-5300



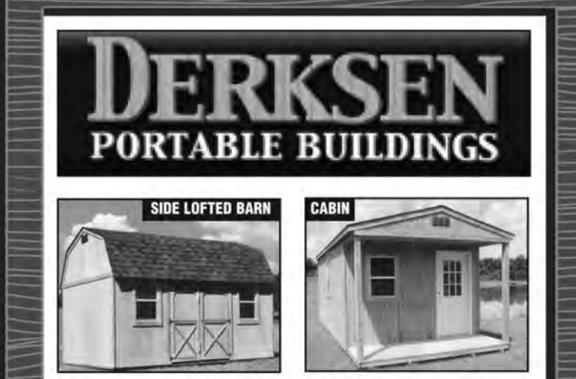
\$500 REWARD

A \$500 reward is being offered for information leading to the arrest and conviction of person(s) responsible for the following crimes:
•On November 15, 2013, a 14-foot black utility trailer and green 2012 Honda Foreman was stolen from the French Fork Landing off LA 28 in lower LaSalle Parish.
•On November 17, 2013, during the early morning hours, a burglary occurred on East Trichel Street just off LA 8 near Jena.

If you have any information on this or any other crime, please contact the LaSalle Parish Sheriff's Office.

YOU NEVER HAVE TO GIVE YOUR NAME!

CALL 992-2151



DERKSEN PORTABLE BUILDINGS

NO CREDIT CHECKS **FREE DELIVERY** **RENT TO OWN**
Within 50 Miles Of Lot

NOW AVAILABLE...12 Months Same As Cash WAC!
COLD-IRON
U.S. HWY. 84 IN JONESVILLE • PHONE 318-729-3441 OR 318-419-5494
cold-iron.webs.com
BUY, SELL & TRADE USED TRACTORS AND EQUIPMENT

NOTICE OF AVAILABILITY OF DRAFT ENVIRONMENTAL ASSESSMENT AND PUBLIC HEARING NOTICE

What: Notice of Availability of Draft Environmental Assessment and Public Hearing Notice for proposed widening along US Highway 84 from Hwy 772 to just east of Hair Creek Bridge

When: Wednesday, March 26, 2014

Where: Jena Town Hall, 2908 East Oak Street, Jena, LA 71342

Time: 4:00 PM to 7:00 PM

The Louisiana Department of Transportation and Development (DOTD) in conjunction with the Federal Highway Administration (FHWA) is conducting a Public Hearing in an open house format for the proposed widening along US Highway 84 from Hwy 772 to just east of Hair Creek Bridge. The purpose of the Public Hearing is to provide information and to receive comments on the proposed project.

Detailed information relative to the project is available in the Draft Environmental Assessment (EA). This document is available for review and/or purchase at the Department's District 58 office, located at 6217 Hwy 15, Chase, LA. The Draft EA is available for review at the Federal Highway Administration Division Office at 5304 Flanders Drive, Suite A, Baton Rouge, LA, and at the DOTD Environmental Section Office, 1201 Capitol Access Road, Room 504D, Baton Rouge, LA. The Draft EA is also available for review at the following: LaSalle Parish Library - Olla Branch, 1449 Blake Street, Olla, LA; LaSalle Parish Library - Jena Branch, 3108 North First Street, Jena, LA; and Jena Town Hall, 2908 E Oak Street, Jena, LA. The Draft EA can also be accessed online at the DOTD's website at: http://wwwsp.dotd.la.gov/inside_LaDOTD/Divisions/Engineering/Environmental/Pages/default.aspx. Click on the "H.000758.2 US 84 Widening" Folder under the "Environmental" heading.

Detailed information on the EA will be presented at the Public Hearing, including project alternatives and information on wetlands, right-of-way acquisition and relocation assistance. The Representatives of DOTD will be present to answer questions related to the project. All interested persons are invited to attend. The Public Hearing format will be an open house with looping presentation and handout. Oral comments will be received at the Hearing. Written comments may also be submitted at the Hearing, or may be mailed to the following address, postmarked by April 13, 2014: Mikeila Nagura, C.H. Fenstermaker & Associates, LLC, Attn: US 84, 445 North Boulevard, Suite 601, Baton Rouge, LA 70802.

Should you require special assistance due to a disability in order to participate in this public hearing, please contact C.H. Fenstermaker & Associates, LLC by telephone at (225) 344-6701 at least five (5) working days prior to the public hearing date.

For more information relating to the hearing contact Ms. Mikeila Nagura, Deputy Project Manager, C.H. Fenstermaker & Associates, LLC at Mikeila@fenstermaker.com or (225) 344-6701 OR Mr. Robert Lott, Assistant Environmental Engineer, DOTD, at Robert.Lott@la.gov or (225) 242-4504

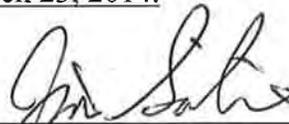
State of Louisiana
Parish of Rapides
AFFIDAVIT OF PUBLICATION

(A Correct Copy of Publication)

I, Jim Smilie, Audience Development Director,
of THE TOWN TALK, published at Alexandria,
Louisiana do solemnly swear that the

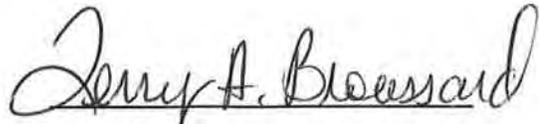
Legal Notice

advertisement, as per clipping attached, was
published in the regular and entire issue of said
newspaper, and not in any supplement thereof
for one insertion(s) commencing with the issue
dated March 23, 2014 and ending with the
issue dated March 23, 2014.



Jim Smilie

Subscribed and sworn to before me
this 24th day of March, 2014 at
Alexandria, Louisiana.



Terry A. Broussard
Notary Number 19477
My commission is for life.

200 Public Notices

Robert Sibley, Chairman of the Personnel Committee, stated that the next Personnel Committee meeting will be held March 18, 2014 at 9:00 a.m.

Otha Hailey, Chairman of the Finance Committee, stated that the next Finance Committee meeting will be held on March 18, 2014 at 2:00 p.m.

Elizabeth Q. Lindsay, Chairman of the Goals Committee, stated that the Goals Committee met on March 4, 2014 at 9:00 a.m. and discussed the Fourth Quarter status of each 2013 Goal and setting the new 2014 Goals.

Brendon Gaspard, Pan American Engineers, reported that he has finished the assessment of the property site at the Kwanis Well Site. The Environmental Remedial Project at Wells 2 and 7 at Camp Beauregard is still active.

Otha Hailey made a motion to accept the Engineer's report. Robert Nugent seconded the motion. Motion carried.

There being no other business, Oscar Coody made the motion to adjourn. Shelton Pearce seconded the motion. Motion carried. Meeting adjourned at 10:18 a.m.

Clyde Moore, President

Tommy J. Hollingsworth, Secretary

(3) 23

NOTICE OF AVAILABILITY OF DRAFT ENVIRONMENTAL ASSESSMENT OPEN HOUSE PUBLIC HEARING NOTICE

Wednesday, March 26, 2014 Jena Town Hall 2908 East Oak Street Jena, LA 71342 4:00 PM to 7:00 PM

The Louisiana Department of Transportation and Development (DOTD) in conjunction with the Federal Highway Administration (FHWA) is conducting a Public Hearing in an open house format for the proposed widening along US Highway 84 from Hwy 772 to just east of Hair Creek Bridge. The purpose of the Public Hearing is to provide information and to receive comments on the proposed project.

Detailed information relative to the project is available in the Draft Environmental Assessment (EA). This document is available for review and/or purchase at the Department's District 58 office, located at 6217 Hwy 15, Chase, LA. The Draft EA is available for review at the Federal Highway Administration Office at 5304 Flanders Drive, Suite A, Baton Rouge, LA, and at the DOTD Environmental Section Office, 1201 Capitol Access Road, Room 504D, Baton Rouge, LA. The Draft EA is also available for review at the following: LaSalle Parish Library - Olla Branch, 1449 Blake Street, Olla, LA; LaSalle Parish Library - Jena Branch, 3108 North First Street, Jena, LA; and Jena Town Hall, 2908 East Oak Street, Jena, LA. The Draft EA can also be accessed online at the DOTD's website at: http://www.sp.dotd.la.gov/Inside_LaOTD/Divisions/Engineering/Environmental/Pages/default.aspx. Click on the "H.000758.2 US 84 Widening" Folder under the "Environmental" heading.

Detailed information on the EA will be presented at the Public Hearing, including project alternatives and information on wetlands, right-of-way acquisition, and relocation assistance. Representatives of DOTD will be present to answer questions related to the project. All interested persons are invited to attend. The Public Hearing format will be an open house with looping presentation and handout. Oral comments will be received at the Hearing. Written comments may also be submitted at the Hearing, or may

200 Public Notices

be mailed to the following address, postmarked by April 13, 2014: Mikella Nagura, C.H. Fenstermaker & Associates, LLC Attn: US 84 445 North Boulevard, Suite 601 Baton Rouge, LA 70802

Should you require special assistance due to a disability in order to participate in this public hearing, please contact C.H. Fenstermaker & Associates, LLC by telephone at (225) 344-6701 or Mikella Nagura, Deputy Project Manager, C.H. Fenstermaker & Associates, LLC at Mikella.nagura@fenstermaker.com or (225) 344-6701; or Mr. Robert Lott, Assistant Environmental Engineer, DOTD at Robert.Lott@la.gov or (225) 242-4504.

For media inquiries, please contact Mr. Rodney Mallett, Public Relations Director, DOTD, at dotdpi@la.gov or (225) 379-1275

NOTICE TO THE PUBLIC

Notice is hereby given that the Board of Commissioners of Rapides Parish Water Works District No.3 will meet on March 25, 2014 at 10:00 a.m. at the Water Works office, 1306 Third Street, Tioga, LA for the regularly scheduled meeting. The items on the agenda for the regularly scheduled meeting will be: Roll Call, Public Comments, Additions to the Agenda, Approve Minutes, General Manager's Report, Old Business, New Business, Personnel Committee Report, Finance Committee Report, a Leak Adjustment Requests, Goals Committee Report, Insurance Committee Report, Attorney's Report, and Auditor's Report.

Jimmy R. French General Manager Rapides Parish Water Works District No.3 (3) 23

POSTING NOTICE FOR A COMPETITIVE CIVIL SERVICE EXAMINATION FOR FIRE APPARATUS TECHNICIAN

A written examination will be given in approximately ninety (90) days on a competitive basis, to approve applicants for the purpose of placing names on the competitive list for the class of Fire Apparatus Technician

200 Public Notices

in accordance with the provisions of the Municipal Fire and Police Civil Service Law and the rules of the Alexandria Fire and Police Civil Service Board.

Application forms may be obtained from the Fire Department or Barbara Bordelon at 1000 Bolton Avenue or website www.ose.louisiana.gov

Completed applications must be received by the Civil Service Board Secretary, Barbara Bordelon, by 2:00 P.M., Friday, April 18, 2014.

Approved applicants will be notified of the exact date, time, and place of the exam at least five (5) days prior to the examination date.

QUALIFICATION REQUIREMENTS FOR ADMISSION TO EXAM

- 1) Unless otherwise specified, all requirements listed below must be met by the filing deadline for application for admission to the examination. 2) Must meet all requirements of the Municipal Fire and Police Civil Service Law, including being a citizen of the United States. 3) After offer of employment, but before beginning work in this class, must pass a physical examination, the selection and administration of which shall be authorized by the Appointing Authority, designed to demonstrate good health and physical fitness sufficient to perform the essential duties of the position, with or without accommodation. 4) Applicant must possess one of the following: high school diploma, general educational development (G.E.D.) certificate, high school transcript, affidavit from the issuing high school, associate's or bachelor's degree, or college transcript, anyone of which must indicate that graduation has occurred or a degree awarded. 5) Must possess a valid driver's license. 6) Prior to beginning work in this class, must obtain a valid Louisiana driver's license. 7) Must possess a certificate to signify successful completion of courses in repair, rebuilding, and maintenance of heavy equipment and diesel engines or have three (3) years combined experience in any of the above related fields. 8) Must be not less than eighteen (18) years of age.

PUBLIC NOTICE

The purpose of this message is to inform the public that the Village of Forest Hill has buried gas pipelines throughout the gas service area that provide safe reliable energy to its customers. The Village of Forest Hill maintains these pipelines to a high standard and they are considered reliable. A Damage Control Program (line markers) and an Emergency Plan for responding to an emergency situation has been established and we work closely with Fire and Emer-

200 Public Notices

gency Response Personnel. Prior to any excavation in and around any gas facilities contact either of the numbers below.

- 1) Must attach a copy of your valid driver's license. 2) Must attach a copy of your birth certificate. 3) Must attach a copy of either: high school diploma, general educational development (G.E.D.) certificate, high school transcript, affidavit from the issuing high school, associate's or bachelor's degree, or college transcript, anyone of which must indicate that graduation has occurred or a degree awarded. 4) Must attach a copy of your certificate to signify successful completion of courses in repair, rebuilding, and maintenance of heavy equipment and diesel engines or proof of three years combined experience in any of the above related fields.

PUBLIC NOTICE

The Kisatchie National Forest (KNF), Catahoula Ranger District, would be rehabilitating the Stuart Maintenance Building for use as the new work center. This building was built by the CCC in the late 1930's and is eligible for the National Register of Historic Places. In order to incorporate the new office spaces within this structure, the old office within the historic building, will be removed. This is considered an adverse effect. The KNF is now looking for measures to mitigate this adverse effect with a Memorandum of Agreement with the Louisiana Division of Archaeology and the Advisory Council of Historic Places. If you are interested in this project, please contact Velicia Bergstrom at 318-473-7043 or vbergstrom@fs.fed.us.

PUBLIC NOTICE

VILLAGE OF FOREST HILL The purpose of this message is to inform the public that the Village of Forest Hill has buried gas pipelines throughout the gas service area that provide safe reliable energy to its customers. The Village of Forest Hill maintains these pipelines to a high standard and they are considered reliable. A Damage Control Program (line markers) and an Emergency Plan for responding to an emergency situation has been established and we work closely with Fire and Emer-

200 Public Notices

gency Response Personnel. Prior to any excavation in and around any gas facilities contact either of the numbers below.

- 1. Call to Order 2. Roll Call 3. Public Comments on Agenda Items 4. Approval of the Minutes 5. Development Review: NEW DEVELOPMENTS: A. Libuse Cutoff Subdivision Developer: D & R Properties of Centia, LLC Location: Libuse Cutoff Road (Deville) Lots: 8 6. Other Business 7. Adjournment

PUBLIC NOTICE

CAUTION: Gas that has accumulated in a confined space is subject to EXPLOSION. Please stay away from immediate area of any suspected gas leak and contact the Village of Forest Hill Gas Maintenance Department! Never turn on or off switches or use a flashlight or phone in the presence of a gas smell. NOTE: The Village of Forest Hill does not maintain buried piping between the gas meter and the house or business. The customer is responsible for maintaining and repairing this section of gas piping from leakage. These buried gas lines should be checked periodically for leakage. If you need additional information, suspect a natural gas leak or in case of an emergency concerning a Village of Forest Hill System gas main or service line, immediately call: Village of Forest Hill 1 (318) 748-6300 or 1 (318) 748-4226 (24 Hour No.) (3) 20, 21, 22, 23, 26, 27, 28

PUBLIC NOTICE

RAPIDES AREA PLANNING COMMISSION MEETING NOTICE AND AGENDA THURSDAY, MARCH 27, 2014 The Rapides Area Planning Commission (RAPC) will hold a public meeting on Thursday, March 27, 2014 at 3:00 p.m. in the meeting room of the Rapides Area Planning Commission, 1405 Frank Andrews Blvd., Bldg 900, England Airport. You may view plans for new developments at the RAPC office. The RAPC staff is available Monday - Friday, 8:00 - 4:00 p.m. to answer any ques-

200 Public Notices

tions you wish to ask concerning the developments prior to this meeting. You may present any information you wish to commissioners for their consideration. The agenda is as follows:

- 1. Call to Order 2. Roll Call 3. Public Comments on Agenda Items 4. Approval of the Minutes 5. Development Review: NEW DEVELOPMENTS: A. Libuse Cutoff Subdivision Developer: D & R Properties of Centia, LLC Location: Libuse Cutoff Road (Deville) Lots: 8 6. Other Business 7. Adjournment

PUBLIC NOTICE

CAUTION: Gas that has accumulated in a confined space is subject to EXPLOSION. Please stay away from immediate area of any suspected gas leak and contact the Village of Forest Hill Gas Maintenance Department! Never turn on or off switches or use a flashlight or phone in the presence of a gas smell. NOTE: The Village of Forest Hill does not maintain buried piping between the gas meter and the house or business. The customer is responsible for maintaining and repairing this section of gas piping from leakage. These buried gas lines should be checked periodically for leakage. If you need additional information, suspect a natural gas leak or in case of an emergency concerning a Village of Forest Hill System gas main or service line, immediately call: Village of Forest Hill 1 (318) 748-6300 or 1 (318) 748-4226 (24 Hour No.) (3) 20, 21, 22, 23, 26, 27, 28

PUBLIC NOTICE

RAPIDES AREA PLANNING COMMISSION MEETING NOTICE AND AGENDA THURSDAY, MARCH 27, 2014 The Rapides Area Planning Commission (RAPC) will hold a public meeting on Thursday, March 27, 2014 at 3:00 p.m. in the meeting room of the Rapides Area Planning Commission, 1405 Frank Andrews Blvd., Bldg 900, England Airport. You may view plans for new developments at the RAPC office. The RAPC staff is available Monday - Friday, 8:00 - 4:00 p.m. to answer any ques-

520 Campers/Trailers

2008 JAYCO EAGLE, bumper pull travel trailer, 4 bunkers, master suite, super slide out, ex cond, \$20,000. 318-201-3640

Lawn & Garden

605 Lawn & Garden Equipment

GOOD LITTLE rear engine riding lawn mower, new battery. \$275. 318-335-0735

Merchandise

702 Antiques

ANTIQUES, COLLECTIBLES, Guns. Great Things on corner of Shamrock and Main, Pineville. Open Mon.-Sat. 10-5.

CASH PAID

• Estates • Furniture • Dining Room Sets • Sterling Silver & Gold Jewelry • Costume Jewelry 318-730-3460 or 448-3339

405 Farm Equipment

KUBOTA L3130 tractor 30 hp w/386 hrs; no front loader; w/ 5' plow & 5' finish mower excel cond. \$10,000. 337-238-0664

410 Farm Supplies

Pond Stocking Tripioid Grass Carp Malone's Fish Farm 501-676-0207 Fish Days Mar. 8, Apr. 5, May 3 Petrus Feed and Seed Alexandria, LA www.shopjmaloneandson.com Save up to 10% Online Coupon Code: FISH

415 Livestock

MINIATURE DONKEYS, light red, 6 yrs & 11 mos. Pretty star on face. \$900 for both. 318-443-1026

POND STOCKING Wholesale Prices Free Delivery 1-800-362-3390

505 Boats/Accessories

1977 Trophy boat, 55HP Evinrude, \$1,200. 9790 Hwy 28 E, Pineville. 466-3174

520 Campers/Trailers

2005 Mountaineer Fifth Wheel, Exc. cond. \$12,500. 9790 Hwy 28 E, Pineville. 466-3174.

738 Flea Markets/Bazaars

Main Street Warehouse. 431 Main St. Pineville, LA. Open, Thurs, Fri. & Sat. 9am-4pm. We buy & sell 318-880-1236

760 Misc. for Sale

1000ft of 1x6 Mahogany wood. Various lengths. Call 318-229-7828.

2005 HARLEY Road King, low miles, \$8,500. 20' Sundancer pontoon boat w/trailer, \$4,000. 1970 era Hinomoto tractor w/4' bushhog, \$3,000. 318-659-4345

760 Misc. for Sale

Blue tooth Motorola 7215 speaker phone near new \$30. 442-1246

FRONT WINDOW visors late mod. Toyota Tacoma \$30. 964-5853

HEAVY DUTY

Washers, Dryer, Stove, Refrigerator Freezer, Icemaker Trash compactor Air conditioner Gas grills All with warranties 318-442-4744

706 Appliances

WANTED: 1960-1971 P/U Ford Chev Dodge; rebuildable cond. 419-0487

Refrigerator/Freezer with microwave on top.

\$100 with warranty. 318-442-4744

718 Cemetery Lots/Monuments

Greenwood Memorial Park. 2 plots behind office & near road. \$1400 for both. 337-802-4449

MATTRESS & BOXSPRINGS \$100

318-442-4744

MOVING SALE

Lighted curio cabinet \$40; Dining table with 4 chairs \$100; Kenmore washer/dryer \$250; king size bed/mattress \$250; TV cabinet with DVD shelves \$20; 13 inch TV \$20 (318)613-2731

760 Misc. for Sale

NEW BICYCLE PARTS- DISCOUNT PRICES. 253-8228

NEW BICYCLE TUBES ALL SIZES. \$3.45 EACH. 253-8228

New bicycle white wall tires, 26x2.125-\$15ea, 26x1.75-\$13ea. 253-8228

PAIR OF sewing machines; new \$30. 318-640-8076

STATIONARY EXERCISE bike \$20. 318-445-0600

New patio torches in box stainless steel 2; \$20. 442-1246

Call today! 877-622-3995

RAPIDES PARISH HIGHWAY DEPARTMENT

Is accepting applications through Monday, March 24, 2014 for the following seasonal workers for the period beginning on April 1, 2014 and ending October 31, 2014:

- FOUR (4) - Truck Drivers: Class "B" CDL License required (Equipment Operator I) NINE (9) - Bush-hog Tractor Operators FOUR (4) - Grass Cutting Foremen ONE (1) - Self-Propelled Broom Operator (Equipment Operator I) ONE (1) - Self-Propelled Iron Wheel Roller (Equipment Operator I) FOUR (4) - Laborers/Flagmen

For applications or for further information contact the Parish Highway Department, 8051 Highway 28West, Alexandria, LA 71303, (318) 473-6603 between the hours of 6:30 a.m. to 5:00 p.m. Monday through Thursday. An Equal Opportunity Employer.

DIRECT SERVICES WORKERS

DIRECT SERVICES WORKERS/PERSONAL CARE ATTENDANTS (MALE/FEMALE) NEEDED IN LASALLE, CATHOULA, CONCORDIA, GRANT, WINN, RAPIDES, VERNON, AND AVOYELLES PARISHES. ALL SHIFTS AVAILABLE. MUST BE ABLE TO PASS CRIMINAL BACKGROUND CHECK. HAVE A VALID DRIVERS LICENSE, PROOF OF CAR INSURANCE, SS CARD, HIGH DIPLOMA, GED, OR 18 MONTHS EXPERIENCE IN RELATED FIELD. APPLY AT 820 WEST BRADFORD ST. JENA, LA. 318-992-1435 OR FAX RESUME TO 318-992-1439.

CUSTODIAN/GROUNDSKEEPER POSITION

CAMP Grant Walker seeks a temporary, full time Custodian/groundskeeper to work in a fast paced, customer orientated environment. Duties include, but not limited to: Cleaning all facilities, mowing, yard and landscape work. MUST be hardworking and dependable; able to work well with adults and children and pass a background screening. Apply in person at: 3900 Hwy 8, Pollock, LA. The LSU Agricultural Center is a campus of the LSU System and provides equal opportunities in programs and employment.

ENGLAND AUTHORITY Employment Opportunity Certified HVAC Technician

Applicants must be able to install air conditioning and heating systems in residential homes. Perform checks on previously installed indoor and outdoor air condition units. Diagnose mechanical and electrical malfunctions. Applicants must be willing to perform other duties as assigned which may include carpentry, plumbing and residential maintenance of apartments and homes.

Applicants must have a high school diploma, five years experience in HVAC maintenance, C.F.C. Certified and valid vehicle operator's license.

Persons interested in applying for this position should complete an application and submit said application to England Authority. Applications may be picked up between the hours of 8:00 a.m. to 4:00 p.m. weekdays, applications must be submitted no later than 4:00 PM Friday, April 4, 2014. England Authority England Airport 1611 Arnold Drive Alexandria, LA 71303 EOE

LPN'S & CNA'S

St Christina has openings for LPNs, CNAs, Activity professionals and housekeepers. Apply in person at 122 Hillsdale Dr, Pineville. Or email resume to hrmedad2014@gmail.com EOE

Registered Nurse

St Christina has openings for Registered Nurse for wound care position. Apply in person at 122 Hillsdale Dr, Pineville. Or email resume to hrmedad2014@gmail.com EOE

CHIEF INVESTMENT OFFICER

The Parochial Employees' Retirement System, a \$3 + billion pension fund in Baton Rouge, Louisiana seeks an experienced investment professional to administer the diversified portfolio of externally managed assets. Seven years of investment management experience and a Bachelor's degree in business, accounting, economics or finance are required (Master's degree preferred). CFA designation is preferred. Benefits include competitive salary, subsidized health insurance, and a defined benefit retirement plan. Qualified candidates should submit a resume to Parochial Employees' Retirement System, P.O. Box 14619, Baton Rouge, Louisiana 70899. A high degree of confidentiality will be employed in this process. Applications must be received no later than 4:30 p.m. on April 11, 2014.

FREE Classified Ad for 7 Days

FREE Classified Coupon

Name _____ Address _____ Phone Number _____ Line 1: _____ Line 2: _____ Line 3: _____

Mail or drop off to: The Town Talk, Classified Dept., 1201 Third St., Alexandria, LA 71303 E-mail to: freeclassified@thetowntalk.com

Merchandise for sale only. Garage sales, Pets, Collectibles excluded. Private party advertisers only. One item per ad. Limit two ads per month per advertiser. Price must appear in ad. Ads cannot be called in - they should either be dropped off, faxed, e-mailed or mailed in.

FAX - (318) 487-6339 Are you a Town Talk subscriber? Yes No

THE TOWN TALK www.thetowntalk.com Service Plus One price does it all! Includes The Town Talk, Shopper's Marketplace

THE JENA TIMES



www.thejenatimes.net

OLLA-TULLOS-URANIA SIGNAL



Member of
La. Press Assn.

"Dedicated to the PROGRESS and GROWTH of LaSalle Parish — Serving Since 1905"

75¢

VOL. 110 NO. 14 - 36 PAGES IN 2 SECTIONS

JENA (LaSALLE PARISH), LOUISIANA

WEDNESDAY, APRIL 2, 2014

Jena oilman helps with legacy lawsuit legislation

Gov. Bobby Jindal unveiled legislation last week that he said will finally solve a simmering problem in Louisiana.

The legislation will promote the fair resolution of "legacy claims" and the remediation of property, while discouraging the exploitation of lawsuits for money.

Legacy claims are known as disputes between landowners and oil and gas companies related to impacts to property and resources as a result of exploration and production activities.

The legislation is being handled by Senator Robert Adley.

Adley said he worked on the legislation with the help of the governor and Jindal's former chief of staff, Stephen Waguespack, who now heads the Louisiana Association of Business and Industry, the state's largest business lobbying group. Also involved in the negotiations was Jena businessman James Justiss, Jr., Roy Martin, president of RoyOMartin companies, and others.

"The goal has been really very simple for all of us. We had to find a way to continue to protect the lands in the state of Louisiana, to create what accountability we could create along with predictability for the industry. Working together, I think we've come to that point," Adley said.

Adley said he hopes the legislation will bring more people out of the courtroom.

James Justiss, chairman of Jena-based Justiss Oil Company, said he was vital to the negotiations. "I've been involved in this for a few months, mostly as a peacemaker and a money tree for these lawyers," he said.

Justiss said the compromise would benefit landowners and oil operators.

"Most importantly I think it will benefit Louisiana consumers. We consumers ultimately pay all of the cost. I think it's a win-win situation," Justiss said.

One of the state's major landowners, Roy Martin, said in a statement that the agreement will "help end needless litigation and clear the way for more responsible onshore oil and gas exploration without compromising environmental standards."

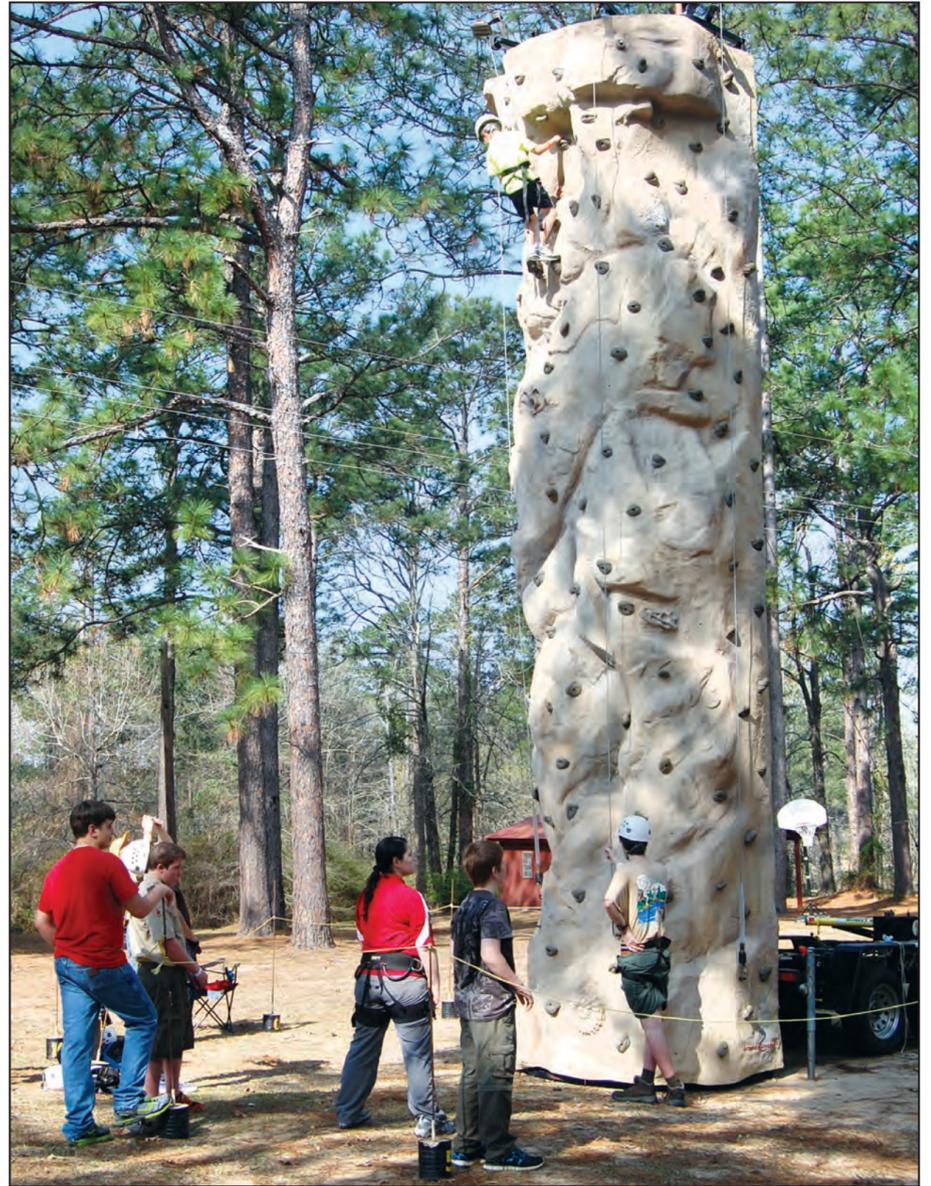
"James Justiss and I are happy that the landowners of Louisiana and the oil and gas industry have come to an agreement to help end needless litigation. Many oil companies would not do business in Louisiana due to the fear of unfair and preposterous claims made by plaintiff attorneys. This legislation should pave the way for faster and complete cleanup of contaminated areas and more leasing of prospective lands."

Gov. Jindal said, "A sensible, fair, and predictable legal system is critical to protecting the rights of our citizens who have legitimate

Continued on page 2A



**James F. Justiss, Jr.
Helps Negotiate
Legacy Lawsuit Bill**



Cub Scouts from throughout the area attended the 2014 Spring Family Cub-O-Ree held at Camp Attakapas near Trout from Friday through Sunday, March 21-23. More than 170 people including Cub Scouts and their families enjoyed camping and participating in lots of outdoor activities. One of the main attractions for the event was the rock climbing wall, seen here as a Cub Scout nears the top. This year's theme was "We Came, We Saw, We Camped". Other activities included archery, BB shooting, paintball, slingshots, rowing, walking a rope bridge, and more. The Louisiana Purchase Council, Boy Scouts of America, which serves some 20 parishes in Central and Northeast Louisiana, hosted the event. The Council is a United Way partner agency.

McAllister gets HLC award



U.S. Rep. Vance McAllister, R-Swartz, was presented the "Champion of Healthcare Innovation" award last week in Washington, D.C., by Mary R. Greal, president of the Healthcare Leadership Council. The award was presented during the HLC's annual Healthcare Innovations Expo on Capitol Hill. The day-long event is dedicated to showcasing new developments in health care technologies, treatments and practices. (See story)

The Healthcare Leadership Council (HLC), a coalition of leaders of the nation's premier health care companies and organization, last Thursday honored U.S. Representative Vance McAllister, R-Swartz, as a "Champion of Healthcare Innovation" at an award ceremony in Washington, D.C.

Rep. McAllister was honored at the Council's annual Healthcare Innovations Expo on Capitol Hill. The day-long event is dedicated to showcasing new developments in health care technologies, treatments, and practices.

This year's event featured, among other exhibits, new transcatheter heart valve technologies, medication to treat hypertension in newborns and improved transmission and uses of health-

Continued on page 2A

Tax renewal election Saturday

Voters in Hospital Service District No. 1, which services Hardner Medical Center in Urania, will go to the polls this Saturday to decide whether or not to renew a millage tax which has been on the tax rolls for years.

Polls open throughout the district at 7 a.m. and will remain open until 8 p.m. on

Saturday, according to Clerk of Court Steve D. Andrews, Chief Election Officer for the parish.

Early voting ended last Saturday with 5 votes cast in person and another 12 mail-in votes received by the Registrar of Voters office.

The Board of Commissioners for the hospital dis-

trict called the election to ask voters to renew a 10.13 mills property tax for a ten-year period.

The tax - which has been on the tax rolls since the district was created more than 40 years ago - is estimated to produce \$204,000 annually. These funds will continue

Continued on page 2A

Good attendance at public hearing on US 84 widening



Interested citizens inspect maps and other documents during the public hearing last Wednesday on the proposed widening along U.S. 84 from LA 772 at Trout to just east of Hair Creek Bridge, in east Jena. (See story and related photos.)

Officials report a very good attendance last Wednesday afternoon for the public hearing on the proposed widening along U.S. 84 from LA 772 at Trout to just east of Hair Creek Bridge, east of Jena.

The Louisiana Department of Transportation and Development (DOTD) in conjunction with the Federal Highway Administration (FHWA) conducted the public hearing in an open house format from 4 to 7 p.m. at the Jena Town Hall.

Area officials, Jena Mayor Murphy McMillin and aldermen, landowners along the proposed route, as well as concerned citizens packed the Jena Town Hall to view maps and receive information on the widening project.

Everyone was invited to submit comments on the proposed project. Additional written comments can still be submitted by mail to the following address, postmarked by April 13, 2014: Mikeila Nagura, C.H. Fenstermaker & Associates, LLC, Attn: US 84, 445 North Boulevard, Suite 601, Baton Rouge, LA 70802.

Detailed information on the draft environmental assessment was presented at the

hearing and maps of the proposed route was available for review. Other information provided was project alternatives and wetlands, right-of-way acquisition and relocation assistance.

For those who could not attend the meeting, the Draft EA is available for review at the LaSalle Parish Library in both Jena and Olla, and at the Jena Town Hall.

Those in attendance had the opportunity to review various maps of the proposed project and talk informally with representatives from the project team about the planned widening of US 84 for a distance of five miles, including through downtown Jena.

This hearing was one of the final steps in Phase I of the project, which included complete environmental inventory, develop preferred alternative, prepare draft EA report, hold public hearing to receive comments. The final three steps which will be completed in the spring/summer of 2014 include identify selection alternative, prepare final EA report, and issue a decision.

Phase II of the project will be securing

Continued on page 2A



A representative from the project team listens to a question being posed by a participant in the public hearing on widening of U.S. 84 from LA 772 in Trout to the Hair Creek Bridge east of Jena, during a public hearing on the project held at the Jena Town Hall last Wednesday. A packed house of concerned citizens, landowners along the route, as well as area officials, were on hand for the hearing, held in an open house format. (See story)



Mickey Cockerham, Jena businessman, points out details on one of the maps during a public hearing held last week on the proposed widening of U.S. 84 from LA 772 in Trout to the Hair Creek Bridge, east of Jena. Those attending the public hearing had the opportunity to review various maps of the proposed project and talk informally with representatives from the project team about the planned widening of U.S. 84 for the five-mile distance. (See story)

Good attendance at public hearing on US 84 widening

Continued from page 1A
funding from both federal and state sources, and Phase III will be actual construction of the project.

U.S. 84 is part of the El Camino Corridor, a historic route across the southern United States from the U.S. border with Mexico near El Paso, TX, to the U.S. Atlantic coast near Brunswick, Georgia, that was used as a major route by Spanish settlers. U.S. 84 passes through the communities of Trout, Good Pine, Midway and the Town of Jena.

The purpose of the project is to improve mobility throughout the corridor in order to increase the capacity of the roadway, promote local traffic circulation, and improve the quality of life of the people in the community. To accomplish these purposes, the project proposed to widen the roadway and upgrade the

facility in accordance with current design criteria.

The following items contribute to the purpose and need for the proposed widening of U.S. 84 from LA 772 to east of the Hair Creek Bridge:

System Linkage – The El Camino Corridor has been identified by the five states El Camino East-West Corridor Commission for upgrade to a four-lane facility. A study prepared in June 2002 by LaDOTD addressed the importance of the corridor and promoted the upgrading of the route to present design standards to meet growth demands, improve safety and encourage economic development in communities along the corridor. This portion of LA-US 84 is a vital link in the corridor.

Safety – The proposed improvements will correct existing safety hazards at certain locations along

the project corridor and provide opportunities for non-motorized transportation.

Improve Access Management – There are three abnormal crash locations along the project corridor. Two areas along the U.S. 84 project corridor, east and west of downtown Jena, have a high rate of rear end crashes possibly due to several access points along the roadway and vehicles making left turns into side streets. The proposed improvements will minimize these access points by employing access management principles along the corridor.

Enhance Non-Motorized Transportation – There are several churches, schools and community land used where non-motorized transportation may be utilized. The proposed improvements would accommodate all users by providing

non-motorized transportation opportunities.

Social Demands or Economic Development – The proposed improvements will benefit the four communities located along the project corridor: Trout, Good Pine, Midway and Town of Jena. The project area is 28 percent minority and 24 percent low income according to the EPA Environmental Justice toolkit. Investment along this corridor would improve the quality of life in this distressed area.

Town of Jena Comprehensive Master Plan “Jena Vision” – The Town of Jena adopted a Comprehensive Master Plan for the town and surrounding communities in January 2011. The community prioritized expanding U.S. 84 in a context sensitive manner and expressed a need for expanding transportation choices.

Accommodate Population Growth and Changing Land Use

– According to comments received from the Kisatchie-Delta Regional Planning and Development District, Inc., “the proposed project is compatible with local needs and benefits regional use; the proposed project is appropriate and necessary to assist the quality of life and community and economic development; the proposed project is congruent with the Comprehensive Economic Development Strategy and considerate of both environmental and socioeconomic needs, and this project would substantially benefit the region by improving access to a Scenic Byway traversing the region.” – Heather Smoak Urena, Executive Director, July 8, 2010.



The Centennial Cultural Center Board of Directors Treasurer Ileen McGuffee recently presented Morgan Tarpley, the LaSalle-Catahoula American Cancer Society Relay for Life Committee Chair, with a check for \$864.50. The funding was raised through the CCC's Walk for a Cure 5K, which was held in November to benefit ACS. Want to join with the CCC and many others to fight back against cancer? Please plan to come out to the ACS's annual Relay for Life event and fundraiser set for 5-9 p.m. on Friday, April 25 at the Jena City Park Amphitheatre. Everyone is invited and encouraged to come out and support LaSalle Parish and Catahoula Parish cancer survivors and honor the memory of those lost to this disease. Activities for the celebration include horse rides, a castle jumper, kids games, food, live music and more. The Gary Cathey Band out of Alexandria will provide entertainment from 7-9 p.m. with oldies, rock and country hits. All money raised supports the battle against cancer in central Louisiana. For more information, contact 316-1463, send an email to rfl.lasalle@gmail.com or visit www.relayforlife.org. For more information about the CCC, visit their website at www.culturalcenter.us.

Jena oilman

Continued from page 1A

claims, as well as the rights of those who are accused of wrongdoing.”

“Exploitation of the legal system destroys its legitimacy and discourages investment in an industry that has been the cornerstone of our economy for the past century – an environment that is critical to our way of life,” Jindal said. “It is time we all work together to develop a consensus approach – and I’m proud to announce the legislation we’re announcing today to do just that.”

“There have been efforts over the years to address this issue either through the Leg-

islature or the courts. The Legislature has made several attempts to find a balance to these interests, and some progress has been made.

“Unfortunately, however, progress has been hampered by exploitive lawsuits, or ‘legacy lawsuits,’ that do more to enrich lawyers than to resolve disputes or protect the rights of the parties. We can no longer let these lawsuits needlessly delay cleanup, investment and timely resolution to disputes, which is why I’m proud to support this legislation,” Jindal stated.

The Governor said the proposed legislation would do four key things:

First, this legislation provides that, if a responsible party admits liability for a

regulatory cleanup, there will be a rebuttable presumption that the cleanup plan approved or structured by DNR is the most feasible plan to evaluate or remediate environmental damage under the applicable regulatory standards. And this presumption will be charged to the jury.

This provision fortifies the “limited admission process” created in 2012 and will encourage more operators to make admissions, which will result in more regulatory cleanups prior to protracted and very expensive litigation.

Second, the legislation clarifies the types of damages that may be recovered in a legacy lawsuit and the standards for recovering those damages. This eliminates gamesmanship and provides predictability to the oil and gas companies while also protecting landowners so they are able to collect actual damages to which they are entitled.

Third, the legislation will allow for attorney fees in favor of a party who is dismissed on a motion for preliminary dismissal. The right to file a motion for preliminary dismissal was created in 2012 in order to give defendants an early path out of the case when there is no evidence that a defendant has any responsibility. This process was created to remedy scattershot lawsuits where the plaintiff names every person and company in the chain of title. This new provision will discourage these types of claims in the first place, my making the plaintiff responsible for paying the cost of attorney fees incurred by the defendant to obtain a preliminary dismissal.

Fourth, the legislation will define “contamination” to mean the introduction or presence of substances or contaminants into a usable groundwater aquifer, a USDW (an underground aquifer need for drinking water) or soil in such quantities as to render them unsuitable for their reasonably intended purposes.

Currently, “environmen-

tal damage” is defined in the law, but the definition uses the word “contamination”, which is not defined. Providing a common sense definition for “contamination” will make clear that environmental damage means something more than the mere presence of ANY constituent in the soil or groundwater. In other words, it must rise to some level that is unsafe or unsuitable before it can support a claim for environmental damage.

McAllister...

Continued from page 1A

care data to improve patient care.

“Innovation is a necessity, not an option, in addressing the challenges facing our healthcare system. To increase accessibility to high-quality care, improve patient outcomes, and strengthen cost-efficiency, requires constant improvements in the tools, technologies, medicines and approaches used to prevent and treat disease and elevate wellness,” said HLC president Mary R. Grealy.

“We applaud Representative McAllister’s leadership, dedication and vision in advancing the quality and cost-effectiveness of American healthcare,” she stated.

America’s healthcare system is currently facing serious challenges largely in part by the overreaches of the Affordable Care Act,” McAllister said. “Unfortunately, as long as President Obama holds office, this is the law of the land. While we as a Congress may not be able to fully repeal it at this point in time, we should work together to amend the Affordable Care Act in order to better serve the needs of the American people and protect jobs.”

“I am proud to be recognized as a ‘Champion of Healthcare Innovation’ and look forward to working with my colleagues in both chambers to make necessary improvements to our nation’s healthcare system,” McAllister stated.

McAllister outreach schedule

District staff for U.S. Rep. Vance McAllister, R-Swartz, will hold satellite office hours in April to assist residents of the 5th Congressional district with casework matters.

Staff members working in the district offices can act as a liaison between individuals and federal agencies, which include the Social Security Administration (SSA), the Internal Revenue Service (IRS), and the Veterans Administra-

Tax election...

Continued from page 1A

tion (VA), to name a few. The role of the district offices when assisting constituents with federal agencies is to make inquiries on their behalf with the respective agencies regarding their situation. This includes: finding out the status of a case, requesting additional information, and requesting an expedited response or decision.

On Tuesday, April 8, staff members will be at the following locations in LaSalle Parish:

Olla Town Hall from 9:30 to 10 a.m.
Urania Town Hall from 10:30 to 11 a.m.
Tullos Town Hall from 11:30 a.m. to noon.
Jena, at the Police Jury Room in the Courthouse, from 1 to 1:30 p.m.

For more information or to request additional locations, please contact McAllister’s Monroe office at 318-322-3500, or his Alexandria office at 318-445-0818.

tion (VA), to name a few.

The role of the district offices when assisting constituents with federal agencies is to make inquiries on their behalf with the respective agencies regarding their situation. This includes: finding out the status of a case, requesting additional information, and requesting an expedited response or decision.

On Tuesday, April 8, staff members will be at the following locations in LaSalle Parish:

Olla Town Hall from 9:30 to 10 a.m.
Urania Town Hall from 10:30 to 11 a.m.
Tullos Town Hall from 11:30 a.m. to noon.
Jena, at the Police Jury Room in the Courthouse, from 1 to 1:30 p.m.

For more information or to request additional locations, please contact McAllister’s Monroe office at 318-322-3500, or his Alexandria office at 318-445-0818.

For Emergencies

Dial 911

MITCH'S RESTAURANT

HIGHWAY 84 WEST IN JENA
992-6767

Daily Special



POSTED ON FACEBOOK

Every Morning And Sunday Night At 5:00 P.M.



NEWS RELEASE

Revised March 6, 2014

Widening of US 84 from Highway 772
to Just East of Hair Creek Bridge
State Project No. H.000758.2
Federal Project No. DE-3010(503)
LaSalle Parish, Louisiana

**What: NOTICE OF AVAILABILITY OF DRAFT ENVIRONMENTAL ASSESSMENT
OPEN HOUSE PUBLIC HEARING NOTICE**

When: Wednesday, March 26, 2014

**Where: Jena Town Hall
2908 East Oak Street
Jena, LA 71342**

Time: 4:00 PM to 7:00 PM

The Louisiana Department of Transportation and Development (DOTD) in conjunction with the Federal Highway Administration (FHWA) is conducting a Public Hearing in an open house format for the proposed widening along US Highway 84 from Hwy 772 to just east of Hair Creek Bridge. The purpose of the Public Hearing is to provide information and to receive comments on the proposed project.

Detailed information relative to the project is available in the Draft Environmental Assessment (EA). This document is available for review and/or purchase at the Department's District 58 office, located at 6217 Hwy 15, Chase, LA. The Draft EA is available for review at the Federal Highway Administration Division Office at 5304 Flanders Drive, Suite A, Baton Rouge, LA, and at the DOTD Environmental Section Office, 1201 Capitol Access Road, Room 504D, Baton Rouge, LA. The Draft EA is also available for review at the following: LaSalle Parish Library – Olla Branch, 1449 Blake Street, Olla, LA; LaSalle Parish Library – Jena Branch, 3108 North First Street, Jena, LA; and Jena Town Hall, 2908 East Oak Street, Jena, LA. The Draft EA can also be accessed online at the DOTD's website at: http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Environmental/Pages/default.aspx. Click on the "H.000758.2 US 84 Widening" folder under the "Environmental" heading.

Detailed information on the EA will be presented at the Public Hearing, including project alternatives and information on wetlands, right-of-way acquisition, and relocation assistance. Representatives of DOTD will be present to answer questions related to the project. All interested persons are invited to attend. The Public Hearing format will be an open house with looping presentation and handout. Oral comments will be received at the Hearing. Written comments may also be submitted at the Hearing, or may be mailed to the following address, postmarked by April 13, 2014:

Mikeila Nagura
C.H. Fenstermaker & Associates, LLC
Attn: US 84
445 North Boulevard, Suite 601
Baton Rouge, LA 70802

Should you require special assistance due to a disability in order to participate in this public hearing, please contact C.H. Fenstermaker & Associates, LLC by telephone at (225) 344-6701 at least five (5) working days prior to the public hearing date.

For more information relating to the hearing, contact Ms. Mikeila Nagura, Deputy Project Manager, C.H. Fenstermaker & Associates, LLC at Mikeila@fenstermaker.com or (225) 344-6701; or Mr. Robert Lott, Assistant Environmental Engineer, DOTD at Robert.Lott@la.gov or (225) 242-4504.

For media inquiries, please contact Mr. Rodney Mallett, Public Relations Director, DOTD, at dotdpi@la.gov or (225) 379-1275.

US 84 PUBLIC HEARING NOTICE

The Louisiana Department of Transportation and Development (DOTD) in conjunction with the Federal Highway Administration (FHWA) is conducting a Public Hearing in an **open house format** for the proposed widening along US 84 from Hwy 772 to just east of Hair Creek Bridge. The purpose of the open house is to provide information and receive comments on the proposed project. Representatives from DOTD, FHWA, and its consultants will be at the open house to answer questions and discuss issues related to the project. Interested citizens are encouraged to attend!

WHAT: Public Hearing on proposed widening of US 84 from Hwy 772 to just east of Hair Creek Bridge

WHEN: Wednesday, March 26, 2014

**WHERE: Jena Town Hall
2908 East Oak Street
Jena, LA 71342**

TIME: 4:00PM to 7:00PM

For more information relating to the hearing, contact Ms. Mikeila Nagura at C.H. Fenstermaker & Associates, LLC at (225) 344-6701.



SPN: H.000758.2
FPN: DE-3010(503)

US 84 PUBLIC HEARING NOTICE

The Louisiana Department of Transportation and Development (DOTD) in conjunction with the Federal Highway Administration (FHWA) is conducting a Public Hearing in an **open house format** for the proposed widening along US 84 from Hwy 772 to just east of Hair Creek Bridge. The purpose of the Public Hearing is to provide information and to receive comments on the proposed project. Representatives from DOTD, FHWA, and its consultants will be at the open house to answer questions and discuss issues related to the project. Interested citizens are encouraged to attend!

WHAT: Public Hearing on proposed widening of US 84 from Hwy 772 to just east of Hair Creek Bridge

WHEN: Wednesday, March 26, 2014

**WHERE: Jena Town Hall
2908 East Oak Street
Jena, LA 71342**

TIME: 4:00 PM to 7:00 PM



SPN: H.000758.2
FPN: DE-3010(503)

For more information relating to the meeting, contact Ms. Mikeila Nagura at C.H. Fenstermaker & Associates, LLC at (225) 344-6701.

US 84 PUBLIC HEARING NOTICE

The Louisiana Department of Transportation and Development (DOTD) in conjunction with the Federal Highway Administration (FHWA) is conducting a Public Hearing in an **open house format** for the proposed widening along US 84 from Hwy 772 to just east of Hair Creek Bridge. The purpose of the Public Hearing is to provide information and to receive comments on the proposed project. Representatives from DOTD, FHWA, and its consultants will be at the open house to answer questions and discuss issues related to the project. Interested citizens are encouraged to attend!

WHAT: Public Hearing on proposed widening of US 84 from Hwy 772 to just east of Hair Creek Bridge

WHEN: Wednesday, March 26, 2014

**WHERE: Jena Town Hall
2908 East Oak Street
Jena, LA 71342**

TIME: 4:00 PM to 7:00 PM



SPN: H.000758.2
FPN: DE-3010(503)

For more information relating to the meeting, contact Ms. Mikeila Nagura at C.H. Fenstermaker & Associates, LLC at (225) 344-6701.

US 84 PUBLIC HEARING NOTICE

The Louisiana Department of Transportation and Development (DOTD) in conjunction with the Federal Highway Administration (FHWA) is conducting a Public Hearing in an **open house format** for the proposed widening along US 84 from Hwy 772 to just east of Hair Creek Bridge. The purpose of the Public Hearing is to provide information and to receive comments on the proposed project. Representatives from DOTD, FHWA, and its consultants will be at the open house to answer questions and discuss issues related to the project. Interested citizens are encouraged to attend!

WHAT: Public Hearing on proposed widening of US 84 from Hwy 772 to just east of Hair Creek Bridge

WHEN: Wednesday, March 26, 2014

**WHERE: Jena Town Hall
2908 East Oak Street
Jena, LA 71342**

TIME: 4:00 PM to 7:00 PM



SPN: H.000758.2
FPN: DE-3010(503)

For more information relating to the meeting, contact Ms. Mikeila Nagura at C.H. Fenstermaker & Associates, LLC at (225) 344-6701.

US 84 PUBLIC HEARING NOTICE

The Louisiana Department of Transportation and Development (DOTD) in conjunction with the Federal Highway Administration (FHWA) is conducting a Public Hearing in an **open house format** for the proposed widening along US 84 from Hwy 772 to just east of Hair Creek Bridge. The purpose of the Public Hearing is to provide information and to receive comments on the proposed project. Representatives from DOTD, FHWA, and its consultants will be at the open house to answer questions and discuss issues related to the project. Interested citizens are encouraged to attend!

WHAT: Public Hearing on proposed widening of US 84 from Hwy 772 to just east of Hair Creek Bridge

WHEN: Wednesday, March 26, 2014

**WHERE: Jena Town Hall
2908 East Oak Street
Jena, LA 71342**

TIME: 4:00 PM to 7:00 PM



SPN: H.000758.2
FPN: DE-3010(503)

For more information relating to the meeting, contact Ms. Mikeila Nagura at C.H. Fenstermaker & Associates, LLC at (225) 344-6701.

C.H. Fenstermaker & Assoc.
445 North Blvd. Ste. 601
Baton Rouge, LA 70802

C.H. Fenstermaker & Assoc.
445 North Blvd. Ste. 601
Baton Rouge, LA 70802

Should you require special assistance due to a disability in order to participate in this public hearing, please contact C.H. Fenstermaker & Associates, LLC by telephone at 225-344-6701 at least five (5) working days prior to the public hearing date.

Should you require special assistance due to a disability in order to participate in this public hearing, please contact C.H. Fenstermaker & Associates, LLC by telephone at 225-344-6701 at least five (5) working days prior to the public hearing date.

C.H. Fenstermaker & Assoc.
445 North Blvd. Ste. 601
Baton Rouge, LA 70802

C.H. Fenstermaker & Assoc.
445 North Blvd. Ste. 601
Baton Rouge, LA 70802

Should you require special assistance due to a disability in order to participate in this public hearing, please contact C.H. Fenstermaker & Associates, LLC by telephone at 225-344-6701 at least five (5) working days prior to the public hearing date.

Should you require special assistance due to a disability in order to participate in this public hearing, please contact C.H. Fenstermaker & Associates, LLC by telephone at 225-344-6701 at least five (5) working days prior to the public hearing date.



PUBLIC

WIDENING OF US 84 FROM HWY 772 TO JUST EAST OF HAIR CREEK BRIDGE – EA
 PUBLIC HEARING | MARCH 26, 2014 | 4:00 PM to 7:00 PM
 JENA TOWN HALL | 2908 EAST OAK STREET | JENA, LA

State Project No. H.000758.2
 Federal Project No. DE-3010(503)
 LaSalle Parish, LA

NAME	EMAIL	TELEPHONE	ADDRESS
1 Cathy Johnston	john089@centurytel.net	992-7472	1302 Mc Donald Ln Jena, LA 71342
2 Myra Akim Huffman & Ryan Huffman		992-3382	4169 Drewett St. Jena, LA - 71342
3 Susie Pritchard	pritchardsquared@yahoo.com	318-623-5408	121 Knapp Rd Trout, LA 71371 / ^{business} address 11655 Hwy 84 W Jena
4 John Beason		992-1196	5182 Brethaupt ST Jena, LA 71342
5 Kice FEAZEL	rfeazell@garam.com	992-7494	P.O. Box 2450 JENA LA 71342
6 Harold & Sally La Stage	none	318-442-3797	1705 Yupon Dr. Alexandria, LA 71301
7 Tommy Ike Hailey	haileyt@nsula.edu	318-357-4453	1131 E. U. Hill Ln, N. Old Lib, LA 71357
8 Thelma J Hailey	thailey@centurytel.net	992-8602	3440 West oak, Jena la 71342
9 Patti Cooper	pattiecooper@yahoo.com	992-2734	9835 Hwy 84 east Jena, LA 71342
10 Kamra Craig	K.P. Sellers@gmail.com	318-623-8819	1458 West Elm St. Jena, LA 71342
11 Jerry & Theresa Lemay		318-992-6868	P.O. Box 1285 Jena, LA 71342
12 Charles L. McPherson		318-992-8525	1199 E/ oak st Jena LA
13 Andy & Linda Greene (Ace Hardware)	Andy@FamilyHardwareLLC.com	318-992-8211	P.O. Box 151 JENA, LA 71342
14 Dick Boyette		318-992-3161	11632 W. Baker St LA 71342
15 Melinda Parker	jarmel1@earthlink.net	318-623-4429	PO Box 2323 Jena
16 Ellen Berry		318-992-2823	70 Box 1350, Jena
17 Mickey Cockburn	micklpos@yahoo.com	318/992-3461	PO Box 1770 Jena, LA
18 Regan F Picou	Regan Picou cycles.com	318-992-6791	PO Box 501 Jena la 71342
19 Doris A. Ross	dorallross@yahoo.com	318-487-1977	1409 Craed st. Pineville, La. 71360
20 Sabina Jackson	jackson.la.kim@yopoa.com	318-992-6219	P.O. Box 1445 Jena, La. 71342
21 John Beason		318-992-0030	P.O. Box Trout, La 71371
22 Wayne Chapman	1848 Walnut	318-992-7420	PO Box 1256 Jena, La 71342
23 Robert J. Adams	11603 South 4th street	318-517-0207	11603 S 4th Street JENA, LA. 71342
24 Tony Owens	tkowens2003@yahoo	318-374-9096	1360 Fairgrounds Dr Jena
25 ELI COOPER	eliandjudy@gmail.com	318-992-2450	1523 Cowart St. , JENA, LA. 71342



PUBLIC

WIDENING OF US 84 FROM HWY 772 TO JUST EAST OF HAIR CREEK BRIDGE – EA
 PUBLIC HEARING | MARCH 26, 2014 | 4:00 PM to 7:00 PM
 JENA TOWN HALL | 2908 EAST OAK STREET | JENA, LA

State Project No. H.000758.2
 Federal Project No. DE-3010(503)
 LaSalle Parish, LA

NAME	EMAIL	TELEPHONE	ADDRESS
1 Roger Huffering		992-3371	4069 Newett St.
2 Sal Burtie	free@centurytel.net	992-2602	1210 N 4th St, Jena
3 Dominic Robertson		992-0725	5080 Breithaupt St. Jena
4 Jimmy Sandifer	tsandifer@lasallepsb.com	318-992-4203	P.O. BOX 841 Jena, La. 71342 (Jena Town Council)
5 Mammy's Touch	mamprice@centurytel.net	318-992-2252	PO Box 2153 Jena LA 71342 - 1109 Hest
6 David P. Jones Jr	David.P.Jones@centurytel.net		
7 Matt & Tracie Wilkinson	tracie.wilkinson@upsm.com tracie.wilkinson@upsm.com	992-3202	1250 Baxter St. Jena, LA 71342
8 Jim Justiss III	jimjustiss@justissoil.com	992-7208	P.O. Box 2990 Jena LA 71342
9 John W. Robbins Sr	JWR5R71342@yahoo.com	316-2886	PO Box 56 Trout La 71371
10 John C. Lucian - Homeland Bank	imcilian@homelandfsbank.com	992-0405	P.O. Box 2870 Jena LA 71342
11 R.F. Kellingsworth (H&F)		992-5051	PO Box 1540 Jena, La.
12 Starla E. Clark	seclark@lasallepsb.com	992-5846	P.O. Box 703 Jena, LA 71342
13 Donald Cooper Jr. & Law Cooper		992-3081	PO Box 142 Jena La 71342
14 Steve Campbell		992-2765	734 W. Wood St. Jena, LA 71342
15 Herb Dallen	herbdallen@aol.com	308-0146	1173 JACKSON ST Jena LA 71342
16 Ronnie Darden	rdarden@homelandfsbank.com	318-649-1024	
17 Edmond Carriere	babbe - Carriere@transcanada.com	318-613-7703	297 Carriere St. P.O. Box 1055 Jena La.
18 Tony McDonald	TMD1941@AOL.com	318-992-5985	1965 West Bradford St Jena LA
19 JACK BREITHAAPT	BREITHAAPT@ISP.COM	318-992-7779	P.O. Box 1 Rhinehart, LA 71363
20 Richard Milon			1308 Lutline Dr Jena 71342
21 Cynthia Cochran	ccochran@agcenter.ku.edu	38-374-0117	PO Box 26, Jena, La 71342
22 Kevin Longs	longsbodyshop@centurytel.net	318-992-8519	P.O. Box 979 Jena, LA 71342
23 C. Cooksey RN	ccooksey08@gmail.com	318-312-0947	1200 N Second St. Jena, LA 71342
24 Beth Zeller	reidsjewelry@yahoo.com	318-992-2615	PO Box 1315 Jena La.
25 W. B. McArthur Jr	BOMC@JUSTISSOIL.COM	318-992-4111	Box 2990 Jena LA 71342



PUBLIC

WIDENING OF US 84 FROM HWY 772 TO JUST EAST OF HAIR CREEK BRIDGE – EA
 PUBLIC HEARING | MARCH 26, 2014 | 4:00 PM to 7:00 PM
 JENA TOWN HALL | 2908 EAST OAK STREET | JENA, LA

State Project No. H.000758.2
 Federal Project No. DE-3010(503)
 LaSalle Parish, LA

NAME	EMAIL	TELEPHONE	ADDRESS
1 Vince Stapleton	VincebondAndWrecker@yahoo.com	318-992-2546	13459 Hwy 84 Trout La. 71371
2 Terry McDaniel Owens	terrymcd@hotmail.com	813-784-0232	1731 E Oak St. Jena, La 71342 / PO Box 167 Jena 71342
3 Floyd Schillinger	floydhorace@hotmail.com	318-992-6613	252 Turnley Rd Trout, La 71371
4 Penny + Gwen Smith	pyramidrc@hotmail.com	318-374-0826	P.O. Box 425 Trout, LA 71371
5 Sammy J. FRANKLID	editor@thejenatimes.net	318-992-4121	PO Box 3050 Jena, LA 71342
6 Deanna Broce	deanna_b@centurylink.net	318-992-2395	1345 N. 2nd St. Jena LA 71342
7 Donnie Kendrick	donnie.kendrick@regrows.com	318-992-3418	P.O. Box 2091 Jena, LA 71342 (Jena Town Council member)
8 James Summers	Jsummers@centurytel.net	318-992-4957	135 Summers Dr. Jena, La 71342
9 Tom Watkins	trwatkins@shbnet.com	318-992-2535	PO Box 387 Jena, LA 71342
10 Teresa Love-Cauchlin	tcaughlin@lasallepsb.com	318-374-9193	1368 W. Tennessee St. Jena, LA 71342
11 Connie H. Masters	conniemasters@yahoo.com	318-992-6327	P.O. Box 587 Jena LA 71342
12 Cindy White	rustybit@hotmail.com	318-992-5895	P.O. Box 1196, Jena, LA 71342 (2000 E. Oak St)
13 Joe Mc Cartney	Jmccartney@mccartney.com	318-992-4186	P.O. Box 1200 Jena, LA 71342
14 Darcel McCartney	dmccartney@mccartneyoil.com	318-992-4186	P.O. Box 1200 Jena
15 Carl Dewbury	CNJena@gmail.com	318-992-6938	774 Acorn St, Jena.
16 Keith Tanze	po687@centurytel.net	318-992-6580	PO Box 687 Jena LA 71342
17 Andrew Clark	clarkab1948@hotmail.com	318-992-2997	P.O. Box 1120 Jena La 71342
18 Danny E Richardson	drichardson02@centurytel.net	318-992-4669	PO Box 1278 Jena, La. 71342
19 Tony McNeely	Kaysaudio@gmail.com	318-992-4754	P.O. Box 1635 Jena, LA 71342
20			
21			
22			
23			
24			
25			



PUBLIC

WIDENING OF US 84 FROM HWY 772 TO JUST EAST OF HAIR CREEK BRIDGE – EA
 PUBLIC HEARING | MARCH 26, 2014 | 4:00 PM to 7:00 PM
 JENA TOWN HALL | 2908 EAST OAK STREET | JENA, LA

State Project No. H.000758.2
 Federal Project No. DE-3010(503)
 LaSalle Parish, LA

NAME	EMAIL	TELEPHONE	ADDRESS
1 John W. Long	longkodyshop@centurytel.net	318 992 8519	11376 Hwy 84 W
2 Ernest Buddy Sharp	cypresskitchen@ja400.com	992-6647	+589 P.O. Box 1983 Jena, LA 71342
3 Richard Terrell	richdt@centurytel.net	992-5930	176 Huckleberry dr Jena La
4 Raylon Randall		992-4946	197 Tall Timber Jena LA 71342
5 Hank Cookery	hankcookery@centurytel.net	992-2171	731 East Bradford Hayes Lk
6 MURPHY B. PRICE	mprice@centurytel.net	992-0805	P.O. Box 428 Jena LA 71342
7 Elbert L. White	elbowBS@ixc.com		155 N. Oak St Jena LA 71342
8 Dean Cockorham	deanclpasa@centurytel.net	992-3460	P.O. Box 1684 Jena LA 71342
9 Clay White			145 Clay whitckd Jena 71342
10 Rev. Daniel Hixon	revhixon@gmail.com	992-4020	P.O. Box 127 Jena 71342
11			
12			
13			
14			
15			
16			
17			
18			
19			
20			
21			
22			
23			
24			
25			



AGENCY

WIDENING OF US 84 FROM HWY 772 TO JUST EAST OF HAIR CREEK BRIDGE – EA
 PUBLIC HEARING | MARCH 26, 2014 | 4:00 PM to 7:00 PM
 JENA TOWN HALL | 2908 EAST OAK STREET | JENA, LA

State Project No. H.000758.2
 Federal Project No. DE-3010(503)
 LaSalle Parish, LA

NAME	EMAIL	TELEPHONE	ADDRESS
1 Nicholas Olivier	nicholas.olivier@la.gov	225-379-1133	
2 Ronald Broadbent	ronald.broadbent@la.gov	225-379-1727	
3 Ezekiel Onyeghinam	ezeziel.onyeghinam@la.gov	225-242-4516	
4 FRED BORNHE	fred.bornhe@la.gov	225-379-1388	DOTD
5 Josh Harrouck	joshua.harrouck@la.gov	225-242-4640	DOTD
6 Michael J. Cain Jr	michael.cain@dot.gov	225-757-7607	
7 David Lektvotl	lektvotl@cox.net	225-248-9984	
8 MIKE TINNIRELLO	mtinnirello@hotmail.com	318-355-6453	
9 David Jones			
10 David Jones	djones13@entery.com	318-331-1113	Town Councilman
11 KEN A. MASOW	KEN.MASOW@LA.GOV	318-412-3100	DOTD - Dist 58
12 Pam Davis Jena Cultural Center	pdavis@jenculturalcenter.com pamjena@yahoo.com	318-992-2564	P.O. Box 2782, Jena 71342
13 Murphy R. McMillin	Town Hall JENA@CEITRAJEN.LA	318-992-2148	
14 Brandon Poiloux	bpoiloux@urbansystems.com		
15 Kent Clark	kent.clark@LA.gov	318-561-5250	DOTD
16 GARY JOHNSON	gary.johnson@la.gov	318-561-5253	DOTD
17 GORDON NELSON	gordon.e.fenstermaker.com	225-344-6701	Fenstermaker 445 N. Blvd Ste 601 BR-LA 70002
18 BLAKE GUDORY	blake.g.fenstermaker.com		
19 EMILY MATTHEWS	emily.m.fenstermaker.com		
20 MIKELA NABURA	mikela.c.fenstermaker.com		
21			
22			
23			
24			
25			

What Is the Purpose and Need for this project?

US 84 is part of the El Camino corridor, a historic route across the southern United States from the U.S. border with Mexico near El Paso, Texas to the U.S. Atlantic coast near Brunswick, Georgia that was used as a major route by Spanish settlers. US 84 passes through the communities of Trout, Good Pine, Midway and the Town of Jena.

PURPOSE

The purpose of the project is to improve mobility throughout the corridor in order to increase the capacity of the roadway, promote local traffic circulation, and improve the quality of life of the people in the community. To accomplish these purposes, the project proposed to widen the roadway and upgrade the facility in accordance with current design criteria.

NEED

The following items contribute to the purpose and need for the proposed widening of US 84 from Hwy 772 to east of Hair Creek Bridge:

System Linkage – The El Camino Corridor has been identified by the five state El Camino East-West Corridor Commission for upgrade to a four lane facility. A study prepared in June 2002 by LADOTD addressed the importance of the corridor and promoted the upgrading of the route to present design standards to meet growth demands, improve safety and encourage economic development in communities along the corridor. This portion of LA-US 84 is a vital link in the corridor.

Safety – The proposed improvements will correct existing safety hazards at certain locations along the project corridor and provide opportunities for non-motorized transportation:

Improve Access Management. There are three abnormal crash locations along the project corridor. Two areas along the US 84 project corridor, east and west of downtown Jena, have a high rate of rear end crashes possibly due to several access points along the roadway and vehicles making left turns into side streets. The

proposed improvements will minimize these access points by employing access management principles along the corridor.

Enhance non-motorized transportation. There are several churches, schools and community land uses where non-motorized transportation may be utilized. The proposed improvements would accommodate all users by providing non-motorized transportation opportunities.

Social Demands or Economic Development – The proposed improvements will benefit the four communities located along the project corridor: Trout, Pine, Midway and the Town of Jena. The project area is 28 percent minority and 24 percent low income according to the EPA Environmental Justice toolkit. Investment along this corridor would improve the quality of life in this distressed area.

Town of Jena Comprehensive Master Plan, “Jena Vision” – The Town of Jena adopted a Comprehensive Master Plan for the Town of Jena and surrounding communities in January 2011. The community prioritized expanding US 84 in a context sensitive manner and expressed a need for expanding transportation choices.

Accommodate Population Growth and Changing Land Use – According to comments received from the Kisatchie-Delta Regional Planning & Development District, Inc., “the proposed project is compatible with local needs and benefits regional use; the proposed project is located in a distressed area and investment by the funding agency is appropriate and necessary to assist the quality of life and community and economic development; the proposed project is congruent with the Comprehensive Economic Development Strategy and considerate of both environmental and socioeconomic needs, and this project would substantially benefit the region by improving access to a Scenic Byway traversing the region.” (Heather Smoak Urena, Executive Director, July 8, 2010)

Detailed information relative to the project is available in the Draft Environmental Assessment (EA). This document is available for review and/or purchase at the Department’s District 58 office, located at 6217 Hwy 15, Chase, LA. The Draft EA is available for review at the Federal Highway Administration Division Office at 5304 Flanders Drive, Suite A, Baton Rouge, LA, and at the DOTD Environmental Section Office, 1201 Capitol Access Road, Room 504D, Baton Rouge, LA. The Draft EA is also available for review at the following: LaSalle Parish Library – Olla Branch, 1449 Blake Street, Olla, LA; LaSalle Parish Library – Jena Branch, 3108 North First Street, Jena, LA; and Jena Town Hall, 2908 East Oak Street, Jena, LA. The Draft EA can also be accessed online at the DOTD’s website at: http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Environmental/Pages/default.aspx. Click on the “H.000758.2 US 84 Widening” folder under the “Environmental” heading.

For Information, please contact:

Mikeila Nagura, ASLA
Deputy Project Manager
Email: Mikeila@fenstermaker.com
Phone: 225-344-6701



Widening of US 84 from Hwy 772 to Just East of Hair Creek Bridge Environmental Assessment (EA)

PUBLIC HEARING

Wednesday, March 26, 2014
4:00 PM to 7:00 PM

Jena Town Hall
2908 East Oak Street
Jena, LA 71342

State Project No. H.000758.2
Federal Project No. DE-3010(503)
LaSalle Parish, Louisiana

The Louisiana Department of Transportation and Development is proposing to improve mobility and transportation efficiency along US 84 from Highway 772 to just east of Hair Creek Bridge in LaSalle Parish, Louisiana.

What Is the Purpose of this Public Hearing?

The purpose of this public hearing is to seek input from individuals and community organizations on issues and concerns related to the potential impacts associated with the proposed widening of US 84 and to receive comments on the proposed alternatives.

Tonight’s meeting is an informal open-house format, which includes stations to:

1. SIGN IN and verify your contact information;
2. view the PROJECT PRESENTATION;
3. view EXHIBITS on the project study area and alternatives;
4. receive information regarding ROW/RELOCATION ASSISTANCE; and
5. provide public COMMENT on Alternatives 1, 2A, 2B and 4. Alternative 4 is the preferred alternative.

This open forum will allow the public time to review project exhibits and talk informally with representatives from the project team.

Comment forms are provided and can be mailed or emailed to the appropriate contact information shown on the comment form, or can be filled out and left with Team representatives.



PROJECT SCHEDULE:

- Complete environmental inventory
- Develop preferred alternative
- Prepare DRAFT Environmental Assessment (EA) Report
- Distribute DRAFT EA Report for public comments
- Hold Public Hearing – TONIGHT
- Identify selected alternative – (Spring 2014)
- Prepare FINAL EA Report – (Spring 2014)
- Issue Decision – (Spring/Summer 2014)



ALTERNATIVES 2B AND 4

Following the Public Meeting on July 12, 2012, Alternatives 2B and 4 were identified as the preferred alternatives on which to conduct detailed field analyses. This was based on the impact data obtained during desktop evaluations for each alternative coupled with feedback received during the Public Meeting on alternative preferences. *Table 1: Alternatives Screening Matrix* outlines the impacts of each alternative.

Alternatives 2B and 4 are identical from the Town of Jena (approximately near Wal-Mart) to the eastern end of the project. The difference between the two alternatives is the two-way couplet in Alternative 2B through the Good Pine/Midway area (see *Figure 1: Alternatives 2b and 4*).

FIGURE 1: Alternatives 2b and 4

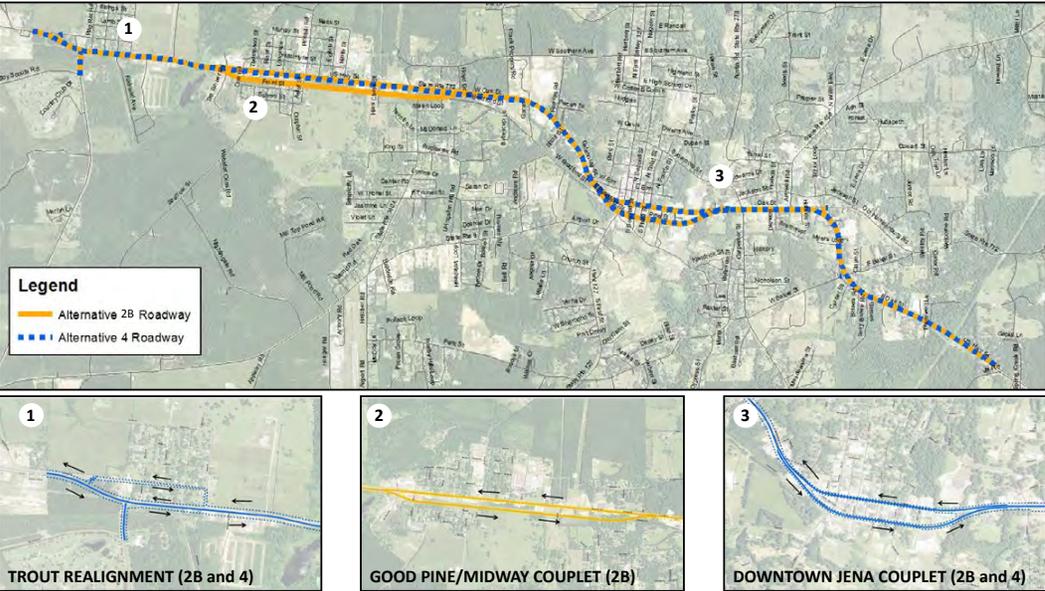
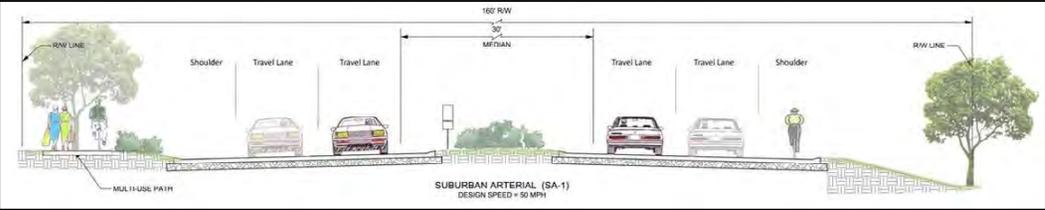


FIGURE 2: Typical Section



PREFERRED ALTERNATIVE

A majority of the impacts between Alternatives 2B and 4 are similar. The most defining difference is the potential impact of Alternative 2B to the proposed Good Pine Sawmill Historic District and Jena Cultural Center. Both alternatives meet the desired community request of keeping US 84 through downtown Jena. Both alternatives have relocation and frontage impacts; however, Alternative 4 has more business relocations and Alternative 2B has more business frontage impacts. Both alternatives could improve the streetscape and development opportunity, but the Good Pine couplet in Alternative 2B could limit development of the properties within the couplet and impact the local circulation for area residents.

Alternative 4 meets the established purpose and need of the project and addresses the concerns identified by the public; therefore, **Alternative 4 is recommended as the preferred alternative.**

Table 1: Alternatives Screening Matrix

Evaluation Measure	Units	No Build	1	2A	2B	4
Potential Relocation Impacts						
Residential Relocations	Each	0	34	25	24	24
Business Relocations	Each	0	63	18	43	57
Community Relocations	Each	0	0	1 ^a	1 ^a	0
Other Relocations	Each	0	1 ^{b,c}	1 ^c	1 ^c	1 ^c
Potential Traffic Impacts During Construction						
		NA	Low	Low	Med	Low
Potential Frontage Impacts						
Residential Properties	Each	0	7	9	4	4
Business Properties	Each	0	27	107	52	24
Community Properties	Each	0	4	1	2	1
Vacant/Unused Structures	Each	0	70	68	78	67
Potential Underground Risk Sites						
Recognized Environmental Concerns (RECs)						
Oil and Gas Wells	Each	0	0	0	0	0
Natural Environment						
Wetlands Filled	Acres	0	0.61 ^d	1.02 ^d	0.891 ^e	0.882 ^e
Scenic Streams	Each	0	0	0	0	0
Stream Crossings	Each	0	4	4	4	4
Other Waters Filled (RPW)	Acres	0	--	--	0.511 ^e	0.562 ^e
Other Waters Filled (Non-RPW)	Acres	0	--	--	0.427 ^e	0.598 ^e
Ponds Filled	Each	0	0	0	0	0
Sole Source Aquifer Impacts	Acres	0	0	0	0	0
Floodplain Encroachment	Acres	0	8.4	9.3	7.4	7.6
Protected Species	Each	0	0	0	0	0
Prime and Unique Farmland	Acres	0	0	0	0	0
Coastal Res./Essential Fish Habitat	Each	NA	NA	NA	NA	NA
Utilities						
LDOTD-listed Water Wells	Each	0	9 ^f	12 ^f	8 ^f	8 ^f
Cultural Resources						
Historic Properties recommended as eligible for NR Historic District	Each	0	9	12	2	0
Historic Properties recommended as NOT eligible NR Historic District	Each	0	26	21	15	12
Historic Properties recommended as eligible or listed on NR as individual Archaeological Sites Eligible for or Listed on NRHP	Each	0	0	0	0	0
Archaeological Sites Not Eligible for NRHP	Each	0	3	5	3	6
Noise						
Residential Receivers Design Year Noise Level > 66 dBA	Each	0	3	2	3	4
Residential Receivers Design Year Increase > 10 dBA	Each	0	2	6	6	0
Total # Impacted Receivers	Each	0	4 ^g	8	9	4
ROW Acquisition	Acres	N/A	63	67	47	55
ROW Costs ^h	\$Million	N/A	\$9.489	\$5.125	\$6.598	\$8.995
Comparison of Probable Costs by Alternative						
Construction Costs ⁱ	\$Million	N/A	\$53.157	\$51.004	\$50.051	\$54.728
Engineering (10%)	\$Million	N/A	\$5.316	\$5.100	\$5.005	\$5.473
ROW and Relocation Costs ^j	\$Million	N/A	\$17.139	\$11.121	\$12.368	\$15.556
Project Totals	\$Million	N/A	\$75.611	\$67.225	\$67.424	\$75.757

^a Church, ^b Cell Tower, ^c 74 mini-warehouses, ^d Desktop Delineation, ^e Field Delineation, ^f Water well locations from SONRIS are approximate and may be located anywhere on the parcel they are attributed to. The locations identified are either within the proposed ROW or on the property adjacent to the proposed ROW, ^g There is one receiver (E030) that experiences both types of noise impacts (i.e., absolute sound level over 66 dBA and increase over 10 dBA), ^h The estimated ROW costs include costs for land acquisition, improvements and damages only. ⁱ Construction costs include 25% contingency. ^j Includes ROW costs from Table 8, relocation costs, and soft costs.

COMMENT FORM

Your participation is vital to ensuring that decisions made about this proposed project reflect the needs of the community and are based on good information. Please take a moment to document your comments or questions below. We will respond to your comments, questions, and concerns for the duration of this Environmental Study process.

Please provide your comments on the Environmental Screening below. You can turn in your comments to any Team member at the public meeting; or you can email your comments to Mikeila@Fenstermaker.com; or you can mail your comment form to Mikeila Nagura, CH Fenstermaker & Assoc, LLC, ATTN: US 84, 445 North Blvd. Ste. 601, Baton Rouge, LA 70802. Comments must be received by April 13, 2014 to be included as a part of the record.

Name: _____

Email address/phone number: _____

PLEASE PROVIDE YOUR COMMENTS ON THE FOLLOWING ITEMS:

What is your opinion of the four (4) alternatives presented?

What is your opinion of the Preferred Alternative (Alternative #4)?

Environmental, socioeconomic or other concerns: Any issues that need to be addressed?

Other Comments, questions, or concerns (enclose additional pages as necessary):

COMMENT FORM

Other Comments, questions, or concerns (enclose additional pages as necessary):



Widening of US 84 From Hwy 772 to Just East of Hair Creek Bridge Environmental Assessment State Project No. H.000758.2

Open House Public Hearing

March 26, 2014
4:00PM to 7:00PM



US 84 | TEAM MEMBERS

HOSTED BY:



Department of
Transportation and
Development



Federal Highway
Administration

PRESENTED BY:



CH Fenstermaker
& Associates, LLC

IN ASSOCIATION WITH:



Earth Search, Inc.



Urban Systems
Associates, Inc.

US 84 | TONIGHT'S FORMAT

- This is an Open House format – please visit each station.
- Watch this presentation video.
- Talk with project team members and view project alternatives. 
- Provide your written or verbal comments on the project.

Widening US 84 – EA | H.000758.2

Public Hearing

US 84 | WHAT IS THE PURPOSE OF THIS PUBLIC HEARING?

- Seek input on issues and concerns related to potential impacts;
- Allow the public time to review the project study area and project exhibits;
- Offer the public an opportunity to speak informally with representatives from the Project team and provide comments; and 
- Seek input on the preferred alternative and its potential impacts.

Widening US 84 – EA | H.000758.2

Public Hearing

US 84 | THE PROJECT

- Widen existing US 84 through Jena, LA
- Portion of El Camino Corridor
- Environmental Assessment (Stage 1)
- Conduct environmental review of alternatives

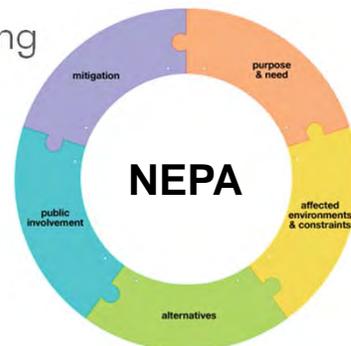


Widening US 84 – EA | H.000758.2

Public Hearing

US 84 | NATIONAL ENVIRONMENTAL POLICY ACT

- Federal policy of 1969
- Requires analysis of environmental impacts
- Analyzes build and no build alternatives
- Requires early and on-going public involvement



Widening US 84 – EA | H.000758.2

Public Hearing

US 84 | NEPA ENVIRONMENTAL REVIEW PROCESS

- Purpose and Need
- Alternative Development
- Traffic Analysis
- Environmental Impacts
- Alternative Screening 
- NEPA Documentation

Widening US 84 – EA | H.000758.2

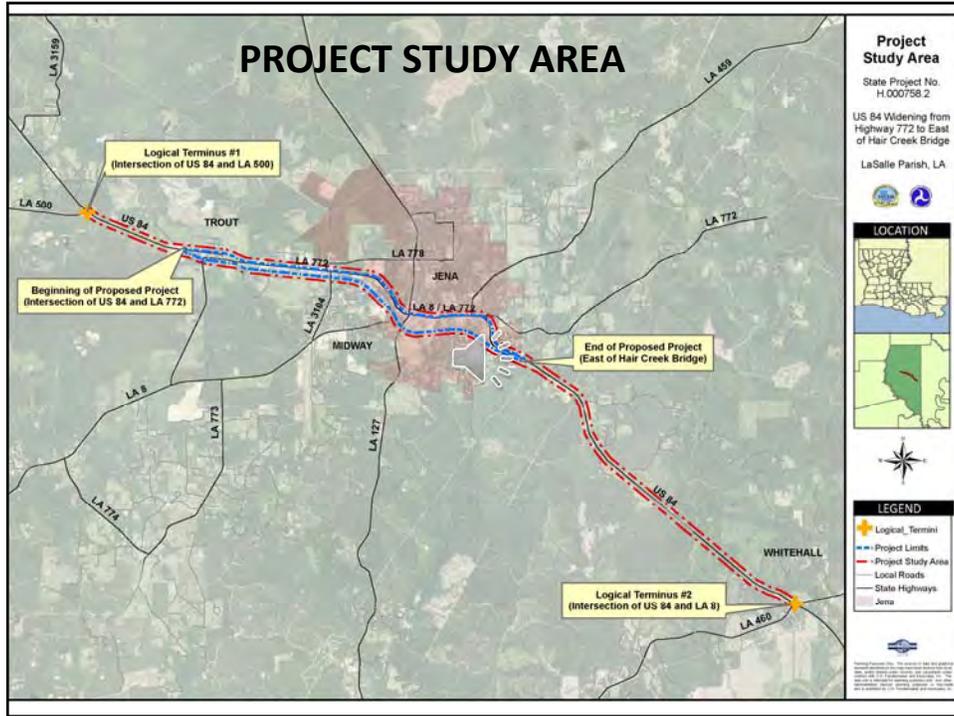
Public Hearing

US 84 | ENVIRONMENTAL ASSESSMENT PROCESS

- Define the Study Area
- Coordinate with other federal and state agencies
- Collect data and technical studies
- Development of Project Alternatives
- Host informational Public Meeting – held on July 12, 2012
- Refine Alternatives 
- Prepare a Draft EA
- Open House Public Hearing (Tonight)
- Review comments on the Draft EA
- Prepare Final EA (incorporating comments)
- Finding of No Significant Impact (FONSI)

Widening US 84 – EA | H.000758.2

Public Hearing



US 84 | PROJECT PURPOSE & NEED

PURPOSE

The *purpose* of this project is to improve mobility throughout the corridor in order to relieve existing traffic congestion and promote local traffic circulation.

NEED



The *needs* addressed by the proposed action include:

- System Linkage
- Improved Safety
- Social Demand or Economic Development

US 84 | WHAT RESOURCES DOES THE EA ANALYZE?

- Land Use
- Recreational Sources
- Social & Economic Resources
- Floodplains
- Air Quality
- Noise
- Water Resources
- Wildlife
- Floodplains



Widening US 84 – EA | H.000758.2

Public Hearing

US 84 | ALTERNATIVE SCREENING CONSIDERATIONS

- Residential/Commercial Relocations
- Acreage of Wetland Impacts
- Impacts to Cultural & Historically Significant Structures



Widening US 84 – EA | H.000758.2

Public Hearing

US 84 | ALTERNATIVE SCREENING CONSIDERATIONS

- Estimated Construction Costs
- Traffic Performance
- Impacts to Community Facilities



Widening US 84 – EA | H.000758.2

Public Hearing

US 84 | PROJECT DETAILS

- Project Limits
 - Hwy 772 (Trout Community)
 - East of Hair Creek Bridge
- Approximately 5 miles
- Widen 2 lanes to 4 lanes-divided
- Raised/Depressed Median Section

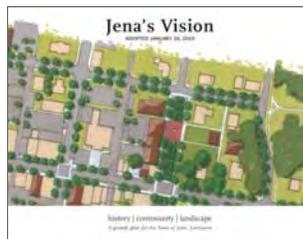


Widening US 84 – EA | H.000758.2

Public Hearing

US 84 | DESIGN APPROACHES

- Stage 0 Recommendations
- Jena's Vision – Town of Jena Comprehensive Plan Recommendations
- Context Sensitive Design
- Complete Streets Application



Widening US 84 – EA | H.000758.2

Public Hearing

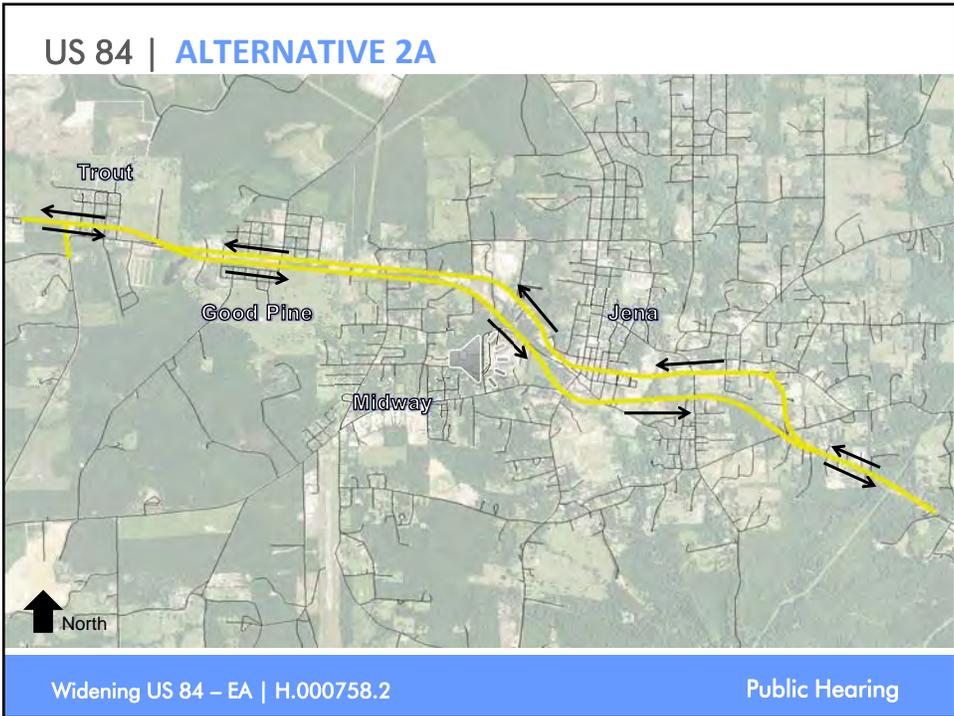
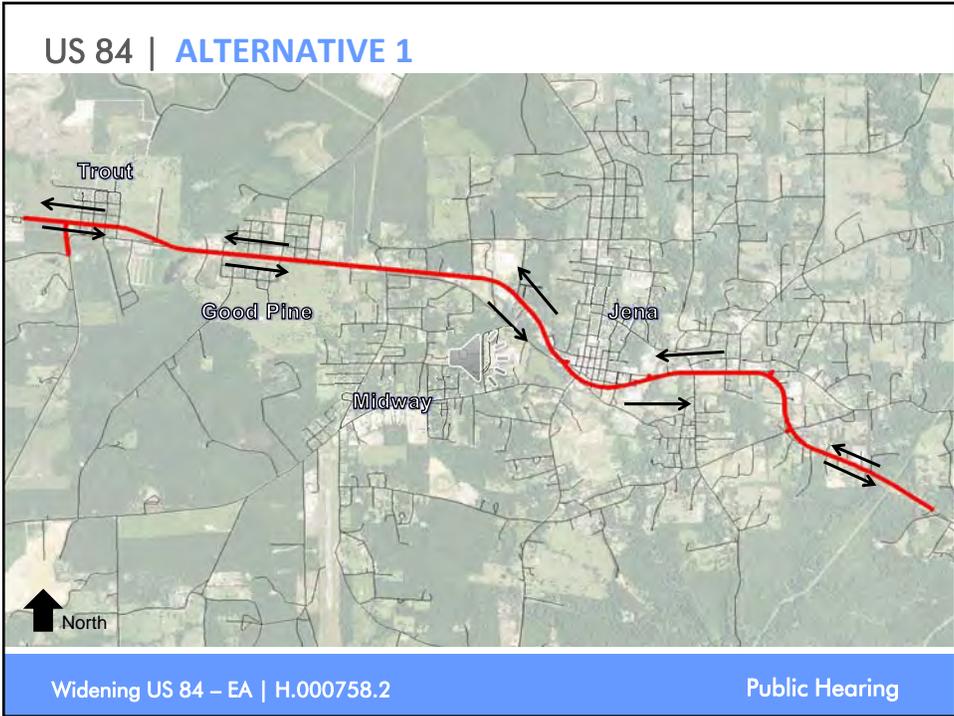
US 84 | ALTERNATIVES 1, 2A, 2B, and 4

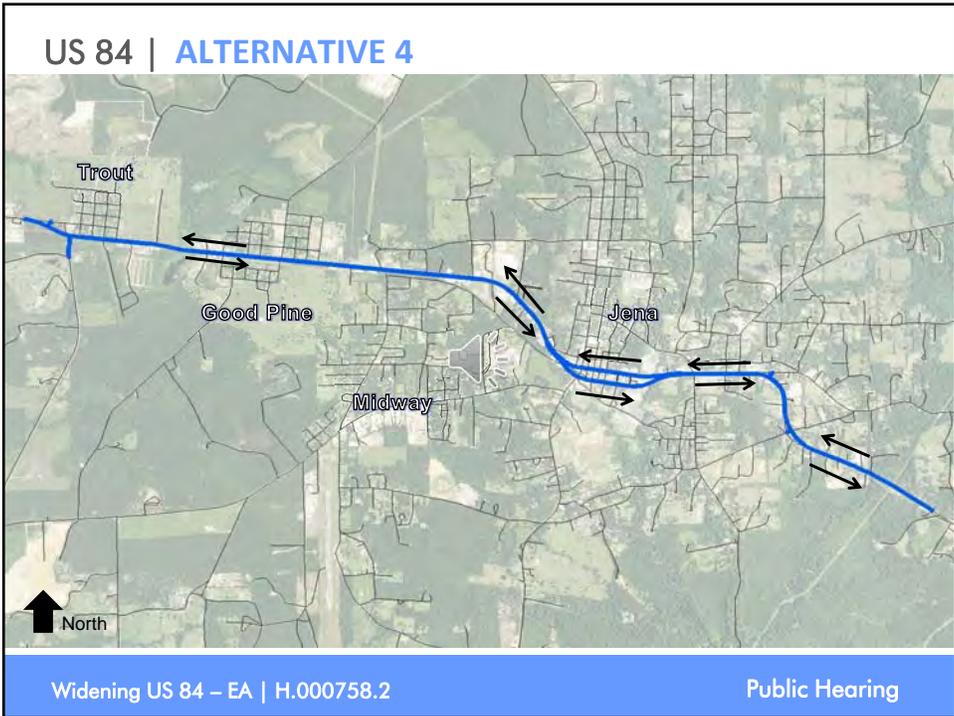
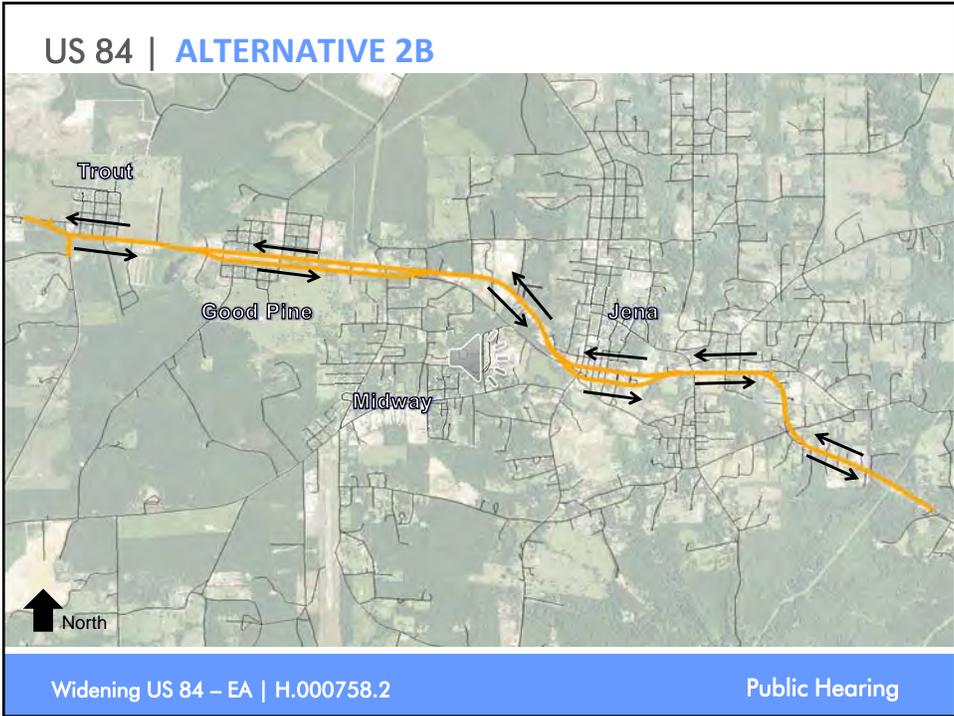
The following slides illustrate the four alternatives: 1, 2A, 2B and 4.



Widening US 84 – EA | H.000758.2

Public Hearing





US 84 | ALTERNATIVES SUMMARY

Following the Public Meeting on July 12, 2012, Alternatives 2B and 4 were identified as the preferred alternatives on which to conduct detailed field analyses. This was based on the impact data obtained during desktop evaluations for each alternative coupled with feedback received during the Public Meeting on alternative preferences.

Widening US 84 – EA | H.000758.2

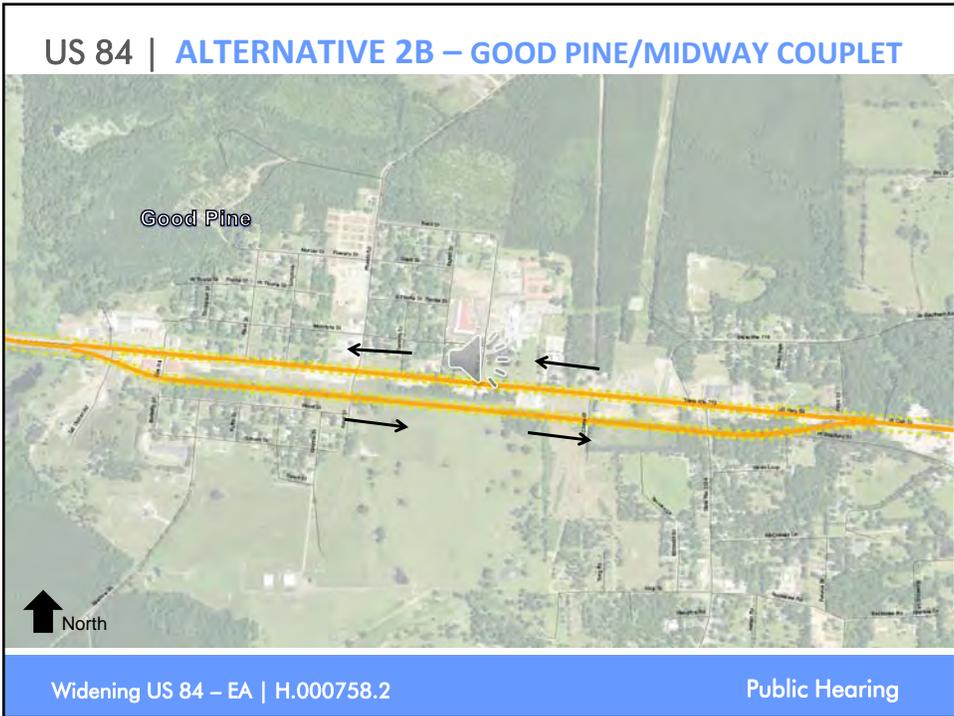
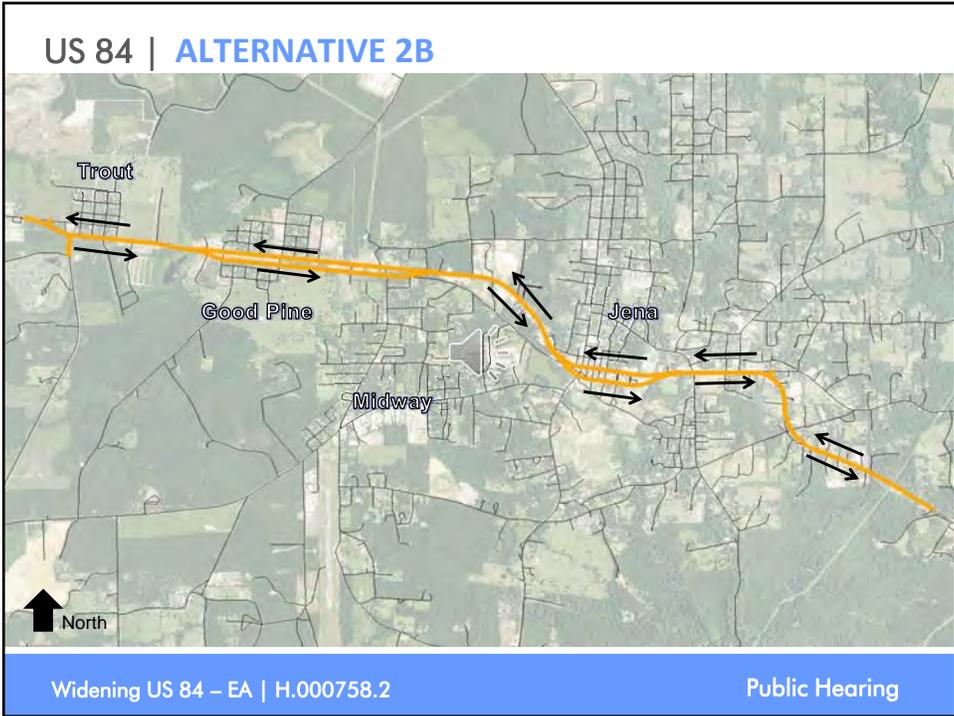
Public Hearing

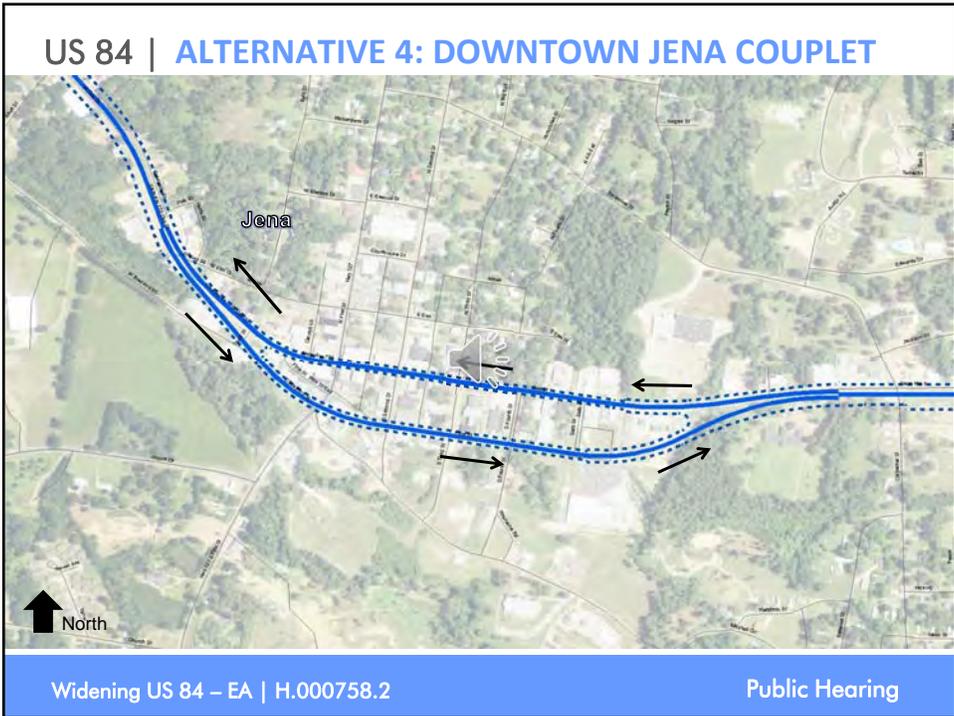
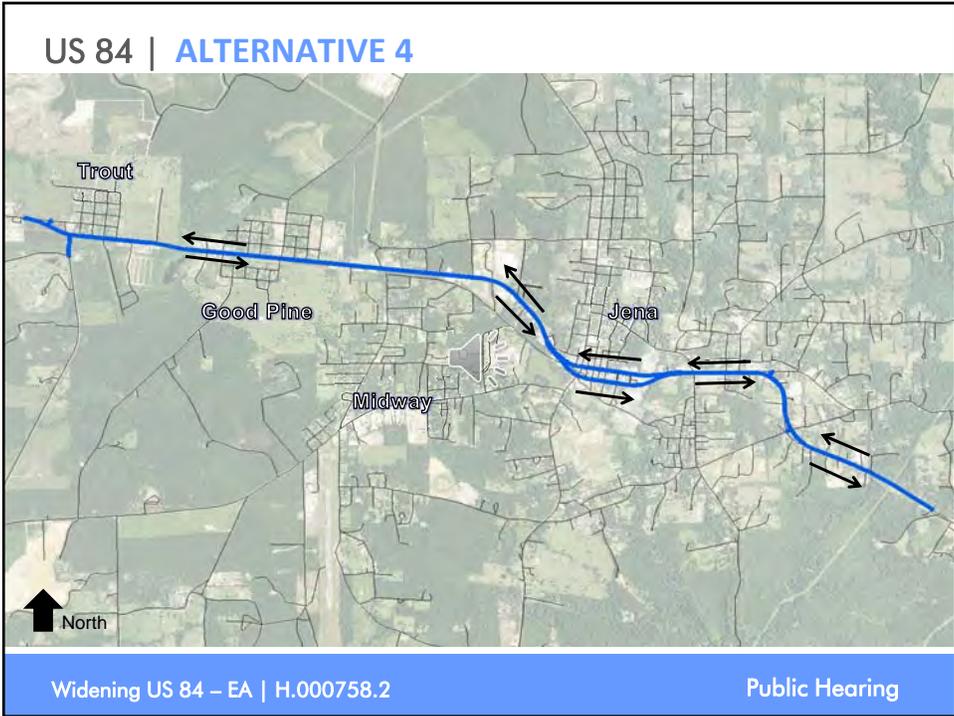
US 84 | ALTERNATIVES SUMMARY

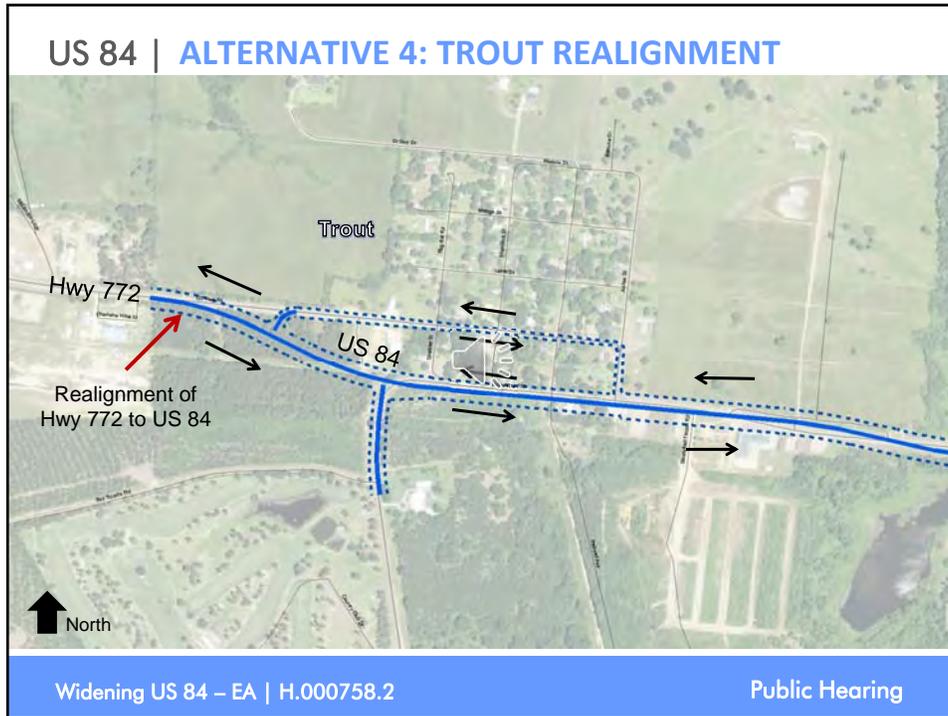
Alternatives 2B and 4 are identical from the Town of Jena (approximately near Wal-Mart) to the eastern end of the project. The difference between the two alternatives is the two-way couplet in Alternative 2B through the Good Pine/Midway area.

Widening US 84 – EA | H.000758.2

Public Hearing







US 84 | ALTERNATIVES IMPACTS

Evaluation Measure	Units	No Build	1	2A	2B	4
Potential Relocation Impacts						
Residential Relocations	Each	0	34	25	24	24
Business Relocations	Each	0	63	18	43	57
Community Relocations	Each	0	0	1 ^a	1 ^a	0
Other Relocations	Each	0	1 ^{b,c}	1 ^c	1 ^c	1 ^c
Potential Traffic Impacts During Construction		NA	Low	Low	Med	Low
Potential Frontage Impacts						
Residential Properties	Each	0	7	9	4	4
Business Properties	Each	0	27	107	52	24
Community Properties	Each	0	4	1	2	1
Vacant/Unused Structures	Each	0	70	68	78	67
Potential Underground Risk Sites						
Recognized Environmental Concerns (RECs)	Each	0	39	39	40	40
Oil and Gas Wells	Each	0	0	0	0	0
Natural Environment						
Wetlands Filled	Acres	0	0.61 ^d	1.02 ^d	0.891 ^e	0.882 ^e
Scenic Streams	Each	0	0	0	0	0
Stream Crossings	Each	0	4	4	4	4

Widening US 84 – EA | H.000758.2 Public Hearing

US 84 | ALTERNATIVES IMPACTS

Evaluation Measure	Units	No Build	1	2A	2B	4
Natural Environment cont...						
Other Waters Filled (RPW)	Acres	0	--	--	0.511 ^e	0.562 ^e
Other Waters Filled (Non-RPW)	Acres	0	--	--	0.427 ^e	0.598 ^e
Ponds Filled	Each	0	0	0	0	0
Sole Source Aquifer Impacts	Acres	0	0	0	0	0
Floodplain Encroachment	Acres	0	8.4	9.3	7.4	7.6
Protected Species	Each	0	0	0	0	0
Prime and Unique Farmland	Acres	0				
Coastal Res./Essential Fish Habitat	Each	NA	NA	NA	NA	NA
Utilities						
LDOTD-listed Water Wells	Each	0	9 ^f	12 ^f	8 ^f	8 ^f
Cultural Resources						
Historic Properties recommended as eligible for NR Historic District	Each	0	9	12	2	0
Historic Properties recommended as NOT eligible NR Historic District	Each	0	26	21	15	12
Historic Properties recommended as eligible or listed on NR as individual	Each	0	0	2	2	0
Archaeological Sites Eligible for or Listed on NRHP	Each	0	0	0	0	0
Widening US 84 – EA H.000758.2						
						Public Hearing

US 84 | ALTERNATIVES IMPACTS

Evaluation Measure	Units	No Build	1	2A	2B	4
Cultural Resources cont...						
Archaeological Sites Not Eligible for NRHP	Each	0	3	5	3	6
Noise						
Residential Receivers Design Year Noise Level > 66 dBA	Each	0	3	2	3	4
Residential Receivers Design Year Increase > 10 dBA	Each	0	2	6	6	0
Total # Impacted Receivers	Each	0	4 ^g	8	9	4
ROW Acquisition	Acres	N/A	63	67	47	55
ROW Costs ^h	\$Million	N/A	\$9.489	\$5.125	\$6.598	\$8.995
Comparison of Probable Costs by Alternative						
Construction Costs ⁱ	\$Million	N/A	\$53.157	\$51.004	\$50.051	\$54.728
Engineering (10%)	\$Million	N/A	\$5.316	\$5.100	\$5.005	\$5.473
ROW and Relocation Costs ^j	\$Million	N/A	\$17.139	\$11.121	\$12.368	\$15.556
Project Totals	\$Million	N/A	\$75.611	\$67.225	\$67.424	\$75.757
Widening US 84 – EA H.000758.2						
						Public Hearing

US 84 | ALTERNATIVES SUMMARY

A majority of the impacts between Alternatives 2B and 4 are similar. The most defining difference is the potential impact of Alternative 2B to the proposed Good Pine Sawmill Historic District and the Jena Cultural Center. Both alternatives meet the desired community request of keeping US 84 through downtown Jena.



Widening US 84 – EA | H.000758.2

Public Hearing

US 84 | ALTERNATIVES SUMMARY

Both alternatives have relocation and frontage impacts; however, Alternative 4 has more business relocations and Alternative 2B has more business frontage impacts. Both alternatives could improve the streetscape and development opportunity, but the Good Pine couplet in Alternative 2B could limit development of the properties within the couplet and impact the local circulation for area residents.

Widening US 84 – EA | H.000758.2

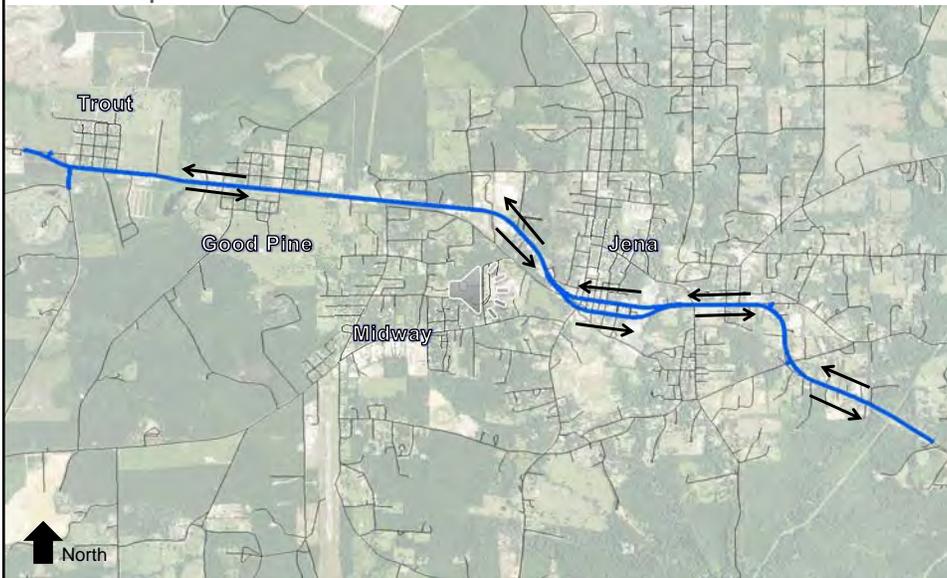
Public Hearing

US 84 | PREFERRED ALTERNATIVE

Alternative 4 meets the established purpose and need of the project and addresses the concerns identified by the public...



US 84 | PREFERRED ALTERNATIVE – ALTERNATIVE 4



US 84 | WHAT IS CONTEXT SENSITIVE DESIGN?

Every project has a unique *context* comprised of the cultural, environmental, socioeconomic, and physical features of the corridor and surrounding area.



US 84 | CONTEXT SENSITIVE DESIGN EXAMPLE



BEFORE

US 84 | CONTEXT SENSITIVE DESIGN EXAMPLE



AFTER

Widening US 84 – EA | H.000758.2

Public Hearing

US 84 | ROW/RELOCATION ASSISTANCE

- If you are concerned about ROW/Relocation assistance, please watch the slide presentation immediately following this for more information.
- A DOTD representative is available tonight to answer any questions.

Widening US 84 – EA | H.000758.2

Public Hearing

US 84 | **NEXT STEPS/SCHEDULE**

- Address Comments to Draft EA – April 2014
- Identify Selected Alternative – May 2014
- Prepare Final EA – May 2014
- Secure Environmental Closure – June 2014

DOTD views this project as a priority and is working to secure funding for construction.

Widening US 84 – EA | H.000758.2

Public Hearing

US 84 | **WE WANT TO HEAR FROM YOU!**

- Please view the exhibits for a closer look at alternatives and typical sections;
- Talk to a team member; and
- Provide your comments tonight or send them in by April 13, 2014, to be included in the project record.

This presentation will be made available online.

Widening US 84 – EA | H.000758.2

Public Hearing

US 84 | WE WANT TO HEAR FROM YOU!

- Verbal comments can be recorded at Station #5 with the court reporter;
- Written comments can be handed in tonight; or
- Written comments can be emailed or mailed (postmarked by April 13, 2014) – see the comment form for contact information.

Widening US 84 – EA | H.000758.2

Public Hearing

US 84 | PUBLIC MEETING SET-UP

Please walk around and view the exhibits, ask questions to any of the project team members, and provide your comments.



Widening US 84 – EA | H.000758.2

Public Hearing

US 84 | STATIONS

- STATION #1 – Sign In/Verify Your Information
- STATION #2 – Project Presentation
- STATION #3 – Proposed Alternatives Exhibits
- STATION #4 – Right-of-Way Acquisition
- STATION #5 – Provide Your Comments

Widening US 84 – EA | H.000758.2

Public Hearing

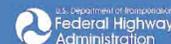


THANK YOU!

Please stay tuned for a
Right of Way Acquisition
Procedures Presentation



Right of Way Acquisition Procedures



A Note on this Presentation

We apologize for technical difficulties in narration of this ROW presentation. We will show it as planned, but without narration - for clarification on the items presented, please visit with our ROW representatives at Station No. 4.

Thank you for your understanding.



Appraisal and Offer

The objective is to pay just compensation

- Contact by appraiser or appraisers
 - Evaluation of the property
- Contact by Real Estate Agent
 - Set forth the amount of the offer for purchase



Relocation Assistance

Advisory Services

- Current and continuing Information
 - Availability and prices of comparable properties
 - Finance charges
 - Federal and State programs with assistance to displaced persons

Payments

- Moving expenses
- Replacement housing
- Business re-establishment



Detailed Information in the Right-of-Way Brochure at ROW Station and on DOTD Website

Payments to residential displacees
page 13

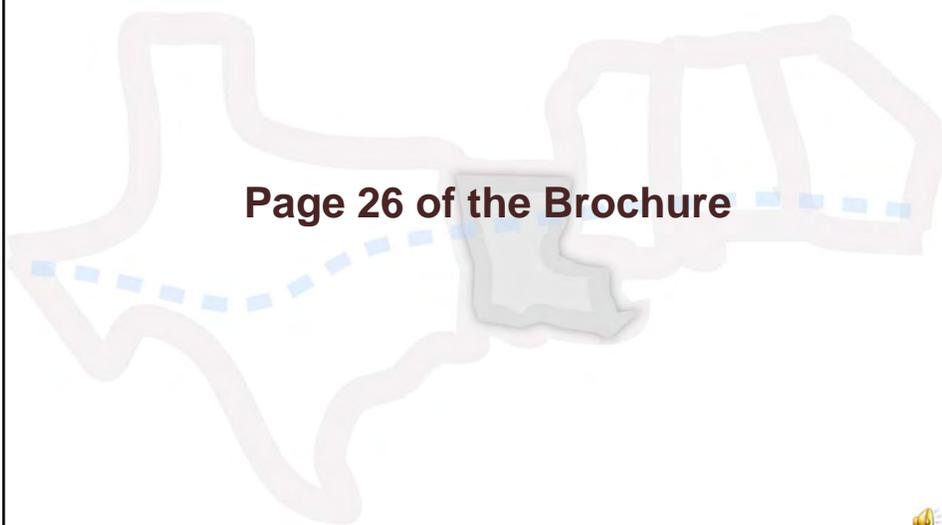
Moving payments for businesses
page 22

Replacement housing payments
page 14



Right to Appeal

Page 26 of the Brochure

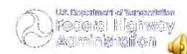


District 08 Real Estate
3300 MacArthur Blvd
Alexandria, LA
318-561-5250

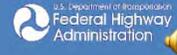


SPECIAL WORD OF CAUTION

Relocation benefits cannot be paid until the property is acquired by LADOTD. If you move or purchase replacement housing before you have been authorized to do so by the LADOTD, you could lose all possible benefits provided by the relocation assistance program.



The Public Hearing
and ROW
presentation will
begin again in 5
minutes

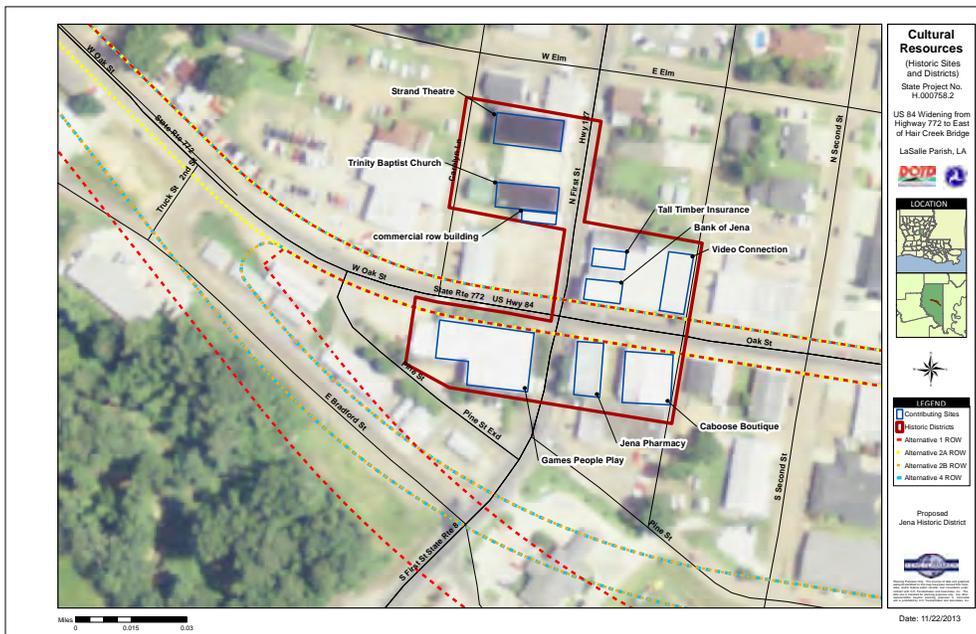


ALTERNATIVES SCREENING MATRIX

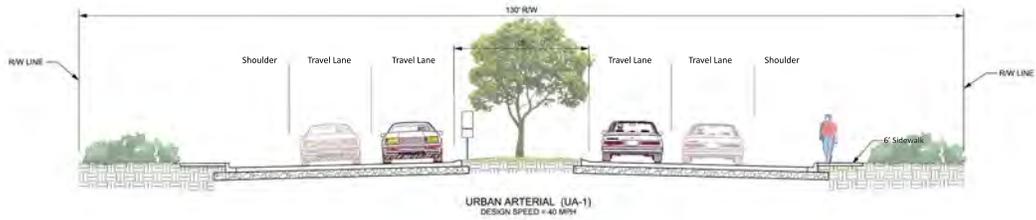
Evaluation Measure	Units	No Build	1	2A	2B	4
Potential Relocation Impacts						
Residential Relocations	Each	0	34	25	24	24
Business Relocations	Each	0	63	18	43	57
Community Relocations	Each	0	0	1 ^a	1 ^a	0
Other Relocations	Each	0	1 ^{b,c}	1 ^c	1 ^c	1 ^c
Potential Traffic Impacts During Construction		NA	Low	Low	Med	Low
Potential Frontage Impacts						
Residential Properties	Each	0	7	9	4	4
Business Properties	Each	0	27	107	52	24
Community Properties	Each	0	4	1	2	1
Vacant/Unused Structures	Each	0	70	68	78	67
Potential Underground Risk Sites						
Recognized Environmental Concerns (RECs)	Each	0	39	39	40	40
Oil and Gas Wells	Each	0	0	0	0	0
Natural Environment						
Wetlands Filled	Acres	0	0.61 ^d	1.02 ^d	0.891 ^e	0.882 ^e
Scenic Streams	Each	0	0	0	0	0
Stream Crossings	Each	0	4	4	4	4
Other Waters Filled (RPW)	Acres	0	--	--	0.511 ^e	0.562 ^e
Other Waters Filled (Non-RPW)	Acres	0	--	--	0.427 ^e	0.598 ^e
Ponds Filled	Each	0	0	0	0	0
Sole Source Aquifer Impacts	Acres	0	0	0	0	0
Floodplain Encroachment	Acres	0	8.4	9.3	7.4	7.6
Protected Species	Each	0	0	0	0	0
Prime and Unique Farmland	Acres	0				
Coastal Res./Essential Fish Habitat	Each	NA	NA	NA	NA	NA
Utilities						
LDOTD-listed Water Wells	Each	0	9 ^f	12 ^f	8 ^f	8 ^f
Cultural Resources						
Historic Properties recommended as eligible for NR Historic District	Each	0	9	12	2	0
Historic Properties recommended as NOT eligible NR Historic District	Each	0	26	21	15	12
Historic Properties recommended as eligible or listed on NR as individual	Each	0	0	1	1	0
Archaeological Sites Eligible for or Listed on NRHP	Each	0	0	0	0	0
Archaeological Sites Not Eligible for NRHP	Each	0	3	5	3	6
Noise						
Residential Receivers Design Year Noise Level > 66 dBA	Each	0	3	2	3	4
Residential Receivers Design Year Increase > 10 dBA	Each	0	2	6	6	0
Total # Impacted Receivers	Each	0	4 ^g	8	9	4
ROW Acquisition	Acres	N/A	63	67	47	55
ROW Costs ^h	\$Million	N/A	\$9.489	\$5.125	\$6.598	\$8.995
Comparison of Probable Costs by Alternative						
Construction Costs ⁱ	\$Million	N/A	\$53.157	\$51.004	\$50.051	\$54.728
Engineering (10%)	\$Million	N/A	\$5.316	\$5.100	\$5.005	\$5.473
ROW and Relocation Costs ^j	\$Million	N/A	\$17.139	\$11.121	\$12.368	\$15.556
Project Totals	\$Million	N/A	\$75.611	\$67.225	\$67.424	\$75.757

^a Church, ^b Cell Tower, ^c 74 mini-warehouses, ^d Desktop Delineation, ^e Field Delineation, ^f Water well locations from SONRIS are approximate and may be located anywhere on the parcel they are attributed to. The locations identified are either within the proposed ROW or on the property adjacent to the proposed ROW, ^g There is one receiver (E030) that experiences both types of noise impacts (i.e., absolute sound level over 66 dBA and increase over 10 dBA), ^h The estimated ROW costs include costs for land acquisition, improvements and damages only, ⁱ Construction costs include 25% contingency, ^j Includes ROW costs from Table 8, relocation costs, and soft costs

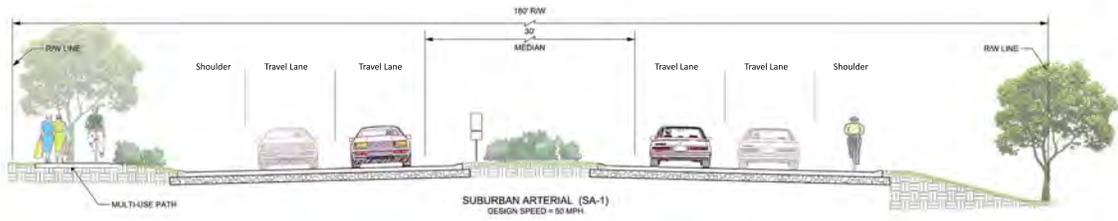
PROPOSED HISTORIC DISTRICTS



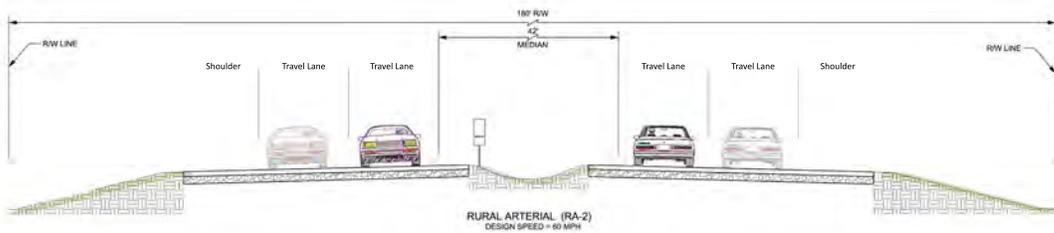
1



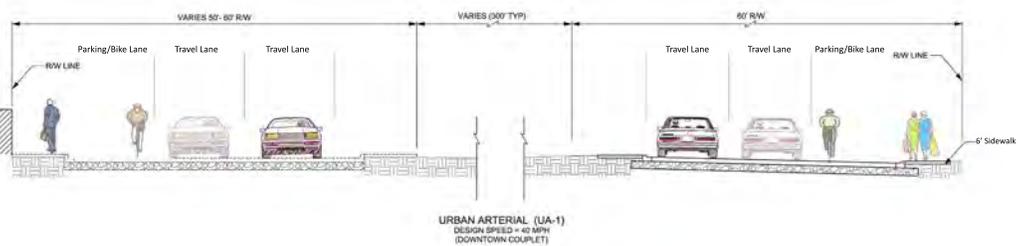
2



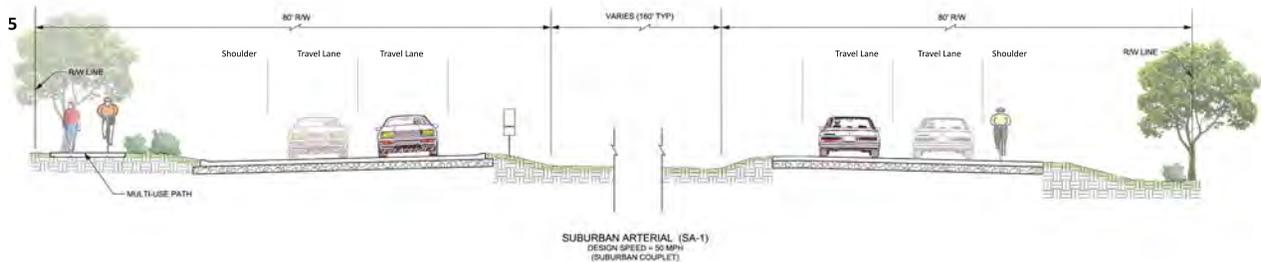
3

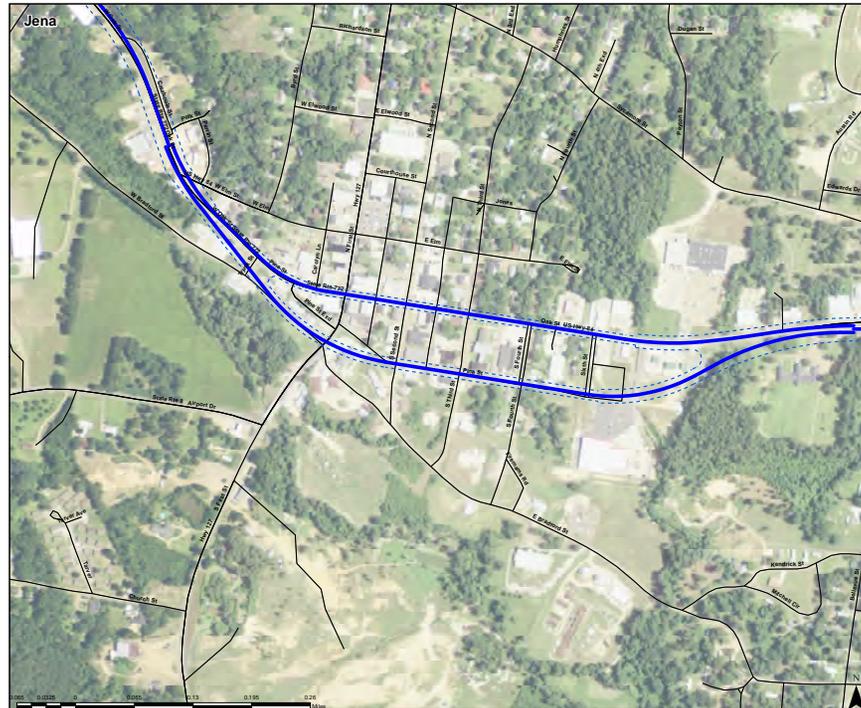
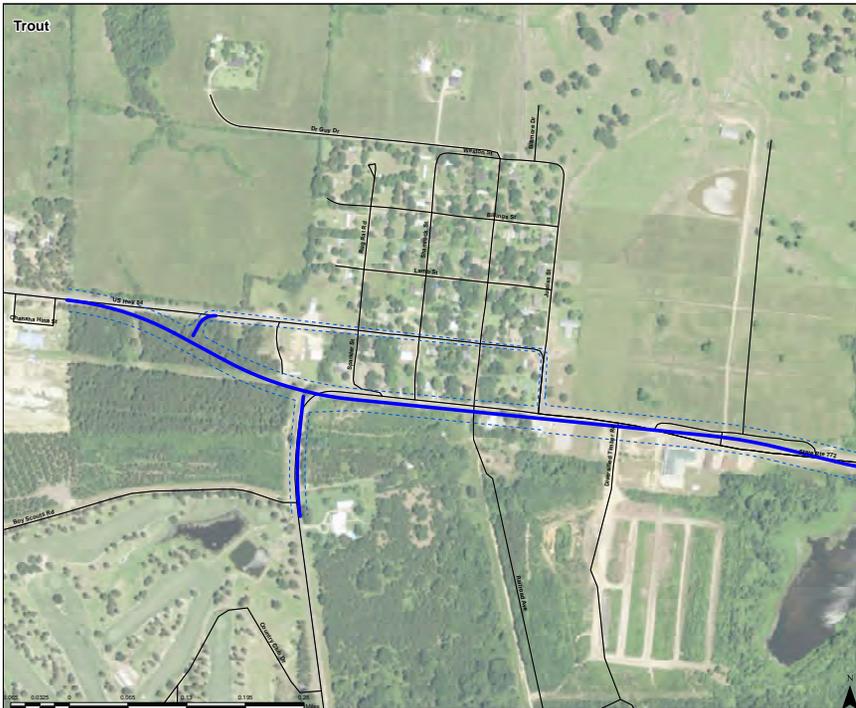
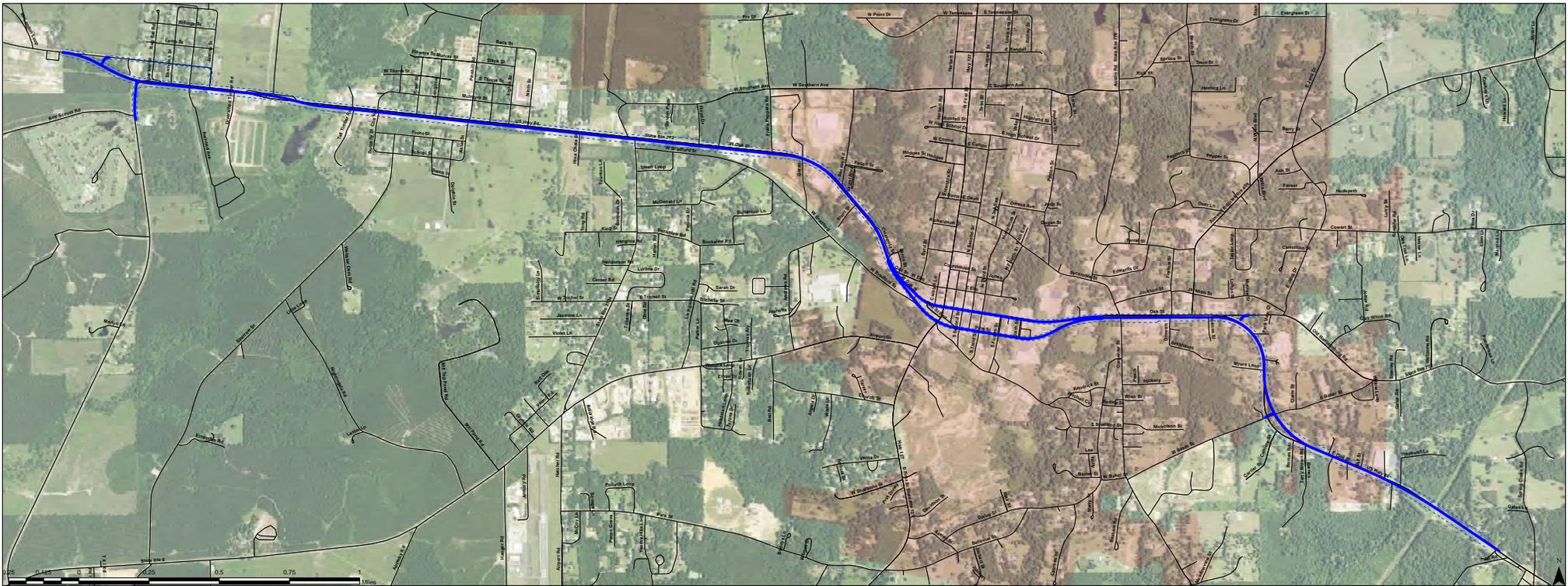


4



5



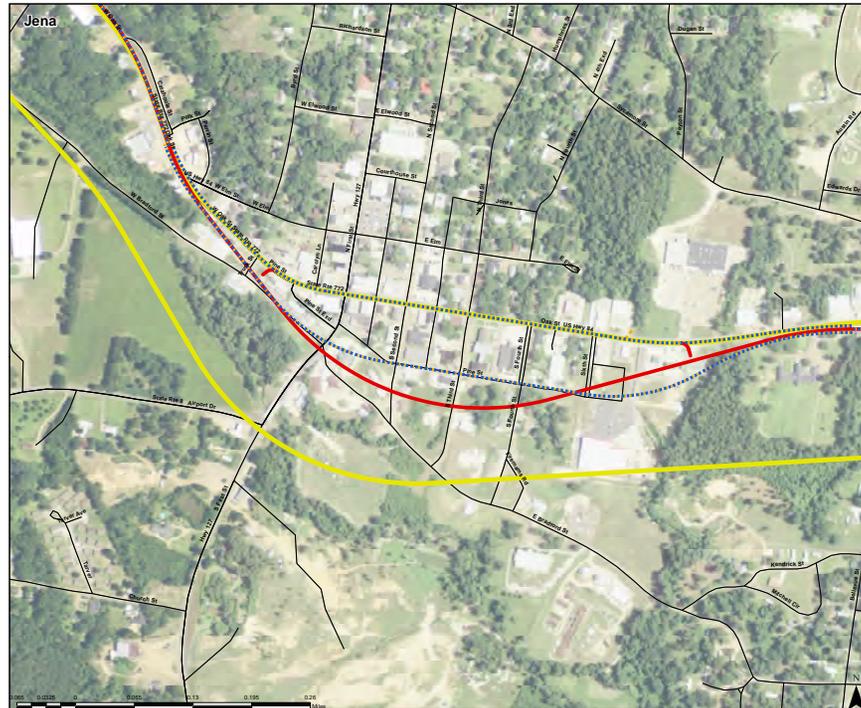
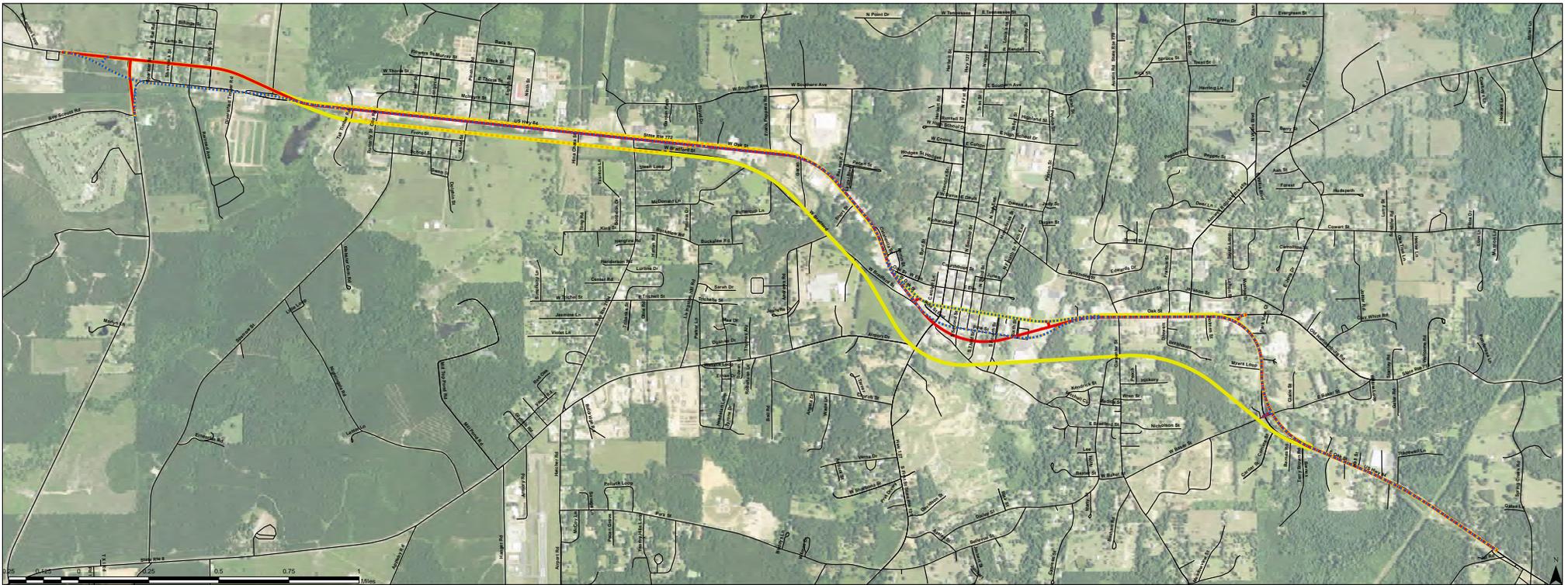


**Alternative 4
Preferred Alternative**

State Project No.
H.000758.2
US 84 Widening from
Highway 772 to just East
of Hair Creek Bridge
LaSalle Parish, LA



- LEGEND**
- Alternative 4 Roadway
 - - - Alternative 4 ROW
 - Jena



Alternatives Overview

State Project No. H.000758.2
 US 84 Widening from Highway 772 to just East of Hair Creek Bridge
 LaSalle Parish, LA



- LEGEND**
- Alternative 1 Roadway
 - Alternative 2a Roadway
 - Alternative 2b Roadway
 - - - Alternative 4 Roadway

PUBLIC HEARING COMMENT SUMMARY
PUBLIC HEARING DATE: MARCH 26, 2014
40 DAY COMMENT PERIOD: MARCH 5, 2014 TO APRIL 13, 2014

Table 1.0 below documents the comments received for the Public Hearing held for the proposed widening of US 84 from Hwy 772 to just east of Hair Creek Bridge. The Comment/Survey Forms were provided at the meeting and online and were collected during the public comment period from March 5, 2014 to April 13, 2014. (A copy of the form is included in the Public Hearing Summary Appendix.) The participants were asked to comment on all alternatives, particularly the preferred alternative, Alternative 4.

TABLE 1.0: COMMENTS RECEIVED FROM PUBLIC HEARING				
ID #	FORMAT	COMMENTS	COMMENT	RESPONSE
1	Comment Form at Meeting	Jack Breithaupt	<p><i>What is your opinion of the four (4) alternatives presented?</i> I do not have any issues with the DOTD preferred route with the couplet in downtown Jena or the route into town.</p> <p><i>Environmental, socioeconomic, or other concerns: Any issues that need to be addressed?</i></p> <p>#1 – I was surprised to learn that you cannot take a left turn without turning around and reversing directions. I would like to discuss this.</p> <p>#2 – I do not think that the design speeds are slow enough for the city limits or CBD area. They do not meet the Jena Vision objectives. Please Call.</p> <p>#3 – We do not want bike lanes along 84 (Oak and Pine Streets) because we need the parking on both sides to facilitate the businesses’ patrons and customers. You could say: no customers, no business, empty building destroys the context. Jena has one of the highest occupancy rates in its CBD – we want the traffic downtown and we want them to</p>	<p>1) Recommended median openings were determined by traffic analysis and EDMS No. IV.2.1.4 which describes the types and procedures for the use of each median opening condition. [See Line & Grade Report Section 4.3.4]</p> <p>2) The design speeds are based on DOTD Recommended Design Guidelines for each roadway classification. [See Line & Grade Report Section 4.2]</p> <p>3) DOTD and FHWA have agreed to maintain the current streetscape model as in the Jena Vision through the downtown Jena Couplet, keeping parking on both sides of the roadway. [Formal Memorandum prepared on June 19, 2014]</p> <p>4) The purpose of this project is to improve mobility throughout the corridor to increase roadway capacity, promote local traffic circulation, and to improve the quality of life of the community. To accomplish these purposes,</p>

TABLE 1.0: COMMENTS RECEIVED FROM PUBLIC HEARING

ID #	FORMAT	COMMENTS	COMMENT	RESPONSE
			<p>have the parking they now have. Please call me.</p> <p>#4 – I did not see any evidence of addressing any specifics of Jena’s Vision including its down[town] “Pilot Projects.”</p>	<p>the project proposes to widen the roadway and upgrade the facility in accordance with current design criteria. [EA Section 2.0]</p>
2	Email	Mickey Cockerham	<p>When will we know for sure this is going to take place? When will we know for sure our property will be involved? I would rather NOT have the roads four-laned in Jena. Leave them just as they are.</p>	<p>This project is a priority for DOTD and will be implemented as soon as funds are available. [EA Section 1.2] This comment has been noted for the record.</p>
3	Comment Form at Meeting, Email	Clint Cooksey	<p>Comment Form: <i>What is your opinion of the four (4) alternatives presented?</i> If possible, widening of any part would be better than a couplet.</p> <p><i>What is your opinion of the preferred Alternative (Alternative #4)?</i> This is preferred but instead of taking out Homeland Bank I think Pine Street could be followed until Jackson Sheet Metal, come through the abandoned feed store and through Hayes Lumber. I would think this would save millions of dollars by leaving a fairly new bank and taking two run-down buildings and a small metal building.</p> <p>Email: My name is Clint Cooksey. I am not very good at writing letters and dislike doing so but I feel that there is great need on this subject. For my whole life I have been a member of Nolley and I am concerned about the path chosen for the widening of Hwy 84. Our church has limited parking at this time and the proposed plan would take 1/2 of our parking and come very close to our founder’s grave that is in front of the church. The front of our church is a beautiful place in our town with large live oaks</p>	<p>These comments have been noted for the record.</p> <p>Regarding Nolley UMC: The Consultant, on behalf of DOTD and FHWA, will prepare a revised Alternative 4 alignment that will minimize potential impacts to the property and trees.</p>

TABLE 1.0: COMMENTS RECEIVED FROM PUBLIC HEARING

ID #	FORMAT	COMMENTER	COMMENT	RESPONSE
			(must be at least 50 yrs. old) in the front that would also be cut down. I don't understand why the "junk yard" across the street couldn't be taken in for the widening. The plan would make it more difficult for our members entering and exiting the church, parking, and take away a beautiful part of our town. I ask that there be strong consideration in adjusting the widening to leave our church the way it is. Thanks for your time and consideration.	
4	Comment Form at Meeting	Sally Campbell LaHaye	<p><i>What is your opinion of the four (4) alternatives presented?</i> I did not vote after the first meeting for the reason below.</p> <p><i>What is your opinion of the preferred Alternative (Alternative #4)?</i> I own about 18 acres at the far western end of the proposed Alternative 4. This proposal will cut diagonally through the portion of acreage fronting 84, making some of this land relatively useless. I know compensation will be offered for the land appropriated, but how could I make a decision regarding which route I prefer if I don't know what the compensation will be? Also I have a problem with access. If I don't have access after the improvement, the value of the remaining acreage will be greatly diminished.</p> <p><i>Environmental, socioeconomic, or other concerns: Any issues that need to be addressed?</i> I feel these have been addressed by amendments to the original plans.</p>	<p>These comments are noted for the record.</p> <p>Property owners will be contacted by the DOTD Real Estate section regarding Right-of-Way concerns and compensation. [See EA Section 4.5, EA Appendix E, Conceptual Stage Relocation Plan, http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Real_Estate/Pages/default.aspx]</p>
5	Comment Form at Meeting,	Teresa McDaniel Owens	Comment Form: <i>What is your opinion of the four (4) alternatives presented?</i> Alt 4 is the best choice.	These comments are noted for the record.

TABLE 1.0: COMMENTS RECEIVED FROM PUBLIC HEARING

ID #	FORMAT	COMMENTS	COMMENT	RESPONSE
	Court Reporter		<p><i>What is your opinion of the preferred Alternative (Alternative #4)?</i> Alt 4 preferred is best choice.</p> <p><i>Other comments, questions, or concerns:</i> I believe the widening of 84 is an important corridor for new business for LaSalle Parish i.e. wood pellets plant under construction now in Urania. Logging trucks will increase along 84 in turn increasing traffic problems if 84 remains a two lane hwy.</p> <p>Court Reporter: My name is Theresa Owens. I'm a business owner on Highway 84 in Jena, Louisiana. And I am looking forward to the widening of the highway, even though it will take my business. I'm preparing to rebuild in the same spot, just behind it. I think that the widening of 84 is going to be a great boon for Jena, Louisiana, and hoping y'all do it really soon. That's my comment. Okay.</p>	
6	Comment Form at Meeting	Donnia Robertson	<i>What is your opinion of the preferred Alternative (Alternative #4)?</i> To me Alternative 4 would be the best preferred alternative.	This comment is noted for the record.
7	Comment Form at Meeting	Doris A. Ross	<i>What is your opinion of the four (4) alternatives presented?</i> I prefer 4.	This comment is noted for the record.
8	Comment Form at Meeting	G.C. "Slim" Stapleton	<i>What is your opinion of the preferred Alternative (Alternative #4)?</i> This is O.K. [Alternative 4]	This comment is noted for the record.
9	Comment with Court Reporter	Tamara Craig	Tamara Craig, 1458 West Elm Street, Jena, Louisiana, 71342. With alternatives somewhere, the new road will be crossing over West Elm Street. What I'm concerned about is whether or not it will dead end West Elm. It will be currently in a position where travelers coming westbound could easily veer	This comment is noted for the record.

TABLE 1.0: COMMENTS RECEIVED FROM PUBLIC HEARING

ID #	FORMAT	COMMENTER	COMMENT	RESPONSE
			onto westbound, and it's a small, quiet little residential neighborhood, and I would prefer high rate of traffic or lost foreign visitors to Jena not end up in our neighborhood. That's all. Thank you.	
10	Comment with Court Reporter	Roger Huffman	Roger Huffman, 4069 Drewett Street, Jena, Louisiana. Only concern is the noise and noise pollution.	Sub-consultant Trinity Consultants found small magnitude of exceedences in noise levels at receptors and do not anticipate a need for additional noise abatement measures. [See EA Section 4.1.5, EA Appendix J, Noise Study Chapter 5]
11	Comment with Court Reporter	Beth Zoller	Okay. Beth Zoller. And what else? My address is PO Box 1315, Jena. Physical address is 2816 East Oak. On this, I'm downtown. My business is downtown. This here, where they want to do a sidewalk – I mean take up half of the parking for a bicycle ride, I don't think that's necessary. Because when you're coming into town, you need to park, places to park. Disagreement about the bicycle path for businesses downtown. They take up half the parking on one side, just for the bicycle ride, no. Need more for parking instead of bicycles. Nobody rides bicycles downtown anyway. Don't have that many bicycle riders here. That's all I got to say about that. Thank you.	DOTD and FHWA have agreed to maintain the current streetscape model as in the Jena Vision through the downtown Jena Couplet, keeping parking on both sides of the roadway. [Formal Memorandum prepared on June 19, 2014]
12	Email	James Summers	I have no problems with either 2B or 4 outside of the fact they could possibly take the church of Christ property or building, but I feel with the space north of 84 that is vacant land the Church of Christ could be avoided and would save at least one fairly expensive buyout and save inconveniencing several families that worship there. It would take very little changing and like I said before it may be missing us anyway.	This comment is noted for the record and will be taken into account moving forward into the Design Phase of the project.

TABLE 1.0: COMMENTS RECEIVED FROM PUBLIC HEARING

ID #	FORMAT	COMMENTS	COMMENT	RESPONSE
13	Email	Pat Dobbs	I am writing this in reference to how the 4-laning of Hwy 84 will negatively impact Nolley Methodist Church. I am opposed to the current plan as it will eliminate the beautiful oak trees in front of the church, as well as being extremely close to the grave of Richmond Nolley. In addition, it will disturb the traffic flow into and out of the church. Please take these factors into consideration regarding your final decisions.	The Consultant, on behalf of DOTD and FHWA, will prepare a revised Alternative 4 alignment that will minimize potential impacts to the property and trees.
14	Email	J.F. Justiss, Jr., Chairman, Justiss Oil Co., Inc.	Obviously someone in your firm dropped the ball in further modifying an approved plan to four lane roads through our town. Nolley Church has an historical monument with the grave sight of Richmond Nolley being in the front portion of the church. Many of our employees attend this church. The town had previously submitted for consideration a plan that bypassed this church facility and I protest the modifications you have made. Please take this into consideration by revising your plan to meet the specifications previously approved by our town officials. Thank you for your consideration of this request.	The Consultant, on behalf of DOTD and FHWA, will prepare a revised Alternative 4 alignment that will minimize potential impacts to the property and trees.
15	Email	Jennifer Loe	My name is Jennifer Loe. I attend Nolley Mem. United Methodist Church in Jena, LA. Plans for US Hwy 84 through our town suggest the church's front yard of live oaks and the grave of Richmond Nolley, our name sake, will be taken out or severely compromised. Across the street is "the can man" as many call his place of business. The horrendous eyesore should be eliminated rather than our church yard, so our beautiful park behind the can man can be seen. I highly oppose the plan as it is, for your records. See attached aerial view to see	The Consultant, on behalf of DOTD and FHWA, will prepare a revised Alternative 4 alignment that will minimize potential impacts to the property and trees.

TABLE 1.0: COMMENTS RECEIVED FROM PUBLIC HEARING

ID #	FORMAT	COMMENTER	COMMENT	RESPONSE
			the obvious route.	
16	Email	Terry and Cynthia Bradford, Members of Nolley Memorial United Methodist Church, Jena, LA	The current plan to 4-lane Hwy 84 through Jena, La. is to damage the Nolley United Methodist Church's historical values to this community and the state of Louisiana. This plan will come extremely close to the grave site of the founder and namesake of our church. (Richmond Nolley). The proximity of this change in the route of the 4-lane will be detrimental to this Church. (Reminder: There is an empty building and a junk yard across the hwy.) The town of Jena is in opposition of the present plan and we as parishioners of this Church support this opposition.	The Consultant, on behalf of DOTD and FHWA, will prepare a revised Alternative 4 alignment that will minimize potential impacts to the property and trees.
17	Email	Kennon and Janice Daniel	The original plan to 4-lane Hwy 84 through Jena was a different route that would preserve the integrity of the front of Nolley Memorial Methodist Church. This has been a beautiful landmark in the town of Jena. It is also of historic significance because of the grave of Richmond Nolley in the front of the church. The removal of the area shown in the new plans would significantly impact the church, not only aesthetically, but would create parking and entrance/exit problems for the church members and many others. Since there is a cemetery behind the church and the grave of Richmond Nolley in front there would be no places to create new parking or entrances. Please revise the plan so that the front of Nolley Methodist can be preserved for future generations to enjoy. We know the town of Jena is in opposition to the current plan and we respectfully request a revision of the current plan to eliminate the removal	The Consultant, on behalf of DOTD and FHWA, will prepare a revised Alternative 4 alignment that will minimize potential impacts to the property and trees.

TABLE 1.0: COMMENTS RECEIVED FROM PUBLIC HEARING

ID #	FORMAT	COMMENTER	COMMENT	RESPONSE
18	Email, USPS	Allison Hodges	<p>of the land in front of Nolley that is now proposed.</p> <p>Email: My name is Allison Hodges. I am a Nurse Practitioner who lives in Jena, LA, and attends Nolley Memorial United Methodist Church. The most recent plans the town received shows the 4 lane in front of Nolley Church taking away much of our front lawn, taking away our trees, and getting very close to the grave site of our church's name sake, Nolley. The current plan would cause the church problems with entering/exiting the church, create parking issues, ruin the aesthetic, and be too close the grave site of Nolley.</p> <p>The town is in opposition to the current plan. I ask that you take our concerns into consideration, and make changes accordingly. There must be a way to resolve these issues. We realize the need for the road to be 4-laned; however, we don't want to lose the beauty of our town/church in the process.</p> <p>USPS: I am writing concerning the decisions being made about Hwy 84 going through Jena, LA. I am a member of Nolley Memorial United Methodist Church. The recent plans that were brought to our local meeting show the road running very close to our church. We would lose a large area of our front lawn along with oak trees that have been on the premises for many years. The road would also run very close, possibly destroying, the grave site of Nolley, whom our church is named after. I personally am strongly rejecting this plan, and ask that it be changed. The reasons are multiple. I do realize that the road is needed, but I don't want to lose the beauty of our town, the sanctity of the</p>	The Consultant, on behalf of DOTD and FHWA, will prepare a revised Alternative 4 alignment that will minimize potential impacts to the property and trees.

TABLE 1.0: COMMENTS RECEIVED FROM PUBLIC HEARING

ID #	FORMAT	COMMENTS	COMMENT	RESPONSE
			grave site of Nolley, and our front lawn in the process.	
19	Email	Reggie Loe	To take the front yard of the church makes no sense when across the road would be the perfect place to place the 4 lane hwy. I oppose this part of the present plan re Nolley UMC.	The Consultant, on behalf of DOTD and FHWA, will prepare a revised Alternative 4 alignment that will minimize potential impacts to the property and trees.
20	Email	Johnny Rosier, Executive Vice President, Sales & Marketing, Taylor & Sons Insurance & Financial Services	I want to go on record as being opposed to the present four lane hwy proposal of US Hwy 84 through Jena, La. I attend Nolley UMC, and the present plan practically destroys our parking lot, beautiful trees, and comes exceptionally close to the grave of Rev. Nolley whom Our church is named for. There has to be an alternative solution to this present plan. If not, one needs to be drafted ASAP.	The Consultant, on behalf of DOTD and FHWA, will prepare a revised Alternative 4 alignment that will minimize potential impacts to the property and trees.
21	Email	Barbara Bridges	I have been a member of Nolley Methodist Church for over 70 years. I believe there is another way a road can go in lieu of taking the oak trees, parking lot and go so closely to the resting place of Richmond Nolley. Maybe you could take the junk yard across the road (which is an eye sore) and the empty warehouse next door. Please consider you are taking the grounds etc. that belongs to the Lord.	The Consultant, on behalf of DOTD and FHWA, will prepare a revised Alternative 4 alignment that will minimize potential impacts to the property and trees.
22	Email	Tracy Dean	I am very opposed to the widening of hwy 84 that would cut into the grounds of Nolley UMC in Jena. Please consider other side of road that has no historical value. Thank you.	The Consultant, on behalf of DOTD and FHWA, will prepare a revised Alternative 4 alignment that will minimize potential impacts to the property and trees.
23	Email	Connie Lambeth	I would appreciate your consideration to make changes to the plans of 4-laneing Hwy 84 in the area that concerns Nolley United Methodist Church and a local grave site of Richmond Nolley.	The Consultant, on behalf of DOTD and FHWA, will prepare a revised Alternative 4 alignment that will minimize potential impacts to the property and trees.
24	Email	Kim O'Quin	My name is Kim O'Quin and I am an active member of Nolley United Methodist Church in Jena, La. I also own 2 commercial buildings in the downtown Jena	The Consultant, on behalf of DOTD and FHWA, will prepare a revised Alternative 4 alignment that will minimize potential impacts to the property

TABLE 1.0: COMMENTS RECEIVED FROM PUBLIC HEARING

ID #	FORMAT	COMMENTER	COMMENT	RESPONSE
			<p>area, located directly across from the Jena Town Hall.</p> <p>This letter is to first say how excited I am about the expansion of hwy 84, but most importantly to express an extreme disappointment and grievance with the proposal as to take out the live oak trees, parking and disturb the gravesite of the man that founded our Church. This proposal will also make the hwy come dangerously close to a wonderful playground that the Nolley Church family worked very hard to raise funds to construct. Every Wednesday evening, this playground is filled with 20 plus beautiful children, the future generation of Nolley United Methodist Church.</p> <p>I know that change is good and sometimes progress comes with a price, but I am humbly asking you to please consider the previous plan and do not disturb our beautiful live oaks and parking, but most importantly, a sacred gravesite and our children's playground. I have lived in Jena all of my life and must say, it is truly a wonderful place. Let us all please work together to bring new opportunities to our lovely town, but also try to maintain some of our history throughout this process.</p> <p>Thank you for your consideration in this matter.</p>	and trees.
25	Email	Sue Phillips	Please revise the present plan to take out oak trees in Nolley UMC church front. This would take out the parking and be really close to the graves. The Town of Jena is opposed to this plan. If at all possible revise these plans.	The Consultant, on behalf of DOTD and FHWA, will prepare a revised Alternative 4 alignment that will minimize potential impacts to the property and trees.

TABLE 1.0: COMMENTS RECEIVED FROM PUBLIC HEARING

ID #	FORMAT	COMMENTS	COMMENT	RESPONSE
26	Email	Ivy Strozier	Ms. Nagura, this is a request for you to consider a new plan for the route of Hwy US 84 through Jena, LA. The present plan destroys many two hundred year old oaks, parking area, garden area and comes within six feet of the gravesite of Rev. Richmond Nolley, all on the yard of the Nolley Memorial United Methodist Church, in Jena, LA.	The Consultant, on behalf of DOTD and FHWA, will prepare a revised Alternative 4 alignment that will minimize potential impacts to the property and trees.
27	Email	W. Paul Tweedy, President & CEO, Bank of Jena	<p>While I am very excited about the widening of Highway 84 through Jena, I wish to express my deep concern regarding the possibility of the road making changes to existing nice buildings and landmarks within our community, such as that of Nolley United Methodist Church. I understand that the proposed route takes a considerable amount of their property to the detriment of their lovely physical plants. It would, without doubt, create parking, entrance and exit issues. Their building and their grounds have been a beacon within our community; one that is most welcoming, and one that speaks so well of our community. It has the only cemetery within the community on church property; in fact, Richmond Nolley's grave may even be affected by the taking of extensive property to the front of the church.</p> <p>Surely, there is a suitable solution to the widening of Highway 84 that preserves the beauty and character of our community.</p> <p>I also understand that the Town of Jena is in opposition to this present plan.</p> <p>Your attention to this matter is greatly appreciated.</p>	The Consultant, on behalf of DOTD and FHWA, will prepare a revised Alternative 4 alignment that will minimize potential impacts to the property and trees.
28	Email	Theresa Worsham	Please know that I as a resident of Jena, La. find the	The Consultant, on behalf of DOTD and FHWA,

TABLE 1.0: COMMENTS RECEIVED FROM PUBLIC HEARING

ID #	FORMAT	COMMENTS	COMMENT	RESPONSE
			possibility of taking the front yard of the Nolley Church abhorrent. The known eyesore directly across the road seems much more suitable to revision. Please reconsider the possible routing of highway 84. Thank you	will prepare a revised Alternative 4 alignment that will minimize potential impacts to the property and trees.
29	USPS	Dr. Mark Bowen, OD	Please reconsider the change in the projected Highway 84 route that goes through the front property of my church, Nolley Memorial Methodist Church. This would be disastrous for our church, and we hope you could direct the new road as previously planned. Thank you for your consideration in the important matter to our church and community.	The Consultant, on behalf of DOTD and FHWA, will prepare a revised Alternative 4 alignment that will minimize potential impacts to the property and trees.
30	USPS	Matthew Hill Hodges	I am writing concerning the decisions being made about Hwy 84 going through Jena, LA. I am a member of Nolley Memorial United Methodist Church. The recent plans that were brought to our local meeting show the road running very close to our church. We would lose a large area of our front lawn along with oak trees that have been on the premises for many years. The road would also run very close, possibly destroying, the grave site of Nolley, whom our church is named after. I personally am strongly rejecting this plan, and ask that it be changed. The reasons are multiple. I do realize that the road is needed, but I don't want to lose the beauty of our town, the sanctity of the grave site of Nolley, and our front lawn in the process.	The Consultant, on behalf of DOTD and FHWA, will prepare a revised Alternative 4 alignment that will minimize potential impacts to the property and trees.
31	USPS	Brenda Melvin	I am a member as well as the church secretary of the Nolley Memorial United Methodist Church. It is my understanding that the Highway Department is	The Consultant, on behalf of DOTD and FHWA, will prepare a revised Alternative 4 alignment that will minimize potential impacts to the property

TABLE 1.0: COMMENTS RECEIVED FROM PUBLIC HEARING

ID #	FORMAT	COMMENTER	COMMENT	RESPONSE
			<p>planning to bring the four lane highway directly in front of our church, which means destruction of our beautiful landscaping and the Oak trees. That would be a terrible thing to do. Nolley Church is one of the prettiest churches in Jena and it would be a shame to destroy it. No one in our church wishes to see this done. I am, as everyone in the church totally against it. So please, find someplace else to put the new highway. A concerned member of Nolley Memorial United Methodist Church.</p>	<p>and trees.</p>
32	Email, USPS	Louisiana Conference, United Methodist Church	<p>We are writing to express our disappointment in learning that the original plans for the expansion of Highway 84 have recently changed to encroach upon the location of the Nolley Memorial United Methodist Church, the Richmond Nolley gravesite, the "Nolley Oaks," and the surrounding parking. The Nolley Church has just invested \$60,000 on resurfacing the parking lot, to go along with the other recent property improvements. Your plan would be a disruption for the church and the city in numerous ways. The Richmond Nolley gravesite is more than a marker for a man related to the founding of this congregation; it is a historical marker for the entire community.</p> <p>The Nolley Memorial United Methodist Church is not only concerned about historical significance; it is a thriving congregation which is deeply engaged with its community, seeking to make a difference in strengthening and invigorating municipal life. Numerous young adults who grew up in that church have moved back to Jena to start and raise their families. This church is a vital part of the community,</p>	<p>The Consultant, on behalf of DOTD and FHWA, will prepare a revised Alternative 4 alignment that will minimize potential impacts to the property and trees.</p>

TABLE 1.0: COMMENTS RECEIVED FROM PUBLIC HEARING

ID #	FORMAT	COMMENTS	COMMENT	RESPONSE
			<p>whose benefit we know you seek as you undergo the Highway 84 project. The plan which you currently describe would be extremely detrimental to the church and entrance and exit needs for folds to gather there.</p> <p>We implore you to reconsider this plan. Surely there is another way to direct the path of the Highway 84 and its expansion through the heart of Jena.</p> <p>Thank you for your time and consideration.</p>	
33	Email	Gail Russell, Concerned Citizen and Member of Nolley Memorial United Methodist Church	<p>As a long-time resident of Jena and a member of Nolley Memorial United Methodist Church, I would like to voice my opinion concerning the newer plans for the widening of HWY 84 through our town. The newer plan being considered is very destructive to our church in several ways. It is detrimental to the aesthetics of the church property, destroying oak trees planted when the main sanctuary was built. It creates serious entrance and exit problems for our parishioners, as well as taking away much of the available parking area. It puts a four-lane highway dangerously close to open-field activity and playground areas used by our children during planned church functions - such as fellowships, vacation Bible school, Easter egg-hunts, Trunk-or-Treat, and many other year-round activities.</p> <p>The history of our church's founder, Richmond Nolley, is a history of the spread of God's Word throughout this region. An itinerant preacher, Nolley began many congregations in this area. When he died and was buried here, this site became</p>	The Consultant, on behalf of DOTD and FHWA, will prepare a revised Alternative 4 alignment that will minimize potential impacts to the property and trees.

TABLE 1.0: COMMENTS RECEIVED FROM PUBLIC HEARING

ID #	FORMAT	COMMENTER	COMMENT	RESPONSE
			<p>an important reminder of our mission as members of this church. Bringing the highway so close to Nolley's grave borders on desecration. Would you care to have HWY 84 so close to the grave of someone you consider a historical leader and teacher of your own beliefs?</p> <p>Another thought comes to mind - what of the construction damages outside the realm of the finished highway?</p> <p>It was my understanding that the previous plan under consideration was more acceptable in terms of the damages it would cause. I also understand the need for progress. As a social studies teacher of American history, I would hope that the petitions of our town and church members will give you reason to reconsider before moving forward with the finalization of these plans.</p> <p>I sent an email earlier today [12:49 PM], [and] then realized I had forgotten to mention one other item.</p> <p>As the widening of HWY 84 represents progress for our state and community, a large part of the property you will take away from Nolley Memorial United Methodist Church represents future progress and growth opportunities for our church. Due to the location of our cemetery directly behind the church's buildings, our only available lands for future growth are those in front of our church - next to our parking lot. These properties were either donated or purchased for church use.</p>	

TABLE 1.0: COMMENTS RECEIVED FROM PUBLIC HEARING

ID #	FORMAT	COMMENTS	COMMENT	RESPONSE
			Again, thank you for considering our petitions.	
34	Email	Robert and Hedy Butler	<p>I am a third generation member of Nolley Memorial United Methodist Church. My wife is also a member. We are enthusiastic about the benefits of our town to be brought about by the US 84 Project.</p> <p>However, we are concerned about the negative impact to our church by the latest proposal which, as we understand, will destroy one or more of our beautiful oak trees in front and diminish the positive effect of the grave of Rev. Richmond Nolley. Parking and ingress/egress promises to also be a problem. We have a concern for safety of our members and the public.</p> <p>We believe the suggested right-of-way change at our church can be moved toward the North to lessen this threat and you will still be able to successfully accomplish your mission.</p> <p>We ask you to make this change.</p>	The Consultant, on behalf of DOTD and FHWA, will prepare a revised Alternative 4 alignment that will minimize potential impacts to the property and trees.
35	USPS (Certified Letter)	Sophia Chaudhry, Esq.	<p>I am writing in regards to the widening of U.S. 84 in Jena, Louisiana and the impact the project will have on the Chaudhry Clinic.</p> <p>Based on earlier correspondence received, we believed that the widening of U.S. 84 would not impact the Chaudhry Clinic. Alternative 2b shows that Chaudhry Clinic will be in the median of the expansion and therefore not affected. However, Alternative 4 completely overtakes the land on which the clinic is currently situated, and the</p>	<p>These comments are noted for the record.</p> <p>Property owners will be contacted by the DOTD Real Estate section regarding Right-of-Way concerns and compensation. [See EA Section 4.5, EA Appendix E, Conceptual Stage Relocation Plan, http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Real_Estate/Pages/default.aspx]</p> <p>Alternative 4 was selected as the preferred alternative. Sections 6.1.1 and 6.2 of the EA</p>

TABLE 1.0: COMMENTS RECEIVED FROM PUBLIC HEARING

ID #	FORMAT	COMMENTER	COMMENT	RESPONSE
			<p>Chaudhry Clinic would be forced to relocate.</p> <p>To disrupt the daily operations of Chaudhry Clinic would be unconscionable. Dr. Chaudhry has practiced in the Jena area for over 37 years and is one of the busiest solo practitioners in the state. In 2012, Dr. Chaudhry was awarded the Rural Health Practitioner of the Year award by the Louisiana Rural Health Association. The Chaudhry Clinic is an outpatient clinic that opened in February 2009. It is a state-of-the-art outpatient medical patient clinic with exam rooms, consultation rooms, nurse's station, laboratory, digital x-ray facilities, conference room, allergy-testing room and sonography room. The clinic also has [an] electronics and IT room that houses servers for electronic health records. The digital x-ray rooms were specially designed with lead-walls, according to state specifications.</p> <p>The Chaudhry Clinic currently sees between 450-620 patients per month, 70% of which are minority and low-income. 59% of patients are over the age of 60. Many of these patients do not have easy access to transportation and cannot afford to make longer trips to the doctor's office. Dr. Chaudhry has an extremely close-knit relationship with his patients and many simply do not want to see another doctor. To force these patients to go elsewhere would be simply unreasonable.</p> <p>In addition, the cost of moving and relocating the Chaudhry Clinic would be astronomical. The clinic building alone is 6500 square feet, plus additional</p>	<p>explore rationale for not pursuing 2B including business and historic district impacts.</p>

TABLE 1.0: COMMENTS RECEIVED FROM PUBLIC HEARING

ID #	FORMAT	COMMENTER	COMMENT	RESPONSE
			<p>patient and employee paved parking. It would take many months to completely rebuild the entire clinic. The amount of time needed to relocate would be an unnecessary disruption to the clinic practice and to patients' lives.</p> <p>The owner and employees of the Chaudhry Clinic support Alternative 2b of the widening project, with accessibility to the clinic on both sides of the highway. This alternative would have the least disruptive impact to the Clinic, its patients and employees.</p>	
36	USPS (Comment Form)	Eli and Judy Cooper	<p><i>What is your opinion of the four (4) alternatives presented?</i> It appears that the latest plan takes more of the Nolley UMC campus than the earlier plan. We are opposed to the project taking more of the Nolley campus. We recommend the east bound lane reentering the current Hwy 84 Right-of-Way sooner or following the old railroad ROW behind Nolley UMC.</p> <p><i>Environmental, socioeconomic, or other concerns: Any issues that need to be addressed?</i> Nolley UMC has been an established landmark and house of worship in Jena for many years and it would be a travesty to encroach on that landmark more than is absolutely necessary.</p>	The Consultant, on behalf of DOTD and FHWA, will prepare a revised Alternative 4 alignment that will minimize potential impacts to the property and trees.
37	USPS	Mary Beth Dorroh, Treasurer, Nolley Memorial United Methodist Church	As you can imagine our church is outraged that the Highway 84 Project for the four lane highway has been changed without knowledge of Mayor Murphy McMillin or the LEDD Chairman, Walter E. Dorroh, Jr. It was assumed that this construction would run behind Nolley Memorial UMC and not destroy our	The Consultant, on behalf of DOTD and FHWA, will prepare a revised Alternative 4 alignment that will minimize potential impacts to the property and trees.

TABLE 1.0: COMMENTS RECEIVED FROM PUBLIC HEARING

ID #	FORMAT	COMMENTER	COMMENT	RESPONSE
			<p>beautiful and historic grounds in front of the church. Our church has a rich history and its founder, Richmond Nolley from the 1800's, is actually buried in the front yard. To desecrate our yard and perhaps his gravesite would be tragic for us. We totally support the four lane project as we believe in economic growth for our community. But this action taken by your department is egregious to say the least.</p> <p>As you can see, I have provided photos of our church grounds with our decades old majestic oak trees. Rev. Richmond Nolley's grave is marked with an official United Methodist Church site marker #42.</p> <p>Now please turn your attention to the photos across the street from our beloved church. You will note without hesitation the abandoned, dilapidated tin buildings that have been an eyesore to this community for years. It would astound me if you would consider these properties far more noteworthy and historical than a landmark church from the 1800's. It goes beyond imagination that you would not consider building the four lanes on this side of the road.</p> <p>I suppose the most grievous is that our town leaders had trusted in the deal that they had made with your company and that you indiscriminately altered it to suit whatever confounding needs suited you. I have written the Bishop of the Louisiana UMC Conference as well as two District Superintendents of the Louisiana UMC Conference and their spirits</p>	

TABLE 1.0: COMMENTS RECEIVED FROM PUBLIC HEARING

ID #	FORMAT	COMMENTER	COMMENT	RESPONSE
			<p>were aroused to indignation since they value the rich history of all churches.</p> <p>I would request that you delay the implementation of any plans until you hear the voices of the people. If additional information is necessary, you may contact Mayor Murphy McMillin at our Jena Town Hall, 318-992-2148 or my husband at his law office in Jena at 3180992-4107.</p>	
38	USPS	Walter E. Dorroh, Jr.	<p>As a resident of Jena for almost thirty years, and a member of Nolley Memorial United Methodist Church, please allow me to register my strong protest concerning the plan to expand US 84 from Highway 772 to just east of Hair Creek Bridge. We only learned last week of the plan, which apparently differs substantially from that initially proposed by the Town of Jena, which would take the historic and beautiful live oaks in front of our church and would disturb the grave of the courageous circuit rider, Richmond Nolley, for whom our church is named. The proposed plan does these horrible things, while apparently leaving unbothered the unsightly metal dump and abandoned stores on the north side of U.S. Highway 84. This is difficult to fathom, particularly give the cultural and community significance of Nolley Memorial United Methodist Church.</p> <p>To more precisely identify the location of which I am speaking, our church is located on the south side of U.S. Highway 84, slightly to the East of Mac's Grocery Store and Champlin's Furniture, both of which are located on the north side of U.S. Highway</p>	The Consultant, on behalf of DOTD and FHWA, will prepare a revised Alternative 4 alignment that will minimize potential impacts to the property and trees.

TABLE 1.0: COMMENTS RECEIVED FROM PUBLIC HEARING

ID #	FORMAT	COMMENTER	COMMENT	RESPONSE
			<p>84.</p> <p>By way of information, Richmond Nolley died while serving as a Methodist Church circuit rider in 1814. While riding the circuit in this region, he died of exposure to extreme cold on the banks of Hemp Creek. His remains are buried just outside our church, not forty feet from the live oaks that the proposed plan intends to destroy. I simply cannot believe that any rational plan would favor destruction of these trees, and desecration of this heroic minister.</p> <p>I respectfully urge that whoever is responsible reconsider the plan and, we suggest, re-adopt the plan which the Town of Jena originally proffered and which had been approved. That plan DOES NOT call for the removal of our beloved trees and of the disturbing of Rev. Nolley's grave.</p>	
39	Email, Email (Comment Form)	Dr. Tommy Ike Hailey, Associate Professor of Anthropology & Director, Cultural Resources Office, Kyser Hall, School of Criminal Justice, History, & Social Sciences, Northwestern State University of Louisiana	Email: I attended the meeting concerning the widening of Highway 84 in Jena on Wednesday, March 26, and while the information presented was useful, I left with unanswered questions about the historic structure located at 3440 West Oak Street. This house was built by Elisha Claude Welch circa 1930 on property he purchased from Benjamin Russell on October 22, 1924 (LaSalle Parish Conveyance Records, Book J, p. 517). Elisha Claude Welch was a prominent businessman in Jena in the early 20th-century, and this house was his home from the time of its construction until his death in 1940 (please see attachments).	These comments were noted for the record. Regarding the structure at 3440 West Oak Street: Sub-consultant Earth Search, Inc. reviewed the information that Dr. Hailey supplied, and upon investigation does not consider the omission of his property from the EA's list of NRHP-eligible buildings as an oversight. The house was recorded on a LHRI and included in the appendix of the Cultural Resources report. The house itself is not in the direct APE, it is not in a historic district, and it does not meet criteria A or C. It is possible that it could fit criterion B (association with an important person) since owner of the house was indeed a 'prominent businessman' as

TABLE 1.0: COMMENTS RECEIVED FROM PUBLIC HEARING

ID #	FORMAT	COMMENTER	COMMENT	RESPONSE
			<p>Even though this house is not listed on the National Register of Historic Places at this time, it should be considered eligible or, at the very least, potentially eligible for inclusion. In looking over the Environmental Assessment, I could find no indication that it had received that designation. Would one of you be so kind as to provide me with that information at your earliest convenience?</p> <p>I thank you in advance for your consideration.</p> <p>Comment Form: I sent an e-mail at the end of last regarding the National Register eligibility of the Elisha Claude Welch house (3440 West Oak Street in Jena), but I felt I should also address the questions on the Comment Form provided at the public meeting of March 26.</p> <p><i>What is your opinion of the four (4) alternatives presented?</i> As an archaeologist and someone who has a long-standing interest in preserving the past, I prefer the alternatives that least affect the archaeological record and standing historic structures. The Downtown Jena area seems to be provided for in all of the alternatives, so I needn't address that aspect of it. Other areas:</p> <p>a. Trout Realignment – 2B and 4 acceptable; 1 and 2A not acceptable due to impact on Trout sawmill town archaeological resources and historic structures.</p> <p>b. Good Pine/Midway – 1, 2B and 4 acceptable;</p>	<p>he owned Welch Motors. Under Section 106, there will be no adverse effect on the house, therefore it was not appropriate to include in Phase I survey to determine if this property is NRHP-eligible under criterion B. In addition, there are many homes of prominent businessmen of equal status and time frame in the area. The National Register is open to nomination from individuals. Earth Search did include the actual Welch Motors building in the original historic district boundaries but when the SHPO reviewed the report they suggested shrinking the boundaries and Earth Search complied. This resulted in the omission of that building. Dr. Hailey is encouraged to pursue the matter and submit the required documentation. Should Dr. Hailey want to pursue the individual nomination, he can contact the Division of Historic Preservation at the SHPO. Their main number is 225-342-8170 and the secretary should be able to transfer him to the appropriate staff member. If Dr. Hailey would like to engage ESI's professional services, he can contact Dr. Yakubik at esi@earth-search.com or 504-947-0737 Ext# 224.</p>

TABLE 1.0: COMMENTS RECEIVED FROM PUBLIC HEARING

ID #	FORMAT	COMMENTER	COMMENT	RESPONSE
			<p>2A not acceptable due to impact on Good Pine sawmill town archaeological resources and historic structures.</p> <p>c. Between about 1150 an 1161 on route – Several historic structures associated with Welch family – Elisha Claude Welch home, Welch Motel, Welch Motor company building – would be impacted if the widening took place north of Highway 84 on Alternatives 1, 2B, and 4; these impacts would be lessened or avoided with Alternative 2A.</p> <p><i>What is your opinion of the Preferred Alternative (Alternative #4)? My objections to #4 are stated in 1c above.</i></p> <p><i>Environmental, socioeconomic, or other concerns: Any issues that need to be addressed?</i></p> <p>a. I fear that the historic nature of certain structures associated with the Welch family has not fully been appreciated, although I can't be certain based solely on the data presented in the EA. The Welches and related families were and are prominent members of the Jena business and religious communities, and the structures associated with them require detailed assessment.</p> <p>b. Between about 1150 an 1161 on route, primarily relatively recently established buildings in modern metal buildings would be affected if the right of way on the north side of the highway</p>	

TABLE 1.0: COMMENTS RECEIVED FROM PUBLIC HEARING

ID #	FORMAT	COMMENTER	COMMENT	RESPONSE
			<p>remained where it is and the highway were widened to the south only. This shift would avoid damaging the Welch-associated structures mentioned previously, as well as a number of other homes. I would argue that businesses, especially recent ones, are more easily moved than historic structures.</p> <p>c. Between approximately 1161 and 1165, a massive amount of infilling would be required to bring the ground surface up to grade for the highway. This could also be avoided by the previously suggested action of widening the highway to the south only</p> <p><i>Other comments, questions, or concerns:</i> For the section between approximately 1165 and 1150, widening the highway only to the south would preserve historic structures and avoid the massive infilling that would be required between 1161 and 1165. The businesses on the south side will have to be relocated with existing plans anyway, so the logical choice seems to be to shift that portion of the highway to the south, maintaining the current northern edge of the highway right-of-way.</p> <p>Thank you for your consideration.</p>	
40	USPS	Reverend Daniel McLain Hixon, Senior Pastor, Nolley Memorial United Methodist Church	I write this letter both as a concerned citizen of the Town of Jena (LA, 71342), and also as the pastor of the Nolley Memorial United Methodist Church. It has come to my attention that plans to widen Highway 84 (East Oak Street in town), as they are currently envisioned, will involve the removal of much of our church's front lawn and parking lot,	The Consultant, on behalf of DOTD and FHWA, will prepare a revised Alternative 4 alignment that will minimize potential impacts to the property and trees.

TABLE 1.0: COMMENTS RECEIVED FROM PUBLIC HEARING

ID #	FORMAT	COMMENTER	COMMENT	RESPONSE
			<p>including a number of decades-old Oak Trees that serve as a shrine for the remains of one of our Methodist saints. So, I am writing to urge a reconsideration and change of that plan.</p> <p>Removing historic oak trees (appropriately lining "Oak Street") will not enhance, but rather diminish the beauty and unique character of our town. I was given the impression that beautifying the town was one goal of this project (thus, the addition of medians and bike lanes as part of the project). Taking out the oak trees will be counter-productive to that endeavor.</p> <p>More importantly, however, is the fact that our yard is not simply one more church lawn, but is the resting place of the remains of Reverend Richmond Nolley, an early Methodist circuit rider and preacher who died in the fulfillment of his duties and is rightly considered a Methodist martyr. This year (2014) marks the 200th anniversary of his death, and the story of Rev. Nolley is part of the local lore and culture of our community. The church yard serves as shrine for Rev. Nolley's remains and many years ago was recognized as an official historical monument of the global United Methodist Church (marked as such with an historical marker). The current plan for widening HWY 84 would not only destroy our memorial oak grove, but would place the new highway almost on top of the remains of this Methodist saint.</p> <p>Removal of our memorial yard and oak trees, which so gracefully beautify our town makes even less sense when we consider that, on the opposite side of the road is a junkyard which many in our</p>	

TABLE 1.0: COMMENTS RECEIVED FROM PUBLIC HEARING

ID #	FORMAT	COMMENTER	COMMENT	RESPONSE
			community consider a significant eye-sore and would happily relocate to a more appropriate location. Please reconsider the current plan and improve Highway 84 in a way that spares this beautiful, historic, and hallowed ground. Thank you for your attention.	
41	USPS	Rhonda Paul Sanders	I have been informed of a change in the plan to widen Hwy. 84 in front my church, Nolley United Memorial Methodist Church. I find it very hard to believe that any plan would include jeopardizing the location of the grave of Reverend Richmond Nolley, founder of our church. Since this was not the original plan, I am at a loss as to understanding such a change. Surely knowledgeable planners of this highway widening can find a better way to undertake this change than to desecrate the grave of our church founder. I truly expect such a change in this plan to be reconsidered as unacceptable.	The Consultant, on behalf of DOTD and FHWA, will prepare a revised Alternative 4 alignment that will minimize potential impacts to the property and trees.
42	Email	Blake Chiasson	<p>I was not able to attend the public hearing on March 26th and just realized that the comments are due to you by April 13th which is tomorrow. Hopefully this e-mail will suffice in place of a mailed letter.</p> <p>In viewing the different alternatives I would most like to see Plate 1, Alternative 2B carried out for the community of Trout. Also I feel that Plates 1-7, Alternative 4 would be the best and have the least impact to the communities involved through the town of Jena and its surrounding areas.</p> <p>Thanks for your consideration and I look forward to hearing from you soon on what plan will be implemented.</p>	Comment is noted for the record.

TABLE 1.0: COMMENTS RECEIVED FROM PUBLIC HEARING

ID #	FORMAT	COMMENTS	COMMENT	RESPONSE
43	Email	Celeste Buckhalter Dammes	<p>It has recently come to my attention that the project to four-lane Highway 84 in Jena proposes to remove a substantial portion of the greenspace, including several oak trees, on the property of Nolley Memorial United Methodist Church. I wholeheartedly oppose such a measure.</p> <p>My family and I currently reside in Marietta, GA, but are relocating to Jena in June to open my technology research consultancy there. A large part of the draw to living in Jena is the sheer amount of greenspace, the new community-friendly development, the churches, and of course the good people.</p> <p>I grew up in Jena and would like to be able to raise my child there. However, new developments which encroach upon his play spaces make me rethink our decision to leave the Atlanta-area. After all, why should I leave a concrete jungle only to find another concrete jungle where once there were lush lawns and beautiful oak trees?</p> <p>Don't get me wrong. The thought of faster transportation and 4-lane roads is appealing. I've lived in and around Atlanta for the last 13 years and have become accustomed if not reliant upon such comforts. However, I also know the value of greenspace and what that greenspace does to the value of a community.</p> <p>Please consider other options before chopping down those trees. There are other options. Let's find</p>	The Consultant, on behalf of DOTD and FHWA, will prepare a revised Alternative 4 alignment that will minimize potential impacts to the property and trees.

TABLE 1.0: COMMENTS RECEIVED FROM PUBLIC HEARING

ID #	FORMAT	COMMENTER	COMMENT	RESPONSE
			<p>a happy medium to ensure that Jena stays as green as possible and maintains items that define its historic locations, such the lawn and trees of Nolley, but at the same time allows Jena to benefit from the additional traffic that a 4-laned Highway 84 would provide.</p> <p>Thank you for your time and consideration.</p>	
44	USPS	Joan and Harland Morgan	<p>We are members of Nolley Memorial Methodist Church of Jena, Louisiana located on US Hwy 84. We are very concerned by the plans to take away the frontage area of Nolley Memorial when four-laning Hwy 84 through Jena. If this is true, we ask that you reconsider this decision.</p>	<p>The Consultant, on behalf of DOTD and FHWA, will prepare a revised Alternative 4 alignment that will minimize potential impacts to the property and trees.</p>
45	Email	Marcia Cooksey	<p>I have two points for consideration.</p> <p>First, if land in front of Nolley Memorial United Methodist Church must be used, please use the land of the unsightly Metal Business. The side in front of Nolley is beautiful and should remain untouched.</p> <p>Second, in the same line of thought, if the state plans for the road to take Homeland Bank, which is very beautiful, please consider instead using Hayes Lumber Company. This would allow another beautiful building to remain and should save the project some money which one would think would be rather important.</p> <p>Thank you for any consideration which may be given to this matter.</p>	<p>Regarding Nolley UMC: The Consultant, on behalf of DOTD and FHWA, will prepare a revised Alternative 4 alignment that will minimize potential impacts to the property and trees.</p> <p>Regarding Homeland Bank, comment is noted for the record.</p>

TABLE 1.0: COMMENTS RECEIVED FROM PUBLIC HEARING

ID #	FORMAT	COMMENTS	COMMENT	RESPONSE
46	Email	Robert T. Kendrick, MD	<p>This communication is regarding the proposed Highway 84 project and the proximity to Nolley Methodist Church. As proposed, the highway would come quite close to the grave of Rev. Richmond Nolley, after whom the church was named. In addition, the proposed path of the highway would significantly impact entrance and exit, as well as affecting our parking.</p> <p>I understand this proposal is not in keeping with the path preferred by the Town of Jena. I urge reconsideration of the current proposal, with adoption of a route considered more appropriate not only by Nolley Church members, but by leaders of our community.</p> <p>I speak as a lifelong member (64 years) of Nolley Methodist Church.</p> <p>Thank you for your consideration</p>	The Consultant, on behalf of DOTD and FHWA, will prepare a revised Alternative 4 alignment that will minimize potential impacts to the property and trees.
47	USPS	Joe and Debbie Stallings	<p>Please reconsider destroying the front of Nolley church on 84 in Jena. We have done so much work through the years to keep our landscaping beautiful. The highway would be much too close to Reverend Nolley's tomb. We support your project but hope that you can find a different route to 4-lane.</p> <p>Thanks for your attention.</p>	The Consultant, on behalf of DOTD and FHWA, will prepare a revised Alternative 4 alignment that will minimize potential impacts to the property and trees.
48	USPS	John E. and Vicki D. Buckhalter	<p>We are writing to you as concerned members of Nolley Memorial United Methodist Church in Jena, Louisiana, in regards to plans to four-lane U.S. Highway 84 through our town. We ask that you make copies of this letter and share it with every person involved in making decisions regarding the route that project will take.</p> <p>It is our understanding that the present plans would</p>	The Consultant, on behalf of DOTD and FHWA, will prepare a revised Alternative 4 alignment that will minimize potential impacts to the property and trees.

TABLE 1.0: COMMENTS RECEIVED FROM PUBLIC HEARING

ID #	FORMAT	COMMENTER	COMMENT	RESPONSE
			<p>significantly impact our church, since a great deal of the church parking lot would be lost to this highway plan. We strongly oppose this plan and urge you to reconsider and come up with a more suitable one. Listed below are some of our objections.</p> <p>Effect on Parking Lot: The present plan would take away a major portion of the church parking lot – a loss the church can ill-afford. The present lot serves our needs, but just barely. Losing any of it would be catastrophic.</p> <p>Additionally, a plan which would bring the highway closer to the church facility would create entrance and exit problems for parishioners, possibly even presenting safety issues.</p> <p>Aesthetics: The setting for Nolley Memorial United Methodist Church atop that hill is one of the most memorable spots in our town. People who have passed through Jena on Highway 84, even if only one time, comment, “Oh, yes! That’s the town with the beautiful church on the hill.”</p> <p>We would argue that aesthetics is, indeed, of primary importance in any town; no less so in ours. The “church on the hill” is a distinguishing feature of Jena. What a terrible shame it would be for our town to lose that. And, by carving away a sizable portion of that hill for a highway project, the beauty of the spot would be lost forever.</p> <p>History: Nolley Memorial United Methodist Church has had its home on that hill for over 100 years (since 1911). And Richmond Nolley, the early circuit rider who lost his life to exposure while attempting to make his way to the early Methodists in the area, is buried in front of the church. His burial place is so</p>	

TABLE 1.0: COMMENTS RECEIVED FROM PUBLIC HEARING

ID #	FORMAT	COMMENTS	COMMENT	RESPONSE
			<p>significant in United Methodist history that, when the Church began establishing Historic Sites, that place was the 42nd one named in the entire United States. Sadly, the proposed highway route comes perilously close to his grave.</p> <p>This church has stood on that site overlooking our town and has served our community and generations of Methodists. Every inch of those grounds is sacred to us. Please do not defile it by claiming part of the property for a highway project.</p>	
49	USPS (Comment Form)	Andy Girlinghouse	<p><i>What is your opinion of the four (4) alternatives presented?</i> I agree that of the 4 alternatives, #4 is the best overall pick.</p> <p><i>What is your opinion of the Preferred Alternative (Alternative #4)?</i> While Alternative #4 is the best overall route generally there are still some particular concerns that need to be addressed and I think they can be resolved as long as the engineers are aware of them. One concern I have heard repeatedly is the downtown area does not comply with the Jena Vision Plan and the streetscape model. The other major concern is the merging of the couplet in front of the Nolley Methodist Church. If the four lanes were together at the bridges there would be less impact on the church grounds, especially the trees that are somewhat of a noise buffer.</p>	<p>Regarding Downtown Jena – DOTD and FHWA have agreed to maintain the current streetscape model as in the Jena Vision through the downtown Jena Couplet.</p> <p>Regarding Nolley UMC: The Consultant, on behalf of DOTD and FHWA, will prepare a revised Alternative 4 alignment that will minimize potential impacts to the property and trees.</p>
50	USPS	Marie Hubey	<p>I'm writing concerning your draft assessment of the above project [State Project No. H.000758.2 Widening of US 84, LaSalle Parish] as sent to the Jena Town Council, Jena, La.</p> <p>These new assessments are not satisfactory. The road and right of way would take much of our</p>	<p>The Consultant, on behalf of DOTD and FHWA, will prepare a revised Alternative 4 alignment that will minimize potential impacts to the property and trees.</p>

TABLE 1.0: COMMENTS RECEIVED FROM PUBLIC HEARING

ID #	FORMAT	COMMENTER	COMMENT	RESPONSE
			church yard, parking, and most important, the historical grave of Rev. Richmond Nolley of which our church is names. (Nolley United Methodist Church) This grave is also a United Methodist historical site No. 42. Please reconsider and re-route the US 84.	
51	Email	Ralph and Janice McCrory	As lifelong natives of Jena, La., LaSalle Parish and members of Nolley Memorial United Methodist Church, we wish to convey to you our strongest protest concerning the current plans to expand US 84 from Highway 772 to just east of Hair Creek Bridge. Our Grandparents were instrumental in the establishment and building of the original Nolley Memorial Methodist Church on the present grounds. With this in mind, our concerns for the destruction of this Holy site [are] obvious. Our church is named after Richmond Nolley who served as the circuit rider in 1814. As he was performing his duties, he died of hyperthermia, on the banks of Hemps Creek, not far from the church's present location. His body was buried close to the creek banks where he fell. His remains were moved to the present location just outside our church and about forty feet from the live oaks that will be destroyed in the current plans. Surely a plan can be devised that will save the destruction of these trees and the desecration of this Godly man. We respectfully request that whoever is responsible to readopt the plan that was originally approved by the Town of Jena. That plan does not call for the destruction of the trees nor the desecration of Rev. Nolley's grave. In addition, that plan did not interfere with the parking area for the church.	The Consultant, on behalf of DOTD and FHWA, will prepare a revised Alternative 4 alignment that will minimize potential impacts to the property and trees.

TABLE 1.0: COMMENTS RECEIVED FROM PUBLIC HEARING

ID #	FORMAT	COMMENTS	COMMENT	RESPONSE
52	Email	Jerry and JoAnn Stevens	Please allow the grave to remain in its present location on the grounds of Nolley Memorial Methodist Church, Jena, La. My husband and I are lifelong residents of Jena, Louisiana. It is important to us that few changes be made in our little town. The Louisiana Highway Dept. has made a mess of so many small towns on our state. Please preserve as much as possible.	The Consultant, on behalf of DOTD and FHWA, will prepare a revised Alternative 4 alignment that will minimize potential impacts to the property and trees.
53	Email	Darlinia Coker	In regards to the email below, and as a concerned citizens and lifelong resident of LaSalle Parish, Jena, Louisiana I am highly opposed to the present routing plans of Hwy 84 taking out the oak trees and the frontage of the Nolley UMC Church. The Nolley UMC Church is a historical landmark in our Town and such a beautiful landmark. It seems that there is an attack by all governmental projects on our churches. It is a shame that we have to stand and fight to protect what our government should be protecting for us. I believe our Town would be much better served by Hwy 84 taking the frontage of the business that is an eye sore on the opposite side of the road. "Friends, the present plans to 4-lane Hwy 84 through Jena show the highway taking out the oak trees in Nolley UMC church's front yard, coming extremely close to Richmond Nolley's grave, and creating parking and entrance/exit problems for our parishioners. The detrimental effect on the aesthetics of the church would be significant. The Town of Jena is in opposition to the present plan. Please help petition by April 13 th to have this plan of action revised with regard to Nolley Memorial United Methodist Church. Your concerns should be	The Consultant, on behalf of DOTD and FHWA, will prepare a revised Alternative 4 alignment that will minimize potential impacts to the property and trees.

TABLE 1.0: COMMENTS RECEIVED FROM PUBLIC HEARING

ID #	FORMAT	COMMENTER	COMMENT	RESPONSE
			emailed to Mikeila Nagura with C.H. Fenstermaker & Associates at: Mikeila@fenstermaker.com or mailed to Mikeila Nagura, C.H. Fenstermaker & Associates, LLC, Attn: US 84, 445 North Boulevard, Ste. 601, Baton Rouge, LA 70802."	

COMMENT FORM

Your participation is vital to ensuring that decisions made about this proposed project reflect the needs of the community and are based on good information. Please take a moment to document your comments or questions below. We will respond to your comments, questions, and concerns for the duration of this Environmental Study process.

Please provide your comments on the Environmental Screening below. You can turn in your comments to any Team member at the public meeting; or you can email your comments to Mikeila@Fenstermaker.com; or you can mail your comment form to Mikeila Nagura, CH Fenstermaker & Assoc, LLC, ATTN: US 84, 445 North Blvd. Ste. 601, Baton Rouge, LA 70802. Comments must be received by April 13, 2014 to be included as a part of the record.

Name: JACK BREITHAAPT
 Email address/phone number: Breithaupt@isp.com
318 537-4778

NOTE: Delivered to Gordon Nelson

PLEASE PROVIDE YOUR COMMENTS ON THE FOLLOWING ITEMS:

What is your opinion of the four (4) alternatives presented?

I do not have any issues with the ~~Route~~ DOTD preferred Route with the couplet in downtown Jena or the route into town.

What is your opinion of the Preferred Alternative (Alternative #4)?

#4 I did not see any evidence of addressing any specifics of Jena's vision including its down "Pilot Project"

Environmental, socioeconomic or other concerns: Any issues that need to be addressed?

- #1 I was surprised to learn that you cannot take a left turn without turning around and reversing directions. I would like to discuss this
- #2 I do not think that the design speeds are slow enough for the city limit or CBD ~~area~~ area. ~~That~~ they do not meet the Jena Vision Objectives - Please call
- #3 We do not want bike lanes along 84 (Oak + Pine streets) because we need the parking on both sides to facilitate the businesses' ~~the~~ patrons & customers. You could say: no customers, no business, ~~the~~ empty buildings destroys the context. Jena has one of the highest

please call me. Occupancy rates in its CBD - we want the traffic downtown & we want them to have the parking they now have

From: [Mickey Cockerham](#)
To: [Mikeila Nagura](#)
Subject: widening of hwy 84
Date: Wednesday, March 26, 2014 5:39:54 PM

when will we know for sure this is going to take place
when will we know for sure our property will be involved

i would rather NOT have the roads four laned in jena. leave them just as they are.

thanks,
mickey cockerham
lasalle printing and office supply

COMMENT FORM

Your participation is vital to ensuring that decisions made about this proposed project reflect the needs of the community and are based on good information. Please take a moment to document your comments or questions below. We will respond to your comments, questions, and concerns for the duration of this Environmental Study process.

Please provide your comments on the Environmental Screening below. You can turn in your comments to any Team member at the public meeting; or you can email your comments to Mikeila@Fenstermaker.com; or you can mail your comment form to Mikeila Nagura, CH Fenstermaker & Assoc, LLC, ATTN: US 84, 445 North Blvd. Ste. 601, Baton Rouge, LA 70802. Comments must be received by April 13, 2014 to be included as a part of the record.

Name: Clint Cooksey

Email address/phone number: ccooksey08@gmail.com

PLEASE PROVIDE YOUR COMMENTS ON THE FOLLOWING ITEMS:

What is your opinion of the four (4) alternatives presented?

If possible widening of any part would be better than a loop. Couplet.

What is your opinion of the Preferred Alternative (Alternative #4)?

This is preferred but instead of taking out Homeland bank I think Pine St. could be followed until Jackson Sheet Metal, come through the abandoned seed store & through Hayes Lumber. This I would think this would save millions of dollars by not leaving a fairly new bank & taking two run down buildings & a ~~met~~ small metal building.

Environmental, socioeconomic or other concerns: Any issues that need to be addressed?

Other Comments, questions, or concerns (enclose additional pages as necessary):



HUNTINGTON COURT REPORTERS & TRANSCRIPTION, INC.

352 SOUTH DRIVE

NATCHITOCHES, LOUISIANA 71457

(318) 238-3306 TELEPHONE (800) 586-2988 TOLL FREE

(318) 238-3315 FAX

reports@huntingtoncr.com

April 10, 2014

Mikeila Nagura, ASLA
Project Manager
FENSTERMAKER
445 North Boulevard, Suite 601
Baton Rouge, LA 70802

Re: Public Hearing – Jena, LA.
Depositions of: Public Comments
Date Taken: March 26, 2014

Dear Ms. Nagura:

Enclosed is the original transcript of the above-referenced hearing.

Thank you for calling us for your court reporting needs.

Very truly yours,

A handwritten signature in black ink, appearing to read 'Shawn J. Bonnette', is written over a horizontal line.

Shawn J. Bonnette
Director of Technology

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

PUBLIC HEARING

Wednesday, March 26, 2014

4:00 P.M - 7:00 P.M.

JENA TOWN HALL

2908 East Oak Street

Jena, LA 71342

State Project No. H-000758.2

Federal Project No. DE-3010(503)

LaSalle Parish, Louisiana



1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

I N D E X

SPEAKER	PAGE
Roger Huffman	2
Tamara Craig	2
Theresa Owens	2
Beth Zoller	3



1 WHEREUPON:

2 **MR. HUFFMAN:** Roger Huffman, 4069 Drewett Street, Jena,
3 Louisiana. Only concern is the noise and noise pollution.

4 * * *

5 **MS. CRAIG:** Tamara Craig, 1458 West Elm Street, Jena,
6 Louisiana 71342. With alternatives somewhere, the new road
7 will be crossing over West Elm Street. What I'm concerned about
8 is whether or not it will dead end West Elm. It will be
9 currently in a position where travelers coming westbound could
10 easily veer onto westbound, and it's a small, quiet little
11 residential neighborhood, and I would prefer high rate of
12 traffic or lost foreign visitors to Jena not end up in our
13 neighborhood. That's all. Thank you.

14 * * *

15 **MS. OWENS:** My name is Theresa McDaniel Owens. I'm a
16 business owner on Highway 84 in Jena, Louisiana. And I am
17 looking forward to the widening of the highway, even though it
18 will take my business. I'm preparing to rebuild in the same
19 spot, just behind it. I think that the widening of 84 is going
20 to be a great boon for Jena, Louisiana, and hoping y'all do it
21 really soon. That's my comment. Okay.

22 * * *

23 **MS. ZOLLER:** Okay. Beth Zoller. And what else? My
24 address is P. O. Box 1315, Jena. Physical address is
25 2816 East Oak. On this, I'm downtown. My business is downtown.



1 This here, where they want to do a sidewalk -- I mean take up
2 half of the parking for a bicycle ride, I don't think that's
3 necessary. Because when you're coming into town, you need to
4 park, places to park. Disagreement about the bicycle path for
5 businesses downtown. They take up half the parking on one side,
6 just for the bicycle ride, no. Need more for parking instead of
7 bicycles. Nobody rides bicycles downtown anyway. Don't have
8 that many bicycle riders here. That's all I got to say about
9 that. Thank you.

10 -o0o-

11
12
13
14
15
16
17
18
19
20
21
22
23
24
25



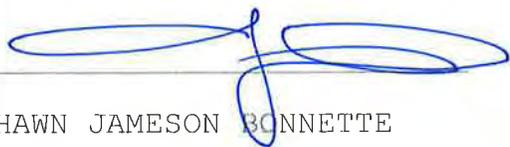
CERTIFICATE

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

I, SHAWN JAMESON BONNETTE, holding American Association of Electronic Reporters and Transcribers (AAERT) Certificate No. CERT 652, do hereby certify that said proceedings were reported and transcribed under my direction and supervision;

That said transcript is a true record of the statements made and testimony given.

I further certify that I am neither attorney, nor counsel for, nor related to or employed by any of the parties in which this action is taken, and further that I am not a relative or employee of any attorney or counsel employed by the parties hereto or financially interested in the action.



SHAWN JAMESON BONNETTE

AAERT CERD 652



COMMENT FORM

Your participation is vital to ensuring that decisions made about this proposed project reflect the needs of the community and are based on good information. Please take a moment to document your comments or questions below. We will respond to your comments, questions, and concerns for the duration of this Environmental Study process.

Please provide your comments on the Environmental Screening below. You can turn in your comments to any Team member at the public meeting; or you can email your comments to Mikeila@Fenstermaker.com; or you can mail your comment form to Mikeila Nagura, CH Fenstermaker & Assoc, LLC, ATTN: US 84, 445 North Blvd. Ste. 601, Baton Rouge, LA 70802. Comments must be received by April 13, 2014 to be included as a part of the record.

Name: Sally Campbell LaHaye
 Email address/phone number: no Email - phone (318) 442-3797

PLEASE PROVIDE YOUR COMMENTS ON THE FOLLOWING ITEMS:

What is your opinion of the four (4) alternatives presented?

I did not vote after the first meeting for the reason below.

What is your opinion of the Preferred Alternative (Alternative #4)?

I own about 18 acres at the far western end of the proposed Alternative 4. This proposal will cut diagonally through the portion of acreage fronting 84, making some of this land relatively useless. I know compensations will be offered for the land appropriated, but how could I

Environmental, socioeconomic or other concerns: Any issues that need to be addressed?

(on back)

I feel these have been addressed by amendment to the original plans.

Other Comments, questions, or concerns (enclose additional pages as necessary):

COMMENT FORM

Other Comments, questions, or concerns (enclose additional pages as necessary):

make a decision regarding which route I prefer if I don't know what the compensation will be?

also I have a problem with access. If I don't have access after the improvement, the the value of the remaining acreage will be greatly diminished.

COMMENT FORM

Your participation is vital to ensuring that decisions made about this proposed project reflect the needs of the community and are based on good information. Please take a moment to document your comments or questions below. We will respond to your comments, questions, and concerns for the duration of this Environmental Study process.

Please provide your comments on the Environmental Screening below. You can turn in your comments to any Team member at the public meeting; or you can email your comments to Mikeila@Fenstermaker.com; or you can mail your comment form to Mikeila Nagura, CH Fenstermaker & Assoc, LLC, ATTN: US 84, 445 North Blvd. Ste. 601, Baton Rouge, LA 70802. Comments must be received by April 13, 2014 to be included as a part of the record.

Name: Teresa McDaniel Owen's
 Email address/phone number: terymcd@hotmail.com
813 784 0232

PLEASE PROVIDE YOUR COMMENTS ON THE FOLLOWING ITEMS:

What is your opinion of the four (4) alternatives presented?

ALT 4 is the best choice

What is your opinion of the Preferred Alternative (Alternative #4)?

ALT 4 Preferred is best choice

Environmental, socioeconomic or other concerns: Any issues that need to be addressed?

Other Comments, questions, or concerns (enclose additional pages as necessary):

I believe the widening of 84 is an important corridor for new business for LaSalle Parish i.e. Wood Pellet's Plant Under Construction

COMMENT FORM

Other Comments, questions, or concerns (enclose additional pages as necessary):

near ~~in~~ Ureania. Logging trucks will increase
along 84 in turn increasing traffic problems
if 84 remains a two lane Hwy.

COMMENT FORM

Your participation is vital to ensuring that decisions made about this proposed project reflect the needs of the community and are based on good information. Please take a moment to document your comments or questions below. We will respond to your comments, questions, and concerns for the duration of this Environmental Study process.

Please provide your comments on the Environmental Screening below. You can turn in your comments to any Team member at the public meeting; or you can email your comments to Mikeila@Fenstermaker.com; or you can mail your comment form to Mikeila Nagura, CH Fenstermaker & Assoc, LLC, ATTN: US 84, 445 North Blvd. Ste. 601, Baton Rouge, LA 70802. Comments must be received by April 13, 2014 to be included as a part of the record.

Name:

Donnia Robertson

Email address/phone number: _____

PLEASE PROVIDE YOUR COMMENTS ON THE FOLLOWING ITEMS:

What is your opinion of the four (4) alternatives presented?

What is your opinion of the Preferred Alternative (Alternative #4)?

To me Alternative #4 would be the best preferred Alternative.

Environmental, socioeconomic or other concerns: Any issues that need to be addressed?

Other Comments, questions, or concerns (enclose additional pages as necessary):

COMMENT FORM

Your participation is vital to ensuring that decisions made about this proposed project reflect the needs of the community and are based on good information. Please take a moment to document your comments or questions below. We will respond to your comments, questions, and concerns for the duration of this Environmental Study process.

Please provide your comments on the Environmental Screening below. You can turn in your comments to any Team member at the public meeting; or you can email your comments to Mikeila@Fenstermaker.com; or you can mail your comment form to Mikeila Nagura, CH Fenstermaker & Assoc, LLC, ATTN: US 84, 445 North Blvd. Ste. 601, Baton Rouge, LA 70802. Comments must be received by April 13, 2014 to be included as a part of the record.

Name: Boris A. Ross

Email address/phone number: dorwillross@yahoo.com 318-487-1927 Home
318-451-5895 cell

PLEASE PROVIDE YOUR COMMENTS ON THE FOLLOWING ITEMS:

What is your opinion of the four (4) alternatives presented?

I prefer (4)

What is your opinion of the Preferred Alternative (Alternative #4)?

Environmental, socioeconomic or other concerns: Any issues that need to be addressed?

Other Comments, questions, or concerns (enclose additional pages as necessary):

COMMENT FORM

Your participation is vital to ensuring that decisions made about this proposed project reflect the needs of the community and are based on good information. Please take a moment to document your comments or questions below. We will respond to your comments, questions, and concerns for the duration of this Environmental Study process.

Please provide your comments on the Environmental Screening below. You can turn in your comments to any Team member at the public meeting; or you can email your comments to Mikeila@Fenstermaker.com; or you can mail your comment form to Mikeila Nagura, CH Fenstermaker & Assoc, LLC, ATTN: US 84, 445 North Blvd. Ste. 601, Baton Rouge, LA 70802. Comments must be received by April 13, 2014 to be included as a part of the record.

Name:

G.C. "SLIM" STAPLETON ✓

Email address/phone number:

318-992-4033

PLEASE PROVIDE YOUR COMMENTS ON THE FOLLOWING ITEMS:

What is your opinion of the four (4) alternatives presented?

~~THIS IS O.K.~~

What is your opinion of the Preferred Alternative (Alternative #4)?

THIS IS O.K.

Environmental, socioeconomic or other concerns: Any issues that need to be addressed?

Other Comments, questions, or concerns (enclose additional pages as necessary):

From: [Jim Summers](#)
To: [Mikeila Nagura](#)
Subject: RE: US 84
Date: Monday, March 31, 2014 2:16:02 PM

I have no problems with either 2B or 4 outside of the fact they could possibly take the church of Christ property or building, but I feel with the space north of 84 that is vacant land the Church of Christ could be avoided and would save at least one fairly expensive buyout and save inconveniencing several families that worship there. It would take very little changing and like I said before it may be missing us anyway

Thanks,

--

James

Quoting Mikeila Nagura :

Hi Jim,

Yes, I got both of your emails, thank you for following up and verifying your address. I think you're probably right about your property. Also, these are preliminary designs.

Please let me know if you have any questions or concerns – remember the comment period closes April 13, 2014, so you have plenty of time to submit a formal comment. You can just email me and I will include it for the public record.

Sincerely,

Mikeila

Mikeila Nagura, ASLA

T-(225) 344-6701 ext.1527

E-mail: mikeila@fenstermaker.com

www.fenstermaker.com

From: Jim Summers [mailto:cen34057@centurytel.net]

Sent: Sunday, March 30, 2014 6:43 PM

To: Mikeila Nagura

Subject: Re: US 84

Hi Ms Nagura,

This is the second message I've sent, I'm having email problems and I'm not sure the 1st went through. The contact information for the Jena church of Christ is correct. In addition our physical address is 1251 E. Oak St. Jena, La. My first message had more detail in it so I hope you got it.

From: [Roger and Pat Dobbs](#)
To: [Mikeila Nagura](#)
Subject: 4-lane Hwy 84 Jena, LA
Date: Monday, April 07, 2014 9:41:01 PM

Dear Ms. Nagura,

I am writing this in reference to how the 4-laning of Hwy 84 will negatively impact Nolley Methodist Church. I am opposed to the current plan as it will eliminate the beautiful oak trees in front of the church, as well as being extremely close to the grave of Richmond Nolley. In addition, it will disturb the traffic flow into and out of the church. Please take these factors into consideration regarding your final decisions.

Sincerely,

Mrs. Pat Dobbs

From: [James Justiss](#)
To: [Mikeila Nagura](#)
Subject: Highway 84 project in Jena,La.
Date: Monday, April 07, 2014 2:51:04 PM

Obviously someone in your firm dropped the ball in further modifying an approved plan to four lane roads through our town. Nolley Church has an historical monument with the grave sight of Richmond Nolley being in the front portion of the church. Many of our employees attend this church.

The town had previously submitted for consideration a plan that bypassed this church facility and I protest the modifications you have made. Please take this into consideration by revising your plan to meet the specifications previously approved by our town officials. Thank you for your consideration of this request.

Justiss Oil Co. Inc.

J.F. Justiss Jr.
Chairman

From: [Jennifer Loe](#)
To: [Mikeila Nagura](#)
Subject: Opposition to Jena, LA Construction Plans
Date: Monday, April 07, 2014 3:46:05 PM
Attachments: [Church Picture.eml.msg](#)

Hi Mikeila,

My name is Jennifer Loe. I attend Nolley Mem. United Methodist Church in Jena, LA. Plans for US Hwy 84 through our town suggest the church's front yard of live oaks and the grave of Richmond Nolley, our name sake, will be taken out or severely compromised. Across the street is "the can man" as many call his place of business. The horrendous eyesore should be eliminated rather than our church yard, so our beautiful park behind the can man can be seen. I **highly** oppose the plan as it is, for your records. See attached aerial view to see the obvious route. Jennifer Loe



From: [Terry M. Bradford](#)
To: [Mikeila Nagura](#)
Subject: 4-lane of Hwy 84 in Jena, La.
Date: Tuesday, April 08, 2014 9:52:37 AM

The current plan to 4-lane Hwy 84 through Jena, La. is to damage the Nolley United Methodist Church's historical values to this community and the state of Louisiana. This plan will come extremely close to the grave site of the founder and namesake of our church. (Richmond Nolley). The proximity of this change in the route of the 4-lane will be detrimental to this Church. (reminder: There is an empty building and a junk yard across the hwy.) The town of Jena is in opposition of the present plan and we as parishioners of this Church support this opposition.

Thanks,
Terry and Cynthia Bradford
Members of Nolley Memorial United Methodist Church
Jena, La.

From: cen29150@centurytel.net
To: [Mikeila Nagura](#)
Date: Tuesday, April 08, 2014 1:08:11 PM

The original plan to 4-lane Hwy 84 through Jena was a different route that would preserve the integrity of the front of Nolley Memorial Methodist Church. This has been a beautiful landmark in the town of Jena. It is also of historic significance because of the grave of Richmond Nolley in the front of the church. The removal of the area shown in the new plans would significantly impact the church, not only aesthetically, but would create parking and entrance/exit problems for the church members and many others. Since there is a cemetery behind the church and the grave of Richmond Nolley in front there would be no places to create new parking or entrances.

Please revise the plan so that the front of Nolley Methodist can be preserved for future generations to enjoy. We know the town of Jena is in opposition to the current plan and we respectfully request a revision of the current plan to eliminate the removal of the land in front of Nolley that is now proposed.

Sincerely,
Kennon and Janice Daniel

From: [Allison Kendrick](#)
To: [Mikeila Nagura](#)
Subject: US 84 through Jena/ Nolley Church
Date: Tuesday, April 08, 2014 12:57:22 PM

To Whom It May Concern:

My name is Allison Hodges. I am a Nurse Practitioner who lives in Jena, LA, and attends Nolley Memorial United Methodist Church. The most recent plans the town received shows the 4 lane in front of Nolley Church taking away much of our front lawn, taking away our trees, and getting very close to the grave site of our church's name sake, Nolley. The current plan would cause the church problems with entering/exiting the church, create parking issues, ruin the aesthetic, and be too close the grave site of Nolley.

The town is in opposition to the current plan. I ask that you take our concerns into consideration, and make changes accordingly. There must be a way to resolve these issues. We realize the need for the road to be 4 laned, however, we don't want to lose the beauty of our town/church in the process.

Thanks for your time.

Allison Hodges
1456 Louisiana Street
Jena, LA 71342

From: [Reggie Loe](#)
To: [Mikeila Nagura](#)
Subject: Nolley Umc. Jena
Date: Tuesday, April 08, 2014 7:14:52 PM

To take the front yard of the church makes no sense when across the road would be the perfect place to place the 4 lane hwy. I oppose this part of the present plan re Nolley UMC.
Reggie Loe

From: [Johnny Rosier](#)
To: [Mikeila Nagura](#)
Subject: 4-landing of US Hwy 84 in Jena, La
Date: Tuesday, April 08, 2014 8:17:29 PM

I want to go on record as being opposed to the present four lane hwy proposal of US Hwy 84 through Jena, La. I attend Nolley UMC, and the present plan practically destroys our parking lot, beautiful trees, and comes exceptionally close to the grave of Rev. Nolley whom Our church is named for. There has to be an alternative solution to this present plan. If not, one needs to be drafted ASAP.

Johnny Rosier
Executive Vice President Sales & Marketing
Taylor & Sons Insurance and Financial Services
Ph: 985-345-5064
fax: 985-542-8238
Cell: 318-613-9726
Sent from my iPad

From: [Barbara Bridges](#)
To: [Mikeila Nagura](#)
Subject: Hwy 84
Date: Wednesday, April 09, 2014 2:35:52 PM

I have been a member of Nolley Methodist Church for over 70 years. I believe there is another way a road can go in lieu of taking the oak trees, parking lot and go so closely to the resting place of Richmond Nolley. Maybe you could take the junk yard across the road(which is an eye sore) and the empty warehouse next door. Please consider you are taking the grounds etc. that belongs to the Lord.

Thank you,
Barbara Bridges

From: [tracy dean](#)
To: [Mikeila Nagura](#)
Subject: Proposed Hwy 84 widening
Date: Wednesday, April 09, 2014 8:08:05 AM

I am very opposed to the widening of hwy 84 that would cut into the grounds of Nolley UMC in Jena. Please consider other side of road that has no historical value. Thank you.

Tracy Dean
318-992-3420

From: [Connie Lambeth](#)
To: [Mikeila Nagura](#)
Subject: 4-lane (Nolly Memorial United Methodist Church)
Date: Wednesday, April 09, 2014 9:36:53 AM

I would appreciate your consideration to make changes to the plans of 4-laneing Hwy 84 in the area that concerns Nolley United Methodist Church and a local grave site of Richmond Nolley.

From: [Kim O'Quin](#)
To: [Mikeila Nagura](#)
Subject: Jena Hwy 84 Expansion-Nolley United Methodist Church
Date: Wednesday, April 09, 2014 6:54:37 AM

Dear Mikeila,

My name is Kim O'Quin and I am an active member of Nolley United Methodist Church in Jena, La. I also own 2 commercial buildings in the downtown Jena area, located directly across from the Jena Town Hall.

This letter is to first say how excited I am about the expansion of hwy 84, but most importantly to express an extreme disappointment and grievance with the proposal as to take out the live oak trees, parking and disturb the gravesite of the man that founded our Church. This proposal will also make the hwy come dangerously close to a wonderful playground that the Nolley Church family worked very hard to raise funds to construct. Every Wednesday evening, this playground is filled with 20 plus beautiful children, the future generation of Nolley United Methodist Church.

I know that change is good and sometimes progress comes with a price, but I am humbly asking you to please consider the previous plan and do not disturb our beautiful live oaks and parking, but most importantly, a sacred gravesite and our children's playground. I have lived in Jena all of my life and must say, it is truly a wonderful place. Let us all please work together to bring new opportunities to our lovely town, but also try to maintain some of our history through out this process.

Thank you for your consideration in this matter.

Sincerely,
Kim O'Quin

From: [Sue](#)
To: [Mikeila Nagura](#)
Subject: 4-lane Hwy 84 Jena, La. 71342
Date: Wednesday, April 09, 2014 1:04:28 PM

Please revise the present plan to take out oak trees in Nolley UMC church front. This would take out the parking and be really close to the graves. The Town of Jena is opposed to this plan. If at all possible revise these plans.

Sincerely,
Sue Phillips

From: [Ivy Strozier](#)
To: [Mikeila Nagura](#)
Subject: US 84, Jena, LA.
Date: Wednesday, April 09, 2014 9:50:21 PM

Ms. Nagura, this is a request for you to consider a new plan for the route of Hwy US 84 through Jena, LA. The present plan destroys many two hundred year old oaks, parking area, garden area and comes within six feet of the gravesite of Rev. Richmond Nolley, all on the yard of the Nolley Memorial United Methodist Church, in Jena, LA. Sincerely yours, Ivy Strozier



ivystroz@aol.com

From: [Paul Tweedy](#)
To: [Mikeila Nagura](#)
Subject: Proposed 4-lane Highway 84 through Jena, LA
Date: Wednesday, April 09, 2014 9:36:14 AM

Dear Ms. Nagura,

While I am very excited about the widening of Highway 84 through Jena, I wish to express my deep concern regarding the possibility of the road making changes to existing nice buildings and landmarks within our community, such as that of Nolley United Methodist Church. I understand that the proposed route takes a considerable amount of their property to the detriment of their lovely physical plant. It would, without doubt, create parking, entrance and exit issues. Their building and their grounds have been a beacon within our community; one that is most welcoming, and one that speaks so well of our community. It has the only cemetery within the community on church property; in fact, Richmond Nolley's grave may even be affected by the taking of extensive property to the front of the church.

Surely, there is a suitable solution to the widening of Highway 84 that preserves the beauty and character of our community.

I also understand that the Town of Jena is in opposition to this present plan.

Your attention to this matter is greatly appreciated.

Sincerely,

W. Paul Tweedy
President & CEO
Bank of Jena

From: [THERESA Worsham](#)
To: [Mikeila Nagura](#)
Subject: Nolley Memorial UMC
Date: Wednesday, April 09, 2014 11:13:59 AM

Please know that I as a resident of Jena , La. find the possibility of taking the front yard of the Nolley Church abhorrent . The known eyesore directly across the road seems much more suitable to revision . Please reconsider the possible routing of highway 84 . Thank you

Sent from my iPhone

DR. MARK BOWEN



OPTOMETRIST

P. O. Box 1410 - 205 N. 1st.
Jena, Louisiana 71342

Therapeutic Certified/Eye Diseases
Eyeglasses & Contact Lenses

Phone: (318) 992-6103
Fax: (318) 992-6106

RECD APR 10
[Redacted], 2014
M Nagura

April 7, 2014

Mikiela Nagura
C.H. Fenstermaker & Associates. LLC
Attn: US 84
445 North Boulevard, Suite 601
Baton Rouge, LA 70802

Dear Ms. Nagura:

Please reconsider the change in the projected Highway 84 route than goes through the front property of my church, Nolley Memorial Methodist Church. This would be disastrous for our church, and we hope you could direct the new road as previously planned.

Thank you for your consideration in the important matter to our church and community.

Sincerely,

A handwritten signature in black ink, appearing to read 'Mark Bowen'.

Mark Bowen, O.D.

From: [Clint Cooksey](#)
To: [Mikeila Nagura](#)
Subject: Nolley Memorial United Methodist Church
Date: Thursday, April 10, 2014 8:40:11 AM

Hello

My name is Clint Cooksey. I am not very good at writing letters and dislike doing so but I feel that there is great need on this subject. For my whole life I have been a member of Nolley and I am concerned about the path chosen for the widening of Hwy 84. Our church has limited parking at this time and the proposed plan would take 1/2 of our parking and come very close to our founders grave that is in front of the church. The front of our church is a beautiful place in our town with large live oaks (must be at least 50 yrs old) in the front that would also be cut down. I don't understand why the "junk yard" across the street couldn't be taken in for the widening. The plan would make it more difficult for our members entering and exiting the church, parking, and take away a beautiful part of our town. I ask that there be strong consideration in adjusting the widening to leave our church the way it is. Thanks for your time and consideration.

Clint Cooksey

Allison Kendrick Hodges
1456 Louisiana Street
Jena, LA 71342

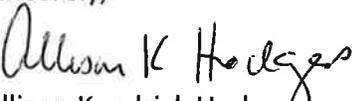
RECEIVED, 2014
magnus

Mikiela Nagura
C. H. Fenstermaker and Associates, LLC
Attn: US 84
445 North Boulevard, Suite 601
Baton Rouge, LA 70802

To Whom It May Concern:

I am writing concerning the decisions being made about Hwy 84 going through Jena, LA. I am a member of Nolley Memorial United Methodist Church. The recent plans that were brought to our local meeting show the road running very close to our church. We would lose a large area of our front lawn along with oak trees that have been on the premises for many years. The road would also run very close, possibly destroying, the grave site of Nolley, whom our church is named after. I personally am strongly rejecting this plan, and ask that it be changed. The reasons are multiple. I do realize that the road is needed, but I don't want to lose the beauty of our town, the sanctity of the grave site of Nolley, and our front lawn in the process.

Sincerely,


Allison Kendrick Hodges

Matthew Hill Hodges
1456 Louisiana Street
Jena, LA 71342

RECEIVED APR 10
MAGURA, 2014
MAGURA

Mikiela Nagura
C. H. Fenstermaker and Associates, LLC
Attn: US 84
445 North Boulevard, Suite 601
Baton Rouge, LA 70802

To Whom It May Concern:

I am writing concerning the decisions being made about Hwy 84 going through Jena, LA. I am a member of Nolley Memorial United Methodist Church. The recent plans that were brought to our local meeting show the road running very close to our church. We would lose a large area of our front lawn along with oak trees that have been on the premises for many years. The road would also run very close, possibly destroying, the grave site of Nolley, whom our church is named after. I personally am strongly rejecting this plan, and ask that it be changed. The reasons are multiple. I do realize that the road is needed, but I don't want to lose the beauty of our town, the sanctity of the grave site of Nolley, and our front lawn in the process.

Sincerely,


Matthew Hill Hodges



Nolley Memorial United Methodist Church

2239 East Oak Street • P.O. Box 127
Jena, Louisiana 71342

Rev. Daniel McLain Hixon
Senior Pastor
Rev. M. Amanda Carpenter
Associate Pastor
Certified in Spiritual Direction

REC'D APR 10, 2014
mmagnum

Phone: 318-992-4020
Fax: 318-992-5024

April 7, 2014

Miklela Nagufra
C.H. Fenstermaker & Associates, LLC

To Whom It May Concern,

I am a member as well as the church secretary of the Nolley Memorial United Methodist Church. It is my understanding that the Highway Department is planning to bring the four lane highway directly in front of our church, which means the destruction of our beautiful landscaping and the Oak trees. That would be a terrible thing to do. Nolley Church is one of the prettiest churches in Jena and it would be a shame to destroy it. No one in our church wishes to see this done. I am, as everyone else in the church totally against it. So please, find someplace else to put the new highway.

A concerned member of Nolley Memorial United Methodist Church

Secretary
Brenda Melvin
Brenda Melvin

From: [Linda Murphy](#)
To: [Mikeila Nagura](#)
Subject: US 84
Date: Thursday, April 10, 2014 4:53:55 PM
Attachments: [Nolly \(1\) 001.jpg](#)
[Nolly \(1\) 002.jpg](#)

Attached is a letter from the Louisiana Conference United Methodist Church Bishop and Cabinet in relation to the proposed plans for US 84 and the effect it will have on Nolley Memorial United Methodist Church, Jena, LA and the surrounding area.

The original letter is in the mail and should be in your office by Monday.

Linda Murphy

Administrative Assistant, Monroe District UMC
3010 Armand St., Suite 2, Monroe, LA 71201
318-387-7364 Phone
318-387-0000 FAX

From: [Gayle Russell](#)
To: [Mikeila Nagura](#)
Subject: Nolley Memorial United Methodist Church/Jena, LA
Date: Thursday, April 10, 2014 12:49:22 PM

Ms. Nagura:

As a long-time resident of Jena and a member of Nolley Memorial United Methodist Church, I would like to voice my opinion concerning the newer plans for the widening of HWY 84 through our town. The newer plan being considered is very destructive to our church in several ways. It is detrimental to the aesthetics of the church property, destroying oak trees planted when the main sanctuary was built. It creates serious entrance and exit problems for our parishoners, as well as taking away much of the available parking area. It puts a four-lane highway dangerously close to open-field activity and playground areas used by our children during planned church functions - such as fellowships, vacation Bible school, Easter egg-hunts, Trunk-or-Treat, and many other year-round activities.

The history of our church's founder, Richmond Nolley, is a history of the spread of God's Word throughout this region. An itinerant preacher, Nolley began many congregations in this area. When he died and was buried here, this site became an important reminder of our mission as members of this church. Bringing the highway so close to Nolley's grave borders on desecration. Would you care to have HWY 84 so close to the grave of someone you consider a historical leader and teacher of your own beliefs?

Another thought comes to mind - what of the construction damages outside the realm of the finished highway?

It was my understanding that the previous plan under consideration was more acceptable in terms of the damages it would cause. I also understand the need for progress. As a social studies teacher of American history, I would hope that the petitions of our town and church members will give you reason to reconsider before moving forward with the finalization of these plans.

Gail Russell
Concerned Citizen and Member of Nolley Memorial United Methodist Church

From: [Gayle Russell](#)
To: [Mikeila Nagura](#)
Subject: Re: My earlier message about Nolley Memorial U.M.C., Jena, LA
Date: Thursday, April 10, 2014 2:08:18 PM

Ms. Nagura:

I sent an email earlier today [12:49 PM], then realized I had forgotten to mention one other item.

As the widening of HWY 84 represents progress for our state and community, a large part of the property you will take away from Nolley Memorial United Methodist Church represents future progress and growth opportunities for our church. Due to the location of our cemetery directly behind the church's buildings, our only available lands for future growth are those in front of our church - next to our parking lot. These properties were either donated or purchased for church use.

Again, thank you for considering our petitions.

Gail Russell
Concerned Citizen and Member of Nolley Memorial United Methodist Church

Robert and Hedy Butler
1210 North Fourth St.
Jena, LA 71342

April 11, 2014

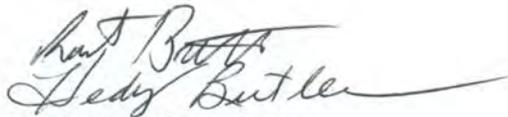
I am a third generation member of Nolley Memorial United Methodist Church. My wife is also a member. We are enthusiastic about the benefits for our town to be brought about by the US 84 Project.

However, we are concerned about the negative impact to our church by the latest proposal which, as we understand, will destroy one or more of our beautiful oak trees in front and diminish the positive effect of the grave of Rev. Richmond Nolley. Parking and ingress/egress promises to also be a problem. We have a concern for safety of our members and the public.

We believe the suggested right-of-way change at our church can be moved toward the North to lessen this threat and you will still be able to successfully accomplish your mission.

We ask you to make this change.

Sincerely,



Robert and Hedy Butler

CHAUDHRY CLINIC
RIAZ MASUD CHAUDHRY, M.D.
A Medical Corporation

APR 11
REC'D APR 23 2014
mmagnan

11809 Hwy. 84 West
P.O. Box 1470
Jena, La 71342

Phone (318) 992-4133
Fax (318) 992-4134

CERTIFIED MAIL – RETURN RECEIPT REQUESTED

April 9, 2014

Mikeila Nagura
C.H. Fenstermaker & Associates, LLC
Attn: US 84
445 North Boulevard, Suite 601
Baton Rouge, LA 70802

Ms. Nagura:

I am writing in regards to the widening of U.S. 84 in Jena, Louisiana and the impact the project will have on the Chaudhry Clinic.

Based on earlier correspondence received, we believed that the widening of U.S. 84 would not impact the Chaudhry Clinic. Alternative 2b shows that Chaudhry Clinic will be in the median of the expansion and therefore not affected. However, Alternative 4 completely overtakes the land on which the clinic is currently situated, and Chaudhry Clinic would be forced to relocate.

To disrupt the daily operations of Chaudhry Clinic would be unconscionable. Dr. Chaudhry has practiced in the Jena area for over 37 years and is one of the busiest solo practitioners in the state. In 2012, Dr. Chaudhry was awarded the Rural Health Practitioner of the Year award by the Louisiana Rural Health Association. The Chaudhry Clinic is an outpatient clinic that opened in February 2009. It is a state-of-the art outpatient medical patient clinic with exam rooms, consultation rooms, nurse's station, laboratory, digital x-ray facilities, conference room, allergy-testing room and sonography room. The clinic also has an electronics and IT room that houses servers for electronic health records. The digital x-ray rooms were specially designed with lead-walls, according to state specifications.

The Chaudhry Clinic currently sees between 450-620 patients per month, 70% of which are minority and low-income. 50% of patients are over the age of 60. Many of these patients do not have easy access to transportation and cannot afford to make longer trips to the doctor's office. Dr. Chaudhry has an extremely close-knit relationship with his patients and many simply do not want to see another doctor. To force these patients to go elsewhere would be simply unreasonable.

In addition, the cost of moving and relocating the Chaudhry Clinic would be astronomical. The clinic building alone is 6500 square feet, plus additional patient and employee paved parking. It

would take many months to completely rebuild the entire clinic. The amount of time needed to relocate would be an unnecessary disruption to the clinic practice and to patients' lives.

The owner and employees of the Chaudhry Clinic support Alternative 2b of the widening project, with accessibility to the clinic on both sides of the highway. This alternative would have the least disruptive impact to the Clinic, its patients and employees.

Sincerely,

A handwritten signature in cursive script that reads "Sophia Chaudhry". The signature is written in black ink and is positioned below the word "Sincerely,".

Sophia Chaudhry, Esq.

COMMENT FORM

Your participation is vital to ensuring that decisions made about this proposed project reflect the needs of the community and are based on good information. Please take a moment to document your comments or questions below. We will respond to your comments, questions, and concerns for the duration of this Environmental Study process.

REC'D APR 11, 2014
M. Nagura

Please provide your comments on the Environmental Screening below. You can turn in your comments to any Team member at the public meeting; or you can email your comments to Mikeila@Fenstermaker.com; or you can mail your comment form to Mikeila Nagura, CH Fenstermaker & Assoc, LLC, ATTN: US 84, 445 North Blvd. Ste. 601, Baton Rouge, LA 70802. Comments must be received by April 13, 2014 to be included as a part of the record.

Name: ELI AND JUDY COOPER

Email address/phone number: eliandjudy@gmail.com
(318) 992-2456

PLEASE PROVIDE YOUR COMMENTS ON THE FOLLOWING ITEMS:

What is your opinion of the four (4) alternatives presented?

IT APPEARS THAT THE LATEST PLAN TAKES MORE OF THE NOLLEY UMC CAMPUS THAN THE EARLIER PLAN, WE ARE OPPOSED TO THE PROJECT TAKING MORE OF THE NOLLEY CAMPUS. WE RECOMMEND THE EAST BOUND LANE REENTERING THE CURRENT HWY 84 RIGHT OF WAY SOONER OR FOLLOWING THE OLD RAILROAD ROW. BEHIND NOLLEY UMC

What is your opinion of the Preferred Alternative (Alternative #4)?

Environmental, socioeconomic or other concerns: Any issues that need to be addressed?

NOLLEY UMC HAS BEEN AN ESTABLISHED LAND MARK AND HOUSE OF WORSHIP IN JENA FOR MANY YEARS AND IT WOULD BE A TRAVESTY TO ENCROACH ON THAT LAND MARK MORE THAN IS ABSOLUTELY NECESSARY.

Other Comments, questions, or concerns (enclose additional pages as necessary):



Nolley Memorial United Methodist Church

2239 East Oak Street • P.O. Box 127
Jena, Louisiana 71342

APR
15 11 11, 2014
mmnagura

Rev. Daniel McLain Hixon
Senior Pastor
Rev. M. Amanda Carpenter
Associate Pastor
Certified in Spiritual Direction

April 8, 2014

Phone: 318-992-4020
Fax: 318-992-5024

Mikeila Nagura

C.G. Fenstermaker & Associates, LLC

Attn: US 84

445 North Boulevard, Suite 601

Baton Rouge, LA 70802

Dear Ms. Nagura,

As you can imagine our church is outraged that the Highway 84 Project for the four lane highway has been changed without knowledge of Mayor Murphy McMillin or the LEDD Chairman, Walter E. Dorroh, Jr. It was assumed that this construction would run behind Nolley Memorial UMC and not destroy our beautiful and historic grounds in front of the church. Our church has a rich history and its founder, Richmond Nolley from the 1800's, is actually buried in the front yard. To desecrate our yard and perhaps his gravesite would be tragic for us. We totally support the four lane project as we believe in economic growth for our community. But this action taken by your department is egregious to say the least.

As you can see, I have provided photos of our church grounds with our decades old majestic oak trees. Rev. Richmond Nolley's grave is marked with an official United Methodist Church historic site marker #42.

Now please turn your attention to the photos across the street from our beloved church. You will note without hesitation the abandoned, dilapidated tin buildings that have been an eyesore to this community for years. It would astound me if you would consider these properties far more noteworthy and historical than a landmark church from the 1800's. It goes beyond imagination that you would not consider building the four lane on this side of the road.

I suppose the most grievous is that our town leaders had trusted in the deal that they had made with your company and that you indiscriminately altered it to suit whatever confounding needs suited you. I have written the Bishop of the Louisiana UMC Conference as well as two

District Superintendents of the Louisiana UMC Conference and their spirits were aroused to indignation since they value the rich history of all churches.

I would request that you delay the implementation of any plans until you hear the voices of the people. If additional information is necessary, you may contact Mayor Murphy McMillin at our Jena Town Hall, 318-992-2148 or my husband at his law office in Jena at 318-992-4107.

Sincerely,



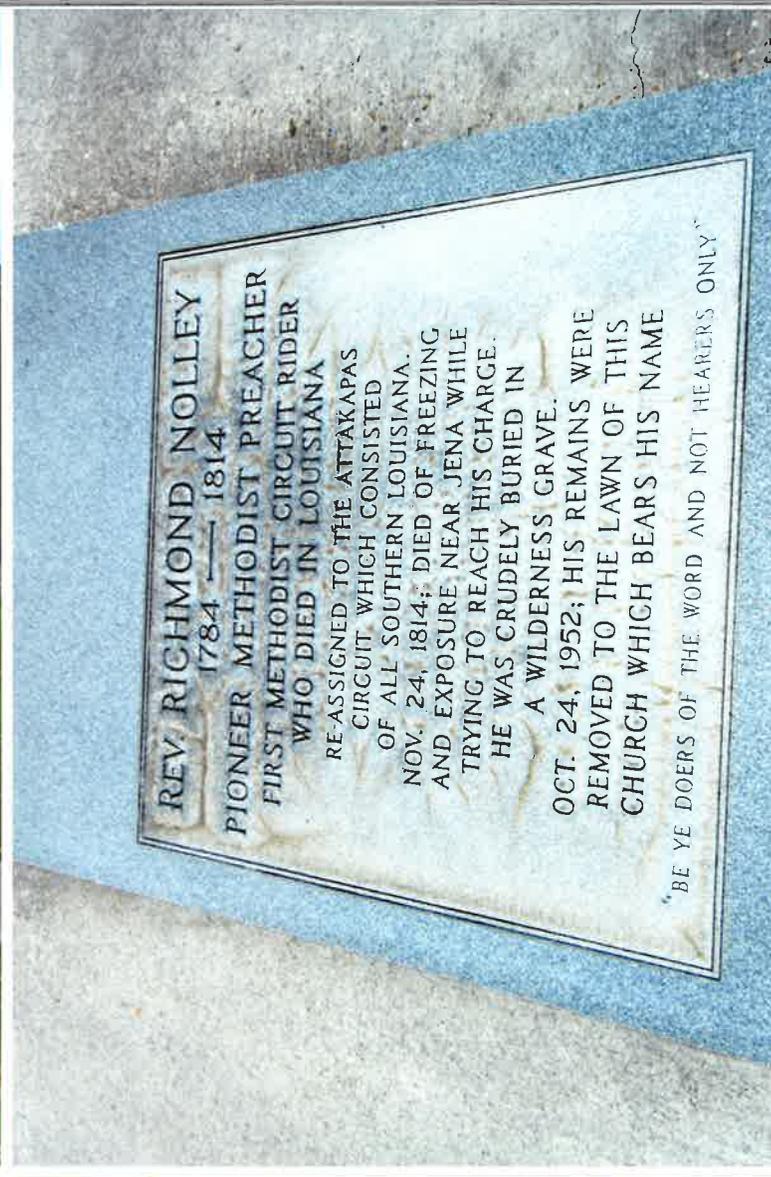
Mary Beth Dorroh

Treasurer

Nolley Memorial United Methodist Church

/med

Enclosures: photos







April 7, 2014

APR 11
REC'D APR 10, 2014
m. nagura

Mikeila Nagura
C H Fenstermaker and Associates, LLC
Attention: U S 84
445 North Boulevard, Suite 601
Baton Rouge, Louisiana 70802

Dear Ms. Nagura:

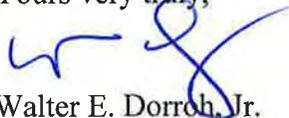
As a resident of Jena for almost thirty years, and a member of Nolley Memorial United Methodist Church, please allow me to register my strong protest concerning the plan to expand US 84 from Highway 772 to just east of Hair Creek Bridge. We only learned last week of the plan, which apparently differs substantially from that initially proposed by the Town of Jena, which would take the historic and beautiful live oaks in front of our church and would disturb the grave of the courageous circuit rider, Richmond Nolley, for whom our church is named. The proposed plan does these horrible things, while apparently leaving unbothered the unsightly metals dump and abandoned stores on the north side of U. S. Highway 84. This is difficult to fathom, particularly given the cultural and community significance of Nolley Memorial United Methodist Church.

To more precisely identify the location of which I am speaking, our church is located on the south side of U. S. Highway 84, slightly to the East of Mac's Grocery Store and Champlin's Furniture, both of which are located on the north side of U. S. Highway 84.

By way of information, Richmond Nolley died while serving as a Methodist Church circuit rider in 1814. While riding the circuit in this region, he died of exposure to extreme cold on the banks of Hempt Creek. His remains are buried just outside our church, not forty feet from the live oaks that the proposed plan intends to destroy. I simply cannot believe that any rational plan would favor destruction of these trees, and desecration of this heroic minister.

I respectfully urge that whoever is responsible reconsider the plan and, we suggest, re-adopt the plan which the Town of Jena originally proffered and which had been approved. That plan **DOES NOT** call for the removal of our beloved trees and of the disturbing of Rev. Nolley's grave.

Yours very truly,



Walter E. Dorroh, Jr.

cc: Mr. Robert Lott

robert.lott@louisiana.gov

From: [Tommy Hailey](#)
To: [Mikeila Nagura](#); alee@earth-search.com; Stacie.Palmer@LA.GOV; us84@bh-ba.com
Subject: RE: Historic Property on US 84 in Jena
Date: Friday, April 11, 2014 1:56:52 PM
Attachments: [Elisha Claude Welch Obituary 1940 Jena Times.jpg](#)
[Welch Motor Company Ad Jena Times 1940.jpg](#)

Greetings All,

I attended the meeting concerning the widening of Highway 84 in Jena on Wednesday, March 26, and while the information presented was useful, I left with unanswered questions about the historic structure located at 3440 West Oak Street. This house was built by Elisha Claude Welch circa 1930 on property he purchased from Benjamin Russell on October 22, 1924 (LaSalle Parish Conveyance Records, Book J, p. 517). Elisha Claude Welch was a prominent businessman in Jena in the early 20th-century, and this house was his home from the time of its construction until his death in 1940 (please see attachments).

Even though this house is not listed on the National Register of Historic Places at this time, it should be considered eligible or, at the very least, potentially eligible for inclusion. In looking over the Environmental Assessment, I could find no indication that it had received that designation. Would one of you be so kind as to provide me with that information at your earliest convenience?

I thank you in advance for your consideration.

Sincerely,

Dr. Tommy Ike Hailey
Associate Professor of Anthropology &
Director, Cultural Resource Office
Kyser Hall, Room 137A
School of Criminal Justice, History, & Social Sciences
Northwestern State University of Louisiana
Natchitoches, LA 71497
(318) 357-4453 (Office)
(318) 357-5273 (Fax)
haileyt@nsula.edu (E-mail)

From: Mikeila Nagura [mailto:mikeila@fenstermaker.com]
Sent: Saturday, March 29, 2014 12:23 PM
To: Tommy Hailey
Subject: US 84

Hi Dr. Hailey,

I want to let you know that I just sent Butch Lee an email regarding your mother's property, gave him your information, and reminded him about your class field trip during one of his field investigations. As I said at the hearing, he had an unexpected family emergency, so he may not respond immediately.

Public Accounting For Taxes Recommended by La. Press Ass'n

Passage and enforcement of laws requiring that governing boards and agencies publish yearly budget and publish twice-a-year accountings of any money and resources under their control was recommended by Louisiana Press association which closed its 60th annual convention in Shreveport Saturday.

The legislative program, outlined in detail at the convention, will be presented at the coming session of legislature. The members approved the program unanimously. A resolution pledging the support of the association and its members Gov.-elect Sam H. Jones and expressing their "confidence in his sincerity, determination and ability to carry out his plans and policies as promised" was also passed unanimously.

H. K. Goodwyn of Covington, director of the St. Tammany Farmer, was elevated from the vice-presidency to the presidency of the association. Horace Mangham of Rayne, as president of the northern division, and Howard Fore of Bunkie, president of the southern division, were named vice-presidents. George Goodman of Ponchatoula was re-elected secretary-treasurer.

The new board of directors will be composed of officers and Marcel Bienvenu, Martinville; John B. Gordon, Thibodaux; Orville E. Priestley, Crawfordsville; W. L. Rountree, Tallulah; C. G. Abbott Winnsboro; Estell Tannehill, Winnfield; Mrs. C. L. Breazeale, Natchitoches; Edwin Roy, Arabi, and Ralph Frantz, Shreveport. The resolution backing Governor-elect Jones read:

"Whereas, Hon. Sam Huston Jones within a few days will be inaugurated as governor of the state of Lou-

CLAUD WELCH, 43, DIES AFTER BRIEF ILLNESS IN ALEX.

Funeral Services Held At Baptist Church Jena Wednesday Evening

Elisha Claude Welch, 43 years of age, one of Jena's most prominent automobile dealers, died in the Baptist hospital in Alexandria Tuesday May 7 at 10:45 a. m. after a brief illness.

The deceased is survived by one brother, Leslie M. Welch, his partner in business, and two sisters, Mrs. R. H. Owens and Mrs. Archie Davis of Jena, along with a host of other relatives and friends. He is the son of the late Mrs. J. J. Welch.

Mr. Welch has friends throughout Central Louisiana and was known for his kindness to both his friends and relatives. He was a lifetime resident of LaSalle parish, his birthplace, and headed the Welch Motor Company.

In early manhood Mr. Welch was connected in business with J. B. Wright and later become an auto dealer. He was a member of the Baptist church of Jena, the Michael Dempsey Masonic Lodge of Jena and the John Russell Post, American Legion.

Funeral services were held at the First Baptist church in Jena Wednesday at 2:30 p. m. with Rev. Kearnie Keegan of Alexandria officiating. Interment was made at the Pine Hill cemetery, between Olla and Urania, under the direction of Hixson Bros. Funeral Home of Jena.

Pall bearers were Claude Jones R. S. McNeeley, Eddie Larison, Monroe Enterkin, Dewey Wishum, J. D. Russell, Tommy Bradford, and Sherrad Nicholson.



Nolley Memorial United Methodist Church

2239 East Oak Street • P.O. Box 127
Jena, Louisiana 71342

REC'D APR 11, 2014
mmnagura

Rev. Daniel McLain Hixon
Senior Pastor
Rev. M. Amanda Carpenter
Associate Pastor
Certified in Spiritual Direction

Phone: 318-992-4020
Fax: 318-992-5024

Dear Mikiela Nagura, Or Representative of the Highway 84 expansion project,

I write this letter both as a concerned citizen of the Town of Jena (LA, 71342), and also as the pastor of the Nolley Memorial United Methodist Church. It has come to my attention that plans to widen Highway 84 (East Oak Street in town), as they are currently envisioned, will involve the removal of much of our church's front lawn and parking lot, including a number of decades-old Oak Trees that serve as a shrine for the remains of one of our Methodist saints. So, I am writing to urge a reconsideration and change of that plan.

Removing historic oak trees (appropriately lining "Oak Street") will not enhance, but rather diminish the beauty and unique character of our town. I was given the impression that beautifying the town was one goal of this project (thus, the addition of medians and bike lanes as part of the project). Taking out the oak trees will be counter-productive to that endeavor.

More importantly, however, is the fact that our yard is not simply one more church lawn, but is the resting place of the remains of Reverend Richmond Nolley, an early Methodist circuit rider and preacher who died in the fulfillment of his duties and is rightly considered a Methodist martyr. This year (2014) marks the 200th anniversary of his death, and the story of Rev. Nolley is part of the local lore and culture of our community. The church yard serves as shrine for Rev. Nolley's remains and many years ago was recognized as an official historical monument of the global United Methodist Church (marked as such with an historical marker). The current plan for widening HWY 84 would not only destroy our memorial oak grove, but would place the new highway almost on top of the remains of this Methodist saint.

Removal of our memorial yard and oak trees, which so gracefully beautify our town makes even less sense when we consider that, on the opposite side of the road is a junkyard which many in our community consider a significant eye-sore and would happily relocate to a more appropriate location. Please reconsider the current plan and improve Highway 84 in a way that spares this beautiful, historic, and hallowed ground. Thank you for your attention.

Reverend Daniel McLain Hixon
Senior Pastor, Nolley Memorial United Methodist Church

APR 11
RECORDED 11, 2014
mmnagura

April 7, 2014

Mikiela Nagura
C.H. Fenstermaker & Associates. LLC
Attn: US 84
445 North Boulevard, Suite 601
Baton Rouge, LA 70802

RE: Widening of Hwy. 84 in front of Nolley United Methodist Church

I have been informed of a change in the plan to widen Hwy. 84 in front my church, Nolley United Memorial Methodist Church. I find it very hard to believe that any plan would include jeopardizing the location of the grave of Reverend Richmond Nolley, the founder of our church. Since this was not the original plan, I am at a loss as to understanding such a change. Surely knowledgeable planners of this highway widening can find a better way to undertake this change than to desecrate the grave of our church founder.

I truly expect such a change in this plan to be reconsidered as unacceptable.



Rhonda Paul Sanders

P O Box 77

Jena, LA 71342

318-992-2902 Home

318-992-7008 Work

From: [Blake C](#)
To: [Mikeila Nagura](#); Robert.Lott@la.gov; dottedpi@la.gov; [Krista Goodin](#)
Subject: RE: H.000758.2 US 84 Public Hearing Notice - Reminder
Date: Saturday, April 12, 2014 3:34:20 PM

Mikeila,

I was not able to attend the public hearing on March 26th and just realized that the comments are due to you by April 13th which is tomorrow. Hopefully this e-mail will suffice in place of a mailed letter.

In viewing the different alternatives I would most like to see Plate 1, Alternative 2B carried out for the community of Trout. Also I feel that Plates 1-7, Alternative 4 would be the best and have the least impact to the communities involved through the town of Jena and its surrounding areas.

Thanks for your consideration and I look forward to hearing from you soon on what plan will be implemented.

Sincerely,

Blake Chiasson (13150 Hwy 84 W Trout, LA)
102 Sunshine Drive
DesAllemands, LA 70030
985-758-7903

From: mikeila@fenstermaker.com
To: mikeila@fenstermaker.com
Subject: H.000758.2 US 84 Public Hearing Notice - Reminder
Date: Mon, 24 Mar 2014 17:24:44 +0000

NEWS RELEASE

March 24, 2014

Widening of US 84 from Highway 772
to Just East of Hair Creek Bridge
State Project No. H.000758.2
Federal Project No. DE-3010(503)
Parish, Louisiana

**NOTICE OF AVAILABILITY OF DRAFT ENVIRONMENTAL ASSESSMENT
OPEN HOUSE PUBLIC HEARING NOTICE
Wednesday, March 26, 2014
Jena Town Hall**

From: [Celeste Dammes](#)
To: [Mikeila Nagura](#)
Cc: wedjr@centurytel.net
Subject: Hwy 84 Jena: Opposition to Nolley Memorial UMC tree & greenspace removal
Date: Saturday, April 12, 2014 1:08:20 PM

Dear Mikeila,

It has recently come to my attention that the project to four-lane Highway 84 in Jena proposes to remove a substantial portion of the greenspace, including several oak trees, on the property of Nolley Memorial United Methodist Church. I wholeheartedly oppose such a measure.

My family and I currently reside in Marietta, GA, but are relocating to Jena in June to open my technology research consultancy there. A large part of the draw to living in Jena is the sheer amount of greenspace, the new community-friendly development, the churches, and of course the good people.

I grew up in Jena and would like to be able to raise my child there. However, new developments which encroach upon his play spaces make me rethink our decision to leave the Atlanta-area. After all, why should I leave a concrete jungle only to find another concrete jungle where once there were lush lawns and beautiful oak trees?

Don't get me wrong. The thought of faster transportation and 4-lane roads is appealing. I've lived in and around Atlanta for the last 13 years and have become accustomed if not reliant upon such comforts. However, I also know the value of greenspace and what that greenspace does to the value of a community.

Please consider other options before chopping down those trees. There are other options. Let's find a happy medium to ensure that Jena stays as green as possible and maintains items that define its historic locations, such the lawn and trees of Nolley, but at the same time allows Jena to benefit from the additional traffic that a 4-laned Highway 84 would provide.

Thank you for your time and consideration.

Sincerely,

Celeste Buckhalter Dammes
381 Greenfield Trace
Marietta, GA 30068
Relocating to Breithaupt Street in Jena, LA, in June, 2014

4-12-14

To: M. Nagura, C.H. Fenstermaker & Assoc. LLC

We are members of Nolley Memorial Methodist Church of Jena, Louisiana located on US Hwy. 84. We are very concerned by the plans to take away the frontage area of Nolley Memorial when four laning Hwy. 84 through Jena. If this is true, we ask that you reconsider this decision.

Thank you.

Joan and Harland Morgan

From: [Marcia Cooksey](#)
To: [Mikeila Nagura](#)
Subject: Four landing of Jena, Louisiana
Date: Sunday, April 13, 2014 4:38:24 PM

I have two points for consideration.

First, if land in front of Nolley Memorial United Methodist Church must be used, please use the land of the unsightly Metal Business. The side in front of Nolley is beautiful and should remain untouched.

Second, in the same line of thought, if the state plans for the road to take Homeland Bank, which is very beautiful, please consider instead using Hayes Lumber Company. This would allow another beautiful building to remain and should save the project some money which one would think would be rather important.

Thank you for any consideration which may be given to this matter.

Sincerely,
Marcia Cooksey

Sent from my iPad

From: [Robert Kendrick](#)
To: [Mikeila Nagura](#)
Subject: Nolley Methodist Church--Hwy 84 Relocation
Date: Sunday, April 13, 2014 8:38:15 PM

Dear Ms. Mikeila Nagura:

This communication is regarding the proposed Highway 84 project and the proximity to Nolley Methodist Church. As proposed, the highway would come quite close to the grave of Rev. Richmond Nolley, after whom the church was named.

In addition, the proposed path of the highway would significantly impact entrance and exit, as well as affecting our parking.

I understand this proposal is not in keeping with the path preferred by the Town of Jena. I urge reconsideration of the current proposal, with adoption of a route considered more appropriate not only by Nolley Church members, but by leaders of our community.

I speak as a lifelong member (64 years) of Nolley Methodist Church.

Thank you for your consideration

Robert T. Kendrick, M.D.

4/13/14

Please reconsider destroying the front of Nolley church on 84 in Jena. We have done so much work through the years to keep our landscaping beautiful. The highway would be much too close to Reverend Nolley's tomb. We support your project but hope that you can find a different route to 4-lane.

Thanks for your attention,
Joe and Delia Stallings

P. O. Box 805
Jena, LA 71342
April 9, 2014

REC'D APR 14, 2014
mnagura

Mikeila Nagura
C. H. Fenstermaker & Associates, LLC
Attn: US 84
445 North Boulevard, Suite 601
Baton Rouge, LA 70802

Dear Sir or Madam:

We are writing to you as concerned members of Nolley Memorial United Methodist Church in Jena, Louisiana, in regards to plans to four-lane U.S. Highway 84 through our town. We ask that you make copies of this letter and share it with every person involved in making decisions regarding the route that project will take.

It is our understanding that the present plans would significantly impact our church, since a great deal of the church parking lot would be lost to this highway plan. We strongly oppose this plan and urge you to reconsider and come up with a more suitable one. Listed below are some of our objections.

Effect on Parking Lot:

The present plan would take away a major portion of the church parking lot – a loss the church can ill-afford. The present lot serves our needs, but just barely. Losing any of it would be catastrophic.

Additionally, a plan which would bring the highway closer to the church facility would create entrance and exit problems for parishioners, possibly even presenting safety issues.

Aesthetics:

The setting for Nolley Memorial United Methodist Church atop that hill is one of the most memorable spots in our town. People who have passed through Jena on Highway 84, even if only one time, comment, "Oh, yes! That's the town with the beautiful church on the hill."

We would argue that aesthetics is, indeed, of primary importance in any town; no less so in ours. The "church on the hill" is a distinguishing feature of Jena. What a terrible shame it would be for our town to lose that. And, by carving away a sizable portion of that hill for a highway project, the beauty of the spot would be lost forever.

History:

Nolley Memorial United Methodist Church has had its home on that hill for over 100 years (since 1911). And Richmond Nolley, the early circuit rider who lost his life to exposure while attempting to make his way to the early Methodists in the area, is buried in front of the church. His burial place is so significant in United Methodist history that, when the Church began establishing Historic Sites, that place was the 42nd one named in the entire United States. Sadly, the proposed highway route comes perilously close to his grave.

This church has stood on that site overlooking our town and has served our community and generations of Methodists. Every inch of those grounds is sacred to us. Please do not defile it by claiming part of the property for a highway project.

Respectfully,


John E. Buckhalter


Vicki D. Buckhalter

COMMENT FORM

REC'D APR 14, 2014

Your participation is vital to ensuring that decisions made about this proposed project reflect the needs of the community and are based on good information. Please take a moment to document your comments or questions below. We will respond to your comments, questions, and concerns for the duration of this Environmental Study process.

Please provide your comments on the Environmental Screening below. You can turn in your comments to any Team member at the public meeting; or you can email your comments to Mikeila@Fenstermaker.com; or you can mail your comment form to Mikeila Nagura, CH Fenstermaker & Assoc, LLC, ATTN: US 84, 445 North Blvd. Ste. 601, Baton Rouge, LA 70802. Comments must be received by April 13, 2014 to be included as a part of the record.

Name:

ANDY GIRLINGHOUSE

Email address/phone number:

ANDY@FAMILYHARDWARELLC.COM

318-992-8211 (WORK) 318-992-8380 (HOME) 318-374-9030 (CELL)

PLEASE PROVIDE YOUR COMMENTS ON THE FOLLOWING ITEMS:

What is your opinion of the four (4) alternatives presented?

I AGREE THAT OF THE 4 ALTERNATIVES #4 IS THE BEST OVERALL PICK.

What is your opinion of the Preferred Alternative (Alternative #4)?

WHILE ALTERNATIVE #4 IS THE BEST OVERALL ROUTE GENERALLY THERE ARE STILL SOME PARTICULAR CONCERNS THAT NEED TO BE ADDRESSED AND I THINK THEY CAN BE RESOLVED AS LONG AS THE ENGINEERS ARE AWARE OF THEM. ONE CONCERN I HAVE HEARD REPEATEDLY IS THE DOWNTOWN AREA DOES NOT COMPLY WITH THE JENA VISION PLAN AND THE STREET SCAPE MODEL. THE OTHER MAJOR CONCERN IS THE MERGING OF THE COWLET IN FRONT OF THE NONLEY METHODIST CHURCH. IF THE FOUR LANES WERE TOGETHER AT THE BRIDGES THERE WOULD BE LESS IMPACT ON THE CHURCH GROUNDS, ESPECIALLY THE TREES THAT ARE SOMEWHAT OF A NOISE BUFFER.

Environmental, socioeconomic or other concerns: Any issues that need to be addressed?

Other Comments, questions, or concerns (enclose additional pages as necessary):

From: [Tommy Hailey](#)
To: [Mikeila Nagura](#)
Subject: Widening of US 84 from Hwy 772 to Just East of Hair's Creek Bridge
Date: Monday, April 14, 2014 12:03:56 AM

I sent an e-mail at the end of last regarding the National Register eligibility of the Elisha Claude Welch house (3440 West Oak Street in Jena), but I felt I should also address the questions on the Comment Form provided at the public meeting of March 26.

1) What is your opinion of the four (4) alternatives presented?

As an archaeologist and someone who has a long-standing interest in preserving the past, I prefer the alternatives that least affect the archaeological record and standing historic structures. The Downtown Jena area seems to be provided for in all of the alternatives, so I needn't address that aspect of it. Other areas:

- a. Trout Realignment – 2B and 4 acceptable; 1 and 2A not acceptable due to impact on Trout sawmill town archaeological resources and historic structures.**
- b. Good Pine/Midway – 1, 2B and 4 acceptable; 2A not acceptable due to impact on Good Pine sawmill town archaeological resources and historic structures.**
- c. Between about 1150 and 1161 on route – Several historic structures associated with Welch family – Elisha Claude Welch home, Welch Motel, Welch Motor company building – would be impacted if the widening took place north of Highway 84 on Alternatives 1, 2B, and 4; these impacts would be lessened or avoided with Alternative 2A.**

2) What is your opinion of the Preferred Alternative (Alternative #4)?

My objections to #4 are stated in 1c above.

3) Environmental, socioeconomic, or other concerns: Any issues that need to be addressed?

- a. I fear that the historic nature of certain structures associated with the Welch family has not fully been appreciated, although I can't be certain based solely on the data presented in the EA. The Welches and related families were and are prominent members of the Jena business and religious communities, and the structures associated with them require detailed assessment.**
- b. Between about 1150 and 1161 on route, primarily relatively recently established buildings in modern metal buildings would be affected if the right of way on the north side of the highway remained where it is and the highway were widened to the south only. This shift would avoid damaging the Welch-associated structures mentioned previously, as well as a number of other homes. I would argue that businesses, especially recent ones, are**

more easily moved than historic structures.

c. Between approximately 1161 and 1165, a massive amount of infilling would be required to bring the ground surface up to grade for the highway. This could also be avoided by the previously suggested action of widening the highway to the south only

4) Other comments, questions, or concerns:

a. For the section between approximately 1165 and 1150, widening the highway only to the south would preserve historic structures and avoid the massive infilling that would be required between 1161 and 1165. The businesses on the south side will have to be relocated with existing plans anyway, so the logical choice seems to be to shift that portion of the highway to the south, maintaining the current northern edge of the highway right-of-way.

Thank you for your consideration,

Dr. Tommy Ike Hailey
Associate Professor of Anthropology &
Director, Cultural Resource Office
Kyser Hall, Room 137A
Department of Criminal Justice, History, & Social Sciences
Northwestern State University
Natchitoches, LA 71497
(318) 357-4453 (Office)
(318) 357-5273 (Fax)
haileyt@nsula.edu (E-mail)

REC APR 14, 2014
cmnagna

Mikeila Nagura,

4-9-14

Re: State Project No. H000758.2
Widening of US 84, LaSalle Parish

I'm writing concerning your draft assessment of the above project as sent to the Jena Town Council, Jena, La.

These new assessments are not satisfactory.

The road and right of way would take too much of our church yard, parking, & most important, the historical grave of Rev.

Richmond Nolley of which our church is named, (Nolley United Methodist Church)
This grave is also a United Methodist historical ~~site~~ site No. 42.

Please reconsider and re-route the US 84.

Sincerely,

Marie Hubey



LOUISIANA AREA

THE UNITED METHODIST CHURCH

Cynthia Fierro Harvey
Resident Bishop

REC'D APR 14, 2014
mnagura

Kathryn Enix Moore
Executive Administrator
to the Bishop

April 10, 2014

Mikiela Nagura
C.H. Fenstermaker & Associates. LLC
Attn: US 84
445 North Boulevard, Suite 601
Baton Rouge, LA 70802

Dear Ms. Nagura,

We are writing to express our disappointment in learning that the original plans for the expansion of Highway 84 have recently changed to encroach upon the location of the Nolley Memorial United Methodist Church, the Richmond Nolley gravesite, the "Nolley Oaks," and the surrounding parking. The Nolley Church has just invested \$60,000 on resurfacing the parking lot, to go along with other recent property improvements. Your plan would be a disruption for the church and city in numerous ways. The Richmond Nolley gravesite is more than a marker for a man related to the founding of this congregation; it is a historical marker for the entire community.

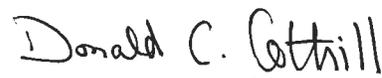
The Nolley Memorial United Methodist Church is not only concerned about historical significance; it is a thriving congregation which is deeply engaged with its community, seeking to make a difference in strengthening and invigorating municipal life. Numerous young adults who grew up in that church have moved back to Jena to start and raise their families. This church is a vital part of the community, whose benefit we know you seek as you undergo the Highway 84 project. The plan which you currently describe would be extremely detrimental to the church and entrance and exit needs for folks to gather there.

We implore you to reconsider this plan. Surely there is another way to direct the path of Highway 84 and its expansion through the heart of Jena.

Thank you for your time and attention.

Sincerely,


Bishop Cynthia Fierro Harvey
Resident Bishop, Louisiana Area, UMC


Dr. Donald C. Cottrill
Provost, Louisiana Area, UMC

CFH/km

page 1 of 2

527 North Boulevard, Baton Rouge, LA 70802-5700 • www.la-umc.org • Toll Free (888) 239-5286

(225) 346-1646 • Fax (225) 387-3662 • enixmore@bellsouth.net

Page 2 of 2
April 10, 2014

RE: Nolley Memorial United Methodist Church, Jena, Louisiana/Hwy 84 Concern



Rev. T. Ed Boyd
District Superintendent, Acadiana District



Dr. Van Stinson
District Superintendent, Baton Rouge District



Rev. Steven Spurlock
District Superintendent, Lake Charles District



Rev. Hadley Edwards
District Superintendent, New Orleans District



Rev. Ellen Alston
District Superintendent, Monroe District



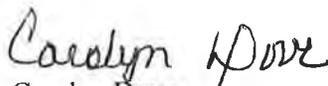
Dr. Donald Avery
District Superintendent, Shreveport District



Rev. Jan Curwick
Conference Treasurer/Statistician, Louisiana Area, UMC



Dr. Robert A. Weber
Director, Church Development & Transformation



Mrs. Carolyn Dove,
Conference Lay Leader, Louisiana Area, UMC

527 North Boulevard, Baton Rouge, LA 70802-5700 • www.la-umc.org • Toll Free (888) 239-5286

(225) 346-1646 • Fax (225) 387-3662 • enixmore@bellsouth.net

April 14, 2014

Mikeila Nagura
C. H. Fenstermaker and Associates, LLC
Attention: U.S. 84
445 North Boulevard, Suite 601
Baton Rouge, La. 70802

Dear Ms. Nagura:

As life long natives of Jena, La., LaSalle Parish and members of Nolley Memorial United Methodist Church, we wish to convey to you our strongest protest concerning the current plans to expand US 84 from Highway 772 to just east of Hair Creek Bridge. Our Grandparents were instrumental in the establishment and building of the original Nolley Memorial Methodist Church on the present grounds. With this in mind, our concerns for the destruction of this Holy site is obvious.

Our church is named after Richmond Nolley who served as the circuit rider in 1814. As he was performing his duties, he died of hyperthermia, on the banks of Hemps Creek, not far from the church's present location. His body was buried close to the creek banks where he fell. His remains were moved to the present location just outside our church and about forty feet from the live oaks that will be destroyed in the current plans. Surely a plan can be devised that will save the destruction of these trees and the desecration of this Godly man.

We respectfully request that whoever is responsible to readopt the plan that was originally approved by the Town of Jena. That plan does not call for the destruction of the trees nor the desecration of Rev. Nolley's grave. In addition, that plan did not interfere with the parking area for the church.

Very Respectfully,

Ralph & Janice McCrory

From: [Jerry & JoAnn Stevens](#)
To: [Mikeila Nagura](#)
Subject: LaSalle Parish Jena, Louisiana Grave of Rev. Richmond Nolley
Date: Thursday, April 17, 2014 7:25:54 PM

Please allow the grave to remain in it's present location on the grounds of NolleyMemorial Methodist Church, Jena, La.

My husband and I are life long residents of Jena, Louisiana. It is important to us that few changes be made in our little town. The Louisiana Highway Dept. has made a mess of so many small towns in our state. Please preserve as much as possible.

Thanks, JoAnn Slack Stevens

From: [Darlinia Coker](#)
To: [Mikeila Nagura](#)
Cc: [Jennifer Loe](#)
Subject: Hwy 84 4 Lane Through Jena La
Date: Tuesday, June 10, 2014 9:10:18 AM
Attachments: [image001.gif](#)

In regards to the email below, and as a concerned citizens and lifelong resident of LaSalle Parish, Jena, Louisiana I am highly opposed to the present routing plans to of Hwy 84 taking out the oak trees and the frontage of the Nolley UMC Church. The Nolley UMC Church is a historical landmark in our Town and such a beautiful landmark. It seems that there is an attack by all governmental projects on our churches. It is a shame that we have to stand and fight to protect what our government should be protecting for us. I believe our Town would be much better served by Hwy 84 taking the frontage of the business that is an eye sore on the opposite side of the rode.

Friends,

The present plans to 4-lane Hwy 84 through Jena show the highway taking out the oak trees in Nolley UMC church's front yard, coming extremely close to Richmond Nolley's grave, and creating parking and entrance / exit problems for our parishioners. The detrimental effect on the aesthetics of the church would be significant. The Town of Jena is in opposition to the present plan. Please help petition by **APRIL 13th** to have this plan of action revised with regard to Nolley Memorial United Methodist Church. Your concerns should be emailed to Mikeila Nagura with C. H. Fenstermaker & Associates at:

Mikeila@fenstermaker.com

or mailed to:

Mikeila Nagura

C. H. Fenstermaker & Associates, LLC

Attn: US 84

445 North Boulevard, Ste. 601

Baton Rouge, LA 70802

Darlinia A. Coker

APPENDIX F

July 2014 Public Meeting Summary

PUBLIC MEETING SUMMARY

WIDENING US 84 FROM HWY 772 TO JUST EAST OF HAIR CREEK BRIDGE ENVIRONMENTAL ASSESSMENT

STATE PROJECT NO. H.000758.2
FEDERAL PROJECT NO. DE-3010(503)
LASALLE PARISH, LA

PUBLIC MEETING

July 29, 2014, 4:00PM TO 7:00PM
Nolley Memorial United Methodist Church
2239 EAST OAK STREET, JENA, LA 71342

PREPARED FOR:



PUBLIC MEETING SUMMARY

A Public Hearing was held for the Widening of US 84 project on March 26, 2014, at which Alternative 4 was presented as the preferred alternative for the project. During the public comment period, 40 comments were received regarding impacts to oak trees in front of Nolley Memorial United Methodist Church (Nolley UMC) as well as potential encroachment toward the gravesite of the church's founder.

To address these concerns, a public meeting was held on July 29, 2014, at Nolley UMC to present alternative alignments for the proposed widening in front of the church. The meeting was held as an informal open house with a station format including exhibits for proposed revisions to Alternative 4.

Two revisions to Alternative 4 were presented, called Alternative 4B and Alternative 4C. The exhibits are provided in the Appendix.

- Alternative 4B shifts northward into the properties on the north side of US 84 and the downtown couplet begins further west to avoid impacts to the oak trees at Nolley UMC. As the alternative splits into the couplet, the westbound lane begins to curve southwardly through the frontage of Mac's supermarket to meet up again with US 84. The eastbound lane has a tighter curve than in Alternative 4 due to the shifting northward and westward of the couplet beginning point, before meeting up with Pine Street.
- Alternative 4C was created in response to a new gas station that was built after the Public Hearing, of which the consultants were unaware during the design of 4B. This Alternative shifts slightly less northward to reduce impact to the oak trees in front of Nolley UMC, and also avoids the newly built gas station.

MEETING OBJECTIVES

The objective of the public meeting was to seek input from individuals and community organizations on issues and concerns related to the potential impacts associated with the proposed widening of US 84 adjacent to the Nolley UMC property, and to receive comments on the proposed revisions to the Alternative 4.

MEETING ADVERTISEMENT

The public meeting was advertised in several ways. On July 18, 2014, property owners adjacent to the revised alternative section were mailed a meeting notification letter; a press release was emailed to stakeholders, property owners, interested citizens, and local media; and meeting fliers were sent to Jena Town Hall and Nolley Memorial UMC for public posting. A legal advertisement was advertised in the Jena Times on July 23, 2014. Copies of each form of advertisement are included in the Appendix.

MEETING FORMAT

The meeting followed an informal open house style. Two (2) Stations were organized around the meeting facility and are described below:

- **Welcome and Sign-In.** Meeting attendees were asked to provide their contact information and received a project brochure describing the revised alternative and a comment form. Copies of the meeting handout and comment form are included in the Appendix.

- **Exhibits.** Meeting attendees were able to visit with project team members to ask questions and to view the proposed revisions to Alternative 4. Copies of the exhibits are included in the Appendix.

MEETING SUMMARY

The meeting was attended by approximately 46 citizens, four (4) local officials and 11 agency representatives including team members.

Public Comments

Comment forms were handed out to each attendee when signing in. During the open house, attendees were able to turn in a completed written form. Attendees were also able to turn in comment forms via email or mail. Comments were received through August 16, 2014. The public meeting comment summary table is included in the Appendix and a summary of responses received are below.

Comment Summary

A total of 17 public comments were received regarding the US 84 project during the two week comment period. At the open house, 10 written comment forms were turned in. There were four (4) emails and three (3) written comments received by US mail. A complete record of the comments and responses is included in the Appendix.

- Of the two Alternatives presented, commenters preferred Alternative 4B.
- Some proposed that a third alternative should be presented that curves northward to avoid the trees altogether, displaces the scrap metal business across the street from the church, and then curves southward to avoid the new gas station.

Alternative 4B	Alternative 4C	Other
6	2	9

Submitted: FENSTERMAKER & ASSOCIATES

Name: Mikeila Nagura, ASLA

Title: Deputy Project Manager

LIST OF APPENDICES

Legal Ad
Affidavit and Tear Sheet
Press Release
Flier
Property Owner Letter
Sign-In Sheets
Project Informational Handout
Comment/Survey Form
Exhibits
Comment Response Summary
Public Comments Received

Widening of US 84 from Highway 772
to Just East of Hair Creek Bridge
State Project No. H.000758.2
Federal Project No. DE-3010(503)
LaSalle Parish, Louisiana

NOTICE OF PUBLIC MEETING

Date: Tuesday, July 29, 2014
Place: Nolley Memorial United Methodist Church, 2239 East Oak Street, Jena, LA
Time: 4:00 PM to 7:00 PM

The Louisiana Department of Transportation and Development (DOTD) in conjunction with the Federal Highway Administration (FHWA) is conducting a public meeting in an open house format for the proposed widening along US 84 from Hwy 772 to just east of Hair Creek Bridge. The purpose of the open house is to provide information and receive comments on a revision to the Preferred Alternative – Alternative 4. Representatives from DOTD, FHWA, and its consultants will be at the open house to answer questions and discuss issues related to the project. Interested citizens are encouraged to attend!

Meeting History: DOTD and FHWA held a public meeting on July 12, 2012, as a part of the Environmental Assessment (EA) process. The objective of this meeting was to seek input from individuals and community organizations on issues and concerns related to potential impacts associated with the proposed widening. Four alternatives were presented at the meeting and based on public input two were chosen to move forward for further study (2B and 4).

A public hearing was held on March 26, 2014. The purpose of the hearing was to present the Preferred Alternative and receive public input. During the public comment period, 39 community members responded with recommendations to reduce potential impacts to four oak trees on the property of Nolley Memorial UMC as well as reduce potential encroachment on the gravesite of the church's founder Rev. Richmond Nolley. DOTD and FHWA concurred on addressing these concerns while still in the Environmental stage.

Public Comments: Written comments may be submitted at the meeting, emailed to Mikeila@fenstermaker.com, or mailed to the following address, postmarked by August 16, 2014:

Mikeila Nagura
C.H. Fenstermaker & Associates, LLC
Attn: US 84
445 North Boulevard, Suite 601
Baton Rouge, LA 70802

Should you require special assistance due to a disability in order to participate in this public meeting, please contact C.H. Fenstermaker & Associates, LLC by telephone at (225) 344-6701 at least five (5) working days prior to the public meeting date.

Other Information: For more information relating to the hearing, contact Ms. Mikeila Nagura, Deputy Project Manager, C.H. Fenstermaker & Associates, LLC at Mikeila@fenstermaker.com or (225) 344-6701; or Mr. Robert Lott, Assistant Environmental Engineer, DOTD at Robert.Lott@la.gov or (225) 242-4504.

For media inquiries, please contact Mr. Rodney Mallett, Public Relations Director, DOTD, at dotdpi@la.gov or (225) 379-1275.

AFFIDAVIT

STATE OF LOUISIANA PARISH OF LaSALLE

I, Sammy J. Franklin, publisher of The Jena Times/Olla-Tullos-Urania Signal, a weekly newspaper, located at Jena, LaSalle Parish, Louisiana, do hereby swear that the advertisement for FENSTERMAKER

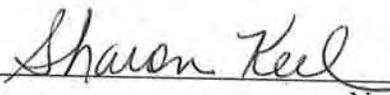
Entitled Notice of Public Meeting at Nolley UMC

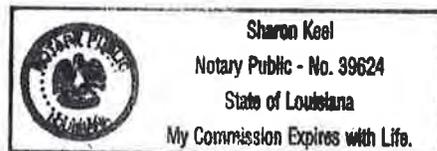
(1) Copy attached hereto was published in said newspaper for 1 consecutive time(s) on the dates of July 23, 2014

and that this affidavit is being furnished the advertiser for the purpose of proof of publication.

(Signed) 

Sworn to and subscribed before me, this 23 day of July 2014.


(Seal) _____ Notary Public



Public Notices

THE JENA TIMES
OLLA-TULLOS-URANIA SIGNAL

PUBLIC NOTICE

Cary (Sonny) King, Jr. - Melba I. King
P.O. Box 368
Tullos, Louisiana 71479
Phone (318) 534-6165

July 17, 2014

Attn: Honorable Steve Andrews
LaSalle Parish Clerk of Court
P.O. Box 1316
Jena, LA 71342

RE: Louisiana Revised Statute 33:176, Contract Boundaries,
Tullos ordinance 2013-02

Dear Honorable Mr. Andrews:

In compliance with the above Statute please record this Affidavit from the Official Journal of LaSalle Parish with our Petition and Tullos Ordinance #2013-02 into Conveyance Records and Suit No. 36552 c/w 35517.

Please include one certified copy of the above recording with your bill. Should there be any question, please do not hesitate to phone us.

Kindest regards,
Melba I. King

CC: Sammy Franklin, Editor, Jena Times/Signal

ORDINANCE NO. 2013-02

An Ordinance to Contract the Corporate Limits of the Town of Tullos, Louisiana, by Deannexing Property Belonging to Cary King, Jr., and Melba King

WHEREAS, a petition has been presented to the Mayor and Board of Alderman of the Town of Tullos (The ABoard@) by Cary King, Jr., and Melba King (Exhibit A), requesting that property owned by petitioners and within the boundaries of the Town of Tullos, being more particularly described in Exhibit B, be deannexed from the corporate limits of the Town of Tullos;

WHEREAS, a certificate of the LaSalle Parish Assessor is attached hereto as Exhibit C, certifying that according to the last assessment of property taxes, petitioners own one-hundred percent in value of the property to be deannexed;

WHEREAS, a certificate of the LaSalle Parish Registrar of Voters is attached hereto as Exhibit D, certifying that petitioners are the only voters residing within the property to be deannexed;

WHEREAS, proof of publication of the filing of the petition, as required by La. R.S. 33:172(B), and of notice of a public hearing concerning the deannexation is attached as Exhibit E;

WHEREAS, it is the opinion of the Board that the Petition for Deannexation should be approved and the corporate limits of the Town of Tullos should be contracted as described in Exhibit B;

NOW THEREFORE, BE IT ORDAINED by the Board of Alderman of the Town of Tullos that the property owned by Cary King, Jr., and Melba King, as more particularly described in Exhibit B, be deannexed from the corporate limits of the Town of Tullos; BE IT FURTHER ORDAINED that the Mayor be and he shall hereby be authorized to take all further actions and execute all further documents and/or certifications as are necessary and proper to complete the deannexation;

BE IT FURTHER ORDAINED that the Clerk of the Town of Tullos be and she shall hereby be authorized to file a description of the entire boundary of the municipality as changed with the LaSalle Parish Clerk of Court as required by La. R.S. 33:178;

BE IT FURTHER ORDAINED that the provisions of this Ordinance are severable, and therefore, if any portion, provision, or application of this Ordinance is declared to be unlawful or otherwise invalid, the remaining portions, provisions, or applications of this Ordinance will remain valid and enforceable.

BE IT FURTHER ORDAINED that all Ordinances, Resolutions or other formal acts of the Board, which are in conflict herewith be and are hereby repealed.

Property Description for Town of Tullos/Proposed Deannexation of Property Owned by Cary King, Jr., and Melba Ireland

feet; thence run along the East line of Lot 8 a distance of 100 feet; thence continue along Lot 7 a distance of 77 feet to the intersection with East line of Southern Gas Line right of way, stake; thence South 35 degrees West along said right of way line a distance of 223 feet to the East right of way line of Louisiana Highway 84, stake; thence along said right of way line Southeasterly a distance of 55 feet to the place of beginning, being all of Lots 7 and 8 lying South of Southern Gas line right of way.

Tract 5

A .456 tract of land situated in Section 25, Township 10 North, Range 1 East, more particularly described as follows:

Begin at a 4"x4" concrete monument being the Northwest Corner of Lot 1, Block G of the Tremont Lumber Company Addition to the Town of Tullos as per plat of said Addition recorded in Conveyance Book Z, Page 2 of the records of LaSalle Parish, Louisiana, and run thence North 72 degrees 57 minutes East 77.7 feet to the point of beginning; thence North 28 degrees 19 minutes West 96.5 feet to a 4"x4" concrete marker; thence North 61 degrees 12 minutes East 150.2 feet; thence South 30 degrees 39 minutes East 116.3 feet; thence South 15 degrees 46 minutes East 134.8 feet; thence South 82 degrees 42 minutes West 30 feet to a point in the fence; thence North 13 degrees 11 minutes West along the fence 108 feet to the fence corner; thence North 13 degrees 11 minutes West 10 feet; thence South 72 degrees 57 minutes West 17.8 feet to a 4"x4" concrete monument; thence South 72 degrees 57 minutes West 112.3 feet to the point of beginning.

Tract 6

.32 acres of land situated in Section 25, Township 10 North, Range 1 East, described as follows: Begin at a 4"x4" concrete monument being the Northwest Corner of Lot 1 of Block G of the Tremont Lumber Company Addition to the Town of Tullos as per plat of said Addition recorded in Conveyance Book Z, Page 2 of the records of LaSalle Parish, Louisiana, and run North 72 degrees 57 minutes East 77.7 feet; thence North 28 degrees 19 minutes West 292.0 feet; thence South 6 degrees 37 minutes West 43.7 feet; thence South 8 degrees 50 minutes East 43.7 feet; thence South 17 degrees 38 minutes East 203.7 feet to point of beginning.

Tract 7

Lot 5 of Block A of Tremont Lumber Company Addition to the Town of Tullos as per plat of said Addition recorded in Conveyance Book Z, Page 2 of the records of LaSalle Parish, Louisiana.

Said Ordinance having been introduced on the 5 day of August, 2013; the title of said Ordinance having been read; public comment on said Ordinance having been requested and heard; said Ordinance having been considered, and; a record vote having been taken, the results of which were:

Yeas: 4

Nays:

Absent: 1

THUS DONE AND ADOPTED at Tullos, LaSalle Parish, Louisiana, on this 5 day of August, 2013.

CHARLES NEWSOM

Mayor

Town of Tullos, Louisiana

HENRI PLATZER
Town Clerk
Town of Tullos, Louisiana

U.S. Department of Justice
Civil Rights Division
TCH:RSB:LB:IJL:tst
DJ 166-012-3
2013-1876
Voting Section NWB
950 Pennsylvania Avenue, NW
Washington, DC 20530

Ms. Melba I. King

July 23, 2013

VACANCY ANNOUNCEMENT

The LaSalle Parish School Board is now taking applications for the position of Principal for Nebo Elementary School.

Applicants must be certified as Provisional Principal, Principal, Elementary School Principal, Secondary School Principal, or Educational Leader.

Level 1 and must submit a LaSalle Parish School Board application, resume, certified copy of college transcript, copy of teaching certificate, and three letters of recommendation to the attention of Roy Breithaupt, Superintendent, LaSalle Parish School Board, corner of North First and West Elwood, P. O. Drawer 90, Jena, Louisiana 71342. Interested persons may obtain an application packet which contains a list of application requirements from the LaSalle Parish School Board Office in Jena, Louisiana or by calling (318) 992-2161.

Applications and other required information must be received by 4:30 p.m. on Thursday, July 24, 2014. Interviews will be conducted on Friday, July 25, 2014.

The LaSalle Parish School Board does not discriminate against any individual on the basis of race, sex, age or disability.

ROY BREITHAUPT,
Superintendent
LaSalle Parish School System

Published:

7-9-14

7-16-14

7-23-14

BID NOTICE

The Town of Olla will accept sealed bids for the sale of the following surplus automobile:

2005 Crown Victoria

Bids will be accepted until 4:00 p.m. on Tuesday, August 12, 2014. All bids must be submitted to the Town of Olla in a sealed envelope marked clearly "2005 Crown Victoria Bid". Sealed bids shall be mailed to the TOWN OF OLLA, PO BOX 223, OLLA, LA 71465 or delivered to 1907 LOUISIANA STREET. Any bid received after the deadline will be returned unopened. The Town of Olla will publicly open and read aloud. The town council will consider the bids at its regular council meeting on this same date and time.

Interested bidders are encouraged to contact the Olla Town Hall at (318)495-5151 to arrange to view the automobile or to get more information. The town reserves the right to alternatively allow an intergovernmental agreement with other government entities that are interested in purchasing the unit rather than a bid. The Town of Olla reserves the right to waive any formalities or to reject any or all quotations for just cause.

Town of Olla
RHONDA ELLIOTT,
Mayor

Published:

7-16-14

7-23-14

7-30-14

NOTICE

Sealed bids for the following will be received by the Louisiana Department of Transportation and Development, Procurement Section, Headquarters Administration Building, 1201 Capitol Access Road, 4th Floor East Wing S-447, Baton Rouge, LA 70802, Telephone number (225)379-1444 until 10:00 A.M., FRIDAY, AUGUST 22, 2014. No bids will be accepted after this hour. At 10:00 A.M. of the same day and date, they will be publicly opened and read in the Headquarters Administration Building, 4th Floor East Wing S-447.

SOLICITATION/REV NUMBER 300002804

ADVERTISEMENT FOR BIDS

Notice is hereby given that the LaSalle Parish School Board will receive sealed bids from LA licensed general contractors until 2:00PM local time, Tuesday, 19th August, 2014 for:

JOB #2014-06

TOILET ADDITION TO JENA JUNIOR HIGH SCHOOL JENA, LOUISIANA

Bids will be accepted until the date and time specified and will be publicly opened and read aloud at that time in the Office of LaSalle Parish School Board, 3012 North First Street, P.O. Box 90, Jena, Louisiana 71342. All submittal packages will be stamped or marked to acknowledge timely receipt. Sole responsibility for proper mailing or delivery of any bid in compliance with this advertisement is that of the bidder. Bids received after the date and time of opening will not be considered.

Complete bid documents may be obtained from Yeager, Watson & Associates, Inc., 808 Versailles Blvd, Alexandria, Louisiana, 71303-2377, Telephone (318) 445-2446, upon deposit of \$100.00 for each set of documents. The deposit is fully refundable to all bidders upon return of the documents, in good condition, no later than fifteen (15) days after receipt of bids. The deposit of all other sets of documents will be forfeited after fifteen (15) days. Bid related materials & electronic submittal of bids may also be found at WWW.CENTRALBIDDING.COM.

All bids must be accompanied by a bid security equal to five percent (5%) of the base bid and all additive alternates and must be in the form of a certified check, cashier's check or bid bond written by a company licensed to do business in the State of Louisiana. The Successful bidder will be required to furnish a performance bond and a payment bond, each in an amount equal to 100% of the contract amount.

No bid may be withdrawn for a period of forty-five (45) days after the date for receipt of bids.

Bidders must meet requirements of the State of Louisiana Contractor's Licensing Law R.S. 37:2151-2163.

Preference is hereby given to materials, supplies and provisions, produced, manufactured or grown in Louisiana, quality being equal to articles offered by competitors outside of the State. Preference provided by R.S. 38:225 will be used if applicable.

The LaSalle Parish School Board does not discriminate on the basis of race, color, national origin, sex, age, handicapping condition, or veteran status.

The Owner reserves the right to reject any and all bids and to waive any informalities incidental thereto. Bids which deviate from the project plans and specifications will not be considered.

ROY D. BREITHAUPT,
Superintendent
LaSalle Parish Schools

BUDDY BETHARD,
President
LaSalle Parish Schools
Published: 7-23-14
7-30-14
8-6-14

NOTICE OF PUBLIC MEETING

Widening of US 84 from Highway 772

to Just East of Hair Creek Bridge

State Project No. H.000758.2

Federal Project No. DE-3010(503)

LaSalle Parish, Louisiana

Date: Tuesday, July 29, 2014

Place: Nolley Memorial United Methodist Church, 2239

East Oak Street, Jena, LA

Time: 4:00 PM to 7:00 PM

The Louisiana Department of Transportation and Development

Property Description for Town of Tullos/Proposed Deannexation of Property Owned by Cary King, Jr., and Melba Ireland King - 7 Tracts - 6/5/2013

Tract 1

All that part of the East Half of Northwest Quarter of Section 25, Township 10 North, Range 1 East lying East of U.S. Highway 84 and South of La. Hwy. 125 (formerly U.S. Hwy. 165) situated outside of the boundaries of Tremont Lumber Company Addition to the Town of Tullos as per plat of said Addition recorded in Conveyance Book Z, Page 2 of the records of LaSalle Parish, Louisiana, LESS AND EXCEPT THEREFROM THE FOLLOWING TWO PARCELS:

A. A tract of land situated in the Southeast Quarter of Northwest Quarter of Section 25, Township 10 North, Range 1 East, more particularly described as follows: From the Southeast Corner of said Southeast Quarter of Northwest Quarter run North 0 degrees 13 minutes East 34.1 feet, which is the point of beginning of the tract herein described; thence run North 0 degrees, 13 minutes East 572.6 feet to a ¾" curb bolt; thence run South 66 degrees 32 minutes West paralleling a fence, 176.7 feet or to the boundary of Block G of the Tremont Lumber Company Addition to the Town of Tullos; thence run South 17 degrees 39 minutes East along the East line of said Block G, 527 feet to the point of beginning, containing 1.1 acres, being the same property acquired by Michael W. White, from Cary King, Jr., and Melba Ireland King, by act recorded October 29, 1984, recorded in Conveyance Book 138, Page 229, instrument No. 127333 of the records of LaSalle Parish, Louisiana.

B. Beginning at the Northwest Corner of Lot 1, Block A of the Tremont Lumber Company Addition to Tullos, as per plat of said Addition recorded in Conveyance Book Z, Page 2 of the records of LaSalle Parish, Louisiana, and run thence Southwesterly parallel with the South right of way line of Old U.S. Highway 165 a distance of 58.3 feet, stake; thence run Southeasterly with established fence 235.5 feet, stake; thence Northeasterly parallel with fence, stake; thence Northwesterly with West line of said Lot 1, Block A, a distance of 233.7 feet to the place of beginning, being Lot #4 of former Arkansas Fuel Oil Company Housing plot in the Southeast Corner of the intersection of U.S. Highway 84 and LA Hwy. 125 (formerly U.S. Highway 165).

Tract 2

The following three tract of land situated in Northwest Quarter of Section 25, Township 10 North, Range 1 East, LaSalle Parish, Louisiana, being Lots 1, 2, and 3 of former Arkansas Fuel Oil Company Housing Plot and more particularly described as follows:

A. Beginning at the Northwest Corner of Lot 1 of Block A of the Tremont Addition to the Town of Tullos and run thence Southwesterly parallel with the South right of way line of old U.S. Highway 165 a distance of 203.2 feet, stake; to the place of beginning; thence Southeasterly 239.7 feet along establish fence, stake; thence Southwesterly along established fence 77.5 feet, stake; thence Northwesterly along established fence 201.4 feet to the intersection with right of way line of old U.S. Highway 165, stake; thence Northeasterly parallel with said line to place of beginning, being Lot 1 of former Arkansas Fuel Oil Company Housing Plot.

B. Beginning at the Northwest Corner of Lot 1, Block A of the Tremont Addition to the Town of Tullos and run Southwesterly parallel with the South line of Old U.S. Highway 165 a distance of 144.6 feet, stake; and the point of beginning; thence Southeasterly with established fence 233 feet, stake; thence Southwesterly with established fence, 72.7 feet, stake; thence Northwesterly with established fence to intersection with South right of way of old U.S. Highway 165, 239.7 feet, stake; thence Northeasterly with said right of way 53.6 feet to the place of beginning, being Lot 2 of Former Arkansas Fuel Oil Company Housing Plot.

C. Beginning at the Northwest corner of Lot 1, Block A of the Tremont Addition to the Town of Tullos and run Southwesterly parallel with the South right of way line of Highway 165 a distance of 58.3 feet to the place of beginning, stake; thence continuing along said right of way a distance of 86.3 feet; thence Southeasterly and along established fence a distance of 233.0 feet, stake; thence Northeasterly along fence 71.2 feet, stake; thence Northwesterly along established fence 235.5 feet to the place of beginning; being Lot 3 of Former Arkansas Fuel Oil Company Housing Plot.

Tract 3

Lots Number 1, 2, 3, 4, 5 and 6 of Block G of the Tremont Lumber Company Addition to Tullos, as per plat of said Addition recorded in Conveyance Book Z, Page 2 of the records of LaSalle Parish, Louisiana.

Tract 4

A portion of Lots Number 7 and 8 of Block G of the Tremont Lumber Company Addition to the Town of Tullos as per plat of said Addition recorded in Conveyance Book Z, Page 2 of the records of LaSalle Parish, Louisiana, more particularly described as follows:

Lots Number 7 and 8 of Block G of the Tremont Lumber Company Addition to Tullos as per plat of said Addition recorded in Conveyance Book Z, Page 2 of the records of LaSalle Parish, Louisiana, LESS AND EXCEPT THEREFROM the following de-

Ms. Melba I. King
P.O. Box 368
Tullos, Louisiana 71479

Dear Ms. King:

This refers to your correspondence concerning the boundary correction (Ordinance No. 2012-02) for the Town of Tullos in LaSalle Parish, Louisiana, submitted to the Attorney General pursuant to Section 5 of the Voting Rights Act of 1965, 42 U.S.C. 1973c. We received your letter on June 10, 2013. As we previously informed you in our March 21, 2013, letter, Henri Platzer, Town Clerk and Tax Collector, informed us that you were not authorized by the Town of Tullos to make a submission of this change.

Moreover, on June 25, 2013, the United States Supreme Court held that the coverage formula in Section 4(b) of the Voting Rights Act, 42 U.S.C. 1973(b), as reauthorized by the Voting Rights Act Reauthorization and Amendments Act of 2006, is unconstitutional and can no longer be used as a basis for subjecting jurisdictions to preclearance under Section 5 of the Voting Rights Act, 42 U.S.C. 1973c. *Shelby County v. Holder*, 570 U.S. ___, 2013 WL 3184629 (U.S. June 25, 2013) (No. 12-96). Accordingly, no determination will be made under Section 5 by the Attorney General on the specified change. Procedures for the Administration of Section 5 of the Voting Rights Act, 28 C.F.R. 51.35. We further note that this is not a determination on the merits and, therefore, should not be construed as a finding regarding whether the specified change complies with any federal voting rights law.

Sincerely,

T. Christian Herren, Jr.
Chief, Voting Section

ORDINANCE NO. 2013-02 Town of Tullos, Louisiana

An Ordinance to Contract the Corporate Limits of the Town of Tullos, Louisiana, by Deannexing Property Belonging to Cary King, Jr., and Melba King.

WHEREAS, a petition has been presented to the Mayor and Board of Aldermen of the Town of Tullos (the Board) by Cary King, Jr., and Melba King (Exhibit A) requesting that property owned by petitioners and within the boundaries of the Town of Tullos, being more particularly described in Exhibit B, be deannexed from the corporate limits of the Town of Tullos.

WHEREAS, a certificate of the LaSalle Parish Assessor is attached hereto as Exhibit C, certifying that according to the last assessment of property taxes, petitioners own one-hundred percent in value of the property to be deannexed.

WHEREAS, a certificate of the LaSalle Parish Registrar of Voters is attached hereto as Exhibit D, certifying that petitioners are the only voters residing within the property to be deannexed;

WHEREAS, proof of publication of the filing of the petition, as required by La. R.S. 33:172(B), and of notice of a public hearing concerning the deannexation is attached as Exhibit E;

WHEREAS, it is the opinion of the Board that the petition for Deannexation should be approved and the corporate limits of the Town of Tullos should be contracted as described in Exhibit B;

NOW, THEREFORE, BE IT ORDAINED by the Board of Aldermen of the Town of Tullos that the property owned by Cary King, Jr., and Melba King, as more particularly described in Exhibit B, be deannexed from the corporate limits of the Town of Tullos.

BE IT FURTHER ORDAINED, that the Mayor be and he shall hereby be authorized to take all further actions and execute all further documents and/or certifications as are necessary and proper to complete the deannexation;

BE IT FURTHER ORDAINED that the Clerk of the Town of Tullos be and she shall hereby be authorized to file a description of the entire boundary of the municipality as changed with the LaSalle Parish Clerk of Court as required by La. R.S. 33:178;

BE IT FURTHER ORDAINED that the provisions of this Ordinance are severable, and therefore, if any portion, provision, or application of this Ordinance is declared to be unlawful or otherwise invalid, the remaining portions, provisions or applications of this Ordinance will remain valid and enforceable.

BE IT FURTHER ORDAINED that all ordinances, resolutions, or other formal acts of the Board, which are in conflict herewith be and are hereby repealed.

Said Ordinance having been introduced on the 1st day of July, 2013; the title of said Ordinance having been read, public comment on said Ordinance having been requested and heard; said Ordinance having been considered, and; a record vote having been taken, the results of which were:

Yeas: 4

Nays: 0

Absent: 1

THUS DONE AND ADOPTED at Tullos, LaSalle Parish, Louisiana, on this 5th day of August, 2013.

CHARLES NEWSOM
Mayor

HENRI PLATZER
Town Clerk

July 23, 2013

and read in the Headquarters Administration Building, 4th Floor East Wing S-447.

SOLICITATION/RFX NUMBER 3000002804 ANNUAL CONTRACT TO FURNISHING ASPHALTIC MIXTURE FOR HOT APPLICATION FOR A PERIOD OF SIX (6) MONTHS BEGINNING SEPTEMBER 1, 2014 AND ENDING FEBRUARY 28, 2015.

The Department will award the contract to the lowest responsible bidder without discrimination on grounds of race, color, religion, sex, sexual orientation, national origin, veteran status, political affiliation or disabilities. Minority business enterprises will be afforded full opportunity to submit bids pursuant to this advertisement.

Full information, specifications and Solicitation/RFX forms may be obtained by accessing the bid number in LaPac at www.prd.doa.louisiana.gov/osp/lapac/pubmain.asp or the purchasing section listed from the above address.

Bids must be submitted on Solicitation/RFX forms provided by the Department. Evidence of authority to submit the bid shall be required in accordance with R.S. 39:1594.

The Department reserves the right to reject any or all bids and waive any informalities.

SHERRI H. LeBAS, PE.
SECRETARY, LADOTD
CARLA J. PARENT, CPPB
DOTD PROCUREMENT DIRECTOR

Published:
7-23-14

OFFICIAL PROCEEDINGS URANIA TOWN COUNCIL

JULY 14, 2014 MEETING

The Urania Town Council held their regular meeting July 14, 2014 in the Council Chambers of the Urania Town Hall at 5:00 p.m. Presiding over the meeting in the absence of Mayor Terri Corley was Mayor Pro-Tem Pat McDougald. Also present was council members Staci Strain, Dawn Book and Jay Ivy. Absent was council member Bill Brown. Reporter Morgan Tarpley was on hand representing The Jena Times.

McDougald called the meeting to order and opened the meeting with prayer. Book made a motion to approve the agenda with Ivy seconding the motion. Strain made a motion with Ivy seconding the motion to approve June 2014 minutes as published. Ivy made a motion to approve paying June 2014 bills with Book seconding the motion.

In the absence of Police Juror Jerry Harris, McDougald gave the police jury reports as followed: 7227 South Pine Street-Delivered white rock and repaired culvert crossing where there was no drive; 5512 Tannehill Drive-Picked up trash and debris; and 6678 Tannehill Drive-Installed a 10" X 40" plastic culvert.

McDougald also reported that we received the annual fire insurance rebate from the LaSalle Parish Police Jury. The amount was \$4060.88. Book made a motion to accept the police jury report with Ivy seconding the motion.

One bid was received on the 2008 police car from H & H Enterprises for \$527.00. Book made a motion with Ivy seconding the motion to accept the bid.

In the department reports for water, McDougald told the council that the Town of Urania has received the "2014 Source Water Protection System of the Year Award" from Louisiana Rural Water Association. In the sewer reports McDougald stated that we are in the process of hauling sludge and performing maintenance at the sewer treatment plant. The police department reported 21 citations issued with \$6,424.00 collected for the month of June. The fire department did not have any fires for this month but did replace some of the lights in the firehouse behind the town hall.

With there being no further business or comments Ivy made a motion to adjourn with Book seconding the motion.

TERRI B. CORLEY,
Mayor

SANDY CALLENDER,
Clerk
Published: 7-23-14

NOTICE TO THE PUBLIC

Notice is hereby given that a Public Hearing will be held at 5:45 p.m., Monday, August 11, 2014, in the Police Jury Meeting Room, Courthouse, Jena, Louisiana, to receive written or oral comments concerning the Jury's intent to set 30 MPH Speed Limit on Loop Road in District 1.

KAY SMITH,
Secretary-Treasurer

Published: 07-23-14

East Oak Street, Jena, LA

Time: 4:00 PM to 7:00 PM

The Louisiana Department of Transportation and Development (DOTD) in conjunction with the Federal Highway Administration (FHWA) is conducting a public meeting in an open house format for the proposed widening along US 84 from Hwy 772 to just east of Hair Creek Bridge. The purpose of the open house is to provide information and receive comments on a revision to the Preferred Alternative - Alternative 4. Representatives from DOTD, FHWA, and its consultants will be at the open house to answer questions and discuss issues related to the project. Interested citizens are encouraged to attend!

Meeting History: DOTD and FHWA held a public meeting on July 12, 2012, as a part of the Environmental Assessment (EA) process. The objective of this meeting was to seek input from individuals and community organizations on issues and concerns related to potential impacts associated with the proposed widening. Four alternatives were presented at the meeting and based on public input two were chosen to move forward for further study (2B and 4).

A public hearing was held on March 26, 2014. The purpose of the hearing was to present the Preferred Alternative and receive public input. During the public comment period, 39 community members responded with recommendations to reduce potential impacts to four oak trees on the property of Nolley Memorial UMC as well as reduce potential encroachment on the gravesite of the church's founder Rev. Richmond Nolley. DOTD and FHWA concurred on addressing these concerns while still in the Environmental stage.

Public Comments: Written comments may be submitted at the meeting, emailed to Mikeila@fenstermaker.com, or mailed to the following address, postmarked by August 16, 2014:

Mikeila Nagura
C.H. Fenstermaker & Associates, LLC
Attn: US 84
445 North Boulevard, Suite 601
Baton Rouge, LA 70802

Should you require special assistance due to a disability in order to participate in this public meeting, please contact C.H. Fenstermaker & Associates, LLC by telephone at (225) 344-6701 at least five (5) working days prior to the public meeting date.

Other Information: For more information relating to the hearing, contact Ms. Mikeila Nagura, Deputy Project Manager, C.H. Fenstermaker & Associates, LLC at Mikeila@fenstermaker.com or (225) 344-6701; or Mr. Robert Lott, Assistant Environmental Engineer, DOTD at Robert.Lott@la.gov or (225) 242-4504.

For media inquiries, please contact Mr. Rodney Mallett, Public Relations Director, DOTD, at dotdpi@la.gov or (225) 379-1275.
Published:
7-23-14

NOTICE TO THE PUBLIC

Notice is hereby given that a Public Hearing will be held at 5:45 p.m., Monday, August 11, 2014, in the Police Jury Meeting Room, Courthouse, Jena, Louisiana, to receive written or oral comments concerning the Jury's intent to add Pigeon Branch Road to the parish road system in District 4.

KAY SMITH,
Secretary-Treasurer
LaSalle Parish Police Jury

Published: 07-23-14
07-30-14
08-06-14

ASBESTOS NOTICE

Copies of the Asbestos Management Plan for each LaSalle Parish School and all other buildings owned by the LaSalle Parish School Board are available for inspection by the public during normal business hours, 8 a.m. to 4:30 p.m. Monday through Friday.

The plan is available for inspection without cost or restriction and anyone who desires to inspect the plan should contact the principal of the school or a member of the staff at the LaSalle Parish School Board.

If additional information is needed, please contact Scott Windham, Maintenance Supervisor at 3012 North First Street, Jena, LA 71304.

PROJECT UPDATE: US 84

July 18, 2014

**Widening of US 84 from Highway 772
to Just East of Hair Creek Bridge
State Project No. H.000758.2
Federal Project No. DE-3010(503)
LaSalle Parish, Louisiana**

NOTICE OF PUBLIC MEETING

Date: Tuesday, July 29, 2014
Place: Nolley Memorial United Methodist Church, 2239 East Oak Street, Jena, LA
Time: 4:00 PM to 7:00 PM

The Louisiana Department of Transportation and Development (DOTD) in conjunction with the Federal Highway Administration (FHWA) is conducting a public meeting in an **open house format** for the proposed widening along US 84 from Hwy 772 to just east of Hair Creek Bridge. The purpose of the open house is to provide information and receive comments on a revision to the Preferred Alternative – Alternative 4. Representatives from DOTD, FHWA, and its consultants will be at the open house to answer questions and discuss issues related to the project. Interested citizens are encouraged to attend!

Meeting History: DOTD and FHWA held a public meeting on July 12, 2012, as a part of the Environmental Assessment (EA) process. The objective of this meeting was to seek input from individuals and community organizations on issues and concerns related to potential impacts associated with the proposed widening. Four alternatives were presented at the meeting and based on public input two were chosen to move forward for further study (2B and 4).

A public hearing was held on March 26, 2014. The purpose of the hearing was to present the Preferred Alternative and receive public input. During the public comment period, 39 community members responded with recommendations to reduce potential impacts to four oak trees on the property of Nolley Memorial UMC as well as reduce potential encroachment on the gravesite of the church's founder Rev. Richmond Nolley. DOTD and FHWA concurred on addressing these concerns while still in the Environmental stage.

Written comments may be submitted at the meeting, emailed to Mikeila@fenstermaker.com, or mailed to the following address, postmarked by August 16, 2014:

Mikeila Nagura
C.H. Fenstermaker & Associates, LLC
Attn: US 84
445 North Boulevard, Suite 601
Baton Rouge, LA 70802

Should you require special assistance due to a disability in order to participate in this public meeting, please contact C.H. Fenstermaker & Associates, LLC by telephone at (225) 344-6701 at least five (5) working days prior to the public meeting date.

For more information relating to the hearing, contact Ms. Mikeila Nagura, Deputy Project Manager, C.H. Fenstermaker & Associates, LLC at Mikeila@fenstermaker.com or (225) 344-6701; or Mr. Robert Lott, Assistant Environmental Engineer, DOTD at Robert.Lott@la.gov or (225) 242-4504.

For media inquiries, please contact Mr. Rodney Mallett, Public Relations Director, DOTD, at dotdpi@la.gov or (225) 379-1275.

###

US 84 PUBLIC MEETING NOTICE

The Louisiana Department of Transportation and Development (DOTD) in conjunction with the Federal Highway Administration (FHWA) is conducting a public meeting in an **open house format** for the proposed widening along US 84 from Hwy 772 to just east of Hair Creek Bridge. The purpose of the open house is to provide information and receive comments on a revision to the Preferred Alternative, Alternative 4. Representatives from DOTD, FHWA, and its consultants will be at the open house to answer questions and discuss issues related to the project. Interested citizens are encouraged to attend!

WHAT: Public meeting on proposed widening of US 84 from Hwy 772 to just east of Hair Creek Bridge

WHEN: Tuesday, July 29, 2014

**WHERE: Nolley Memorial UMC
2239 East Oak Street
Jena, LA 71342**

TIME: 4:00PM to 7:00PM

For more information relating to the meeting, contact Ms. Mikeila Nagura at C.H. Fenstermaker & Associates, LLC at (225) 344-6701.



SPN: H.000758.2
FPN: DE-3010(503)



July 18, 2014

STATE PROJECT NO. H.000758.2
FEDERAL PROJECT NO. DE-3010(503)
NAME: WIDENING OF US 84 FROM HWY 772 TO JUST EAST OF HAIR CREEK BRIDGE
ROUTE: US 84
PARISH: LASALLE

Dear Property Owner,

The Louisiana Department of Transportation and Development (DOTD) in conjunction with the Federal Highway Administration (FHWA) is conducting a public meeting in an open house format for the proposed widening along US 84 from Hwy 772 to just east of Hair Creek Bridge. The purpose of the open house is to provide information and receive comments on a revision to the Preferred Alternative – Alternative 4. Representatives from DOTD, FHWA, and its consultants will be at the open house to answer questions and discuss issues related to the project.

Date: Tuesday, July 29, 2014

Place: Nolley Memorial United Methodist Church, 2239 East Oak Street, Jena, LA

Time: 4:00 pm to 7:00 pm

Meeting History: DOTD and FHWA held a public meeting on July 12, 2012, as a part of the Environmental Assessment (EA) process. The objective of this meeting was to seek input from individuals and community organizations on issues and concerns related to potential impacts associated with the proposed widening. Four alternatives were presented at the meeting and based on public input two were chosen to move forward for further study (2B and 4).

A public hearing was held on March 26, 2014. The purpose of the hearing was to present the Preferred Alternative and receive public input. During the public comment period, 39 community members responded with recommendations to reduce potential impacts to four oak trees on the property of Nolley Memorial UMC as well as reduce potential encroachment on the gravesite of the church's founder Rev. Richmond Nolley. DOTD and FHWA concurred on addressing these concerns while still in the Environmental stage.

Written comments may be submitted at the meeting, emailed to Mikeila@fenstermaker.com, or mailed to the following address, postmarked by August 16, 2014:

Mikeila Nagura
C.H. Fenstermaker & Associates, LLC
Attn: US 84
445 North Boulevard, Suite 601
Baton Rouge, LA 70802

Should you require special assistance due to a disability in order to participate in this public meeting, please contact C.H. Fenstermaker & Associates, LLC by telephone at (225) 344-6701 at least five (5) working days prior to the public meeting date.

For more information, please contact Ms. Mikeila Nagura, Deputy Project Manager, CH Fenstermaker & Associates, LLC, at Mikeila@fenstermaker.com or (225) 344-6701; or Mr. Robert Lott, Assistant Environmental Engineer, DOTD, at Robert.Lott@la.gov or (225) 242-4504.

If you are not the property owner, please notify him/her or the appropriate representative in a timely manner. All interested persons are invited to attend.

Sincerely,

Mikeila Nagura, ASLA
Deputy Project Manager



PUBLIC

WIDENING OF US 84 FROM HWY 772 TO JUST EAST OF HAIR CREEK BRIDGE – EA
 PUBLIC MEETING | JULY 29, 2014 | 4:00 PM to 7:00 PM
 NOLLEY UMC | 2239 EAST OAK STREET | JENA, LA

State Project No. H.000758.2
 Federal Project No. DE-3010(503)
 LaSalle Parish, LA

NAME	EMAIL	TELEPHONE	ADDRESS
1 Johnny R. Hutchins		318-992-5955	1849 W Baker St Jena, La 71342
2 John E. Byckhalter	vbyckhalter@centurytel.net	992-2290	PO Box 805 Jena, LA 71342
3 Hank Cooksey	hankcooksey@centurytel.net	992-2171	3200 Hwy 459 Jena, La. 71342
4 Adam Williams	adamwilliams@justissail.com	992-4111	1120 E Oak St Jena, LA 71342
5 James Justice	jjustice@ymoo.com	315-992411	Box 2990 Jena 71342
6 Jennifer Loe	jloer@centurytel.net	318 992 7212	PO Box 2990 Jena LA 71342
7 Keith Tarver / Mada Tamm	pob687@centurytel.net	318 992 6580	PO Box 687 Jena, LA 71342
8 Robert Kendrick	drrobertkendrick@gmail.com	318 992 2242	2424 Evergreen JENA, LA 71342
9 Theresa Worsham	nangpud1@yahoo.com	318.805.4476	2060 Allen St. Jena, La. 71342
10 Nail Russell	grussell@lasallepsb.com	318 992-4342	2232 Audrey Street, Jena, LA 71342
11 Carolyn Gernand	CGERNAND@verizon.net	703-765-6949	720 Hazel Loop, Jena, LA 71342
12 Evelyn Falley	eeatalley@yahoo.com	318-992-2488	2691 1st Street Jena, La 71342
13 Sally Mazier	sara.sally.frazier@LA.Gov	225-326-6840	2625 E Oak Street, Jena, LA 71342
14 Mella King	miking@centurytel.net	318-534-6165	P.O. Box 368 Jena, LA 71342
15 Phil Smith	Schametzla@yahoo.com	318-623-1806	1531 East Oak St. Jena, La. 71342
16 Clint Cooksey	clcooksey08@gmail.com	318-312-0943	1260 N Second St. Jena
17 Barbara Murphy	brm1025@yahoo.com	318-992-4536	1025 Highland St. Jena, LA 71342
18 Allison Hodges	allisonkendrick@yahoo.com	318 235-7685	1454 Louisiana St Jena LA 71342
19 Jim Justice III	jimjustisse@justissail.com	318-992-7208	P.O. Box 2990 Jena LA 71342
20 Jimmy Nugent	jtnugent@centurytel.net	318-792-0602	P.O. Box 543, Jena, LA 71342
21			
22			
23			
24			
25			



PUBLIC

WIDENING OF US 84 FROM HWY 772 TO JUST EAST OF HAIR CREEK BRIDGE – EA
 PUBLIC MEETING | JULY 29, 2014 | 4:00 PM to 7:00 PM
 NOLLEY UMC | 2239 EAST OAK STREET | JENA, LA

State Project No. H.000758.2
 Federal Project No. DE-3010(503)
 LaSalle Parish, LA

PANNABC@yahoo.com

NAME	EMAIL	TELEPHONE	ADDRESS
1 Panna Patel	Pannepc@yahoo.com	318-992-2709	2134 East Oak St. Jena La. 71342
2 W.B. McARTNEY JR	Bomc@JUSTISSOIL.COM	318-992-4111	1221 LA. ST. JENA, LA 71342
3 Susan Ory Powers	susanorypowers@mac.com	323-578-1349	P.O. Box 404, Jena, LA 71342
4 Barbara Germany		(318) 992-4830	161 Verna Dr. Jena, LA 71342
5 Chris McDoussald			
6 Daniel Hixon	revhixon@gmail.com	318-992-4020	1345 Nugent St - Jena LA 71342
7 Starla Clark	seclark@lasallepsb.com	318-992-5846	1561 East Oak St. Jena
8 Tom Kendrick	tkendrick140@centurytel.net	318-374-9080	P.O. Box 1377 Jena, LA 71342
9 Celeste Dammes	celestedammes@gmail.com	404-919-0740	PO Box 2033 Jena, LA 71342
10 Cindy Boothe		318-992-3504	1532 Louisiana St. Jena, LA 71342
11 John W. Kolthuis Jr.	JWR5R 71342 @ Yahoo.com	318-316-2586	1141 East Oak ST (PO Box 56 Trout 71371)
12 Regan P. Picou	Regan Picou@yahoo.com	992-6771	3175 East Oak St Pkous Seafood
13 Brenda McQueen	MELVIE899@HOTMAIL.COM	715-3029	1683 Highland St., Jena, LA 71342
14 ANDY GIBBINGHOUSE	ANDY@FAMILYHARDWARELLC.COM	318-992-8211	P.O. Box 151 JENA, LA 71342
15 Cynthia Bradford	tbrad@centurytel.net	318-992-8393	POB 349 Jena La. 71342
16 Christene Hixon	tene2006@hotmail.com	318-992-4020	1345 Nugent St. Jena, LA 71342
17 Jenna Rae Justice	JennaJustice@yahoo.com	318-992-4814	Hwy 772 W Trout Lg. 71371
18 Audrey S. Maxam		318-992-4022	521 Humphris St Jena, LA 71342
19 Cynthia P. Kendrick	cynthiapkendrick@gmail.com	318 316-1510	2424 Evergreen St. Jena LA 71342
20 Bobby Kendrick			
21 Alex Hodges			
22 Jimmy Brown	danny63@Centurytel.net	318-481-8016	2435 East oak ST Jena LA 71342
23 Bill Ross	bill.ross@justissoil.com		P.O. Box 396 Jena, LA 71342
24 Bob Bontha	bobhedy@centurytel.net	318-992-2602	1210 N. 4th, Jena
25 Renee' Evans	rdarkrenee@yahoo.com	318-481-4545	P.O. Box 217 Jena, LA 71342



AGENCY

WIDENING OF US 84 FROM HWY 772 TO JUST EAST OF HAIR CREEK BRIDGE – EA
 PUBLIC MEETING | JULY 29, 2014 | 4:00 PM to 7:00 PM
 NOLLEY UMC | 2239 EAST OAK STREET | JENA, LA

State Project No. H.000758.2
 Federal Project No. DE-3010(503)
 LaSalle Parish, LA

NAME	EMAIL	TELEPHONE	ADDRESS
1 Michael J. Cain Jr.	michael.cain@dot.gov	(225) 757-7607	7250 Flanders Drive, Baton Rouge, LA
2 FRED BORNE	FRED.BORNE@la.gov	225-379-1388	DOTD Baton Rouge
3 Ronald Broadbent	ronald.broadbent@la.gov	225-379-1727	DOTD Baton Rouge
4 Pam Davis - Jena Cultural Center	pamirjena@yahoo.com	318-992-2564	p.o. box 2782, Jena, LA 71342
5 Allen Jones, Jr.	ajones@resourcemgt.com	318-266-8451	22620 Hwy 8 west, Trout. La 71371
6 DAX DOUG			
7 BLAKE GUIDRY			
8 BUSS KEWEY			
9 MIKELA NABURA			
10 EZEKIEL ONYEBUNAM			
11			
12			
13			
14			
15			
16			
17			
18			
19			
20			
21			
22			
23			
24			
25			



ELECTED OFFICIALS

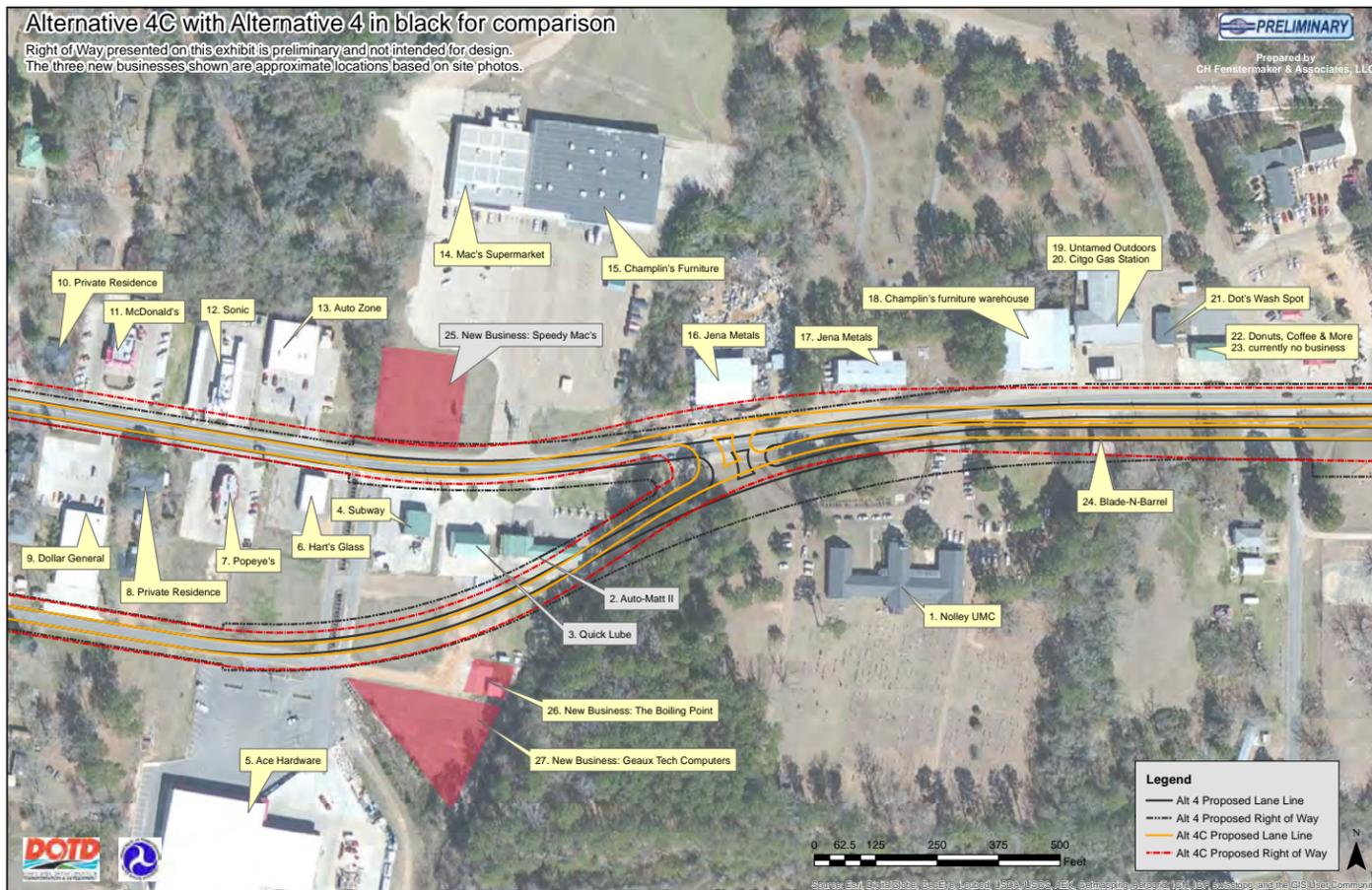
WIDENING OF US 84 FROM HWY 772 TO JUST EAST OF HAIR CREEK BRIDGE – EA
 PUBLIC MEETING | JULY 29, 2014 | 4:00 PM to 7:00 PM
 NOLLEY UMC | 2239 EAST OAK STREET | JENA, LA

State Project No. H.000758.2
 Federal Project No. DE-3010(503)
 LaSalle Parish, LA

	NAME	EMAIL	TELEPHONE	SIC	ADDRESS
1	Rep. Jerry Brown	browntr@legis.la.gov	318-627-5153		210 Main St Colfax La. 71417
2	Tom Kendrick	tkendrick.lco@centurytel.net	318-374-9080		P.O. Box 400 Jena LA 71342
3	Martha H Smith	clannedwft@centurytel.net	318-534-6210		P.O. Box 127 Tulloss, La. 71479
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					
21					
22					
23					
24					
25					

5. Alternative 4C with Alternative 4 in black for comparison

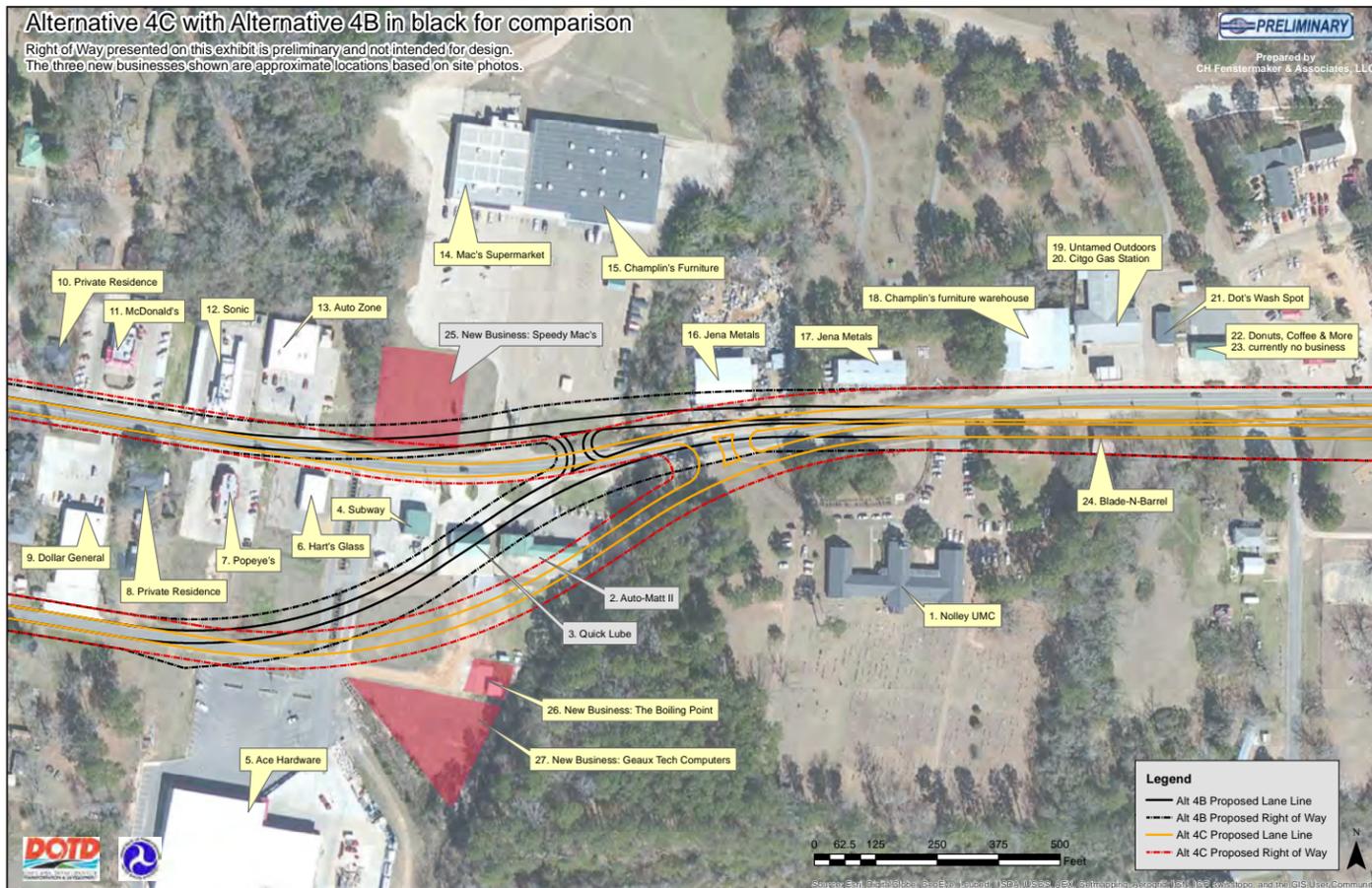
Right of Way presented on this exhibit is preliminary and not intended for design. The three new businesses shown are approximate locations based on site photos.



Alternative 4C is recommended as the Preferred Alternative.

6. Alternative 4C with Alternative 4B in black for comparison

Right of Way presented on this exhibit is preliminary and not intended for design. The three new businesses shown are approximate locations based on site photos.



Alternative 4C would still reduce impacts to the oak trees but would not impact as many businesses as Alternative 4B.

Widening of US 84 from Hwy 772 to Just East of Hair Creek Bridge Environmental Assessment (EA)



PUBLIC MEETING

Tuesday, July 29, 2014
4:00 PM to 7:00 PM

Nolley Memorial United Methodist Church
2239 East Oak Street
Jena, LA 71342

State Project No. H.000758.2
Federal Project No. DE-3010(503)
LaSalle Parish, Louisiana

The Louisiana Department of Transportation and Development (DOTD) is proposing to improve mobility and transportation efficiency along US 84 from Highway 772 to just east of Hair Creek Bridge in LaSalle Parish, Louisiana.

What Is the Purpose of this Public Meeting?

The purpose of the public meeting is to provide information and receive comments on a revision to the Preferred Alternative – Alternative 4. Representatives from DOTD, Federal Highway Administration (FHWA), and its consultants will be available to answer questions and discuss issues related to the project.

Tonight's meeting is an informal open house format, which includes stations to:

1. SIGN IN and receive information
2. View EXHIBITS on the proposed change to Alternative 4 and speak informally with members of the project Team

Comment forms are provided at Station 1 and may be submitted at the meeting, emailed to Mikeila@fenstermaker.com, or mailed to the following address, postmarked by August 16, 2014:

Mikeila Nagura
C.H. Fenstermaker & Associates, LLC
Attn: US 84
445 North Boulevard, Suite 601
Baton Rouge, LA 70802



REMAINING PROJECT SCHEDULE:

- Hold Public Hearing
- Identify selected alternative
- Prepare FINAL EA Report – (August 2014)
- Issue Decision – (November 2014)

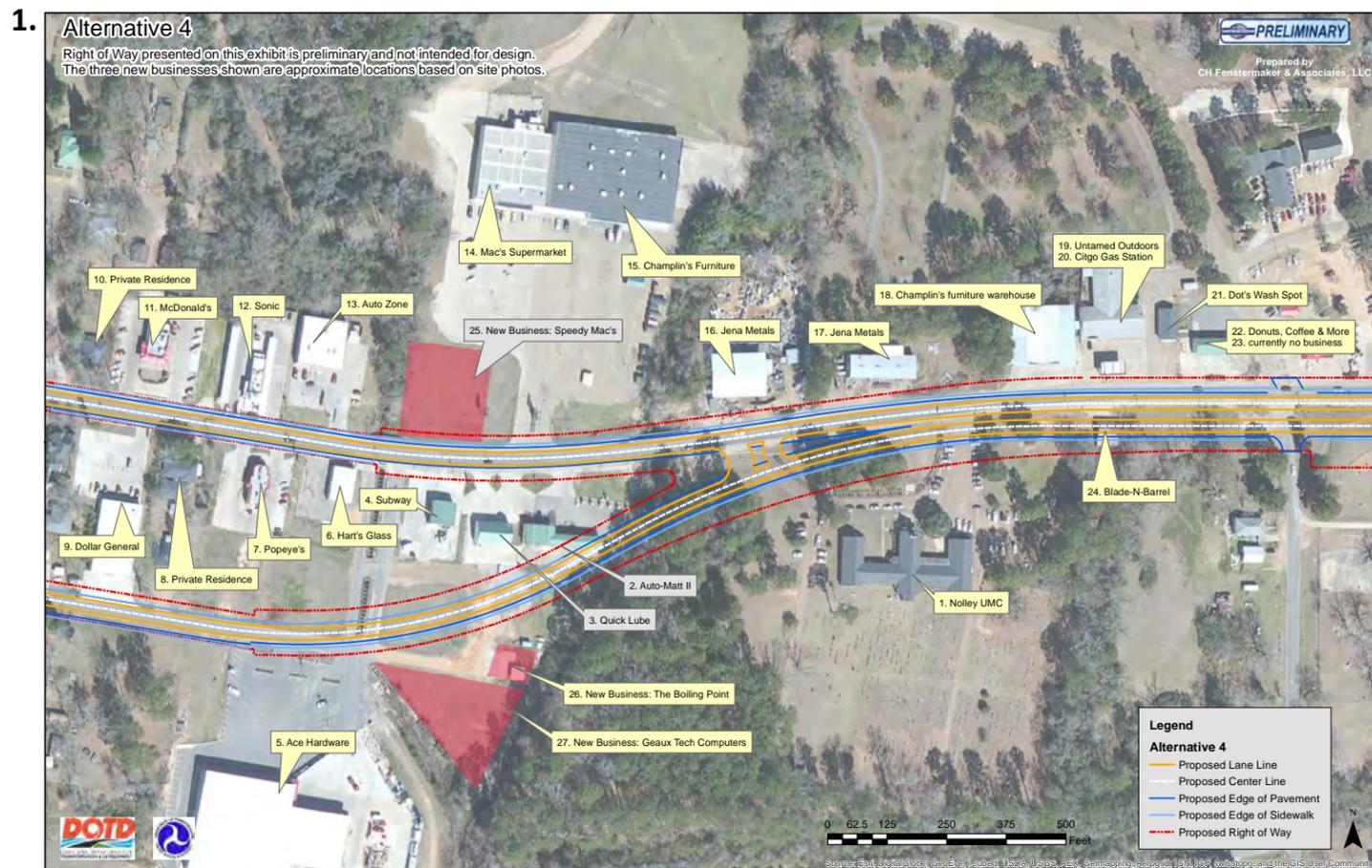
Meeting History

DOTD and FHWA held a public meeting on July 12, 2012, as a part of the Environmental Assessment (EA) process. The objective of this meeting was to seek input from individuals and community organizations on issues and concerns related to potential impacts associated with the proposed widening. Four alternatives were presented at the meeting and based on public input, two were chosen to move forward for further study (2B and 4).

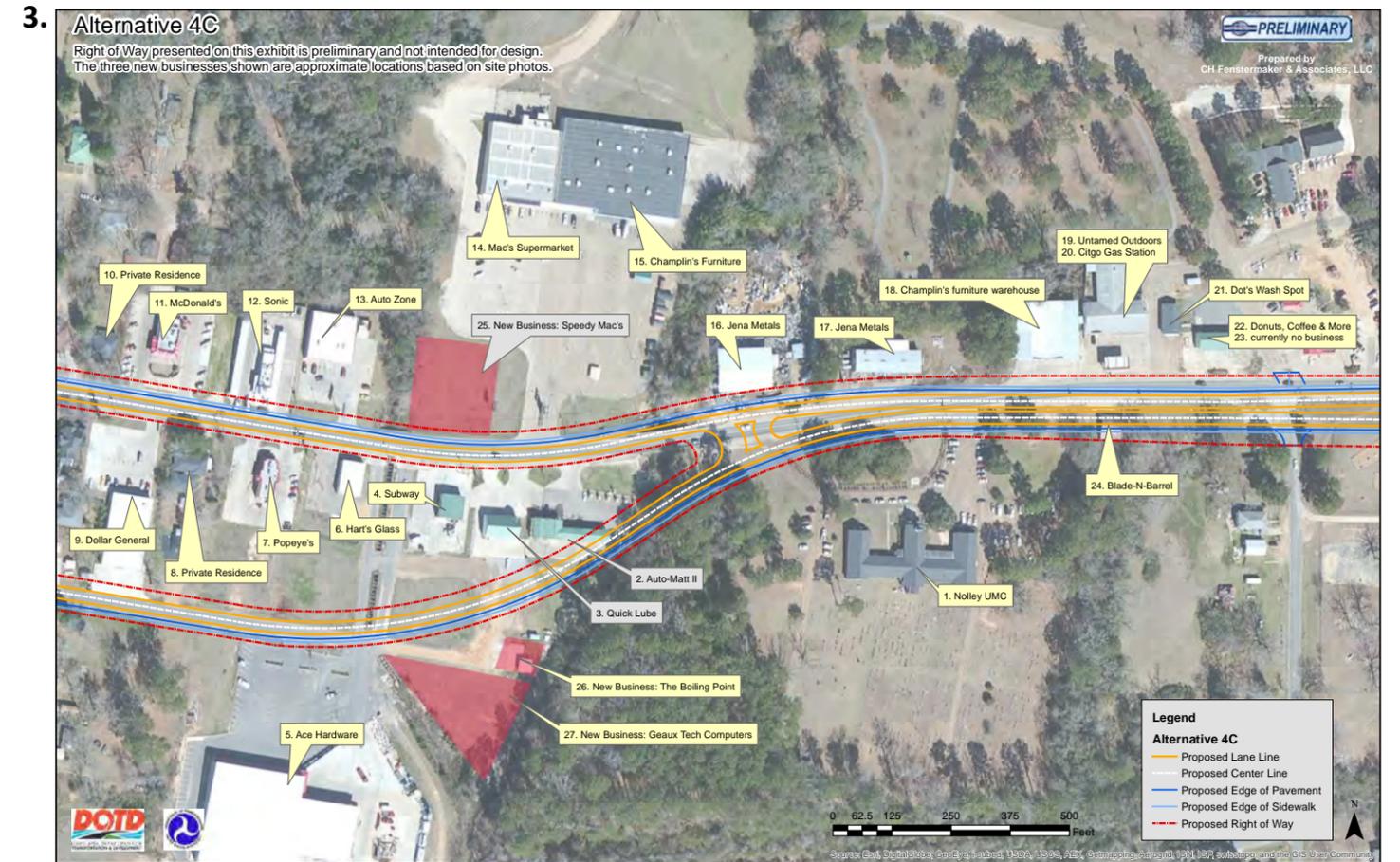
A public hearing was held on March 26, 2014. The purpose of the hearing was to present the Preferred Alternative and receive public input. During the public comment period, 39 community members responded with recommendations to reduce potential impacts to oak trees on the property of Nolley Memorial UMC as well as reduce potential encroachment on the gravesite of the church's founder, Rev. Richmond Nolley. DOTD and FHWA concurred on addressing these concerns while still in the Environmental stage.

Next Steps

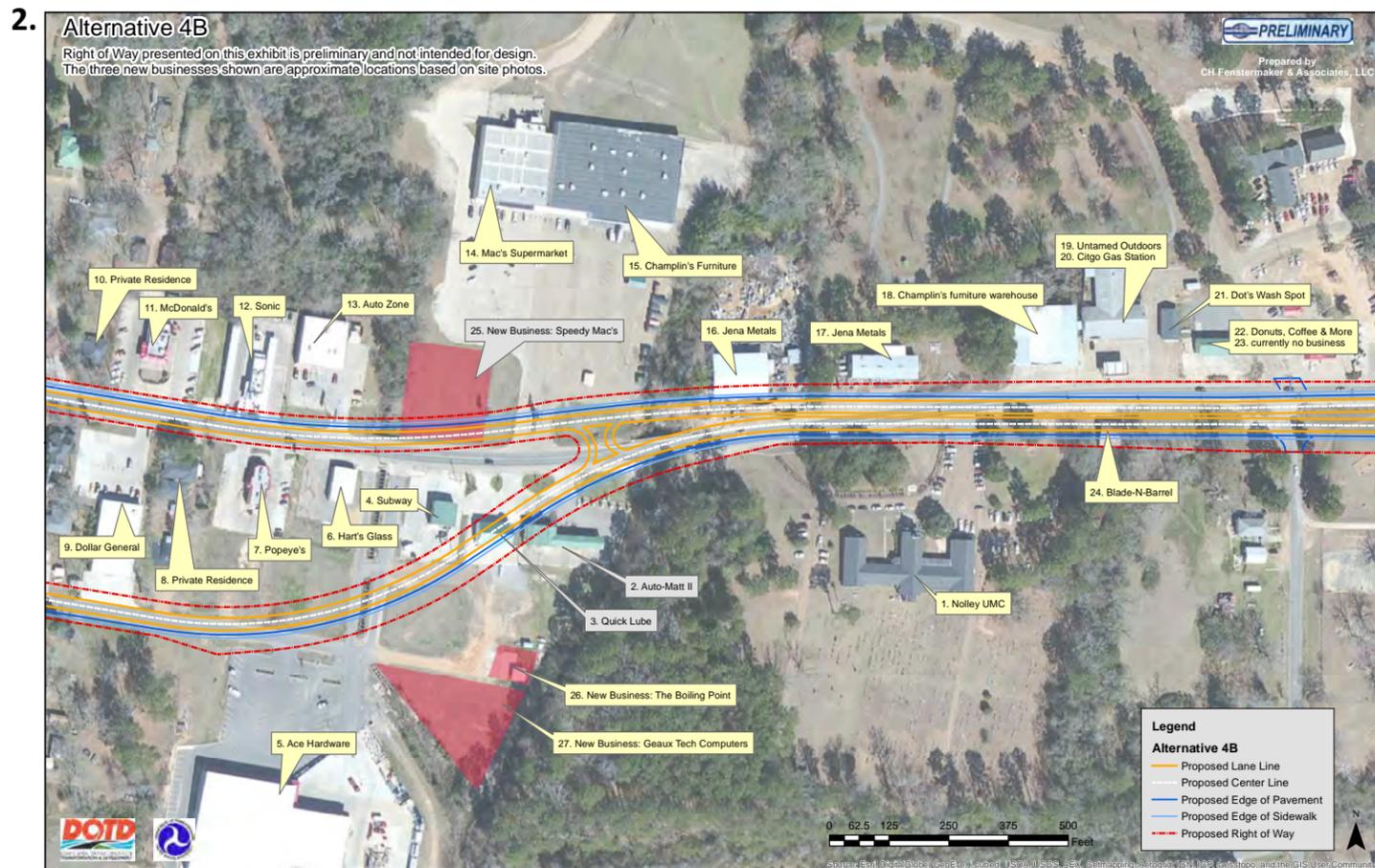
The project Team will collect public comments, identify the Selected Alternative, and prepare the Final EA and supporting documents. Notice of the Final EA and FONSI decision will be published in the Federal Register and emailed to the project contact list.



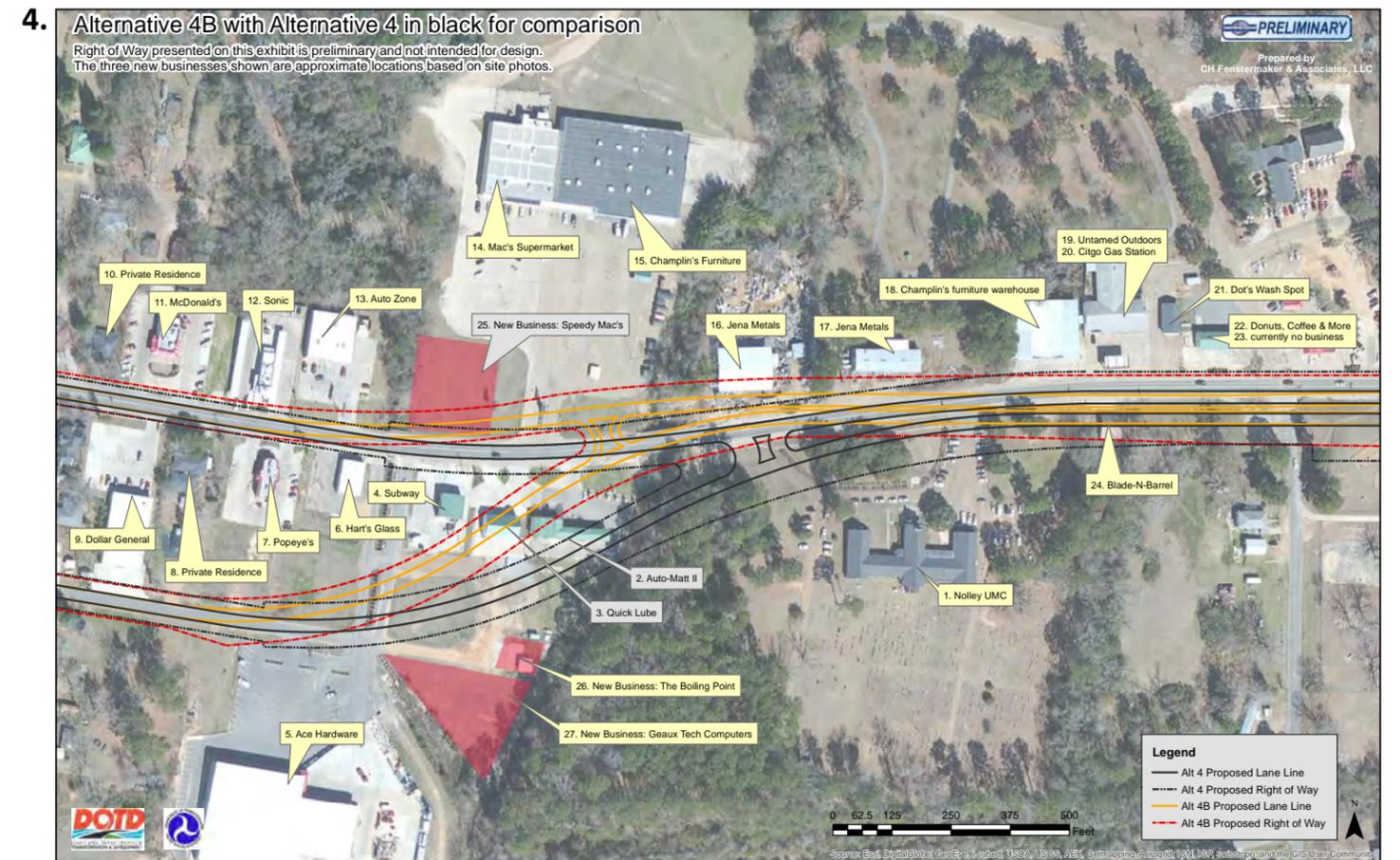
Alternative 4 was presented as the Preferred Alternative at the Public Hearing on March 26, 2014.



Alternative 4C was prepared after the Team was informed of the new gas station constructed after the Public Hearing.



Alternative 4B was prepared in response to public comments following the Public Hearing held on March 26, 2014.



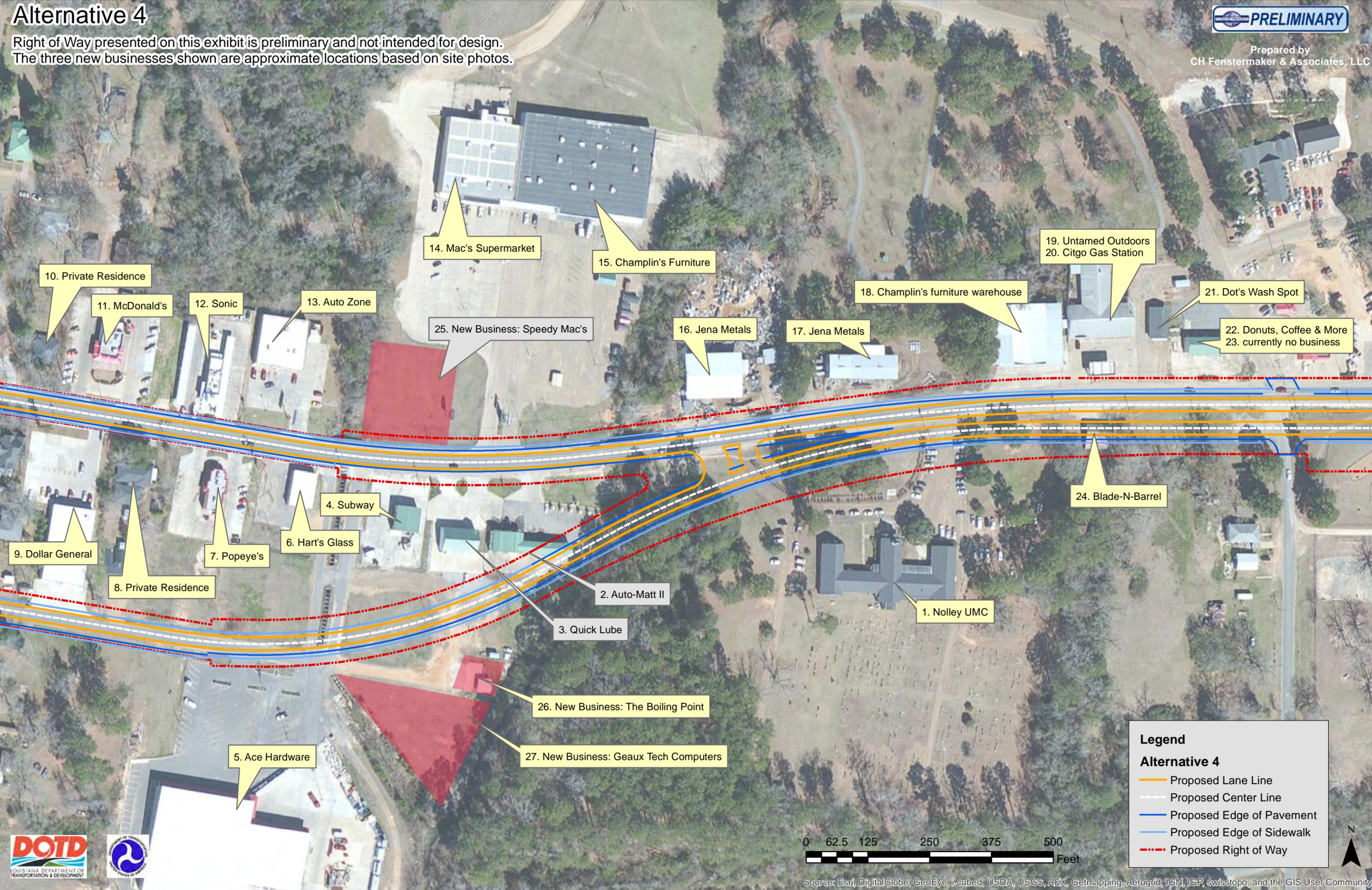
Alternative 4B would reduce impacts to the oak trees at Nolley UMC but would increase impacts to businesses.

Alternative 4

Right of Way presented on this exhibit is preliminary and not intended for design. The three new businesses shown are approximate locations based on site photos.

PRELIMINARY

Prepared by
CH Fenstermaker & Associates, LLC



10. Private Residence

11. McDonald's

12. Sonic

13. Auto Zone

14. Mac's Supermarket

15. Champlin's Furniture

19. Untamed Outdoors
20. Citgo Gas Station

21. Dot's Wash Spot

22. Donuts, Coffee & More
23. currently no business

18. Champlin's furniture warehouse

25. New Business: Speedy Mac's

16. Jena Metals

17. Jena Metals

9. Dollar General

7. Popeye's

6. Hart's Glass

4. Subway

8. Private Residence

2. Auto-Matt II

3. Quick Lube

1. Nolley UMC

24. Blade-N-Barrel

5. Ace Hardware

26. New Business: The Boiling Point

27. New Business: Geaux Tech Computers

Legend

Alternative 4

- Proposed Lane Line
- Proposed Center Line
- Proposed Edge of Pavement
- Proposed Edge of Sidewalk
- Proposed Right of Way



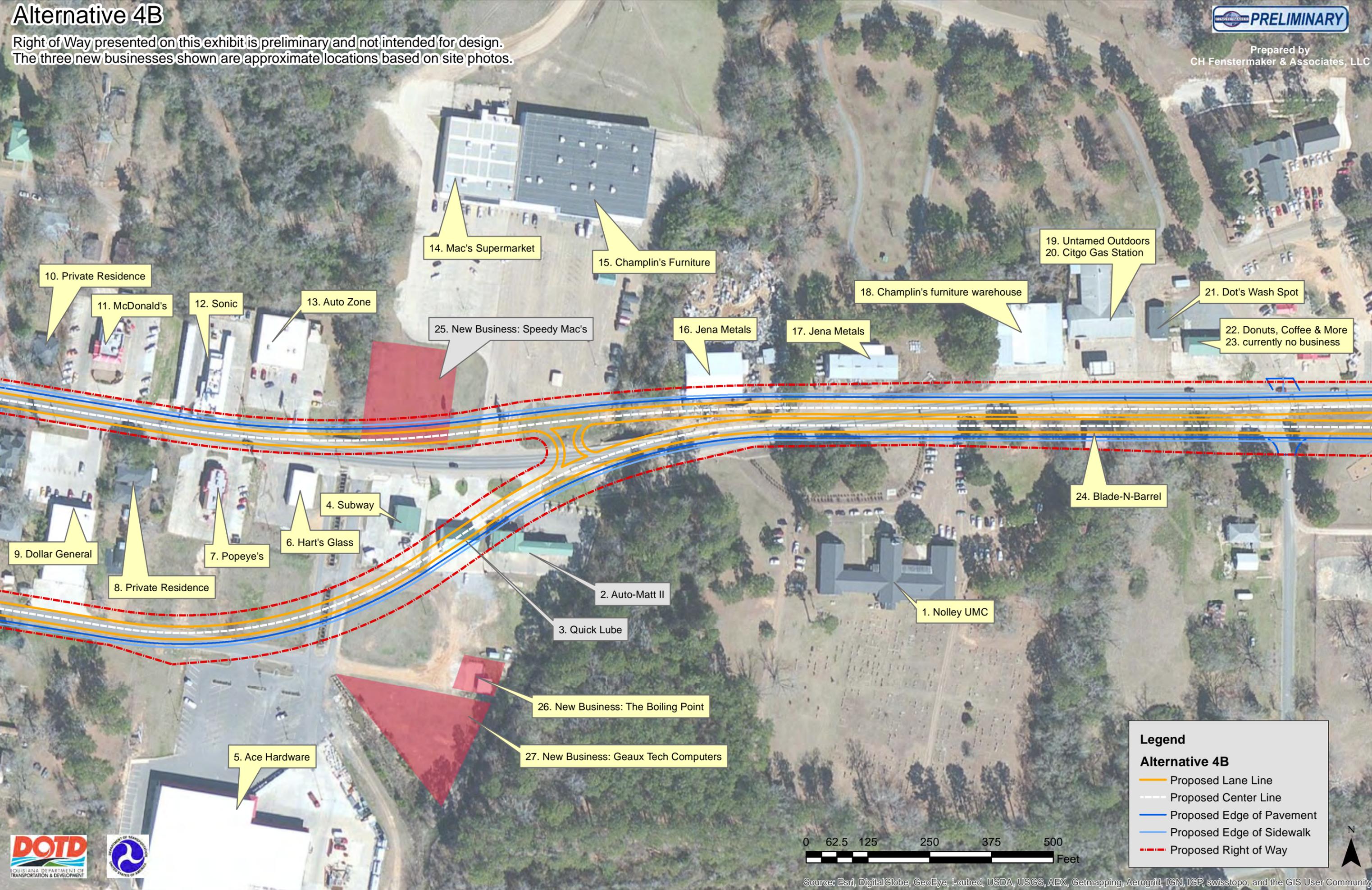
Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Alternative 4B

Right of Way presented on this exhibit is preliminary and not intended for design. The three new businesses shown are approximate locations based on site photos.

PRELIMINARY

Prepared by
CH Fenstermaker & Associates, LLC



Legend

Alternative 4B

- Proposed Lane Line
- Proposed Center Line
- Proposed Edge of Pavement
- Proposed Edge of Sidewalk
- Proposed Right of Way



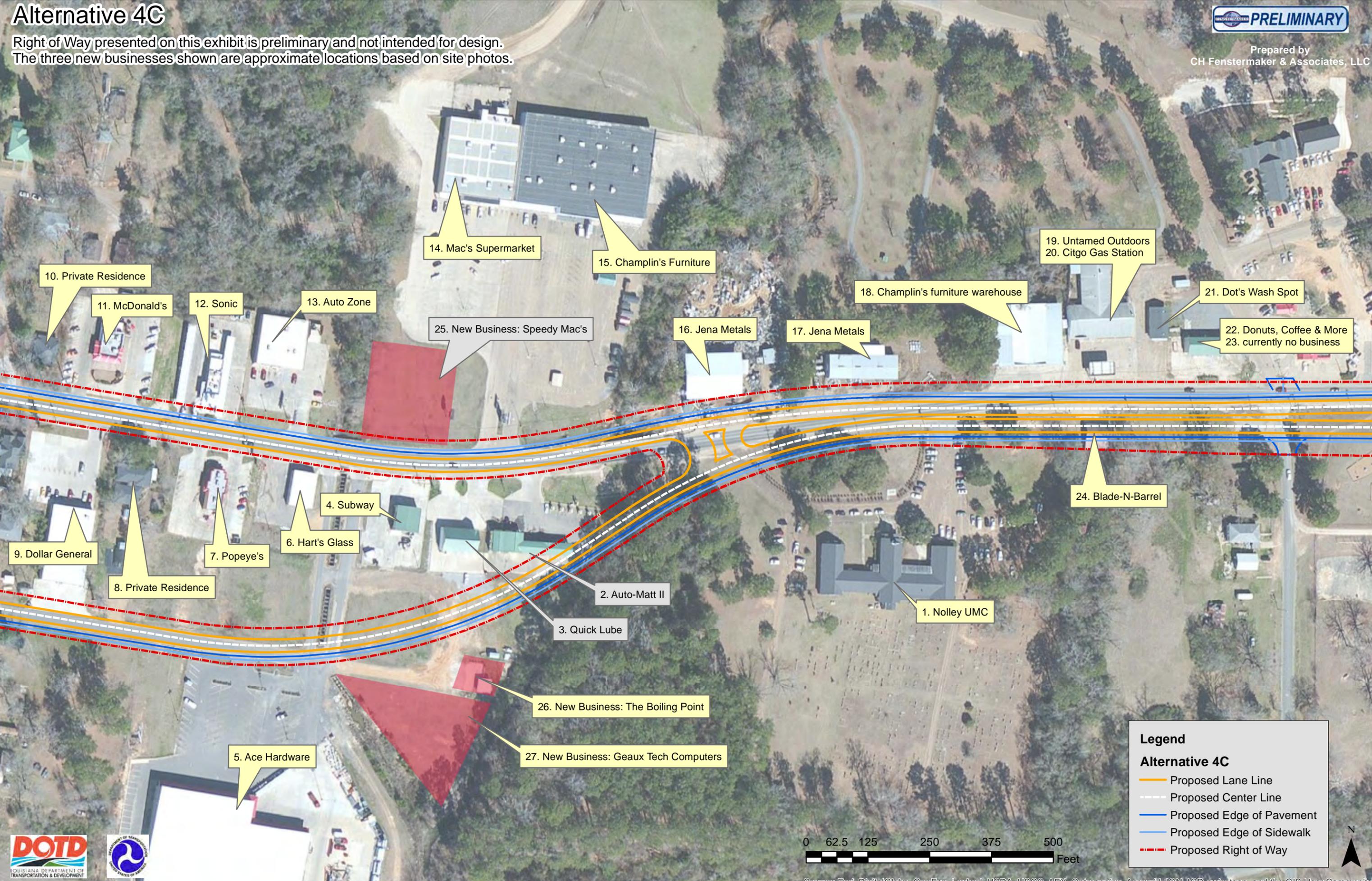
Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Alternative 4C

Right of Way presented on this exhibit is preliminary and not intended for design.
The three new businesses shown are approximate locations based on site photos.

PRELIMINARY

Prepared by
CH Fenstermaker & Associates, LLC



Legend

Alternative 4C

- Proposed Lane Line
- Proposed Center Line
- Proposed Edge of Pavement
- Proposed Edge of Sidewalk
- Proposed Right of Way

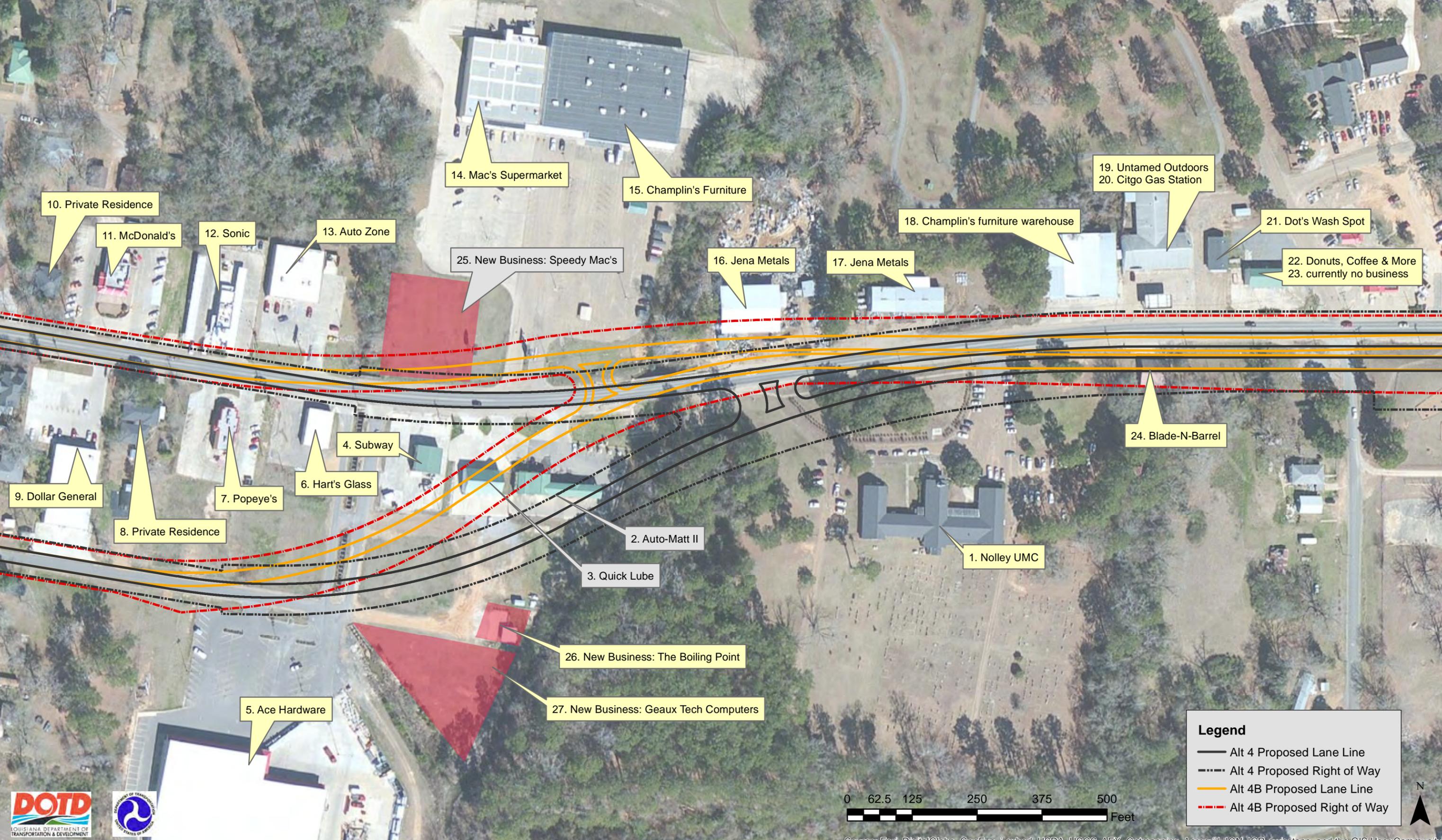
Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Alternative 4B with Alternative 4 in black for comparison

PRELIMINARY

Right of Way presented on this exhibit is preliminary and not intended for design.
The three new businesses shown are approximate locations based on site photos.

Prepared by
CH Fenstermaker & Associates, LLC



10. Private Residence

11. McDonald's

12. Sonic

13. Auto Zone

14. Mac's Supermarket

15. Champlin's Furniture

19. Untamed Outdoors
20. Citgo Gas Station

21. Dot's Wash Spot

22. Donuts, Coffee & More
23. currently no business

25. New Business: Speedy Mac's

16. Jena Metals

17. Jena Metals

18. Champlin's furniture warehouse

9. Dollar General

7. Popeye's

6. Hart's Glass

4. Subway

8. Private Residence

2. Auto-Matt II

24. Blade-N-Barrel

3. Quick Lube

1. Nolley UMC

5. Ace Hardware

26. New Business: The Boiling Point

27. New Business: Geaux Tech Computers

Legend

- Alt 4 Proposed Lane Line
- - - - Alt 4 Proposed Right of Way
- Alt 4B Proposed Lane Line
- - - - Alt 4B Proposed Right of Way



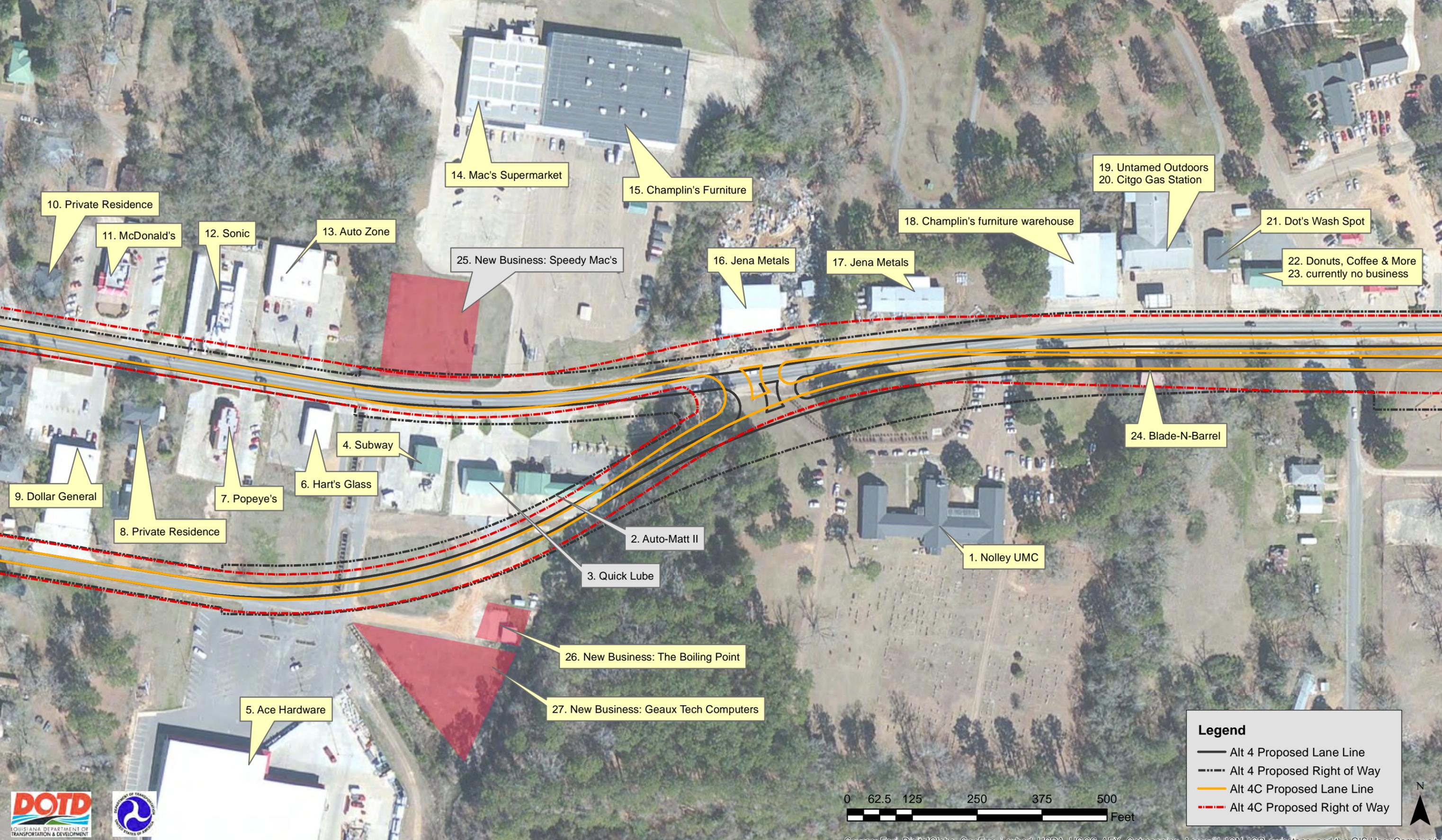
Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Alternative 4C with Alternative 4 in black for comparison

PRELIMINARY

Right of Way presented on this exhibit is preliminary and not intended for design.
The three new businesses shown are approximate locations based on site photos.

Prepared by
CH Fenstermaker & Associates, LLC



10. Private Residence

11. McDonald's

12. Sonic

13. Auto Zone

14. Mac's Supermarket

15. Champlin's Furniture

19. Untamed Outdoors
20. Citgo Gas Station

21. Dot's Wash Spot

22. Donuts, Coffee & More
23. currently no business

25. New Business: Speedy Mac's

16. Jena Metals

17. Jena Metals

18. Champlin's furniture warehouse

9. Dollar General

7. Popeye's

6. Hart's Glass

4. Subway

8. Private Residence

2. Auto-Matt II

24. Blade-N-Barrel

3. Quick Lube

1. Nolley UMC

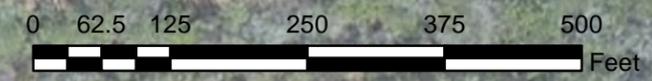
5. Ace Hardware

26. New Business: The Boiling Point

27. New Business: Geaux Tech Computers

Legend

- Alt 4 Proposed Lane Line
- - - - Alt 4 Proposed Right of Way
- Alt 4C Proposed Lane Line
- - - - Alt 4C Proposed Right of Way



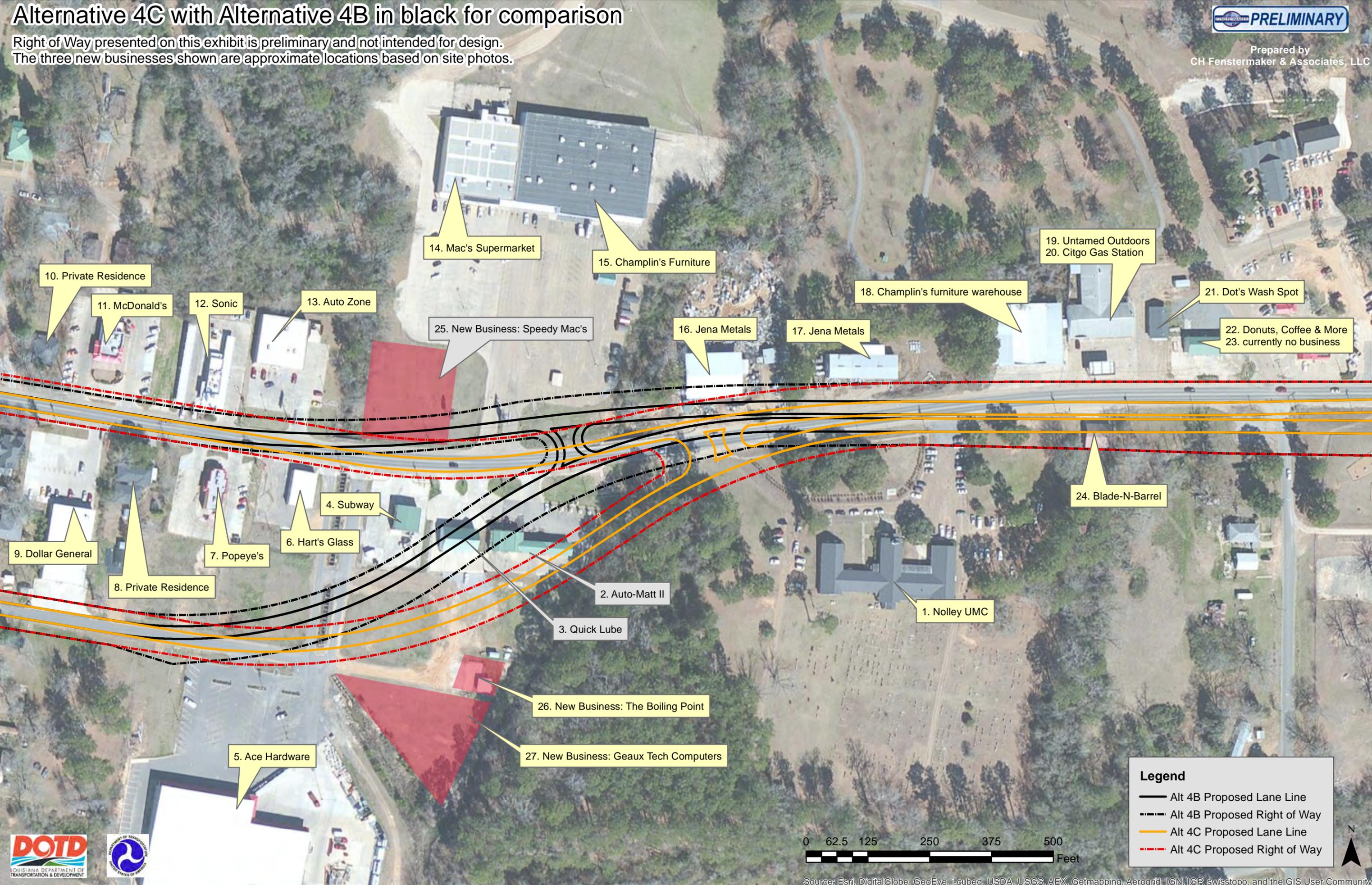
Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Alternative 4C with Alternative 4B in black for comparison

PRELIMINARY

Right of Way presented on this exhibit is preliminary and not intended for design.
The three new businesses shown are approximate locations based on site photos.

Prepared by
CH Fenstermaker & Associates, LLC



10. Private Residence

11. McDonald's

12. Sonic

13. Auto Zone

14. Mac's Supermarket

15. Champlin's Furniture

19. Untamed Outdoors
20. Citgo Gas Station

18. Champlin's furniture warehouse

21. Dot's Wash Spot

25. New Business: Speedy Mac's

16. Jena Metals

17. Jena Metals

22. Donuts, Coffee & More
23. currently no business

9. Dollar General

7. Popeye's

6. Hart's Glass

4. Subway

24. Blade-N-Barrel

8. Private Residence

2. Auto-Matt II

1. Nolley UMC

3. Quick Lube

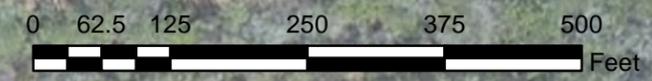
26. New Business: The Boiling Point

5. Ace Hardware

27. New Business: Geaux Tech Computers

Legend

- Alt 4B Proposed Lane Line
- - - Alt 4B Proposed Right of Way
- Alt 4C Proposed Lane Line
- - - Alt 4C Proposed Right of Way



PUBLIC MEETING COMMENT SUMMARY
PUBLIC MEETING DATE: JULY 29, 2014
TWO WEEK COMMENT PERIOD: JULY 29, 2014 TO AUGUST 16, 2014

Table 1.0 below documents the comments received for the Open House Format Public Meeting held for the proposed widening of US 84 from Hwy 772 to just east of Hair Creek Bridge. The Comment/Survey Forms were provided at the meeting and online and were collected during the public comment period from July 29, 2014 to August 16, 2014. (A copy of the form is included in the Public Meeting Summary Appendix.) The participants were asked to comment on the revised Alternative 4 exhibits.

TABLE 1.0: COMMENTS RECEIVED FROM PUBLIC HEARING				
ID #	FORMAT	COMMENTS	COMMENT	RESPONSE
1	Comment Form	Cindy Booth, 1532 Louisiana Street	4C – like kinda ok. Try not to cut any more than necessary trees. No power lines run through trees.	This comment has been noted for the project record and will be addressed in the Final Environmental Assessment.
2	Comment Form	Cynthia Bradford, 1015 Wilburg Circle	Please do your best to avoid the trees in the yard of Nolley Methodist Church. Thank you.	This comment has been noted for the project record and will be addressed in the Final Environmental Assessment.
3	Comment Form	Starla Clark, 1561 East Oak Street	I live near the overpass. Do you have a date for surveying properties in this area?	Responded via email to Ms. Clark regarding DOTD Project Delivery Process and lack of project funding at this time.
4	Comment Form	Pam Davis, Jena Cultural Center, 1606 Front Street	The Center and Trout Goodpine School (both located within walking distance of each other) hopefully have been spared. Today, I am concerned for the future of our church. Whichever plan will spare the most for our church property would be wonderful. The church has been here much longer than any of the surrounding businesses. Some of them were built after the discussions of widening Hwy 84 started. Why were they given permission in the first place? The church is hallowed ground, every day businesses are not. I suppose if I have to pick one it would be 4B.	This comment has been noted for the project record and will be addressed in the Final Environmental Assessment.

TABLE 1.0: COMMENTS RECEIVED FROM PUBLIC HEARING

ID #	FORMAT	COMMENTER	COMMENT	RESPONSE
			Utilities should be moved to the north side of 84, if not put underground.	
5	Comment Form	Christene Hixon, 2239 East Oak Street	I like Alternative 4B, however, I would like the highway to be further north of Nolley Memorial UMC. In addition, it would be nice to move the power lines to the north side of Hwy 84, as well as include direct access to the Nolley Church parking lot from both directions.	This comment has been noted for the project record and will be addressed in the Final Environmental Assessment.
6	Comment Form	Daniel Hixon, 2239 East Oak Street	I like Alternative 4B the best, by far, and I hope to see 4B adopted.	This comment has been noted for the project record and will be addressed in the Final Environmental Assessment.
7	Comment Form	Bo McCartney, 1221 Louisiana Street	I strongly recommend 4B.	This comment has been noted for the project record and will be addressed in the Final Environmental Assessment.
8	Comment Form	Barbara R. Murphy, 1025 Highland Street	<p>It would be better if the 4-lane ran on the old rail bed behind the Nolley Methodist Church. It would not disturb any business or our church.</p> <p>Jena is a historic town, there are a lot of historic landmarks. This is a retirement community that does not require 4 lane highway.</p> <p>The live oak trees in front will die from exhaust fumes, chemicals in soil, and heat from the road bed.</p> <p>In general, I am opposed to altering our town.</p>	This comment has been noted for the project record and will be addressed in the Final Environmental Assessment.
9	Comment Form	Panna Patel, 2134 East Oak Street	I, Panna Patel, prefer 4-C (4C).	This comment has been noted for the project record and will be addressed in the Final Environmental Assessment.
10	Comment Form	Theresa Worsham, 2060 Allen Street	Business facilities, properties make frequent changes. (i.e. new Speedy Macs) The church and its property... little or none! It would be awesome if	This comment has been noted for the project record and will be addressed in the Final Environmental Assessment.

TABLE 1.0: COMMENTS RECEIVED FROM PUBLIC HEARING

ID #	FORMAT	COMMENTER	COMMENT	RESPONSE
			<p>there would be NO change to the church or property. I would like to see a more slightly property at the town entrance (Jena Metals is unsightly). Buy them out... they look like they need more property. It is also a hazard with truck traffic in and out.</p>	
11	US Mail	<p>Rev. Daniel Hixon, on behalf of members of Nolley Memorial United Methodist Church, 2239 East Oak Street</p>	<p>We, the members of the Nolley Memorial United Methodist Church and of the Jena community, write to share our concerns regarding the current proposals to widen Highway 84 through the Town of Jena. We support the goal of this project and recognize that much work has been put into it thus far. We also appreciate that previous comments from the community have been taken into account in drafting and revising the various proposed routes.</p> <p>We continue to be very concerned about the integrity, not only of our church's property and memorial oak trees, but also for the general beauty of our community and the fulfilling of the Jena Vision Plan that has been carefully crafted by leaders of this community. We are convinced that a beautiful and physically inviting community will, in the long run, help attract families and businesses to our town.</p> <p>We are also anxious to protect the integrity of the sacred grave sight of Reverend Richmond Nolley, whose grave in front of the church is shaded and beautified by the memorial oak trees that have taken many decades to grow to their current majestic size.</p> <p>In keeping with these concerns, we write urging that</p>	<p>This comment has been noted for the project record and will be addressed in the Final Environmental Assessment.</p>

TABLE 1.0: COMMENTS RECEIVED FROM PUBLIC HEARING

ID #	FORMAT	COMMENTER	COMMENT	RESPONSE
			<p>the final plan for this project include a further curving of the road as it passes the memorial oak trees, arcing toward the North and away from the church facility.</p> <p>We have included an image, based upon the proposals presented by CH Fenstermaker and Associates, proposing a new right of way indicated by the purple line on the aerial photo.</p> <p>We have also included recent photos of the church property that faces the highway and the junk yard and abandoned buildings across the highway from the church. One does not need to live in this community to see the obvious contrast between a property that beautifies and enriches the community on the one side, and a literal trash heap on the other, that can be relocated far more easily than oak trees.</p> <p>Thank you for your attention. We look forward to learning about future revisions to the highway plans.</p>	
12	Emailed Comment Form	Hedy Butler, 1210 North Fourth Street	<p>Alternative 4B is my recommendation. Reasons:</p> <ol style="list-style-type: none"> 1) Less disturbance to historic church grounds at Nolley UMC 2) Safety of turn around/cross over location 	This comment has been noted for the project record and will be addressed in the Final Environmental Assessment.
13	Emailed Comment Form	Audrey S. Maxwell, 521 Humphries Street	I choose Alternative 4B, as I think it would probably be the best for Nolley United Methodist Church in Jena. I would like, however, to suggest that the route be moved there as much as possible to the north, and then after it crosses the bridge over Hemp's Creek, it curve slightly to the south to	This comment has been noted for the project record and will be addressed in the Final Environmental Assessment.

TABLE 1.0: COMMENTS RECEIVED FROM PUBLIC HEARING

ID #	FORMAT	COMMENTER	COMMENT	RESPONSE
			<p>preserve the new Mac's "Speedy Mac's" property. It would be a shame to take Nolley's property and leave the "junk yard" across the street unharmed. Nolley is a landmark not only for Jena, but for the state. The live oak trees have been there for years and years, and I definitely do not want them to be harmed in any way!!</p>	
14	Email	Carolyn Gernard, 720 Hazel Loop	<p>I find that Alternative 4 and variations B and C are unacceptable and totally inappropriate for a town of this size.</p> <p>The whole concept of squeezing a 4-lane highway with a median, and allowing no crossing streets, into the space available in Alternative 4 not only damages Nolley Memorial UMC property: It basically obliterates the entire east side commercial section. Further, the median with no crossing streets completely divides the east side of town into north and south sectors. I was told at the July 29 meeting that there will even be a physical barrier in the median.</p> <ul style="list-style-type: none"> • Losing the main cross street at Sycamore/Carpenter as well as having a "Wall" down the middle removes all direct pedestrian and bicycle access between the south side and the north side, including the town park facilities to the north; neither pedestrians nor bicycles are going to use the U-turns. • Any businesses that somehow escape the bulldozer will be crowded by the additional lanes, probably losing the parking space they currently have. 	This comment has been noted for the project record and will be addressed in the Final Environmental Assessment.

TABLE 1.0: COMMENTS RECEIVED FROM PUBLIC HEARING				
ID #	FORMAT	COMMENTER	COMMENT	RESPONSE
			<ul style="list-style-type: none"> The Aimwell Road is a busy highway that tees into US 84, but it will not be possible to turn east onto US84 directly from that road. <p>The drawings also did not extend all the way to the east edge of town, so I cannot tell what is happening there.</p> <ul style="list-style-type: none"> Will Old Harrisonburg Road (Rte 772 on the east side of town) become a dead-end? Is Baker Street also going to be lost as a possible way to cross US 84? <p>The whole concept of trying to have cut-throughs for designated U-turns in this corridor, including swing-out space on the sides for long vehicles, is just too incredible to contemplate. With traffic signals, other drivers can see that they need to stop, and the turning vehicles have specific times at which they have the right-of-way to make the turn. Without signals, vehicles end up trying to make what amounts to un-signalized, unprotected merges from the left lane into the left lane. Merges into the left lane are dangerous and difficult even with an extended merge lane.</p> <ul style="list-style-type: none"> All traffic will be forced to slow and even stop completely to allow trucks to make the U using all four lanes and the median. Even automobiles can cause a backup in the left lane as they attempt the U. <p>The July 29 meeting focused only on the east side of town, so the drawings provided do not show the</p>	

TABLE 1.0: COMMENTS RECEIVED FROM PUBLIC HEARING

ID #	FORMAT	COMMENTS	COMMENT	RESPONSE
			<p>impact of the one-way lanes on the downtown area. However, it appears that the width of two lanes and the right-of-way will remove the street parking, making "downtown" essentially useless.</p> <p>In conclusion: I do not know why this is the "preferred" alternative, but I am reasonably sure people have not considered how traffic patterns in their own neighborhoods are going to be altered as a result of the east side "highway barricade."</p>	
15	Email	Andy Girlinghouse, Ace Family Hardware, 849 Pine Street and vacant lots across from 849	I know I am a couple days late with my comments on this project but for what it's worth here's my suggestion anyway: since the west bound lane of 4c meets the design criteria & lessens the impact on businesses on the north side, why not keep that lane proposal intact & slide the curves of the east bound lane of 4c toward the west to a point where the turnaround would be on the west side of the creek as in 4b. It appears that would reduce the impact on Nolley since the 4 lanes would stay together to the creek and the businesses (fast lube & auto mat ii) and the other vacant lots affected are impacted by the other alternatives anyway.	This comment has been noted for the project record and will be addressed in the Final Environmental Assessment.
16	Email	miking@centurytel.net	<p>I enjoyed meeting with you & DOTD July 29th at Nolley Church, Jena.</p> <p>In review of the entire proposal, I suggest for best application of taxpayer's money, relief of traffic congestion and greatly expand economic development, leave the existing highway as is to serve as a westerly drive; then from the point of beginning -actually ending at Hair Creek... from Trout connecting to Hair Creek, easterly</p>	This comment has been noted for the project record and will be addressed in the Final Environmental Assessment.

TABLE 1.0: COMMENTS RECEIVED FROM PUBLIC HEARING

ID #	FORMAT	COMMENTER	COMMENT	RESPONSE
			<p>direction, with ruler, draw a near straight line... most nearly follow the old Louisiana Midland rail road right of way, mid-Jena somewhat between Pine and East Bradford Street.</p> <p>This route will leave the present hwy. 84 businesses undisturbed, promote economic growth, increase land & business values to the South portion and most of all- allow greater access to Louisiana's Rod Brady Vo-tech school (essential to this rural area, presently poor traffic access, hidden from the public), improved access to the recently built Jena grade school area ... And, relieve stress of the Nolley Methodist Church in concerns of the Nolley grave and tremendous old trees.</p> <p>I suggest the unsightly debris of the "can man" across the road from beautiful Nolley Methodist Church immediately be 'dealt with' by contacts to EPA, DEQ, federal highway authorities (Lady Bird Johnson Hwy Beautification requires fencing); the site should be checked for NORM and other contamination, closed or required movement by State of Federal Authority. Rain and water drainage from the despicable site is direct flow & contaminating the adjacent fresh water stream. I am aware the "can man" does serve the area and recycle essential, however "can man" may well obtain state or federal grant funding(s) to relocate to a more desirable location rather than mid-town Jena and direct view of the beautiful church.</p> <p>My kindest regards to everyone for allowing my</p>	

TABLE 1.0: COMMENTS RECEIVED FROM PUBLIC HEARING

ID #	FORMAT	COMMENTER	COMMENT	RESPONSE
17	Email	Susan Ory Powers	<p>thoughts for construction.</p> <p>I do appreciate your company making an effort to deal with the issue of the memorial oak trees in front Nolley Church. Thank you.</p> <p>That said, first I must take issue with your labeling the event a “meeting.” I hold two graduate degrees in the English language, and from my educated perspective, your use of the term to say the least was misleading. The event was not an occasion to be in a group of people to concentrate on a particular purpose. The event was actually a show and tell taking each of us individually through your presentation and detailing your perspective. Other terminology I also found misleading like your description of a study of the area as “environmental.” When you finally gave me details, the study was more accurately an economic/business study. An “environmental” study connotes more than just those elements mentioned by you and your colleagues at the “meeting.” I choose to believe you used such terms out of ignorance rather than an effort to put a certain spin on your presentation.</p> <p>But most importantly, it is of utmost importance to preserve the memorial oaks in front of Nolley as these trees exist today. Putting aside personal emotions regarding the sacredness of these trees, I appeal to the economic benefits of their preservation. As a former member of the Board of Directors of the Lafayette Visitors and Tourism Bureau and the first president of the Downtown</p>	This comment has been noted for the project record and will be addressed in the Final Environmental Assessment.

TABLE 1.0: COMMENTS RECEIVED FROM PUBLIC HEARING

ID #	FORMAT	COMMENTER	COMMENT	RESPONSE
			<p>Lafayette Redevelopment Association, my experience has taught me that the aesthetic value of the oaks in the long term will do more to contribute to the economy of the community than will the preservation of some of the businesses otherwise at risk of relocation; i.e., the attractiveness of a community is vital in attracting desirable new businesses and newcomers. Removal of even one of the trees, dilutes the aesthetic and long term economic advantage that the oaks provide our community.</p> <p>Additionally, I do object to the lack of access your presentation offers to our grounds. The east to west lanes do not show a crossover to enter via our main entrance. I was informed by you and your colleagues, that the main access would become the steep uphill driveway. Actually that driveway is seldom used by us except occasionally as an exit. It is inconvenient and less than desirable for driving particularly by the aging members of our congregation. I have never used it nor ever intend to. It simply feels less than the safest route to and from the church. A quick glance by you at the grounds would easily confirm this opinion.</p> <p>I am the third generation of my family associated with Nolley and these words herein are not written lightly. I hope you seriously consider the harm and scars you present highway plan will leave on our community.</p> <p>Again I thank you for considering these concerns.</p>	

Your participation is vital to ensuring that decisions made about this proposed project reflect the needs of the community and are based on good information. Please take a moment to document your comments or questions below. You can turn in your comments to any Team member at the public meeting; or you can email your comments to Mikeila@Fenstermaker.com; or you can mail your comment form to Mikeila Nagura, CH Fenstermaker & Assoc., LLC, ATTN: US 84, 445 North Blvd. Ste. 601, Baton Rouge, LA 70802. Comments must be received by August 16, 2014 to be included as a part of the record.

PLEASE PRINT CLEARLY:

Your Name:	BARBARA R. Murphy
Email address*:	brm1025@yahoo.com
Property Address:	1025 Highland St.
Mailing Address:	same
Phone Number:	318-492-4536

*best way to receive project updates

COMMENTS:

It would be better if the 4-lane ran on the old railbed behind the Nolley Methodist Church. It would not disturb any business or our Church -

Jena is a historic town, there are a lot of historic landmans, this is a retirement community that does not require 4 lane Highway -

The live oak trees in front will die from exhaust fumes, chemicals in soil and heat from roadbed.

In general, I am opposed to altering our town -

Your participation is vital to ensuring that decisions made about this proposed project reflect the needs of the community and are based on good information. Please take a moment to document your comments or questions below. You can turn in your comments to any Team member at the public meeting; or you can email your comments to Mikeila@Fenstermaker.com; or you can mail your comment form to Mikeila Nagura, CH Fenstermaker & Assoc., LLC, ATTN: US 84, 445 North Blvd. Ste. 601, Baton Rouge, LA 70802. Comments must be received by August 16, 2014 to be included as a part of the record.

PLEASE PRINT CLEARLY:

Your Name:	Theresa Worsham
Email address*:	nanapud1@yahoo.com
Property Address:	2060 Allen St, Jena, La. 71342
Mailing Address:	SAA
Phone Number:	318.805.4476

*best way to receive project updates

COMMENTS:

Business facilities, properties make frequent changes. (ie: new Speedy Mac's). The Church and it's property... little or none! It would be awesome if there would be NO change to the Church or property. I would like to see a more sightly property at the town entrance (Jena Metals is unsightly) Buy them out... they look like they need more property. It is also a hazard with truck traffic in and out.

Your participation is vital to ensuring that decisions made about this proposed project reflect the needs of the community and are based on good information. Please take a moment to document your comments or questions below. You can turn in your comments to any Team member at the public meeting; or you can email your comments to Mikeila@Fenstermaker.com; or you can mail your comment form to Mikeila Nagura, CH Fenstermaker & Assoc., LLC, ATTN: US 84, 445 North Blvd. Ste. 601, Baton Rouge, LA 70802. Comments must be received by August 16, 2014 to be included as a part of the record.

PLEASE PRINT CLEARLY:

Your Name:	Christene Hixon
Email address*:	tene.2006@hotmail.com
Property Address:	2239 E. Oak St.
Mailing Address:	1345 Nugent St. Jena LA 71342
Phone Number:	

*best way to receive project updates

COMMENTS:

I like Alternative 4B, however, I would like the highway to be further north of Nolley Memorial WMC. In addition, it would be nice to move the power lines to the North side of Hwy 84, as well as include a direct access to the Nolley Church parking lot from both directions.

Your participation is vital to ensuring that decisions made about this proposed project reflect the needs of the community and are based on good information. Please take a moment to document your comments or questions below. You can turn in your comments to any Team member at the public meeting; or you can email your comments to Mikeila@Fenstermaker.com; or you can mail your comment form to Mikeila Nagura, CH Fenstermaker & Assoc., LLC, ATTN: US 84, 445 North Blvd. Ste. 601, Baton Rouge, LA 70802. Comments must be received by August 16, 2014 to be included as a part of the record.

PLEASE PRINT CLEARLY:

Your Name:	Jena Cultural Center / Pam Davis
Email address*:	paminjena@yahoo.com
Property Address:	1606 Front St., Jena, LA 71342
Mailing Address:	P.O. Box 2782, Jena, LA 71342
Phone Number:	318-992-2564

*best way to receive project updates

COMMENTS:

The Center and Trout Goodpine School (both located within walking distance of each other) hopefully have been spared. Today, I am concerned for the future of our church. Which ever plan will spare the most for our church property would be wonderful. The church has been here much longer than any of the surrounding businesses. Some of them were built after the discussions of widening Hwy 84 started. Why were they given permission in the first place? The church is hallowed ground; everyday businesses are not.

I suppose if I have to pick one it would be 4B. Utilities should be moved to the North side of 84, if not put underground.

Your participation is vital to ensuring that decisions made about this proposed project reflect the needs of the community and are based on good information. Please take a moment to document your comments or questions below. You can turn in your comments to any Team member at the public meeting; or you can email your comments to Mikeila@Fenstermaker.com; or you can mail your comment form to Mikeila Nagura, CH Fenstermaker & Assoc., LLC, ATTN: US 84, 445 North Blvd. Ste. 601, Baton Rouge, LA 70802. Comments must be received by August 16, 2014 to be included as a part of the record.

PLEASE PRINT CLEARLY:

Your Name:	Cynthia Bradford
Email address*:	tbrad@centurytel.net
Property Address:	1015 Wilburg Circle Jenaha 71342
Mailing Address:	P.O. Box 349
Phone Number:	318-992-8393

*best way to receive project updates

COMMENTS:

Please do your best to avoid the trees in the yard of Nolleg Methodist Church.
Thank you

Your participation is vital to ensuring that decisions made about this proposed project reflect the needs of the community and are based on good information. Please take a moment to document your comments or questions below. You can turn in your comments to any Team member at the public meeting; or you can email your comments to Mikeila@Fenstermaker.com; or you can mail your comment form to Mikeila Nagura, CH Fenstermaker & Assoc., LLC, ATTN: US 84, 445 North Blvd. Ste. 601, Baton Rouge, LA 70802. Comments must be received by August 16, 2014 to be included as a part of the record.

PLEASE PRINT CLEARLY:

Your Name:	Cindy Boothe
Email address*:	
Property Address:	1532 Louisiana St. Jena, LA 71342
Mailing Address:	
Phone Number:	318-992-3504

*best way to receive project updates

COMMENTS:

4C - like kinda o.k.
try not to cut any more than necessary trees.
no power lines run through trees.

Your participation is vital to ensuring that decisions made about this proposed project reflect the needs of the community and are based on good information. Please take a moment to document your comments or questions below. You can turn in your comments to any Team member at the public meeting; or you can email your comments to Mikeila@Fenstermaker.com; or you can mail your comment form to Mikeila Nagura, CH Fenstermaker & Assoc., LLC, ATTN: US 84, 445 North Blvd. Ste. 601, Baton Rouge, LA 70802. Comments must be received by August 16, 2014 to be included as a part of the record.

PLEASE PRINT CLEARLY:

Your Name:	Daniel Hixon
Email address*:	revhixon@gmail.com
Property Address:	1239 E. Oak St. Jena LA
Mailing Address:	P.O. Box 127 Jena LA 71342
Phone Number:	318-992-4020

*best way to receive project updates

COMMENTS:

I like Alternative 4B the best, by far,
and I hope to see 4B adopted.

Your participation is vital to ensuring that decisions made about this proposed project reflect the needs of the community and are based on good information. Please take a moment to document your comments or questions below. You can turn in your comments to any Team member at the public meeting; or you can email your comments to Mikeila@Fenstermaker.com; or you can mail your comment form to Mikeila Nagura, CH Fenstermaker & Assoc., LLC, ATTN: US 84, 445 North Blvd. Ste. 601, Baton Rouge, LA 70802. Comments must be received by August 16, 2014 to be included as a part of the record.

PLEASE PRINT CLEARLY:

Your Name:	BO Mc CARTNEY
Email address*:	BOMC@JUSTISSOIL.COM
Property Address:	
Mailing Address:	1221 LA. ST. JENA LA
Phone Number:	318 992-4111

*best way to receive project updates

COMMENTS:

I strongly RECOMMEND
Alt. 4 B



Nolley Memorial United Methodist Church

2239 East Oak Street • P.O. Box 127
Jena, Louisiana 71342

Rev. Daniel McLain Hixon
Senior Pastor
Rev. M. Amanda Carpenter
Associate Pastor
Certified in Spiritual Direction

Phone: 318-992-4020
Fax: 318-992-5024

14th of August, 2014

Ms. Mikeila Nagura
CH Fenstermaker & Assoc., LLC
445 North Blvd. Ste. 601
Baton Rouge, La 70802

Good day Ms. Nagura,

We, the members of the Nolley Memorial United Methodist Church and of the Jena community, write to share our concerns regarding the current proposals to widen Highway 84 through the Town of Jena. We support the goal of this project and recognize that much work has been put into it thus far. We also appreciate that previous comments from the community have been taken into account in drafting and revising the various proposed routes.

We continue to be very concerned about the integrity, not only of our church's property and memorial oak trees, but also for the general beauty of our community and the fulfilling of the Jena Vision Plan that has been carefully crafted by leaders of this community. We are convinced that a beautiful and physically inviting community will, in the long run, help attract families and businesses to our town.

We are also anxious to protect the integrity of the sacred grave sight of Reverend Richmond Nolley, whose grave in front of the church is shaded and beautified by the memorial oak trees that have taken many decades to grow to their current majestic size.

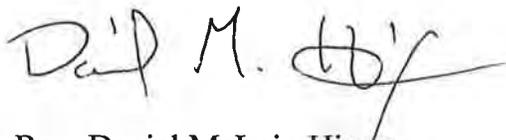
In keeping with these concerns, we write urging that the final plan for this project include a further curving of the road as it passes the memorial oak trees, arcing toward the North and away from the church facility.

We have included an image, based upon the proposals presented by CH Fenstermaker and Associates, proposing a new right of way indicated by the purple line on the aerial photo.

We have also included recent photos of the church property that faces the highway and the junk yard and abandoned buildings across the highway from the church. One does not need to live in this community to see the obvious contrast between a property that beautifies and enriches the community on the one side, and a literal trash heap on the other, that can be relocated far more easily than oak trees.

Thank you for your attention. We look forward to learning about future revisions to the highway plans.

Sincerely,

A handwritten signature in black ink that reads "Dan M. Hixon". The signature is written in a cursive style with a long horizontal flourish extending to the right.

Rev. Daniel McLain Hixon,
Senior Pastor

A handwritten signature in black ink that reads "Keith Tarver". The signature is written in a cursive style with a long horizontal flourish extending to the right.

Mr. Keith Tarver,
Chairman of the Church Council



Nolley Memorial United Methodist Church

2239 East Oak Street • P.O. Box 127
Jena, Louisiana 71342

Rev. Daniel McLain Hixon
Senior Pastor
Rev. M. Amanda Carpenter
Associate Pastor
Certified in Spiritual Direction

Phone: 318-992-4020
Fax: 318-992-5024

14th of August, 2014

Mrs. Sherri H. LeBas
Secretary, Department of Transportation and Development
P.O. Box 94004
Baton Rouge, La 70804

Good day Secretary LeBas,

We, the members of the Nolley Memorial United Methodist Church and of the Jena community, write to share our concerns regarding the current proposals to widen Highway 84 through the Town of Jena. We support the goal of this project and recognize that much work has been put into it thus far. We also appreciate that previous comments from the community have been taken into account in drafting and revising the various proposed routes.

We continue to be very concerned about the integrity, not only of our church's property and memorial oak trees, but also for the general beauty of our community and the fulfilling of the Jena Vision Plan that has been carefully crafted by leaders of this community. We are convinced that a beautiful and physically inviting community will, in the long run, help attract families and businesses to our town.

We are also anxious to protect the integrity of the sacred grave sight of Reverend Richmond Nolley, whose grave in front of the church is shaded and beautified by the memorial oak trees that have taken many decades to grow to their current majestic size.

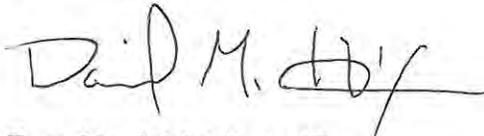
In keeping with these concerns, we write urging that the final plan for this project include a further curving of the road as it passes the memorial oak trees, arcing toward the North and away from the church facility.

We have included an image, based upon the proposals presented by CH Fenstermaker and Associates, proposing a new right of way indicated by the purple line on the aerial photo.

We have also included recent photos of the church property that faces the highway and the junk yard and abandoned buildings across the highway from the church. One does not need to live in this community to see the obvious contrast between a property that beautifies and enriches the community on the one side, and a literal trash heap on the other, that can be relocated far more easily than oak trees.

Thank you for your attention. We look forward to learning about future revisions to the highway plans.

Sincerely,

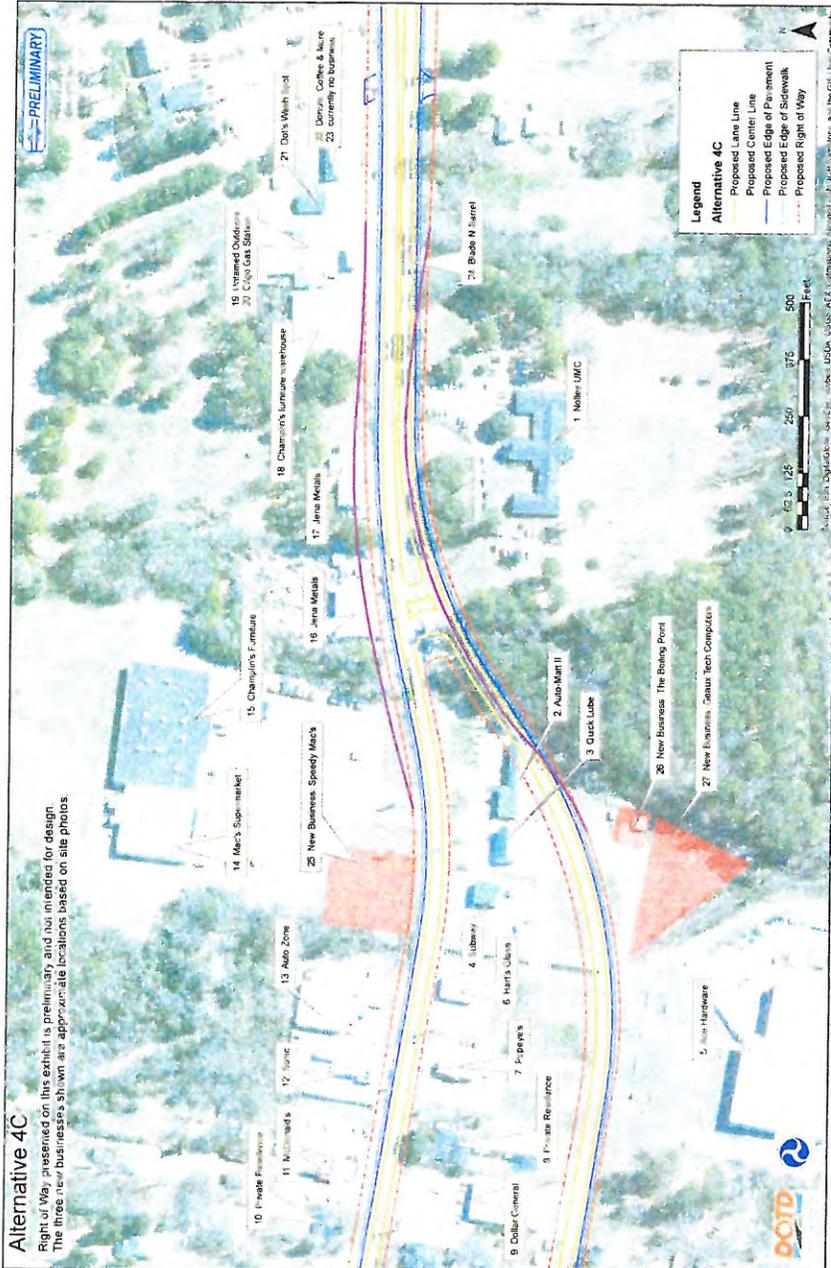
A handwritten signature in black ink, appearing to read "Dan M. Hixon". The signature is fluid and cursive, with a long horizontal stroke at the end.

Rev. Daniel McLain Hixon,
Senior Pastor

A handwritten signature in black ink, appearing to read "Keith Tarver". The signature is cursive and somewhat stylized, with a long horizontal stroke at the end.

Mr. Keith Tarver,
Chairman of the Church Council





Alternative 4C
 Right of Way presented on this exhibit is preliminary and has not been finalized for design.
 The three new businesses shown are approximate locations based on site photos.

Alternative 4C was prepared after the Team was informed of the new gas station constructed after the Public Hearing.

Your participation is vital to ensuring that decisions made about this proposed project reflect the needs of the community and are based on good information. Please take a moment to document your comments or questions below. You can turn in your comments to any Team member at the public meeting; or you can email your comments to Mikeila@Fenstermaker.com; or you can mail your comment form to Mikeila Nagura, CH Fenstermaker & Assoc., LLC, ATTN: US 84, 445 North Blvd. Ste. 601, Baton Rouge, LA 70802. Comments must be received by August 16, 2014 to be included as a part of the record.

PLEASE PRINT CLEARLY:

Your Name:	Audray S. Maxwell
Email address*:	
Property Address:	521 Humphries St. Jena, LA 71342
Mailing Address:	" "
Phone Number:	318-992-4026

*best way to receive project updates

COMMENTS:

I choose Alternative 4B, as I think it would probably be the best for Volley United Methodist Church in Jena. I would like, however, to suggest that the route be moved, as much as possible, to the north, and then after it crosses the bridge over Hemp's Creek, it curve slightly to the south to preserve the New Mac's "Speedy Mac's" property.

It would be a shame to take Volley's property and leave the "Junk yard" across the street unharmed. Volley is a landmark, not only for Jena, but for the state. The live-oak trees have been there for years and years, and I definitely do not want them to be harmed in any way!!

Your participation is vital to ensuring that decisions made about this proposed project reflect the needs of the community and are based on good information. Please take a moment to document your comments or questions below. You can turn in your comments to any Team member at the public meeting; or you can email your comments to Mikeila@Fenstermaker.com; or you can mail your comment form to Mikeila Nagura, CH Fenstermaker & Assoc., LLC, ATTN: US 84, 445 North Blvd. Ste. 601, Baton Rouge, LA 70802. Comments must be received by August 16, 2014 to be included as a part of the record.

PLEASE PRINT CLEARLY:

Your Name:	HEDY BUTLER
Email address*:	bob/hedy@centurytel.net
Property Address:	1210 NORTH FOURTH ST - JENA, LA 71342
Mailing Address:	same
Phone Number:	318 992-2602

*best way to receive project updates

COMMENTS:

ALTERNATIVE

A B is my Recommendation.

REASONS (1) Less disturbance to Historic

Church Grounds at Nolley, U.M.C.

(2) Safety of Turn Around/Crossover LOCATION.

Hedy Butler
8-4-14

From: miking@centurytel.net
To: [Mikeila Nagura](#)
Subject: Fwd: H.000758.2 - Widening of U S Hwy 84, Hair Creek-Trout
Date: Friday, August 15, 2014 12:08:38 PM

I enjoyed meeting with you & DOTD July 29th at Nolley Church, Jena.

In review of the entire proposal, I suggest for best application of taxpayer's money, relief of traffic congestion and greatly expand economic development, leave the existing highway as is to serve as a westerly drive; then from the point of beginning -actually ending at Hair Creek... from Trout connecting to Hair Creek, easterly direction, with ruler, draw a near straight line... most nearly follow the old Louisiana Midland rail road right of way, mid-Jena somewhat between Pine and East Bradford Street.

This route will leave the present hwy. 84 businesses undisturbed, promote economic growth, increase land & business values to the South portion and most of all- allow greater access to Louisiana's Rod Brady Vo-tech school (essential to this rural area, presently poor traffic access, hidden from the public), improved access to the recently built Jena grade school area ... And, relieve stress of the Nolley Methodist Church in concerns of the Nolley grave and tremendous old trees.

I suggest the unsightly debris of the "can man" across the road from beautiful Nolley Methodist Church immediately be 'dealt with' by contacts to EPA, DEQ, federal highway authorities (Lady Bird Johnson Hwy Beautification requires fencing); the site should be checked for NORM and other contamination, closed or required movement by State of Federal Authority. Rain and water drainage from the despicable site is direct flow & contaminating the adjacent fresh water stream. I am aware the "can man" does serve the area and recycle essential, however "can man" may well obtain state or federal grant funding(s) to relocate to a more desirable location rather than mid-town Jena and direct view of the beautiful church.

My kindest regards to everyone for allowing my thoughts for construction.

----- End forwarded message -----

From: [Susan Ory Powers](#)
To: [Mikeila Nagura](#)
Subject: Comment re: July 29, 2014 meeting, Nolley Church
Date: Thursday, August 14, 2014 2:36:31 PM

Re: "Meeting" at Nolley Memorial Methodist Church, July 29, 2014

Dear Ms. Mikeila Nagura,

I do appreciate your company making an effort to deal with the issue of the memorial oak trees in front Nolley Church. Thank you.

That said, first I must take issue with your labeling the event a "meeting." I hold two graduate degrees in the English language, and from my educated perspective, your use of the term to say the least was misleading. The event was not an occasion to be in a group of people to concentrate on a particular purpose. The event was actually a show and tell taking each of us individually through *your* presentation and detailing *your* perspective. Other terminology I also found misleading like your description of a study of the area as "environmental." When you finally gave me details, the study was more accurately an economic/business study. An "environmental" study connotes more than just those elements mentioned by you and your colleagues at the "meeting." I choose to believe you used such terms out of ignorance rather than an effort to put a certain spin on your presentation.

But most importantly, it is of utmost importance to preserve the memorial oaks in front of Nolley as these trees exist today. Putting aside personal emotions regarding the sacredness of these trees, I appeal to the economic benefits of their preservation. As a former member of the Board of Directors of the Lafayette Visitors and Tourism Bureau and the first president of the Downtown Lafayette Redevelopment Association, my experience has taught me that the aesthetic value of the oaks *in the long term* will do more to contribute to the economy of the community than will the preservation of some of the businesses otherwise at risk of relocation; i.e., the attractiveness of a community is vital in attracting desirable new businesses and newcomers. Removal of even one of the trees, dilutes the aesthetic and long term economic advantage that the oaks provide our community.

Additionally, I do object to the lack of access your presentation offers to our grounds. The east to west lanes do not show a crossover to enter via our main entrance. I was informed by you and your colleagues, that the main access would become the steep uphill driveway. Actually that driveway is seldom used by us except occasionally as an exit. It is inconvenient and less than desirable for driving particularly by the aging members of our congregation. I have never used it nor ever intend to. It simply feels less than the safest route to and from the church. A quick glance by you at the grounds would easily confirm this opinion.

I am the third generation of my family associated with Nolley and these words herein are not written lightly. I hope you seriously consider the harm and scars you present highway plan will leave on our community.

Again I thank you for considering these concerns.

Yours truly,
Susan Ory Powers

P.O. Box 404
Jena, LA 71342

From: [Carolyn Gernand](#)
To: [Mikeila Nagura](#)
Cc: cgernand@verizon.net
Subject: US 84 comments re: Jena
Date: Saturday, August 16, 2014 10:12:21 PM

SPN: H.000758.2 / Widening of US 84 from Hwy 772 to Just East of Hair Creek Bridge

Name: Carolyn Gernand
Email address: cgernand@verizon.net
Property address: 720 Hazel Loop, Jena, LA 71342
Mailing address: 720 Hazel Loop, Jena, LA 71342
Phone number: 703-765-6949 (mobile)

I find that Alternative 4 and variations B and C are unacceptable and totally inappropriate for a town of this size.

The whole concept of squeezing a 4-lane highway with a median, and allowing no crossing streets, into the space available in Alternative 4 not only damages Nolley Memorial UMC property: It basically obliterates the entire east side commercial section. Further, the median with no crossing streets completely divides the east side of town into north and south sectors. I was told at the July 29 meeting that there will even be a physical barrier in the median.

- Losing the main cross street at Sycamore/Carpenter as well as having a "Wall" down the middle removes all direct pedestrian and bicycle access between the south side and the north side, including the town park facilities to the north; neither pedestrians nor bicycles are going to use the U-turns.
- Any businesses that somehow escape the bulldozer will be crowded by the additional lanes, probably losing the parking space they currently have.
- The Aimwell Road is a busy highway that tees into US 84, but it will not be possible to turn east onto US84 directly from that road.

The drawings also did not extend all the way to the east edge of town, so I cannot tell what is happening there.

- Will Old Harrisonburg Road (Rte 772 on the east side of town) become a dead-end?
- Is Baker Street also going to be lost as a possible way to cross US 84?

The whole concept of trying to have cut-throughs for designated U-turns in this corridor, including swing-out space on the sides for long vehicles, is just too incredible to contemplate. With traffic signals, other drivers can see that they need to stop, and the turning vehicles have specific times at which they have the right-of-way to make the turn. Without signals, vehicles end up trying to make what amounts to un-signalized, unprotected merges from the left lane into the left lane. Merges into the left lane are dangerous and difficult even with an extended merge lane.

- All traffic will be forced to slow and even stop completely to allow trucks to make the U using all four lanes and the median.
- Even automobiles can cause a backup in the left lane as they attempt the U.

The July 29 meeting focused only on the east side of town, so the drawings provided do not show the impact of the one-way lanes on the downtown area. However, it appears that the width of two lanes and the right-of-way will remove the street parking, making “downtown” essentially useless.

In conclusion: I do not know why this is the “preferred” alternative, but I am reasonably sure people have not considered how traffic patterns in their own neighborhoods are going to be altered as a result of the east side “highway barricade.”

Carolyn Gernand

From: [Andy Girlinghouse](#)
To: [Mikeila Nagura](#)
Subject: US84-JENA
Date: Monday, August 18, 2014 9:21:26 AM

I KNOW I AM A COUPLE DAYS LATE WITH MY COMMENTS ON THIS PROJECT BUT FOR WHAT ITS WORTH HERE'S MY SUGGESTION ANYWAY: SINCE THE WEST BOUND LANE OF 4C MEETS THE DESIGN CRITERIA & LESSENS THE IMPACT ON BUSINESSES ON THE NORTH SIDE, WHY NOT KEEP THAT LANE PROPOSAL INTACT & SLIDE THE CURVES OF THE EAST BOUND LANE OF 4C TOWARD THE WEST TO A POINT WHERE THE TURNAROUND WOULD BE ON THE WEST SIDE OF THE CREEK AS IN 4B. IT APPEARS THAT WOULD REDUCE THE IMPACT ON NOLLY SINCE THE 4 LANES WOULD STAY TOGETHER TO THE CREEK AND THE BUSINESSES (FAST LUBE & AUTO MAT II) AND THE OTHER VACANT LOTS AFFECTED ARE IMPACTED BY THE OTHER ALTERNATIVES ANYWAY.

ANDY GIRLINGHOUSE
ACE FAMILY HARDWARE
849 PINE STREET (AND VACANT LOTS ACROSS PINE STREET FROM IT)
andy@familyhardwarellc.com
318-992-8380

APPENDIX G

Conceptual Stage Relocation Plan

(Full Technical Report Available Under Separate Cover)

SUPPLEMENTAL REPORT: CONCEPTUAL STAGE RELOCATION PLAN

State Project No. H.000758.2
Federal Project No. DE-3010 (503)
US 84 Widening Through Jena
(From Highway 772 to just East of Hair Creek Bridge)
Route US 84
LaSalle Parish, Louisiana



Prepared for:



Prepared by:

C. H. Fenstermaker & Associates, LLC
445 North Boulevard, Suite 601
Baton Rouge, LA 70802

September 30, 2014

TABLE OF CONTENTS

1.0 EXECUTIVE SUMMARY 1

 1.1 Project Area 1

 1.2 Alternative Descriptions 1

 1.3 Summary of Conceptual Stage Relocation Plans 4

2.0 METHODOLOGY 4

3.0 ALTERNATIVE 1 CONCEPTUAL STAGE RELOCATION PLAN..... 5

 3.1 Residential Displacements 5

 3.2 Business Displacements 6

 3.3 Replacement Housing 6

 3.4 ROW and Relocation Costs 7

 3.5 Conclusion..... 7

4.0 ALTERNATIVE 2A CONCEPTUAL STAGE RELOCATION PLAN 8

 4.1 Residential Displacements 8

 4.2 Business Displacements 9

 4.3 Replacement Housing 9

 4.4 ROW and Relocation Costs 9

 4.5 Conclusion 10

5.0 ALTERNATIVE 2B CONCEPTUAL STAGE RELOCATION PLAN 11

 5.1 Residential Displacements 11

 5.2 Business Displacements 11

 5.3 Replacement Housing 12

 5.4 ROW and Relocation Costs 12

 5.5 Conclusion 13

6.0 ALTERNATIVE 4 CONCEPTUAL STAGE RELOCATION PLAN..... 13

 6.1 Residential Displacements 14

 6.2 Business Displacements 14

 6.3 Replacement Housing 14

 6.4 ROW and Relocation Costs 15

 6.5 Conclusion 16

7.0 RIGHT OF WAY ACQUISITION AND COST COMPARISON 16

8.0 ADDENDUM: ALTERNATIVES 4B AND 4C 17

9.0 LIST OF PREPARERS 20

10.0 REFERENCES 20

LIST OF TABLES

Table 1-1: Summary of Relocation Assistance Occupancy Status 4
Table 2-1: Demographic and Income Characteristics at a Glance 5
Table 3-1: Alternative 1 Right of Way Cost Summary 7
Table 3-2: Alternative 1 Relocation Cost Summary 7
Table 4-1: Alternative 2A Right of Way Cost Summary 10
Table 4-2: Alternative 2A Relocation Cost Summary 10
Table 5-1: Alternative 2B Right of Way Cost Summary 12
Table 5-2: Alternative 2B Relocation Cost Summary 13
Table 6-1: Alternative 4 Right of Way Cost Summary 15
Table 6-2: Alternative 4 Relocation Cost Summary 15
Table 7-1: ROW Cost Comparison of Alternatives 16
Table 7-2: Land/Parcels to be Acquired 17
Table 8-1: ROW Cost Comparison of Alternatives 4, 4B, 4C 18
Table 8-2: Land/Parcels to be Acquired for Alternatives 4, 4B, 4C 18

LIST OF FIGURES

Figure 1-1: Alternatives Overview 3
Figure 8-1: Alternative 4B with Additional Impacts 19
Figure 8-2: Alternative 4C with Additional Impacts 19

APPENDICES

Conceptual Stage Relocation Inventory A
Conceptual Stage Replacement Property Inventory B
Addendum: Alternatives 4B and 4C C

1.0 EXECUTIVE SUMMARY

This **Conceptual Stage Relocation Plan** (Report) has been prepared to assist the Louisiana Department of Transportation and Development (LDOTD) and the Federal Highway Administration (FHWA) in the decision making process for the evaluation of impacts and benefits associated with the construction of the proposed roadway project. The LDOTD, FHWA and Town of Jena are proposing to widen and improve U.S. 84 from Highway 772 (Hwy 772) to east of Hair Creek Bridge in LaSalle Parish. A majority of the widening will occur along the existing centerline of the roadway with additional required right-of-way (ROW) on both sides. Portions of the roadway will widen asymmetrically to minimize relocations. Residential and commercial relocations will occur. The widening of U.S. 84 from two lanes to four lanes; the addition of bicycle lanes, sidewalks and a shared-use path; and traffic access management measures comprise the proposed project. The total length of construction of the proposed project is approximately five miles.

This Report is an appendix to the Environmental Assessment (EA) and documents the development and results of the Conceptual Stage Relocation Plan for the proposed alternatives.

1.1 Project Area

The project area is located in LaSalle Parish, Louisiana and consists of widening U.S. 84 eastward from the communities of Trout, Good Pine and Midway and through the Town of Jena and ending in a rural/suburban area southeast of the Town of Jena. Alternatives were developed through stakeholder and public input and were evaluated through a screening process. Four alternatives were determined practicable and feasible alternatives to further evaluate for potential impacts and benefits. The four alternatives, in addition to the No Build Alternative, are briefly described below (See *Figure 1-1*).

1.2 Alternative Descriptions

No Build Alternative is defined as the alternative in which the proposed action would not be constructed. The No Build Alternative serves as the benchmark to which other alternatives can be evaluated.

Alternative 1 would include new construction of a 4-lane highway beginning just east of Trout and generally following the existing alignment of U.S. 84 (Oak Street) through the Town of Jena, skirting the central business district slightly to the south, tying back into U.S. 84 at Nolley Cemetery and continuing on to Hair Creek, south of the Justiss Oil Company building. This alternative would have a variable ROW width of 130 feet through Trout, expanding to 160 feet from Trout to about the Walmart store, reducing back to 130 feet from the Walmart store to about the overpass south of the Town of Jena and then widening back to 180 feet to the end of the project.

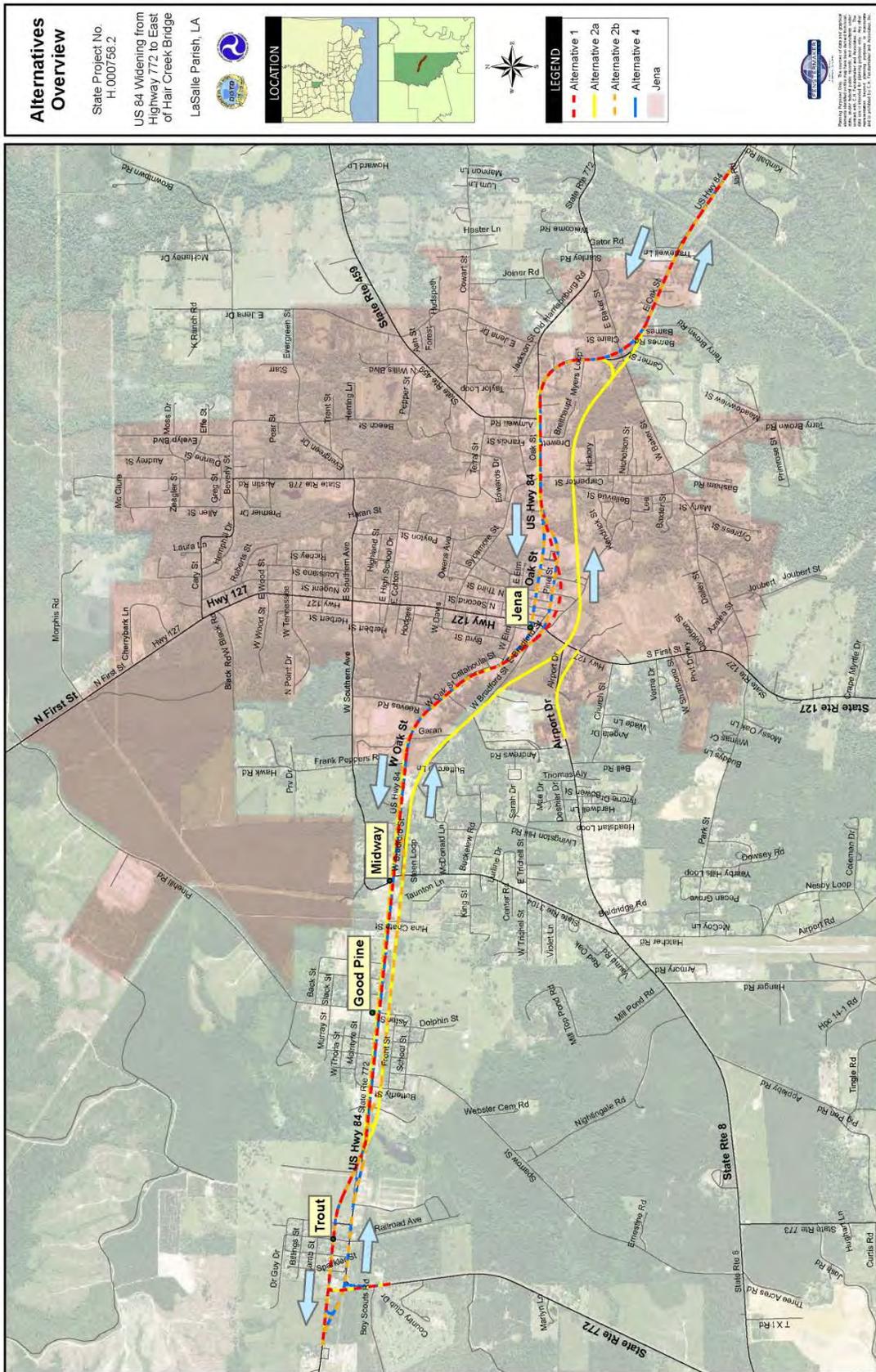
Alternative 2A would include new construction of a 4-lane highway beginning just east of Trout and generally following the existing alignment of U.S. 84 (Oak Street) until the Trout Baptist Church and then it would split off with the east bound lane (EBL) generally following between Front Street and Bradford Street (paralleling U.S. 84 to the South) and with the west bound lane (WBL) following the existing route of U.S. 84 toward the Town of Jena. The EBL would then follow Bradford Street, generally parallel to U.S. 84 to the south, and then bend northerly behind the Family Hardware Store and head up to cross the intersection of Bellevue and Carpenter Roads and then peel away in a southeasterly direction through the woods until it meets up with U.S. 84 at the overpass. There it also meets the WBL coming down from the north, and they then run concurrently together to the end of the project near Hair Creek.

This alternative would have a variable ROW width of 130 feet through Trout, expanding to 160 feet from Trout to about the split at the Trout Baptist Church and then running in 90 feet widths (EBL & WBL) until it reaches the old Sears store where the WBL reduces to 80 feet and heads down U.S. 84 and the EBL maintains a 90 feet width all the way to its intersection with U.S. 84 at the overpass. Meanwhile, when the WBL comes into the Town of Jena, the ROW will reduce to 50 feet just past the Triangle Pharmacy and continue through Jena inside of the existing 66 feet existing ROW until it reaches the Jena Baptist Church property where it flares out to 80 feet and stays that width almost to the overpass. It then widens back to 180 feet to the end of the project at Hair Creek.

Alternative 2B would include new construction of a 4-lane highway beginning just east of Trout and generally following the existing alignment of U.S. 84 (Oak Street) until the Trout Baptist Church and then it would split off with the EBL generally following in between Front Street and Bradford Street (paralleling U.S. 84 to the south) and coming up behind and past the Chaudhry Clinic to tie back into the WBL at the cement plant. The WBL follows the existing route of U.S. 84 toward the Town of Jena and meet the EBL at the cement plant. This alternative would have a variable ROW width of 130 feet through Trout, expanding to 160 feet from the Trout Post Office to about the split at the Trout Baptist Church and then each lane would run in 80 foot widths (EBL & WBL) until they tie back together at the cement plant. The lanes would then run together in an 80 foot width until just past the old Sears store and then flare out to 130 feet until it reaches downtown Jena near the Triangle Pharmacy. Meanwhile, when the WBL comes into town, the ROW will reduce to 50 feet just past the Triangle Pharmacy. The road would then split with the WBL going all the way through town staying inside of the existing 66 feet ROW until it reaches the Jena Baptist Church property where it flares out to 80 feet and stays that width almost to the overpass. It then widens back to 180 feet to the end of the project at Hair Creek.

Alternative 4 would include new construction of a 4-lane highway beginning just east of Trout and head east, generally following the existing alignment of U.S. 84 (Oak Street) until just outside of the Town of Jena. The lane would run generally within a 160 feet ROW width until just past the old Sears store and then reduce down to 130 feet until it reaches downtown Jena near the Triangle Pharmacy. The ROW needed will then reduce to 50 feet just past the Triangle Pharmacy. The road would then split with the WBL going all the way through Jena, staying along Oak Street inside of the existing 66 feet ROW until just past McDonald's where it flares out to 130 feet and stays that width almost to the overpass. It then widens back to 180 feet to the end of the project at Hair Creek. The EBL goes through Jena, generally following Pine Street and staying within the 66 feet existing ROW until it merges back in with the WBL at the Nolley Cemetery.

Figure 1-1: Alternatives Overview



1.3 Summary of Conceptual Stage Relocation Plans

This Report was prepared in accordance with the requirements of the LDOTD Office of Right of Way Operations Manual and 49CFR Part 24 § 24.205a. Families, businesses and other persons displaced by a public project are entitled to reimbursement for their moving costs, incidental expenses, and in many cases are entitled to receive a supplemental replacement housing payment to enable them to purchase a comparable replacement home. A separate Conceptual Stage Relocation Plan was prepared for each practicable and feasible alternative considered during the US 84 Through Jena Environmental Assessment (EA) process. A relocation plan was not prepared for the No Build Alternative because it will not require any relocation. A summary of relocation assistance for each alternative is presented in *Table 1-1*.

Table 1-1: Summary of Relocation Assistance Occupancy Status

RELOCATION ASSISTANCE OCCUPANCY STATUS				
	Alternative 1	Alternative 2A	Alternative 2B	Alternative 4
Mobile Homes (Owners*)				
TOTAL	1	2	1	1
Single Family Dwellings				
Owners	24	22	16	17
Tenants	9	1	7	6
TOTAL	33	23	23	23
Businesses				
TOTAL	63	18	43	57

*For the purpose of this analysis, mobile home occupants were considered owners.

2.0 METHODOLOGY

The Conceptual Stage Plan for this project was prepared primarily from data secured from field reviews, aerial photography, Google Maps, Bing Maps, on-the-ground site visits, and census data. The main purpose of a Conceptual Stage Relocation Plan is to make early identification of any possible problem areas with regard to available replacement housing, low income or minority issues that could affect the orderly and humane relocation of families and/or individuals, and examine the impact on businesses and non-profit organizations that may be affected by the project. For Conceptual Stage Relocation Plans, the regulations call for the utilization of secondary sources to the extent possible in order not to unduly create anxiety within the public when multiple alternatives are under consideration and none have yet been recommended. Estimates such as the number of minorities, income levels, housing costs and rental rates were therefore secured from secondary sources including local realtors and appraisers, the Multiple Listing Services, and on-site viewings of each home, business and apartment to be affected by each alternative. In some cases the raw census data for Census Tracts 9702 and 9703 (the Census Tracts through which the various alternatives traverse) was refined by what was actually seen on the ground. For example, although LaSalle Parish has a Black minority population of 11.9 percent, the Census Tracts noted above contain a 16 percent minority population. That falls above the Parish average as a whole. However, based on visual observation it was estimated that the number of minorities to be displaced was far less than the demographic figures shown in the Census Tract Data as a whole. For example, while driving the alternatives multiple times in multiple months, only two minority residential

occupants were seen although there are up to 33 residential properties impacted by the various alternatives. Hot weather could have accounted for a reduced number of people out and about, and even though trips were taken in mornings, evenings and during the day, few minorities were seen in the residential areas. These visual observations would indicate a five percent minority rate. However if even two additional minority families had been seen, the visual rate would have equaled the Census data rate so we believe the Census data can be reasonably applied to these alternatives.

Table 2-1 summarizes selected socioeconomic demographic for Jena compared to LaSalle Parish and Louisiana as a whole.

Table 2-1: Demographic and Income Characteristics at a Glance

Select Racial & Ethnic Characteristics, 2010			
Area/Characteristic	Jena	Louisiana	LaSalle Parish
White persons	80.8%	61.6%	90.2%
Black persons	11.3%	32.0%	3.4%
Other	7.9%	6.4%	6.4%

Source: 2010 Decennial U.S. Census.

3.0 ALTERNATIVE 1 CONCEPTUAL STAGE RELOCATION PLAN

Alternative 1 would include new construction of a 4-lane highway beginning just east of Trout and generally following the existing alignment of U.S. 84 (Oak Street) through the Town of Jena, skirting the central business district slightly to the south, tying back into U.S. 84 at Nolley Cemetery and continuing on to Hair Creek, south of the Justiss Oil Company building. This alternative would have a variable right-of-way (ROW) width of 130 feet through Trout, expanding to 160 feet from Trout to about the Walmart store, reducing back to 130 feet from the Walmart store to about the overpass south of the Town of Jena and then widening back to 180 feet to the end of the project.

3.1 Residential Displacements

This alternative will displace an estimated 34 families with an estimated average number of four members. Visual indications are that most of the displaced families are of low to medium income range and that between two and four of the displaced families are of a minority race. It is believed that 25 families to be displaced are owner-occupants, although this is difficult to confirm as the tax records show absentee ownership of a number of the single family dwellings. While *Table 1-1* above indicates a 26 percent tenancy rate, the true rate may be higher. This could be significant since rental replacement housing is quite scarce at the present time. Estimated values of the residences range from \$15,000 to \$70,000. Only one of the 34 families occupies a mobile and only one replacement site will be required. For the purpose of this report and based on observations on the ground, it was determined to categorize all mobile homes as movable, but owner occupied. About two thirds of the residences are of frame construction (some with asbestos siding) while the remainder are brick veneer. All occupied residences appear to be adequately maintained and it is believed that most would meet decent, safe, and sanitary standards. There are a number of burned out or dilapidated and abandoned houses to be acquired whose numbers are not included herein.

There will likely be no significant impact on the neighborhoods or housing stock where the relocation is likely to take place, as historically the majority of displacements in rural or semi-rural areas choose to

relocate on their remainder property or in the general area of displacement. Many of these dwellings have additional or adjacent land.

3.2 Business Displacements

Alternative 1 will require the relocation of 63 businesses. This is typical of a widening project in an urban-suburban area along a commercial route. In many places the alignment will require an additional 80 feet of ROW and in others only seven feet. In a few places such as in front of the cement plant, it will require an additional 184 feet, including takings on both sides of the road. The effects on the businesses will be substantial. The new Federal Highway Act, Moving Ahead for Progress In the 21st Century Act (MAP-21) enacted this year, substantially increases the benefits available to businesses displaced by projects such as this. However, there is still down time and disruption that will cause marginal businesses to fail and adversely affect the employees. Given sufficient lead time, the businesses can rebuild and relocate. However, the current trend has been to buy as much ROW as quickly as possible and not give businesses sufficient time to relocate in an orderly fashion. There is sufficient land along U.S. 84 and Pine Street for businesses to relocate and rebuild. There are also a large number of vacant buildings for sale at this time, possibly a result of the current economic conditions. Business relocations and available sites will not be a problem, nor will physically relocating the businesses other than having to rebuild and relocate due to compressed letting schedules. This issue will need to be addressed thoroughly in the acquisition stage relocation plan. For example, it is not feasible to assume that the cell tower can be moved within the typical 90 days given to relocate. It will take longer than that just to get the permits.

3.3 Replacement Housing

There is adequate replacement housing available for owner-occupants in the general area. However, as stated above, the great majority of owner-occupants will likely relocate on their remainders or in the general area of displacement. It is estimated that at least half of the residential owner-occupants have remainders of sufficient size on which to relocate. A recent survey in the immediate area revealed 11 homes for sale in the \$10,000 to \$70,000 range; 10 homes for sale in the \$70,000 to \$125,000 range and seven houses for sale in a price range exceeding \$125,000. Additional housing is available in nearby Tullos, Olla, Belah, Urania and Jonesville. There are also two mobile homes with land for sale in the immediate area, so that if any mobile home is determined to be immovable at a later date, there are available replacements. Consultation with builders in this area by Relocation Assistance personnel indicate a cost per square foot on new construction as being in the \$115 to \$135 range.

The current turnover rate for housing is slow. The classified ad section of the Jena Newspaper was viewed in May, July and August of 2012 and many of the same properties were included in each issue. Meetings and discussions were held with owners of the two largest real estate firms in Jena and they confirmed that the owner-occupant market was sluggish and the rental market is extremely tight. They said that the GEO Company just north of Jena is constantly bringing in new correctional officers. They have a high turnover rate and the employees do not stay long and thus prefer to rent rather than buy. This, coupled with a recent hotbed of oil and gas activity in the Tuscaloosa Shale just south of Jena has brought in the roughnecks, title agents, lease hounds and others who will bid up the prices of almost any rental unit that is decent. Few new rentals are being built for fear that the oil activity may be a flash in the pan, and the current uncertainty about the economy makes continued activity at GEO uncertain. The rental market seems to operate by word of mouth and not advertisement. Although a market obviously exists, it is hard to find.

3.4 ROW and Relocation Costs

Estimated costs for acquiring ROW and relocation fees were prepared for **Alternative 1**. The estimated cost for ROW (land, improvements and damages only) is \$9,488,900 (*Table 3-1*). The estimated cost for relocation assistance is \$3,010,000 (*Table 3-2*).

Table 3-1: Alternative 1 Right of Way Cost Summary

Land	Improvements	Damages	Total ROW Costs*
\$2,250,500	\$6,392,000	\$846,400	\$9,488,900

*Does not include consultant fees and soft costs.

Table 3-2: Alternative 1 Relocation Cost Summary

Residential/Non-Residential	Moving Cost and Replacement Housing costs
Mobile Homes (1)	\$10,000
Single Family Dwellings – owners (24)	\$630,000
Tenants (9)	\$145,000
Businesses (63)	\$1,835,000
Personality Only (10) (also includes 74 mini-warehouses)	\$240,000
Cell Tower	\$150,000
Totals	\$3,010,000

NOTE: Values for real estate are for estimation purposes only. Values are not to be used for negotiations or purchases. A full real estate study and appraisal must be conducted prior to the purchase of any real estate property.

3.5 Conclusion

No special or unusual conditions have been identified. Other than the public meeting held July 12, 2012, no ROW or relocation discussions have been held with local officials or community groups regarding potential displacements, and none are anticipated at this time. As stated above, replacement housing for owners is adequate in the areas of displacement. However, we are quite certain based on past experiences, that the great majority of owner-occupants being displaced will relocate on their remainder properties (retain and move back or construct new). Also, owner-occupants without sufficient sized remainders on which to relocate historically have been successful in securing replacement sites in the general area of displacement through sources seldom available to the general public. Replacement housing for tenants is currently in short supply and if the conditions still exist when the project comes about, it could slow down the relocation process.

Another minor issue that could slow down the project is that there are no moving companies in Jena. The nearest are in Alexandria and Monroe, about an hour's drive. This will increase the cost of a move slightly and require more time and coordination on the part of the relocation agents.

In conclusion, we do not anticipate any unusual problems in providing replacement housing under our normal procedures. However, if it should become necessary, we would employ housing of last resort.

The estimated cost for ROW (land, improvements and damages only) is **\$9,488,900**. The estimated cost for relocation assistance is **\$3,010,000** for a total cost of **\$12,498,900**.

Soft costs, should the LDOTD elect to utilize consultant services to provide appraisals, acquisition and relocation services, is estimated at an additional \$2,825,000.

4.0 ALTERNATIVE 2A CONCEPTUAL STAGE RELOCATION PLAN

Alternative 2A would include new construction of a 4-lane highway beginning just east of Trout and generally following the existing alignment of U.S. 84 (Oak Street) until the Trout Baptist Church and then it would split off with the east bound lane (EBL) generally following between Front Street and Bradford Street (paralleling U.S. 84 to the South) and with the west bound lane (WBL) following the existing route of U.S. 84 toward the Town of Jena. The EBL would then follow Bradford Street, generally parallel to U.S. 84 to the south, and then bend northerly behind the Family Hardware Store and head up to cross the intersection of Bellevue and Carpenter Roads and then peel away in a southeasterly direction through the woods until it meets up with U.S. 84 at the overpass. There it also meets the WBL coming down from the north, and they then run concurrently together to the end of the project near Hair Creek. This alternative would have a variable ROW width of 130 feet through Trout, expanding to 160 feet from Trout to about the split at the Trout Baptist Church and then running in 90 feet widths (EBL & WBL) until it reaches the old Sears store where the WBL reduces to 80 feet and heads down U.S. 84 and the EBL maintains a 90 feet width all the way to its intersection with U.S. 84 at the overpass. Meanwhile, when the WBL comes into the Town of Jena, the ROW will reduce to 50 feet just past the Triangle Pharmacy and continue through Jena inside of the existing 66 feet existing ROW until it reaches the Jena Baptist Church property where it flares out to 80 feet and stays that width almost to the overpass. It then widens back to 180 feet to the end of the project at Hair Creek.

4.1 Residential Displacements

This alternative will displace an estimated 25 families with an estimated average number of four members. Visual indications are that most of the displaced families are of low to medium income range and that between two and four of the displaced families are of a minority race. It is believed that 24 families to be displaced are owner-occupants, although this is difficult confirm as the tax records show absentee ownership of a number of the single family dwellings. While *Table 1-1* indicates a 0.04 percent tenancy rate, the true rate is probably much higher. This could be significant since rental replacement housing is quite scarce at the present time. Estimated values of the residences range from \$15,000 to \$70,000. Only two of the 25 families occupy a mobile home and only two replacement sites will be required. For the purpose of this report and based on observations on the ground, it was determined to categorize all mobile homes as movable, but owner-occupied. About two thirds of the residences are of frame construction (some with asbestos siding) while the remainder are brick veneer. All occupied residences appear to be adequately maintained and it is believed that most would meet decent, safe, and sanitary standards. There are a number of burned out or dilapidated and abandoned houses to be acquired whose numbers are not included herein.

There will likely be no significant impact on the neighborhoods or housing stock where the relocation is likely to take place, as historically the majority of displacements in rural or semi-rural areas choose to relocate on their remainder property or in the general area of displacement. Many of these dwellings have additional or adjacent land.

4.2 Business Displacements

Alternative 2A will require the relocation of 18 businesses. Many other businesses will suffer damages due to lost parking and proximity and may ultimately have to move. This is typical of a widening project in an urban-suburban area along a commercial route. In some places the alignment will require an additional 100 feet of ROW and in others only seven feet. In a few places such as in front of the cement plant, it will require an additional 114 feet, including takings on both sides of the road plus the EBL will impact the concrete plant from the rear. The effects on the businesses will be substantial. MAP-21 enacted this year substantially increases the benefits available to businesses displaced by projects such as this. However, there is still down time and disruption that will cause marginal businesses to fail and adversely affect the employees. Given sufficient lead time, the businesses can rebuild and relocate. However, the current trend has been to buy as much ROW as quickly as possible and not give businesses sufficient time to relocate in an orderly fashion. There is sufficient land along U.S. 84 and Pine Street for businesses to relocate and rebuild. There are also a large number of vacant buildings for sale at this time, possibly a result of the current economic conditions. Business relocations and available sites will not be a problem, nor will physically relocating the businesses other than having to rebuild and relocate due to compressed letting schedules. This issue will need to be addressed thoroughly in the acquisition stage relocation plan.

4.3 Replacement Housing

There is adequate replacement housing available for owner-occupants in the general area. However, as stated above, the great majority of owner-occupants will likely relocate on their remainders or in the general area of displacement. It is estimated that at least half of the residential owner-occupants have remainders of sufficient size on which to relocate. A recent survey in the immediate area revealed 11 homes for sale in the \$10,000 to \$70,000 range; 10 homes for sale in the \$70,000 to \$125,000 range and seven houses for sale in a price range exceeding \$125,000. Additional housing is available in nearby Tullos, Olla, Belah, Urania and Jonesville. There are also two mobile homes with land for sale in the immediate area, so that if any mobile home is determined to be immovable at a later date, there are available replacements. Consultation with builders in this area by Relocation Assistance personnel indicate a cost per square foot on new construction as being in the \$115 to \$135 range.

The current turnover rate for housing is slow. The classified ad section of the Jena Newspaper was viewed in May, July and August of 2012 and many of the same properties were included in each issue. Meetings and discussions were held with owners of the two largest real estate firms in Jena and they confirmed that the owner-occupant market was sluggish and the rental market is extremely tight. They said that the GEO Company just north of Jena is constantly bringing in new correctional officers. They have a high turnover rate and the employees do not stay long and thus prefer to rent rather than buy. This, coupled with a recent hotbed of oil and gas activity in the Tuscaloosa Shale just south of Jena has brought in the roughnecks, title agents, lease hounds and others who will bid up the prices of almost any rental unit that is decent. Few new rentals are being built for fear that the oil activity may be a flash in the pan, and the current uncertainty about the economy makes continued activity at GEO uncertain. The rental market seems to operate by word of mouth and not advertisement. Although a market obviously exists, it is hard to find.

4.4 ROW and Relocation Costs

Estimated costs for acquiring ROW and relocation fees were prepared for **Alternative 2A**. The estimated cost for ROW (land, improvements and damages only) is \$5,125,130 (*Table 4-1*). The estimated cost for relocation assistance is \$1,182,000 (*Table 4-2*). There are no facilities which shall qualify for functional replacement.

Table 4-1: Alternative 2A Right of Way Cost Summary

Land	Improvements	Damages	Total ROW Costs*
\$1,285,130	\$2,674,000	\$1,166,000	\$5,125,130

*Does not include consultant fees and soft costs.

Table 4-2: Alternative 2A Relocation Cost Summary

Residential/Non-Residential	Moving Cost and Replacement Housing costs
Mobile Homes (2)	\$20,000
Single Family Dwellings – owners (22)	\$513,000
Tenants (SFR) (1)	\$10,000
Businesses (18)	\$478,000
Personality Only (9)	\$141,000
Church (1)	\$20,000
Totals	\$1,182,000

NOTE: Values for real estate are for estimation purposes only. Values are not to be used for negotiations or purchases. A full real estate study and appraisal must be conducted prior to the purchase of any real estate property.

4.5 Conclusion

No special or unusual conditions have been identified. Other than the public meeting held July 12, 2012, no ROW and relocation discussions have been held with local officials or community groups regarding potential displacements, and none are anticipated at this time. As stated above, replacement housing for owners is adequate in the areas of displacement. However, we are quite certain based on past experiences, that the great majority of owner-occupants being displaced will relocate on their remainder properties (retain and move back or construct new). Also, owner-occupants without sufficient sized remainders on which to relocate historically have been successful in securing replacement sites in the general area of displacement through sources seldom available to the general public. Replacement housing for tenants is currently in short supply and if the conditions still exist when the project comes about, it could slow down the relocation process.

Another minor issue that could slow down the project is that there are no moving companies in Jena. The nearest are in Alexandria and Monroe, about an hour’s drive. This will increase the cost of a move slightly and require more time and coordination on the part of the relocation agents.

In conclusion, we do not anticipate any unusual problems in providing replacement housing under our normal procedures. However, if it should become necessary, we would employ housing of last resort.

The estimated cost for ROW (land, improvements and damages only) is **\$5,125,130**. The estimated cost for relocation assistance is **\$1,182,000** for a total cost of **\$6,307,130**.

Soft costs, should the LDOTD elect to utilize consultant services to provide appraisals, acquisition and relocation services, is estimated at an additional \$3,722,000.

5.0 ALTERNATIVE 2B CONCEPTUAL STAGE RELOCATION PLAN

Alternative 2B would include new construction of a 4-lane highway beginning just east of Trout and generally following the existing alignment of U.S. 84 (Oak Street) until the Trout Baptist Church and then it would split off with the EBL generally following in between Front Street and Bradford Street (paralleling U.S. 84 to the south) and coming up behind and past the Chaudhry Clinic to tie back into the WBL at the cement plant. The WBL would follow the existing route of U.S. 84 toward the Town of Jena and meet the EBL at the cement plant. This alternative would have a variable ROW width of 130 feet through Trout, expanding to 160 feet from the Trout Post Office to about the split at the Trout Baptist Church and then each lane would run in 80 foot widths (EBL & WBL) until they tie back together at the cement plant. The lanes would then run together in an 80 foot width until just past the old Sears store and then flare out to 130 feet until it reaches downtown Jena near the Triangle Pharmacy. Meanwhile, when the WBL comes into town, the ROW will reduce to 50 feet just past the Triangle Pharmacy. The road would then split with the WBL going all the way through town staying inside of the existing 66 feet ROW until it reaches the Jena Baptist Church property where it flares out to 80 feet and stays that width almost to the overpass. It then widens back to 180 feet to the end of the project at Hair Creek.

5.1 Residential Displacements

This alternative will displace an estimated 24 families with an estimated average number of four members. Visual indications are that most of the displaced families are of low to medium income range and that between two and four of the displaced families are of a minority race. It is believed that 17 families to be displaced are owner-occupants, although this is difficult confirm as the tax records show absentee ownership of a number of the single family dwellings. *Table 1-1* above indicates a 29 percent tenancy rate. This could be significant since rental replacement housing is quite scarce at the present time. Estimated values of the residences range from \$15,000 to \$70,000. Only one of the 24 families occupies a mobile home and only one replacement site will be required. For the purpose of this report and based on observations on the ground, it was determined to categorize all mobile homes as movable, but owner occupied. About two thirds of the residences are of frame construction (some with asbestos siding) while the remainder are brick veneer. All occupied residences appear to be adequately maintained and it is believed that most would meet decent, safe, and sanitary standards. There are a number of burned out or dilapidated and abandoned houses to be acquired whose numbers are not included herein.

There will likely be no significant impact on the neighborhoods or housing stock where the relocation is likely to take place, as historically the majority of displacements in rural or semi-rural areas choose to relocate on their remainder property or in the general area of displacement. Many of these dwellings have additional or adjacent land.

5.2 Business Displacements

Alternative 2B will require the relocation of 43 businesses. Some other businesses will suffer damages due to lost parking and proximity and may ultimately have to move. This is typical of a widening project in an urban-suburban area along a commercial route. In some places the alignment will require an additional 180 feet of ROW and in others only seven feet. In many places such as in front of the cement plant and along the WBL through Trout and Good Pine, it will require only an additional seven feet. The effects on the displaced businesses will be substantial. MAP-21 enacted this year substantially increases the benefits available to businesses displaced by projects such as this. However, there is still down time and disruption that will cause marginal businesses to fail and adversely affect the employees. Given

sufficient lead time, the businesses can rebuild and relocate. However, the current trend has been to buy as much ROW as quickly as possible and not give businesses sufficient time to relocate in an orderly fashion. There is sufficient land along U.S. 84 and Pine Street for businesses to relocate and rebuild. There are also a large number of vacant buildings for sale at this time, possibly a result of the current economic conditions. Business relocations and available sites will not be a problem, nor will physically relocating the businesses other than having to rebuild and relocate due to compressed letting schedules. This issue will need to be addressed thoroughly in the acquisition stage relocation plan.

5.3 Replacement Housing

There is adequate replacement housing available for owner-occupants in the general area. However, as stated above, the great majority of owner-occupants will likely relocate on their remainders or in the general area of displacement. It is estimated that at least half of the residential owner-occupants have remainders of sufficient size on which to relocate. A recent survey in the immediate area revealed 11 homes for sale in the \$10,000 to \$70,000 range; 10 homes for sale in the \$70,000 to \$125,000 range and seven houses for sale in a price range exceeding \$125,000. Additional housing is available in nearby Tullos, Olla, Belah, Urania and Jonesville. There are also two mobile homes with land for sale in the immediate area, so that if any mobile home is determined to be immovable at a later date, there are available replacements. Consultation with builders in this area by Relocation Assistance personnel indicate a cost per square foot on new construction as being in the \$115 to \$135 range.

The current turnover rate for housing is slow. The classified ad section of the Jena Newspaper was viewed in May, July and August of 2012 and many of the same properties were included in each issue. Meetings and discussions were held with owners of the two largest real estate firms in Jena and they confirmed that the owner-occupant market was sluggish and the rental market is extremely tight. They said that the GEO Company just north of Jena is constantly bringing in new correctional officers. They have a high turnover rate and the employees do not stay long and thus prefer to rent rather than buy. This, coupled with a recent hotbed of oil and gas activity in the Tuscaloosa Shale just south of Jena has brought in the roughnecks, title agents, lease hounds and others who will bid up the prices of almost any rental unit that is decent. Few new rentals are being built for fear that the oil activity may be a flash in the pan, and the current uncertainty about the economy makes continued activity at GEO uncertain. The rental market seems to operate by word of mouth and not advertisement. Although a market obviously exists, it is hard to find.

5.4 ROW and Relocation Costs

Estimated costs for acquiring ROW and relocation fees were prepared for **Alternative 2B**. The estimated cost for ROW (land, improvements and damages only) is \$6,598,490 (*Table 5-1*). The estimated cost for relocation assistance is \$1,936,000 (*Table 5-2*). There are no facilities which shall qualify for functional replacement.

Table 5-1: Alternative 2B Right of Way Cost Summary

Land	Improvements	Damages	Total ROW Costs*
\$1,865,790	\$3,689,500	\$1,043,200	\$6,598,490

*Does not include consultant fees and soft costs.

Table 5-2: Alternative 2B Relocation Cost Summary

Residential/Non-Residential	Moving Cost and Replacement Housing costs
Mobile Homes (1)	\$10,000
Single Family Dwellings – owners (16)	\$388,000
Tenants (SFR & Apts) (7)	\$100,000
Businesses (43)	\$1,220,000
Personality Only (incl. 74 mini-warehouses)	\$198,000
Church (1)	\$20,000
Totals	\$1,936,000

NOTE: Values for real estate are for estimation purposes only. Values are not to be used for negotiations or purchases. A full real estate study and appraisal must be conducted prior to the purchase of any real estate property.

5.5 Conclusion

No special or unusual conditions have been identified. Other than the public meeting held July 12, 2012, no right of way and relocation discussions have been held with local officials or community groups regarding potential displacements, and none are anticipated at this time. As stated above, replacement housing for owners is adequate in the areas of displacement. However, we are quite certain based on past experiences, that the great majority of owner-occupants being displaced will relocate on their remainder properties (retain and move back or construct new). Also, owner-occupants without sufficient sized remainders on which to relocate historically have been successful in securing replacement sites in the general area of displacement through sources seldom available to the general public. Replacement housing for tenants is currently in short supply and if the conditions still exist when the project comes about, it could slow down the relocation process.

Another minor issue that could slow down the project is that there are no moving companies in Jena. The nearest are in Alexandria and Monroe, about an hour's drive. This will increase the cost of a move slightly and require more time and coordination on the part of the relocation agents.

In conclusion, we do not anticipate any unusual problems in providing replacement housing under normal procedures. However, if it should become necessary, we would employ housing of last resort.

The estimated cost for ROW (land, improvements and damages only) is **\$6,598,490**. The estimated cost for relocation assistance is **\$1,936,000** for a total cost of **\$8,534,490**.

Soft costs, should the LDOTD elect to utilize consultant services to provide appraisals, acquisition and relocation services, is estimated at an additional \$2,535,000.

6.0 ALTERNATIVE 4 CONCEPTUAL STAGE RELOCATION PLAN

Alternative 4 would include new construction of a 4-lane highway beginning just east of Trout and head east, generally following the existing alignment of U.S. 84 (Oak Street) until just outside of the Town of Jena. The lane would run generally within a 160 feet ROW width until just past the old Sears store and then reduce down to 130 feet until it reaches downtown Jena near the Triangle Pharmacy. The ROW needed will then reduce to 50 feet just past the Triangle Pharmacy. The road would then split with the

WBL going all the way through Jena, staying along Oak Street inside of the existing 66 feet ROW until just past McDonald's where it flares out to 130 feet and stays that width almost to the overpass. It then widens back to 180 feet to the end of the project at Hair Creek. The EBL goes through Jena, generally following Pine Street and staying within the 66 feet existing ROW until it merges back in with the WBL at the Nolley Cemetery.

6.1 Residential Displacements

This alternative will displace an estimated 24 families with an estimated average number of four members. Visual indications are that most of the displaced families are of low to medium income range and that between two and four of the displaced families are of a minority race. It is believed that 18 families are to be displaced are owner-occupants, although this is difficult confirm as the tax records show absentee ownership of a number of the single family dwellings. *Table 1-1* indicates a 25 percent tenancy rate. This could be significant since rental replacement housing is quite scarce at the present time. Estimated values of the residences range from \$15,000 to \$70,000. Only one of the 24 families occupies a mobile home and only one replacement site will be required. For the purpose of this report and based on observations on the ground, it was determined to categorize all mobile homes as movable, but owner-occupied. About two thirds of the residences are of frame construction (some with asbestos siding) while the remainder are brick veneer. All occupied residences appear to be adequately maintained and it is believed that most would meet decent, safe, and sanitary standards. There are a number of burned out or dilapidated and abandoned houses to be acquired whose numbers are not included herein.

There will likely be no significant impact on the neighborhoods or housing stock where the relocation is likely to take place, as historically the majority of displacements in rural or semi-rural areas choose to relocate on their remainder property or in the general area of displacement. Many of these dwellings have additional or adjacent land.

6.2 Business Displacements

Alternative 4 will require the relocation of 57 businesses. Some other businesses will suffer damages due to lost parking and proximity and may ultimate have to move. This is typical of a widening project in an urban-suburban area along a commercial route. In some places the alignment will require an additional 180 feet of ROW and in others only seven feet. The effects on the displaced businesses will be substantial. MAP-21 enacted this year substantially increases the benefits available to businesses displaced by projects such as this. However, there is still down time and disruption that will cause marginal businesses to fail and adversely affect the employees. Given sufficient lead time, the businesses can rebuild and relocate. However, the current trend has been to buy as much ROW as quickly as possible and not give businesses sufficient time to relocate in an orderly fashion. There is sufficient land along U.S. 84 and Pine Street for businesses to relocate and rebuild. There are also a large number of vacant buildings for sale at this time, possibly a result of the current economic conditions. Business relocations and available sites will not be a problem, nor will physically relocating the businesses other than having to rebuild and relocate due to compressed letting schedules. This issue will need to be addressed thoroughly in the acquisition stage relocation plan.

6.3 Replacement Housing

There is adequate replacement housing available for owner-occupants in the general area. However, as stated above, the great majority of owner-occupants will likely relocate on their remainders or in the general area of displacement. It is estimated that at least half of the residential owner-occupants have

remainders of sufficient size on which to relocate. A recent survey in the immediate area revealed 11 homes for sale in the \$10,000 to \$70,000 range; 10 homes for sale in the \$70,000 to \$125,000 range and seven houses for sale in a price range exceeding \$125,000. Additional housing is available in nearby Tullos, Olla, Belah, Urania and Jonesville. There are also two mobile homes with land for sale in the immediate area, so that if any mobile home is determined to be immovable at a later date, there are available replacements. Consultation with builders in this area by Relocation Assistance personnel indicate a cost per square foot on new construction as being in the \$115 to \$135 range.

The current turnover rate for housing is slow. The classified ad section of the Jena Newspaper was viewed in May, July and August of 2012 and many of the same properties were included in each issue. Meetings and discussions were held with owners of the two largest real estate firms in Jena and they confirmed that the owner-occupant market was sluggish and the rental market is extremely tight. They said that the GEO Company just north of Jena is constantly bringing in new correctional officers. They have a high turnover rate and the employees do not stay long and thus prefer to rent rather than buy. This, coupled with a recent hotbed of oil and gas activity in the Tuscaloosa Shale just south of Jena has brought in the roughnecks, title agents, lease hounds and others who will bid up the prices of almost any rental unit that is decent. Few new rentals are being built for fear that the oil activity may be a flash in the pan, and the current uncertainty about the economy makes continued activity at GEO uncertain. The rental market seems to operate by word of mouth and not advertisement. Although a market obviously exists, it is hard to find.

There will likely be no significant impact on the neighborhoods or housing stock where the relocation is likely to take place, as historically the majority of displaces in rural or semi-rural areas choose to relocate on their remainder property or in the general area of displacement. Many of these dwellings have additional or adjacent land.

6.4 ROW and Relocation Costs

Estimated costs for acquiring ROW and relocation fees were prepared for **Alternative 4**. The estimated cost for ROW (land, improvements and damages only) is \$8,995,117 (Table 6-1). The estimated cost for relocation assistance is \$2,471,000 (Table 6-2).

Table 6-1: Alternative 4 Right of Way Cost Summary

Land	Improvements	Damages	Total ROW Costs*
\$1,848,417	\$6,124,500	\$1,022,200	\$8,995,117

*Does not include consultant fees and soft costs.

Table 6-2: Alternative 4 Relocation Cost Summary

Residential/Non-Residential	Moving Cost and Replacement Housing costs
Mobile Homes (1)	\$10,000
Single Family Dwellings – owners (17)	\$430,000
Tenants (Apts.) 7	\$90,000
Businesses (57)	\$1,745,000
Personality Only (incl. 74 mini-warehouses)	\$196,000
Totals	\$2,471,000

NOTE: Values for real estate are for estimation purposes only. Values are not to be used for negotiations or

purchases. A full real estate study and appraisal must be conducted prior to the purchase of any real estate property.

6.5 Conclusion

No special or unusual conditions have been identified. Other than the public meeting held July 12, 2012, no right of way and relocation discussions have been held with local officials or community groups regarding potential displacements, and none are anticipated at this time. As stated above, replacement housing for owners is adequate in the areas of displacement. However, we are quite certain based on past experiences, that the great majority of owner-occupants being displaced will relocate on their remainder properties (retain and move back or construct new). Also, owner-occupants without sufficient sized remainders on which to relocate historically have been successful in securing replacement sites in the general area of displacement through sources seldom available to the general public. Replacement housing for tenants is currently in short supply and if the conditions still exist when the project comes about, it could slow down the relocation process.

Another minor issue that could slow down the project is that there are no moving companies in Jena. The nearest are in Alexandria and Monroe, about an hour's drive. This will increase the cost of a move slightly and require more time and coordination on the part of the relocation agents.

In conclusion, we do not anticipate any unusual problems in providing replacement housing under normal procedures. However, if it should become necessary, we would employ housing of last resort.

The estimated cost for ROW (land, improvements and damages only) is **\$8,995,117**. The estimated cost for relocation assistance is **\$2,471,000** for a total cost of **\$11,466,117**.

Soft costs, should the LDOTD elect to utilize consultant services to provide appraisals, acquisition and relocation services, is estimated at an additional \$2,400,000.

7.0 RIGHT OF WAY ACQUISITION AND COST COMPARISON

Table 7-1 presents a comparison of ROW costs for each alternative. The amounts shown assume that the appraisal, acquisition, relocation and other work associated with acquiring the ROW will be performed by consultants and the fees are estimated using the CY 2011 LDOTD fee schedule.

Table 7-1: ROW Cost Comparison for Alternatives

	Alternative 1	Alternative 2A	Alternative 2B	Alternative 4
Land	\$2,250,500	\$1,285,130	\$1,865,790	\$1,848,417
Improvements	\$6,392,000	\$2,674,000	\$3,689,500	\$6,124,500
Damages	\$846,400	\$1,166,000	\$1,043,200	\$1,022,200
Subtotal 1	\$9,488,900	\$5,125,130	\$6,598,490	\$8,995,117
Relocation	\$3,010,000	\$1,182,000	\$1,936,000	\$2,471,000
Fees (consultant)	\$2,825,000	\$3,722,000	\$2,535,000	\$2,400,000
Incidentals	\$50,000	\$50,000	\$50,000	\$50,000
Excess awards ¹	\$948,890	\$512,513	\$659,849	\$899,512
Subtotal 2	\$16,322,790	\$10,591,643	\$11,779,339	\$14,815,629
Contingencies ²	\$816,140	\$529,582	\$588,967	\$740,781

	Alternative 1	Alternative 2A	Alternative 2B	Alternative 4
TOTAL³	\$17,138,930	\$11,121,225	\$12,368,306	\$15,556,410

¹Subtotal 1 multiplied by 10%.

²Subtotal 2 multiplied by 5%.

³Subtotal 2 plus Contingencies.

The amount of land that will need to be acquired for each alternative is summarized in *Table 7-2*. *Table 7-2* also presents the number of parcels for each alternative. The number of parcels or ownerships is based on observation and on some general property ownership maps that were furnished by the LaSalle Parish Assessor's Office. However, the maps are general in nature and cannot be relied upon for precision estimating. Although helpful, they only provide clues as to possible ownership and property lines.

Table 7-2: Land/Parcels to be Acquired and Impacted Wetlands

	Alternative 1	Alternative 2A	Alternative 2B	Alternative 4
Land (acres) to be acquired	63	67	47	55
Parcels	202	246	198	173
Directly Impacted Jurisdictional Wetlands* (acres)				

*Approximate amount of jurisdictional wetlands that could be directly impacted by highway construction.

8.0 ADDENDUM: ALTERNATIVES 4B AND 4C

The Draft Environmental Assessment (EA) was prepared and distributed in advance of the Public Hearing held on March 26, 2014. The EA and technical reports provide evidence and analysis for determining the need for an Environmental Impact Statement (EIS) or Finding of No Significant Impact (FONSI) as well as documentation of agency coordination and public outreach performed over a two year period (See *Section 5.0* of EA).

Alternative 4 was presented as the preferred alternative at the Public Hearing (see *Sections 6.1* and *6.2* of EA), but the public voiced strong concern regarding potential impacts to live oak trees on the property of Nolley Memorial United Methodist Church. LDOTD and FHWA responded to these concerns by revising the section of roadway adjacent to Nolley UMC. These revisions were presented as **Alternative 4B** and **Alternative 4C** at an open house format public meeting described in *Section 5.7* and *Appendix F* of the EA.

- **Alternative 4B** shifts northward into the Jena Metals properties on the north side of US 84 and the downtown couplet begins further west to avoid impacts to the oak trees at Nolley UMC. As the alternative splits into the couplet, the westbound lane begins to curve southwardly through the frontage of Mac's supermarket [and Speedy Mac's gas station] to meet up again with US 84. The eastbound lane has a tighter curve than in Alternative 4 due to the shifting northward and westward of the couplet beginning point, before meeting up with Pine Street.
- **Alternative 4C** was created in response to a new gas station [Speedy Mac's] that was built after the Public Hearing, of which the study team was unaware during the design of 4B. This

Alternative shifts slightly less northward to reduce impact to the oak trees in front of Nolley UMC, and also avoids the newly built gas station.

Additional properties will be impacted by **Alternatives 4B** and **4C** and subsequently raise the cost of the project. **Alternative 4B** would add approximately \$1.608 Million in ROW costs and **Alternative 4C** would add approximately \$.521 Million in ROW costs. *Tables 8-1* and *8-2* provide comparisons between **Alternative 4**, **Alternative 4B** and **Alternative 4C**. *Figures 8-1* and *8-2* show additional impacts of **Alternatives 4B** and **4C** compared to **Alternative 4**. *Appendix C* includes full size figures, conceptual stage relocation inventory, and conceptual stage replacement property inventory for Alternatives 4B and 4C.

Table 8-1: ROW Cost Comparison for Alternatives

	Alternative 4	Alternative 4B	Alternative 4C
Land	\$1,848,417	\$1,934,067	\$1,847,667
Improvements	\$6,124,500	\$6,939,500	\$6,394,500
Damages	\$1,022,200	\$1,527,200	\$1,122,200
Subtotal 1	\$8,995,117	\$10,400,767	\$9,364,067
Relocation	\$2,471,000	\$2,636,000	\$2,586,000
Fees (consultant)	\$2,400,000	\$2,450,000	\$2,425,000
Incidentals	\$50,000	\$50,000	\$50,000
Excess awards ¹	\$899,512	\$1,040,076	\$936,407
Subtotal 2	\$14,815,629	\$16,576,843	\$15,361,474
Contingencies ²	\$740,781	\$828,842	\$768,074
TOTAL³	\$15,556,410	\$17,405,685	\$16,129,548

¹Subtotal 1 multiplied by 10%.

²Subtotal 2 multiplied by 5%.

³Subtotal 2 plus Contingencies.

Table 8-2: Land/Parcels to be Acquired and Impacted Wetlands

	Alternative 4	Alternative 4B	Alternative 4C
Land (acres) to be acquired	55	57	56
Parcels	173	173	173
Directly Impacted Jurisdictional Wetlands* (acres)			

*Approximate amount of jurisdictional wetlands that could be directly impacted by highway construction.

APPENDIX H

Phase I Environmental Site Assessment

RECs & Field Findings Maps

Phase I ESA RECs & Field Findings

State Project No.
H.000758.2

US 84 Widening from
Highway 772 to East
of Hair Creek Bridge

LaSalle Parish, LA



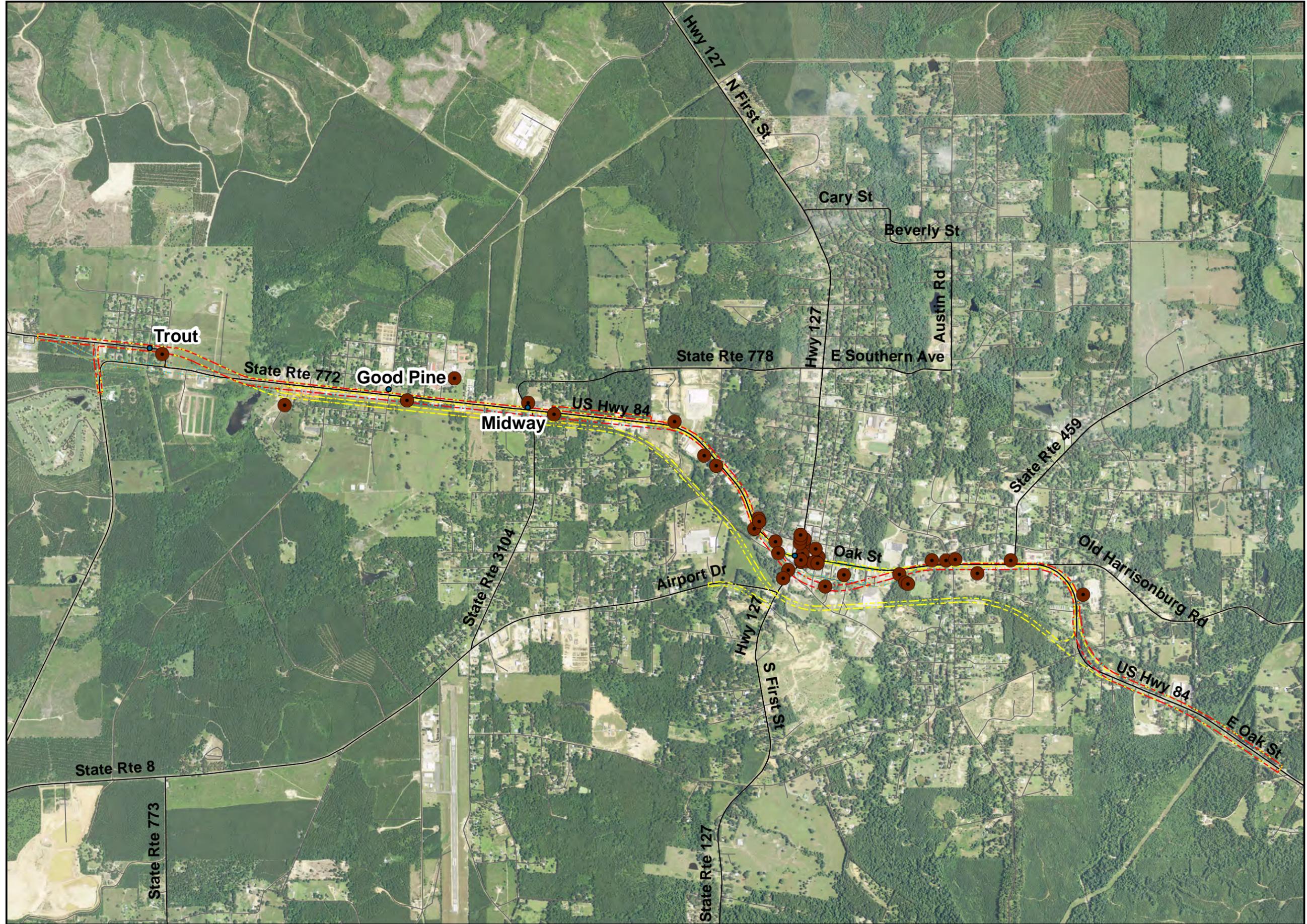
LEGEND

- ESA Points
- Alt 1 ROW
- Alt 2A ROW
- Alt 2B ROW
- Alt 4 ROW

OVERVIEW



Planning Purposes Only. The sources of data and graphical elements identified on this map have been derived from local, state, and/or federal public records, and consultants under contract with C.H. Fenstermaker and Associates, Inc. The data use is intended for planning purposes only. Any other representation beyond planning purposes is inaccurate and is prohibited by C.H. Fenstermaker and Associates, Inc.



Date: 12/30/2012

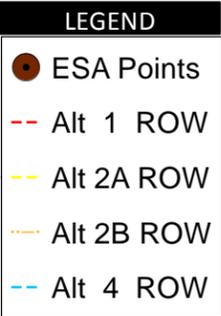


**Phase I ESA
RECs &
Field Findings**

State Project No.
H.000758.2

US 84 Widening from
Highway 772 to East
of Hair Creek Bridge

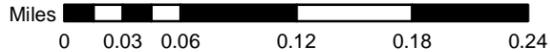
LaSalle Parish, LA



Map 01 - Trout



Planning Purposes Only. The sources of data and graphical elements identified on this map have been derived from local, state, and/or federal public records, and consultants under contract with C.H. Fenstermaker and Associates, Inc. The data use is intended for planning purposes only. Any other representation beyond planning purposes is inaccurate and is prohibited by C.H. Fenstermaker and Associates, Inc.



Date: 12/30/2012

Phase I ESA RECs & Field Findings

State Project No.
H.000758.2

US 84 Widening from
Highway 772 to East
of Hair Creek Bridge

LaSalle Parish, LA



LOCATION



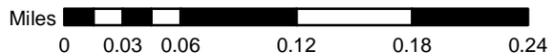
LEGEND

- ESA Points
- Alt 1 ROW
- Alt 2A ROW
- Alt 2B ROW
- Alt 4 ROW

Map 02 - GoodPine



Planning Purposes Only. The sources of data and graphical elements identified on this map have been derived from local, state, and/or federal public records, and consultants under contract with C.H. Fenstermaker and Associates, Inc. The data use is intended for planning purposes only. Any other representation beyond planning purposes is inaccurate and is prohibited by C.H. Fenstermaker and Associates, Inc.



Date: 12/30/2012

Phase I ESA RECs & Field Findings

State Project No.
H.000758.2

US 84 Widening from
Highway 772 to East
of Hair Creek Bridge

LaSalle Parish, LA



LOCATION



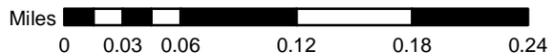
LEGEND

- ESA Points
- - - Alt 1 ROW
- - - Alt 2A ROW
- - - Alt 2B ROW
- - - Alt 4 ROW

Map 03 - Jena



Planning Purposes Only. The sources of data and graphical elements identified on this map have been derived from local, state, and/or federal public records, and consultants under contract with C.H. Fenstermaker and Associates, Inc. The data use is intended for planning purposes only. Any other representation beyond planning purposes is inaccurate and is prohibited by C.H. Fenstermaker and Associates, Inc.



Date: 12/30/2012



Phase I ESA RECs & Field Findings

State Project No.
H.000758.2

US 84 Widening from
Highway 772 to East
of Hair Creek Bridge

LaSalle Parish, LA



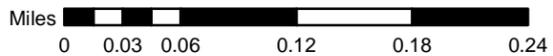
LEGEND

- ESA Points
- Alt 1 ROW
- Alt 2A ROW
- Alt 2B ROW
- Alt 4 ROW

Map 04 - Jena East



Planning Purposes Only. The sources of data and graphical elements identified on this map have been derived from local, state, and/or federal public records, and consultants under contract with C.H. Fenstermaker and Associates, Inc. The data use is intended for planning purposes only. Any other representation beyond planning purposes is inaccurate and is prohibited by C.H. Fenstermaker and Associates, Inc.



Date: 12/30/2012

APPENDIX I

Wetlands Findings Summary and Maps

(Full Technical Report Available Under Separate Cover)

SUPPLEMENTAL REPORT: WETLAND DELINEATION REPORT

State Project No. H.000758.2
Federal Project No. DE-3010 (503)
US 84 Widening Through Jena
(From Highway 772 to just East of Hair Creek Bridge)
Route US 84
LaSalle Parish, Louisiana



Prepared for:



Prepared by:

C. H. Fenstermaker & Associates, LLC
445 North Boulevard, Suite 601
Baton Rouge, LA 70802

October 2012
Revised

TABLE OF CONTENTS

1.0 INTRODUCTION..... 1

2.0 METHODOLOGY 1

 2.1 Vegetation..... 1

 2.2 Hydrology 2

 2.3 Soils 2

3.0 RESULTS AND DISCUSSION 3

 3.1 Site Description 3

 3.2 Vegetation..... 3

 3.3 Hydrology 3

 3.4 Soils 4

4.0 THREATENED AND ENDANGERED SPECIES EVALUATION..... 4

5.0 FINDINGS AND CONCLUSIONS 5

6.0 REFERENCES 8

LIST OF TABLES

TABLE 1: Wetland Hydrology Indicators..... 2

TABLE 2: Alternative 2B Totals..... 6

TABLE 3: Alternative 4 Totals..... 7

LIST OF FIGURES

FIGURE 3: WETLAND DELINEATION MAPS

1.0 INTRODUCTION

C.H. Fenstermaker & Associates, LLC (Fenstermaker) conducted a routine wetland delineation on July 30th and 31st and August 1st and 2nd, 2012 on the two proposed preferred alternatives for the Widening of U.S. Highway 84 project located in LaSalle Parish, Louisiana. The delineation was limited to the road right-of-way (ROW) for Alternative 2B and 4 and the area adjacent to the proposed ROW. Enclosed are topographic and aerial maps illustrating the approximate layout of the proposed ROW (*see Figure 2*). The ROW for Alternatives 2B and 4 shall be referred to collectively as the "Site."

The Site is located in Sections 4, 5, 8, 9, 10, 11, 12, 13 & 37 T8N– R3E and 18, T8N–R4E in LaSalle Parish, Louisiana. The Site can be found on the Jena East and Jena West, Louisiana quadrangle maps.

The approximate point-of-beginning (POB) is located in Trout, Louisiana, Latitude 31° 41' 47.11" and Longitude 92° 11' 11.77", and traverses ± 5.8 miles southward to the point-of-ending (POE) located east of Hair Creek, Latitude 31° 40' 13.56" and Longitude 92° 05' 59.67" (*Figure 1*).

2.0 METHODOLOGY

Fenstermaker conducted the delineation in accordance with the 1987 U.S. Army Corps of Engineers (COE) Wetlands Delineation Manual and the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Atlantic and Gulf Coastal Plain Region (Version 2.0, November 2010). The purpose of the wetland delineation was to determine the presence/absence of wetlands using the three technical criteria: vegetation, hydrology, and soils. It is necessary that all three criteria be present in order to be a jurisdictional wetland. The absence of any one of these criteria could exclude an area from being a wetland under the jurisdiction of the Corps of Engineers.

2.1 Vegetation

In order for the vegetation to be considered hydrophytic (wet), the prevalent vegetation must consist of macrophytes that are typically adapted to areas having hydrologic and soil conditions unique to wetlands. By definition, hydrophytic species, due to morphological, physiological, and/or reproductive adaptation(s), have the ability to grow, effectively compete, reproduce, and/or persist in anaerobic soil conditions. Macrophytes are any plant material that can be seen without the aid of magnification.

As part of the vegetation criteria, species dominance was evaluated using the "50/20 rule" which ranks plant species that immediately exceed 50 percent of the total dominance measure for a vegetation stratum, plus any additional species comprising 20 percent or more of the total dominance measure for that stratum. If the recorded plant species did not exceed 50 percent of the total dominance, then the prevalence index was used. The prevalence index is a wetland indicator which takes into account all plant species and calculates a weighted average by assigning each indicator status category a numeric code (OBL = 1, FACW = 2, FAC = 3, FACU = 4, and UPL = 5). Plant species are also weighted by their abundance. The prevalence index ranges from 1 to 5, and a prevalence index of 3.0 or less indicates that hydrophytic vegetation is present.

2.2 Hydrology

As defined by the 1987 COE Manual, the term “wetland hydrology” encompasses all hydrologic characteristics of areas that are periodically inundated or have soils saturated to the surface at some time during the growing season. Areas with evident characteristics of wetland hydrology are those where the presence of water has an overriding influence on characteristics of vegetation and soils due to anaerobic and reducing conditions, respectively. While they may not provide an abundance of information about long-term wetness conditions on a given site, wetland hydrology indicators provide evidence that the Site currently has a wetland hydrologic regime. This information, coupled with the presence of hydrophytic vegetation and hydric soils, provides evidence of long-term as well as short-term wetland conditions.

In order to meet the hydrology criteria of a wetland, a sample location must meet one primary indicator or two secondary indicators (*Table 1*).

Table 1: Wetland Hydrology Indicators

Primary indicators		Secondary indicators
Surface water (A1)	Water-stained leaves (B9)	Surface soil cracks (B6)
High water table (A2)	Aquatic fauna (B13)	Sparsely vegetated concave surface (B8)
Saturation (A3)	Marl deposits (B15)	Drainage patterns (B10)
Water marks (B1)	Hydrogen sulfide odor (C1)	Moss trim lines (B16)
Sediment deposits (B2)	Oxidized rhizospheres along living roots (C3)	Dry season water table (C2)
Drift deposits (B3)	Presence of reduced iron (C4)	Crayfish burrows (C8)
Algal mat or crust (B4)	Recent iron reduction in tilled soils (C6)	Saturation visible on aerial imagery (C9)
Iron deposits	Thin muck surface (C7)	Geomorphologic position (D2)
Inundation visible on aerial imagery (B7)		Shallow aquitard (D3)
		Fac-neutral test (D5)

Source: COE Wetland Delineation Manual, 1987.

2.3 Soils

Hydric soils are defined as soils that formed under conditions of saturation, flooding, or ponding long enough during the growing season to develop anaerobic conditions in the upper part (Federal Register, July 13, 1994). Almost all hydric soils exhibit characteristic morphologies that are a result of repeated periods of saturation and/or inundation for more than a few days at a time. When combined with anaerobic microbial activity in the soil, saturation and inundation causes a depletion of oxygen in the soil. This anaerobiosis process results in characteristic morphologies such as the reduction, translocation, and/or the accumulation of iron, which persists in the soil whether it is wet or dry. This process forms features in the soil that are called redoximorphic features. These characteristic morphologies are particularly useful for identifying hydric soils.

The soil investigation criterion requires the use of a soil probe or a pit excavated to a 20-inch depth in order to investigate for hydric indicators. These indicators typically include, but are not limited to:

- gleyed or low-chroma colors (redox depletions)
- redox concentrations
- listed on the local hydric soils list
- listed on the national hydric soils list

3.0 RESULTS AND DISCUSSION

3.1 Site Description

The Site is located in Sections 4, 5, 8, 9, 10, 11, 12, 13 & 37 T8N– R3E and 18, T8N–R4E in LaSalle Parish, Louisiana. The site can be found on the Jena East and Jena West, Louisiana quadrangle maps.

The general conditions of the Site can be described as undulating, with 0 to 8 percent slopes and areas with 0 to 20 percent slopes. The vegetation habitats can be characterized as herbaceous areas, forested, and maintained lawns from businesses and residents in the city limits of Jena (*Figure 3*).

Twenty sample locations (Plots 1-20) were taken within or adjacent to the Site. Plot locations were selected based on visual observations of changes in vegetation and topography. Recorded data forms are presented in *Appendix A* and photographs are presented in *Appendix B*. The photographs illustrate typical conditions that were observed at each Plot, obvious jurisdictional wetlands, other waters, and at various points along the ROW.

3.2 Vegetation

The herbaceous communities can be characterized as maintained grassy areas, pasture for grazing cattle, and areas with dense shrubs. The forested communities can be characterized as pine/hardwood areas. Dominant and sub-dominant species of vegetation associated with the project area can be referenced in the corresponding data sheets in *Appendix A*.

Plots #1 to #3, #6 to #10, #12, #14, #15, #16, #17, #19, and #20 were dominated by hydrophytes and met the hydrophytic vegetation criteria of a wetland. A complete list of vegetation associated with each plot can be found in the corresponding data sheets located in *Appendix A*. The location of each plot, relative to the proposed ROW, is illustrated in *Figures 2 and 3*.

3.3 Hydrology

The topography of the proposed ROW can be described as undulating with 1 to 8 percent slopes, and hill slopes with 12 to 30 percent slopes as illustrated in the attached quadrangle map (*Figure 1*). According to Jena East and Jena West, Louisiana Geological Quadrangles, elevations range from 155' to 200' along, and adjacent to, the proposed ROW.

Plots #2, #10, #12, #17 and #19 met the hydrology criteria of a wetland. Wetland hydrology indicators associated with each plot can be referenced in the corresponding data sheets of *Appendix A*.

The proposed ROW intersects twenty-two other waters and eleven wetlands. Wetland #11 is located outside of the proposed ROW and will not be impacted. Other Waters #1 and #3 will likely be non-

jurisdictional waters because there was no Ordinary High Water Mark (OHWM) and/or not having defined bank lines. Other Waters #2 and Other Waters #4 through #22 were characterized as having defined bank lines and an obvious OHWM. Two small ponds are located adjacent to but off the ROW and will not be impacted. Alternative 2B had the least amount of other water impacts and Alternative 4 had the least amount of wetland impacts in the ROW. Trout Creek, West Prong Creek, Hemphill Creek, and Hair Creek are named waterways/streams on the United States Geological Survey (USGS) quadrangle maps. Tables with total acres located within the ROW and impacted for each alternative are located in *Section 5.0*.

Figure 2 is a 2004 aerial image of the proposed ROW where dark blue-green areas represent surface hydrology or soil saturation. The image was utilized to observe inundation and/or saturation along numerous drainage features (other waters) and saturated areas along the ROW. The aerial photo revealed other waters and several wetlands along the ROW.

3.4 Soils

According to the LaSalle Parish Soil Survey, the Site has six soils types including: OE – Ouachia and Jena soils; frequently flooded, Sf – Savannah fine sandy loam; 1 to 5 percent slopes, Rt – Ruston fine sandy loam; 3 to 8 percent slopes, Ph – Pheba loam, Rs – Ruston fine sandy loam; 0 to 3 percent slopes and Sm – Smithdale fine sandy loam; 12 to 30 percent slopes. According to the Web Soil Survey, National Cooperative Survey, and the Natural Resources Conservation Service (NRCS) hydric soils list, only the OE soil type is listed as a hydric (wetland) soil. Plot locations relative to the map unit can be referenced on *Figure 2* and in the corresponding data sheets in *Appendix A*.

The wetland delineation revealed that Plots #2, #5, #7, #9, #10, #11, #12, #16, #17, #18 and #19 contained hydric soil indicators, thus meeting the hydric soils criteria of a wetland. Soil characteristics associated with the plots can be found in the corresponding data sheets located in *Appendix A*.

4.0 THREATENED AND ENDANGERED SPECIES EVALUATION

Section 7 of the Endangered Species Act of 1973 requires federal agency actions (e.g., project approvals, funding, other actions) to be implemented so that species listed as protected are not jeopardized in terms of their existence or habitat. The U.S. Fish and Wildlife Service (USFWS) is charged with implementing this law and maintaining a list of protected plants and animals and their protection status. The Louisiana Natural Heritage Program (LNHP) maintains sighting records of federally protected species and species of state concern.

According to the USFWS, LaSalle Parish provides habitat for endangered and threatened species. The endangered species known to exist in LaSalle Parish is the red-cockaded woodpecker (*Picoides borealis*). The Sprague's Pipit (*Anthus spragueii*) is known to be a candidate species. According to the USFWS, there are no known threatened or endangered species located within the project area. During the wetland field survey, the presence of threatened or endangered species or their habitat was not detected within the project corridor.

According to the LNHP, LaSalle Parish contains several "Natural Communities" including cypress swamp, hardwood slope forest, scrub/shrub swamp and small stream forest. A database review indicated no impacts to rare, threatened, or endangered species. No critical habitats were identified within the areas of the project.

5.0 FINDINGS AND CONCLUSION

In conclusion, five data points (Plots #2, #10, #12, #17, and #19) that were collected for the wetland delineation contained all three technical criteria of a wetland and could be considered jurisdictional by the U.S. Army Corps of Engineers. It is Fenstermaker's opinion that the proposed Widening of US Highway 84 will impact five herbaceous wetlands (Wetlands #2, #4, #5, #6, & #8) and five Early Successional Bottomland Hardwood forest wetlands (Wetlands #1, #3, #7, #9, & #10). Wetland #11 (Early Successional Bottomland Hardwood) is located outside of the proposed road right-of-way (ROW) and will not be impacted.

For the wetland areas (Wetlands #2, #3, #4, #5, #8, #10, and #11) that were mapped along the ROW and where plot data was not collected, a list of the common vegetation species is provided in this paragraph. Wetland #2 had common herbaceous species that included Smartweed (*Polygonum hydropiperoides*), Alligator weed (*Alternanthera philoxeroides*), and Vaseygrass (*Paspalum urvillei*). Wetlands #4 and #5 included herbaceous species that were similar to Plot 17. Common species included Vaseygrass (*Paspalum urvillei*), buttonweed (*Diodia virginiana*), and Green flatsedge (*Cyperus virens*). Wetland #8 is a herbaceous community but will not be impacted by the proposed ROW. Wetland #3 was an early successional bottomland hardwood community that is located along the fringe of Trout Creek. Common species observed at Wetland #3 were Black willow (*Salix nigra*) and Chinese Tallow-tree (*Triadica sebifera*). Wetlands #10 and #11 are bottomland hardwood communities. Common vegetative species at Wetland #10 included Buttonbush (*Cephalanthus occidentalis*), Black willow (*Salix nigra*), Green ash (*Fraxinus pennsylvanica*), Chinese Tallow-tree (*Triadica sebifera*), and Sweet gum (*Liquidambar styraciflua*). Wetland #11 is located outside of the proposed ROW.

It was determined that Alternative 4 has the least amount of wetland impacts. The proposed Widening of U.S. Highway 84 also intersects twenty-two other waters (Other Waters #1 through #22) including Trout Creek (Other Water #4), West Prong Creek (Other Water #11), Hemphill Creek (Other Water #14), and Hair Creek (Other Water #19) as illustrated in the topographic map (*Figure 1*). It was determined that Alternative 2B has the least amount of other water impacts. Also, two small ponds are located adjacent to but off the ROW and will not be impacted. It is Fenstermaker's opinion that Other Water #1, Other Water #3, and Wetland #2 will not be considered jurisdictional by the Corps of Engineers. Other Water #1 and Other Water #3 lack connectivity to a Tradition Navigable Waterway (TNW), have no Ordinary High Water Mark (OHWM) and/or lack defined bank lines. Wetland # 2 is isolated and also lacks connectivity to a waterway. All other waters and wetlands have direct and indirect connectivity with Trout Creek, West Prong Creek, Hemphill Creek and Hair Creek its tributaries, and associated wetlands. See *Figure 3*, Wetland Delineation Detail, for wetland and other water locations. These other waters and wetlands will likely be jurisdictional under Section 404 of the Clean Water Act. It is Fenstermaker's opinion that a Department of the Army Permit will be required prior to the deposition of fill material in jurisdictional other waters and wetlands. Tables 2 and 3, located on the next two pages, identify the wetlands, other waters, and the acreage located within the proposed ROW for Alternatives 2B and 4.

Table 2: Alternative 2B Totals

Wetlands Name	Type	Acres In ROW	Other Water Dimensions	Map Location
Wetland # 2	Herbaceous	.104	-	Figure 3- Page 1
Wetland # 3	Bottomland Hardwood	.065	-	Figure 3- Page 1
Wetland # 4	Herbaceous	.015	-	Figure 3- Page 1
Wetland # 5	Herbaceous	.021	-	Figure 3- Page 1
Wetland # 6	Herbaceous	.066	-	Figure 3- Page 2
Wetland # 7	Bottomland Hardwood	.054	-	Figure 3- Page 2
Wetland # 9	Bottomland Hardwood	.522	-	Figure 3- Page 4
Wetland # 10	Bottomland Hardwood	.044	-	Figure 3- Page 4
	Total Acres Impacted	0.891		

Other Waters Name	Type	Acres In ROW	Other Water Dimensions	Map Location
Other Water # 1	Non - RPW	.01	3' wide x 0.5' deep	Figure 1 -Page 1
Other Water # 2	Non – RPW	.01	4' wide x 1' deep	Figure 3 -Page 1
Other Water # 3	Non – RPW	N/A	N/A	Figure 3- Page 1
Other Water # 4 (Trout Creek)	RPW	.28	90' wide x 3' deep	Figure 3- Page 1
Other Water # 5	Non – RPW	.01	2' wide x 1' deep	Figure 3- Page 2
Other Water # 6	Non – RPW	.08	9' wide x 2.5' deep	Figure 3- Page 2
Other Water # 7	Non – RPW	.05	4' wide x 1' deep	Figure 3- Page 2
Other Water # 9	Non – RPW	N/A	8' wide x 2' deep	Figure 3- Page 2
Other Water # 8	Non – RPW	.001	4' wide x 1' deep	Figure 3- Page 2
Other Water # 10	Non – RPW	.009	10' wide x 2' deep	Figure 3- Page 3
Other Water # 11 (West Prong Creek)	RPW	.039	12' wide x 4' deep	Figure 3- Page 3
Other Water # 12	Non – RPW	N/A	N/A	Figure 3- Page 3
Other Water # 13	Non – RPW	.037	10' wide x 2' deep	Figure 3- Page 3
Other Water # 14 (Hemphill Creek)	RPW	.089	15' wide x 4' deep	Figure 3- Page 3
Other Water # 15	Non – RPW	.006	5' wide x 1' deep	Figure 3- Page 3
Other Water # 16	Non – RPW	.03	10' wide 2' deep	Figure 3- Page 3
Other Water # 17	Non – RPW	N/A	N/A	Figure 3- Page 4
Other Water # 18	Non – RPW	0.15	3' wide x 1' deep	Figure 3- Page 4
Other Water # 19 (Hair Creek)	RPW	.103	55' wide x 1.5' deep	Figure 3- Page 4
Other Water # 20	Non – RPW	N/A	N/A	Figure 3- Page 4
Other Water # 22	Non – RPW	.034	8' wide x 1.5' deep	Figure 3- Page 4
	Total Acres Impacted	.938		

*Other Water Dimensions - (OHWM) Ordinary High Water Mark

**N/A – Not Applicable, wetland or water located outside of ROW with any project impacts.

Table 3: Alternative 4 Totals

Wetlands Name	Type	Acres In ROW	Other Water Dimensions	Map Location
Wetland # 1	Bottomland Hardwood	.059	-	Figure 3- Page 1
Wetland # 2	Herbaceous	.049	-	Figure 3- Page 1
Wetland # 3	Bottomland Hardwood	.130	-	Figure 3- Page 1
Wetland # 4	Herbaceous	.084	-	Figure 3- Page 1
Wetland # 9	Bottomland Hardwood	.492	-	Figure 3- Page 4
Wetland # 10	Bottomland Hardwood	.068	-	Figure 3- Page 4
	Total Acres Impacted	0.882		

Other Waters Name	Type	Acres In ROW	Other Water Dimensions	Map Location
Other Water # 1	Non - RPW	.009	3' wide x 0.5' deep	Figure 1 -Page 1
Other Water # 2	Non – RPW	.02	4' wide x 1' deep	Figure 3 -Page 1
Other Water # 3	Non – RPW	N/A	N/A	Figure 3- Page 1
Other Water # 4 (Trout Creek)	RPW	.33	90' wide x 3' deep	Figure 3- Page 1
Other Water # 5	Non – RPW	.007	2' wide x 1' deep	Figure 3- Page 2
Other Water # 6	Non – RPW	.38	9' wide x 2.5' deep	Figure 3- Page 2
Other Water # 7	Non – RPW	.05	4' wide x 1' deep	Figure 3- Page 2
Other Water # 8	Non – RPW	.01	4' wide x 1' deep	Figure 3- Page 2
Other Water # 9	Non – RPW	N/A	8' wide x 2' deep	Figure 3- Page 2
Other Water # 10	Non- Non – RPW	.002	10' wide x 2' deep	Figure 3- Page 3
Other Water # 11 (West Prong Creek)	RPW	.04	12' wide x 4' deep	Figure 3- Page 3
Other Water # 12	Non – RPW	N/A	N/A	Figure 3- Page 3
Other Water # 13	Non – RPW	.037	10' wide x 2' deep	Figure 3- Page 3
Other Water # 14 (Hemphill Creek)	RPW	.089	15' wide x 4' deep	Figure 3- Page 3
Other Water # 15	Non – RPW	.006	5' wide x 1' deep	Figure 3- Page 3
Other Water # 16	Non – RPW	.03	10' wide 2' deep	Figure 3- Page 3
Other Water # 17	Non – RPW	N/A	N/A	Figure 3- Page 4
Other Water # 18	Non – RPW	.015	3' wide x 1' deep	Figure 3- Page 4
Other Water # 19 (Hair Creek)	RPW	.103	55' wide x 1.5' deep	Figure 3- Page 4
Other Water # 20	Non – RPW	N/A	N/A	Figure 3- Page 4
Other Water # 21	Non – RPW	N/A	N/A	Figure 3- Page 4
Other Water # 22	Non – RPW	.034	8' wide x 1.5' deep	Figure 3- Page 4
	Total Acres Impacted	1.16		

*Other Water Dimensions - (OHWM) Ordinary High Water Mark

**N/A – Not Applicable, wetland or water located outside of ROW with any project impacts.

A Threatened and Endangered Species (T&E) evaluation was completed during the field visit. It was determined that the ROW will not impact any (T&E) species or their habitats.

A jurisdictional wetland determination can only be made by the Corps of Engineers (COE). Consultants such as Fenstermaker can perform field investigations (delineations), collect data in a prescribed manner, and submit it to the COE along with recommendations; however, it is the COE that makes the final determination.

6.0 REFERENCES

U.S. Army Corps of Engineers. 1987. *Corps of Engineers Wetlands Delineation Manual*. Technical Report Y-87-1, U.S. Army Corps of Engineers Waterways Experiment Station, Vicksburg, MS.

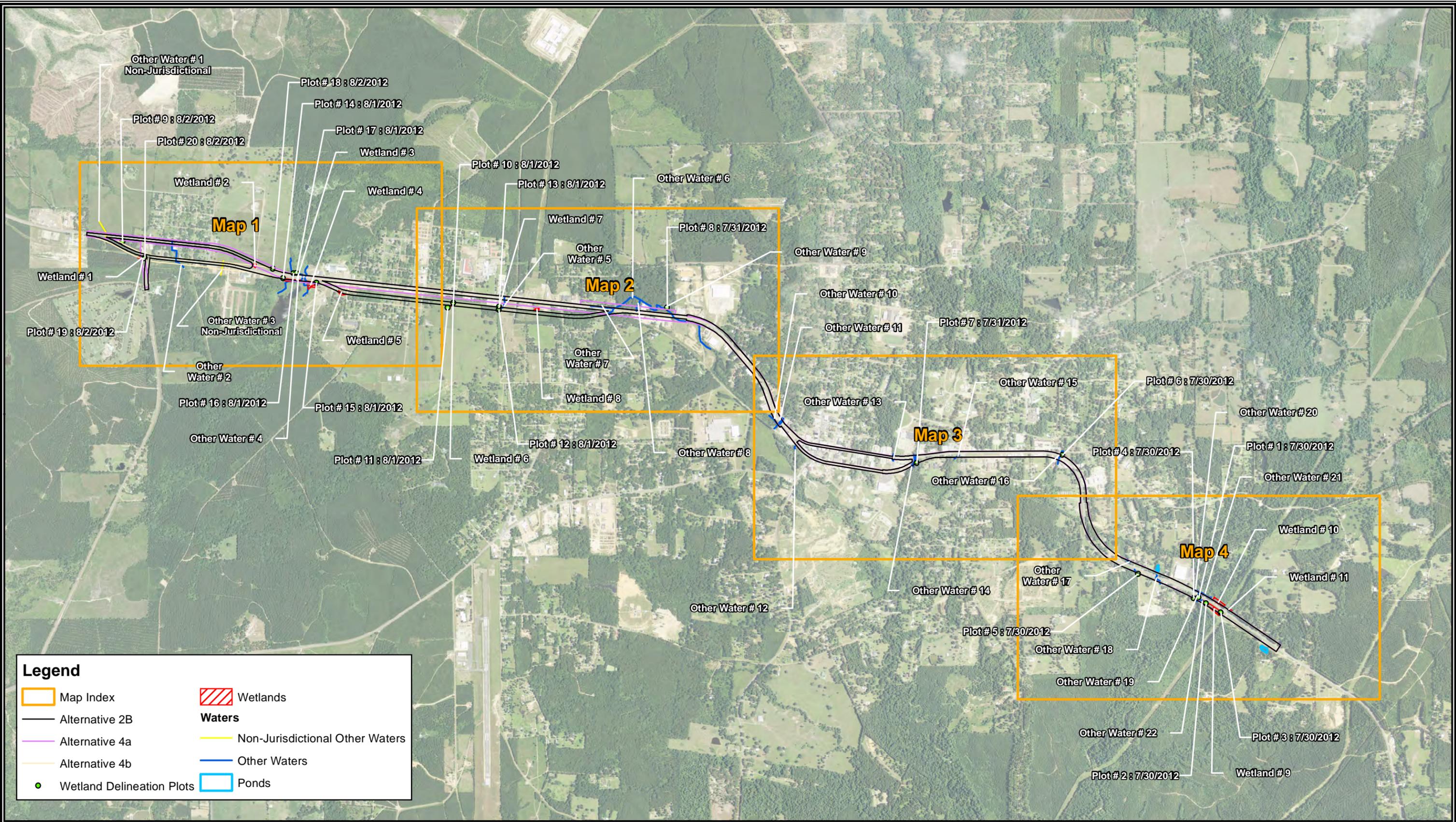
U.S. Army Corps of Engineers. 2010. *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Atlantic and Gulf Coastal Plain Region, Version 2.0*. U.S. Army Engineer Research and Development Center, Vicksburg, MS. November 2010.

U.S. Department of Agriculture, Natural Resources Conservation Service. 1995. *Soil Mapping Units and Hydric Soils Designations, Louisiana, Third Edition*. May 1995.

U.S. Department of Agriculture, Natural Resources Conservation Service. 1998. *Field Indicators of Hydric Soils in the United States, Version 6.0*. G.W. Hurt, Whited, P.M., and Pringle, R.F. (eds.). USDA, NRCS, Fort Worth, TX.

U.S. Army Corps of Engineers. 2012. *Atlantic and Gulf Coastal Plain Region-National Wetlands Plant List, Final Draft Ratings*. Prepared by U.S. Army Corps of Engineers, Engineer Research and Development Center, Cold Regions Research and Engineering Laboratory (CRREL), Hanover, NH, and BONAP, Chapel Hill, NC.

FIGURE 3: WETLAND DELINEATION MAPS



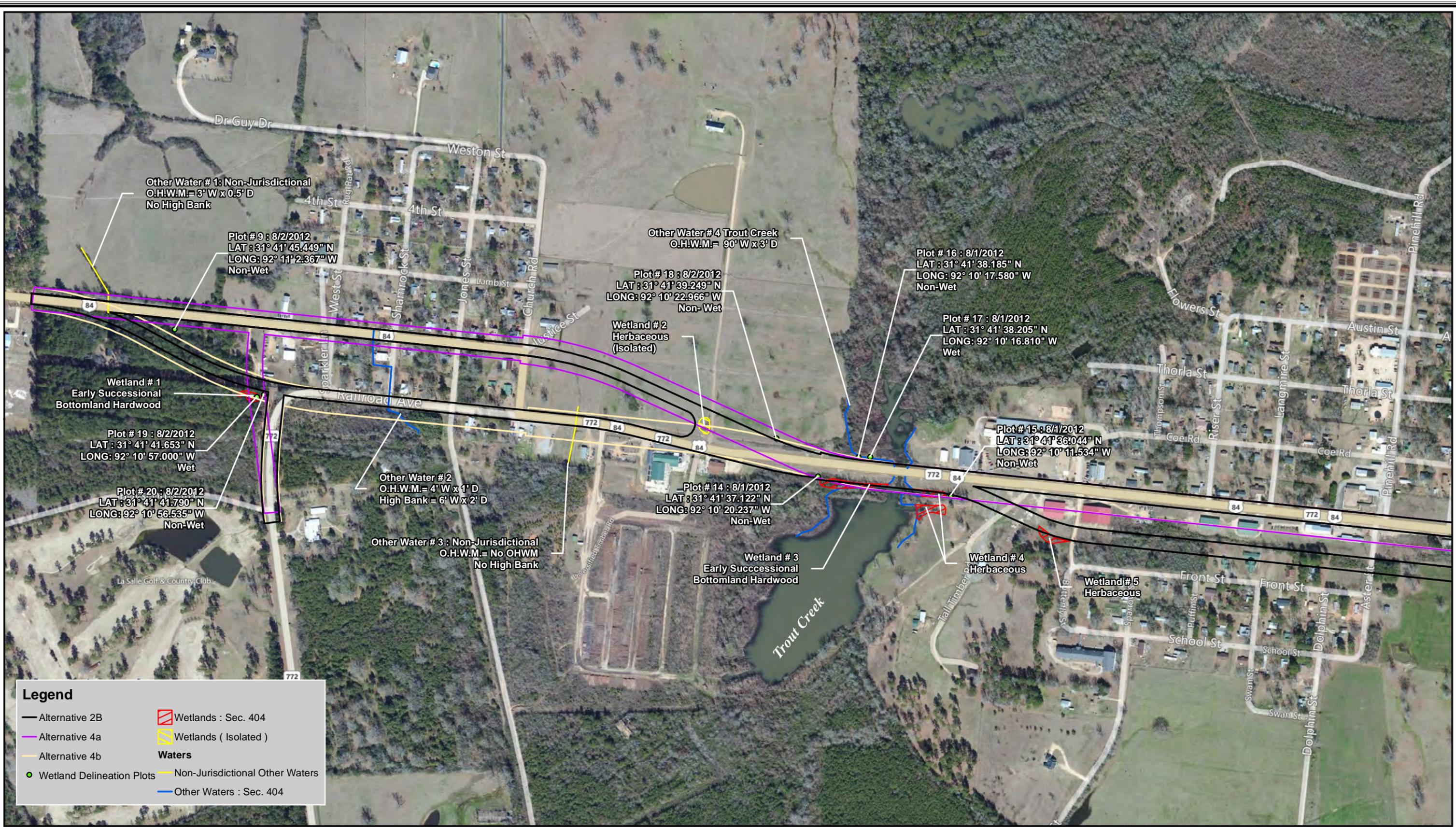
Legend

Map Index	Wetlands
Alternative 2B	Waters
Alternative 4a	Non-Jurisdictional Other Waters
Alternative 4b	Other Waters
Wetland Delineation Plots	Ponds

Figure 3 : Wetland Delineation Detail Index Map
(2004 DOQQ)

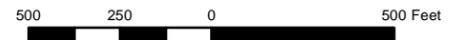


T:\2010\2108953\ENVIRONMENTAL\Wetland Delineation\Wetlands Delineation Maps_Figure3Index



Legend

- Alternative 2B
- Alternative 4a
- Alternative 4b
- Wetland Delineation Plots
- ▨ Wetlands : Sec. 404
- ▨ Wetlands (Isolated)
- Waters**
- Non-Jurisdictional Other Waters
- Other Waters : Sec. 404

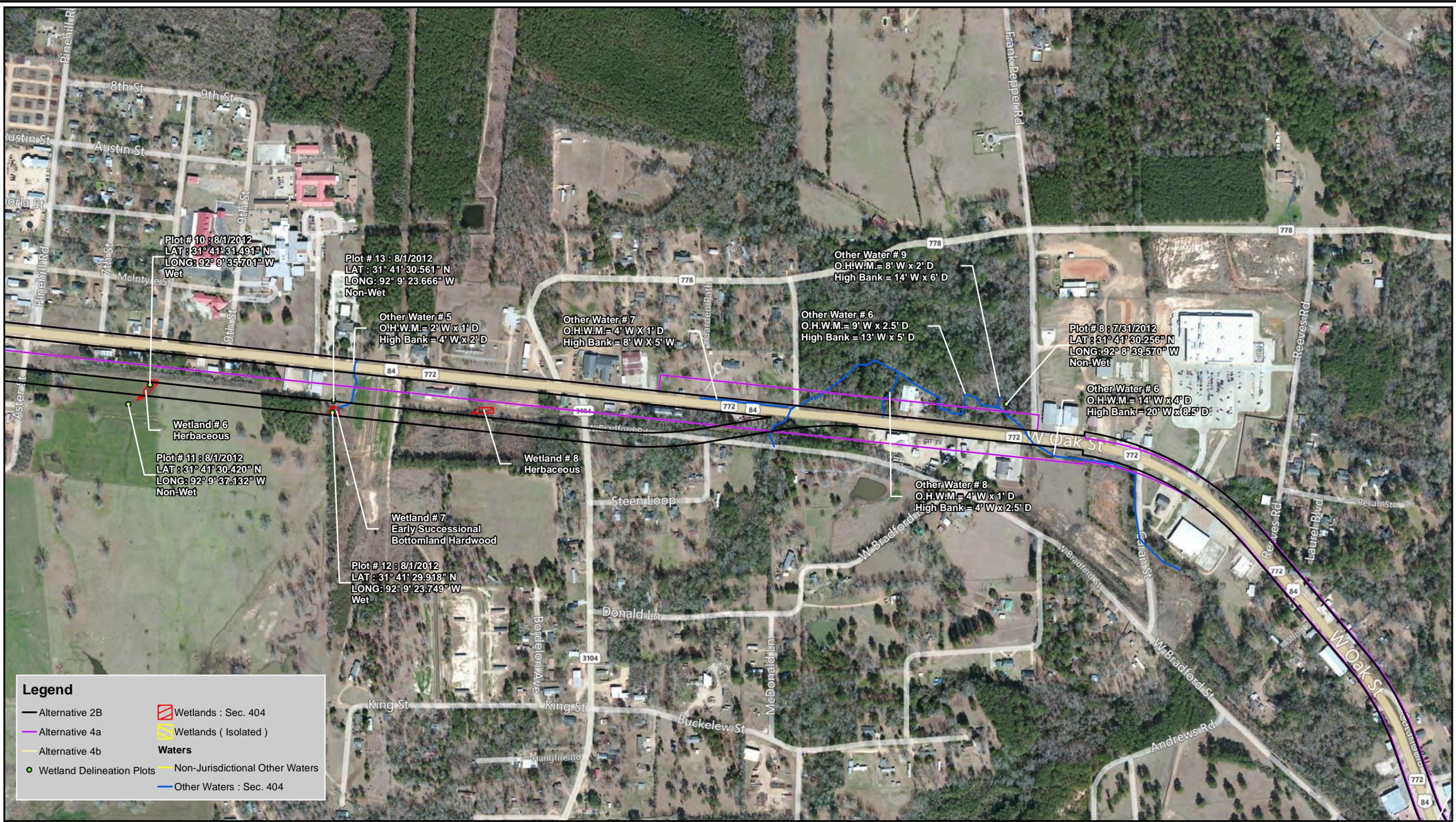


Map 1 of 4

Figure 3 : Wetland Delineation Detail
(2010 NAIP Imagery)

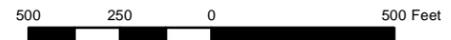
LA DOTD
US 84 Widening from Highway 772 to East of Hair Creek Bridge
LaSalle Parish, Louisiana
October 18, 2012

T:\2010\2108953\ENVIRONMENTAL\Wetland Delineation\Wetlands Delineation Maps_Figure3



Legend

- Alternative 2B
- Alternative 4a
- Alternative 4b
- Wetland Delineation Plots
- ▨ Wetlands : Sec. 404
- ▨ Wetlands (Isolated)
- Waters**
- Non-Jurisdictional Other Waters
- Other Waters : Sec. 404

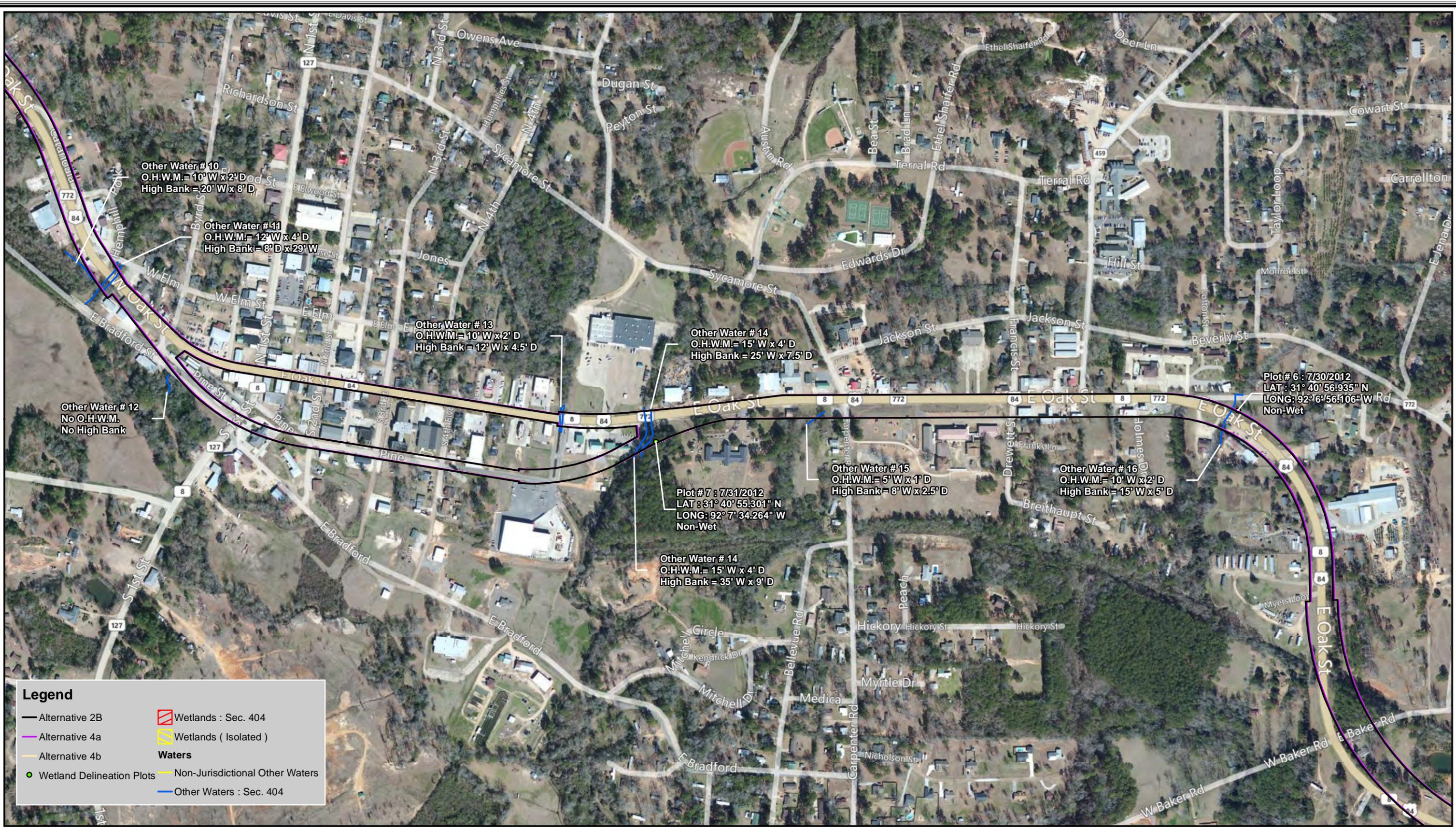


Map 2 of 4

Figure 3 : Wetland Delineation Detail
(2010 NAIP Imagery)

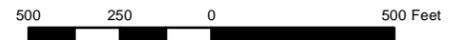
LA DOTD
US 84 Widening from Highway 772 to East of Hair Creek Bridge
LaSalle Parish, Louisiana
October 18, 2012

T:\2010\2108953\ENVIRONMENTAL\Wetland Delineation\Wetlands Delineation Maps_Figure3



Legend

- Alternative 2B
- Alternative 4a
- Alternative 4b
- Wetland Delineation Plots
- ▨ Wetlands : Sec. 404
- ▨ Wetlands (Isolated)
- Waters
- Non-Jurisdictional Other Waters
- Other Waters : Sec. 404



Map 3 of 4

Figure 3 : Wetland Delineation Detail
(2010 NAIP Imagery)

LA DOTD
US 84 Widening from Highway 772 to East of Hair Creek Bridge
LaSalle Parish, Louisiana
October 18, 2012

T:\2010\2108953\ENVIRONMENTAL\Wetland Delineation\Wetlands Delineation Maps_Figure3

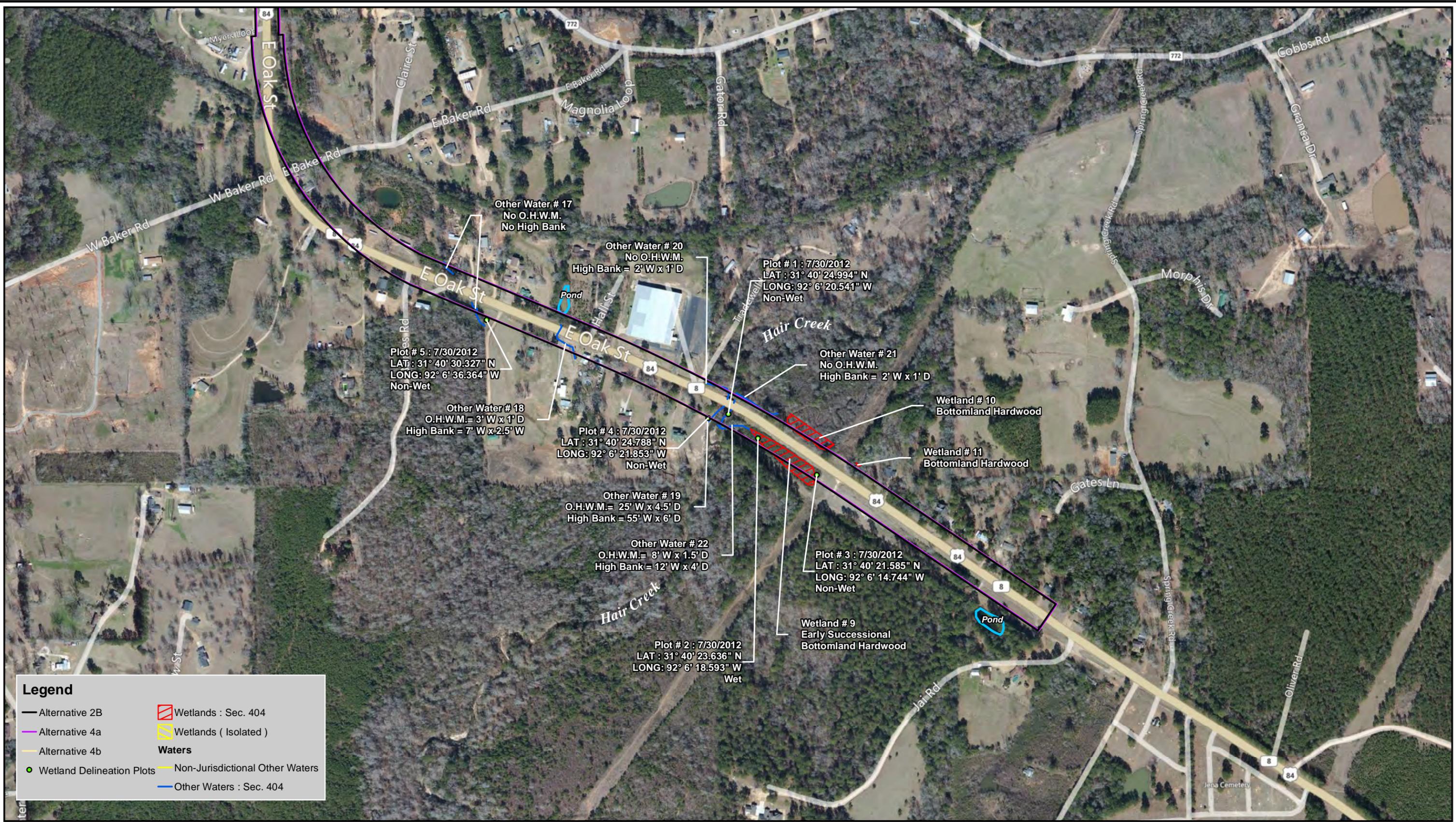
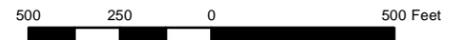


Figure 3 : Wetland Delineation Detail
(2010 NAIP Imagery)



Map 4 of 4

T:\2010\2108953\ENVIRONMENTAL\Wetland Delineation\Wetlands Delineation Maps_Figure3

APPENDIX J

Significant Trees Correspondence

Mikeila Nagura

From: Hutchins, Robbie <RHutchins@agcenter.lsu.edu>
Sent: Monday, June 25, 2012 5:51 PM
To: Mikeila Nagura
Cc: Evans, Kimberly A.; Hutchins, Robbie
Subject: "Significant Trees" Along US Highway 84 Expansion

Importance: High

Mikeila,

I really enjoyed our phone conversation this morning. As a follow-up to our conversation, here is a brief summary of my cursory assessment of the proposed US Highway 84 Expansion Project. I did find some trees on which you may want to do some further investigation. The trees were located at:

1. Justiss Memorial Methodist Church
2. Nolley Memorial Methodist Church
3. Jena Church of Christ

These trees meet all of the species and diameter requirements associated with being significant trees. I am unsure about the trees meeting the age requirements since it is difficult to accurately age standing hardwood trees. Honestly, I am very sceptical that these trees will be truly "historically" significant in the true spirit of the definition.

Please let me suggest that you if you need further information about the tres that you could either contact the churches directly to see if they have any records of the trees being planted or that you check with a local historian who may be better able to shed any light on the "significance" of the trees. You might try someone such as Jack Willis who writes a weekly historical column in the local paper The Jena Times.

Thank you for the opportunity to assist you in this matter. Please contact me if you have any additional questions on this or any other projects. My cell number is (318) 229-9831.

Have a Blessed Day.

Robbie Hutchins

Assistant Area Forestry and Wildlife Agent

LSU AgCenter Rapides Extension Office

Phone: (318) 767 - 3967



innovate . educate . improve lives

for the latest research-based information on just about anything, visit our Web site at www.lsuagcenter.com

Mikeila Nagura

From: Mikeila Nagura
Sent: Tuesday, October 23, 2012 3:03 PM
To: 'Herb Piller'
Cc: Roy Dupuy; Krista Goodin (krista@fenstermaker.com)
Subject: RE: US 84 Significant Trees

Thanks Herb, just wanted to make sure you got the email, as we need to document that we have coordinated with you on this matter. We will include your preliminary concern regarding the live oaks in front of Nolley Memorial Methodist Church in the Commitments section of the Environmental Assessment along with the excerpt from the EDSM.

Thank you for your response,

Mikeila Nagura

T-(225) 344-6701 ext.1527

E-mail: mikeila@fenstermaker.com

www.fenstermaker.com

From: Herb Piller [mailto:Herb.Piller@LA.GOV]
Sent: Tuesday, October 23, 2012 2:41 PM
To: Mikeila Nagura
Cc: Roy Dupuy
Subject: RE: US 84 Significant Trees

Mikeila, I did get the email you sent regarding the trees that may be impacted on your project. Looking at the trees on Google earth the only trees I saw that might be considered significant are the ones in front of Nolley Memorial Methodist Church. I would suggest going through the process of developing your plans first, once the final alignment has been decided on I can look at any trees located within our ROW and help you make the proper decision. As I stated previously, the only trees I would be concerned with at this point are the live oaks in front of the Methodist church. Better photos would help me determine their significance as would a survey showing location to the roadway. Environmental has policies I am not familiar with that may require information provided to them. I suggest contacting Noel Ardoin again to be sure there isn't something they need from you. Could you email me your DOTD project manager's name? I can contact him in the meantime and see if he needs me to assist at this point.

From: Mikeila Nagura [mailto:mikeila@fenstermaker.com]
Sent: Tuesday, October 23, 2012 10:58 AM
To: Herb Piller
Cc: Roy Dupuy; Krista Goodin
Subject: RE: US 84 Significant Trees

Good Afternoon,

I am writing to confirm your receipt of the email below regarding **Widening of US 84 from Highway 772 to East of Hair Creek Bridge**, the potential significant trees along the corridor, and our method for addressing them in the Environmental Assessment.

If you have any questions, please contact me at Mikeila@fenstermaker.com or 225-344-6701; or my supervisor Krista Goodin at krista@fenstermaker.com or 225-344-6701.

Thank you,

Mikeila Nagura

Planner

FENSTERMAKER

Engineers, Surveyors, Environmental Consultants

445 North Boulevard, Suite 601

Baton Rouge, LA 70802

T-(225) 344-6701 ext.1527

F-(225) 232-3299

E-mail: mikeila@fenstermaker.com

www.fenstermaker.com

From: Mikeila Nagura

Sent: Thursday, October 18, 2012 12:35 PM

To: 'Herb Piller'

Cc: Roy Dupuy; Krista Goodin (krista@fenstermaker.com)

Subject: RE: US 84 Significant Trees

Good Afternoon,

RE: Widening of US 84 from Highway 772

to East of Hair Creek Bridge

State Project No. H.0000758.2

Federal Project No. DE-3010(503)

LaSalle Parish, Louisiana

There are several large oak trees along the US 84 project corridor, and we have documented the trees we feel should be further examined as the project moves through the Environmental process. We have reviewed the local LSU Ag Center Extension Agent Robbie Hutchins' notes regarding the trees he feels may be considered significant according to the EDSM, and have included an additional location based on our Team's project site visits. In keeping with the EDSM, we are coordinating with your staff and want to inform you that we will identify these trees in the Environmental Assessment for the above referenced project, so that appropriate CSS and construction/maintenance [regarding the trees] are considered in the next phase.

I have attached maps of the project study area and location of the potentially significant trees, and a document with available images at these locations. The original email with Robbie Hutchins' field observations is below.

If you have any questions, please contact me at Mikeila@fenstermaker.com or 225-344-6701; or my supervisor Krista Goodin at krista@fenstermaker.com or 225-344-6701.

Thank you,

Mikeila Nagura

Planner

FENSTERMAKER

Engineers, Surveyors, Environmental Consultants

445 North Boulevard, Suite 601

Baton Rouge, LA 70802

T-(225) 344-6701 ext.1527

F-(225) 232-3299

E-mail: mikeila@fenstermaker.com

www.fenstermaker.com

From: Herb Piller [<mailto:Herb.Piller@LA.GOV>]

Sent: Friday, October 12, 2012 2:02 PM

To: Mikeila Nagura
Cc: Roy Dupuy
Subject: RE: US 84 Significant Trees

Mikeila, The following link to the EDSM defines significant trees within DOTD right-of-way.

[http://webmail.dotd.la.gov/ppmemos.nsf/0/152FAD712D9C560D86256F1D004EF436/\\$file/EDSM.htm](http://webmail.dotd.la.gov/ppmemos.nsf/0/152FAD712D9C560D86256F1D004EF436/$file/EDSM.htm)

Once you have determined a tree is significant and may be within the limits of construction (or its influence), note the location and send me a picture. I will be happy to assist you in what the options are and how you can address them.

From: Mikeila Nagura [<mailto:mikeila@fenstermaker.com>]
Sent: Friday, October 12, 2012 10:16 AM
To: Herb Piller; Scott Guinn
Cc: Krista Goodin
Subject: US 84 Significant Trees

Good Morning,

I am compiling information for the US 84 Widening through Jena EA and need to coordinate with you regarding the possible presence of significant trees in the area. I have attached a map of the project study area and have copied the information received from the local LSU AgCenter Extension Office in the project area below. Please advise on how to proceed.

Project Information:

Widening of US 84 from Highway 772
to East of Hair Creek Bridge
State Project No. H.0000758.2
Federal Project No. DE-3010(503)
LaSalle Parish, Louisiana

LSU AgCenter Extension Office:

Robbie Hutchins
Assistant Area Forestry and Wildlife Agent
LSU AgCenter Rapides Extension Office
Phone: (318) 767 – 3967

“As a follow-up to our conversation, here is a brief summary of my cursory assessment of the proposed US Highway 84 Expansion Project. I did find some trees on which you may want to do some further investigation. The trees were located at:

1. *Justiss Memorial Methodist Church*
2. *Nolley Memorial Methodist Church*
3. *Jena Church of Christ*

These trees meet all of the species and diameter requirements associated with being significant trees. I am unsure about the trees meeting the age requirements since it is difficult to accurately age standing hardwood trees. Honestly, I am very sceptical that these trees will be truly “historically” significant in the true spirit of the definition.

Please let me suggest that you if you need further information about the trees that you could either contact the churches directly to see if they have any records of the trees being planted or that you check with a local historian who may be better able to shed any light on the "significance" of the trees. You might try someone such as Jack Willis who writes a weekly historical column in the local paper The Jena Times.

Thank you for the opportunity to assist you in this matter. Please contact me if you have any additional questions on this or any other projects. My cell number is (318) 229-9831."

What measures, if any, do we need to take regarding the possible presence of significant trees in the project area, and what is the most appropriate way to document this information in the Environmental Assessment?

Please let me know if I need to provide more information. I have copied Krista Goodin, who is the Project Manager for this study. You may reach either of us at 225-344-6701.

Thank you,

Mikeila Nagura

Planner

FENSTERMAKER

Engineers, Surveyors, Environmental Consultants

445 North Boulevard, Suite 601

Baton Rouge, LA 70802

T-(225) 344-6701 ext.1527

F-(225) 232-3299

E-mail: mikeila@fenstermaker.com

www.fenstermaker.com

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error please notify FENSTERMAKER.

Warning: Although FENSTERMAKER has taken reasonable precautions to ensure no viruses are present in this email, we cannot accept responsibility for any loss or damage arising from the use of this email or attachments. The recipient should check this email and any attachments for the presence of viruses.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error please notify FENSTERMAKER.

Warning: Although FENSTERMAKER has taken reasonable precautions to ensure no viruses are present in this email, we cannot accept responsibility for any loss or damage arising from the use of this email or attachments. The recipient should check this email and any attachments for the presence of viruses.

Project Study Area

State Project No.
H.000758.2

US 84 Widening from
Highway 772 to East
of Hair Creek Bridge

LaSalle Parish, LA



LOCATION

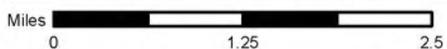
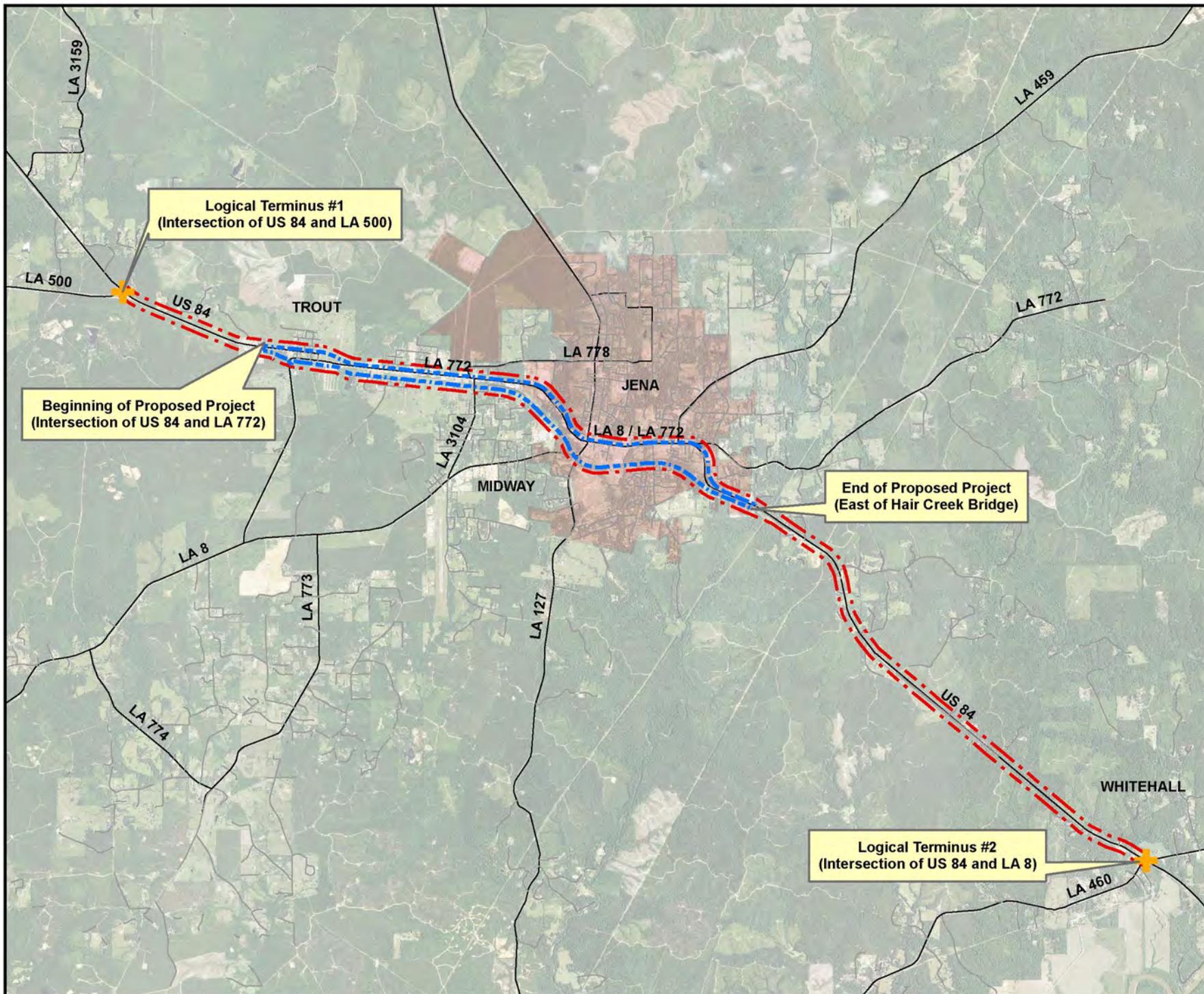


LEGEND

- Logical Termini
- Project Limits
- Project Study Area
- Local Roads
- State Highways
- Jena



Planning Purposes Only. The sources of data and graphical elements identified on this map have been derived from local, state, and/or federal public records, and consultants under contract with C.H. Fenstermaker and Associates, Inc. The data use is intended for planning purposes only. Any other representation beyond planning purposes is inaccurate and is prohibited by C.H. Fenstermaker and Associates, Inc.



Date: 03/12/2012

Trees at Justiss Memorial Methodist Church
Identified as potential significant trees by LSU AgCenter Extension Agent



Google view, looking N toward Justiss Memorial from US 84



Site photo, looking ESE from Hwy 772 toward US 84



Site photo, looking E from field in front of Justiss Memorial



Site photo, looking E from US 84 & Hwy 772

Trees east of downtown Jena, near residences
Identified as potential significant trees by US 84 project team



Google view, looking WNW toward downtown Jena from US 84



Site photos, looking W toward downtown Jena from US 84

Trees at Nolley Memorial Methodist Church
Identified as potential significant trees by LSU AgCenter Extension Agent



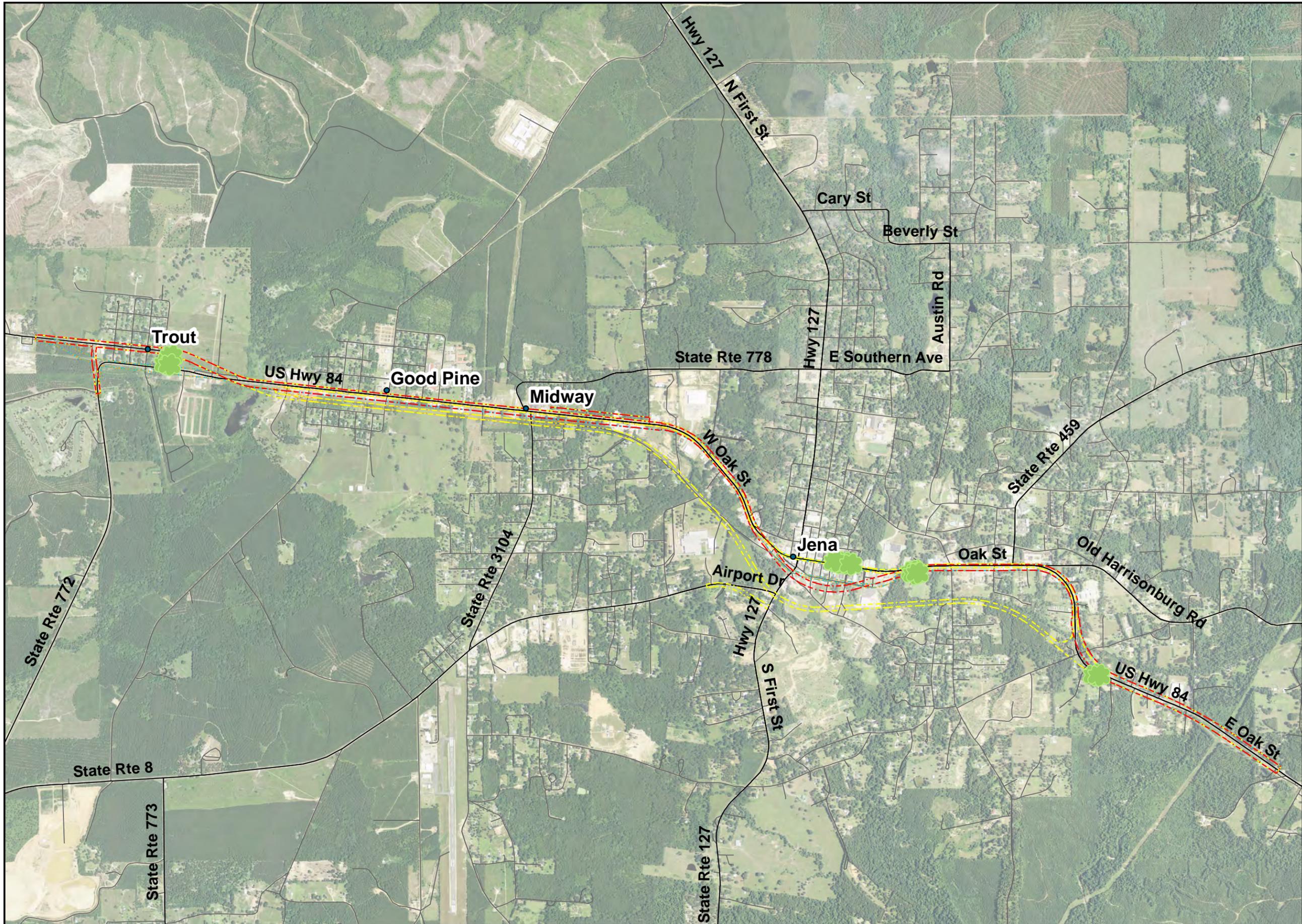
Google view, looking W from US 84

Trees at Jena Church of Christ

Identified as potential significant trees by LSU AgCenter Extension Agent



Google view, looking ESE from US 84



Significant Trees

(Potential Locations)

State Project No.
H.000758.2

US 84 Widening from
Highway 772 to East
of Hair Creek Bridge

LaSalle Parish, LA



LEGEND

- Tree Sites
- Alt 1 ROW
- Alt 2A ROW
- Alt 2B ROW
- Alt 4 ROW

Overview



Planning Purposes Only. The sources of data and graphical elements identified on this map have been derived from local, state, and/or federal public records, and consultants under contract with C.H. Fenstermaker and Associates, Inc. The data use is intended for planning purposes only. Any other representation beyond planning purposes is inaccurate and is prohibited by C.H. Fenstermaker and Associates, Inc.



Date: 12/30/2012



Significant Trees

(Potential Locations)

State Project No.
H.000758.2

US 84 Widening from
Highway 772 to East
of Hair Creek Bridge

LaSalle Parish, LA

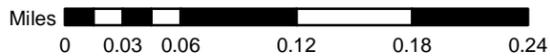


LEGEND	
	Tree Sites
	Alt 1 ROW
	Alt 2A ROW
	Alt 2B ROW
	Alt 4 ROW

Map Detail 01: Trout



Planning Purposes Only. The sources of data and graphical elements identified on this map have been derived from local, state, and/or federal public records, and consultants under contract with C.H. Fenstermaker and Associates, Inc. The data use is intended for planning purposes only. Any other representation beyond planning purposes is inaccurate and is prohibited by C.H. Fenstermaker and Associates, Inc.



Date: 12/30/2012



Significant Trees

(Potential Locations)

State Project No.
H.000758.2

US 84 Widening from
Highway 772 to East
of Hair Creek Bridge

LaSalle Parish, LA

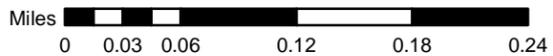


LEGEND	
	Tree Sites
	Alt 1 ROW
	Alt 2A ROW
	Alt 2B ROW
	Alt 4 ROW

Map Detail 02: Jena



Planning Purposes Only. The sources of data and graphical elements identified on this map have been derived from local, state, and/or federal public records, and consultants under contract with C.H. Fenstermaker and Associates, Inc. The data use is intended for planning purposes only. Any other representation beyond planning purposes is inaccurate and is prohibited by C.H. Fenstermaker and Associates, Inc.



Date: 12/30/2012



Significant Trees

(Potential Locations)

State Project No.
H.000758.2

US 84 Widening from
Highway 772 to East
of Hair Creek Bridge

LaSalle Parish, LA

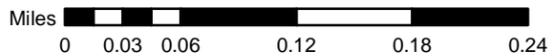


LEGEND	
	Tree Sites
	Alt 1 ROW
	Alt 2A ROW
	Alt 2B ROW
	Alt 4 ROW

Map Detail 03: Jena East



Planning Purposes Only. The sources of data and graphical elements identified on this map have been derived from local, state, and/or federal public records, and consultants under contract with C.H. Fenstermaker and Associates, Inc. The data use is intended for planning purposes only. Any other representation beyond planning purposes is inaccurate and is prohibited by C.H. Fenstermaker and Associates, Inc.



Date: 12/30/2012

From: [Ezekiel Onyegbunam](#)
To: [Ronald Broadbent](#); [Nicholas Olivier](#); [David S. Smith \(DOTD - Section 24\)](#); Robert.mahoney@dot.gov
Cc: [Robert Lott](#); [Mikeila Nagura](#); [Dax Douet](#); [Noel Ardoin](#)
Subject: FW: H.000758.2 US 84 - Memorandum - Public Comments Regarding Alternative Alignment Change
Date: Wednesday, April 16, 2014 1:14:21 PM
Attachments: [H.000758.2US84_Memorandum-Package_04142014.pdf](#)

To all,

The attachment concerns comments received after recent Public Meeting for the subject project. I want to schedule a meeting on Thursday (April 24, 2014 from 1pm to 2:30pm) to discuss the issue. Please let me know if you will be able to attend the meeting. If the schedule will be good for most members of the team, I will look for room for the meeting.

Thanks,

Ezekiel Onyegbunam
DOTD Environmental Section

From: Noel Ardoin
Sent: Wednesday, April 16, 2014 12:46 PM
To: Ezekiel Onyegbunam
Subject: FW: H.000758.2 US 84 - Memorandum - Public Comments Regarding Alternative Alignment Change

From: Mikeila Nagura [<mailto:mikeila@fenstermaker.com>]
Sent: Wednesday, April 16, 2014 11:54 AM
To: Ezekiel Onyegbunam; Robert Lott
Cc: Dax Douet; Noel Ardoin; Ronald Broadbent
Subject: H.000758.2 US 84 - Memorandum - Public Comments Regarding Alternative Alignment Change

Good Afternoon Ezekiel,

I am submitting a Memorandum to your office regarding the issues that have surfaced since the Public Hearing on March 26, 2014, with the Nolley United Methodist Church gravesite and oak trees, with options for your consideration to address the public concerns. I will mail the original today and have attached an electronic copy to this email. We are seeking guidance on how to proceed from LADOTD and FHWA.

If you have questions, please contact me at (225) 344-6701 or mikeila@fenstermaker.com, or project manager Dax Douet, PE, at (337) 237-2200 or dad@fenstermaker.com.

Sincerely,

Mikeila Nagura
Deputy Project Manager, US 84

Mikeila Nagura, ASLA
Project Manager
FENSTERMAKER

Engineers, Surveyors, Environmental Consultants
445 North Boulevard, Suite 601
Baton Rouge, LA 70802
T-(225) 344-6701 ext.1527
C-(225) 252-2776
E-mail: mikeila@fenstermaker.com
www.fenstermaker.com

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error please notify FENSTERMAKER.

Warning: Although FENSTERMAKER has taken reasonable precautions to ensure no viruses are present in this email, we cannot accept responsibility for any loss or damage arising from the use of this email or attachments. The recipient should check this email and any attachments for the presence of viruses.



MEMORANDUM		
SPN NO. H.000758.2	PROJECT: US 84 WIDENING	DATE: APRIL 16, 2014
FAP NO. DE 3010 (503)	PARISH: LASALLE	ROUTE: US HWY 84

TO: Ezekiel Onyegbunam
Environmental Section, LA DOTD

FROM: Mikeila Nagura
Fenstermaker & Associates

SUBJECT: **Public Comments Regarding Alternative Alignment Change**

We have received 38 comments since the public hearing held on March 26, 2014, regarding a gravesite and oak trees in front of Nolley United Methodist Church (UMC) just east of the beginning of the downtown Jena couplet. The comments that have been submitted cite the following main concerns:

- Close proximity to the gravesite of the Nolley UMC founder, Rev. Richmond Nolley;
- Removing large oak trees that were donated to the Church, which the public feels add character to the Town;
- The buildings referred to as “the eye sores” – a scrap metal recycling business and an abandoned warehouse – which the commenters feel could be removed to save the trees; and
- Loss of parking spaces.

As you will recall, Alternatives 2B and 4 were selected by the community at the public meeting on July 12, 2012, to move forward for further analysis. Upon further analysis, Alternative 4 was recommended by the project team to be the preferred alternative. The portion of the alignment in this location has not altered since the public meeting. Alternatives 1, 2B, and 4 would have the same impact on this particular location. Alternative 2A would not, but would have significant impacts otherwise.

Considering the public comments regarding the Nolley UMC gravesite and trees (24 emails, 14 letters) and phone conversations with Mayor McMillin post public hearing, we would like to provide options for your consideration to address the public concerns.

- a) **No Change** – The alternative alignments have not been altered in this particular location since the public meeting presentation on July 12, 2012, and the project team has provided the appropriate amount of outreach in line with the intent of the National Environmental Policy Act (NEPA). Changing the alternative alignment would necessitate further preliminary designs, additional public outreach due to new impacts associated with such changes, and adjustments in project schedule. Not changing the alternative would potentially cause removal of large oak trees that are significant to the Nolley UMC parishioners and is claimed to provide character to the Town of Jena.



- b) **Adjust Alternative 4 alignment northward** – With no formal survey of public opinion, this option would potentially minimize public concerns regarding the close proximity to Richmond Nolley’s gravesite, oak trees, and loss of parking. Unofficial comments from the Mayor cite the willingness of the property/business owners across the street from Nolley UMC to relocate (this would be a cost to the project). There would be a need for the project team to conduct additional preliminary design work and public outreach. This option would not follow the existing US 84 roadway alignment, would require additional ROW study, and would substantially impact two businesses.

We understand that both options will have advantages and disadvantages and will ultimately be unsatisfactory to one or more parties. Since this issue is somewhat subjective, we are seeking guidance on how to proceed from both LADOTD and FHWA as the lead agency on this project.

Sincerely,

Mikeila Nagura, ASLA
Deputy Project Manager

cc: Fenstermaker Project File 2108953.00C
Dax Douet, PE, Project Manager – Fenstermaker
Noel Ardoin, Environmental Engineer Administrator – DOTD
Ronald Broadbent, Project Manager – DOTD
Robert Lott, Assistant Environmental Engineer – DOTD

Attachments: Nolley Methodist Church Site Map
Nolley Methodist Church Detail Figure
Nolley Methodist Church Photographs

- Legend**
- pr_2108953-Alternative 4b.dgn Polyline**
Alternative 4 Roadway
- Cad Renderer**
- Solid, 0, 0
 - Solid, 4, 0
 - Proposed Lane Line
 - Proposed Lane Line
 - Proposed Edge of Pavement
 - Proposed Sidewalk
 - Solid, 0, 2
 - Required Right of Way
 - Long Dashed, 20, 1
 - Solid, 0, 3
- prw_2108953-Alternative 4b.dgn Polyline**
Alternative 4 Right of Way
- Cad Renderer**
- Solid, 0, 0
 - Dash Double-dot, 3, 4
 - Dash Double-dot, 3, 2
 - Dash Double-dot, 10, 1



Alternative 4: Downtown Jena Couplet and Nolley Methodist Church

Source: Esri, DigitalGlobe, GeoEye, Earthstar, USDA, USGS, AEX, Geomatics, AeroGRID, IGN, IGF, swisstopo, and the GIS User Community

- Legend**
- pr_2108953-Alternative 4b.dgn Polyline
Alternative 4 Roadway
- Cad Renderer**
- Solid, 0, 0
 - Solid, 4, 0
 - Proposed Lane Line
 - Proposed Lane Line
 - Proposed Edge of Pavement
 - Proposed Sidewalk
 - Solid, 0, 2
 - Required Right of Way
 - Long Dashed, 20, 1
 - Solid, 0, 3
- prw_2108953-Alternative 4b.dgn Polyline
Alternative 4 Right of Way
- Cad Renderer**
- Solid, 0, 0
 - - - - Dash Double-dot, 3, 4
 - - - - Dash Double-dot, 3, 2
 - - - - Dash Double-dot, 10, 1

P.T. 4535+15

4540

Jena Metals (Scrap Metal)

Edge of Travel Lane
Sidewalk
Right-of-Way

Richmond Nolley Grave, founder of Nolley Methodist Church
Edge of Gravesite is:
26' from ROW line
61' from edge of sidewalk
77' from edge of travel lane

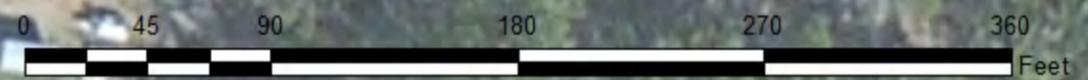
Large donated Oak Trees will be impacted by roadway

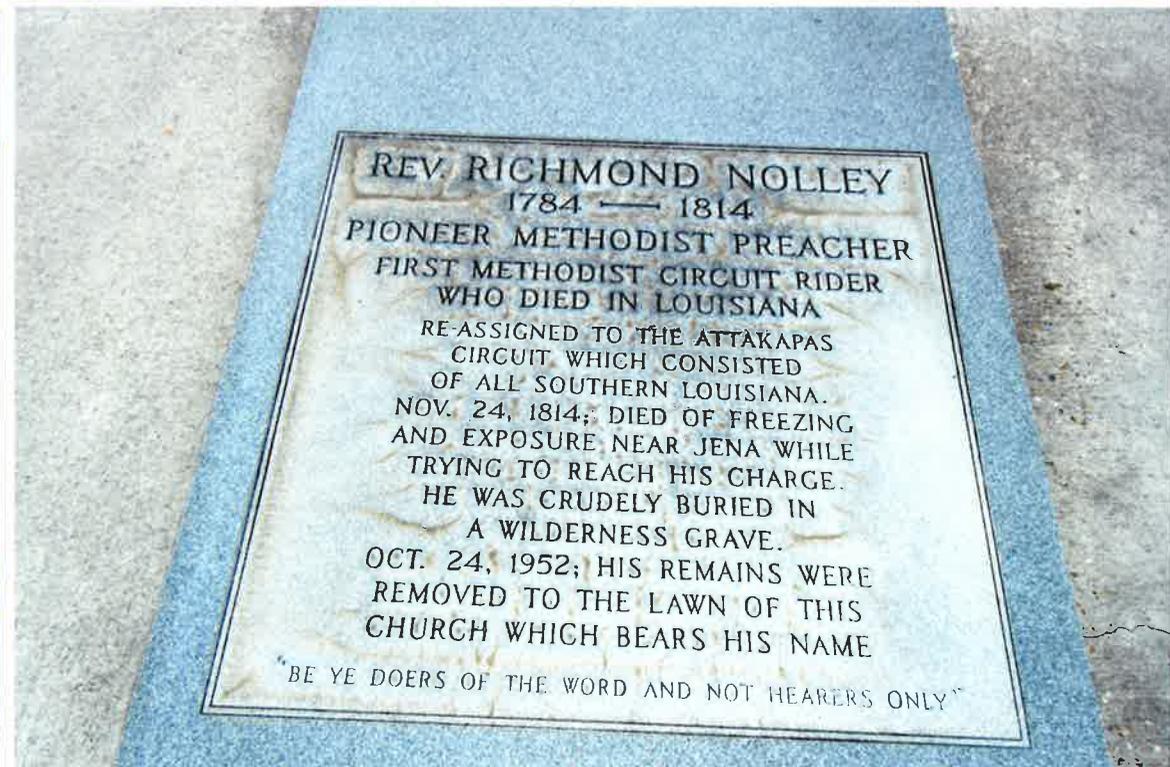
Driveway and Parking for Church

Nolley Methodist Church

R = 1700

Alternative 4 and Nolley Methodist Church











MEETING SUMMARY		
SPN NO. H.000758.2	PROJECT: US 84 WIDENING	DATE: MAY 5, 2014
FAP NO. DE 3010 (503)	PARISH: LASALLE	ROUTE: US HWY 84

ATTENDEES:

Ronald Broadbent, DOTD	Robert Mahoney, FHWA
Robert Lott, DOTD	Michael Cain, FHWA
Ezekiel Onyegbunam, DOTD	Gordon Nelson, Fenstermaker
Fred Borne, DOTD	Dax Douet, Fenstermaker
Herbert Piller, DOTD	Mikeila Nagura, Fenstermaker
Scott Guinn, DOTD	

LOCATION:

DOTD Headquarters, 1201 Capitol Access Road, Baton Rouge, LA

PURPOSE:

The purpose of this meeting was to receive guidance on next steps regarding the potential realignment of preferred Alternative 4, in response to comments received from the public requesting that the project avoid certain oak trees in front of Nolley Memorial United Methodist Church (UMC).

SUMMARY:

Fenstermaker presented information and exhibits to DOTD and FHWA regarding the preferred Alternative 4 alignment and its impact to four oak trees and gravesite at Nolley Memorial UMC.

ACTIONS:

Additional Public Outreach

- Herb Piller will contact Ken Mason at the District 58 office to get measurements from Nolley UMC for the following:
 - Distance from oak trees to the edge of existing roadway and
 - Oak trees' diameters.(Herb, I thought you mentioned doing this, but let me know if you'd like me to reach out to Ken)
- Herb Piller or Scott Guinn will provide Fred Borne and David Smith with appropriate distances from the oak trees to the road – how far the road must be in order to avoid the root zone(s).
- DOTD will prepare an exhibit to mail to property owners adjacent to the roadway where the alignment will be altered – will provide to Mikeila at Fenstermaker two weeks from today.
- Fenstermaker on behalf of DOTD & FHWA will prepare and distribute public outreach materials to the property owners adjacent to the proposed realignment.
 - Fenstermaker will capture the property owners names and addresses.
 - Fenstermaker will prepare a letter for DOTD review and will include the exhibit in the mail-out.
 - Fenstermaker will prepare a newspaper ad for the Jena Times that will direct the public to information and the exhibit on DOTD's website.
 - There will be a 10 day-2 week comment period from day of notification.
- At the end of the public comment period, Fenstermaker will prepare a public outreach summary and finalize the preliminary EA for review.



Additional Notes

DOTD will send another formal invitation to the Jena Band of Choctaw Indians to make comments during this supplementary public outreach period.
DOTD will keep FHWA updated of the process.

Prepared by: Fenstermaker & Associates
Mikeila Nagura, Deputy Project Manager

From: Mikeila Nagura
To: ["David S. Smith \(DOTD - Section 24\)"; Ezekiel Onyegbunam; Nicholas Olivier; Ronald Broadbent; Fred Borne; "herbert.piller@la.gov"; Scott Guinn; Robert.mahoney@dot.gov; Robert Lott; michael.cain@dot.gov](#)
Cc: [Dax Douet; Blake Guidry; Gordon Nelson](#)
Subject: RE: H.000758.2 US 84 - Meeting Follow-up
Date: Tuesday, April 29, 2014 4:53:00 PM

Good Afternoon David,

Thank you for following up with us. Dax and I discussed and we will prepare the exhibit as noted in your response.

Regarding the trees and previous correspondence, we followed the existing US 84 alignment for the preliminary design in the Line and Grade report primarily to minimize impacts to existing businesses and homes and take advantage of higher ground. We noted in the Draft EA that the trees would need to be surveyed moving forward in the Design phase which is not untypical. Additionally, we did not conduct a formal ground topographic survey for the Line and Grade report as again this is not typically done for an EA. Just north of this alignment, the land drops off significantly in elevation. We were aware that shifting the alignment any portion northward at the location of these trees would require considerable fill and potential impact to the floodzone, as the existing ground drops off over 8-10' in elevation and is adjacent to a creek. All of these items contributed to basically splitting the impacts, knowing full well that these trees may be significant but not historical, which when comparing to impacts toward existing businesses, floodzone, and increasing the construction cost, led to our design decisions.

Sincerely,
Mikeila Nagura

Mikeila Nagura, ASLA
T-(225) 344-6701 ext.1527
C-(225) 252-2776
E-mail: mikeila@fenstermaker.com
www.fenstermaker.com

From: David S. Smith (DOTD - Section 24) [<mailto:David.Smith3@la.gov>]
Sent: Tuesday, April 29, 2014 10:09 AM
To: Mikeila Nagura; Ezekiel Onyegbunam; Nicholas Olivier; Ronald Broadbent; Fred Borne; 'herbert.piller@la.gov'; Scott Guinn; Robert.mahoney@dot.gov; Robert Lott; michael.cain@dot.gov
Cc: Dax Douet; Blake Guidry; Gordon Nelson
Subject: RE: H.000758.2 US 84 - Meeting Follow-up

Bobby,

Please see my comments below in red. Additionally, it appears from the attached e-mail that this location was previously discussed and there was concern at that time that these trees were significant. Question: why was the alignment not adjusted at that time?

David

From: Mikeila Nagura [<mailto:mikeila@fenstermaker.com>]

Sent: Thursday, April 24, 2014 3:39 PM

To: Ezekiel Onyegbunam; Nicholas Olivier; Ronald Broadbent; David S. Smith (DOTD - Section 24); Fred Borne; 'herbert.piller@la.gov'; Scott Guinn; Robert.mahoney@dot.gov; Robert Lott; michael.cain@dot.gov

Cc: Dax Douet; Blake Guidry; Gordon Nelson

Subject: H.000758.2 US 84 - Meeting Follow-up

Good Afternoon,

I have prepared a brief outline of steps moving forward regarding the Nolley UMC public comments. Please let me know if I have captured the points correctly or if you have anything to add:

Public Outreach

- Herb Piller will contact Ken Mason at the District 58 office to get measurements from Nolley UMC for the following:
 - Distance from oak trees to the edge of existing roadway and
 - Oak trees' diameters.

(Herb, I thought you mentioned doing this, but let me know if you'd like me to reach out to Ken)

- Herb Piller or Scott Guinn will provide Fred Borne and David Smith with appropriate distances from the oak trees to the road – how far the road must be in order to avoid the root zone(s). **Besides the roadway, additional construction will likely include subsurface drainage, sidewalk and/or bike & pedestrian path, in addition to any utility relocations. A more appropriate minimum required measurement may be from the tree to the limits of construction or to the required right-of-way line.**
- DOTD will prepare an exhibit to mail to property owners adjacent to the roadway where the alignment will be altered – will provide to Mikeila at Fenstermaker two weeks from today. **Fenstermaker will be tasked with preparing this exhibit.**
- Fenstermaker on behalf of DOTD & FHWA will prepare and distribute public outreach materials to the property owners adjacent to the proposed realignment.
 - Fenstermaker will capture the property owners names and addresses.
 - Fenstermaker will prepare a letter for DOTD review and will include the exhibit in the mail-out.
 - Fenstermaker will prepare a newspaper ad for the Jena Times that will direct the public to information and the exhibit on DOTD's website.
 - There will be a 10 day-2 week comment period from day of notification.
- At the end of the public comment period, Fenstermaker will prepare a public outreach summary and finalize the preliminary EA for review.

Additional Notes

DOTD will send another formal invitation to the Jena Band of Choctaw Indians to make comments during this supplementary public outreach period.

DOTD will keep FHWA updated of the process.

Sincerely,
Mikeila Nagura



MEETING SUMMARY		
SPN NO. H.000758.2	PROJECT: US 84 WIDENING	DATE: MAY 5, 2014
FAP NO. DE 3010 (503)	PARISH: LASALLE	ROUTE: US HWY 84

ATTENDEES:

Ronald Broadbent, DOTD
Jeff Burst, DOTD
David Smith, DOTD

Gordon Nelson, Fenstermaker
Dax Douet, Fenstermaker
Mikeila Nagura, Fenstermaker

LOCATION:

Conference Call

PURPOSE:

The purpose of this meeting was to receive guidance on next steps regarding the potential realignment of preferred Alternative 4, in response to comments received from the public requesting that the project avoid certain oak trees in front of Nolley Memorial United Methodist Church (UMC).

SUMMARY:

Fenstermaker was asked to clarify details from the meeting on April 24, 2014.

ACTIONS:

- DOTD will discuss the matter internally and meet with Fenstermaker at a future date with further guidance.

Prepared by: Fenstermaker & Associates
Mikeila Nagura, Deputy Project Manager



MEETING SUMMARY		
SPN NO. H.000758.2	PROJECT: US 84 WIDENING	DATE: MAY 15, 2014
FAP NO. DE 3010 (503)	PARISH: LASALLE	ROUTE: US HWY 84

ATTENDEES:

Ronald Broadbent, DOTD
Jeff Burst, DOTD
David Smith, DOTD

Dax Douet, Fenstermaker
Mikeila Nagura, Fenstermaker
Blake Guidry, Fenstermaker

LOCATION:

DOTD Headquarters, 1201 Capitol Access Road, Baton Rouge, LA

PURPOSE:

The purpose of this meeting was to receive guidance on next steps regarding the potential realignment of preferred Alternative 4, in response to comments received from the public requesting that the project avoid certain oak trees in front of Nolley Memorial United Methodist Church (UMC).

SUMMARY:

Fenstermaker presented a proposed alignment based on DOTD comments from the meeting on April 24, 2014, to Ronald Broadbent, Jeff Burst, and David Smith. DOTD accepted the proposed alignment which affects a section of preferred Alternative 4 in front of Nolley Memorial UMC, with slight modifications. They also requested that a public meeting be held in Jena, LA, involving the Mayor of Jena, Pastor of Nolley Memorial UMC, and adjacent business owners who may be impacted by the realignment.

ACTIONS:

- Fenstermaker will create an exhibit of the proposed realignment of preferred Alternative 4.
- Fenstermaker will conduct the appropriate amount of public outreach to interested parties and coordinate a meeting date.
- Fenstermaker will create an exhibit, handout, and facilitate the meeting.
- Fenstermaker will revise the preferred Alternative 4 plates and make appropriate revisions to the Line and Grade Study, Environmental Assessment, and Conceptual Stage Relocation Plan.
- Fenstermaker will include a section detailing these actions in the Final EA.

Prepared by: Fenstermaker & Associates
Mikeila Nagura, Deputy Project Manager

APPENDIX K

Farmland Conversion Rating Form

United States Department of Agriculture



Natural Resources Conservation Service
3737 Government Street
Alexandria, LA 71302

(318) 473-7751
Fax: (318) 473-7626

August 24, 2012

Krista R. Goodin, AICP
Director of Planning, Project Manager
C. H. Fenstermaker & Associates, LLC
445 North Boulevard #605
Baton Rouge, LA 70802-5751

RE: State Project No. H.000758.2 - Prime Farmland Soils Assessment.

Dear Ms. Goodin:

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

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

The project map submitted with your request indicates that the proposed construction areas will potentially impact the following prime or unique farmland soils: Ruston fine sandy loam 1 to 3 percent slopes; Ruston fine sandy loam 3 to 8 percent slopes; Savannah fine sandy loam 1 to 5 percent slopes; and Pheba loam.

For specific information about the soils found in the project area, please visit our Web Soil Survey at the following location:

<http://websoilsurvey.nrcs.usda.gov>

Please find attached two completed CPA-106's, Farmland Conversion Impact Rating for Corridor Type Projects form, for this project. The first CPA-106, documents that this project will impact 35.23 acres of Prime Farmland soils with an average farmland value of 56. In addition, the first CPA-106 documents that the sections that pass through or along the communities of Midway and Trout are exempt from the rules of the FPPA due to being located in an urban and built-up area; the second CPA-106 documents that Option B and Option C routing through the community of Trout are also exempt from the FPPA due to being located within or adjacent to an urban and built-up area. Attached are several maps and interpretation sheets taken from the Web Soil Survey of the project area for your use.

Helping People Help the Land

An Equal Opportunity Provider and Employer

Krista R. Goodin
August 24, 2012
Page 2

The section of U.S. Highway 84 that passes through the Town of Jena is also exempt from the rules and regulations of the FPPA due to being located within an urban and built-up area. In examining the project description and map, it appears that the U.S. Highway 84 upgrade will end at the incorporated town limits on the east side of Jena. Therefore, no evaluation was performed beyond the eastern town limits.

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

Respectfully,



Kevin D. Norton
State Conservationist **ACTING FOR**

cc: Glenn Austin, Acting AC, AO, NRCS, Alexandria, LA
Clyde Irvin, DC, FO, NRCS, Jonesville Field Office, Jonesville, LA

**FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS**

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request 8/14/12	4. Sheet 1 of _____
1. Name of Project U.S. Highway 84 upgrade		5. Federal Agency Involved FWHA	
2. Type of Project Highway 4-laneing through Jena. La.		6. County and State LaSalle, Louisiana	
PART II (To be completed by NRCS)		1. Date Request Received by NRCS 8/20/12	2. Person Completing Form Michael Cooley
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		4. Acres Irrigated Average Farm Size 102	
5. Major Crop(s) Cotton, Corn, Soybeans, Grain Sorghum	6. Farmable Land in Government Jurisdiction Acres: 253,500 % 59	7. Amount of Farmland As Defined in FPPA Acres: 182,640 % 58	
8. Name Of Land Evaluation System Used LaSalle Parish LESA	9. Name of Local Site Assessment System None	10. Date Land Evaluation Returned by NRCS 8/22/12	

PART III (To be completed by Federal Agency)	Alternative Corridor For Segment			
	Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly	35	6	3	
B. Total Acres To Be Converted Indirectly, Or To Receive Services	0	0	0	
C. Total Acres In Corridor	35	6	3	0

PART IV (To be completed by NRCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	35	0	0	
B. Total Acres Statewide And Local Important Farmland	0	0	0	
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	44	0	0	
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	0.02409%	0	0	

PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)				
	56	0	0	

PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))	Maximum Points				
1. Area in Nonurban Use	15				
2. Perimeter in Nonurban Use	10				
3. Percent Of Corridor Being Farmed	20				
4. Protection Provided By State And Local Government	20				
5. Size of Present Farm Unit Compared To Average	10				
6. Creation Of Nonfarmable Farmland	25				
7. Availability Of Farm Support Services	5				
8. On-Farm Investments	20				
9. Effects Of Conversion On Farm Support Services	25				
10. Compatibility With Existing Agricultural Use	10				
TOTAL CORRIDOR ASSESSMENT POINTS	160	0	0	0	0

PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)	100				
Total Corridor Assessment (From Part VI above or a local site assessment)	160	0	0	0	0
TOTAL POINTS (Total of above 2 lines)	260	0	0	0	0

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>
-----------------------	---	-----------------------	--

5. Reason For Selection:
Corridor A is the Farmland evaluation rating for those segments along the corridor that will convert Prime Farmland. Corridor B is that section of the roadway the passes through and along Midway. This area is considered urban and built-up and is exempt from the rules and regulations of FPPA. Corridor C is that section that passes along the present corridor of US 84 through and along Trout. This area is considered urban and built up and is exempt from the rules and regulations of FPPA.

Signature of Person Completing this Part: _____ DATE _____

NOTE: Complete a form for each segment with more than one Alternate Corridor

CORRIDOR - TYPE SITE ASSESSMENT CRITERIA

The following criteria are to be used for projects that have a linear or corridor - type site configuration connecting two distant points, and crossing several different tracts of land. These include utility lines, highways, railroads, stream improvements, and flood control systems. Federal agencies are to assess the suitability of each corridor - type site or design alternative for protection as farmland along with the land evaluation information.

- (1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?
More than 90 percent - 15 points
90 to 20 percent - 14 to 1 point(s)
Less than 20 percent - 0 points
- (2) How much of the perimeter of the site borders on land in nonurban use?
More than 90 percent - 10 points
90 to 20 percent - 9 to 1 point(s)
Less than 20 percent - 0 points
- (3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last 10 years?
More than 90 percent - 20 points
90 to 20 percent - 19 to 1 point(s)
Less than 20 percent - 0 points
- (4) Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?
Site is protected - 20 points
Site is not protected - 0 points
- (5) Is the farm unit(s) containing the site (before the project) as large as the average - size farming unit in the County?
(Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage or Farm Units in Operation with \$1,000 or more in sales.)
As large or larger - 10 points
Below average - deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average - 9 to 0 points
- (6) If the site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?
Acreage equal to more than 25 percent of acres directly converted by the project - 25 points
Acreage equal to between 25 and 5 percent of the acres directly converted by the project - 1 to 24 point(s)
Acreage equal to less than 5 percent of the acres directly converted by the project - 0 points
- (7) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?
All required services are available - 5 points
Some required services are available - 4 to 1 point(s)
No required services are available - 0 points
- (8) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?
High amount of on-farm investment - 20 points
Moderate amount of on-farm investment - 19 to 1 point(s)
No on-farm investment - 0 points
- (9) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?
Substantial reduction in demand for support services if the site is converted - 25 points
Some reduction in demand for support services if the site is converted - 1 to 24 point(s)
No significant reduction in demand for support services if the site is converted - 0 points
- (10) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?
Proposed project is incompatible to existing agricultural use of surrounding farmland - 10 points
Proposed project is tolerable to existing agricultural use of surrounding farmland - 9 to 1 point(s)
Proposed project is fully compatible with existing agricultural use of surrounding farmland - 0 points

**FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS**

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request	8/14/12	4. Sheet <u>2</u> of <u>2</u>
1. Name of Project	U.S. Highway 84 upgrade	5. Federal Agency Involved	FWHA	
2. Type of Project	Highway 4-laneing through Jena. La.	6. County and State	LaSalle, Louisiana	
PART II (To be completed by NRCS)		1. Date Request Received by NRCS	8/20/12	
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form.)		YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	2. Person Completing Form Michael Cooley
5. Major Crop(s)	Cotton, Corn, Soybeans, Grain Sorghum	4. Acres Irrigated	Average Farm Size 102	
6. Farmable Land in Government Jurisdiction	Acres: 253,500 % 59	7. Amount of Farmland As Defined in FPPA	Acres: 182,640 % 38	
8. Name Of Land Evaluation System Used	LaSalle Parish LESA	9. Name of Local Site Assessment System	None	
		10. Date Land Evaluation Returned by NRCS	8/22/12	

	Alternative Corridor For Segment			
	Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly	0	0		
B. Total Acres To Be Converted Indirectly, Or To Receive Services	0	0		
C. Total Acres In Corridor	0	0	0	0

PART IV (To be completed by NRCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	0	0		
B. Total Acres Statewide And Local Important Farmland	0	0		
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	0	0		
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	0	0		

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

PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))	Maximum Points				
		Corridor A	Corridor B	Corridor C	Corridor D
1. Area In Nonurban Use	15				
2. Perimeter in Nonurban Use	10				
3. Percent Of Corridor Being Farmed	20				
4. Protection Provided By State And Local Government	20				
5. Size of Present Farm Unit Compared To Average	10				
6. Creation Of Nonfarmable Farmland	25				
7. Availability Of Farm Support Services	5				
8. On-Farm Investments	20				
9. Effects Of Conversion On Farm Support Services	25				
10. Compatibility With Existing Agricultural Use	10				
TOTAL CORRIDOR ASSESSMENT POINTS	160	0	0	0	0

PART VII (To be completed by Federal Agency)				
Relative Value Of Farmland (From Part V)	100			
Total Corridor Assessment (From Part VI above or a local site assessment)	160	0	0	0
TOTAL POINTS (Total of above 2 lines)	260	0	0	0

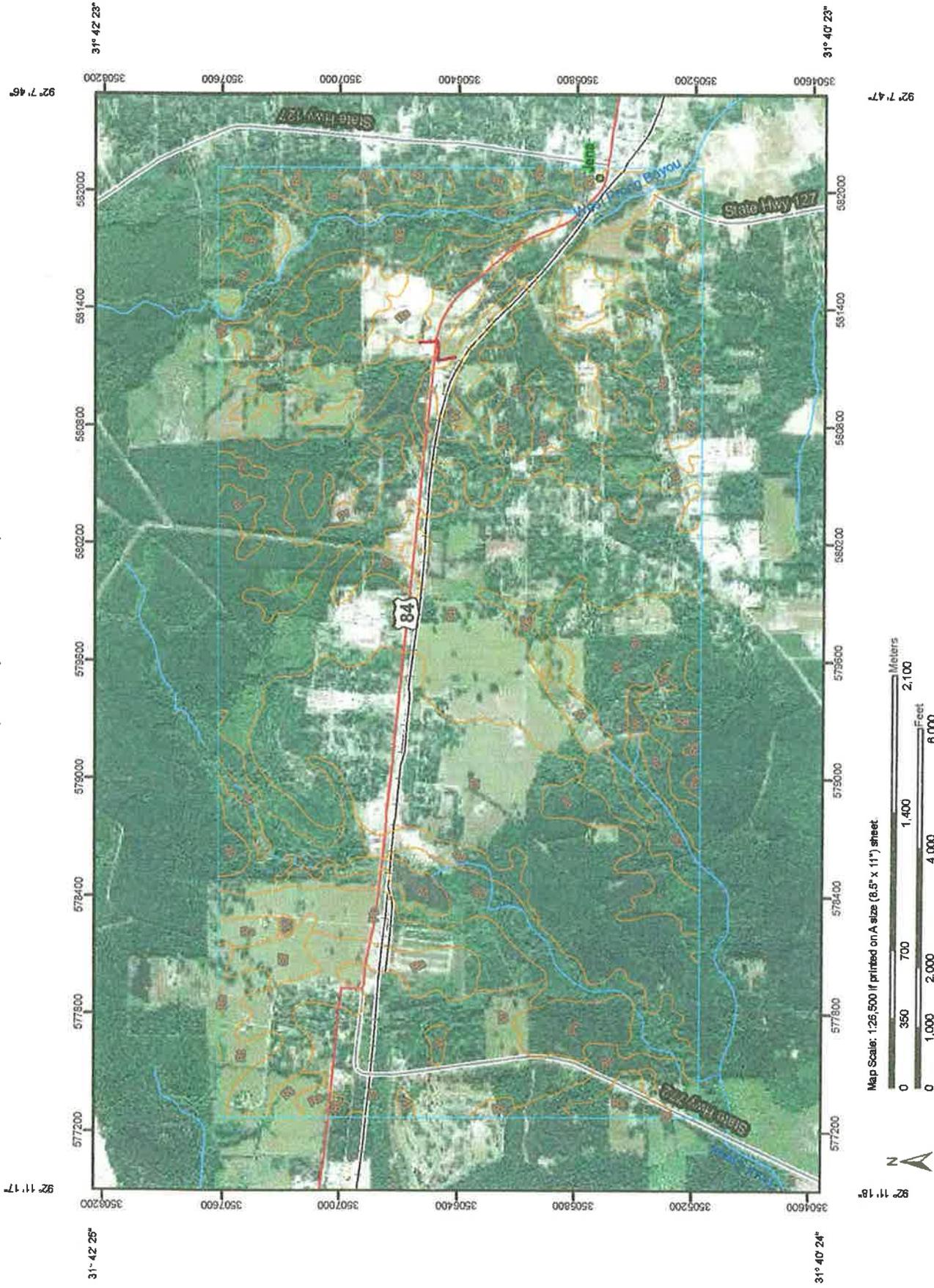
1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>
-----------------------	---	-----------------------	--

5. Reason For Selection:
Corridor A is the Farmland Evaluation rating for Option B, Trout segment. This area is considered urban and built up. Therefore it is exempt from the rules and regulations of the FPPA.
Corridor B is the Farmland Evaluation rating for Option C, Trout segment. This area is considered to be urban and built-up. Therefore it is exempt from the rules and regulations of the FPPA.

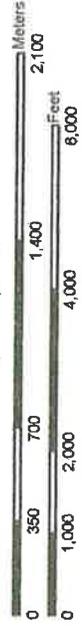
Signature of Person Completing this Part: _____ DATE _____

NOTE: Complete a form for each segment with more than one Alternate Corridor

Soil Map—La Salle Parish, Louisiana
(State Project No. H.000758.2)



Map Scale: 1:25,500 if printed on A size (8.5" x 11") sheet.



MAP LEGEND

	Area of Interest (AOI)		Very Stony Spot
	Soils		Wet Spot
	Soil Map Units		Other
Special Point Features			
	Blowout	Special Line Features	
	Borrow Pit		Gully
	Clay Spot		Short Steep Slope
	Closed Depression		Other
	Gravel Pit	Political Features	
	Gravelly Spot		Cities
	Landfill	Water Features	
	Lava Flow		Streams and Canals
	Marsh or swamp	Transportation	
	Mine or Quarry		Rails
	Miscellaneous Water		Interstate Highways
	Perennial Water		US Routes
	Rock Outcrop		Major Roads
	Saline Spot		Local Roads
	Sandy Spot		
	Severely Eroded Spot		
	Sinkhole		
	Slide or Slip		
	Sodic Spot		
	Spill Area		
	Stony Spot		

MAP INFORMATION

Map Scale: 1:26,500 if printed on A size (8.5" x 11") sheet.
 The soil surveys that comprise your AOI were mapped at 1:24,000.
 Please rely on the bar scale on each map sheet for accurate map measurements.

Source of Map: Natural Resources Conservation Service
 Web Soil Survey URL: <http://websoilsurvey.nrcs.usda.gov>
 Coordinate System: UTM Zone 15N NAD83

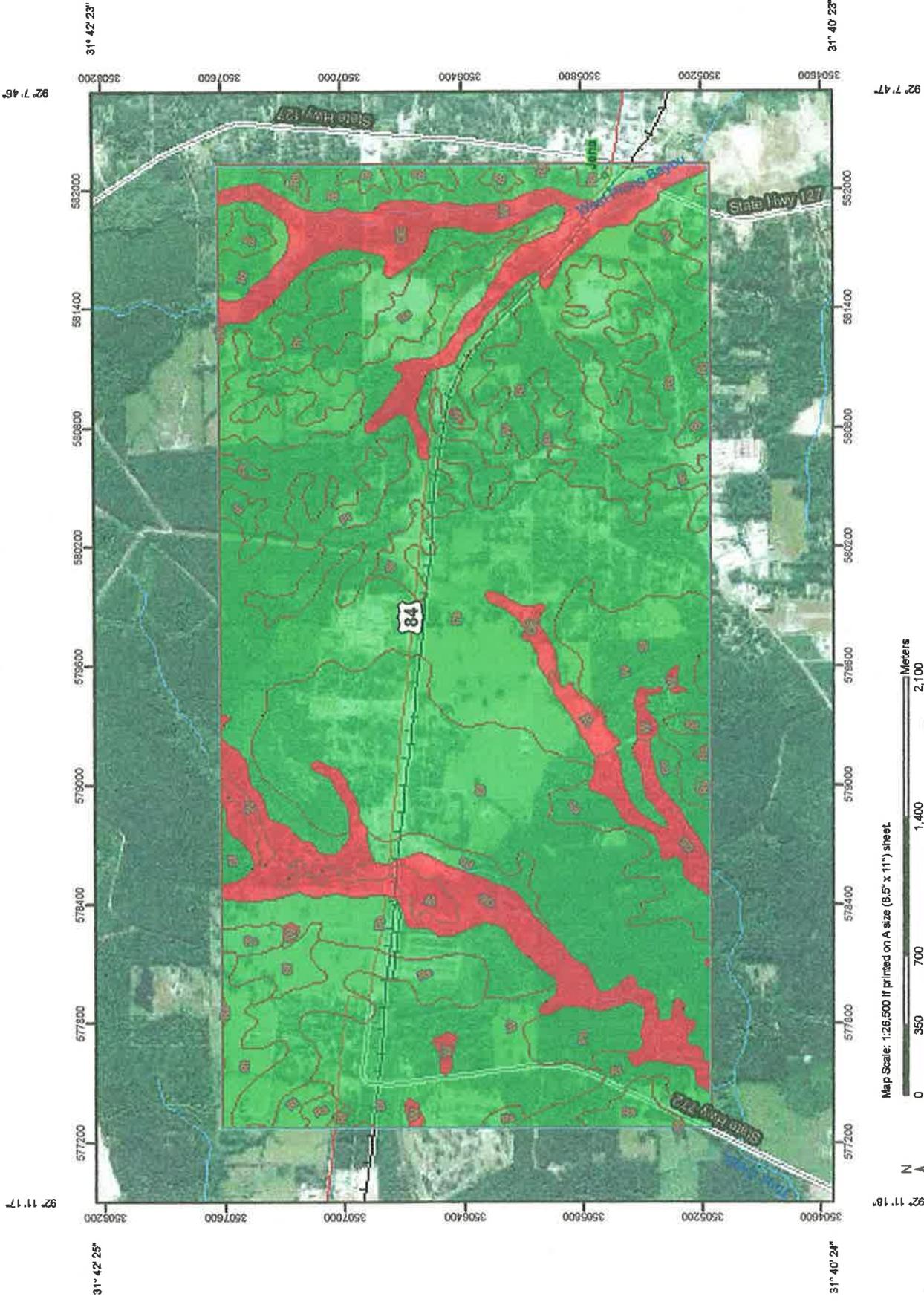
This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: LaSalle Parish, Louisiana
 Survey Area Data: Version 7, Dec 1, 2008

Date(s) aerial images were photographed: Data not available.

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Farmland Classification—LaSalle Parish, Louisiana
(State Project No. H.000758.2)



Map Scale: 1:26,500 If printed on A size (8.5" x 11") sheet.



APPENDIX L

Noise Impact Analysis – Chapter 4: Noise Modeling Results and Impact Analysis

(Full Technical Report Available Under Separate Cover)

4. NOISE MODELING RESULTS AND IMPACT ANALYSIS

This section discusses the results of the noise modeling described in Section 3 along with an analysis of any highway traffic noise impacts and noise abatement measures for the proposed project.

4.1 VALIDATION OF OBSERVED DATA

Validation runs were performed with measured noise levels and observed traffic volumes as inputs to verify whether the predicted noise levels correspond appropriately to the measured noise levels.

Table 4-1 below lists each monitoring site along with the field-measured noise level and the corresponding TNM-predicted noise level.

TABLE 4-1. VALIDATION MODELING RESULTS – $L_{EQ}(H)$ (dBA)

Site	Description	Observed Value (dBA)	Calculated Value (dBA)	Difference (dBA)
FNM1	Residential area and Goodpine Middle School on US 84	59.2	53.6	5.6
FNM2	Chowdhry Clinic on US 84	60.5	60.4	0.1
FNM3	Residential area near the Wal-Mart Plaza on US 84	63.2	61.9	1.3
FNM4	Bank of Jena on US 84	64.3	60.1	4.2
FNM5	First Baptist Church on US 84	62.2	63.4	-1.2
FNM6	Residential area north of the Hair Creek Bridge	63.7	63.5	0.2
FNM7	Residential area and church east of the Hair Creek Bridge	64.1	63.5	0.6
FNM8	Intersection of Airport Drive and Highway 127	61.9	62.1	-0.2
FNM9	Justiss Church at US 84 and Justiss Street intersection	59.0	58.5	0.5

A review of the results indicates that the difference between the TNM predicted noise levels and the measured noise levels ranges between -1.2 dbA to 5.6 dbA. The average difference between the TNM predicted noise level and the field measured noise level is 1.5 dbA. Typically, a result within a range of 3 dbA is considered valid if no background noise is present as the TNM model estimates only traffic noise and does not take into consideration the combination of background noises from other noise sources that are present in the field. Therefore, for this noise assessment study, the model is considered valid.

Copies of the TNM input and output files for the validation run are included in Appendix D.

4.2 NOISE MODELING RESULTS

A total of 231 model receivers were modeled for 2012 (existing year), 2019 (implementation year), and 2039 (design year) scenarios to determine the predicted noise levels. (However, as stated in Section 3.2.1, if a receiver overlaps with the widened roadway due to one project build scenario, it would be removed from that particular scenario.) The following model runs were executed for this project:

- Existing Year (2012) – Base Conditions;
- Implementation Year (2019) - No Build;
- Implementation Year (2019) - Alternative 1;
- Implementation Year (2019) - Alternative 2A;
- Implementation Year (2019) - Alternative 2B;
- Implementation Year (2019) - Alternative 4;
- Design Year (2039) - No Build;
- Design Year (2039) - Alternative 1;
- Design Year (2039) - Alternative 2A;
- Design Year (2039) - Alternative 2B;
- Design Year (2039) - Alternative 4.

The TNM input and output files for all model runs are included in Appendix D. The predicted sound levels at each modeled receiver along with a comparison of the predicted noise levels with the Louisiana NAC and the difference between the future projected noise levels and the modeled existing levels are presented in Table 4-2 below.

TABLE 4-2. MODELING RESULTS – PREDICTED NOISE LEVELS (dBA)

Receiver	Existing Year (2012)	Implementation Year (2019)					Design Year (2039)																		
		No Build	Alt 1	Alt 2A	Alt 2B	Alt 4	No Build	Greater than 66 dbA?	Increase from Existing Sound Levels	Alt 1	Greater than 66 dbA?	Increase from Existing Sound Levels	Is Increase > 10 dbA?	Alt 2A	Greater than 66 dbA?	Increase from Existing Sound Levels	Is Increase > 10 dbA?	Alt 2B	Greater than 66 dbA?	Increase from Existing Sound Levels	Is Increase > 10 dbA?	Alt 4	Greater than 66 dbA?	Increase from Existing Sound Levels	Is Increase > 10 dbA?
(dbA)	(dbA)	(dbA)	(dbA)	(dbA)	(dbA)	(dbA)	(dbA)	(Yes/No)	(dbA)	(dbA)	(Yes/No)	(dbA)	(Yes/No)	(dbA)	(Yes/No)	(dbA)	(Yes/No)	(dbA)	(Yes/No)	(dbA)	(Yes/No)	(dbA)	(Yes/No)	(dbA)	(Yes/No)
A002	58.7	59.0	55.8	55.8	50.2	55.8	59.8	No	1.10	56.6	No	-2.10	No	56.6	No	-2.10	No	51.1	No	-7.60	No	56.6	No	-2.10	No
A004	56.4	56.7	53.8	53.8	53.5	53.8	57.6	No	1.20	54.6	No	-1.80	No	54.6	No	-1.80	No	54.4	No	-2.00	No	54.6	No	-1.80	No
A005	59.5	59.8	N/A	N/A	51.0	N/A	60.6	No	1.10	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	51.8	No	-7.70	No	N/A	N/A	N/A	N/A
A006	61.0	61.3	N/A	N/A	54.9	N/A	62.1	No	1.10	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	55.8	No	-5.20	No	N/A	N/A	N/A	N/A
A007	61.6	61.9	N/A	N/A	55.2	N/A	62.7	No	1.10	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	56.0	No	-5.60	No	N/A	N/A	N/A	N/A
A008	60.3	60.5	N/A	N/A	51.4	N/A	61.4	No	1.10	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	52.2	No	-8.10	No	N/A	N/A	N/A	N/A
A009	60.6	60.9	N/A	N/A	51.6	N/A	61.7	No	1.10	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	52.4	No	-8.20	No	N/A	N/A	N/A	N/A
A010	61.3	61.6	N/A	N/A	55.5	N/A	62.5	No	1.20	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	56.3	No	-5.00	No	N/A	N/A	N/A	N/A
A011	60.2	60.5	N/A	N/A	51.6	N/A	61.4	No	1.20	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	52.4	No	-7.80	No	N/A	N/A	N/A	N/A
A012	60.5	60.8	N/A	N/A	51.7	N/A	61.6	No	1.10	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	52.6	No	-7.90	No	N/A	N/A	N/A	N/A
A013	62.5	62.8	N/A	N/A	55.8	N/A	63.7	No	1.20	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	56.6	No	-5.90	No	N/A	N/A	N/A	N/A
A014	60.0	60.3	N/A	N/A	51.5	N/A	61.1	No	1.10	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	52.4	No	-7.60	No	N/A	N/A	N/A	N/A
A015	53.9	54.2	62.0	62.5	50.8	62.0	55.0	No	1.10	62.9	No	9.00	No	63.3	No	9.40	No	51.6	No	-2.30	No	62.9	No	9.00	No
A017	51.2	51.4	54.0	54.0	59.6	54.0	52.3	No	1.10	54.8	No	3.60	No	54.8	No	3.60	No	60.5	No	9.30	No	54.8	No	3.60	No
A018	50.2	50.5	49.4	49.4	58.0	49.4	51.3	No	1.10	50.2	No	0.00	No	50.2	No	0.00	No	58.8	No	8.60	No	50.2	No	0.00	No
A019	50.4	50.7	49.3	49.3	58.8	49.3	51.5	No	1.10	50.2	No	-0.20	No	50.1	No	-0.30	No	59.6	No	9.20	No	50.2	No	-0.20	No
A020	52.3	52.5	51.6	51.5	62.2	51.6	53.3	No	1.00	52.4	No	0.10	No	52.4	No	0.10	No	63.1	No	10.80	Yes	52.5	No	0.20	No
A021	61.2	61.6	56.0	56.3	60.1	56.0	62.4	No	1.20	56.9	No	-4.30	No	57.2	No	-4.00	No	60.9	No	-0.30	No	56.9	No	-4.30	No
A022	55.6	56.0	56.1	56.4	59.2	56.1	56.8	No	1.20	57.0	No	1.40	No	57.2	No	1.60	No	60.0	No	4.40	No	57.0	No	1.40	No
A023	55.7	56.0	50.2	50.3	N/A	50.2	56.8	No	1.10	51.1	No	-4.60	No	51.1	No	-4.60	No	N/A	N/A	N/A	N/A	51.1	No	-4.60	No
A024	60.3	60.7	50.5	50.7	N/A	50.5	61.5	No	1.20	51.4	No	-8.90	No	51.6	No	-8.70	No	N/A	N/A	N/A	N/A	51.4	No	-8.90	No
A025	62.7	63.0	51.3	51.6	N/A	51.3	63.8	No	1.10	52.2	No	-10.50	No	52.4	No	-10.30	No	N/A	N/A	N/A	N/A	52.2	No	-10.50	No
B001	61.5	61.9	55.3	55.5	62.6	55.3	62.7	No	1.20	56.2	No	-5.30	No	56.3	No	-5.20	No	63.4	No	1.90	No	56.2	No	-5.30	No
B002	62.6	63.0	56.8	56.8	62.6	56.8	63.8	No	1.20	57.7	No	-4.90	No	57.7	No	-4.90	No	63.5	No	0.90	No	57.7	No	-4.90	No
B003	62.9	63.2	57.5	57.4	62.3	57.4	64.0	No	1.10	58.3	No	-4.60	No	58.2	No	-4.70	No	63.2	No	0.30	No	58.3	No	-4.60	No
B004	55.7	56.0	60.7	60.4	61.7	60.7	56.8	No	1.10	61.6	No	5.90	No	61.2	No	5.50	No	62.6	No	6.90	No	61.6	No	5.90	No
B005	56.5	56.8	61.3	61.2	62.5	61.3	57.6	No	1.10	62.2	No	5.70	No	62.0	No	5.50	No	63.3	No	6.80	No	62.2	No	5.70	No
B006	53.2	53.6	58.0	54.7	55.2	58.0	54.4	No	1.20	58.9	No	5.70	No	55.5	No	2.30	No	56.1	No	2.90	No	58.9	No	5.70	No
B007	58.4	58.7	N/A	61.4	62.0	N/A	59.5	No	1.10	N/A	N/A	N/A	N/A	62.3	No	3.90	No	62.8	No	4.40	No	N/A	N/A	N/A	N/A
B008	60.6	61.0	N/A	61.6	61.6	N/A	61.8	No	1.20	N/A	N/A	N/A	N/A	62.4	No	1.80	No	62.4	No	1.80	No	N/A	N/A	N/A	N/A
B009	59.9	60.2	61.1	60.9	61.0	61.1	61.0	No	1.10	62.0	No	2.10	No	61.7	No	1.80	No	61.8	No	1.90	No	62.0	No	2.10	No
B010	60.9	61.3	61.9	62.0	62.0	61.9	62.1	No	1.20	62.8	No	1.90	No	62.8	No	1.90	No	62.8	No	1.90	No	62.8	No	1.90	No
B011	60.1	60.4	N/A	61.3	61.3	N/A	61.2	No	1.10	N/A	N/A	N/A	N/A	62.2	No	2.10	No	62.1	No	2.00	No	N/A	N/A	N/A	N/A
B012	60.1	60.4	N/A	61.3	61.3	N/A	61.2	No	1.10	N/A	N/A	N/A	N/A	62.1	No	2.00	No	62.1	No	2.00	No	N/A	N/A	N/A	N/A
B013	61.6	61.9	62.4	62.6	62.6	62.4	62.7	No	1.10	63.3	No	1.70	No	63.4	No	1.80	No	63.4	No	1.80	No	63.3	No	1.70	No

TABLE 4-2. MODELING RESULTS – PREDICTED NOISE LEVELS (dBA)

Receiver	Existing Year (2012)	Implementation Year (2019)					Design Year (2039)																		
		No Build	Alt 1	Alt 2A	Alt 2B	Alt 4	No Build	Greater than 66 dbA?	Increase from Existing Sound Levels	Alt 1	Greater than 66 dbA?	Increase from Existing Sound Levels	Is Increase > 10 dbA?	Alt 2A	Greater than 66 dbA?	Increase from Existing Sound Levels	Is Increase > 10 dbA?	Alt 2B	Greater than 66 dbA?	Increase from Existing Sound Levels	Is Increase > 10 dbA?	Alt 4	Greater than 66 dbA?	Increase from Existing Sound Levels	Is Increase > 10 dbA?
	(dbA)	(dbA)	(dbA)	(dbA)	(dbA)	(dbA)	(dbA)	(Yes/No)	(dbA)	(dbA)	(Yes/No)	(dbA)	(Yes/No)	(dbA)	(Yes/No)	(dbA)	(Yes/No)	(dbA)	(Yes/No)	(dbA)	(Yes/No)	(dbA)	(Yes/No)	(dbA)	(Yes/No)
B014	61.2	61.5	62.2	62.2	62.2	62.2	62.3	No	1.10	63.1	No	1.90	No	63.0	No	1.80	No	63.0	No	1.80	No	63.1	No	1.90	No
B015	61.2	61.6	62.3	62.2	62.3	62.3	62.4	No	1.20	63.2	No	2.00	No	63.0	No	1.80	No	63.1	No	1.90	No	63.2	No	2.00	No
B016	62.0	62.4	N/A	62.4	62.4	N/A	63.2	No	1.20	N/A	N/A	N/A	N/A	63.3	No	1.30	No	63.2	No	1.20	No	N/A	N/A	N/A	N/A
B017	62.0	62.3	62.8	63.0	63.1	62.8	63.1	No	1.10	63.7	No	1.70	No	63.8	No	1.80	No	63.9	No	1.90	No	63.7	No	1.70	No
B018	60.9	61.2	62.4	61.7	61.7	62.4	62.0	No	1.10	63.2	No	2.30	No	62.5	No	1.60	No	62.5	No	1.60	No	63.2	No	2.30	No
B019	49.8	50.1	56.7	62.3	62.2	56.7	50.8	No	1.00	57.6	No	7.80	No	63.2	No	13.40	Yes	63.2	No	13.40	Yes	57.6	No	7.80	No
B020	49.9	50.1	56.9	62.7	62.7	56.9	50.8	No	0.90	57.8	No	7.90	No	63.7	No	13.80	Yes	63.6	No	13.70	Yes	57.8	No	7.90	No
B021	50.1	50.3	56.4	60.7	60.7	56.4	51.0	No	0.90	57.3	No	7.20	No	61.7	No	11.60	Yes	61.6	No	11.50	Yes	57.3	No	7.20	No
B022	50.1	50.4	56.9	61.7	61.7	56.9	51.1	No	1.00	57.7	No	7.60	No	62.6	No	12.50	Yes	62.6	No	12.50	Yes	57.7	No	7.60	No
B023	48.8	49.0	51.5	52.8	52.5	51.5	49.5	No	0.70	52.4	No	3.60	No	53.8	No	5.00	No	53.4	No	4.60	No	52.4	No	3.60	No
B024	43.9	44.2	47.9	48.6	48.2	47.9	45.0	No	1.10	48.7	No	4.80	No	49.5	No	5.60	No	49.1	No	5.20	No	48.8	No	4.90	No
B025	49.6	49.8	51.8	53.0	53.1	51.8	50.3	No	0.70	52.7	No	3.10	No	53.9	No	4.30	No	54.0	No	4.40	No	52.7	No	3.10	No
B026	43.6	43.9	47.2	48.0	47.7	47.2	44.7	No	1.10	48.1	No	4.50	No	48.9	No	5.30	No	48.6	No	5.00	No	48.1	No	4.50	No
B027	44.5	44.8	48.3	49.1	48.8	48.3	45.6	No	1.10	49.2	No	4.70	No	50.0	No	5.50	No	49.7	No	5.20	No	49.2	No	4.70	No
B028	43.6	44.0	47.2	48.0	47.8	47.2	44.7	No	1.10	48.1	No	4.50	No	48.9	No	5.30	No	48.7	No	5.10	No	48.1	No	4.50	No
B029	44.2	44.5	47.9	48.7	48.6	47.9	45.3	No	1.10	48.8	No	4.60	No	49.6	No	5.40	No	49.5	No	5.30	No	48.8	No	4.60	No
B030	49.2	49.3	51.7	52.8	52.9	51.7	49.9	No	0.70	52.5	No	3.30	No	53.8	No	4.60	No	53.8	No	4.60	No	52.6	No	3.40	No
B031	50.0	50.2	52.0	53.3	53.3	52.0	50.7	No	0.70	52.9	No	2.90	No	54.2	No	4.20	No	54.2	No	4.20	No	52.9	No	2.90	No
B032	49.1	49.3	51.5	52.6	52.6	51.5	49.9	No	0.80	52.4	No	3.30	No	53.5	No	4.40	No	53.5	No	4.40	No	52.4	No	3.30	No
B033	43.8	44.1	47.2	47.8	47.7	47.2	44.9	No	1.10	48.1	No	4.30	No	48.7	No	4.90	No	48.6	No	4.80	No	48.1	No	4.30	No
B034	41.4	41.7	44.7	45.5	45.1	44.7	42.5	No	1.10	45.6	No	4.20	No	46.4	No	5.00	No	46.0	No	4.60	No	45.6	No	4.20	No
B035	42.4	42.7	45.5	46.3	46.2	45.5	43.5	No	1.10	46.4	No	4.00	No	47.2	No	4.80	No	47.1	No	4.70	No	46.4	No	4.00	No
B036	44.0	44.3	47.4	48.0	47.9	47.4	45.1	No	1.10	48.3	No	4.30	No	48.9	No	4.90	No	48.8	No	4.80	No	48.3	No	4.30	No
B037	42.1	42.4	45.2	45.8	45.5	45.2	43.2	No	1.10	46.0	No	3.90	No	46.6	No	4.50	No	46.4	No	4.30	No	46.1	No	4.00	No
B038	49.0	49.2	51.5	52.5	52.5	51.5	49.8	No	0.80	52.4	No	3.40	No	53.4	No	4.40	No	53.4	No	4.40	No	52.4	No	3.40	No
B039	48.7	49.0	51.4	52.2	52.3	51.4	49.6	No	0.90	52.3	No	3.60	No	53.1	No	4.40	No	53.2	No	4.50	No	52.3	No	3.60	No
B040	44.1	44.4	47.7	48.1	48.1	47.7	45.2	No	1.10	48.5	No	4.40	No	49.0	No	4.90	No	49.0	No	4.90	No	48.5	No	4.40	No
B041	42.4	42.7	45.4	46.0	45.8	45.5	43.5	No	1.10	46.3	No	3.90	No	46.9	No	4.50	No	46.7	No	4.30	No	46.3	No	3.90	No
B042	42.2	42.5	45.3	45.7	45.6	45.3	43.3	No	1.10	46.2	No	4.00	No	46.6	No	4.40	No	46.5	No	4.30	No	46.2	No	4.00	No
B043	44.4	44.7	48.0	48.4	48.4	48.0	45.5	No	1.10	48.9	No	4.50	No	49.3	No	4.90	No	49.3	No	4.90	No	48.9	No	4.50	No
B044	48.3	48.5	51.3	52.0	52.0	51.3	49.2	No	0.90	52.2	No	3.90	No	52.9	No	4.60	No	52.9	No	4.60	No	52.2	No	3.90	No
B045	42.3	42.7	45.6	46.0	45.9	45.6	43.5	No	1.20	46.5	No	4.20	No	46.9	No	4.60	No	46.8	No	4.50	No	46.5	No	4.20	No
B046	42.2	42.5	45.6	45.9	45.8	45.6	43.3	No	1.10	46.4	No	4.20	No	46.8	No	4.60	No	46.7	No	4.50	No	46.4	No	4.20	No
B047	48.1	48.3	51.6	52.1	52.1	51.6	48.9	No	0.80	52.5	No	4.40	No	53.0	No	4.90	No	53.0	No	4.90	No	52.5	No	4.40	No
B048	43.7	44.0	47.8	48.0	47.9	47.8	44.8	No	1.10	48.6	No	4.90	No	48.9	No	5.20	No	48.8	No	5.10	No	48.6	No	4.90	No

TABLE 4-2. MODELING RESULTS – PREDICTED NOISE LEVELS (dBA)

Receiver	Existing Year (2012)	Implementation Year (2019)					Design Year (2039)																		
		No Build	Alt 1	Alt 2A	Alt 2B	Alt 4	No Build	Greater than 66 dbA?	Increase from Existing Sound Levels	Alt 1	Greater than 66 dbA?	Increase from Existing Sound Levels	Is Increase > 10 dbA?	Alt 2A	Greater than 66 dbA?	Increase from Existing Sound Levels	Is Increase > 10 dbA?	Alt 2B	Greater than 66 dbA?	Increase from Existing Sound Levels	Is Increase > 10 dbA?	Alt 4	Greater than 66 dbA?	Increase from Existing Sound Levels	Is Increase > 10 dbA?
(dbA)	(dbA)	(dbA)	(dbA)	(dbA)	(dbA)	(dbA)	(dbA)	(Yes/No)	(dbA)	(dbA)	(Yes/No)	(dbA)	(Yes/No)	(dbA)	(Yes/No)	(dbA)	(Yes/No)	(dbA)	(Yes/No)	(dbA)	(Yes/No)	(dbA)	(Yes/No)	(dbA)	(Yes/No)
B049	44.0	44.3	48.8	48.8	48.8	48.8	45.1	No	1.10	49.6	No	5.60	No	49.7	No	5.70	No	49.7	No	5.70	No	49.7	No	5.70	No
B050	48.4	48.6	52.3	52.8	52.8	52.3	49.2	No	0.80	53.2	No	4.80	No	53.8	No	5.40	No	53.8	No	5.40	No	53.2	No	4.80	No
B051	48.3	48.5	52.7	53.3	53.3	52.7	49.1	No	0.80	53.6	No	5.30	No	54.2	No	5.90	No	54.2	No	5.90	No	53.6	No	5.30	No
B052	59.1	59.5	N/A	61.2	61.1	N/A	60.3	No	1.20	N/A	N/A	N/A	N/A	62.0	No	2.90	No	62.0	No	2.90	No	N/A	N/A	N/A	N/A
B053	45.7	46.0	52.2	53.6	50.6	52.2	46.8	No	1.10	53.1	No	7.40	No	54.5	No	8.80	No	51.5	No	5.80	No	53.1	No	7.40	No
B054	41.3	41.7	45.9	46.0	45.3	45.9	42.4	No	1.10	46.8	No	5.50	No	46.8	No	5.50	No	46.1	No	4.80	No	46.8	No	5.50	No
C001	54.1	54.4	59.6	54.6	54.6	59.6	55.3	No	1.20	60.4	No	6.30	No	55.5	No	1.40	No	55.5	No	1.40	No	60.4	No	6.30	No
C002	51.6	51.9	58.1	52.2	52.2	58.1	52.7	No	1.10	59.0	No	7.40	No	53.1	No	1.50	No	53.1	No	1.50	No	59.0	No	7.40	No
C003	50.4	50.7	56.9	51.0	51.0	56.9	51.5	No	1.10	57.7	No	7.30	No	51.9	No	1.50	No	51.9	No	1.50	No	57.7	No	7.30	No
C004	53.7	54.0	59.5	54.0	54.1	59.5	54.8	No	1.10	60.3	No	6.60	No	55.0	No	1.30	No	55.0	No	1.30	No	60.3	No	6.60	No
C005	51.2	51.5	57.8	51.6	51.6	57.8	52.3	No	1.10	58.6	No	7.40	No	52.5	No	1.30	No	52.6	No	1.40	No	58.7	No	7.50	No
C006	62.3	62.5	63.8	62.3	62.3	63.8	63.4	No	1.10	64.6	No	2.30	No	63.2	No	0.90	No	63.2	No	0.90	No	64.6	No	2.30	No
C007	58.1	58.3	61.9	58.4	58.4	61.9	59.2	No	1.10	62.7	No	4.60	No	59.3	No	1.20	No	59.4	No	1.30	No	62.7	No	4.60	No
C008	59.7	60.0	62.6	60.1	60.2	62.6	60.8	No	1.10	63.4	No	3.70	No	61.0	No	1.30	No	61.1	No	1.40	No	63.4	No	3.70	No
C012	63.7	63.9	N/A	63.2	63.2	N/A	64.8	No	1.10	N/A	N/A	N/A	N/A	64.1	No	0.40	No	64.1	No	0.40	No	N/A	N/A	N/A	N/A
C014	53.8	54.1	59.6	54.3	54.3	59.6	54.9	No	1.10	60.5	No	6.70	No	55.2	No	1.40	No	55.2	No	1.40	No	60.5	No	6.70	No
C015	48.7	49.0	54.4	49.4	49.5	54.4	49.8	No	1.10	55.2	No	6.50	No	50.3	No	1.60	No	50.4	No	1.70	No	55.3	No	6.60	No
C018	55.9	56.2	60.9	56.4	56.4	60.9	57.0	No	1.10	61.8	No	5.90	No	57.4	No	1.50	No	57.4	No	1.50	No	61.8	No	5.90	No
C019	57.7	58.0	61.9	58.4	58.4	61.9	58.8	No	1.10	62.7	No	5.00	No	59.3	No	1.60	No	59.4	No	1.70	No	62.8	No	5.10	No
C020	53.5	53.7	59.6	54.0	54.1	59.6	54.6	No	1.10	60.4	No	6.90	No	54.9	No	1.40	No	55.0	No	1.50	No	60.4	No	6.90	No
C021	57.4	57.6	61.6	58.0	58.0	61.7	58.5	No	1.10	62.5	No	5.10	No	58.9	No	1.50	No	58.9	No	1.50	No	62.6	No	5.20	No
C022	63.2	63.5	N/A	62.9	62.9	N/A	64.3	No	1.10	N/A	N/A	N/A	N/A	63.8	No	0.60	No	63.8	No	0.60	No	N/A	N/A	N/A	N/A
C023	55.0	55.2	60.4	55.7	55.7	60.5	56.1	No	1.10	61.3	No	6.30	No	56.6	No	1.60	No	56.6	No	1.60	No	61.4	No	6.40	No
C024	59.8	60.0	62.9	60.5	60.6	63.0	60.9	No	1.10	63.7	No	3.90	No	61.5	No	1.70	No	61.5	No	1.70	No	63.8	No	4.00	No
C025	64.8	65.1	N/A	63.6	63.7	N/A	65.9	No	1.10	N/A	N/A	N/A	N/A	64.5	No	-0.30	No	64.6	No	-0.20	No	N/A	N/A	N/A	N/A
C026	52.8	53.0	60.3	N/A	N/A	60.3	53.9	No	1.10	61.2	No	8.40	No	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	61.2	No	8.40	No
D001	59.9	60.2	62.8	61.3	61.7	63.5	61.0	No	1.10	63.6	No	3.70	No	62.2	No	2.30	No	62.6	No	2.70	No	64.4	No	4.50	No
D003	61.6	61.9	N/A	62.1	61.7	N/A	62.7	No	1.10	N/A	N/A	N/A	N/A	63.0	No	1.40	No	62.6	No	1.00	No	N/A	N/A	N/A	N/A
D004	63.0	63.3	N/A	62.3	62.0	N/A	64.2	No	1.20	N/A	N/A	N/A	N/A	63.2	No	0.20	No	62.9	No	-0.10	No	N/A	N/A	N/A	N/A
D008	57.0	57.3	59.5	58.1	58.1	60.7	58.2	No	1.20	60.4	No	3.40	No	59.0	No	2.00	No	58.9	No	1.90	No	61.5	No	4.50	No
D009	63.3	63.5	64.0	64.4	62.2	65.2	64.4	No	1.10	64.9	No	1.60	No	65.3	No	2.00	No	63.0	No	-0.30	No	66.1	Yes	2.80	No
D010	52.6	52.9	58.3	54.2	55.0	59.5	53.7	No	1.10	59.2	No	6.60	No	55.1	No	2.50	No	55.9	No	3.30	No	60.4	No	7.80	No
D011	53.7	53.9	60.1	N/A	63.4	61.3	54.8	No	1.10	60.9	No	7.20	No	N/A	N/A	N/A	N/A	64.3	No	10.60	Yes	62.2	No	8.50	No
D018	57.5	57.8	62.0	57.3	61.8	63.2	58.6	No	1.10	62.8	No	5.30	No	58.2	No	0.70	No	62.6	No	5.10	No	64.1	No	6.60	No
D019	56.3	56.6	60.8	60.7	60.8	62.1	57.4	No	1.10	61.7	No	5.40	No	61.6	No	5.30	No	61.7	No	5.40	No	62.9	No	6.60	No

TABLE 4-2. MODELING RESULTS – PREDICTED NOISE LEVELS (dBA)

Receiver	Existing Year (2012)	Implementation Year (2019)					Design Year (2039)																		
		No Build	Alt 1	Alt 2A	Alt 2B	Alt 4	No Build	Greater than 66 dbA?	Increase from Existing Sound Levels	Alt 1	Greater than 66 dbA?	Increase from Existing Sound Levels	Is Increase > 10 dbA?	Alt 2A	Greater than 66 dbA?	Increase from Existing Sound Levels	Is Increase > 10 dbA?	Alt 2B	Greater than 66 dbA?	Increase from Existing Sound Levels	Is Increase > 10 dbA?	Alt 4	Greater than 66 dbA?	Increase from Existing Sound Levels	Is Increase > 10 dbA?
	(dbA)	(dbA)	(dbA)	(dbA)	(dbA)	(dbA)	(dbA)	(Yes/No)	(dbA)	(dbA)	(Yes/No)	(dbA)	(Yes/No)	(dbA)	(Yes/No)	(dbA)	(Yes/No)	(dbA)	(Yes/No)	(dbA)	(Yes/No)	(dbA)	(Yes/No)	(dbA)	(Yes/No)
D020	54.8	55.0	53.8	62.7	53.5	54.9	55.5	No	0.70	54.7	No	-0.10	No	63.6	No	8.80	No	54.3	No	-0.50	No	55.8	No	1.00	No
D021	49.4	49.6	51.6	55.4	51.4	52.7	50.3	No	0.90	52.5	No	3.10	No	56.3	No	6.90	No	52.2	No	2.80	No	53.6	No	4.20	No
D022	43.4	43.6	44.9	47.9	45.0	45.6	44.4	No	1.00	45.8	No	2.40	No	48.8	No	5.40	No	45.8	No	2.40	No	46.5	No	3.10	No
D027	58.9	59.2	62.3	56.6	63.1	63.6	60.1	No	1.20	63.2	No	4.30	No	57.5	No	-1.40	No	63.9	No	5.00	No	64.4	No	5.50	No
D028	52.9	53.2	60.3	54.4	61.8	61.8	54.1	No	1.20	61.2	No	8.30	No	55.3	No	2.40	No	62.7	No	9.80	No	62.7	No	9.80	No
D029	62.5	62.7	62.7	60.6	64.5	64.3	63.6	No	1.10	63.6	No	1.10	No	61.5	No	-1.00	No	65.3	No	2.80	No	65.2	No	2.70	No
D030	61.9	62.1	N/A	62.6	N/A	N/A	63.0	No	1.10	N/A	N/A	N/A	N/A	63.5	No	1.60	No	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
D031	40.7	40.9	43.1	45.4	43.3	43.8	41.7	No	1.00	44.0	No	3.30	No	46.3	No	5.60	No	44.2	No	3.50	No	44.6	No	3.90	No
D032	40.7	40.9	43.3	45.7	43.3	44.0	41.7	No	1.00	44.2	No	3.50	No	46.6	No	5.90	No	44.2	No	3.50	No	44.8	No	4.10	No
D035	62.1	62.3	N/A	62.6	N/A	N/A	63.2	No	1.10	N/A	N/A	N/A	N/A	63.5	No	1.40	No	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
D036	62.2	62.4	N/A	62.7	N/A	N/A	63.3	No	1.10	N/A	N/A	N/A	N/A	63.6	No	1.40	No	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
D037	62.2	62.4	N/A	62.5	N/A	N/A	63.3	No	1.10	N/A	N/A	N/A	N/A	63.5	No	1.30	No	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
D038	50.9	51.1	47.5	57.5	47.9	48.4	51.6	No	0.70	48.4	No	-2.50	No	58.4	No	7.50	No	48.7	No	-2.20	No	49.3	No	-1.60	No
D039	46.4	46.6	46.1	52.7	46.5	46.9	47.3	No	0.90	46.9	No	0.50	No	53.6	No	7.20	No	47.3	No	0.90	No	47.8	No	1.40	No
D040	44.8	45.0	45.2	50.3	45.5	46.0	45.7	No	0.90	46.1	No	1.30	No	51.2	No	6.40	No	46.3	No	1.50	No	46.8	No	2.00	No
D041	54.7	54.8	46.6	62.1	47.2	47.6	55.3	No	0.60	47.5	No	-7.20	No	63.0	No	8.30	No	48.1	No	-6.60	No	48.4	No	-6.30	No
D042	54.3	54.4	46.3	62.3	46.9	47.2	54.9	No	0.60	47.2	No	-7.10	No	63.2	No	8.90	No	47.8	No	-6.50	No	48.1	No	-6.20	No
D043	49.2	49.4	45.4	56.8	46.1	46.3	49.9	No	0.70	46.3	No	-2.90	No	57.7	No	8.50	No	47.0	No	-2.20	No	47.2	No	-2.00	No
D044	43.7	43.9	43.9	49.0	44.3	44.6	44.7	No	1.00	44.7	No	1.00	No	49.9	No	6.20	No	45.1	No	1.40	No	45.4	No	1.70	No
D045	43.5	43.7	45.2	47.9	45.3	46.0	44.5	No	1.00	46.1	No	2.60	No	48.8	No	5.30	No	46.1	No	2.60	No	46.8	No	3.30	No
D104	60.0	60.3	64.3	61.7	65.5	65.5	61.1	No	1.10	65.2	No	5.20	No	62.6	No	2.60	No	66.4	Yes	6.40	No	66.4	Yes	6.40	No
D109	66.8	67.1	64.4	66.1	64.6	64.6	67.9	Yes	1.10	65.2	No	-1.60	No	67.0	Yes	0.20	No	65.5	No	-1.30	No	65.5	No	-1.30	No
D110	64.3	64.5	N/A	65.7	N/A	N/A	65.4	No	1.10	N/A	N/A	N/A	N/A	66.6	Yes	2.30	No	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
D111	54.3	54.6	58.8	54.6	55.3	55.3	55.5	No	1.20	59.7	No	5.40	No	55.5	No	1.20	No	56.1	No	1.80	No	56.1	No	1.80	No
D112	56.8	57.1	58.8	56.6	55.6	55.6	58.0	No	1.20	59.7	No	2.90	No	57.5	No	0.70	No	56.5	No	-0.30	No	56.5	No	-0.30	No
D115	57.3	57.5	54.4	56.9	55.9	55.9	58.4	No	1.10	55.2	No	-2.10	No	57.8	No	0.50	No	56.8	No	-0.50	No	56.9	No	-0.40	No
D116	49.3	49.5	51.3	50.0	50.2	50.2	50.4	No	1.10	52.1	No	2.80	No	50.9	No	1.60	No	51.0	No	1.70	No	51.1	No	1.80	No
D117	64.6	64.9	56.5	63.8	62.6	62.6	65.8	No	1.20	57.3	No	-7.30	No	64.7	No	0.10	No	63.5	No	-1.10	No	63.6	No	-1.00	No
D119	57.6	57.9	53.1	56.7	56.0	56.0	58.8	No	1.20	54.0	No	-3.60	No	57.6	No	0.00	No	56.9	No	-0.70	No	57.0	No	-0.60	No
D120	64.1	64.3	59.4	63.9	63.3	63.3	65.2	No	1.10	60.2	No	-3.90	No	64.8	No	0.70	No	64.2	No	0.10	No	64.3	No	0.20	No
E001	64.4	64.8	51.3	63.1	61.8	61.8	65.6	No	1.20	52.1	No	-12.30	No	64.0	No	-0.40	No	62.6	No	-1.80	No	62.7	No	-1.70	No
E003	65.0	65.3	53.8	63.6	62.5	62.5	66.1	Yes	1.10	54.6	No	-10.40	No	64.4	No	-0.60	No	63.3	No	-1.70	No	63.4	No	-1.60	No
E004	64.3	64.6	52.1	63.0	61.7	61.7	65.5	No	1.20	53.0	No	-11.30	No	63.9	No	-0.40	No	62.6	No	-1.70	No	62.6	No	-1.70	No
E005	50.2	50.4	N/A	50.9	N/A	N/A	51.3	No	1.10	N/A	N/A	N/A	N/A	51.8	No	1.60	No	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
E008	54.7	55.0	55.9	54.8	56.3	56.3	55.9	No	1.20	56.7	No	2.00	No	55.7	No	1.00	No	57.1	No	2.40	No	57.7	No	3.00	No

TABLE 4-2. MODELING RESULTS – PREDICTED NOISE LEVELS (dBA)

Receiver	Existing Year (2012)	Implementation Year (2019)					Design Year (2039)																		
		No Build	Alt 1	Alt 2A	Alt 2B	Alt 4	No Build	Greater than 66 dbA?	Increase from Existing Sound Levels	Alt 1	Greater than 66 dbA?	Increase from Existing Sound Levels	Is Increase > 10 dbA?	Alt 2A	Greater than 66 dbA?	Increase from Existing Sound Levels	Is Increase > 10 dbA?	Alt 2B	Greater than 66 dbA?	Increase from Existing Sound Levels	Is Increase > 10 dbA?	Alt 4	Greater than 66 dbA?	Increase from Existing Sound Levels	Is Increase > 10 dbA?
	(dbA)	(dbA)	(dbA)	(dbA)	(dbA)	(dbA)	(dbA)	(Yes/No)	(dbA)	(dbA)	(Yes/No)	(dbA)	(Yes/No)	(dbA)	(Yes/No)	(dbA)	(Yes/No)	(dbA)	(Yes/No)	(dbA)	(Yes/No)	(dbA)	(Yes/No)	(dbA)	(Yes/No)
E009	57.2	57.6	48.5	56.1	55.2	55.2	58.4	No	1.20	49.3	No	-7.90	No	56.9	No	-0.30	No	56.0	No	-1.20	No	56.1	No	-1.10	No
E010	54.7	55.1	54.6	54.9	56.3	56.2	55.9	No	1.20	55.4	No	0.70	No	55.8	No	1.10	No	57.1	No	2.40	No	57.6	No	2.90	No
E011	58.7	59.0	52.7	59.1	58.3	58.3	59.9	No	1.20	53.5	No	-5.20	No	60.0	No	1.30	No	59.1	No	0.40	No	59.3	No	0.60	No
E012	55.6	55.9	55.7	54.5	56.2	56.2	56.6	No	1.00	56.6	No	1.00	No	55.4	No	-0.20	No	57.0	No	1.40	No	57.6	No	2.00	No
E013	54.8	55.1	47.6	53.7	53.1	53.1	56.0	No	1.20	48.4	No	-6.40	No	54.6	No	-0.20	No	53.9	No	-0.90	No	54.1	No	-0.70	No
E014	50.9	51.2	46.5	50.0	50.0	50.0	52.0	No	1.10	47.4	No	-3.50	No	50.9	No	0.00	No	50.8	No	-0.10	No	51.1	No	0.20	No
E015	51.1	51.4	46.8	50.2	50.2	50.2	52.2	No	1.10	47.7	No	-3.40	No	51.1	No	0.00	No	51.0	No	-0.10	No	51.3	No	0.20	No
E016	50.6	50.9	47.0	49.6	49.7	49.7	51.7	No	1.10	47.8	No	-2.80	No	50.5	No	-0.10	No	50.5	No	-0.10	No	50.8	No	0.20	No
E017	60.5	60.8	51.0	58.6	57.6	57.6	61.6	No	1.10	51.9	No	-8.60	No	59.5	No	-1.00	No	58.4	No	-2.10	No	58.5	No	-2.00	No
E018	61.9	62.2	50.7	60.5	59.4	59.4	63.0	No	1.10	51.5	No	-10.40	No	61.4	No	-0.50	No	60.2	No	-1.70	No	60.4	No	-1.50	No
E019	62.4	62.7	54.2	61.6	60.4	60.4	63.4	No	1.00	55.0	No	-7.40	No	62.5	No	0.10	No	61.2	No	-1.20	No	61.3	No	-1.10	No
E020	58.3	58.6	58.4	58.9	58.1	58.1	59.4	No	1.10	59.3	No	1.00	No	59.8	No	1.50	No	58.9	No	0.60	No	59.1	No	0.80	No
E021	60.7	61.1	55.0	61.0	59.8	59.8	61.9	No	1.20	55.8	No	-4.90	No	61.8	No	1.10	No	60.6	No	-0.10	No	60.7	No	0.00	No
E023	62.5	62.9	55.5	62.9	61.6	61.6	63.7	No	1.20	56.4	No	-6.10	No	63.7	No	1.20	No	62.4	No	-0.10	No	62.5	No	0.00	No
E024	60.2	60.5	55.2	59.9	59.6	59.6	61.3	No	1.10	56.0	No	-4.20	No	60.8	No	0.60	No	60.4	No	0.20	No	60.7	No	0.50	No
E025	58.1	58.4	N/A	57.5	59.6	59.6	59.2	No	1.10	N/A	N/A	N/A	N/A	58.4	No	0.30	No	60.4	No	2.30	No	61.1	No	3.00	No
E026	53.3	53.7	60.1	53.0	56.8	56.8	54.5	No	1.20	60.9	No	7.60	No	53.9	No	0.60	No	57.6	No	4.30	No	58.0	No	4.70	No
E027	45.3	45.6	N/A	48.9	52.3	52.3	46.4	No	1.10	N/A	N/A	N/A	N/A	49.7	No	4.40	No	53.1	No	7.80	No	54.0	No	8.70	No
E030	54.4	54.6	65.7	49.1	60.8	60.8	55.1	No	0.70	66.6	Yes	12.20	Yes	49.9	No	-4.50	No	61.6	No	7.20	No	62.8	No	8.40	No
E031	53.0	53.2	64.3	50.3	51.7	51.7	53.6	No	0.60	65.1	No	12.10	Yes	51.1	No	-1.90	No	52.5	No	-0.50	No	53.4	No	0.40	No
E032	53.2	53.4	58.3	55.4	48.2	48.2	53.8	No	0.60	59.1	No	5.90	No	56.2	No	3.00	No	49.1	No	-4.10	No	49.7	No	-3.50	No
E033	56.5	56.7	62.9	50.8	52.4	52.4	57.1	No	0.60	63.7	No	7.20	No	51.6	No	-4.90	No	53.2	No	-3.30	No	54.1	No	-2.40	No
E034	56.4	56.6	N/A	49.5	56.3	56.3	57.1	No	0.70	N/A	N/A	N/A	N/A	50.4	No	-6.00	No	57.2	No	0.80	No	58.2	No	1.80	No
E036	59.3	59.6	61.6	59.1	61.1	61.1	60.4	No	1.10	62.5	No	3.20	No	60.0	No	0.70	No	61.9	No	2.60	No	62.1	No	2.80	No
E037	63.0	63.3	63.7	62.0	62.9	62.9	64.2	No	1.20	64.5	No	1.50	No	62.9	No	-0.10	No	63.7	No	0.70	No	64.2	No	1.20	No
E038	61.0	61.3	62.4	60.9	62.7	62.7	62.1	No	1.10	63.3	No	2.30	No	61.8	No	0.80	No	63.5	No	2.50	No	63.6	No	2.60	No
E039	41.5	41.7	43.7	48.9	43.3	43.3	42.5	No	1.00	44.5	No	3.00	No	49.7	No	8.20	No	44.1	No	2.60	No	44.2	No	2.70	No
E041	43.3	43.6	43.2	47.5	42.9	42.9	44.3	No	1.00	44.1	No	0.80	No	48.3	No	5.00	No	43.8	No	0.50	No	43.8	No	0.50	No
E042	46.5	46.6	44.1	50.1	43.8	43.8	47.3	No	0.80	44.9	No	-1.60	No	50.9	No	4.40	No	44.7	No	-1.80	No	44.7	No	-1.80	No
E043	51.6	51.7	43.3	47.5	43.1	43.1	52.3	No	0.70	44.1	No	-7.50	No	48.3	No	-3.30	No	43.9	No	-7.70	No	43.9	No	-7.70	No
E044	53.6	53.8	58.4	51.3	58.6	58.6	54.5	No	0.90	59.2	No	5.60	No	52.1	No	-1.50	No	59.5	No	5.90	No	59.5	No	5.90	No
E045	50.7	50.8	49.3	56.9	49.2	49.2	51.5	No	0.80	50.2	No	-0.50	No	57.7	No	7.00	No	50.1	No	-0.60	No	50.1	No	-0.60	No
E046	51.4	51.5	45.7	61.1	45.5	45.5	52.1	No	0.70	46.5	No	-4.90	No	61.9	No	10.50	Yes	46.4	No	-5.00	No	46.4	No	-5.00	No
E101	51.5	51.6	43.4	47.6	43.2	43.2	52.3	No	0.80	44.2	No	-7.30	No	48.4	No	-3.10	No	44.1	No	-7.40	No	44.1	No	-7.40	No
E102	50.4	50.5	44.2	50.3	44.1	44.1	51.1	No	0.70	45.1	No	-5.30	No	51.1	No	0.70	No	44.9	No	-5.50	No	45.0	No	-5.40	No

TABLE 4-2. MODELING RESULTS – PREDICTED NOISE LEVELS (dBA)

Receiver	Existing Year (2012)	Implementation Year (2019)					Design Year (2039)																		
		No Build	Alt 1	Alt 2A	Alt 2B	Alt 4	No Build	Greater than 66 dbA?	Increase from Existing Sound Levels	Alt 1	Greater than 66 dbA?	Increase from Existing Sound Levels	Is Increase > 10 dbA?	Alt 2A	Greater than 66 dbA?	Increase from Existing Sound Levels	Is Increase > 10 dbA?	Alt 2B	Greater than 66 dbA?	Increase from Existing Sound Levels	Is Increase > 10 dbA?	Alt 4	Greater than 66 dbA?	Increase from Existing Sound Levels	Is Increase > 10 dbA?
	(dbA)	(dbA)	(dbA)	(dbA)	(dbA)	(dbA)	(dbA)	(Yes/No)	(dbA)	(dbA)	(Yes/No)	(dbA)	(Yes/No)	(dbA)	(Yes/No)	(dbA)	(Yes/No)	(dbA)	(Yes/No)	(dbA)	(Yes/No)	(dbA)	(Yes/No)	(dbA)	(Yes/No)
E103	51.3	51.4	45.5	59.2	45.4	45.4	52.0	No	0.70	46.3	No	-5.00	No	60.0	No	8.70	No	46.3	No	-5.00	No	46.3	No	-5.00	No
E104	43.2	43.5	45.0	55.5	45.0	45.0	44.3	No	1.10	45.8	No	2.60	No	56.3	No	13.10	Yes	45.8	No	2.60	No	45.8	No	2.60	No
E105	43.5	43.7	43.8	49.6	43.7	43.7	44.6	No	1.10	44.6	No	1.10	No	50.4	No	6.90	No	44.5	No	1.00	No	44.6	No	1.10	No
E106	43.7	43.9	43.7	50.9	43.8	43.8	44.9	No	1.20	44.6	No	0.90	No	51.7	No	8.00	No	44.6	No	0.90	No	44.6	No	0.90	No
E107	54.7	55.1	61.1	53.6	61.8	61.8	55.9	No	1.20	61.9	No	7.20	No	54.4	No	-0.30	No	62.6	No	7.90	No	62.6	No	7.90	No
E108	50.9	51.2	58.2	51.1	58.9	58.9	52.1	No	1.20	59.1	No	8.20	No	52.0	No	1.10	No	59.7	No	8.80	No	59.7	No	8.80	No
E109	56.0	56.3	62.0	54.6	62.7	62.7	57.1	No	1.10	62.8	No	6.80	No	55.5	No	-0.50	No	63.6	No	7.60	No	63.6	No	7.60	No
E110	52.0	52.3	59.1	51.5	59.8	59.8	53.1	No	1.10	59.9	No	7.90	No	52.4	No	0.40	No	60.6	No	8.60	No	60.6	No	8.60	No
E111	64.4	64.8	N/A	62.5	N/A	N/A	65.6	No	1.20	N/A	N/A	N/A	N/A	63.4	No	-1.00	No	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
E113	61.8	62.2	62.9	61.6	63.6	63.6	63.0	No	1.20	63.7	No	1.90	No	62.5	No	0.70	No	64.4	No	2.60	No	64.4	No	2.60	No
E114	60.9	61.3	62.4	61.0	63.1	63.1	62.1	No	1.20	63.3	No	2.40	No	61.9	No	1.00	No	63.9	No	3.00	No	63.9	No	3.00	No
E115	62.0	62.3	63.0	61.7	63.7	63.7	63.1	No	1.10	63.8	No	1.80	No	62.6	No	0.60	No	64.5	No	2.50	No	64.6	No	2.60	No
E116	61.8	62.2	62.9	61.6	63.7	63.7	63.0	No	1.20	63.7	No	1.90	No	62.5	No	0.70	No	64.5	No	2.70	No	64.5	No	2.70	No
E117	62.8	63.1	N/A	61.1	N/A	N/A	63.9	No	1.10	N/A	N/A	N/A	N/A	62.0	No	-0.80	No	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
E118	60.1	60.4	62.1	60.3	62.8	62.8	61.2	No	1.10	62.9	No	2.80	No	61.1	No	1.00	No	63.7	No	3.60	No	63.7	No	3.60	No
E119	63.5	63.8	N/A	61.8	N/A	N/A	64.7	No	1.20	N/A	N/A	N/A	N/A	62.7	No	-0.80	No	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
E120	59.6	60.0	61.9	59.8	62.7	62.7	60.8	No	1.20	62.7	No	3.10	No	60.7	No	1.10	No	63.5	No	3.90	No	63.5	No	3.90	No
E121	58.4	58.7	61.3	58.3	62.1	62.1	59.5	No	1.10	62.1	No	3.70	No	59.2	No	0.80	No	62.9	No	4.50	No	62.9	No	4.50	No
E122	57.8	58.2	60.8	57.5	61.7	61.7	59.0	No	1.20	61.7	No	3.90	No	58.4	No	0.60	No	62.6	No	4.80	No	62.6	No	4.80	No
E123	50.3	50.6	54.9	48.6	55.6	55.6	51.5	No	1.20	55.7	No	5.40	No	49.4	No	-0.90	No	56.4	No	6.10	No	56.4	No	6.10	No
E124	51.6	51.9	54.5	48.8	55.1	55.1	52.8	No	1.20	55.3	No	3.70	No	49.6	No	-2.00	No	55.9	No	4.30	No	55.9	No	4.30	No
E125	50.2	50.4	48.0	54.3	48.3	48.3	51.4	No	1.20	48.9	No	-1.30	No	55.1	No	4.90	No	49.1	No	-1.10	No	49.1	No	-1.10	No
E126	47.0	47.3	46.9	54.0	47.2	47.2	48.2	No	1.20	47.8	No	0.80	No	54.8	No	7.80	No	48.1	No	1.10	No	48.1	No	1.10	No
E127	49.7	49.9	48.4	49.6	48.8	48.8	50.9	No	1.20	49.3	No	-0.40	No	50.4	No	0.70	No	49.7	No	0.00	No	49.7	No	0.00	No
E128	51.6	51.9	57.7	51.1	58.9	58.9	52.8	No	1.20	58.6	No	7.00	No	52.0	No	0.40	No	59.8	No	8.20	No	59.8	No	8.20	No
E129	48.3	48.6	53.6	49.7	54.6	54.6	49.4	No	1.10	54.5	No	6.20	No	50.6	No	2.30	No	55.5	No	7.20	No	55.5	No	7.20	No
E130	46.2	46.6	51.4	49.1	52.2	52.2	47.4	No	1.20	52.3	No	6.10	No	49.9	No	3.70	No	53.1	No	6.90	No	53.1	No	6.90	No
E131	57.0	57.4	61.5	56.0	62.7	62.7	58.2	No	1.20	62.3	No	5.30	No	56.9	No	-0.10	No	63.5	No	6.50	No	63.5	No	6.50	No
E132	52.1	52.4	57.0	51.2	58.0	58.0	53.2	No	1.10	57.9	No	5.80	No	52.1	No	0.00	No	58.9	No	6.80	No	58.9	No	6.80	No
E133	50.3	50.6	55.9	49.7	56.9	56.9	51.4	No	1.10	56.7	No	6.40	No	50.6	No	0.30	No	57.8	No	7.50	No	57.8	No	7.50	No
E134	53.7	54.0	60.5	52.7	61.6	61.6	54.8	No	1.10	61.3	No	7.60	No	53.6	No	-0.10	No	62.5	No	8.80	No	62.5	No	8.80	No
E135	63.7	64.0	N/A	61.9	N/A	N/A	64.9	No	1.20	N/A	N/A	N/A	N/A	62.7	No	-1.00	No	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
E136	59.4	59.7	62.9	57.3	64.2	64.2	60.6	No	1.20	63.8	No	4.40	No	58.1	No	-1.30	No	65.0	No	5.60	No	65.0	No	5.60	No
E137	51.0	51.3	56.6	50.5	57.8	57.8	52.1	No	1.10	57.4	No	6.40	No	51.4	No	0.40	No	58.6	No	7.60	No	58.6	No	7.60	No
E138	60.0	60.3	62.7	57.6	64.0	64.0	61.2	No	1.20	63.6	No	3.60	No	58.5	No	-1.50	No	64.8	No	4.80	No	64.8	No	4.80	No

TABLE 4-2. MODELING RESULTS – PREDICTED NOISE LEVELS (dBA)

Receiver	Existing Year (2012)	Implementation Year (2019)					Design Year (2039)																		
		No Build	Alt 1	Alt 2A	Alt 2B	Alt 4	No Build	Greater than 66 dbA?	Increase from Existing Sound Levels	Alt 1	Greater than 66 dbA?	Increase from Existing Sound Levels	Is Increase > 10 dbA?	Alt 2A	Greater than 66 dbA?	Increase from Existing Sound Levels	Is Increase > 10 dbA?	Alt 2B	Greater than 66 dbA?	Increase from Existing Sound Levels	Is Increase > 10 dbA?	Alt 4	Greater than 66 dbA?	Increase from Existing Sound Levels	Is Increase > 10 dbA?
	(dbA)	(dbA)	(dbA)	(dbA)	(dbA)	(dbA)	(dbA)	(Yes/No)	(dbA)	(dbA)	(Yes/No)	(dbA)	(Yes/No)	(dbA)	(Yes/No)	(dbA)	(Yes/No)	(dbA)	(Yes/No)	(dbA)	(Yes/No)	(dbA)	(Yes/No)	(dbA)	(Yes/No)
E139	51.9	52.2	58.0	51.4	59.3	59.3	53.1	No	1.20	58.9	No	7.00	No	52.3	No	0.40	No	60.1	No	8.20	No	60.1	No	8.20	No
E140	59.9	60.3	63.3	59.1	64.5	64.5	61.1	No	1.20	64.1	No	4.20	No	60.0	No	0.10	No	65.4	No	5.50	No	65.4	No	5.50	No
E141	55.6	55.9	61.4	56.7	62.7	62.7	56.7	No	1.10	62.2	No	6.60	No	57.6	No	2.00	No	63.5	No	7.90	No	63.5	No	7.90	No
E142	57.7	58.1	62.1	57.8	63.4	63.4	58.9	No	1.20	63.0	No	5.30	No	58.6	No	0.90	No	64.3	No	6.60	No	64.3	No	6.60	No
E143	58.3	58.6	61.0	56.1	62.2	62.2	59.4	No	1.10	61.8	No	3.50	No	57.0	No	-1.30	No	63.0	No	4.70	No	63.0	No	4.70	No
E144	55.6	55.9	60.1	54.7	61.4	61.4	56.8	No	1.20	61.0	No	5.40	No	55.5	No	-0.10	No	62.2	No	6.60	No	62.2	No	6.60	No
E145	57.5	57.8	61.5	56.4	62.7	62.7	58.7	No	1.20	62.4	No	4.90	No	57.3	No	-0.20	No	63.6	No	6.10	No	63.6	No	6.10	No
E146	44.8	45.1	47.9	51.6	48.4	48.4	45.9	No	1.10	48.7	No	3.90	No	52.4	No	7.60	No	49.3	No	4.50	No	49.3	No	4.50	No
E147	45.9	46.3	51.0	49.8	51.8	51.8	47.1	No	1.20	51.8	No	5.90	No	50.6	No	4.70	No	52.7	No	6.80	No	52.7	No	6.80	No
E148	51.8	52.1	57.3	52.5	58.4	58.4	52.9	No	1.10	58.1	No	6.30	No	53.4	No	1.60	No	59.2	No	7.40	No	59.2	No	7.40	No
E149	55.5	55.8	59.6	54.5	60.8	60.8	56.6	No	1.10	60.4	No	4.90	No	55.4	No	-0.10	No	61.6	No	6.10	No	61.6	No	6.10	No
E150	50.3	50.6	55.9	51.4	57.0	57.0	51.4	No	1.10	56.8	No	6.50	No	52.3	No	2.00	No	57.9	No	7.60	No	57.9	No	7.60	No
F001	62.4	62.8	61.4	62.4	61.7	61.7	63.6	No	1.20	62.3	No	-0.10	No	63.2	No	0.80	No	62.5	No	0.10	No	62.5	No	0.10	No
F002	55.5	55.8	56.9	58.3	57.6	57.6	56.6	No	1.10	57.8	No	2.30	No	59.1	No	3.60	No	58.5	No	3.00	No	58.5	No	3.00	No
F003	61.0	61.3	64.5	61.7	64.5	64.5	62.1	No	1.10	65.3	No	4.30	No	62.6	No	1.60	No	65.4	No	4.40	No	65.4	No	4.40	No
F005	58.7	59.0	63.3	63.0	63.2	63.2	59.9	No	1.20	64.1	No	5.40	No	63.9	No	5.20	No	64.0	No	5.30	No	64.0	No	5.30	No
F006	62.9	63.2	66.6	67.2	66.7	66.7	64.1	No	1.20	67.5	Yes	4.60	No	68.1	Yes	5.20	No	67.5	Yes	4.60	No	67.5	Yes	4.60	No
F007	58.9	59.2	62.1	62.4	62.1	62.1	60.1	No	1.20	63.0	No	4.10	No	63.3	No	4.40	No	63.0	No	4.10	No	63.0	No	4.10	No
F008	59.3	59.6	63.7	64.2	63.7	63.7	60.4	No	1.10	64.5	No	5.20	No	65.1	No	5.80	No	64.5	No	5.20	No	64.5	No	5.20	No
F011	60.5	60.8	65.5	66.1	65.5	65.5	61.7	No	1.20	66.4	Yes	5.90	No	67.0	Yes	6.50	No	66.4	Yes	5.90	No	66.4	Yes	5.90	No
F012	54.3	54.6	61.9	62.4	61.9	61.9	55.4	No	1.10	62.7	No	8.40	No	63.3	No	9.00	No	62.7	No	8.40	No	62.7	No	8.40	No

Notes:

- Not all receivers are modeled in all of the 4 roadway alternatives. If an identified receiver falls onto the proposed roadway in a certain roadway alternative, it will be removed from the model for that alternative. To determine if a receiver falls onto the proposed the roadway, an illustrative roadway cross section map, named “US 84 Through Jena typical Sections” provided by Mr. Brandon Perilloux (Urban Systems) to Mr. Qi Zhang (Trinity) via email on August 20, 2012 was used. “N/A”s are filled into the table above for these cases.

4.3 EVALUATION OF HIGHWAY TRAFFIC NOISE IMPACTS

Based on the Louisiana Highway Traffic Noise Policy, traffic noise impacts occur when the projected noise level equals or exceeds the Louisiana NAC at any sensitive receptor, or the predicted noise level exceeds the existing noise level at any sensitive receptor by 10 dBA.

4.3.1 COMPARING MODELED NOISE LEVELS TO THE LOUISIANA NOISE ABATEMENT CRITERIA (NAC)

The Louisiana NAC for Category B areas is 66 dBA. As shown in Table 4-2, seven receivers experience a predicted sound level higher than 66 dBA in the year of 2039 (Design Year). These receivers are listed below in Table 4-3.

TABLE 4-3. IMPACTED RECEIVERS – LOUISIANA NAC (66 dBA)

Receiver	Existing Year (2012) (dbA)	Design Year (2039)									
		NB	Greater than 66 dbA?	Alt 1	Greater than 66 dbA?	Alt 2A	Greater than 66 dbA?	Alt 2B	Greater than 66 dbA?	Alt 4	Greater than 66 dbA?
		(dbA)	(Y/N)	(dbA)	(Y/N)	(dbA)	(Y/N)	(dbA)	(Y/N)	(dbA)	(Y/N)
D009	63.3	64.4	No	64.9	No	65.3	No	63.0	No	66.1	Yes
D104	60.0	61.1	No	65.2	No	62.6	No	66.4	Yes	66.4	Yes
D109	66.8	67.9	Yes	65.2	No	67.0	Yes	65.5	No	65.5	No
D110	64.3	65.4	No	N/A	N/A	66.6	Yes	N/A	N/A	N/A	N/A
E003	65.0	66.1	Yes	54.6	No	64.4	No	63.3	No	63.4	No
E030	54.4	55.1	No	66.6	Yes	49.9	No	61.6	No	62.8	No
F006	62.9	64.1	No	67.5	Yes	68.1	Yes	67.5	Yes	67.5	Yes
F011	60.5	61.7	No	66.4	Yes	67.0	Yes	66.4	Yes	66.4	Yes

Among the eight receivers listed in the Table 4-3 above, receivers D109 and D110 represent a bank and a restaurant, respectively. Therefore, these are classified as Category E receivers as specified in Table 1-2. Since the Louisiana NAC for Category E receivers is 71 dBA, and the predicted sound level for receivers D109 and D110 are below this level, they do not experience a significant impact due to the proposed project in any roadway alternatives.

Receiver E003 only will experience a significant sound level impact in the No Build scenario. With all the other 4 build alternatives, it does not experience a significant impact.

The receivers other than D109 and D110 as listed in Table 4-3 will experience a significant sound level impact due to the proposed project in one or more roadway alternatives. Possible noise abatement measures are discussed later in section 4.4.

4.3.2 COMPARING MODELED NOISE LEVELS TO EXISTING NOISE LEVELS

Traffic noise impacts are also considered to occur when the predicted noise level exceeds the existing noise level at any sensitive receptor by 10 dBA. As shown in Table 4-2, ten receivers will experience a sound level increase over 10 dBA at the year of 2039 (Design Year). These receivers are listed below in Table 4-4.

TABLE 4-4. IMPACTED RECEIVERS – INCREASE OVER EXISTING LEVELS (10 DBA)

Receiver	Existing Year (2012)	Design Year (2039)												
		NB	Alt 1	Delta	> 10 dbA?	Alt 2A	Delta	> 10 dbA?	Alt 2B	Delta	> 10 dbA?	Alt 4	Delta	> 10 dbA?
	(dbA)	(dbA)	(dbA)	(dbA)	(Y/N)	(dbA)	(dbA)	(Y/N)	(dbA)	(dbA)	(Y/N)	(dbA)	(dbA)	(Y/N)
A020	52.3	53.3	52.4	0.10	No	52.4	0.10	No	63.1	10.80	Yes	52.5	0.20	No
B019	49.8	50.8	57.6	7.80	No	63.2	13.40	Yes	63.2	13.40	Yes	57.6	7.80	No
B020	49.9	50.8	57.8	7.90	No	63.7	13.80	Yes	63.6	13.70	Yes	57.8	7.90	No
B021	50.1	51.0	57.3	7.20	No	61.7	11.60	Yes	61.6	11.50	Yes	57.3	7.20	No
B022	50.1	51.1	57.7	7.60	No	62.6	12.50	Yes	62.6	12.50	Yes	57.7	7.60	No
D011	53.7	54.8	60.9	7.20	No	N/A	N/A	N/A	64.3	10.60	Yes	62.2	8.50	No
E030	54.4	55.1	66.6	12.20	Yes	49.9	-4.50	No	61.6	7.20	No	62.8	8.40	No
E031	53.0	53.6	65.1	12.10	Yes	51.1	-1.90	No	52.5	-0.50	No	53.4	0.40	No
E046	51.4	52.1	46.5	-4.90	No	61.9	10.50	Yes	46.4	-5.00	No	46.4	-5.00	No
E104	43.2	44.3	45.8	2.60	No	56.3	13.10	Yes	45.8	2.60	No	45.8	2.60	No

Since the proposed project alternatives bring new roadways near these receivers, which currently do not experience high sound levels, it is possible that these receivers will experience a sound level increase over 10 dBA. Possible noise abatement measures are discussed later in section 4.4.

4.3.3 OVERALL NOISE IMPACT

As discussed in Sections 4.3.1 and 4.3.2 above, there are 5 modeled receivers which have predicted noise levels for 2039 (Design Year) for proposed alternatives 1, 2A, 2B, or 4 exceed the Louisiana NAC of 66 dbA. Additionally, there are 10 modeled receivers which have the predicted noise levels for 2039 (Design Year) that are 10 dBA or more higher than the existing noise levels for alternatives 1, 2A, 2B, or 4. Each receiver represents one dwelling unit in the model, and there is one receiver (E030) that experiences both types of noise impacts (i.e., absolute sound level over 66 dBA and increase over 10 dBA). Therefore, based on the Louisiana Highway Traffic Noise Policy, it can be concluded that the proposed project potentially causes traffic noise impacts for 14 noise sensitive receivers in the study area.

4.4 ANALYSIS OF NOISE ABATEMENT MEASURES

According to the DOTD Highway Traffic Noise Policy (dated July 2011), noise abatement measures should be considered and evaluated for all impacted receivers identified in the noise impact analysis.

Noise abatement should be considered primarily to exterior areas where frequent human use occurs. In determining and abating traffic noise impacts, two tests must be met to justify noise abatement measures: feasibility and reasonableness. Based on the current DOTD Highway Traffic Noise Policy, noise abatement measures include:

1. Construction of noise barriers (landscaping is not a viable noise barrier), including acquisition of property rights, either within or outside the highway right-of-way;
2. Traffic management measures (e.g., traffic control devices and signing for prohibition of certain vehicle types, time-use restrictions for certain vehicle types, modified speed limits and exclusive lane designations);
3. Alteration of horizontal and vertical alignments;
4. Acquisition of property rights (predominantly unimproved property) to serve as a buffer zone to preempt development which would be adversely impacted by traffic noise;
5. Noise insulation of Activity Category D land use facilities listed in Table 2-1. (Post-installation maintenance and operational costs for noise insulation are not eligible for Federal-aid funding).

4.4.1 NOISE BARRIERS

For a noise barrier to be considered acoustically feasible, 75% of the first row of impacted receptors adjacent to the barrier must achieve at least a 5 dBA reduction in highway traffic noise.

Other feasibility factors that will be considered are safety, barrier height, topography, drainage, utilities, maintenance of the abatement measure, and access to adjacent properties.

DOTD will not build noise barriers that it considers unsafe to the traveling public or adjacent properties. Topography and drainage may impact the design of the barrier or make the barrier unfeasible to construct. Utilities may render a barrier unfeasible when a conflict between the utility and barrier exists and the utility cannot be moved or cannot be moved without creating other insurmountable problems. (Note that the cost to relocate a utility will be added to the cost of the barrier when the relocation is necessary for the construction of the barrier. If this relocation cost is large, the barrier, although feasible, may become unreasonable due to cost.) DOTD must be able to access the barrier for maintenance purposes. If access cannot be obtained, the barrier is unfeasible. When access to adjacent properties must be maintained, a barrier may be unfeasible if it cannot be designed to provide the needed access. Noise barriers that block existing driveways are considered unfeasible; however, there may be situations whereby the property owners agree in writing to forfeit their access eliminating this concern. Situations may arise whereby access is needed for seasonal activities such as maintenance or management of adjacent properties. These situations will be considered on case by case basis.

Since the project is located in local highways, building noise barriers will block the highway access from the existing driveways. Due to the great inconvenience this may impose to the existing property owners, it is reasonable to expect that property owners will not be willing to forfeit their access in writing. So it is not feasible to construct noise barriers for this project.

4.4.2 TRAFFIC MANAGEMENT

Traffic control devices and signing for prohibition of certain vehicle types, time-use restrictions for certain vehicle types, modified speed limits and exclusive lane designations can be considered as traffic management measures for this project, especially at those locations with impacted noise sensitive receivers.

4.4.3 ALTERATION OF HORIZONTAL AND VERTICAL ALIGNMENTS

Major alterations of horizontal and/or vertical alignments are not feasible because the four roadway alternatives have been designed and selected for the final candidates for this project. However, minor alterations of horizontal alignments may be feasible to move the designed new roadways slightly away from the impacted receivers to reduce the impacts. Vertical alignments do not apply in this project.

4.4.4 ACQUISITION OF PROPERTY RIGHTS

Consideration can be given to acquisition of property rights, predominantly unimproved property, to serve as a buffer zone to preempt development which would be adversely impacted by traffic noise. In this project, it may be feasible to consider to move the residents at the impacted noise sensitive areas, by purchasing the impacted property.

4.4.5 NOISE INSULATION

Noise insulation of Activity Category D land use facilities listed in Table 2-1. Since there are no Category D receivers in this project, this measure does not apply.

4.5 CONCLUSIONS AND RECOMMENDATIONS

The proposed project is expected to cause traffic noise impacts for 14 noise sensitive receivers in the study area. Five noise abatement measures are considered. Constructing noise barriers are not feasible for this project, and alteration of vertical alignments and noise insulation do not apply. It is recommended that traffic management measures, minor alterations of horizontal alignments, and acquisition of property rights to be considered for this project.

APPENDIX M

Section 4(f) Evaluation

Section 4(f) Evaluation
Widening of US 84 from Highway 772 to just East of Hair Creek Bridge
Route US 84
LaSalle Parish, Louisiana
SPN: H.000758.2
FAP: DE-3010 (503)

Consideration must be given to the effects of any proposed Federally funded project upon any district, site, building, structure, or object that is included or eligible for inclusion in the National Register of Historic Places (NRHP) as required by the Section 106 of the National Historic Preservation Act (NHPA), as amended (Public Law 89-665; 80 Stat. 915; 16 USC 470). These properties are also afforded protection under Section 4(f) of the USDOT Act of 1966. In order to meet the requirements of these acts, a Phase I cultural resources investigation was undertaken in the summer of 2011. These investigations were performed in accordance with guidelines provided by the Louisiana Division of Archaeology and the Louisiana Office of Historic Preservation within the project area direct and indirect Area of Potential Effect (APE).

Archaeological background research completed at the Louisiana Division of Archaeology in Baton Rouge, Louisiana, determined that one previously recorded site, the Louisiana and Arkansas Railroad Site (16LA72), is located within the project area. Portions of the abandoned railroad bed are located in different sections of Alternatives 2B and 4. This site has been determined to be not eligible for the NRHP. Phase I archaeological survey of Alternatives 2B and 4 was conducted during August and September 2012. A total of 123.0 acres (49.8 hectares) were surveyed. Archaeological investigations identified six new historic sites (16LA74, 16LA75, 16LA87, 16LA94, 16LA95, and 16LA96) at various locations in the proposed project area. The depositional integrity of the six newly discovered historic sites have been severely compromised by urban development. These sites have been determined to be not eligible for the NRHP. Also, none of the sites have local significance. Following the Section 4(f) Evaluation Diagram, there are no 4(f) issues to resolve concerning the archaeological sites.

Architectural survey was conducted during August and September 2012 and encompassed Alternatives 2B and 4 (Direct APE) as well as a 200 m (656.2 ft) radius buffer (Indirect APE) surrounding the proposed project area. Seven vehicular bridges were documented during survey. All of the bridges are vehicular slab span bridges constructed of concrete. With the exception of the Hemps Creek Bridge and the railroad overpass on LA 772, the bridges have no obvious alterations. The Hemps Creek Bridge on US 84 has a pedestrian walkway that is separated from traffic by a newer metal guardrail. The railroad overpass on LA 772 has both wood and concrete construction; the newer concrete piers were installed beside the wooden piers for additional support. The railroad beneath LA 772 is no longer used and the tracks have been removed. These seven bridges have been determined to be not eligible for the NRHP. None of the bridges have local significance. Following the Section 4(f) Evaluation Diagram, there are no 4(f) issues to resolve concerning the bridges.

The Bank of Jena was constructed at 3285 North First Street, on the north corner of North First Street and Oak Street/US 84 in 1913. Aside from the ca. 1902 commercial row building across the street at 2942 Oak Street, the Bank of Jena is the oldest building in downtown Jena and the only building that has continuously served the same function. The Bank of Jena has made a notable contribution to the history of Jena and surrounding communities since at least the formation of LaSalle Parish. The building retains integrity of location, design, materials, association, and feeling and is eligible for the NRHP under Criterion A for its significance to local history. Based on the current highway alternative designs, there will not be a direct adverse effect on the Bank of Jena. It is recommended that construction be undertaken in such a way as to minimize damage to the building from vibrations by including vibration-related specifications in the construction contract and by monitoring vibration levels during construction. The construction contract should limit the types of equipment permitted and the allowable levels of vibration. If these recommendations are followed, then there will be no indirect adverse project impacts, physical taking, or constructive use to the property. Following the Section 4(f) Evaluation Diagram, there are no 4(f) issues to resolve concerning the Bank of Jena.

The Strand Theater, constructed in 1946, is located on North First Street in downtown Jena. The structure's façade has been returned to its original appearance using NPS criteria. A long term plan has been developed to rehabilitate the interior in two phases. The Strand Theater is a contributing element to Downtown Jena Historic District (see below). In the downtown area, the east bound traffic lane in both Alternatives 2B and 4 will essentially maintain the boundaries of the existing highway. The west bound traffic lane in the downtown area will extend south of US 84 along Pine Street and West Bradford Street. The Strand Theater is located north of the existing US 84 on N. First Street and there will be no direct or indirect adverse project impact and there are no 4(f) issues.

The Downtown Jena Historic District contains a cohesive group of 49 commercial and residential buildings with a period of significance of 1900-1955 representing the city's rapid growth in the first half of the twentieth century. The focus of the district is US 84/Oak Street. The northern border extends north to Jones Street and Courthouse Street while the southern border extends to Pine Street. Beginning just east of Fourth Street, the district continues west to end just beyond Carolyn Street.

Both highway alternatives 2B and 4 maintain the existing corridor of US 84 for eastbound traffic and the lanes for westbound traffic will veer south along West Bradford and Pine streets. The eastbound traffic lanes will have no adverse project effect and no 4(f) issues on the historic district in terms of viewshed, as they are confined to the existing corridor. It is possible that there will be increased ground vibrations due to construction and increased vehicular traffic. The impact of the westbound lanes to the cottage at the corner of Fourth and Pine Streets and to the commercial building at 3429 Oak Street and streets is of concern. The existing roads, West Bradford and Pine streets are in close proximity to the buildings and they will be widened significantly. This will require demolition of the building at 3429 Oak Street,

Jena Barber and Style. Also, part of the property at the corner of Fourth and Pine will be taken as ROW, but the cottage will not be damaged.

ESI recommends that there will be an adverse effect to the proposed downtown historic district due to the demolition of 3429 Oak Street. This adverse effect is not sufficient to invalidate the eligibility of the proposed historic district; however, the loss of the structure should be mitigated. ESI recommends consultation with the SHPO to develop an appropriate mitigation strategy, such as photography and historic documentation. The historic character and integrity of the cottage at Fourth and Pine streets is not enhanced by the modest green space surrounding the cottage. ESI has evaluated that using a portion of the property, or lawn, around the cottage at Fourth and Pine Streets as ROW does not constitute an adverse effect as long as the physical structure is not harmed and the remaining portion of land is left intact. If these recommendations are followed, then there will be no adverse effects in terms of Section 106 of the NHPA 1966, as amended. Thus, there will be no 4(f) issues associated with the project. It is possible that demolition of the structure at 3429 Oak Street, as a physical taking, could be considered a *de minimus* 4(f) impact to the proposed historic district.

The Trout-Good Pine Sawmill Historic District encompasses the communities of Trout and Good Pine and creates a dis-contiguous historic district. The Good Pine area consists of clusters of buildings both to the north and south of US 84. The neighborhood to the north of US 84 extends outside the direct APE and contains 66 structures that are contributing elements to the historic district. These structures were designated for African American sawmill workers and remains an African American neighborhood. These buildings date from around 1915 and many are pyramidal cottages. The Good Pine area south of US 84 includes the Jena Cultural Center at 1606 Front Street and the LaSalle Parish Head Start at 1465 School Street; both are listed on the NRHP. Currently, there are 40 structures occupying the historic lots which are still defined by the street grid laid out at the formation of the neighborhood. Eighteen of the 40 structures are considered to be contributing elements of the historic district.

The Trout area contains 31 structures that are contributing elements of the historic district and all date to approximately 1910. The Trout area contains both front wing and gable cottages, cottages with pyramidal roofs, and several restrained Queen Anne cottages that housed sawmill workers of higher status. The boundaries for this section of the historic district are LA 772 on the south, Justiss Street/US 84 on the east, Railroad Avenue (West Street) on the west, and Dr. Guy Drive on the north. The quantity of extant historically significant structures, cultural value, and intact historic landscape combine meet criteria for inclusion to the NRHP criteria A and C. In the Trout area, Alternative 2B will have no adverse project effect, physical taking, or constructive use on the historic district. Following the Section 4(f) Evaluation Diagram, there are no 4(f) issues to resolve concerning the Trout-Good Pine Sawmill Historic District in Trout.

Alternative 2B will produce adverse project effects and associated Section 4(f) issues on the Trout-Good Pine Sawmill Historic District in the Good Pine area. Alternative 2B divides into two lanes at Good Pine. The eastbound lane of traffic would require construction south of the

existing corridor and would necessitate the demolition or removal of the NRHP-listed Jena Cultural Center. The First Baptist Church of Good Pine, adjacent to the Jena Cultural Center, would also have to be removed or demolished if Alternative 2B is implemented. The church is a contributing element to the historic district. Since the integrity of these buildings relies on their location and connection to surrounding properties, moving them would not be advisable as it would result in loss of integrity and NRHP eligibility. Additionally, the Jena Cultural Center is built around a large vault that would impede relocation and potentially cause damage to the historic materials. To avoid adverse effects on the NRHP properties/district necessitating a full Section 4(f) evaluation, it is recommended that a feasible and prudent avoidance alternative be considered.

Alternative 4 closely follows the boundaries of the existing highway. Since the existing highway was in place during the historic period, Alternative 4 has no adverse project effects, physical takings, or constructive use of the NRHP properties/district. Following the Section 4(f) Evaluation Diagram, there are no 4(f) issues to resolve concerning the Trout-Good Pine Sawmill Historic District in Trout or in Good Pine.