

**APPENDIX I**

**AGENCY AND PUBLIC OUTREACH**



## Meeting Minutes

Project: Pecue Lane/I-10 Interchange  
East Baton Rouge Parish  
City/Parish Project No. 09-CS-US-0041  
State Project No. 700-17-0221  
Federal Aid Project No. IM-1709 (507)  
By: Phoebe Thibodeaux, Providence  
Date: September 8, 2010  
Re: Summary of August 31, 2010 Kickoff Meeting  
Providence Project No. 653-002

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The Kickoff meeting for the Pecue Lane/I-10 Interchange project was held Tuesday, August 31, 2010 at the Department of Public Works in Baton Rouge, Room 415. For a list of the attendees see the attached sign-in sheet. The complete meeting handout (agenda, summary of scope, SOV responses, Pre-Proposal meeting agenda, work plan table of contents, and draft project schedule) is also attached.

### 1) Introduction and Project Roles

Mr. Shaun Sherrow, the Green Light Plan Project Manager for this project, opened the meeting by introducing the project and all agencies and consultants on the project team. Mr. Sherrow also discussed the purpose of the meeting and requested attendees to introduce themselves and identify their role in the project. A sign-in sheet was passed around the room for all attendees to sign. Mr. Sherrow also explained that because the Pecue Lane/I-10 Interchange project includes federal funding, the National Environmental Policy Act (NEPA) is applicable.

Mr. Sherrow introduced Karen Holden with Providence as the Project Manager of the Prime consultant on the Environmental Contract.

### 2) Project Communication and Expectations

Ms. Holden opened her discussion by explaining that there were two different contracts associated with this project. One contract is for the Environmental work which is anticipated to be an Environmental Assessment (EA) with a Finding of No Significant Impact (FONSI). The prime for the Environmental contract is Providence and the team includes Franklin for public outreach; Shaw for air and noise; and Earth Search for cultural resources. The second contract is an Engineering contract and the consultant team for this contract is primed by Shread-Kuyrkendall and includes Urban Systems for traffic. The Engineering team will provide traffic data and develop alternatives to be addressed by the Environmental team.

Project communication was discussed and it was determined that all communication will go through Mr. Sherrow. Any general questions, needs, concerns, or document submittals shall first be emailed to Mr. Sherrow and he will forward onto the appropriate recipients. Ms. Noel Ardoin requested that Mr. Sherrow copy Mr. Bobby Lott on all environmental communications. Mr. Sherrow will submit all documents to DOTD who will then submit to Federal Highway Administration (FHWA).

Ms. Holden opened discussion about the frequency, location, and attendance of team meetings. It was agreed that the frequency will depend on project progress and scheduling.

All interactions of the Engineering and Environmental team will need to be coordinated through Mr. Sherrow.

### **3) Discuss project Description and History**

Ms. Holden reviewed the Summary of Scope (attached), and brought to attention the last page under alternatives. The number of alternatives anticipated has been included in the scope and cost. Alternative 3 is a NEPA derived alternative and will not be derived until after some studies and comments for Alternatives 1 and 2 have taken place.

Responses to Solicitation of Views (SOV) letters have been reviewed and as of 8/30/2010 there was not anything of immediate concern or surprise in the responses.

Ms. Holden discussed the pre-proposal meeting that was held on February 18, 2010 and reviewed the list of information and documents that were provided. She then asked if anyone had requests for additional information that may be necessary for this project. A request was made for plans for the design/build of the I-10 widening between Siegen Lane and Highland Road, the most recent plans for Reiger Road and Stumberg projects, and the site plan for the approved Planned Unit Development (PUD).

Mr. Bob Mahoney with FHWA mentioned other projects in the area such as the Perkins Road/Pecue Lane re-alignment, Airline Highway, and Stumberg Lane Projects. It was agreed that the EA document will address the aforementioned projects as well as any other known projects planned in the study area.

### **4) Project Work Plan and Schedule**

Ms. Holden reviewed the attached Project Work Plan Table of Contents and the draft project schedule. The Final Work Plan will be a deliverable for the project. The draft schedule was reviewed and will be updated following review and input from the Project Team.

### **5) Discuss Tentative Dates**

It was determined that a good time to hold the Interagency/Scoping meeting would be mid to late September. Ms. Ardoin suggested that agencies with a known interest in the project should be invited to the meeting, and also mentioned that local agencies may have a greater interest than the typical federal agencies.

Ms. Holden explained the idea of a project team workshop. The purpose of the workshop is to allow all team members the opportunity to work together on the alternatives concepts. Urban Systems has a meeting to discuss traffic design hourly volumes and it was determined that this traffic meeting should take place before the workshop.

After much discussion it was determined that there will need to be two Public Meetings. It was decided that the first public meeting will be informational only and would present:

- an inventory of what was completed in the Stage 0 study;
- an explanation of what is to be accomplished during the Stage 1 study, including a timeline; and
- a draft purpose and need.

It was suggested by Franklin that the first Public Meeting be an open house style meeting and be framed as a Stage 1 Kickoff meeting. A couple of locations for the Public Meeting were considered: St. George's Activity Center or the Bluebonnet Library. Either of these places could work and the location will be confirmed while planning the meeting. The first public meeting is recommended to occur in October or early November 2010.

The second public meeting will present alternatives and will occur in 2011.

Mr. Mahoney with FHWA commented that anticipated growth needs to be taken into account when developing design hourly volumes and studying the alternatives and this should be presented in the EA Document. Additionally, access management principles should be considered.

Ms. Holden will update the schedule to include two public meetings. Shread-Kuyrkendall will make a recommendation for when the second public meeting can be held.

## **6) Contract Administration**

Both the Environmental and Engineering contracts are lump sum contracts and the schedule for the Environmental Contract is 330 days following Notice to Proceed.

Invoices will be sent to Mr. Sherrow for approval. Invoices will be issued on a monthly basis. The City-Parish will be reimbursed by DOTD so DOTD and City-Parish invoice procedures will be followed.

## **7) Review Action Items**

### Environmental Team

- Provide meeting minutes to Mr. Sherrow for distribution
- Update email distribution lists using the attendees as listed on the attached sign-in sheet. Include Mr. Bobby Lott (DOTD) and Mr. Jim Ferguson (City-Parish) who were not able to make today's meeting.
- Update the Project Schedule (requires input from Engineering Team)
- Submit Project Work Plan with updated schedule, communication protocol, and email distribution lists.
- Schedule Interagency Scoping Meeting
- Schedule First Public Meeting

### Engineering Team

- Schedule Traffic Design volumes meeting
- Provide comments on Project Schedule, including a recommendation for the Project Team Workshop and Second Public Meeting

### GLP

- Distribute Site Plan for approved PUD to the Environmental and Engineering Project Teams
- Distribute more current Reiger Road Plans to the Environmental and Engineering Project Teams

### DOTD

- Provide I-10 Design-Build Plans to GLP for distribution to the Environmental and Engineering Project Teams
- Provide I-10 Traffic data to GLP for distribution to Urban Systems
- Check EDSM for access management information

**CITY OF BATON ROUGE  
PARISH OF EAST BATON ROUGE**

**TRANSPORTATION AND STREET IMPROVEMENTS PROGRAM**

**Kick-Off MEETING FOR ENVIRONMENTAL CONSULTANT  
PECUE LANE / I-10 INTERCHANGE**

**Tuesday, AUGUST 31, 2010, 1:30 pm – 3:30 pm  
DPW 4<sup>th</sup> Floor Conference Room (Room 415)**

**ATTENDEES LIST**

✓	NAME	COMPANY	PHONE	E-MAIL
✓	Bryan Harmon	DPW	225-389-3186	bharmon@brgov.com
	Melissa Glascock	DPW	225-389-8642	mglascock@brgov.com
	Jim Ferguson	DPW	225-389-3196	jferguson@brgov.com
✓	Michael Songy	GLP-CSRS	225-769-0546	songy@csrsonline.com
	Brad Ponder	GLP-CSRS	225-769-0546	ponder@csrsonline.com
✓	Sparky Hoffman	GLP-GOTECH	225-761-3584	hoffman@csrsonline.com
✓	Shaun Sherrow	GLP-CSRS	225-769-0546	Sherrow@csrsonline.com
	Rich Major	Providence Engineering	225-766-7400	richmajor@providenceeng.com
✓	Karen Holden	Providence Engineering	225-766-7400	karenholden@providenceeng.com
	Phillip Parker	Providence Engineering	225-766-7400	phillipparker@providenceeng.com
	<del>Alan Krouse</del>	<del>Shaw</del>	<del>225-932-2674</del>	<del>alan.krouse@shawgrp.com</del>
	Jill-Karen Yakubik	Earth Search	504-947-0737	Jill@earth-search.com
✓	Michael Songy	GLP-CSRS	225-769-0546	songy@csrsonline.com
	<i>Jim Morrison</i>	<i>PROVIDENCE</i>	<i>225-766-7400</i>	<i>Jim.Morrison@providenceeng.com</i>
✓	Noel Ardoin	DOTD		Noel.Ardoin@LA.GOV
	Bobby Lott	DOTD	225-242-4504	robert.lott@la.gov
✓	Brian Kendrick	DOTD	225-379-1197	Brian.Kendrick@LA.GOV
	<i>TONY DUCOTE</i>	<i>DOTD</i>	<i>379-1325</i>	<i>tony.ducote@la.gov</i>
✓	Gary McClure	Shread-Kuyrkendall & Associates	225-296-1335	gmccclure@skaengr.com
✓	Alison Catarella-Michel	Urban Systems	<del>504-394-3840</del> <i>523-5511</i>	acmichel@urbansystems.com
	<i>Guy W. Leonard</i>	<i>DOTD</i>	<i>(225) 379-1307</i>	<i>guy.leonard@la.gov</i>





**AGENDA**  
**Pecue Lane/I-10 Interchange**  
**Environmental Kickoff Meeting**  
**Tuesday, August 31, 2010, 1:30 pm**  
**DPW, Room 415**

- 1) Introductions and Project Roles – Shaun Sherrow
  - a) GLP
  - b) City-Parish
  - c) DOTD
  - d) FHWA
  - e) Environmental Consultant Team
    - i) Providence - Prime
    - ii) Franklin
    - iii) Shaw
    - iv) Earth Search
  - f) Engineering Consultant Team
    - i) Shread-Kuyrkendall
    - ii) Urban Systems
  - g) Others
- 2) Project Communication Protocol and Expectations
  - a) Communications protocol
  - b) Email distribution lists
  - c) Team Meetings – Frequency, location, attendance
  - d) Interaction of Engineering and Environmental teams
- 3) Discuss Project Description and History
  - a) Overview of Environmental Scope
  - b) Discuss stakeholders and cooperating agencies
  - c) SOV letters – review status
  - d) Exchange relevant information and documents
    - i) Review attached list provided at 2-18-10 Pre-Proposal Meeting
    - ii) Other
  - e) Initiate requests for other necessary data
- 4) Project Work Plan and Schedule
  - a) Discuss Project Work Plan Format and Contents
  - b) Review DRAFT Schedule – Per contract, to be completed within 330 days from NTP
- 5) Discuss tentative dates for:
  - a) Interagency /Scoping Meeting
  - b) Project Team Workshop
  - c) First Public Meeting
- 6) Contract administration
  - a) Notice to Proceed
  - b) Invoices and Progress Reports
- 7) Review Action Items

**SUMMARY OF SCOPE  
STAGE 1 ENVIRONMENTAL SERVICES**

**STATE PROJECT NUMBER: 700-17-0221  
FEDERAL AID NUMBER: IM-1709(507)  
CITY PARISH PROJECT NUMBER: 09-CS-US-0041  
PECUE LANE/I-10 INTERCHANGE  
EAST BATON ROUGE PARISH**

**PROJECT DESCRIPTION**

The Environmental Consultant Team (Consultant) will assist the City of Baton Rouge and the Parish of East Baton Rouge (City-Parish) in the environmental analysis, evaluation, and documentation of the social, economic, and environmental impacts of all alternatives, including the no-build alternative.

The proposed action is the construction of an interchange at I-10 and Pecue Lane which will add multiple through lanes on Pecue Lane, an entrance ramp and an exit ramp on eastbound I-10, an entrance ramp and exit ramp on westbound I-10, replacing the current two-lane overpass bridge, replacing the Pecue Lane/Wards Creek Bridge, and other work within the limits of the project. The proposed project also includes an extension to Reiger Road with a new intersection with Pecue Lane.

The logical termini (study area) have been approved by Federal Highway Administration (FHWA). The project limits identification in the FHWA Notice of Intent, is Pecue Lane from Perkins Road to the south, and Airline Highway to the north, and I-10 from Siegen Lane to the west, and Highland Road to the east.

The Environmental Assessment (EA) will address the impacts of the project between the logical termini; however, greater detail will be required for the portion of the route described above as the proposed action.

**LINE AND GRADE STUDY AND TRAFFIC STUDY**

A separate Engineering Consultant Team (Engineering Consultant) will study traffic modeling and alternative route alignments for this project. Their contract will run concurrent to the environmental contract. The Engineering Consultant will provide conceptual route alternatives to the Consultant for assessment and consideration during the preparation of the environmental document.

The Engineering Consultant will perform all necessary engineering analyses to adequately define alternatives to be considered in the EA. The line and grade will be used to determine both direct and indirect impacts of the proposed alternatives.

The Consultant will coordinate with the Engineering Consultant throughout this project, and makes the following assumptions about work that will be received from them:

- a. Proposed intersection geometry and horizontal alignment
- b. Proposed typical sections
- c. Traffic analysis to support proposed intersection configuration
- d. Traffic analysis to provide projected build and design year traffic
- e. Estimated highway construction costs (including drainage structures, right-of-way, utility relocations, and any other special requirements)

For the purposes of scope development and coordination expectations, it is assumed that all documents provided by the Engineering Consultant will be provided in electronic format suitable for use in the Geographic Information System (GIS) that the Consultant will develop for the project.

### **CONSULTANT SCOPE OF SERVICES - OVERVIEW**

The Consultant shall prepare a Stage 1 EA that will consider the following:

1. Development of a plan for coordinating with the public and agencies. This Coordination Plan is to include public involvement and outreach which will build on the results of the Point Access Study and the finding and analyses in Stage 1 including a final Public Hearing. The Coordination Plan will also include interagency meetings with cooperating and participating agencies including an initial scoping meeting and the development of a schedule for the completion of the environmental review process.
2. Development of reasonable alignment alternatives and interchange configurations to the extent necessary to complete the environmental stage. This effort will be conducted under separate contract with the City-Parish and the Engineering Consultant Team who will coordinate with the Consultant.
3. Conduct technical studies to determine social, economic and environmental impacts at a level of detail consistent with the requirements of the National Environmental Policy Act (NEPA) and other applicable laws and regulations.
4. Preparation of a Final Environmental Assessment to include a Finding of No Significant Impact (FONSI). If this scope converts to an Environmental Impact Statement (EIS) the City-Parish has the right to continue with the selected environmental consultant and subconsultants under supplemental agreement.
5. Preparation and distribution of all technical reports that are summarized in the Final EA document described above, to include noise, air, wetlands, site assessment, cultural resources, and other required reports.
6. Preparation of a Mitigation Plan, if required.
7. Preparation of an Implementation Plan with cost estimates in the year of expenditure. Cost estimates provided by the design consultant.

The Consultant will not be required to submit an FHWA Letter of Intent or prepare, distribute, and process Solicitation of Views. The City-Parish will be submitting these documents independent of the environmental assessment contract.

### **PROJECT WORK PLAN**

Following the kick-off meeting for the project, the Consultant shall prepare a Project Work Plan to clearly define the following: Directory of Participants, Scope, Work Tasks, Deliverables, Schedule, Communication Protocol, QAQC Protocol, Documentation and Filing Procedures, Project Background, Invoicing Procedures, Style and Technical Guide for Written Documents, Style and Guide for CAD (Computer Aided Drafting)/drafting/graphics, and Sub-consultant Management. A copy of the Project Work Plan and any updates will be submitted to the City-Parish electronically.

### **PUBLIC AND AGENCY COORDINATION**

A Public and Agency Coordination Plan will be developed and provided to the City-Parish for approval at the project outset. This Coordination Plan will include public involvement and outreach which will build on the results of the Point Access Study and the findings and analyses in Stage 1 including a final Public Hearing. The Coordination Plan will also include interagency meetings with cooperating and participating agencies including an initial scoping meeting and the development of a schedule for the completion of the environmental review process. Public input will be strongly considered in the final recommendations, and will be gathered through a combination of stakeholder identification and involvement, interagency meetings and public involvement/public outreach efforts (including outreach to local public officials).

### **ENVIRONMENTAL ASSESSMENT**

The EA shall be prepared in accordance with the NEPA, the FHWA Technical Advisory (TA), applicable rules, laws, guidance, and regulations, the latest applicable **American Association of State Highway and Transportation Officials (AASHTO)** Guidelines, and the following LA DOTD publications: Location and Survey Manual, Roadway Plan Preparation Manual, Hydraulics Manual, Bridge Design Manual, Louisiana Standard Specifications for Roads and Bridges, and the Stage 1 Manual of Standard Practice.

It shall also comply with the Louisiana Department of Transportation and Development's (LA DOTD) policies. In addition to the format contained in the TA, the EA shall contain an environmental determination checklist and summary of mitigation and permits. The EA approved for public distribution and the EA with the FONSI, shall be submitted in both Microsoft Word and PDF electronic formats, in addition to the paper copies required.

The Consultant will review the Interchange Justification Study that was prepared in December of 2008. The work included in this study shall be incorporated, to the fullest extent possible, into the EA.

The EA will discuss the previously developed alternatives from the Interchange Justification Study in light of the proposed action, and will inventory their associated environmental impacts. The alternatives will be covered in the EA in terms of viability and impacts.

Public and agency participation will be required through the use of one to two Public Meetings, a Public Hearing, newsletters, public notices, attendance at local business meetings, *etc.* Public and agency participation, as well as the environmental review process schedule, will be detailed in the Public and Agency Coordination Plan and the Project Work Plan developed at project outset. The EA will include/address the following:

### **Alternatives**

All alternatives examined in the Interchange Justification Study will be discussed in the EA. Those alternatives eliminated from further study will be identified and reasons for their elimination will be discussed in the EA. The alternatives shall address the Purpose and Need of the project. The Interchange Justification Study recommended a Diamond Interchange and therefore the following four total alternatives are assumed for the EA:

1. Alternative 1-Diamond interchange scenario 1
2. Alternative 2-Diamond interchange scenario 2
3. Alternative 3-NEPA Derived Alternative or Diamond interchange scenario 3
4. Alternative 4-No Build

The Consultant will hold a Project Team Workshop to better define the preliminary alternatives listed above. It is anticipated that members from the Engineering Consultant Team, the City-Parish, LA DOTD and FHWA will participate in the workshop.

**PECUE LANE SOV RESPONSES AS OF 8/30/10**

AGENCY	RESPONSE
Natural Resource Conservation Service	NRCS has no comment at the present time; however, as the project moves forward, and if federal funds are utilized, a Farmland Conversion Impact Rating may be necessary as required by the Farmland Protection Policy Act, PL 97-98 7 U.S.C. 4207.
Capital Area Ground Water	We anticipate no adverse effects on the ground-water resources resulting from this project.
US Environmental Protection Agency	Project located on the Southern Hills aquifer system, designated a sole source aquifer by the EPA. The project should have no adverse effect on the quality of groundwater underlying the project site. This approval does not relieve the applicant from adhering to other State and Federal requirements.
US Fish and Wildlife Service	Project will have no effect on Endangered Species Act resources.
LA Department of Wildlife and Fisheries Coastal Nongame Resources Division	No impacts to rare, threatened, or endangered species or critical habitats are anticipated for the proposed project. No state or federal parks, wildlife refuges, scenic streams, or wildlife management areas are known at the specified site within Louisiana's boundaries.
LA Department of Social Services	The Louisiana Department of Social Services (DSS) does not have an office in the above mentioned area; therefore, DSS has no comment on the matter.
DOTD Floodplain Management Program	During and after the project, consideration must be given for the occurrence of a base flood inundation. At this time, consideration should also be given to the responsibility for clearing debris and keeping the area cleared so as not to interfere with its function. In order to assure compliance with East Baton Rouge Parish requirements for the National Flood Insurance Program (NFIP), and so that appropriate permits are obtained, please contact the floodplain administrator for East Baton Rouge Parish.
Federal Emergency Management Agency	As the community of East Baton Rouge Parish is participating in the National Flood Insurance Program (NFIP), these projects must be reviewed by the appropriate Floodplain Administrator in the community to ensure compliance with their Flood Damage Prevention Ordinance. As Federal funds are being used for this project, Executive Order 11988 must be followed part of the project involved encroachments into the floodplain on Flood Insurance Rate Map 22033CO335E for East Baton Rouge Parish.
State Historic Preservation Office	No known historic properties will be affected by this undertaking.

AGENCY	RESPONSE
<p>EBR City Planning Commission</p>	<p>Potential concerns include the following:</p> <ul style="list-style-type: none"> <li>• Residential properties and a water well site affected on west side of Pecue Lane north of I-10.</li> <li>• Potential conflict with Wards Creek right of way on south side of interchange.</li> <li>• Rights of way for Rieger Road extension are mostly in place on both sides of Pecue Lane.</li> <li>• Potential conflict with high voltage utility right of way on east side of interchange.</li> <li>• Wetland areas lining both sides of Wards Creek and adjacent to south side of Interstate.</li> </ul>
<p>LA Department of Natural Resources Office of Conservation</p>	<p>A review of our computer records for the referenced project area indicates no active and producing oil and gas wells located in the project area. However, we have identified one injection well (Dalton Laborde SWD No. 004, Serial No. 189576) site located within the area affected by the project. Furthermore, the LADOTD database indicates that there are several registered water wells near the project area. Due care should be taken to locate any other water wells installed in the area before registration was required.</p>
<p>LA Department of Environmental Quality</p>	<p>There were no objections based on the information in the document submitted to us. However, the following comments have been included below. The Office of Environmental Services/Permits Division recommends that you investigate the following requirements that may influence your proposed project:</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> If your project results in a discharge to waters of the state, submittal of a Louisiana Pollutant Discharge Elimination System (LPDES) application may be necessary.</li> <li><input type="checkbox"/> If the project results in a discharge of wastewater to an existing wastewater treatment system, that wastewater treatment system may need to modify its LPDES permit before accepting the additional wastewater.</li> <li><input type="checkbox"/> LDEQ has storm water general permits for construction areas equal to or greater than one acre. It is recommended that you contact the LDEQ Water Permit Division at (225) 219-3181 to determine if your proposed improvements require one of these permits.</li> <li><input type="checkbox"/> All precautions should be observed to control nonpoint source pollution from construction activities.</li> <li><input type="checkbox"/> If any of the proposed work is located in wetlands or other areas subject to the jurisdiction of the U.S. Army Corps of Engineers, you should contact the Corps directly to inquire about the possible necessity for permits. If a Corps permit is required, part of the application process may involve a water quality certification from LDEQ.</li> <li><input type="checkbox"/> All precautions should be observed to protect the groundwater of the region.</li> <li><input type="checkbox"/> Please be advised that water softeners generate</li> </ul>

	<p>wastewaters that may require special limitations depending on local water quality considerations. Therefore if your water system improvements include water softeners, you are advised to contact the LDEQ Water Permits to determine if special water quality-based limitations will be necessary.</p> <ul style="list-style-type: none"><li><input type="checkbox"/> Any renovation or remodeling must comply with LAC 33:III.Chapter 28.Lead-Based Paint Activities, LAC 33:III.Chapter 27.Asbestos-Containing Materials in Schools and State Buildings (includes all training and accreditation), and LAC 33:III.5151.Emission Standard for Asbestos for any renovations or demolitions.</li><li><input type="checkbox"/> If any solid or hazardous wastes, or soils and/or groundwater contaminated with hazardous constituents are encountered during the project; notification to LDEQ's Single-Point-of-Contact (SPOC) at (225) 219-3640 is required. Additionally, precautions should be taken to protect workers from these hazardous constituents.</li></ul>
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NOTES:

Have not received a response from the following agencies:

- LA Natural Heritage Program (LDWF)
- Department of the Army – Tech Support – Ms. Karen Oberlies (no letter to the Corps)
- Capitol Region Planning Commission
- Capital Soil and Water Conservation District of LA

**CITY OF BATON ROUGE  
PARISH OF EAST BATON ROUGE  
TRANSPORTATION AND STREET IMPROVEMENTS PROGRAM  
PRE-PROPOSAL MEETING FOR ENVIRONMENTAL CONSULTANT  
PECUE LANE / I-10 INTERCHANGE**

**AGENDA**

**THURSDAY, FEBRUARY 18, 2010, 2:00 pm – 3:00 pm  
DPW 4<sup>th</sup> Floor Conference Room (Room 415)**

1. Purpose of Meeting: To provide sufficient information for Env. team to prepare professional services proposal
2. Project Manager Assignments, Roles and Responsibilities
3. Design Consultant Scope, Roles and Responsibilities
4. Sub-consultant/Owner Assignments & Roles
5. Information Provided to the Design Consultant
  - (see attached CD Contents Sheet)
6. Electronic Communication, Document Scanning and Half-Scale Plans
7. Contract Deliverables and Schedule
8. Proposal Schedule
9. Comments

1 of 2



**Pecue at I-10 (Env.)-CD's Contents**

**2006 Aerial Images (2 CDs)**

**CD 1 Contents**

**Concept Report**

Preliminary Project Description  
Concept Exhibit

**December 2008 Pecue Lane Interchange Justification Study**

**Letters**

5/1/09 Interchange Justification Study Approval Letter from FHWA  
11/9/04 Letter of Intent and Lead Agency Request to DOTD  
11/11/09 Letter of Intent to FHWA

**Stumberg Items**

60 Percent Plans  
Misc. Women's Hospital Layouts

**Pecue Realignment Items**

Cadd Files  
Final Traffic Study  
Construction Plans  
DOTD traffic assignments for Perkins Road

**Perkins Segment 1 Stage 0 Study**

**RFQ**

Pecue I-10 Env. Services RFQ with Sample Contract  
Addendum No. 1  
Affidavit

**SOV**

Solicitation of Views Letters  
Mailing Lists

**Utilities**

Misc maps and letters from utility companies

**Misc**

2007 Pecue Lane Bridge Inspection Report  
Instructions for Monthly Invoice  
Fee Proposal Template

**CD 2 Contents**

**Plans**

1970 I-10 As-Built Plans  
1971 Pecue Lane Plans  
1984 Reiger Road Plans  
1994 Pecue Lane Bridge Plans

**ENVIRONMENTAL ASSESSMENT WORK PLAN**  
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<b>Section 2- Scope .....</b>	<b>Error! Bookmark not defined.</b>
<b>Section 3 – Work Tasks and Costs .....</b>	<b>Error! Bookmark not defined.</b>
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<b>Section 12 - Style Guide for CADD/drafting/graphics ....</b>	<b>Error! Bookmark not defined.</b>
<b>Section 13 - Sub-consultant Management .....</b>	<b>Error! Bookmark not defined.</b>





**Pecue Lane/I-10 Interchange Project**  
**Outreach Report**  
**February 25, 2015 Public Meeting**

Representatives from the Louisiana Department of Transportation and Development (LaDOTD), East Baton Rouge Parish Department of Public Works, Federal Highway Administration, and the Pecue Lane/I-10 Interchange project consultant team joined together to provide an open house public meeting for this proposed Green Light Plan project: the Pecue Lane/I-10 Interchange (City/Parish Project No. 09-CS-US-0041, State Project No. H.004104, and Federal Aid Project No. IM-1709(507)). Franklin Associates, LLC (Franklin) led the public involvement portion of this project and was responsible for notifications made to the public regarding these involvement opportunities as well as coordination of the meeting itself. This document provides a comprehensive review of these notifications.

**Meeting III**

**Wednesday, February 25, 2015**  
**St. George Kleinpeter Activity Center**  
 7808 Saint George Drive  
 4:30pm – 7:30pm  
 144 attendees

Prior to the February 25, 2015 public meeting, Franklin strategically implemented several promotion methods to engage the surrounding residents and business owners potentially affected by this proposed project. Promotions of the meeting included the following:

**Media communications**

Item	Date Sent	Entity Receiving Information	Result
<b>Press Release</b>	2/18/15	The Advocate, BR Business Report, Denham Springs News, Gonzales Weekly Citizen, Ascension Magazine, Livingston Gazette, 225 Magazine, Town Favorites, BR Parents Magazine, The Weekly Press, WAFB, WBRZ, WGMB, Citadel Communications, Guaranty Broadcasting, Clear Channel Communications, WRKF- Jim Engster Show, WVLA, The Drum Newspaper	2/18/15 Business Report 2/18/15 Mayor's Office of Neighborhoods distribution 2/19/15 The Drum 2/25/15 WBRZ
<b>Public Notice</b>	1/15/2015	The Advocate	1/23/2015 ran in The Advocate

January 2015 press release content and proof of publication for Public Notice listed below:



**NEWS**  
 FOR IMMEDIATE RELEASE January 16, 2015 For more information, contact Risa Mueller 225.993.1339

**Pecue Lane/I-10 Interchange  
 State Project No. H.004104**

Upcoming Open House Public Meeting in February

BATON ROUGE – East Baton Rouge Parish Department of Public Works and the Green Light Plan Team will conduct a third Public Meeting for a proposed I-10 interchange at Pecue Lane on February 25, 2015. All interested parties are invited and encouraged to attend.

This project is currently in the planning stage. Representatives of the Green Light Plan Team and the project team will be present to receive comments and answer questions related to the proposed project. The team will ask for input on the specific proposed design alternatives. All interested parties are invited and encouraged to attend. The Public Meeting is scheduled for the time, date, and location below.

**4:30 pm to 7:30 pm  
 Wednesday, February 25, 2015  
 St. George Klempeter Activity Center  
 7808 Saint George Drive  
 Baton Rouge, Louisiana 70809**

Members of the public may arrive at any time between 4:30pm and 7:30pm. The meeting will include a brief, continuously-running slide presentation. Verbal comments can be recorded at the meeting. Written statements can be submitted at the meeting, mailed to the address shown below, or submitted via email to ponder@csronline.com. All comments received or postmarked within 10 days following the meeting will become part of the official meeting transcript.

Should anyone require special assistance due to a disability to participate in this meeting, please contact the Green Light Plan Team at the address shown below, or by telephone at (225) 769-0546 (Ext. 276), at least five working days prior to the meeting.

CSRS Program Management  
 Attn: Brad Ponder, P.E.  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

###

**CAPITAL CITY PRESS**  
 Publisher of  
**THE ADVOCATE**

**PROOF OF PUBLICATION**

The hereto attached notice was published in THE ADVOCATE, a daily newspaper of general circulation published in Baton Rouge, Louisiana, and the Official Journal of the State of Louisiana, City of Baton Rouge, and Parish of East Baton Rouge, in the following issues:

01/23/15  
  
 Shelley Calloni, Public Notice Clerk

Sworn and subscribed before me by the person whose signature appears above

January 23, 2015

  
 M. Monic McChristian,  
 Notary Public ID# 88293  
 State of Louisiana  
 My Commission Expires: Indefinite



**OPEN HOUSE PUBLIC MEETING**

Pecue Lane/I-10 Interchange  
 City/Parish Project No. 09-CS-US-0041  
 State Project No. H.004104  
 Federal Aid Project No. IM-1709(507)  
 East Baton Rouge Parish

East Baton Rouge Parish DPW and the Green Light Plan Team will conduct a third Public Meeting for a proposed I-10 interchange at Pecue Lane.

This project is currently in the planning stage. Representatives of the Green Light Plan Team and the project team will be present to receive comments and answer questions related to the proposed project. The team will ask for input on the specific proposed design alternatives. All interested parties are invited and encouraged to attend. The Public Meeting is scheduled for the time, date, and location below.

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CSRS Program Management  
 Attn: Brad Ponder, P.E.  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

5083314-jan 23-15

FRANKLIN INDUSTRIES 5083314  
 KYLA HALL  
 2148 GOVERNMENT ST  
 BATON ROUGE LA 70802

## Mailouts

The postcard providing information about the February 2015 public meeting was mailed February 17, 2015 to 368 property owners using data pulled from GIS and tax roll databases. A full listing of addresses included in this mailing is attached as Appendix A.



## Personal canvassing

In anticipation that not all area residents/business would see the media notices, push cards were delivered personally to targeted homes and businesses along West Pecue Lane, George Cain Road, and Pecue Lane.

Item	Date Distributed	Site	Result
Informational postcard	2/19/2015	Sites as identified below inc. Pecue Lane residences on West Pecue Lane, George Cain Road, as well as businesses and residences along Pecue from Airline to Perkins	At each site, provided postcard & information to resident or business representative if they were available and requested they share the information with neighbors. If not home, a postcard was left in the doorway. This did not occur at homes where a fence was closed or posted with a Do Not Enter sign.

West Pecue Lane	George Cain Road	Pecue Lane
8222	8112	8074
8223	8353	8014
	8207	8338
	7992	8362
		8538
		8670 (Bofinger's Tree Service)
		8760
		8061 (Cableworks, Inc.)

### Email distributions

A public meeting email notice was distributed February 18, 2015 to 338 persons. A second reminder email notice was distributed February 24, 2015. For a listing of persons included on project email lists, please see Appendix B.

PUBLIC MEETING  
**PECUE LANE/I-10**  
 INTERCHANGE

**Public Meeting Set**

**Open House Public Meeting  
 February 25, 2015**

Pecue Lane area residents and business owners are encouraged to mark their calendars for February 25, 2015, when the public is invited to discuss corridor options for a potential I-10 interchange at Pecue Lane, as well as additional Pecue Lane improvements. Proposed roadway design alternatives require public review and feedback. This meeting will allow citizens to view and discuss possible design alternatives for the on and off ramps proposed for construction at Pecue Lane. Information will be continuously available throughout the open house meeting.

This public meeting will be held on Wednesday, February 25, 2015, at:

St. George Kleinpeter Activity Center  
 7808 St. George Drive  
 4:30 - 7:30 p.m.

**Stay Informed**

1-877-311-5862  
<http://greenlight.csrsonline.com>

CITY/PARISH PROJECT NO. 09-CS-US-0041  
 STATE PROJECT NO. H.004104  
 FEDERAL AID PROJECT NO. IM-1709(507)

Join our mailing list!



[Print Report](#)

**Franklin Associates**

Email Statistics  
 3/12/2015

**Email Name:** Pecue Lane Feb 2015 Public Mtg

**Template:** Newsletters - Urban Classic

**Lists:** Pecue Lane  
 Pecue Lane 2  
 Pecue List 3  
 Pecue Interchange Initiative Group

**Email Run History**

Sending Type	Sent	Run Date	Status
Resend	1	2/19/2015	Successfully Sent
Resend	6	2/18/2015	Successfully Sent
Original Send	331	2/18/2015	Successfully Sent

**Email Stats**

Sent	Bounces	Spam Reports	Opt-outs	Opens	Clicks	Forwards
338	23.7% (80)	0	0	49.6% (128)	8.6% (11)	0

**Click-through Stats**

Email Link	Unique Click-throughs	Click-through Distribution
<a href="http://greenlight.csronline.com/PROJECTS/Details.aspx?ProjectId=1050">http://greenlight.csronline.com/PROJECTS/Details.aspx?ProjectId=1050</a>	11	100.0%
<a href="http://greenlight.csronline.com/vdocs/notice-s/February%2024th%20Public%20Meeting%20Transcript.pdf">http://greenlight.csronline.com/vdocs/notice-s/February%2024th%20Public%20Meeting%20Transcript.pdf</a>	0	0.0%
<b>Total Click-throughs</b>	11	100%

**Social Stats**

Page Views	Share	Send	Like	Twitter	LinkedIn	(Other)
0	0	0	0	0	0	0

The second email sent was a reminder about the meeting which was sent the week of the meeting (see below).

**PUBLIC MEETING**  
**PECUE LANE/I-10**  
INTERCHANGE

**REMINDER: PUBLIC MEETING TOMORROW**

**Open House Public Meeting**  
**February 25, 2015**

Pecue Lane area residents and business owners are encouraged to mark their calendars for February 25, 2015, when the public is invited to discuss corridor options for a potential I-10 interchange at Pecue Lane, as well as additional Pecue Lane improvements. Proposed roadway design alternatives require public review and feedback. This meeting will allow citizens to view and discuss possible design alternatives for the on and off ramps proposed for construction at Pecue Lane. Information will be continuously available throughout the open house meeting.

This public meeting will be held tomorrow, February 25th, at:

St. George Kleinpeter Activity Center  
7808 St. George Drive  
4:30 - 7:30 p.m.

**Stay Informed**

**1-877-311-5862**  
**<http://greenlight.csrsonline.com>**

CITY/PARISH PROJECT NO. 09-CS-US-0041  
STATE PROJECT NO. H.004104  
FEDERAL AID PROJECT NO. IM-1709(507)

**Join our mailing list!**



[Print Report](#)

Franklin Associates						
Email Statistics 3/12/2015						
<b>Email Name:</b> REMINDER_ Pecue Lane Feb 2015 Public Mtg <b>Template:</b> Newsletters - Urban Classic <b>Lists:</b> Pecue Lane Pecue Lane 2 Pecue List 3 Pecue Interchange Initiative Group						
<b>Email Run History</b>						
Sending Type	Sent	Run Date	Status			
Original Send	330	2/24/2015	Successfully Sent			
<b>Email Stats</b>						
Sent	Bounces	Spam Reports	Opt-outs	Opens	Clicks	Forwards
330	22.4% (74)	0	0.3% (1)	37.5% (96)	7.3% (7)	0
<b>Click-through Stats</b>						
Email Link			Unique Click-throughs	Click-through Distribution		
http://greenlight.csronline.com/PROJECTS/Details.aspx?ProjectId=1050			7	100.0%		
<b>Total Click-throughs</b>			7	100%		
<b>Social Stats</b>						
Page Views	Share	Send	Like	Twitter	LinkedIn	(Other)
0	0	0	0	0	0	0

## Attendance by Agency Representatives

The following is a list of public agency representatives who attended this February 23, 2015 Meeting III. These 14 individuals are in addition to the total meeting attendance of 144.

### EBR Department of Public Works

- Tom Stephens
- Bryan Harmon

### Capital Region Planning Commission:

- Kim Marousek

### Green Light Plan:

- Sparky Hoffman
- Jonathan Charbonnet

### Federal Highway Administration:

- Bob Mahoney

Louisiana Department of Transportation and Development

- Jody Colvin
- Indira Parrales
- Jeff Burst
- Dan Broussard
- Ryan Hoyt
- Ananda Herath
- Brian Kendrick
- Bobby Lott

**Project information telephone line**

In order to provide updated project information on an ongoing basis, a project information telephone line was established and kept live throughout the project duration. The phone number was advertised in media notices, on the postcards delivered to the area, and in the emails sent.

**Comments Received**

Commenting on the process was available to the public by handwritten comment forms and also via emails sent to the project manager Brad Ponder at CSRS. The front of the form is displayed at right, the rear side of the page was ruled for general remarks. At the time of this writing 119 comments have been received.



**PUBLIC MEETING COMMENT FORM  
 PUBLIC MEETING NO. 3 –FEBRUARY 25, 2015  
 PECUE LANE/I-10 INTERCHANGE  
 STAGE 1 ENVIRONMENTAL ASSESSMENT**

STATE PROJECT NO. H.004104  
 CITY PARISH PROJECT NO. 09-CS-US-0041  
 FEDERAL AID PROJECT NO. IM-1709(507)

BATON ROUGE, LA

Please submit your comments to one of the following addresses below. Comments must be postmarked by March 9, 2015 in order to become part of the official transcript.

Email: [ponder@csrsonline.com](mailto:ponder@csrsonline.com)  
 or Mail: CSRS Program Management  
 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: \_\_\_\_\_  
 Name: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build		
B R2 (Diamond Interchange)		
D3 R2 (Single Point Urban Interchange)		
G (Diverging Diamond Interchange)		

**APPENDIX A**

POSTCARD MAILOUT ADDRESSES

12828 Jefferson Hwy  
Baton Rouge, LA 70816

9548 Homestead Dr.  
Baton Rouge, LA 70817

7135 Pecue Lane  
Baton Rouge, LA 70817

9330 Pecue Lane  
Baton Rouge, LA 70809

7930 Pecue Lane  
Baton Rouge, LA 70809

8730 Pecue Lane  
Baton Rouge, LA 70809

9865 Pecue Lane  
Baton Rouge, LA 70810

8760 Pecue Lane  
Baton Rouge, LA 70809

10130 Pecue Lane  
Baton Rouge, LA 70810

PO Box 398  
North Little Rock, AR 72115

7227 Pecue Lane  
Baton Rouge, LA 70817

7550 Pecue Lane #21  
Baton Rouge, LA 70809

2312 Laurel Lakes Ave  
Baton Rouge, LA 70820

10260 Pecue Lane  
Baton Rouge, LA 70810

9865 Pecue Lane  
Baton Rouge, LA 70810

6414 Pecue Lane  
Baton Rouge, LA 70817

PO Box 33865  
Baton Rouge, LA 70896

2001 Government Street  
Baton Rouge, LA 70806

8222 Pecue Lane  
Baton Rouge, LA 70808

6638 Pecue Lane  
Baton Rouge, LA 70816

666 N. 46th St  
Baton Rouge, LA 70806

8538 Pecue Lane  
Baton Rouge, LA 70809

6434 Pecue Lane, Ste D  
Baton Rouge, LA 70817

5800 One Perkins Place #64  
Baton Rouge, LA 70808

9330 Pecue Lane, Ste B  
Baton Rouge, LA 70809

Merritt McDonald  
11244 Perkins Rd.  
Baton Rouge, LA 70810

1185 River Road  
Sunshine, LA 70780

7943 Pecue Lane  
Baton Rouge, LA 70809

PO Box 6027  
Cleveland, OH 44101

PO Box 66865  
Baton Rouge, LA 70896

11955 Hampton Village Dr.  
Baton Rouge, LA 70818

7930 Pecue Lane  
Baton Rouge, LA 70810

5005 Old Cedar Lake Rd  
Minneapolis, MN 55146

PO Box 82285  
Baton Rouge, LA 70884

405 N 115th St., Ste 100  
Omaha, NE 68154

18649 Womack Rd.  
Baton Rouge, LA 70817

4306 Lake Lawrence Circle  
Baton Rouge, LA 70816

7217 Pecue Lane  
Baton Rouge, LA 70817

PO Box 7911  
Overland Park, KS 66207

6536 Pecue Lane  
Baton Rouge, LA 70817

7983 Pecue Lane Ste. I  
Baton Rouge, LA 70809

8538 Pecue Lane  
Baton Rouge, LA 70809

4306 Lake Lawrence Circle  
Baton Rouge, LA 70816

4306 Lake Lawrence Circle  
Baton Rouge, LA 70816

7550 Pecue Lane #13  
Baton Rouge, LA 70809

7135 Pecue Lane  
Baton Rouge, LA 70817

PO Box 83978  
Baton Rouge, LA 70884

8041 Pecue Lane  
Baton Rouge, LA 70809

7135 Pecue Lane  
Baton Rouge, LA 70817

9224 Rose Place  
Baton Rouge, LA 70809

6414 Pecue Lane  
Baton Rouge, LA 70817

3259 Ambassador Caffery Pkwy.  
Lafayette, LA 70506

8538 Pecue Lane  
Baton Rouge, LA 70809

2638 S. Sherwood Forest #200  
Baton Rouge, LA 70816

666 N. 46th St  
Baton Rouge, LA 70806

6638 Pecue Lane  
Baton Rouge, LA 70817

11872 Coursey Blvd., Ste B  
Baton Rouge, LA 70816

800 Walnut St. Mac F4030-084  
Des Moines, IA 50309

PO Box 81009  
Austin, TX 78708

7550 Pecue Lane #21  
Baton Rouge, LA 70809

1 Bleau Hill Pl. 14 FL. PO Box 1541  
Pearl River, NY 10965

PO Box 460149  
Houston , TX 77056

7943 Pecue Lane  
Baton Rouge, LA 70809

6638 Pecue Lane  
Baton Rouge, LA 70817

7987 W. Pecue Lane  
Baton Rouge, LA 70809

9865 Pecue Lane #1120  
Baton Rouge, LA 70810

7850 Pecue Lane  
Baton Rouge, LA 70809

PO Box 86665  
Baton Rouge, LA 70875

7550 Pecue Lane #21  
Baton Rouge, LA 70809

6205 Peachtree Dunwoody Rd.  
Atlanta, GA 30328

4306 Lake Lawrence Circle  
Baton Rouge, LA 70816

7145 Pecue Lane  
Baton Rouge, LA 70817

8730 Pecue Lane  
Baton Rouge, LA 70808

8008 W. Pecue Lane  
Baton Rouge, LA 70809

PO Box 1321  
Reading , PA 19603

7987 Pecue Lane Suite 1A  
Baton Rouge, LA 70809

PO Box 113027  
Metairie, LA 70011

PO Box 83657  
Baton Rouge, LA 70884

PO Box 80063  
Baton Rouge, LA 70898

6434 Pecue Lane #C  
Baton Rouge, LA 70817

9865 Pecue Lane  
Baton Rouge, LA 70810

7550 Pecue Lane #116  
Baton Rouge, LA 70809

PO Box 5008  
Mt. Laurel , NJ 8054

8232 W. Pecue Lane  
Baton Rouge, LA 70809

PO Box 86031  
Baton Rouge, LA 70879

7115 Pecue Lane  
Baton Rouge, LA 70817

7943 Pecue Lane, Ste A  
Baton Rouge, LA 70809

12535 Perkins Rd.  
Baton Rouge, LA 70810

23 West 122nd St.  
New York, NY 10027

12901 Jefferson Hwy., #815  
Baton Rouge, LA 70816

40374 Sycamore Ave  
Gonzales, LA 70737

8110 Pecue Lane  
Baton Rouge, LA 70810

9865 Pecue Lane  
Baton Rouge, LA 70810

PO Box 398  
North Little Rock, AR 72115

8790 Pecue Lane  
Baton Rouge, LA 70809

PO Box 677  
Hunt Valley, MD 21030

8232 West Pecue Lane  
Baton Rouge, LA 70809

8553 Grand View Dr.  
Baton Rouge, LA 70809

483 Airport Rd  
Natchez, MS 39120

8533 Grand View Dr.  
Baton Rouge, LA 70809

8523 Grand View Dr.  
Baton Rouge, LA 70809

8513 Grand View Dr.  
Baton Rouge, LA 70809

8503 Grand View  
Baton Rouge, LA 70809

8461 Grand View  
Baton Rouge, LA 70809

8451 Grand View  
Baton Rouge, LA 70809

13355 Woodridge Place  
Baton Rouge, LA 70809

13345 Woodridge Place  
Baton Rouge, LA 70809

13335 Woodridge  
Baton Rouge, LA 70809

13325 Woodridge  
Baton Rouge, LA 70809

13315 Woodridge  
Baton Rouge, LA 70809

13305 Woodridge  
Baton Rouge, LA 70809

13253 Woodridge  
Baton Rouge, LA 70809

13243 Woodridge  
Baton Rouge, LA 70809

13233 Woodridge  
Baton Rouge, LA 70809

13223 Woodridge  
Baton Rouge, LA 70809

13213 Woodridge  
Baton Rouge, LA 70809

13203 Woodridge  
Baton Rouge, LA 70809

13151 Woodridge  
Baton Rouge, LA 70809

13141 Woodridge  
Baton Rouge, LA 70809

13131 Woodridge  
Baton Rouge, LA 70809

8510 Foxfield  
Baton Rouge, LA 70809

8520 Foxfield  
Baton Rouge, LA 70809

8530 Foxfield  
Baton Rouge, LA 70809

8540 Foxfield  
Baton Rouge, LA 70809

8550 Foxfield  
Baton Rouge, LA 70809

8560 Foxfield  
Baton Rouge, LA 70809

8559 Foxfield  
Baton Rouge, LA 70809

8549 Foxfield  
Baton Rouge, LA 70809

8539 Foxfield  
Baton Rouge, LA 70809

8529 Foxfield  
Baton Rouge, LA 70809

8519 Foxfield  
Baton Rouge, LA 70809

8509 Foxfield  
Baton Rouge, LA 70809

8508 Highcrest  
Baton Rouge, LA 70809

8518 Highcrest  
Baton Rouge, LA 70809

8528 Highcrest  
Baton Rouge, LA 70809

8538 Highcrest  
Baton Rouge, LA 70809

8548 Highcrest  
Baton Rouge, LA 70809

8547 Highcrest  
Baton Rouge, LA 70809

8537 Highcrest  
Baton Rouge, LA 70809

8527 Highcrest  
Baton Rouge, LA 70809

8517 Highcrest  
Baton Rouge, LA 70809

8507 Highcrest  
Baton Rouge, LA 70809

8506 Glenfield  
Baton Rouge, LA 70809

8516 Glenfield  
Baton Rouge, LA 70809

8526 Glenfield  
Baton Rouge, LA 70809

8536 Glenfield  
Baton Rouge, LA 70809

8546 Glenfield  
Baton Rouge, LA 70809

8556 Glenfield  
Baton Rouge, LA 70809

8566 Glenfield  
Baton Rouge, LA 70809

8565 Glenfield  
Baton Rouge, LA 70809

8551 Glenfield  
Baton Rouge, LA 70809

8545 Glenfield  
Baton Rouge, LA 70809

8535 Glenfield  
Baton Rouge, LA 70809

8525 Glenfield  
Baton Rouge, LA 70809

8515 Glenfield  
Baton Rouge, LA 70809

8505 Glenfield  
Baton Rouge, LA 70809

8504 Grandview  
Baton Rouge, LA 70809

8514 Grankview  
Baton Rouge, LA 70809

6834 Rue Bocage St.  
Baton Rouge, LA 70809

8534 Grand View Dr.  
Baton Rouge, LA 70809

8544 Grand View Dr.  
Baton Rouge, LA 70809

8554 Grand View Dr.  
Baton Rouge, LA 70809

8564 Grand View Dr.  
Baton Rouge, LA 70809

9618 Jefferson Hwy., Box 335  
Baton Rouge, LA 70809

8563 Grand View  
Baton Rouge, LA 70809

8573 Grand View  
Baton Rouge, LA 70809

8605 Grand View  
Baton Rouge, LA 70809

8615 Grand View  
Baton Rouge, LA 70809

8525 Grand View  
Baton Rouge, LA 70809

8635 Grand View  
Baton Rouge, LA 70809

8645 Grand View  
Baton Rouge, LA 70809

8655 Grand View  
Baton Rouge, LA 70809

8707 Grand View  
Baton Rouge, LA 70809

8717 Grand View  
Baton Rouge, LA 70809

8727 Grand View  
Baton Rouge, LA 70809

8737 Grand View  
Baton Rouge, LA 70809

2244 Palmwood Dr.  
Baton Rouge, LA 70816

8728 Grand View  
Baton Rouge, LA 70809

8738 Grand View  
Baton Rouge, LA 70809

8718 Grand View  
Baton Rouge, LA 70809

8708 Grand View  
Baton Rouge, LA 70809

8646 Grand View  
Baton Rouge, LA 70809

8636 Grand View  
Baton Rouge, LA 70809

8626 Grand View  
Baton Rouge, LA 70809

8616 Grand View  
Baton Rouge, LA 70809

8606 Grand View  
Baton Rouge, LA 70809

8584 Grand View  
Baton Rouge, LA 70809

8574 Grand View  
Baton Rouge, LA 70809

8575 Grand View  
Baton Rouge, LA 70809

8607 Glenfield Dr.  
Baton Rouge, LA 70809

8617 Glenfield Dr.  
Baton Rouge, LA 70809

8627 Glenfield Dr.  
Baton Rouge, LA 70809

8637 Glenfield Dr.  
Baton Rouge, LA 70809

8647 Glenfield Dr.  
Baton Rouge, LA 70809

8657 Glenfield Dr.  
Baton Rouge, LA 70809

8709 Glenfield Dr.  
Baton Rouge, LA 70809

8719 Glenfield Dr.  
Baton Rouge, LA 70809

8729 Glenfield Dr.  
Baton Rouge, LA 70809

8739 Glenfield Dr.  
Baton Rouge, LA 70809

8720 Glenfield Dr.  
Baton Rouge, LA 70809

8710 Glenfield Dr.  
Baton Rouge, LA 70809

8658 Glenfield Dr.  
Baton Rouge, LA 70809

8648 Glenfield Dr.  
Baton Rouge, LA 70809

8638 Glenfield Dr.  
Baton Rouge, LA 70809

8628 Glenfield Dr.  
Baton Rouge, LA 70809

8618 Glenfield Dr.  
Baton Rouge, LA 70809

8608 Glenfield Dr.  
Baton Rouge, LA 70809

8576 Glenfield Dr.  
Baton Rouge, LA 70809

8557 Highcrest Dr.  
Baton Rouge, LA 70809

8609 Highcrest Dr.  
Baton Rouge, LA 70809

8619 Highcrest Dr.  
Baton Rouge, LA 70809

8629 Highcrest Dr.  
Baton Rouge, LA 70809

8639 Highcrest Dr.  
Baton Rouge, LA 70809

8649 Highcrest Dr.  
Baton Rouge, LA 70809

8659 Highcrest Dr.  
Baton Rouge, LA 70809

8669 Highcrest Dr.  
Baton Rouge, LA 70809

8679 Highcrest Dr.  
Baton Rouge, LA 70809

8680 Highcrest Dr.  
Baton Rouge, LA 70809

8670 Highcrest Dr.  
Baton Rouge, LA 70809

8660 Highcrest Dr.  
Baton Rouge, LA 70809

8650 Highcrest Dr.  
Baton Rouge, LA 70809

8640 Highcrest Dr.  
Baton Rouge, LA 70809

8630 Highcrest Dr.  
Baton Rouge, LA 70809

8620 Highcrest Dr.  
Baton Rouge, LA 70809

8610 Highcrest Dr.  
Baton Rouge, LA 70809

8558 Highcrest Dr.  
Baton Rouge, LA 70809

8659 Foxfield Dr.  
Baton Rouge, LA 70809

8601 Foxfield Dr.  
Baton Rouge, LA 70809

8611 Foxfield Dr.  
Baton Rouge, LA 70809

8621 Foxfield Dr.  
Baton Rouge, LA 70809

8631 Foxfield Dr.  
Baton Rouge, LA 70809

8641 Foxfield Dr.  
Baton Rouge, LA 70809

8651 Foxfield Dr.  
Baton Rouge, LA 70809

8661 Foxfield Dr.  
Baton Rouge, LA 70809

8671 Foxfield Dr.  
Baton Rouge, LA 70809

8681 Foxfield Dr.  
Baton Rouge, LA 70809

8570 Foxfield Dr.  
Baton Rouge, LA 70809

8602 Foxfield Dr.  
Baton Rouge, LA 70809

8612 Foxfield Dr.  
Baton Rouge, LA 70809

8622 Foxfield Dr.  
Baton Rouge, LA 70809

8632 Foxfield Dr.  
Baton Rouge, LA 70809

8642 Foxfield Dr.  
Baton Rouge, LA 70809

8652 Foxfield Dr.  
Baton Rouge, LA 70809

8662 Foxfield Dr.  
Baton Rouge, LA 70809

8672 Foxfield Dr.  
Baton Rouge, LA 70809

8682 Foxfield Dr.  
Baton Rouge, LA 70809

8692 Foxfield Dr.  
Baton Rouge, LA 70809

13206 Green Hill Ave.  
Baton Rouge, LA 70809

13216 Green Hill Ave.  
Baton Rouge, LA 70809

13226 Green Hill Ave.  
Baton Rouge, LA 70809

13236 Green Hill Ave.  
Baton Rouge, LA 70809

13246 Green Hill Ave.  
Baton Rouge, LA 70809

13308 Green Hill Ave.  
Baton Rouge, LA 70809

13318 Green Hill Ave.  
Baton Rouge, LA 70809

9618 JEFFERSON HWY., BOX 335  
Baton Rouge, LA 70809

PO Box 80746  
Baton Rouge, LA 70898

13315 Fenwick Ave.  
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**APPENDIX B**

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# Pecue Lane/I-10 Interchange

## Project Public Meeting 2 Transcript

**Thursday, February 24, 2011**  
**St. George Kleinpeter Activity Center**  
7808 Saint George Drive  
4:30pm – 7:30pm  
149 attendees

Representatives from the Louisiana Department of Transportation and Development (LaDOTD), East Baton Rouge Parish Department of Public Works, Federal Highway Administration, and the Pecue Lane/I-10 Interchange project consultant team joined together to provide the second of two public meetings for this proposed Green Light Plan project: the Pecue Lane/I-10 Interchange (City/Parish Project No. 09-CS-US-0041, State Project No. 700-17-0221, and Federal Aid Project No. IM-1709(507)). Approximately 149 area residents and business owners attended the informational meeting.

Prior to the public meeting, Franklin Industries, LLC (Franklin), strategically implemented several promotion methods to engage the surrounding residents and business owners potentially affected by this proposed project. Promotions of the meeting included media communications, yard signs strategically placed within the study area, push cards delivered to all homeowners and business owners within the study area, and through electronic dissemination to key stakeholders, including the surrounding neighborhood associations and business owners. Other means of promotion included a public notice published in *The Advocate*, information listed on LaDOTD's website, information listed on the Green Light Plan website, as well as a project information telephone line established for this purpose.

Participants received project overview information through a presentation, and were able to view the DOTD Delivery Process, the Environmental Assessment flowchart, a map of the project study area, the Interchange Justification Study previously completed for the project, and maps of the Pecue Lane/I-10 interchange proposed conceptual alternatives. Participants also received a project handout, including a comment form for their completion. Please see Attachment 2 for comment forms submitted the night of the meeting, and, prior to the March 11<sup>th</sup> comment submission deadline.

### *Attachments*

- Attachment 1 – Sign-in Sheets (General Public, Agencies and Officials, and Project Team)
- Attachment 2 – Submitted Comment Forms
- Attachment 3 – Meeting Handout
- Attachment 4 – Meeting Presentation and Script
- Attachment 5 – LaDOTD Project Delivery Process
- Attachment 6 – Proof of Publication in *The Advocate*

Attachment 1

Sign-in Sheets

(General Public, Agencies and Officials, Project Team)

**GENERAL PUBLIC  
PECUE LANE/I-10 INTERCHANGE  
PUBLIC MEETING 2  
FEBRUARY 24, 2011, 4:30-7:30 PM**



THE GREEN LIGHT PLAN  
BUILDING BETTER ROADS FOR  
EAST BATON ROUGE PARISH

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**GENERAL PUBLIC  
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PUBLIC MEETING 2  
FEBRUARY 24, 2011, 4:30-7:30 PM**



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**GENERAL PUBLIC  
PECUE LANE/I-10 INTERCHANGE  
PUBLIC MEETING 2  
FEBRUARY 24, 2011, 4:30-7:30 PM**



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Cross + Lois Richard	8232 W. PINE LN	755-8860	Richmill@COX.NET	
Willie Mae Chambers	8353 Gorge Cain Rd	753-9852	wchamber@bellsouth.net	
Brian Esneault	9031 Glenfield Dr.	939-0074		
David DiVincenti	PO Box 65054 BRLA 70896	767-6800		
Steve Klempeter	11169 N. TERRELL AVE. Gonzales LA 70737	933-4710	SteveKlempeter@hotmail.com	
Mike Coon	11811 Reiger Rd	408-4283	mcoon@moaklorbeverage.com	
MIKE SIMONEAUX	12888 JEFFERSON Hwy	756-5052	ACADIANDESIGNS@COX.NET	✓
XUYONG WANG	8629 HIGHCRIST DR.	270-9907	XUYONG.WANG@LA.GOV	✓
LARRY J. SIMPSON	11811 BEIGER ROAD	806-9660	LARRY.S@MOAKLORBEVERAGE.COM	
Mrs Anthony Stern	8527 Highcrest Drive	753-2971	app@bswllp.com	
Cynthia Woodard	7930 Pecue Lane	755-0461		
Martin Klempeter	18787 Perkins Rd East	756-7071	kmark111@cox.net	✓
Don Courillon	10305 AIRLINE AVE BR.	298-0800	dcourillon@STAMACG.COM	
Kim Putpatuck	4041 Essex Lane #500	922-5710	kim@mylaw.com	✓
TERRY BELL	10945 REIGER RD	297-5377	terrybell@gonylane.com	
Don + Janis Weber	2417 Oak Cliff BRLA 70810	267-2405	WEBER@ad.com	
ERIC LANE	10945 Reiger Rd	297-5377	ericlane@gonylane.com	✓

**GENERAL PUBLIC  
PECUE LANE/I-10 INTERCHANGE  
PUBLIC MEETING 2  
FEBRUARY 24, 2011, 4:30-7:30 PM**



**PLEASE PRINT**

NAME	ADDRESS	Phone	EMAIL	Check here to be added to mailing list
FRANK BENNETT		225 753-6615		
Shirley M. Dimmons	5214 Madison Ave, B.R. La. 70806	225-357-6891	SAMMIS@bellsouth.net	✓
Gwen Matthews	6666 N. 46th St. B. R. LA. 70802	225-928-7217	Gmatth@cox.net	✓
Ravi Ponnareddy	4155 Essen Ln.	225-383-5203	RPonnareddy@brgov.com	✓
Suathi Dhanireddy	4155 Essen Ln	225-612-3933		
Raj Sarvan Posandla	" " "	225-383-5203	rposandla@brgov.com	✓
FR Mike Schatzle	7808 St. George Dr	225-293-2212	mikes@st-george.org	✓
HANK HENAGAN	10877 Reiger Rd. B.R. 70809	225-229-6839	HANK.HANK@bethany.com	
Charlette & Michael Millin (Pecue Mobile Home)	7550 Pecue lane lot 29 B.R. 70809	225 752 8817	Pecuemhestates@yahoo.com	
Linda Burke	8461 Grand View Dr. BR 70809	225 756-3020	lburkes01@cox.net	✓
JAMES A. RICHARD	11200 INDUSTRIALPLEX BLVD STE 150, BR, 70809	225-295-4830	jrichard@jcgllc.com	✓
Jeff LeJeune	8525 Glenfield Dr. B.R. LA 70809	225-413-0508	greenuplan@ceddsb-h.net	✓
BETTY K. KERSHAW & DONALD KERSHAW	9853 HOMESTEAD B.R. 70817	225-753-1203	dkershaw@cox.net	✓
Theresa Blair	16146 Highland Bluff BR 70810	225-413-1824	ChipandTheresaBlair@gmail.com	
JAMIE LORIO	1512 LICHETER DR. , 70810	205-9314		✓
DANNY McCONNELL	1609 CAMPDEN DR BR LA 70810	752 1048	Dmccon7290406.com	
*Honia C Coops / Bessie Nixon	<del>8886 Pecue Lane B.R. 70810</del>	933-7791	lea4916@yahoo.com	
KIRIL CASEMORE	11655 RIEGER RD 70809	755-0600	KCASEMORE@BASSETT.LA.com	
Paul & JENELLE Ranken	535 Highland Oaks Dr.		pranken@bellsouth.net	
TONY Sussmann	17928 Crossing Blvd.	751-9983	WSUSSMANN@Juno.com	✓

Pecue Lane  
 Public Meeting # 2  
 February 24, 2011

NAME	ADDRESS	PHONE	EMAIL
Chad Guzzardo	8640 Highant Dr.	806-7338	chad.guzzardo@jedunn.com
Moria C Cooper	7285 Glen Oaks Dr BR, 2A 70812	225 933-2292	
DAN BOUSSARD			brousid@bellsouth.net
Ronald Johnson & Rose	8054 BRIARWOOD PL. B.R.	755-6540	
Chris Eddy	10110 Pecue Lane BR 70810	225-907-8803	Chris@ChrisEddy.com
David Carnes	4037 Pine Park	928-7896	davidcarnes@cox.net
Val Geneser	8710 Glenfield Dr. 70809	751-9280	valgeneser@hotmail.com
Stephanie Locklar	13636 Minnow Ave BR LA 70809	225-0809	Locklar1@cox.net
Randy GAUDET	9057 FOX GATE DR 70809	225 663 6963	randy.gaudet@gmail.com
FRANK CLARK	8536 GLENFIELD DRIVE 70809	225-758-1216	cfrank@bellsouth.net
Jessie HYNES	6777 JEFFERSON Hwy BR LA 70806	225-237-3343	JHYNES@beaubox.com
DOUGLAS BURKETT + MARTHA TURNER	14824 HIDDEN VILLA DRIVE BR LA 70810	225 448-5957	DOUGLAS.BURKETT@COX.NET
Roger & Jerry del Rio	17922 Grand Cypress Creek 70810	225-751-3304	Jerry@Jerrydelrio.com
Rusty Golden	15013 VIA HUNT, Ct. 70810		RGOLDEN28@COX.NET
David Huddle	1353 Brookhollow Glen	225 754 7899	dh2000dh@hotmail.com
Edwin L. Roth	8804 Foxgate Dr	(225) 252-3333	Eddie ROTH@ATT.NET
Jack Dirks	14435 Jarrestown Blvd 70810	751-1421	JACK, DIRKS@gmail.com
Matt Rouse	9037 Fox Gate Dr 70809	218-6011	MDROUSE1@YAHOO.COM
CHUCK FLETCHER	8510 FOXFIELD DR 70809	381-3717	CFLETCH1@FWTERGY.COM
Kendra Fletcher	" " "	603-5872	k.fletcher.sold@yahoo.com

Pecue Public Meeting #2

February 24, 2011

NAME	ADDRESS	PHONE	EMAIL
Anna L. Woodard	7850 Pecue Lane	778-585-5	alwoodard@cox.net
Kirk Graham	9007 Foxgate Drive	(225) 752-0343	kirk.A.Graham@Exxonmobil.com
ESSEX SMITH JR	7135 PECUE Lane	225-588-6690	
Francis Mastayer/DON Landry	10230 Chen Arbor Ave.	295-3344	FLM1@ATT.net
Stephanie Pennington	14805 Villa Court Drive	241-6582	s.pennington1@hotmail.com
BOB BLOSSARD	19445 BENGAL CT	752-4865	LB6@AOL.COM
Jude Marino	9018 Foxgate Dr	(504) 975-9225	Jude.Marino@cox.com
SAM W. DiVincenti	10710 NORTH GREAT OAK CT 70810	225-766-2224	
Mike Bruce	500 Main	767-472555	
Greg Sepedz	17514 W. Purple Martin Ct. 70814		
THOMAS BAUMANN			thomas@brbail.com
DANN STAVENS	3115 Old Forge 70808	287 8683	dannstavens@gmail.com
Steve Gautreaux, State Rep	3115 Old Forge 70808	287 8683	Carter's@legis.state.la.us
Thomas Gautreaux	8523 Briarwood Pl BR, LA 70809	225-752-7203	tommy and trisha1@cox.net
Joel Boe, Metro Council			
Mary Fontenot	Mayor's Office of Neighborhoods	389-3039	mfontenot@brgov.com
Chuck Said	8505 Glenfield Dr	755-0042	acsaid@aol.com
Charlotte Huber	8823 Foxgate Drive	951-6120	charlottehuber@wellsouth.net
Eddie Duhon	9033 Briarwood Pl BR, LA 70809	752-1765	eddie.duhon@att.net
Judy Duhon	" " " "	" "	" " "









Attachment 2  
Submitted Comment Forms

#1

PUBLIC MEETING COMMENT FORM  
FEBRUARY 24, 2011

INSERT 2

PECUE LANE/I-10 INTERCHANGE PROJECT  
BATON ROUGE, LA

CITY/PARISH PROJECT NO. 09-CS-US-0041

STATE PROJECT NO. 700-17-0221

FEDERAL AID PROJECT NO. (M-1709(507))

IN ORDER TO INSURE THAT YOUR COMMENTS BECOME PART OF THE OFFICIAL TRANSCRIPT, THEY SHOULD BE SENT TO THE FOLLOWING ADDRESS AND BE POSTMARKED WITHIN 10 BUSINESS DAYS OF THIS MEETING (MARCH 11, 2011).

Email: sherrow@csrsonline.com  
Or Mail: CSRS Program Management, ATTN: Shaun Sherrow  
6767 Perkins Road, Suite 200, Baton Rouge, LA 70808

Please rank the following alternatives presented today, in order of your personal preference, with 1 as your first choice, 2 as your second choice, etc. On each, if a choice of alignments for the Reiger Road extension is listed, please circle the alignment that you prefer.

	Rank 1-6	Circle Reiger Road Choice	Specific Reasons for Choices: <i>Please consider the interchange, the alignment of Pecue Lane &amp; the Reiger Road extension in comments.</i>
Alternative B (yellow)	2	R2	
Alternative C (red)	3	R1 R2	
Alternative D-3 (green)	1	R1 R2	one intersection!
Alternative E (blue)	5		a disaster for traffic heading thru on Pecue south.
Alternative F (orange)	4		
No Build Alternative	6		

PLEASE CONSIDER THE ADDITIONAL COMMENTS LISTED ON THE BACK OF THIS SHEET

(Optional) NAME: Jack Oirke DATE: 2/24/11  
 ADDRESS: 1435 Jamestown Blvd EMAIL:

**PUBLIC MEETING COMMENT FORM**

FEBRUARY 24, 2011

**PECUE LANE/I-10 INTERCHANGE PROJECT**

**BATON ROUGE, LA**

CITY/PARISH PROJECT NO. 09-CS-US-0041

STATE PROJECT NO. 700-17-0221

FEDERAL AID PROJECT NO. IM-1709(607)

- consider a tie-in to I-10 and/or Pecue from the N Mall/Mall Drive location

(Optional) NAME:

ADDRESS:

DATE:

EMAIL:

#2

PUBLIC MEETING COMMENT FORM  
FEBRUARY 24, 2011

INSERT 2

PECUE LANE/I-10 INTERCHANGE PROJECT  
BATON ROUGE, LA

CITY/PARISH PROJECT NO. 09-CS-US-0041

STATE PROJECT NO. 700-17-0221

FEDERAL AID PROJECT NO. IM-1709(507)

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	Rank 1-6	Circle Reiger Road Choice	Specific Reasons for Choices: <i>Please consider the interchange, the alignment of Pecue Lane &amp; the Reiger Road extension in comments.</i>
Alternative B (yellow)	1	R1 R2	<i>Other Alternatives are good</i>
Alternative C (red)		R1 R2	
Alternative D-3 (green)		R1 R2	
Alternative E (blue)			
Alternative F (orange)			
No Build Alternative			

PLEASE CONSIDER THE ADDITIONAL COMMENTS LISTED ON THE BACK OF THIS SHEET

(Optional) NAME: \_\_\_\_\_ DATE: \_\_\_\_\_  
 ADDRESS: \_\_\_\_\_ EMAIL: \_\_\_\_\_

PUBLIC MEETING COMMENT FORM

FEBRUARY 24, 2011

PECUE LANE/I-10 INTERCHANGE PROJECT

BATON ROUGE, LA

CITY/PARISH PROJECT NO. 09-CS-US-0041

STATE PROJECT NO. 700-17-0221

FEDERAL AID PROJECT NO. IM-1709(507)

NOTE  
Like B the Best

(Optional) NAME: Don Toups  
ADDRESS: 13646 MARY Edith PL

DATE: 2/24/11  
EMAIL: DToups@cox.net

3

**PUBLIC MEETING COMMENT FORM**

INSERT 2

FEBRUARY 24, 2011

**PECUE LANE/I-10 INTERCHANGE PROJECT**

**BATON ROUGE, LA**

CITY/PARISH PROJECT NO. 09-CS-US-0041

STATE PROJECT NO. 700-17-0221

FEDERAL AID PROJECT NO. IM-1708(507)

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**Or Mail:** CSRS Program Management, ATTN: Shaun Sherrow  
 6767 Perkins Road, Suite 200, Baton Rouge, LA 70808

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	Rank 1-6	Circle Reiger Road Choice	Specific Reasons for Choices: Please consider the interchange, the alignment of Pecue Lane & the Reiger Road extension in comments.
Alternative A (yellow)		R1 R2	
Alternative C (red)	5	R1 R2	REMINDS ME OF THE PROBLEM EXIT @ I-10 & COLLEGE
Alternative D (orange)		R1 R2	
Alternative E (blue)	gm 4		Wow... I DON'T KNOW WHAT TO SAY ?? (NO)
Alternative F (purple)		R1 R2	
No Build Alternative	6		

PLEASE CONSIDER THE ADDITIONAL COMMENTS LISTED ON THE BACK OF THIS SHEET

(Optional) NAME: FRANK CHARL

DATE: 24 Feb 2011

ADDRESS: 8536 GLENFIELD DR

EMAIL: cfrank@bellsouth.net



#4

# PUBLIC MEETING COMMENT FORM

INSERT 2

FEBRUARY 24, 2011

## PECUE LANE/I-10 INTERCHANGE PROJECT

BATON ROUGE, LA

CITY/PARISH PROJECT NO. 09-CS-US-0041

STATE PROJECT NO. 700-17-0221

FEDERAL AID PROJECT NO. IM-1709(507)

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**Email:** sherrow@csrsonline.com  
**Or Mail:** CSRS Program Management, ATTN: Shaun Sherrow  
6767 Perkins Road, Suite 200, Baton Rouge, LA 70808

Please rank the following alternatives presented today, in order of your personal preference, with 1 as your first choice, 2 as your second choice, etc. On each, if a choice of alignments for the Reiger Road extension is listed, please circle the alignment that you prefer.

	Rank 1-6	Circle Reiger Road Choice	Specific Reasons for Choices: <i>Please consider the interchange, the alignment of Pecue Lane &amp; the Reiger Road extension in comments.</i>
Alternative A (black)			
Alternative C (red)	2 1	R1 R2	
Alternative D (green)			
Alternative E (blue)			
Alternative F (orange)			
No Build Alternative	3		

PLEASE CONSIDER THE ADDITIONAL COMMENTS LISTED ON THE BACK OF THIS SHEET

(Optional) NAME: Chris Eddy DATE: \_\_\_\_\_  
 ADDRESS: 10110 Pecue Lane EMAIL: Chris@ChrisEddy.com

**PUBLIC MEETING COMMENT FORM**

FEBRUARY 24, 2011

**PECUE LANE/I-10 INTERCHANGE PROJECT**

**BATON ROUGE, LA**

CITY/PARISH PROJECT NO. 09-CS-US-0041

STATE PROJECT NO. 700-17-0221

FEDERAL AID PROJECT NO. IM-1709(507)

Need to Install A Service Road From Mall Road  
to Tie into Pecue Intersection by Interstate  
Exchange

(Optional) NAME:

ADDRESS:

DATE:

EMAIL:

#5

**PUBLIC MEETING COMMENT FORM**  
 FEBRUARY 24, 2011

INSERT 2

**PECUE LANE/I-10 INTERCHANGE PROJECT**

CITY/PARISH PROJECT NO. 09-CS-US-0041

BATON ROUGE, LA  
 STATE PROJECT NO. 700-17-0221

FEDERAL AID PROJECT NO. IM-1709(507)

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**Or Mail:** CSRS Program Management, ATTN: Shaun Sherrow  
 6767 Perkins Road, Suite 200, Baton Rouge, LA 70808

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	Rank 1-6	Circle Reiger Road Choice	Specific Reasons for Choices: Please consider the interchange, the alignment of Pecue Lane & the Reiger Road extension in comments.
Alternative A (yellow)			
Alternative C (red)		R1 R2	
Alternative D (green)		R1 R2	
Alternative E (blue)			
Alternative F (orange)			
No Build Alternative			

PLEASE CONSIDER THE ADDITIONAL COMMENTS LISTED ON THE BACK OF THIS SHEET

(Optional) NAME: \_\_\_\_\_ DATE: \_\_\_\_\_  
 ADDRESS: \_\_\_\_\_ EMAIL: \_\_\_\_\_





# PUBLIC MEETING COMMENT FORM

FEBRUARY 24, 2011

INSERT 2

## PECUE LANE/I-10 INTERCHANGE PROJECT

BATON ROUGE, LA

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STATE PROJECT NO. 700-17-0221

FEDERAL AID PROJECT NO. IM-1709(507)

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**Email:** sherrow@csrsonline.com

**Or Mail:** CSRS Program Management, ATTN: Shaun Sherrow  
6767 Perkins Road, Suite 200, Baton Rouge, LA 70808

Please rank the following alternatives presented today, in order of your personal preference, with 1 as your first choice, 2 as your second choice, etc. On each, if a choice of alignments for the Reiger Road extension is listed, please circle the alignment that you prefer.

	Rank 1-8	Circle Reiger Road Choice	<i>Specific Reasons for Choices: Please consider the interchange, the alignment of Pecue Lane &amp; the Reiger Road extension in comments.</i>
Alternative B (yellow)		2	
Alternative C (red)	3	R1 R2	
Alternative D (green)		R1 R2	
Alternative E (blue)			
Alternative F (purple)			
No Build Alternative			

PLEASE CONSIDER THE ADDITIONAL COMMENTS LISTED ON THE BACK OF THIS SHEET

(Optional) NAME:

DATE: 2-24-11

ADDRESS:

EMAIL: mufont@yahoo.com

**PUBLIC MEETING COMMENT FORM**

FEBRUARY 24, 2011

**PECUE LANE/I-10 INTERCHANGE PROJECT**

**BATON ROUGE, LA**

CITY/PARISH PROJECT NO. 09-CS-US-0041

STATE PROJECT NO. 700-17-0221

FEDERAL AID PROJECT NO. IM-1709(507)

*It is obvious that the roundabouts could make traffic flow except I fear that there will be a lot of traffic accidents on them. They would have to have excellent signage so drivers could anticipate ahead of time what lane they need to be in.*

(Optional) NAME:

ADDRESS:

DATE:

EMAIL:

greenlight.csrsonline.com

# PUBLIC MEETING COMMENT FORM

FEBRUARY 24, 2011

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## PECUE LANE/I-10 INTERCHANGE PROJECT

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**Or Mail:** CSRS Program Management, ATTN: Shaun Sherrow  
6767 Perkins Road, Suite 200, Baton Rouge, LA 70808

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	Rank 1-6	Circle Reiger Road Choice	Specific Reasons for Choices: Please consider the interchange, the alignment of Pecue Lane & the Reiger Road extension in comments.
Alternative B (yellow)			
Alternative C (red)	5 6	R1 R2	
Alternative D (green)	4 3	R1 R2	
Alternative E (blue)	1		
Alternative F (orange)			
No Build Alternative			

PLEASE CONSIDER THE ADDITIONAL COMMENTS LISTED ON THE BACK OF THIS SHEET

(Optional) NAME: Wanda B. Simmons

DATE: 2/24/2011

ADDRESS: 9010 Spring Grove Dr. 70809

EMAIL: wbsimmons@cox.net



8

## PUBLIC MEETING COMMENT FORM

FEBRUARY 24, 2011

INSERT 2

## PECUE LANE/I-10 INTERCHANGE PROJECT

BATON ROUGE, LA

CITY/PARISH PROJECT NO. 09-CS-US-0041

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Email: sherrow@csrsonline.com

Or Mail: CSRS Program Management, ATTN: Shaun Sherrow  
6767 Perkins Road, Suite 200, Baton Rouge, LA 70808

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	Rank 1-6	Circle Reiger Road Choice	Specific Reasons for Choices: Please consider the interchange, the alignment of Pecue Lane & the Reiger Road extension in comments.
Alternative A (black)			
Alternative C (red)		R1 R2	
Alternative D (green)			
Alternative E (blue)			
Alternative F (orange)			
No Build Alternative			

PLEASE CONSIDER THE ADDITIONAL COMMENTS LISTED ON THE BACK OF THIS SHEET

(Optional) NAME: Val Geneser  
ADDRESS: 8710 Glenfield Dr

DATE: 2/24/11  
EMAIL: valgeneser@hotmail.com



**PUBLIC MEETING COMMENT FORM**

FEBRUARY 24, 2011

INSERT 2

**PECUE LANE/I-10 INTERCHANGE PROJECT**

**BATON ROUGE, LA**

CITY/PARISH PROJECT NO. 09-CS-US-0041

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**Email:** sherrow@csrsonline.com

**Or Mail:** CSRS Program Management, ATTN: Shaun Sherrow  
6767 Perkins Road, Suite 200, Baton Rouge, LA 70808

Please rank the following alternatives presented today, in order of your personal preference, with 1 as your first choice, 2 as your second choice, etc. On each, if a choice of alignments for the Reiger Road extension is listed, please circle the alignment that you prefer.

	Rank 1-6	Circle Reiger Road Choice	Specific Reasons for Choices: <i>Please consider the interchange, the alignment of Pecue Lane &amp; the Reiger Road extension in comments.</i>
Alternative A (black)			
Alternative C (red)	5 6	R1 R2	
Alternative D (green)			
Alternative E (blue)	1		
Alternative F (purple)			
No Build Alternative			

PLEASE CONSIDER THE ADDITIONAL COMMENTS LISTED ON THE BACK OF THIS SHEET

(Optional) NAME: EMMITT SIMMONS DATE: 2/24/2011  
 ADDRESS: 4010 SPRING GROVE DR BR LA 70809 EMAIL: blue.dog.490@msn.com



# PUBLIC MEETING COMMENT FORM

FEBRUARY 24, 2011

INSERT 2

## PECUE LANE/I-10 INTERCHANGE PROJECT

BATON ROUGE, LA

CITY/PARISH PROJECT NO. 09-CS-US-0041

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**Or Mail:** CSRS Program Management, ATTN: Shaun Sherrow  
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	Rank 1-6	Circle Reiger Road Choice	<i>Specific Reasons for Choices:</i> <i>Please consider the interchange, the alignment of Pecue Lane &amp; the Reiger Road extension in comments.</i>
Alternative C (red)		R1 R2	
Alternative E (blue)			
No Build Alternative			

PLEASE CONSIDER THE ADDITIONAL COMMENTS LISTED ON THE BACK OF THIS SHEET

(Optional) NAME: \_\_\_\_\_

DATE: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

EMAIL: \_\_\_\_\_

PUBLIC MEETING COMMENT FORM

FEBRUARY 24, 2011

PECUE LANE/I-10 INTERCHANGE PROJECT

BATON ROUGE, LA

CITY/PARISH PROJECT NO. 09-CS-US-0041

STATE PROJECT NO. 700-17-0221

FEDERAL AID PROJECT NO. IM-1709(507)

All of the alternatives have the same affect on our property. ~~Unless~~ the which is located in the curve on the cable works and Premier office products. Our property consist of the houses directly across the street from these businesses. May be some consideration should be given to moving that portion on the re-used land behind ~~to~~ Premier office products and Environmental specialties.

(Optional) NAME:

ADDRESS:

*Anna Woodard*  
7850 Pecue Lane  
Cynthia G. Woodard  
Clara Woodard

DATE:

EMAIL:

*2/24/11*  
*clwoodard@cox.net*

# PUBLIC MEETING COMMENT FORM

FEBRUARY 24, 2011

INSERT 2

## PECUE LANE/I-10 INTERCHANGE PROJECT

BATON ROUGE, LA

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FEDERAL AID PROJECT NO. IM-1709(507)

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**Email:** sherrow@csrsonline.com  
**Or Mail:** CSRS Program Management, ATTN: Shaun Sherrow  
 6767 Perkins Road, Suite 200, Baton Rouge, LA 70808

Please rank the following alternatives presented today, in order of your personal preference, with 1 as your first choice, 2 as your second choice, etc. On each, if a choice of alignments for the Reiger Road extension is listed, please circle the alignment that you prefer.

	Rank 1-5	Circle Reiger Road Choice	Specific Reasons for Choices: <i>Please consider the interchange, the alignment of Pecue Lane &amp; the Reiger Road extension in comments.</i>
Alternative B (yellow)			
Alternative C (red)		R1 R2	
Alternative D (green)		R2	Reiger Road extension on I-10
Alternative E (blue)			
Alternative F (purple)			
No Build Alternative			

PLEASE CONSIDER THE ADDITIONAL COMMENTS LISTED ON THE BACK OF THIS SHEET

(Optional) NAME: Judith E. Eddie Duhan DATE: 2-24-11  
 ADDRESS: 9035 Starwood Dr. EMAIL: eddie.duhan@att.net



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# PUBLIC MEETING COMMENT FORM

INSERT 2

FEBRUARY 24, 2011

## PECUE LANE/I-10 INTERCHANGE PROJECT

BATON ROUGE, LA

CITY/PARISH PROJECT NO. 09-CS-US-0041

STATE PROJECT NO. 700-17-0221

FEDERAL AID PROJECT NO. IM-1709(607)

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6767 Perkins Road, Suite 200, Baton Rouge, LA 70808

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	Rank 1-6	Circle Reiger Road Choice	Specific Reasons for Choices: <i>Please consider the interchange, the alignment of Pecue Lane &amp; the Reiger Road extension in comments.</i>
Alternative B (yellow)			
Alternative C (red)		R1 R2	
Alternative D (green)		R1 R2	
Alternative E (blue)			
No Build Alternative			

PLEASE CONSIDER THE ADDITIONAL COMMENTS LISTED ON THE BACK OF THIS SHEET

(Optional) NAME:

DATE:

ADDRESS:

EMAIL:



13

PUBLIC MEETING COMMENT FORM  
FEBRUARY 24, 2011

INSERT 2

PECUE LANE/I-10 INTERCHANGE PROJECT  
BATON ROUGE, LA

CITY/PARISH PROJECT NO. 09-CS-US-0041

STATE PROJECT NO. 700-17-0221

FEDERAL AID PROJECT NO. IM-1709(507)

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	Rank 1-6	Circle Reiger Road Choice	Specific Reasons for Choices: <i>Please consider the interchange, the alignment of Pecue Lane &amp; the Reiger Road extension in comments.</i>
Alternative B (yellow)		R1 R2	
Alternative C (red)		R1 R2	
Alternative D (green)		R1 R2	
Alternative E (blue)		R1 R2	
Alternative F (purple)		R1 R2	
No Build Alternative			

PLEASE CONSIDER THE ADDITIONAL COMMENTS LISTED ON THE BACK OF THIS SHEET

(Optional) NAME: Billy Smith 225-505-0770 DATE: 2/24/11  
ADDRESS: 8338 Pecue EMAIL: workandlive@Cox.net



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**PUBLIC MEETING COMMENT FORM**

INSERT 2

FEBRUARY 24, 2011

**PECUE LANE/I-10 INTERCHANGE PROJECT**

**BATON ROUGE, LA**

CITY/PARISH PROJECT NO. 08-CS-US-0041

STATE PROJECT NO. 700-17-0221

FEDERAL AID PROJECT NO. IM-1709(507)

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	Rank 1-6	Circle Reiger Road Choice	Specific Reasons for Choices: <i>Please consider the interchange, the alignment of Pecue Lane &amp; the Reiger Road extension in comments.</i>
Alternative B (yellow)	5	R2	
Alternative C (red)	4	R1 R2	
Alternative D (green)		R1 R2	
Alternative E (blue)	2		
Alternative (orange)			
No Build Alternative			

PLEASE CONSIDER THE ADDITIONAL COMMENTS LISTED ON THE BACK OF THIS SHEET

(Optional) NAME: ERIC LANE DATE: 2/29/11  
 ADDRESS: 10945 REIGER ROAD EMAIL: ericklane@igorn,lane.com



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# PUBLIC MEETING COMMENT FORM

INSERT 2

FEBRUARY 24, 2011

## PECUE LANE/I-10 INTERCHANGE PROJECT

BATON ROUGE, LA

CITY/PARISH PROJECT NO. 09-CS-US-0041

STATE PROJECT NO. 700-17-0221

FEDERAL AID PROJECT NO. IM-1709(507)

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	Rank 1-6	Circle Reiger Road Choice	Specific Reasons for Choices: <i>Please consider the interchange, the alignment of Pecue Lane &amp; the Reiger Road extension in comments.</i>
Alternative A (green)			
Alternative C (red)	3	R1 R2	
Alternative D (orange)			
Alternative E (blue)	4		
Alternative F (purple)			
No Build Alternative	X		

PLEASE CONSIDER THE ADDITIONAL COMMENTS LISTED ON THE BACK OF THIS SHEET

(Optional) NAME: Justin & Lindsay Guercio

DATE:

ADDRESS: 8553 Grand View Drive, Baton Rouge, LA 70809

EMAIL: JLGUERCIO2@gmail.com



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**PUBLIC MEETING COMMENT FORM**

FEBRUARY 24, 2011

INSERT 2

**PECUE LANE/I-10 INTERCHANGE PROJECT**

**BATON ROUGE, LA**

CITY/PARISH PROJECT NO. 09-CS-US-0041

STATE PROJECT NO. 700-17-0221

FEDERAL AID PROJECT NO. IM-1709(507)

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 6767 Perkins Road, Suite 200, Baton Rouge, LA 70808

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	Rank 1-6	Circle Reiger Road Choice	Specific Reasons for Choices: Please consider the interchange, the alignment of Pecue Lane & the Reiger Road extension in comments.
Alternative A (black)			
Alternative C (red)	4	R1 R2	DON'T LIKE SINGLE LOOP
Alternative D-3 (green)	1	R1 R2	MOST EFFICIENT
Alternative E (blue)	5		MIGHT BE EXPENSIVE. CONFUSING.
Alternative F (orange)			
No Build Alternative	6		NOT AN OPTION!

PLEASE CONSIDER THE ADDITIONAL COMMENTS LISTED ON THE BACK OF THIS SHEET

(Optional) NAME: Sam Speer DATE: 2-24-11  
 ADDRESS: 8956 Foxgate Dr. DC, LA 70809 EMAIL: samjspeer@gmail.com





# PUBLIC MEETING COMMENT FORM

INSERT 2

FEBRUARY 24, 2011

## PECUE LANE/I-10 INTERCHANGE PROJECT

BATON ROUGE, LA

CITY/PARISH PROJECT NO. 09-CS-US-0041

STATE PROJECT NO. 700-17-0221

FEDERAL AID PROJECT NO. IM-1709(507)

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**Or Mail:** CSRS Program Management, ATTN: Shaun Sherrow  
6767 Perkins Road, Suite 200, Baton Rouge, LA 70808

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	Rank 1-6	Circle Reiger Road Choice	Specific Reasons for Choices: <i>Please consider the interchange, the alignment of Pecue Lane &amp; the Reiger Road extension in comments.</i>
Alternative A (black)			
Alternative C (red)	4	R1 R2	
Alternative D (green)			
Alternative E (blue)	5		
Alternative F (orange)			
No Build Alternative			

PLEASE CONSIDER THE ADDITIONAL COMMENTS LISTED ON THE BACK OF THIS SHEET

(Optional) NAME: Stan Shelton

DATE: 2/24/11

ADDRESS:

EMAIL: stan.shelton@womens.org



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**PUBLIC MEETING COMMENT FORM**  
 FEBRUARY 24, 2011

INSERT 2

**PECUE LANE/I-10 INTERCHANGE PROJECT**  
**BATON ROUGE, LA**

CITY/PARISH PROJECT NO. 09-CS-US-0041

STATE PROJECT NO. 700-17-0221

FEDERAL AID PROJECT NO. IM-1709(507)

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**Or Mail:** CSRS Program Management, ATTN: Shaun Sherrow  
 6767 Perkins Road, Suite 200, Baton Rouge, LA 70808

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	Rank 1-6	Circle Reiger Road Choice	Specific Reasons for Choices: Please consider the interchange, the alignment of Pecue Lane & the Reiger Road extension in comments.
Alternative B (yellow)		R1 R2	
Alternative C (red)		R1 R2	
Alternative D (green)		R1 R2	
Alternative E (blue)			
Alternative F (purple)			
No Build Alternative			

PLEASE CONSIDER THE ADDITIONAL COMMENTS LISTED ON THE BACK OF THIS SHEET

(Optional) NAME: Victoria Smith 6010 Pecue DATE: 2/24/11  
 ADDRESS: 12535 Perkins Rd. EMAIL: \_\_\_\_\_

PUBLIC MEETING COMMENT FORM

FEBRUARY 24, 2011

PECUE LANE/I-10 INTERCHANGE PROJECT

BATON ROUGE, LA

CITY/PARISH PROJECT NO. 09-CS-US-0041

STATE PROJECT NO. 700-17-0221

FEDERAL AID PROJECT NO. IM-1709(507)

Alternative **F** Orange Looks great

(Optional) NAME: Victoria Smith  
ADDRESS: Lot 10 Pecue Lane

DATE:  
EMAIL:

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2-24-11

From: XUYONG WANG (270-9907)  
8629 HIGHCRZST DR. 70809

1. The traffic light is needed at Woodridge exit.
2. One more exit lane is preferred at Woodridge exit.
3. The sound wall is needed ~~at~~ along I-10 since the existing trees will be removed.

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**PUBLIC MEETING COMMENT FORM**

FEBRUARY 24, 2011

INSERT 2

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**BATON ROUGE, LA**

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 6767 Perkins Road, Suite 200, Baton Rouge, LA 70808

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	Rank 1-6	Circle Reiger Road Choice	Specific Reasons for Choices: Please consider the interchange, the alignment of Pecue Lane & the Reiger Road extension in comments.
Alternative B (yellow)	3	R1 <u>R2</u>	WORKABLE DESIGN DOES NOT APPEAR TO HAVE EASY RETURN TO I-10 IF EXIT I-10 BY MISTAKE
Alternative C (red)	4	R1 <u>R2</u>	WORKABLE DESIGN DOES NOT APPEAR TO HAVE EASY RETURN TO I-10 IF EXIT I-10 BY MISTAKE
Alternative D-3 (green)	1	R1 <u>R2</u>	MOST STRAIGHT FORWARD APPROACH BEST TRAFFIC FLOW EASY ON, EASY OFF I-10
Alternative E (blue)	5		TERRIBLE DESIGN MUCH TOO CONFUSING
Alternative F (orange)	2		GOOD DESIGN, ROUNDABOUTS WORK WELL NO TRAFFIC SIGNALS A PLUS FOR FLOW BUT A NEGATIVE IN EMERGENCY SITUATIONS SINCE EMERGENCY VEHICLES HAVE NO SIGNALS TO CONTROL. ROUNDABOUTS MAY LIMIT MAX TRAFFIC FLOW.
No Build Alternative	6		

PLEASE CONSIDER THE ADDITIONAL COMMENTS LISTED ON THE BACK OF THIS SHEET

(Optional) NAME: RICHARD E. SHURLEY DATE: 2-24-2011  
 ADDRESS: 10965 N OAK HILLS PKWY BR LA 70810 EMAIL: RSHURLEY@THEADVOCATE.COM



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**PUBLIC MEETING COMMENT FORM**

FEBRUARY 24, 2011

**PECUE LANE/I-10 INTERCHANGE PROJECT**

**BATON ROUGE, LA**

CITY/PARISH PROJECT NO. 09-CS-US-0041

STATE PROJECT NO. 700-17-0221

FEDERAL AID PROJECT NO. IM-1709(507)

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 6767 Perkins Road, Suite 200, Baton Rouge, LA 70808

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	Rank 1-6	Select Reiger Road Choice	Specific Reasons for Choices: Please consider the interchange, the alignment of Pecue Lane & the Reiger Road extension in comments.
Alternative B (yellow)	2	<input type="checkbox"/> R1 <input checked="" type="checkbox"/> R2	Right turn to enter I-10W from Pecue heading South... more traffic to I-10W from Pecue heading South vs. from Pecue heading North. R1 is unnecessary (see D-3 comments).
Alternative C (red)	3	<input type="checkbox"/> R1 <input checked="" type="checkbox"/> R2	Better than Alt. E & F, but again, more traffic to I-10W from Pecue heading South vs. from Pecue heading North, so right turn is better than left turn w/ loop. R1 is unnecessary (see D-3 comments).
Alternative D-3 (green)	1	<input type="checkbox"/> R1 <input checked="" type="checkbox"/> R2	Fewer traffic signals. Possible reduced down time of Pecue lane. R1 is unnecessary for the majority of travelers and could increase delays on Pecue.
Alternative E (blue)	4		Would be my last choice due to cost, construction time, and indirect (loop) route from North Pecue to South Pecue, but Alt. F will cause more accidents than any of the options above.
Alternative F (orange)	5		This will cause more accidents than any of the options above due to "improper driver education". Also not a good idea for ambulance traffic, which will be heavy w/ new hospital close by.
No Build Alternative	6		I don't know which Alt. is the cheapest, but do that one if it becomes the only option vs. No Build. This interchange will be critical with traffic to new hospital and developing close-by neighborhoods.

PLEASE CONSIDER THE ADDITIONAL COMMENTS LISTED ON THE BACK OF THIS SHEET

(Optional) NAME: Brian Esneault, P.E.

DATE: 2/26/2011

ADDRESS: 9031 Glenfield Dr.

EMAIL: Matchless1@gmail.com

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**PUBLIC MEETING COMMENT FORM**

FEBRUARY 24, 2011

**PECUE LANE/I-10 INTERCHANGE PROJECT**

**BATON ROUGE, LA**

CITY/PARISH PROJECT NO. 09-CS-US-0041

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	Rank 1-6	Circle Reiger Road Choice	Specific Reasons for Choices: Please consider the interchange, the alignment of Pecue Lane & the Reiger Road extension in comments.
Alternative B (yellow)	2	R1 R2	LESS CONGESTION
Alternative C (red)	4	R1 R2	
Alternative D-3 (green)	3	R1 R2	
Alternative E (blue)	1		LESS NEED FOR TRAFFIC SIGNALS - MORE CONTINUOUS FLOW OF TRAFFIC
Alternative F (orange)	5		
No Build Alternative	6		

PLEASE CONSIDER THE ADDITIONAL COMMENTS LISTED ON THE BACK OF THIS SHEET

(Optional) NAME: MARTIN NERNANDEZ DATE: 2/28/11  
 ADDRESS: 7508 ST GEORGE DR BR 70809 EMAIL: MARTINH@ST-GEORGE.ORG

# PUBLIC MEETING COMMENT FORM

FEBRUARY 24, 2011

## PECUE LANE/I-10 INTERCHANGE PROJECT

BATON ROUGE, LA

CITY/PARISH PROJECT NO. 09-CS-US-0041

STATE PROJECT NO. 700-17-0221

FEDERAL AID PROJECT NO. IM-1709(507)

Thanks for the consideration of the Pecue Lane Interchange. I think it will help to greatly alleviate some of the traffic congestion in S. Baton Rouge.

I am the Director of Administration for St. George Church & School located at the corner of Siegen Lane and Kinglet. On behalf of St. George, I would like to offer the following comments, especially regarding traffic flow around Siegen Lane and Pecue Lane. As you probably know, one of the most convoluted and confusing interchanges in BR is Siegen Lane / Kinglet Drive / and North Mall Drive. Currently, St. George School has an enrollment of nearly 1,100 students. That creates quite a traffic demand on school days. In addition, our church has nearly 3,000 registered "families". So, weekends are also quite busy with traffic in and out of our property. Thus, the area around St. George is always congested with traffic. Likewise, it seems that the Siegen Marketplace was built without too much thought of how the traffic would flow in and out of that very popular retail space. Through the years, Siegen Marketplace has continued to expand without any corresponding thought or solution for the increase in traffic. Another new retail outlet, "Toys R Us" is now under construction. New apartments have been built over the last few years and more are planned. The traffic congestion is horrible. N. Mall and Siegen Lane is the site of nearly daily traffic accidents. You can check the records.

We (St. George) would like to propose an extension of one of the roads in Siegen Marketplace to Pecue Lane. This would allow another exit and egress to this very popular shopping area. It would also greatly reduce the grid lock traffic situation on Siegen Lane. While we completely concur that Reiger Road should be continued onto Pecue Lane, we also feel that traffic on the West side of I-10 should also have an escape route onto Pecue Lane. If one would do a traffic count on Reiger Road vs. N. Mall Drive, I think you will quickly find that there is much more daily traffic on N. Mall.

Aerial maps of the area show a road at the rear of the old Tinseltown Theater. That road is currently a dead end street. Extending that road onto Pecue should certainly be considered in this project. While currently not within the scope of this project, someone could certainly make the case that this "good idea" was presented at a public hearing and should be considered in expanding the scope of this project.

We at St. George would appreciate any attention and consideration to this suggestion.

(Optional) NAME: MARTIN HERNANDEZ  
ADDRESS: 7808 ST GEORGE DR BR 70809

DATE: 2/28/11  
EMAIL: MARTINH@ST-GEORGE.ORG

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**PUBLIC MEETING COMMENT FORM**

FEBRUARY 24, 2011

**PECUE LANE/I-10 INTERCHANGE PROJECT**

**BATON ROUGE, LA**

CITY/PARISH PROJECT NO. 09-CS-US-0041

STATE PROJECT NO. 700-17-0221

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	Rank 1-6	Circle Reiger Road Choice	Specific Reasons for Choices: Please consider the interchange, the alignment of Pecue Lane & the Reiger Road extension in comments.
Alternative B (yellow)	2	<input type="checkbox"/> R1 <input checked="" type="checkbox"/> R2	Majority of drivers will be very comfortable with this type of interchange. Exit off of I-10, especially west bound onto Pecue, is a very sharp curve which may be problematic.
Alternative C (red)	1	<input type="checkbox"/> R1 <input checked="" type="checkbox"/> R2	Majority of drivers will be very comfortable with this type of interchange. Exits off of I-10 aren't as sharp as Alternative B, so may be a bit easier for drivers to negotiate.
Alternative D-3 (green)	3	<input type="checkbox"/> R1 <input checked="" type="checkbox"/> R2	This option is nice because it is only 1 traffic signal at the interchange instead of 2. However, may be cost ineffective due to repositioning Pecue Lane.
Alternative E (blue)	4		This options seems like it would be effective in keeping traffic moving continually. Monetarily may be overkill (too costly) for this particular interchange.
Alternative F (orange)	5		I fear this option would cause far too many accidents. People are already bad enough at merging.
No Build Alternative	6		An interchange in this location is absolutely needed. This should not be an option.

PLEASE CONSIDER THE ADDITIONAL COMMENTS LISTED ON THE BACK OF THIS SHEET

(Optional) NAME: Alex Knight

DATE: 3/1/2011

ADDRESS: 8639 Highcrest Drive

EMAIL: aknight@donniejarreau.com



24

**From:** GLP Website Inquiry [mailto:wessman@csrsonline.com]  
**Sent:** Monday, February 28, 2011 7:40 PM  
**To:** Wessman, Kimberlie  
**Subject:** GLP Website Inquiry

## **You have received a Praise online inquiry...**

**The inquiry is about the following:** Individual Project PECUE-I-10

The following comments were provided: PROJECT WOULD BE A TREMENDOUS HELP TO RELIEVE CONGESTION DURING PEAK TRAFFIC ON AIRLINE, PERKINS, HIGHLAND ROAD, AND THE HIGHLAND I-10 INTERCHANGE. I STRONGLY SUPPORT CONTINUING PREPARATION ON THIS PROJECT AND GOING FORWARD WITH CONSTRUCTION ASAP.

The message was received from: TOMMY KLEINPETER, [liveoakmoulding@yahoo.com](mailto:liveoakmoulding@yahoo.com), 225-229-5404

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**PUBLIC MEETING COMMENT FORM**

FEBRUARY 24, 2011

INSERT 2

**PECUE LANE/I-10 INTERCHANGE PROJECT**

**BATON ROUGE, LA**

CITY/PARISH PROJECT NO. 09-CS-US-0041

STATE PROJECT NO. 700-17-0221

FEDERAL AID PROJECT NO. IM-1709(507)

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**Email:** sherrow@csrsonline.com  
**Or Mail:** CSRS Program Management, ATTN: Shaun Sherrow  
 6767 Perkins Road, Suite 200, Baton Rouge, LA 70808

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	Rank 1-6	Circle Reiger Road Choice	Specific Reasons for Choices: Please consider the interchange, the alignment of Pecue Lane & the Reiger Road extension in comments.
Alternative B (yellow)	1	R1	Best traffic flow. Encourages commerce.
Alternative C (red)	2	R1	
Alternative D-3 (green)	3	R1	
Alternative E (blue)	5		
Alternative F (orange)	4		
No Build Alternative	6		

PLEASE CONSIDER THE ADDITIONAL COMMENTS LISTED ON THE BACK OF THIS SHEET

(Optional) NAME: Martin Kleinpeter  
 ADDRESS: 18787 Perkins Rd. East

DATE: 3/4/11  
 EMAIL:

# PUBLIC MEETING COMMENT FORM

FEBRUARY 24, 2011

INCLIN

## PECUE LANE/I-10 INTERCHANGE PROJECT

BATON ROUGE, LA

CITY/PARISH PROJECT NO. 09-CS-US-0041

STATE PROJECT NO. 700-17-0221

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**Or Mail:** CSRS Program Management, ATTN: Shaun Sherrow  
 6767 Perkins Road, Suite 200, Baton Rouge, LA 70808

Please rank the following alternatives presented today, in order of your personal preference, with 1 as your first choice, 2 as your second choice, etc. On each, if a choice of alignments for the Reiger Road extension is listed, please circle the alignment that you prefer.

	Rank 1-6	Circle Reiger Road Choice	Specific Reasons for Choices: <i>Please consider the interchange, the alignment of Pecue Lane &amp; the Reiger Road extension in comments.</i>
Alternative B (yellow)	1	(R1) R2	
Alternative C (red)	2	(R1) R2	
Alternative D-3 (green)	3	(R1) R2	
Alternative E (blue)	5		
Alternative F (orange)	4		
No Build Alternative	6		

PLEASE CONSIDER THE ADDITIONAL COMMENTS LISTED ON THE BACK OF THIS SHEET

(Optional) NAME: BOB BROUSSARD

DATE: 3-8-11

ADDRESS: 19445 BENGAL CT

EMAIL: RMB0319@AOL.COM

2727

-----Original Message-----

From: Todd\_Marcello@oxy.com [mailto:Todd\_Marcello@oxy.com]

Sent: Tuesday, March 08, 2011 3:21 PM

To: Sherrow, Shaun

Subject: Pecue / I-10 project

Shaun,

I would like to cast my vote as follows:

1. Alternative B (yellow) R1
2. Alternative B (yellow) R2
3. Alternative D-3 (green) R1
4. Alternative D-3 (green) R2
5. Alternative E (blue), Alternative F (orange), Alternative C (red) R1 & R2 are too invasive to Woodridge Subdivision. To maintain the quality of the subdivision, I do not want these options to develop.

Todd Marcello

28 28

PUBLIC MEETING COMMENT FORM

FEBRUARY 24, 2011

INSERT 2

PECUE LANE/I-10 INTERCHANGE PROJECT

BATON ROUGE, LA

CITY/PARISH PROJECT NO. 09-CS-US-0041

STATE PROJECT NO. 700-17-0221

FEDERAL AID PROJECT NO. IM-1709(507)

IN ORDER TO INSURE THAT YOUR COMMENTS BECOME PART OF THE OFFICIAL TRANSCRIPT, THEY SHOULD BE SENT TO THE FOLLOWING ADDRESS AND BE POSTMARKED WITHIN 10 BUSINESS DAYS OF THIS MEETING (MARCH 11, 2011).

Email: sherrow@csrsonline.com  
 Or Mail: CSRS Program Management, ATTN: Shaun Sherrow  
 6767 Perkins Road, Suite 200, Baton Rouge, LA 70808

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	Rank 1-6	Circle Reiger Road Choice	Specific Reasons for Choices: Please consider the interchange, the alignment of Pecue Lane & the Reiger Road extension in comments.
Alternative B (yellow)	1	(R1) R2	SIMPLE, SEEMS TO BE MOST COST EFFICIENT, NOT AS MANY RAMPS AND EXTRAS, WOULD TAKE CARE OF BAD HOUSES
Alternative C (red)	3	(R1) R2	DANG AS ALTERNATIVE B BUT DOESNT CLEAR OUT BLIGHTED HOUSES.
Alternative D-3 (green)	4	R1 R2	DISLIKE BECAUSE OF COST TO MOVE BRIDGE, NOT LOGICAL WITH CURRENT ECONOMY
Alternative E (blue)	2		WOULD MAKE FOR A MORE FLOWING INTERSTATE OFF/ON RAMP. WOULD SOLVE TRAFFIC PROBLEMS FROM EXIT ON PECUE
Alternative F (orange)	5		SEE GREEN COMMENTS
No Build Alternative	6		SEE GREEN COMMENTS

PLEASE CONSIDER THE ADDITIONAL COMMENTS LISTED ON THE BACK OF THIS SHEET

(Optional) NAME: DAVID PENNINGTON  
 ADDRESS: 14805 VILLA COURT DRIVE, 70818

DATE:  
 EMAIL: penningtondm@hotmail.com  
 dpennington@caglepcu.org

24 29

**PUBLIC MEETING COMMENT FORM**  
 FEBRUARY 24, 2011

INSERT 2

**PECUE LANE/I-10 INTERCHANGE PROJECT**  
**BATON ROUGE, LA**

CITY/PARISH PROJECT NO. 09-CS-US-0041

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 6767 Perkins Road, Suite 200, Baton Rouge, LA 70808

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	Rank 1-6	Circle Reiger Road Choice	Specific Reasons for Choices: Please consider the interchange, the alignment of Pecue Lane & the Reiger Road extension in comments.
Alternative B (yellow)	1	R1	
Alternative C (red)	2	R1	
Alternative D-3 (green)	3	R1	
Alternative E (blue)	5		
Alternative F (orange)	4		
No Build Alternative	6		

PLEASE CONSIDER THE ADDITIONAL COMMENTS LISTED ON THE BACK OF THIS SHEET

(Optional) NAME: Constance Faith Kleinsider Legue DATE: March 2, 2011  
 ADDRESS: 665 Wycliffe Way Alex La. 71303 EMAIL: CKlegue@aol.com  
 1-11-11



# PUBLIC MEETING COMMENT FORM

FEBRUARY 24, 2011

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## PECUE LANE/I-10 INTERCHANGE PROJECT

BATON ROUGE, LA

CITY/PARISH PROJECT NO. 09-CS-US-0041

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6767 Perkins Road, Suite 200, Baton Rouge, LA 70808

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	Rank 1-6	Circle Reiger Road Choice	Specific Reasons for Choices: <i>Please consider the interchange, the alignment of Pecue Lane &amp; the Reiger Road extension in comments.</i>
Alternative B (yellow)	1	<input checked="" type="checkbox"/> R1 <input type="checkbox"/> R2	Prefer B/R1 - Majority of the taken from Southwest and Southeast quadrant of I-10 at Pecue - Much tree area. Acquiring the three east area would allow less damage to future development of commercial/business property on Northeast quadrant of I-10. East property east of the east on line for Pecue Lane. Plus, having two streets access to Pecue Lane from west side of Pecue Lane and North Reiger Road area, allows control of access.
Alternative C (red)	2	<input checked="" type="checkbox"/> R1 <input type="checkbox"/> R2	Prefer B/R2 over C/R1. C/R1 - by constructing two access streets to Pecue Lane, there is a break in Control of Access.
Alternative D-3 (green)	3	<input checked="" type="checkbox"/> R1 <input type="checkbox"/> R2	D-3/R1 - by constructing two access streets to Pecue Lane, there is a break in Control of Access.
Alternative E (blue)	5		Least liked of proposed plans. Control of Access line along the easterly right of way line on Pecue Lane on Northeast quadrant of I-10 limits access to future use of large commercial business tract that fronts Pecue Lane in front of Woodridge Subdivision.
Alternative F (orange)	4		Prefer F over Alternative E, as this design has shorter Control of Access line than E.
No Build Alternative	6		Need roadway improvements constructed as to aid in traffic flow from Perkins Road/Highland Road area towards Airline Hwy/Woman's Hospital.

PLEASE CONSIDER THE ADDITIONAL COMMENTS LISTED ON THE BACK OF THIS SHEET

(Optional) NAME: Terry Kleinpeter

DATE: 2/28/2011

ADDRESS: 8607 E. Cypress Point Court, B.R., LA 70809

EMAIL: tmk0226@hotmail.com

**PUBLIC MEETING COMMENT FORM**

FEBRUARY 24, 2011

**PECUE LANE/I-10 INTERCHANGE PROJECT**

**BATON ROUGE, LA**

CITY/PARISH PROJECT NO. 09-CS-US-0041

STATE PROJECT NO. 700-17-0221

FEDERAL AID PROJECT NO. IM-1709(507)

ALTERNATIVE B/R1: BEST OPTION

1) Majority of R/W taken from South side of I-10. 2) LESS DAMAGES to larger commercial/business tract located North of I-10, east side of Pecue Lane

(Optional) NAME: Terry Kleinpeter

ADDRESS: 8607 E. Cypress Point Court, B.R., LA 70809

DATE: 2/28/2011

EMAIL: tmk0226@hotmail.com

31

**PUBLIC MEETING COMMENT FORM**

FEBRUARY 24, 2011

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**PECUE LANE/I-10 INTERCHANGE PROJECT**

BATON ROUGE, LA

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**Or Mail:** CSRS Program Management, ATTN: Shaun Sherrow  
 6767 Perkins Road, Suite 200, Baton Rouge, LA 70808

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	Rank 1-6	Circle Reiger Road Choice	Specific Reasons for Choices: <i>Please consider the interchange, the alignment of Pecue Lane &amp; the Reiger Road extension in comments.</i>
Alternative B (yellow)	1	<input checked="" type="checkbox"/> R1 <input type="checkbox"/> R2	Prefer B/R1 - Majority of the taken from Southeast and Southwest quadrant of I-10 at Pecue. Majority take area. Accessing all from that area would allow less damage to future development of commercial/business property on Northeast quadrant of I-10. All property side of the road are lost to Pecue Lane. Plus, having two streets access to Pecue Lane from west side of Pecue Lane and North Reiger Road area, allows greater control of access.
Alternative C (red)	2	<input checked="" type="checkbox"/> R1 <input type="checkbox"/> R2	Prefer B/R2 over C/R1. C/R1 - by constructing two access streets to Pecue Lane, there is a break in Control of Access.
Alternative D-3 (green)	3	<input checked="" type="checkbox"/> R1 <input type="checkbox"/> R2	D-3/R1 - by constructing two access streets to Pecue Lane, there is a break in Control of Access.
Alternative E (blue)	5		Least liked of proposed plans. Control of Access line along the easterly right of way line on Pecue Lane on Northeast quadrant of I-10 limits access to future use of large commercial business tract that fronts Pecue Lane in front of Woodridge Subdivision.
Alternative F (orange)	4		Prefer F over Alternative E, as this design has shorter Control of Access line than E.
No Build Alternative	6		Need roadway improvements constructed as to aid in traffic flow from Perkins Road/Highland Road area towards Airline Hwy/Woman's Hospital.

PLEASE CONSIDER THE ADDITIONAL COMMENTS LISTED ON THE BACK OF THIS SHEET

(Optional) NAME: Cindy K. Lysinger

DATE: 3/6/2011

ADDRESS: 4101 Mangrove Drive Carrollton, TX 75007

EMAIL:

**PUBLIC MEETING COMMENT FORM**

FEBRUARY 24, 2011

**PECUE LANE/I-10 INTERCHANGE PROJECT**

**BATON ROUGE, LA**

CITY/PARISH PROJECT NO. 09-CS-US-0041

STATE PROJECT NO. 700-17-0221

FEDERAL AID PROJECT NO. IM-1709(507)

ALTERNATIVE B/R1: BEST OPTION

1) Majority of R/W taken from South side of I-10. 2) LESS DAMAGES to larger commercial/business tract located North of I-10, east side of Pecue Lane.

(Optional) NAME: Cindy K. Lysinger

ADDRESS: 4101 Mangrove Drive Carrollton, TX 75007

DATE: 3/6/2011

EMAIL:

3232

**PUBLIC MEETING COMMENT FORM**

FEBRUARY 24, 2011

INSERT 2

**PECUE LANE/I-10 INTERCHANGE PROJECT**

**BATON ROUGE, LA**

CITY/PARISH PROJECT NO. 09-CS-US-0041

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**Or Mail:** CSRS Program Management, ATTN: Shaun Sherrow  
 6767 Perkins Road, Suite 200, Baton Rouge, LA 70808

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	Rank 1-6	Circle Reiger Road Choice	<i>Specific Reasons for Choices:</i> Please consider the interchange, the alignment of Pecue Lane & the Reiger Road extension in comments.
<b>Alternative B (yellow)</b>	1	<input checked="" type="checkbox"/> R1 <input type="checkbox"/> R2	Prefer B/R1 - Majority of risk taken from Southwest and Southeast quadrant of I-10 at Pecue - likely that area - Accessing the area that area would allow less damage to future development of commercial/business property on Northeast quadrant of I-10, and an early part of the land use plan for Pecue Lane. Plus, having two streets access to Pecue Lane from west side of Pecue Lane and North Reiger Road area, allows better control of access.
<b>Alternative C (red)</b>	2	<input checked="" type="checkbox"/> R1 <input type="checkbox"/> R2	Prefer B/R2 over C/R1. C/R1 - by constructing two access streets to Pecue Lane, there is a break in Control of Access.
<b>Alternative D-3 (green)</b>	3	<input checked="" type="checkbox"/> R1 <input type="checkbox"/> R2	D-3/R1 - by constructing two access streets to Pecue Lane, there is a break in Control of Access.
<b>Alternative E (blue)</b>	5		Least liked of proposed plans. Control of Access line along the easterly right of way line on Pecue Lane on Northeast quadrant of I-10 limits access to future use of large commercial business tract that fronts Pecue Lane in front of Woodridge Subdivision.
<b>Alternative F (orange)</b>	4		Prefer F over Alternative E, as this design has shorter Control of Access line than E.
<b>No Build Alternative</b>	6		Need roadway improvements constructed as to aid in traffic flow from Perkins Road/Highland Road area towards Airline Hwy/Woman's Hospital.

PLEASE CONSIDER THE ADDITIONAL COMMENTS LISTED ON THE BACK OF THIS SHEET

(Optional) NAME: Connie Meyers

DATE: 3/7/2011

ADDRESS: 19325 S. Trent Jones Baton Rouge, LA 70810

EMAIL:

**PUBLIC MEETING COMMENT FORM**

FEBRUARY 24, 2011

**PECUE LANE/I-10 INTERCHANGE PROJECT**

**BATON ROUGE, LA**

CITY/PARISH PROJECT NO. 09-CS-US-0041

STATE PROJECT NO. 700-17-0221

FEDERAL AID PROJECT NO. IM-1709(507)

ALTERNATIVE B/R1: BEST OPTION

1) Majority of R/W taken from South side of I-10. 2) LESS DAMAGES to larger commercial/business tract located North of I-10, east side of Pecue Lane

(Optional) NAME: Connie Meyers

ADDRESS: 19325 S. Trent Jones Baton Rouge, LA 70810

DATE: 3/7/2011

EMAIL:

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	Rank 1-6	Circle Reiger Road Choice	Specific Reasons for Choices: <i>Please consider the interchange, the alignment of Pecue Lane &amp; the Reiger Road extension in comments.</i>
Alternative B (yellow)	1	<input checked="" type="checkbox"/> R1 <input type="checkbox"/> R2	Prefer B/R1 - Majority of r/a taken from Southeast and Southwest quadrant of I-10 at Pecue - mostly this area - acquiring the front lot area would allow less damage to future development of commercial/business property on Northeast quadrant of I-10, east primary front of the east lot area for Pecue Lane. Plus, having two streets access to Pecue Lane from west side of Pecue Lane and North Reiger Road area, allows better control of access.
Alternative C (red)	2	<input checked="" type="checkbox"/> R1 <input type="checkbox"/> R2	Prefer B/R2 over C/R1. C/R1 - by constructing two access streets to Pecue Lane, there is a break in Control of Access.
Alternative D-3 (green)	3	<input checked="" type="checkbox"/> R1 <input type="checkbox"/> R2	D-3/R1 - by constructing two access streets to Pecue Lane, there is a break in Control of Access.
Alternative E (blue)	5		Least liked of proposed plans. Control of Access line along the easterly right of way line on Pecue Lane on Northeast quadrant of I-10 limits access to future use of large commercial business tract that fronts Pecue Lane in front of Woodridge Subdivision.
Alternative F (orange)	4		Prefer F over Alternative E, as this design has shorter Control of Access line than E.
No Build Alternative	6		Need roadway improvements constructed as to aid in traffic flow from Perkins Road/Highland Road area towards Airline Hwy/Woman's Hospital.

PLEASE CONSIDER THE ADDITIONAL COMMENTS LISTED ON THE BACK OF THIS SHEET

(Optional) NAME: Genie Silva

DATE: 2/28/2011

ADDRESS: 305 W. Woodgate Avenue Baton Rouge, LA 70808

EMAIL:

**PUBLIC MEETING COMMENT FORM**

FEBRUARY 24, 2011

**PECUE LANE/I-10 INTERCHANGE PROJECT**

**BATON ROUGE, LA**

CITY/PARISH PROJECT NO. 09-CS-US-0041

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ALTERNATIVE B/R1: BEST OPTION

1) Majority of R/W taken from South side of I-10. 2) LESS DAMAGES to larger commercial/business tract located North of I-10, east side of Pecue Lane

(Optional) NAME: Genie Silva

ADDRESS: 305 W. Woodgate Avenue Baton Rouge, LA 70808

DATE: 2/28/2011

EMAIL:

34

**PUBLIC MEETING COMMENT FORM**

FEBRUARY 24, 2011

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	Rank 1-6	Circle Reiger Road Choice	Specific Reasons for Choices: <i>Please consider the interchange, the alignment of Pecue Lane &amp; the Reiger Road extension in comments.</i>
Alternative B (yellow)	1	<input checked="" type="checkbox"/> R1 <input type="checkbox"/> R2	Prefer B/R1 - Majority of the takes from Southwest and Southeast quadrant of I-10 at Pecue - Woodruff area. Access to Pecue Lane would allow for damages to future development of commercial/business property on Northeast quadrant of I-10, and property east of the east side line to Pecue Lane. Plus, having two streets access to Pecue Lane from west side of Pecue Lane and North Reiger Road area, allows for more control of access.
Alternative C (red)	2	<input checked="" type="checkbox"/> R1 <input type="checkbox"/> R2	Prefer B/R2 over C/R1. C/R1 - by constructing two access streets to Pecue Lane, there is a break in Control of Access.
Alternative D-3 (green)	3	<input checked="" type="checkbox"/> R1 <input type="checkbox"/> R2	D-3/R1 - by constructing two access streets to Pecue Lane, there is a break in Control of Access.
Alternative E (blue)	5		Least liked of proposed plans. Control of Access line along the easterly right of way line on Pecue Lane on Northeast quadrant of I-10 limits access to future use of large commercial business tract that fronts Pecue Lane in front of Woodruff Subdivision.
Alternative F (orange)	4		Prefer F over Alternative E, as this design has shorter Control of Access line than E.
No Build Alternative	6		Need roadway improvements constructed as to aid in traffic flow from Perkins Road/Highland Road area towards Airline Hwy/Woman's Hospital.

PLEASE CONSIDER THE ADDITIONAL COMMENTS LISTED ON THE BACK OF THIS SHEET

(Optional) NAME: Leon R. Kleinpeter III DATE: 3/7/2011  
 ADDRESS: 9756 Barringer Foreman Road, B.R., LA 70809 EMAIL:

**PUBLIC MEETING COMMENT FORM**

FEBRUARY 24, 2011

**PECUE LANE/I-10 INTERCHANGE PROJECT**

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CITY/PARISH PROJECT NO. 09-CS-US-0041

STATE PROJECT NO. 700-17-0221

FEDERAL AID PROJECT NO. IM-1709(507)

ALTERNATIVE B/R1: BEST OPTION

1) Majority of R/W taken from South side of I-10. 2) LESS DAMAGES to larger commercial/business tract located North of I-10, east side of Pecue Lane.

(Optional) NAME: Leon R. Kleinpeter III

ADDRESS: 9756 Barringer Foreman Road, B.R., LA 70809

DATE: 3/7/2011

EMAIL:

3935

**PUBLIC MEETING COMMENT FORM**

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	Rank 1-6	Circle Reiger Road Choice	Specific Reasons for Choices: <i>Please consider the interchange, the alignment of Pecue Lane &amp; the Reiger Road extension in comments.</i>
Alternative B (yellow)	1	<input checked="" type="checkbox"/> B1 <input type="checkbox"/> B2	Prefer B/R1 - Majority of the taken from Southwest and Southeast quadrant of I-10 at Pecue. Most of the area. Allowing the more than 1000' allow less damage to future development of commercial business property on Northwest quadrant of I-10. All property used in the area for Pecue Lane. Plus having two streets access to Pecue Lane from west side of Pecue Lane and North Reiger Road area, allows greater control of access.
Alternative C (red)	2	<input checked="" type="checkbox"/> C1 <input type="checkbox"/> C2	Prefer B/R2 over C/R1. C/R1 - by constructing two access streets to Pecue Lane, there is a break in Control of Access.
Alternative D-3 (green)	3	<input checked="" type="checkbox"/> D1 <input type="checkbox"/> D2	D-3/R1 - by constructing two access streets to Pecue Lane, there is a break in Control of Access.
Alternative E (blue)	5		Least liked of proposed plans. Control of Access line along the easterly right of way line on Pecue Lane on Northeast quadrant of I-10 limits access to future use of large commercial business tract that fronts Pecue Lane in front of Woodridge Subdivision.
Alternative F (orange)	4		Prefer F over Alternative E, as this design has shorter Control of Access line than E.
No Build Alternative	6		Need roadway improvements constructed as to aid in traffic flow from Perkins Road/Highland Road area towards Airline Hwy/Woman's Hospital.

PLEASE CONSIDER THE ADDITIONAL COMMENTS LISTED ON THE BACK OF THIS SHEET

(Optional) NAME: Lillian Kleinpeter

DATE: 2/28/2011

ADDRESS: 19505 Garden Lake Court Baton Rouge, La 70810

EMAIL:

**PUBLIC MEETING COMMENT FORM**

FEBRUARY 24, 2011

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**BATON ROUGE, LA**

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(Optional) NAME: Lillian Kleinpeter

ADDRESS: 19505 Garden Lake Court Baton Rouge, La 70810

DATE: 2/28/2011

EMAIL:

36

Rowel Johnson  
8654 Briarwood Place  
Baton Rouge, LA

"The comment I'd like to make is concerning access from Briarwood Estates Subdivision going onto Airline Highway...we've had a fatality there. I'd like to see a 'no left turn' onto Airline Highway- make everyone turn right and put a U-turn access down the highway on the south side, so people could make a U-turn and get on back onto Airline, heading north."

37

Bervin Smith  
8140 Pecue Lane and 8760 Pecue Lane  
Baton Rouge, LA

"We're in favor of Conceptual Alternative F-the orange one- that's the least intrusive on our property. We're not going to be for any FONSI, going forward in the Fall that's intrusive on our land. We're affected socio-economically and recreationally because there are houses...horses on the back side of 8760 Pecue Lane, - I want to make it clear that we definitely want an access road or a driveway built if using Conceptual Plan F that gives us access to the front of our property. I think it's ridiculous that our homes all face-going east- but you're telling me you're only going to give me on 7 of the other 8 plans I'm only going to have access to our property from Rieger Road, which would be the rear of our property. My property faces east, and I will only have access from the back of my property. Those homes have been there for generations, I think it's ridiculous that you're not coming up with plans that already include front access to our property that are outside the 2500 square foot zone that I keep hearing that you can't have access to. The only way we'll except plan F is if I have access to the front of our property, 8140, and 8760 Pecue Lane. Another alternative would be moving your loops or moving your interchanges further east, that would be closer toward the Woodridge homes versus affecting homeowners that have been there for generations. You're wanting to open Pecue Lane to 4 lanes- I suggest you take the land that's not being used between Pecue Lane and the Woodridge subdivision, and do your 4 lanes from there versus taking land from homeowners. It's the least intrusive, it's not taking up land from homeowners already- you're using from a vacant property, a vacant couple of acres that you could open up and make 4 lanes there. It's less intrusive, and doesn't affect our quality of life, and I think it'd also satisfy your FONSI and we would support a plan like that. We will support no plan that does not give us access to the front of our property that's already existing. A ½ mile to make a u-turn is ridiculous, homeowners should have some right...there have to be some other plans available that gives us access to turn left or right for our option rather than just having to use Rieger Road. So, we're not in favor of anything. None of your plans affect any of the businesses- all of your loops affect the homeowners, no plans that affect cable, I see constantly on your handout that there's no impact to the Cox building. The Cox building was built knowing that these plans were probably into affect...I'm sure they're going to know versus what we know...what Berven Smith would know. So I'm not sure why they would let that building be placed there or that... I'm not sure what you call that, I guess it's a

station where all the Cox cable networks are placed, I don't know why you would put that there. But none of your plans affect Cox cable, Performance (Contractors), Sysco, or any of the other businesses that are on the other side of the overpass on Pecue Lane. Possibly have Reiger Road go parallel to I-10 going continuously east, may be an option of doing some of your loops there versus putting your loops right there at Pecue Lane like you have to put them there, when there has to be other options available. But if I had to pick one, I'd pick F, if and only if it gives us access to the front of our property- and having two fronts, basically, instead of only rear entry. I think that's disgusting, I think that's disrespectful to the homeowners that have already been there. I'm speaking for Bervin Smith, homeowner, Essex Smith, Jr. homeowner, and Rosa Lee Williams, my sister, and homeowner. We own almost approximately 5 acres on this side and included on Pecue Lane on the other side, 7135 Pecue Lane and 77145 Pecue Lane, that will also be affected by the Stumberg project that's behind Woman's hospital. Everything's being built for Woman's Hospital. For generations we used Airline Highway as a way of going around...how come people going to the damn hospital can't use Airline Highway and be less intrusive of the folks that live already present there. I'm against any plans of wideing Reiger Road that takes away from the homeowners on Pecue Lane. There's land between Budweiser and the homeowners on Pecue Lane that could be used to widen Reiger Road. I'm against any plans (any kind of servitude, real estate ventures) that takes land from us. Your plans should be more sensitive to homeowners, I will not support your FONSI, I will fight the hell out of you .Any plans that take land from me."



**Rosa Williams**  
**8760 Pecue Lane**

"I am opposed to Reiger Road coming in the back of my property, having Reiger Road being the front where my house has been for years, I've rented this house for 10 years and I've been owner of this house for maybe 18 years. So when I purchased this property I didn't purchase this property thinking to sell it or for a road to come through. I purchase that property because I have horses...I can stand in the back yard by my horses and look across at Budweiser...how come none of this is affecting Budweiser or Kleinpeter Field, which is across the street from the front of my house on Pecue Lane. So you either want to come through the back, make Reiger Road my back door, and the front of my house is Pecue Lane. So I'm opposed to Reiger Road coming through like that. I know there's a plan that yall could implement where we keep our front on Pecue Lane, you could implement some kind of something- I don't want to lose any of my front on Pecue Lane. Also, I'm seeing the measurements that yall are doing on Pecue Lane...everything is to the left, where residents are. I don't see anything to the right, across the street, where Kleinpeter owns that field in the back of Wildwood subdivision...I don't see any markings over in that field. So do you why want to take away from the homeowners, the people that live there...that have lived there for years. All of a sudden this is coming up. You're not fooling with the Cox people, you're not fooling with the Performance people...any of them, Sysco, nobody. But you got little homeowners that are affected by it. We are heirs to property in Pecue Heights, also, that crosses across where the subdivision is. We're also heirs to the property in the back of George Cain, so at the same time, everything is like, you're taking, you're taking you're taking. My dad always said, 'this is

Pecue Lane/I-10 Interchange  
Public Meeting 2  
Transcribed Audio Comments

home...don't ever let someone come in and take your home from you.' I never mortgaged my home, or anything like that. None of that. So at the same time because this means a lot to me. So at the same time if you're going to put a road through, let's do the interchange somewhere else. Why does it have to take away the front of Pecue Lane? That's my whole thing. I'm not against yall implementing a plan to cut down on some of the traffic and stuff, but don't let my back door- the back of my property- be the front. And don't take away the front of my property where I have no access other than coming through the back of my property. It shouldn't be."

**39**  
Edwin Roth  
8804 Foxgate Drive  
Woodridge Subdivision  
Baton Rouge, LA

"The people entering and leaving Woodridge- we're going to require at least a light at that new interchange, because if not, we won't be able to enter that street, so we need to have a light put at the entrance of Woodridge."

#40

# PUBLIC MEETING COMMENT FORM

INSERT 2

FEBRUARY 24, 2011

## PECUE LANE/I-10 INTERCHANGE PROJECT

BATON ROUGE, LA

CITY/PARISH PROJECT NO. 09-CS-US-0041

STATE PROJECT NO. 700-17-0221

FEDERAL AID PROJECT NO. IM-1709(507)

IN ORDER TO INSURE THAT YOUR COMMENTS BECOME PART OF THE OFFICIAL TRANSCRIPT, THEY SHOULD BE SENT TO THE FOLLOWING ADDRESS AND BE POSTMARKED **WITHIN 10 BUSINESS DAYS OF THIS MEETING (MARCH 11, 2011)**.

**Email:** sherrow@csrsonline.com  
**Or Mail:** CSRS Program Management, ATTN: Shaun Sherrow  
6767 Perkins Road, Suite 200, Baton Rouge, LA 70808

Please rank the following alternatives presented today, in order of your personal preference, with 1 as your first choice, 2 as your second choice, etc. On each, if a choice of alignments for the Reiger Road extension is listed, please circle the alignment that you prefer.

	Rank 1-6	Circle Reiger Road Choice	Specific Reasons for Choices: Please consider the interchange, the alignment of Pecue Lane & the Reiger Road extension in comments.
Alternative B (yellow)	1	(R1) R2	Interchange needed before but Woman's Shop's move makes it make sense. Best option for Reiger Road extension - the connection from Reiger to Pecue badly needed - service roads on both sides of interchange needed
Alternative C (red)	2	(R1) R2	
Alternative D-3 (green)	3	(R1) R2	
Alternative E (blue)	5		
Alternative F (orange)	4		
No Build Alternative	6		

PLEASE CONSIDER THE ADDITIONAL COMMENTS LISTED ON THE BACK OF THIS SHEET

(Optional) NAME: LARRY + ELEANOR KLEINPETER

DATE: 3/7/11

ADDRESS: 18801 Perkins Road East 70810

EMAIL:

#41

# PUBLIC MEETING COMMENT FORM

INSERT 2

FEBRUARY 24, 2011

## PECUE LANE/I-10 INTERCHANGE PROJECT

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6767 Perkins Road, Suite 200, Baton Rouge, LA 70808

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	Rank 1-6	Circle Reiger Road Choice	Specific Reasons for Choices: Please consider the interchange, the alignment of Pecue Lane & the Reiger Road extension in comments.
Alternative B (yellow)	1	R1	
Alternative C (red)	2	R1	
Alternative D-3 (green)	3	R1	
Alternative E (blue)	5		
Alternative F (orange)	4		
No Build Alternative	6		

PLEASE CONSIDER THE ADDITIONAL COMMENTS LISTED ON THE BACK OF THIS SHEET

(Optional) NAME: Betty N. Kershaw  
ADDRESS: 9253 Homestead Drive  
Baton Rouge, LA 70817

DATE: March 2, 2011  
EMAIL: dkershaw@cap.net

#42

**PUBLIC MEETING COMMENT FORM**

INSERT 2

FEBRUARY 24, 2011

**PECUE LANE/I-10 INTERCHANGE PROJECT**

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CITY/PARISH PROJECT NO. 09-CS-US-0041

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	Rank 1-6	Circle Reiger Road Choice	<i>Specific Reasons for Choices: Please consider the interchange, the alignment of Pecue Lane &amp; the Reiger Road extension in comments.</i>
Alternative B (yellow)	6	<input type="checkbox"/> R1 <input checked="" type="checkbox"/> R2	
Alternative C (red)	5	<input type="checkbox"/> R1 <input checked="" type="checkbox"/> R2	
Alternative D-1 (green)	1	<input type="checkbox"/> R1 <input checked="" type="checkbox"/> R2	
Alternative E (blue)			
Alternative F (orange)			
No Build Alternative			

PLEASE CONSIDER THE ADDITIONAL COMMENTS LISTED ON THE BACK OF THIS SHEET

(Optional) NAME:

DATE: 3/11/2011

ADDRESS: 8629 Highcrest Dr., B.R., LA 70809

EMAIL: xuyong.wang@la.gov



#43

# PUBLIC MEETING COMMENT FORM

INSERT 2

FEBRUARY 24, 2011

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	Rank 1-6	Circle Reiger Road Choice	Specific Reasons for Choices: <i>Please consider the interchange, the alignment of Pecue Lane &amp; the Reiger Road extension in comments.</i>
Alternative B (yellow)	2	<input type="checkbox"/> R1 <input checked="" type="checkbox"/> R2	The placement of an intersection at Reiger Rd immediately behind my house does not appeal to me. I prefer the placement further down Pecue. These options also appeal to me more as there is less involvement to our property lines.
Alternative C (red)	4 3	<input type="checkbox"/> R1 <input checked="" type="checkbox"/> R2	The placement of an intersection at Reiger Rd immediately behind my house does not appeal to me. I prefer the placement further down Pecue
Alternative D-2 (green)		<input type="checkbox"/> R1 <input type="checkbox"/> R2	Pecue is way too close to my back yard which could potentially put commercial property right next to my back yard.
Alternative E (blue)	5		This would be my last and final option. I don't care for the placement of the looped ramp but it does not bring Pecue Lane any closer to my back yard than it currently is so I choose this over the "D" options.
Alternative F (orange)			
No Build Alternative			

PLEASE CONSIDER THE ADDITIONAL COMMENTS LISTED ON THE BACK OF THIS SHEET

(Optional) NAME: Erin Crain

DATE: 3/9/2011

ADDRESS: 9028 Foxgate Drive

EMAIL: erinauxtcrain@yahoo.com



#44

# PUBLIC MEETING COMMENT FORM

INSERT 2

FEBRUARY 24, 2011

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	Rank 1-6	Circle Reiger Road Choice	Specific Reasons for Choices: <i>Please consider the interchange, the alignment of Pecue Lane &amp; the Reiger Road extension in comments.</i>
Alternative B (yellow)	3	<input type="checkbox"/> R1 <input checked="" type="checkbox"/> R2	Do not want this plan!
Alternative C (red)	2	<input type="checkbox"/> R1 <input checked="" type="checkbox"/> R2	This is a good plan because I like the loop entrance onto I-10 and the plans for Reiger Road, but I think Alternative D3-R2 is better!
Alternative D3 (green)	1	<input type="checkbox"/> R1 <input checked="" type="checkbox"/> R2	This plan seems to pose less congestion than the other plans. I also like the plan for the intersection of Pecue Lane and I-10 and waiting to go back onto I-10 in the direction you came from. I think the intersection of Pecue Lane is best in this plan as there is less congestion at the I-10 interchange! Please see more comments on page 2.
Alternative E (blue)	NO		Definitely do not want this at all!
Alternative F (orange)	NO		Definitely do not want this at all!
No Build Alternative	4		

PLEASE CONSIDER THE ADDITIONAL COMMENTS LISTED ON THE BACK OF THIS SHEET

(Optional) NAME: Joe Territo

DATE: 3/6/2011

ADDRESS: 10420 Pecue Lane, Baton Rouge, LA 70810

EMAIL: dterrito@bellsouth.net

# PUBLIC MEETING COMMENT FORM

FEBRUARY 24, 2011

## PECUE LANE/I-10 INTERCHANGE PROJECT

BATON ROUGE, LA

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In reference to those businesses and homes on the north side of I-10, why not move the intersection of Reiger Road at Pecue Lane a little closer toward I-10 from which it is currently planned in D3-R2 Alternative Plan and allow it to meet or intersect with that section of Pecue Lane that is planned to be demolished. This point would be where the new section of Pecue Lane would veer off slightly to the east in order for the alignment of the new interchange to be constructed. This would keep that section from being lost to demolition allowing for less disruption and inconvenience to those property owners along that section of Pecue Lane. The properties on the opposite side of that intersection of Reiger Road (north side) could have a short dead end street for access to their properties from Reiger Road. This dead end road could be extended in the future when other properties are further developed.

I would also like to see that the City Parish not allow any heavy commercial use of the property on the north side of I-10 between the interstate and the residential subdivisions in that area nor in front of the existing subdivisions located on the east side of Pecue Lane between I-10 and Airline Hwy. Heavy commercial use of that property would greatly affect the quality and integrity of the homeowners in that neighborhood.

I am very concerned about increased traffic that will come to the section of Pecue Lane between Perkins Road and Highland Road. We need to make this section a no passing zone by having it double striped as drivers are already speeding on this road. Further, it is hard now to turn east bound onto Highland Road from Pecue Lane during afternoon peak traffic times. Once the I-10 interchange is completed this problem will surely get worse. I would like for the City Parish to plan to install a traffic signal at this location to help make this intersection safer for the public.

Thank you!

Joe

(Optional) NAME: Joe Territo

ADDRESS: 10420 Pecue Lane, Baton Rouge, LA 70810

DATE: 3/6/2011

EMAIL: dterrito@bellsouth.net

# 45

INSERT 2

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6767 Perkins Road, Suite 200, Baton Rouge, LA 70808

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	Rank 1-6	Select Reiger Road Choice	Specific Reasons for Choices: Please consider the interchange, the alignment of Pecue Lane & the Reiger Road extension in comments.
Alternative B (yellow)	1	<input checked="" type="checkbox"/> R1 <input type="checkbox"/> R2	
Alternative C (red)	2	<input checked="" type="checkbox"/> R1 <input type="checkbox"/> R2	
Alternative D-3 (green)	3	<input type="checkbox"/> R1 <input type="checkbox"/> R2	
Alternative E (blue)	5		
Alternative F (orange)	4		
No Build Alternative	6		

PLEASE CONSIDER THE ADDITIONAL COMMENTS LISTED ON THE BACK OF THIS SHEET

(Optional) NAME: Richard G "Jerry" Kleinpeter LRK LLC Member DATE: 3/5/11  
ADDRESS: \_\_\_\_\_ EMAIL: \_\_\_\_\_

# PUBLIC MEETING COMMENT FORM

FEBRUARY 24, 2011

INSERT 2

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	Rank 1-6	Circle Reiger Road Choice	Specific Reasons for Choices: <i>Please consider the interchange, the alignment of Pecue Lane &amp; the Reiger Road extension in comments.</i>
Alternative B (yellow)	1	R1 <b>(R2)</b>	<i>This appears to be the least costly and leaves</i>
Alternative C (red)	4	R1 <b>(R2)</b>	
Alternative D-3 (green)	3	<b>(R1)</b> R2	
Alternative E (blue)	5		
Alternative F (orange)	2		
No Build Alternative	6		

PLEASE CONSIDER THE ADDITIONAL COMMENTS LISTED ON THE BACK OF THIS SHEET

(Optional) NAME: *Greg Iseral*

DATE: *2011-03-10*

ADDRESS: *13735 Paddington Lane, Baton Rouge, LA 70810*

EMAIL: *giserat@hotmail.com*

# PUBLIC MEETING COMMENT FORM

FEBRUARY 24, 2011

## PECUE LANE/I-10 INTERCHANGE PROJECT

BATON ROUGE, LA

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Thank you for the opportunity to give feedback. I am most concerned with the cost. In general, a lower cost option is preferred. Nothing fancy. Also, I was hoping to see a connection to the Siegen shopping center that has Lowes. However, some of my neighbors believe that type of connection would be a big problem. My ratings on the other side of this form are somewhat unreliable as I didn't have the costs associated with them handy.

I'm for this moving forward, but please be frugal.

Also - please see attached email with comments from Thomas Humble, my neighbor.

(Optional) NAME: Greg Iseral  
 ADDRESS: 13735 Paddington Lane

DATE: 2011-03-10  
 EMAIL: giseral@hotmail.com

**D. Greg Iseral**

---

**From:** Thomas Humble [swampmounty1@cox.net]  
**Sent:** Friday, March 11, 2011 11:49 AM  
**To:** D. Greg Iseral  
**Subject:** Re: Pecue @ I-10

Greg,

It appears to me that any future second entrance/exit to the Seigen Marketplace is going to have to be similar to the Picardy extension and overpass at Mall of Louisiana. If so, Reiger Road is probably going to be the service road.

The "D" alternatives appear to leave the most land available for a shopping center connection directly to Pecue, but I think any connection from the shopping center to Pecue on the Perkins side of the interstate is going to create a traffic nightmare, so I'd be looking for options that discourage that approach.

TSHumble

On Mar 11, 2011, at 6:11 AM, D. Greg Iseral wrote:

> <Pecue Lane I-10 Interchange Proposed Conceptual Alternatives Insert  
> 1.pdf>

*I've included this email from Thomas Humble.*

*D. Greg Iseral*

**PUBLIC MEETING COMMENT FORM**

FEBRUARY 24, 2011

**PECUE LANE/I-10 INTERCHANGE PROJECT**

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	Rank 1-6	Circle Reiger Road Choice	<i>Specific Reasons for Choices: Please consider the interchange, the alignment of Pecue Lane &amp; the Reiger Road extension in comments.</i>
Alternative B (yellow)	4	<input type="checkbox"/> R1 <input checked="" type="checkbox"/> R2	Comments on back
Alternative C (red)	3	<input type="checkbox"/> R1 <input checked="" type="checkbox"/> R2	Comments on back
Alternative D-3 (green)	2	<input type="checkbox"/> R1 <input checked="" type="checkbox"/> R2	Comments on back
Alternative E (blue)			
Alternative F (orange)			
No Build Alternative	1		Comments on back

PLEASE CONSIDER THE ADDITIONAL COMMENTS LISTED ON THE BACK OF THIS SHEET

(Optional) NAME: Sarenee Cooper Hawkins

DATE: 3/9/2011

ADDRESS: 8730 Pecue Lane, Baton Rouge, LA 70809

EMAIL: Sarenee.Hawkins@gmail.com

**PUBLIC MEETING COMMENT FORM**

FEBRUARY 24, 2011

**PECUE LANE/I-10 INTERCHANGE PROJECT**

**BATON ROUGE, LA**

CITY/PARISH PROJECT NO. 09-CS-US-0041

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I have ranked the alternatives based on how they will impact the homeowners of the Airline Heights subdivision. First choice is the No Build Option. I understand the idea of improvement and change, but it should not happen at the expense of the property owners on this street/subdivision. My second, third, and fourth choices have about the same effect on our property. The comments I have are applicable to all of them.

1. All of the proposed plans, showed the road being widened from the current Pecue Lane. While only one side of Pecue Lane has residential property, I believe the road should be widened by adding lanes to the side of Pecue where there aren't any residents to be displaced or affected.

2. If at all possible homeowners should be able to retain access to the new Pecue roadway.

3. Our property is subdivided into 2 lots, so the R1 options would limit (or eliminate) access to the lot closest to Pecue because the right-of-way runs along one edge of the property that would be located past where the proposed access road would dead-end. R1 should not even be an option, in my opinion.

4. The current property owners should not be put under financial strain due to how this project will impact their properties. Fences, gates, driveways will all need to be relocated. The property will need to be graded to accommodate for the natural water flow which will most certainly be affected by roads being built above-grade surrounding those properties.

(Optional) NAME: Sarenee Cooper Hawkins  
ADDRESS: 8730 Pecue Lane, Baton Rouge, LA 70809

DATE: 3/9/2011  
EMAIL: Sarenee.Hawkins@gmail.com

**PUBLIC MEETING COMMENT FORM**

FEBRUARY 24, 2011

**PECUE LANE/I-10 INTERCHANGE PROJECT**

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	Rank 1-6	Circle Reiger Road Choice	<i>Specific Reasons for Choices: Please consider the interchange, the alignment of Pecue Lane &amp; the Reiger Road extension in comments.</i>
Alternative B (yellow)		<input type="checkbox"/> R1 <input type="checkbox"/> R2	
Alternative C (red)		<input type="checkbox"/> R1 <input type="checkbox"/> R2	
Alternative D-3 (green)		<input checked="" type="checkbox"/> R1 <input type="checkbox"/> R2	This alternative is the farthest from Woodridge subdivision and takes up the least amount of land on the south side.
Alternative E (blue)			
Alternative F (orange)			
No Build Alternative			

PLEASE CONSIDER THE ADDITIONAL COMMENTS LISTED ON THE BACK OF THIS SHEET

(Optional) NAME: Kindra Fletcher

DATE: 3/11/2011

ADDRESS: 8510 Foxfield Dr BR AL 70809

EMAIL: kfletchersold@yahoo.com



**PUBLIC MEETING COMMENT FORM**

FEBRUARY 24, 2011

**PECUE LANE/I-10 INTERCHANGE PROJECT**

**BATON ROUGE, LA**

CITY/PARISH PROJECT NO. 09-CS-US-0041

STATE PROJECT NO. 700-17-0221

FEDERAL AID PROJECT NO. IM-1709(507)

IN ORDER TO INSURE THAT YOUR COMMENTS BECOME PART OF THE OFFICIAL TRANSCRIPT, THEY SHOULD BE SENT TO THE FOLLOWING ADDRESS AND BE POSTMARKED **WITHIN 10 BUSINESS DAYS OF THIS MEETING** (MARCH 11, 2011).

**Email:** sherrow@csrsonline.com  
**Or Mail:** CSRS Program Management, ATTN: Shaun Sherrow  
 6767 Perkins Road, Suite 200, Baton Rouge, LA 70808

Please rank the following alternatives presented today, in order of your personal preference, with 1 as your first choice, 2 as your second choice, etc. On each, if a choice of alignments for the Reiger Road extension is listed, please circle the alignment that you prefer.

	Rank 1-6	Circle Reiger Road Choice	<i>Specific Reasons for Choices: Please consider the interchange, the alignment of Pecue Lane &amp; the Reiger Road extension in comments.</i>
Alternative B (yellow)		<input type="checkbox"/> R1 <input type="checkbox"/> R2	
Alternative C (red)		<input type="checkbox"/> R1 <input type="checkbox"/> R2	
Alternative D-3 (green)		<input checked="" type="checkbox"/> R1 <input type="checkbox"/> R2	This alternative is the farthest from Woodridge subdivision and takes up the least amount of land on the south side.
Alternative E (blue)			
Alternative F (orange)			
No Build Alternative			

PLEASE CONSIDER THE ADDITIONAL COMMENTS LISTED ON THE BACK OF THIS SHEET

(Optional) NAME: Chuck Fletcher

DATE: 3/11/2011

ADDRESS: 8510 Foxfield Dr BR LA 70809

EMAIL:



Attachment 3  
Meeting Handout



# PECUE LANE/I-10 INTERCHANGE

**East Baton Rouge Parish**  
CITY/PARISH PROJECT NO. 09-CS-US-0041  
STATE PROJECT NO. 700-17-0221  
FEDERAL AID PROJECT NO. IM-1709(507)



**Open House Public Meeting**  
Thursday, February 24, 2011  
4:30 pm to 7:30 pm

St. George Kleinpeter Activity Center  
7808 St. George Drive  
Baton Rouge, Louisiana

## MEETING FORMAT

This Public Meeting is being conducted as an Open House. Everyone is welcomed to attend any time during the hours of 4:30pm and 7:30pm. As you entered the building you should have been asked to sign in, so a record of your participation can be maintained. A short slide presentation on the project will be shown at intervals in the classroom area, and members of the project team will be available throughout tonight's meeting to provide assistance and to answer any questions you may have.

Throughout the Open House, the following informational stations will be available:

1. Sign-in and handout table
2. Real Estate and Relocation table
3. Slide Presentation
4. Exhibit and map display area where you may review the project area map and ask questions of project staff
5. Comment area for providing written and verbal comments and reviewing project documents

To get the most from your visit to the meeting, it is recommended that you visit all stations.

## PUBLIC COMMENTS/PARTICIPATION

Your views and participation are welcomed and are vital in ensuring that decisions on the proposed project reflect the needs of the people affected by the project. Comments may be submitted as follows:

1. In writing by using the comment form provided in this handout. Written comments may be handed in tonight at the comment table or mailed to the address given on the form.
2. Verbal comments may be recorded tonight at the comment table.
3. Comments may be emailed to [sherrow@csrsonline.com](mailto:sherrow@csrsonline.com).

\*Please include your name, address, email, phone, and the date on the comment form so you can be contacted if needed. Although comments are encouraged and valued throughout the process, they must be postmarked within 10 days of this meeting to be included in the formal meeting transcript.

# PECUE LANE/I-10 INTERCHANGE

## East Baton Rouge Parish

### INTRODUCTION

This meeting and handout provides information on the environmental studies that are being performed for the proposed Pecue Lane/I-10 Interchange Project.

The proposed Pecue Lane/I-10 Interchange project is one of the projects included in the 2005 Half-Cent Sales Tax Extension, known as the Green Light Plan (GLP). Since this project utilizes federal funding in conjunction with state and local funds, a Stage 1 Planning and Environmental Study must be completed. Public involvement is a part of this Stage 1 process.

The Purpose and Need for this project is:

- To provide an additional interchange with I-10
- To mitigate traffic congestion on I-10 and the local roadway network
- To provide enhanced mobility for the commerce needs of the surrounding area.

Tonight is the second public meeting held in conjunction with the Stage 1 Study. The purpose of this public meeting is to:

- Provide more detailed information about the proposed project and its potential impacts
- Solicit comments about the project from the public and other interested parties
- Explain the required process
- Request input on the proposed alternatives, which may result in the creation of additional alternative(s)
- Request feedback on the Purpose and Need
- Explain the next steps

### PROPOSED ACTION

The proposed action may include:

- Construction of an interchange with multiple through and turn lanes on Pecue Lane
- An entrance ramp and exit ramp on both east and westbound I-10
- Replacing the current two-lane overpass bridge
- Replacing the Pecue Lane/Wards Creek Bridge
- An extension of Reiger Road to a new intersection with Pecue Lane, and
- Other work within the limits of the project.

The project study area is bordered by Airline Highway to the north, Perkins Road to the south, Siegen Lane to the west, and Highland Road to the east.

### In This Handout

Meeting Format.....	1
Public Comments/Participation .....	1
Introduction .....	2
Proposed Action.....	2
Stage 1 Information.....	2
DOTD Process.....	3
EA Flowchart/Project Team .....	4
Project Conceptual Alternatives.....	Insert 1
Comment Form .....	Insert 2

### STAGE 1 INFORMATION

#### Planning and Environmental

The Department of Transportation and Development project delivery process includes a total of 7 stages, from Stage 0 to Stage 6. This project is now in Stage 1, which is the Planning and Environmental stage. The purpose of Stage 1 is to continue the planning and environmental effort with more emphasis on environmental review, and refinements to the planning developed in Stage 0. This stage uses the NEPA (National Environmental Policy Act) process and will document potential project impacts. An Environmental Assessment document will be prepared for the proposed project.

During the Environmental Assessment, each proposed alternative, including the No-Build alternative, is analyzed with regard to the following potential environmental impacts:

- |                  |                      |
|------------------|----------------------|
| ▪ Social         | ▪ Recreational Areas |
| ▪ Economic       | ▪ Wetlands           |
| ▪ Cultural       | ▪ Water Resources    |
| ▪ Noise          | ▪ Flood Plains       |
| ▪ Air            | ▪ Endangered or      |
| ▪ Prime Farmland | Threatened Species,  |
|                  | and/or Their Habitat |

### WHAT'S NEXT?

The input gathered at this public meeting is crucial to the decisions that will be made with regard to this project. Once all alternatives are reviewed and further analyzed, a "preferred alternative" will be selected and presented to the public for feedback at the Public Hearing. The Draft Environmental Assessment will be available for public review prior to and during the Public Hearing and comments regarding the document may be submitted at that time.

***Additional public meeting information is available throughout the project at 1-877-311-5862.***

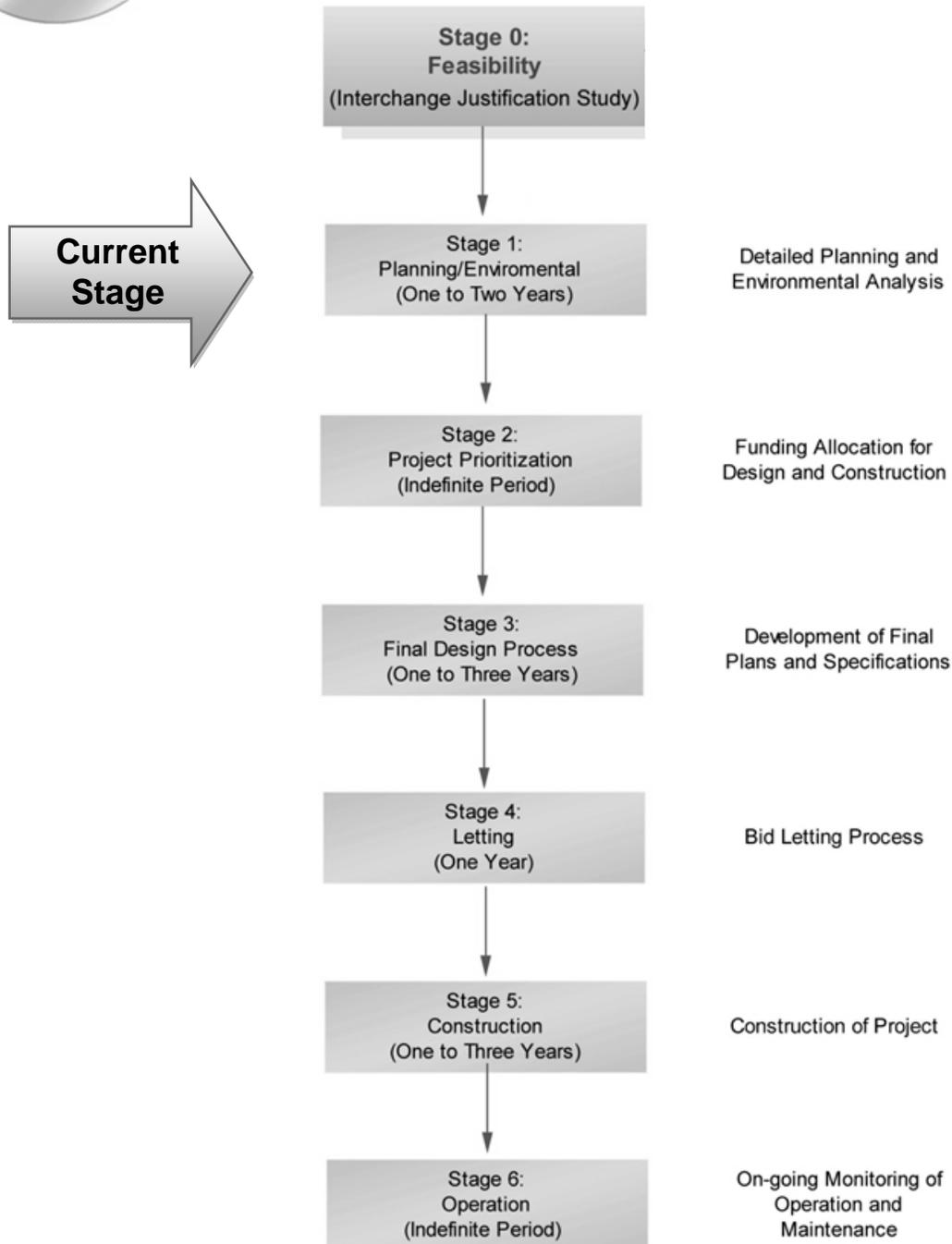
# PECUE LANE/I-10 INTERCHANGE

## East Baton Rouge Parish

### DOTD PROCESS OVERVIEW



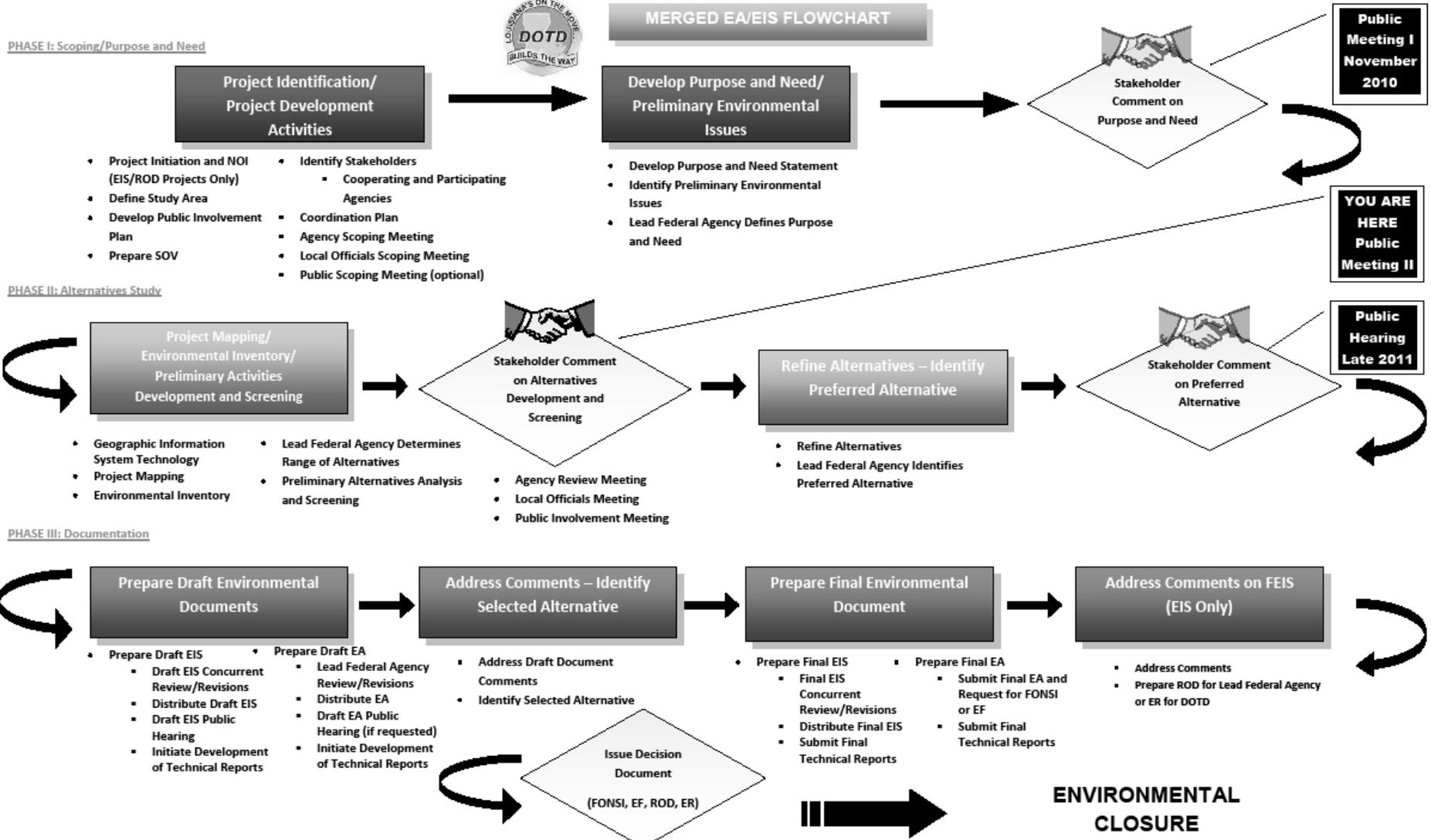
## DOTD'S PROJECT DELIVERY PROCESS



# ENVIRONMENTAL ASSESSMENT PROCESS AT A GLANCE

STAGE 1 – MANUAL OF STANDARD PRACTICE

MANAGING THE NEPA PROCESS



## PROJECT TEAM MEMBERS INCLUDE:

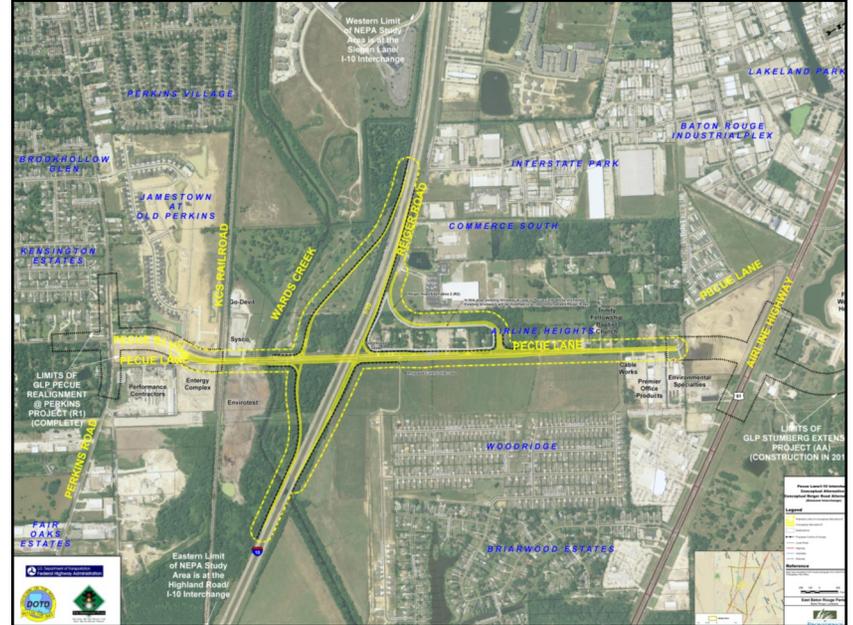
<p><b>Joint Lead Agencies</b> Louisiana Department of Transportation and Development Federal Highway Administration</p>	<p><b>Project Sponsor</b> EBR Department of Public Works Green Light Plan</p>	<p><b>Lead Consultant</b> Providence</p>	<p><b>Subconsultants</b> Shread Kuyrkendall, Urban Systems, Franklin Industries, Shaw, EarthSearch</p>
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# PECUE LANE/I-10 INTERCHANGE PROPOSED CONCEPTUAL ALTERNATIVES INSERT 1

## ALTERNATIVE B-R1: Diamond Interchange



## ALTERNATIVE B-R2: Diamond Interchange



## ALTERNATIVE C-R1: Diamond Interchange with Single Loop



## ALTERNATIVE C-R2: Diamond Interchange with Single Loop



## ALTERNATIVE D-3-R1: Single Point Urban Interchange (SPUI)



## ALTERNATIVE D-3-R2: Single Point Urban Interchange (SPUI)



## ALTERNATIVE E: Modified Directional Interchange w/ Single Loop



## ALTERNATIVE F: Diamond Interchange with Roundabout Terminals



**PUBLIC MEETING COMMENT FORM**

FEBRUARY 24, 2011

**PECUE LANE/I-10 INTERCHANGE PROJECT**

**BATON ROUGE, LA**

CITY/PARISH PROJECT NO. 09-CS-US-0041

STATE PROJECT NO. 700-17-0221

FEDERAL AID PROJECT NO. IM-1709(507)

IN ORDER TO INSURE THAT YOUR COMMENTS BECOME PART OF THE OFFICIAL TRANSCRIPT, THEY SHOULD BE SENT TO THE FOLLOWING ADDRESS AND BE POSTMARKED **WITHIN 10 BUSINESS DAYS OF THIS MEETING** (MARCH 11, 2011).

**Email:** sherrow@csrsonline.com  
**Or Mail:** CSRS Program Management, ATTN: Shaun Sherrow  
 6767 Perkins Road, Suite 200, Baton Rouge, LA 70808

Please rank the following alternatives presented today, in order of your personal preference, with 1 as your first choice, 2 as your second choice, etc. On each, if a choice of alignments for the Reiger Road extension is listed, please circle the alignment that you prefer.

	<i>Rank 1-6</i>	<i>Circle Reiger Road Choice</i>	<i>Specific Reasons for Choices: Please consider the interchange, the alignment of Pecue Lane &amp; the Reiger Road extension in comments.</i>
Alternative B (yellow)		R1 R2	
Alternative C (red)		R1 R2	
Alternative D-3 (green)		R1 R2	
Alternative E (blue)			
Alternative F (orange)			
No Build Alternative			

PLEASE CONSIDER THE ADDITIONAL COMMENTS LISTED ON THE BACK OF THIS SHEET

(Optional) NAME:

DATE:

ADDRESS:

EMAIL:



Attachment 4  
Meeting Presentation and Script

# PECUE LANE/I-10 INTERCHANGE

EAST BATON ROUGE PARISH  
CITY/PARISH PROJECT NO. 09-CS-US-0041  
STATE PROJECT NO. 700-17-0221  
FEDERAL AID PROJECT NO. IM-1709(507)

OPEN HOUSE  
PUBLIC INFORMATION MEETING  
February 24, 2011  
4:30 PM - 7:30 PM



THE GREEN LIGHT PLAN  
BUILDING BETTER ROADS FOR  
EAST BATON ROUGE PARISH



Welcome to the second public information meeting for the Pecue Lane/I-10 Interchange project in East Baton Rouge Parish.

## INTRODUCTION

- The Pecue Lane/I-10 Interchange will utilize federal funding
- Federally funded projects require compliance with the National Environmental Policy Act (NEPA)
- The NEPA process requires an Environmental Assessment (EA) to be completed for this project
- Tonight's meeting is the second public meeting in the EA development process



The Pecue Lane/I-10 interchange will utilize federal funding.

Federally funded projects are required to comply with the National Environmental Policy Act known as NEPA.

Compliance with the NEPA Process requires that an Environmental Assessment (EA) be completed for this project.

Tonight's meeting is the second public meeting in the NEPA process towards developing an EA.

# PROJECT SCHEDULE

Date	Action
November 4, 2010	•Public Meeting 1: Project Initiation
February 24, 2011	•Public Meeting 2: Alternatives Development
Summer/Early Fall 2011	•Draft EA available for review •Public Hearing
Late 2011	•Final EA submitted and FONSI requested



A First Public Meeting was held on November 4, 2010 and presented the proposed project.

This Second Public Meeting is to present proposed alternatives.

In summer/early fall 2011 it is expected that the draft EA will be available for review by the public and the Public Hearing will be held.

In Late 2011 it is expected that the final EA will be submitted and a Finding of No Significant Impact (FONSI) requested.

## OVERVIEW OF FIRST PUBLIC MEETING

- The first Public Information Meeting was held on November 4th. The purpose of this meeting was to inform the public of the project's history and upcoming NEPA process that request public input.
- Notes from the November 4<sup>th</sup>, 2010 meeting are available for download at the Green Light Plan (GLP) website:

[greenlight.csrsonline.com](http://greenlight.csrsonline.com)



The first Public Information Meeting was held on November 4th. The purpose of this meeting was to inform the public of the project's history, the upcoming NEPA process, and to explain opportunities for public involvement.

Notes from the November 4<sup>th</sup>, 2010 meeting are available at the Green Light Plan (GLP) website:

[greenlight.csrsonline.com](http://greenlight.csrsonline.com)

## OBJECTIVES OF THIS MEETING

- Provide information about
  - Proposed project and proposed alternatives
  - Process through which this project must proceed
  - Where we are now and what to expect next
- Solicit comments on the alternatives currently being proposed, as well as suggestions for other possible alternatives from the public and other interested parties
- Explain additional opportunities for public involvement



The purpose of tonight's public meeting is to provide information about the proposed project, the alternatives currently being proposed, the process through which the project must proceed, where we are now and what to expect next.

Tonight we would like to solicit comments about the project's alternatives being proposed as well as accept suggestions for other possible alternatives from the public and other interested parties.

Additional opportunities for public involvement throughout the project will be explained later in this presentation.

## MEETING AGENDA

- Stations:
  - Sign-in and handout table
  - Slide presentation area
  - Exhibit and map display area
  - Real estate area
  - Comment
  - Document review area
- Please sign-in for the attendance record and to provide your e-mail and/or mailing address for future meeting announcements
- Project staff are available to assist you and receive your written or verbal comments



In addition to this presentation, the following informational stations are available throughout this evening's meeting:

- A Sign-in and handout table
- An Exhibit and map display area
- A Real Estate area
- A Comment area
- And a document review area

If you have not signed in yet, please do so for the attendance record, and to provide us with your address for future meeting announcements

To get the most from tonight's meeting, it is recommended that you visit all stations. Project staff will be available to assist you and receive any written or verbal comments you may have.



The team working on this project includes the Federal Highway Administration (FHWA), the Louisiana Department of Transportation and Development (LaDOTD), the East Baton Rouge City/Parish and Green Light Plan.

The Environmental Consultant team involved in this project includes:

- Providence, who is serving as the environmental prime consultant, and is responsible for environmental project management and the environmental assessment document
- Shaw Group who will handle the air and noise study
- Earth Search who is responsible for the cultural resources study
- And Franklin Industries who is the public outreach consultant

The Engineering Consultant team that will be involved throughout the environmental process includes:

- Shread-Kuyrkendall who is the engineering prime consultant and is responsible for the line and grade study
- And Urban Systems who is the traffic consultant and will conduct the traffic study

## PROPOSED PROJECT

The proposed Pecue Lane/I-10 Interchange project is one of the projects included in the 2005 Half-Cent Sales Tax Extension, known as the Green Light Plan (GLP). This Project may include:

- Construction of an interchange with multiple through and turn lanes on Pecue Lane
- An entrance ramp and exit ramp on both east and westbound I-10
- Widening of Pecue Lane including the construction of a median
- Replacing the current two lane overpass bridge
- Replacing the Pecue Lane/Wards Creek bridge
- An extension of Reiger Road to a new intersection with Pecue Lane
- And other work within the limits of the project



The proposed Pecue Lane/I-10 Interchange project is one project included in the 2005 Half-Cent Sales Tax Extension, known as the Green Light Plan (GLP). This project may include:

- Construction of an interchange with multiple through and turn lanes on Pecue Lane
- An entrance ramp and exit ramp on both east and westbound I-10
- Construction of a median to maintain access on Pecue Lane
- Replacing the current two lane overpass bridge
- Replacing the Pecue Lane/Wards Creek Bridge
- An extension of Reiger Road to a new intersection with Pecue lane
- And other work within the limits of the project

## PROJECT PRELIMINARY PURPOSE AND NEED

1. To provide an additional interchange with I-10
2. To mitigate traffic congestion on I-10 and the local roadway network
3. To provide enhanced mobility for the commerce needs of the surrounding area



Additional access to I-10 is needed to accommodate the increased traffic demand and changing travel patterns; therefore, the preliminary purpose and need for the proposed project is:

1. To provide an additional interchange with I-10
2. To mitigate traffic congestion on I-10 and the local roadway network
3. To provide enhanced mobility for the commerce needs of the surrounding area

Comments on the project's preliminary Purpose and Need are welcomed.

## THIS INTERCHANGE WILL PROVIDE

1. Relief to existing interstate interchanges
2. A reduction in travel time and improved access to the new Woman's Hospital currently under construction
3. Redistribution of traffic to reduce delays and congestion in this area
4. Truck distribution access to and from I-10 into the local industrial/commercial area



This interchange will provide:

1. Relief to existing interstate interchanges.
2. A reduction in travel time and improved access to the new Women's Hospital that is currently under construction.
3. Redistribution of traffic to reduce delays and congestion in this area.
4. Truck distribution access to and from I-10 into the local industrial/commercial area.

## WHAT IS AN EA?

- The National Environmental Policy Act - “NEPA process”
  - Develop/Refine Purpose and Need
  - Documents impacts from a proposed project
    - Each alternative, including the No-Build Alternative, is analyzed with regard to these potential environmental impacts
- |   |  |
|---|--|
| <ul style="list-style-type: none"><li>• Social</li><li>• Economic</li><li>• Cultural</li><li>• Noise</li><li>• Air</li><li>• Farmland</li></ul> | <ul style="list-style-type: none"><li>• Recreational Areas</li><li>• Wetlands</li><li>• Water Resources</li><li>• Floodplains</li><li>• Endangered or Threatened Species and/or their Habitats</li></ul> |
|---|--|
- 

The National Environmental Policy Act, known as NEPA, requires federal agencies to take into account the social, economic, and environmental impacts of their proposed actions

An Environmental Assessment (EA) is a NEPA document that analyzes the Purpose and need of a proposed action and the potential impacts from that action.

Through this NEPA process a Purpose and Need will be developed and refined and each alternative derived throughout the Environmental Assessment, including the no build alternative, will be analyzed with regard to the following potential environmental impacts:

Social, economic, cultural, noise, air, farmland, recreational areas, wetlands, water resources, flood plains, and endangered or threatened species, and/or their habitats

## WHAT IS AN EA? (CONTINUED)

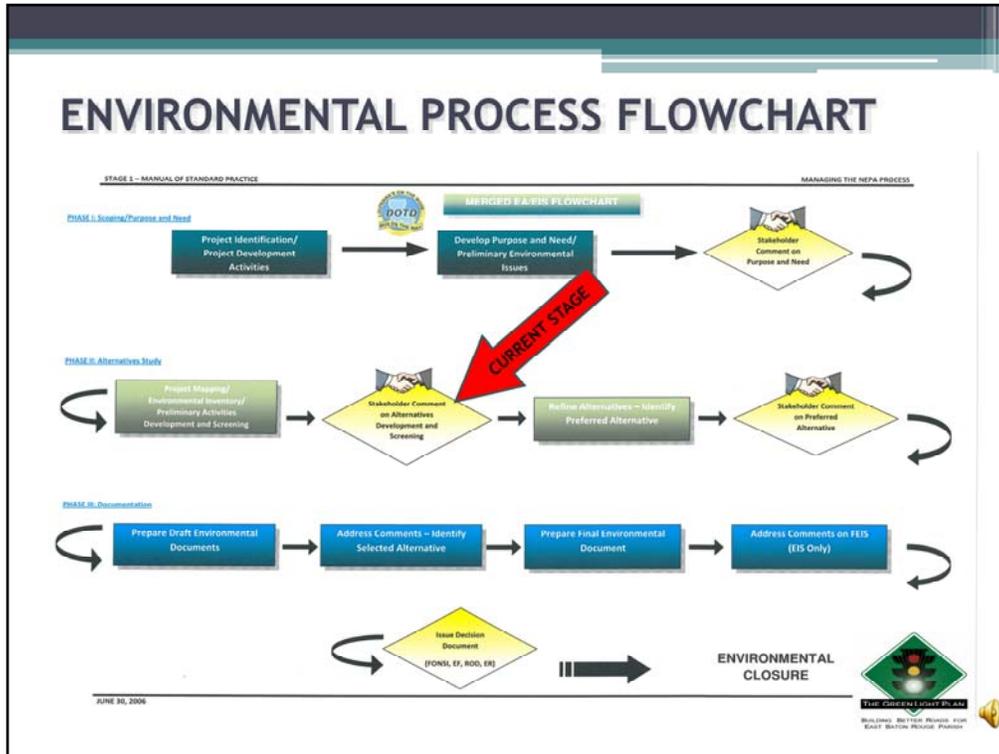
- Includes a Line and Grade Study (proposed roadway design)
- Submitted by LA DOTD and the City-Parish to the FHWA with a recommendation of the preferred alternative and a request for a “finding of no significant impact” (FONSI)
- If a FONSI is issued the project can move to Final Design and Engineering, ROW aquisition and Construction



The EA will also include a line and grade study which will be used to develop the proposed roadway design.

The EA will then be submitted by the Louisiana DOTD and the East Baton Rouge City-Parish to the FHWA with a recommendation of the preferred alternative and a request that a “finding of no significant impact,” known as a FONSI, be issued.

If a FONSI is issued the project can move to final engineering design, right of way aquisition and construction.



This slide shows a flowchart of the NEPA process.

We are currently in Phase II of the NEPA Process, which is the alternatives study phase.

A copy of this diagram is included with the handout for this evening's meeting for your reference and can also be found in the exhibit area.

## Phase II: Alternatives Study/Analysis

- Project mapping; environmental inventory; alternatives development; and preliminary analysis and screening of the proposed alternatives
- Agency, local officials, and public review of proposed alternatives
- Further analysis and screening of alternatives
- Refine and identify preferred alternative



Phase II of the EA process includes:

- Project mapping; environmental inventory; alternatives development; and preliminary analysis and screening of the proposed alternatives
- It also includes review of the proposed alternatives by cooperating and participating agencies, local officials, and the general public
- Further analysis and screening of the proposed alternatives will also be completed during this phase of the EA process
- And lastly the alternatives will be refined and the preferred alternative will be identified based on agency, local official, and general public feedback



CONCEPTUAL ALTERNATIVES DEVELOPED	
Alternative	Description
IJS Alternative	Diamond Interchange
Alternative A	Diamond Interchange; refined IJS alternative; westbound entrance ramp east of Cox buildings
Alternative B	Diamond Interchange; refined IJS alternative; westbound entrance ramp west of Cox buildings; Reiger Road Alternatives 1 and 2
Alternative C	Diamond Interchange with Single Loop; Reiger Road Alternatives 1 and 2
Alternative D-1	SPUI; 60° angle crossing I-10; larger foot print with gentle curve
Alternative D-2	SPUI; 60° angle crossing I-10; smaller foot print with sharper curve
Alternative D-3	SPUI; closer to 90° angle crossing I-10; Reiger Road Alternatives 1 and 2
Alternative E	Modified Directional Interchange with Single Loop
Alternative F	Diamond Interchange with Roundabout Terminals
No Build	No Build



Several conceptual alternative designs were developed and screened.

The preferred alternative from the Stage 0 Interchange Justification Study also known as the IJS was a diamond interchange.

Alternative A was developed as a refined IJS alternative and is a Diamond interchange with a westbound entrance ramp east of the Cox Buildings.

Alternative B was also developed as a refined IJS alternative and is a Diamond interchange with a westbound entrance ramp west of the Cox Buildings.

The IJS Alternative and Alternative A were removed from further analysis because these designs placed the Cox buildings within the control of access thereby impacting the Cox buildings.

Alternative C is a Diamond interchange with a single loop in the southeast quadrant of the intersection.

Alternatives D1 through D3 are Single point urban interchanges, also known as SPUIs.

Alternative E is a modified directional interchange with a single loop.

Alternative F is a Diamond interchange with roundabout terminals.

Alternatives B, C, D3, E, F, and the no build are being proposed for further analysis. These alternatives are available for review in the exhibit and map display area of tonight's meeting.

Alternative D3 was the SPUI design selected to move forward with further analysis. This design realigns Pecue reducing the skew of the interchange and puts Pecue crossing the interstate at an angle closer to 90 degrees. An intersection closer to 90 degrees is more desirable because it provides the most favorable conditions for traffic movements and sight distance.

Two alignments of Reiger Road, R-1 and R-2, have been developed for Alternatives B, C, and D3. Alternatives E and F have only one alignment for the extension of Reiger Road.

All of the alternatives are available for review in the exhibit and map display area and include more information regarding the alternatives for the extension of Reiger road. Please visit the exhibit and map display area where staff will be available to answer any questions you may have regarding any of the conceptual alternatives developed.

## CONCEPTUAL ALTERNATIVE B DESIGN WITH CONCEPTUAL REIGER RD ALTERNATIVE 1



This slide shows Conceptual Alternative B with conceptual Reiger Rd Alternative 1.

Conceptual Alternative B is a diamond interchange with a westbound entrance ramp west of the Cox Buildings.

This interchange will:

- Have minimal impacts to the Cox buildings
- Allow traffic to enter and exit I-10 with relatively high speeds
- Require less travel for left turn maneuvers
- Require relatively narrow band of right-of-way
- Locate eastbound ramps farther away from I-10 to accommodate storage lanes which will cause impacts to wetlands
- Require a retaining wall on westbound ramps due to close proximity to I-10
- Require signalization at ramp intersections with Pecue Lane
- Impede traffic operations because of left turn traffic at ramp terminals

The alignment of Reiger Road Alternative R-1 shown here, intersects Pecue Lane nearest the interstate. Combined with this alignment is an access road that intersects Pecue Lane farther to the northeast. This access road will not connect to Reiger Road. Access to the properties northwest of the intersection of Reiger Road and Pecue Lane will have access to the rear of their properties via driveways extended from Reiger Road.

## CONCEPTUAL ALTERNATIVE B DESIGN WITH CONCEPTUAL REIGER RD ALTERNATIVE 2



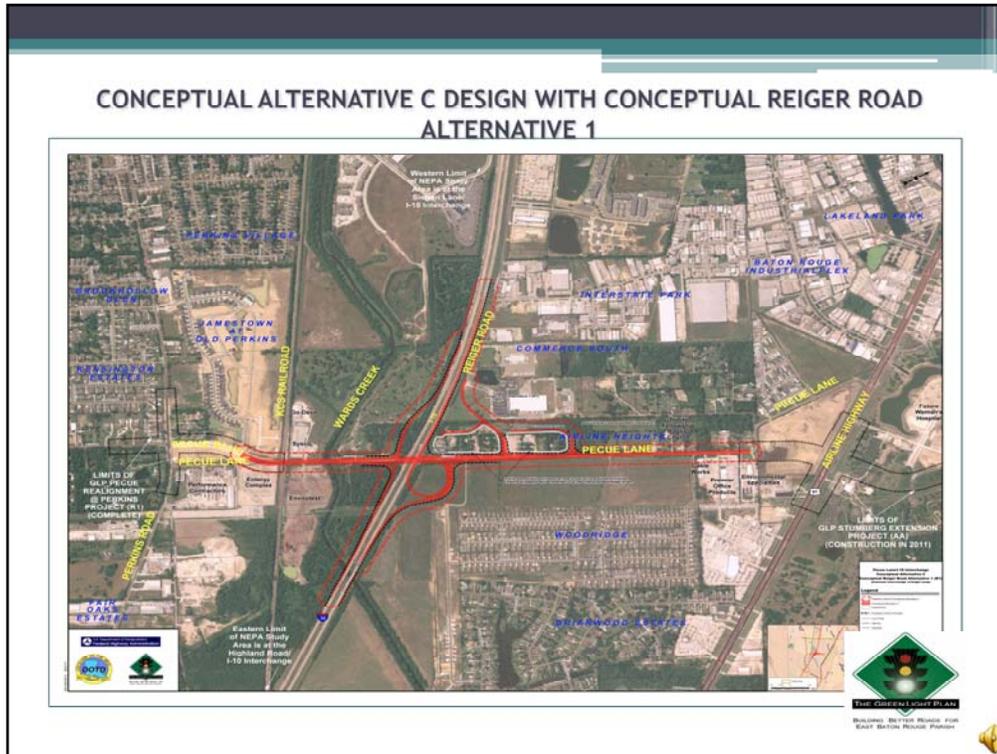
This slide shows conceptual Alternative B with conceptual Reiger Rd Alternative 2.

Reiger Road Alternative R-2 intersects Pecue Lane approximately 2500 feet to the northeast of the interstate where it passes behind those properties located along Pecue Lane. Access to the rear of these properties will be provided from Reiger Road.

## EXAMPLE DIAMOND INTERCHANGE (SHERWOOD FOREST AT I-12)



An example of the Conceptual Alternative B Diamond interchange is the diamond interchange at Sherwood Forest and I-12.



This slide shows Conceptual Alternative C with conceptual Reiger Rd Alternative 1.

Alternative C is a diamond interchange with a single loop in the southeast quadrant of the Pecue/I-10 interchange and has been chosen for further analysis.

This interchange will:

- Have no impact to the Cox buildings
- Eliminate left turn traffic onto westbound I-10
- Locates eastbound ramps closer to I-10
- Require traffic to move more slowly on loops requiring longer acceleration lanes
- Increase travel distance for left turning traffic onto westbound I-10

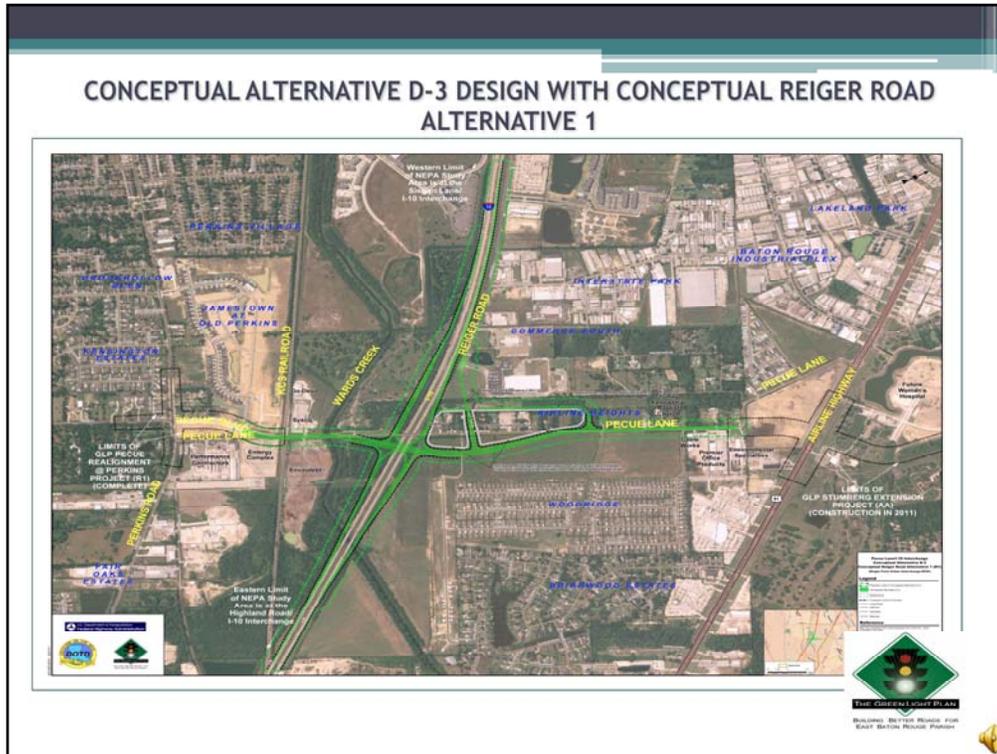
As mentioned earlier, Reiger Road alignment R-1 will intersect Pecue Lane nearest the interstate. An access road that intersects Pecue Lane farther to the northeast will allow access to the rear of those properties, but will not be a through road and will not connect to Reiger Road. Access to the properties northwest of the intersection of Reiger Road and Pecue Lane will have access to the rear of their properties via driveways extended from Reiger Road.



**EXAMPLE DIAMOND INTERCHANGE WITH SINGLE LOOP  
(MILLERVILLE AT I-12)**



An example of this type of interchange is the diamond interchange with a single loop at Millerville and I-12, or the interchange at College and I-10.



This slide shows conceptual Alternative D-3 with conceptual Reiger Rd Alternative 1.

Alternative D-3 is a single point urban interchange known as a SPUI

This interchange will:

- Have no impact to the Cox buildings
- Direct vehicles to make opposing left turns so their paths do not intersect
- Typically create free flow right turn movements
- Allow Pecue to intersect with I-10 at an angle closer to 90 degrees, which will optimize visibility for motorists
- May reduce the time that Pecue Lane is closed to the public during construction
- Require less right-of-way, but higher construction costs due to bridge configuration
- Require retaining walls for ramps

Once again, the alignment of Reiger Road Alternative R-1 will intersect Pecue Lane nearest the interstate. An access road that intersects Pecue Lane farther to the northeast will allow access to the rear of those properties, but will not be a through road and will not connect to Reiger Rd. Access to the properties northwest of the intersection of Reiger Road and Pecue Lane will have access to the rear of their properties via driveways extended from Reiger Road.





An example of this type of interchange is a SPUI in St. Louis Missouri at Interstate 64 and Kings Highway.

# CONCEPTUAL ALTERNATIVE E



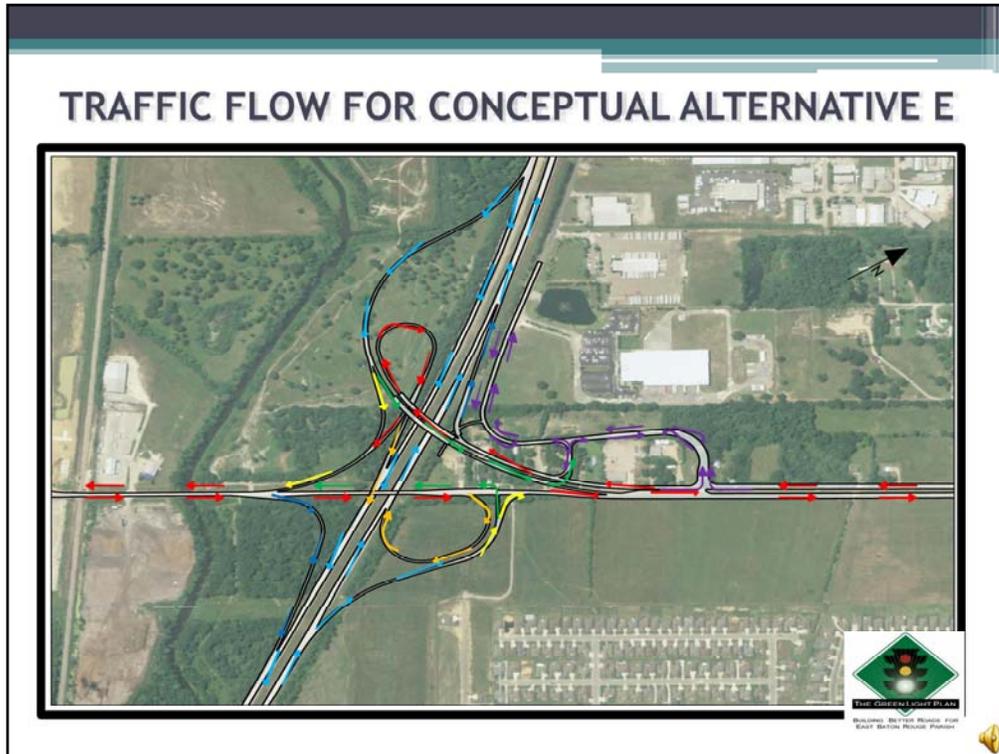
This slide shows conceptual Alternative E with the only conceptual Reiger Road alternative associated with this interchange.

Alternative E is a modified directional interchange with a single loop.

This interchange:

- May allow the existing Pecue Lane overpass to remain in service
- Could reduce travel distance for entrance and exit to and from I-10, increase traffic speed for entrance and exit to and from I-10
- May increase capacity
- Will locate the Cox buildings between the ramp and I-10, which would require additional structure for access
- Could impact additional wetlands
- Will impede driver expectancy for Pecue Lane Traffic, southbound crossing I-10

There is only one alternative for the Reiger Road extension for Alternative E as shown here. The extension would offer two intersections onto Pecue Lane. Remaining property owners would be required to access their property from the conceptual Reiger Road Alternative.



This slide shows an example of traffic flow that would occur with this conceptual Alternative E.

All southbound Pecue Lane traffic will be directed towards an elevated roadway that spans over I-10 and loops back onto the existing segment of Pecue Lane that is south of I-10. Southbound Pecue Lane cars wishing to travel westbound on I-10 would exit the elevated roadway prior to crossing over I-10 as shown here in blue. All southbound Pecue Lane traffic that wishes to go towards New Orleans on I-10 will continue on the elevated roadway, complete the loop, and then veer left onto the I-10 eastbound on ramp that will go under the existing Pecue Lane overpass also shown here in orange. All southbound Pecue Lane traffic wishing to drive towards Perkins Road will complete the loop, veer to the right after the loop, and then enter onto the Pecue Lane roadway as shown here with red arrows.

Traffic traveling northbound on Pecue Lane would utilize the existing Pecue Lane I-10 overpass as shown here with red arrows. Northbound traffic on Pecue Lane would be able to enter I-10 eastbound via a typical diamond interchange on-ramp as shown in blue. Traffic wishing to access I-10 in the westbound direction would utilize a single loop on-ramp as shown here with orange arrows.

Traffic traveling eastbound on I-10 is shown here in blue. This eastbound I-10 traffic will be allowed to exit onto Pecue utilizing a directional interchange exit ramp in the northbound direction as shown in green or the southbound direction as shown in yellow.

Traffic traveling westbound on I-10 is shown here in blue. This westbound I-10 traffic would exit onto Pecue Lane and be allowed to turn right heading north on Pecue as shown here in yellow or turn left heading south on Pecue shown here in green. Traffic exiting westbound I-10 and heading south on I-10 would utilize the existing Pecue Lane I-10 overpass.

The Reiger Road extension associated with this conceptual alternative would have two intersections at Pecue Lane. The southern interchange would allow traffic exiting I-10 eastbound to turn left onto Reiger Road and would allow traffic on Reiger road to turn right onto Pecue Lane headed south. This southbound traffic could then enter I-10 both westbound and eastbound or continue south on Pecue Lane. The northern Reiger Road/Pecue Lane Intersection would allow traffic travelling north on Pecue Lane to turn left onto Reiger Road and Pecue Lane southbound traffic could turn right onto Reiger Road. Traffic from Reiger Road would be able to make a left turn and head north on Pecue Lane. The traffic flow of this Reiger Road extension is demonstrated here in purple.

# CONCEPTUAL ALTERNATIVE F



This slide shows conceptual Alternative F with conceptual Reiger Rd Alternative R-1.

Alternative F is a diamond interchange with roundabout terminals

This interchange:

- Will reduce the number of conflict points compared to other non circular intersections which will lower accident rates and severity
- Will require lower maintenance since no signals will be involved
- Could generally reduce delay as compared with a similar volume for signalized intersections
- Could temporarily increase accidents due to improper driver education
- Will not preempt control during emergencies, because it is not signalized
- Could have lower capacity than if it were signalized
- Could cause drivers to accept smaller gaps in lines of traffic which could cause more accidents

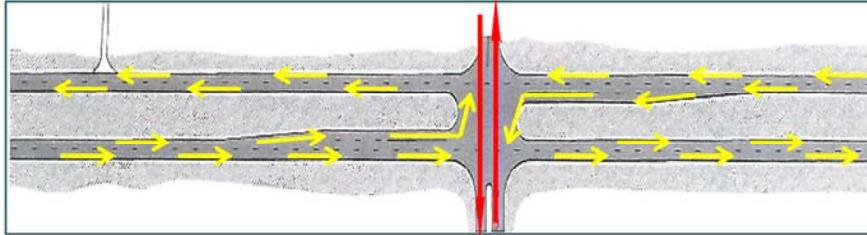
There is only one alternative for the Reiger Road extension for Alternative F as shown here.



An example of this type of interchange is a roundabout in Shelby Township, Michigan at the intersection of Christopher Columbus Freeway and 26 Mile Road.

# ACCESS MANAGEMENT

## Conventional Intersection



Example: Bluebonnet Between I-10 and Jefferson Hwy



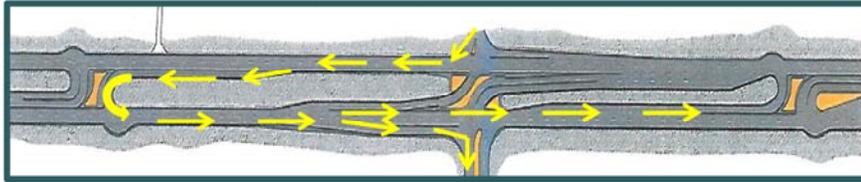
In addition to the interchange at Pecue and I-10, it is proposed that Pecue lane will be widened with the construction of a raised median. The incorporation of a median will aid in controlling turning movements on and off of Pecue Lane from connecting streets and driveways. The exact design of the median to be constructed has not been decided; however, two common types are a conventional intersection or a Median U-turn Intersection Treatment (MUTIT).

An example of a conventional intersection is diagrammed here with arrows illustrating traffic flow.

The stretch of Bluebonnet Blvd. between I-10 and Jefferson Hwy is an example of a conventional Intersection.

# ACCESS MANAGEMENT

## Median U-Turn Intersection Treatment (MUTIT)



Example: Veterans Boulevard in New Orleans, LA



A MUTIT would prohibit cross-street traffic from going straight through or left at a divided intersection and would require traffic to turn right and then access a U-turn in order to proceed in the other direction.

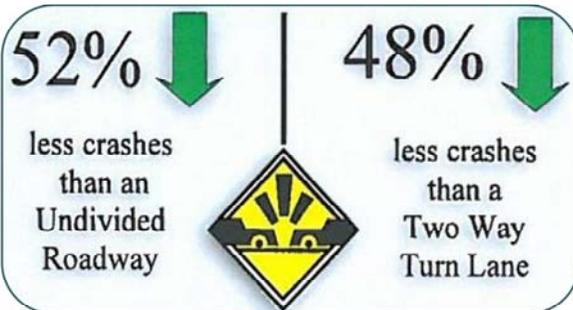
An example of a MUTIT is shown here with arrows illustrating the flow of minor cross-street traffic that would be required to turn right and then access a u-turn to proceed in the opposite direction or to access a cross street.

An example of a MUTIT is Veterans Blvd. in New Orleans, LA.

# ACCESS MANAGEMENT

## Positive Benefits of Medians<sup>1</sup>

- Reduced Potential for Crashes
- Safer Pedestrian Crossing
- Aesthetically Pleasing

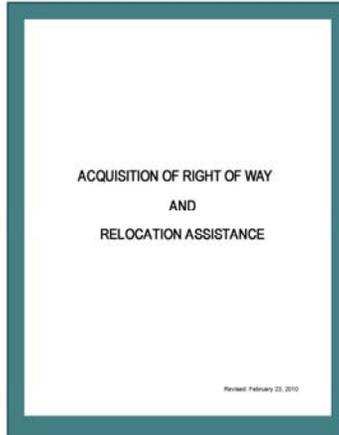


1) Louisiana's DOTD Headquarters Access Management Medians: A Guide to Medians.  
<http://www.dotd.la.gov/highways/traffic/>



The use of medians to control access connections provides many positive benefits. Safety is greatly increased because the divided roadway with turning lanes decreases the number of traffic conflict points, which translates into a reduced potential for crashes, and also allows for safer pedestrian crossing. Grass medians also provide opportunities for aesthetic improvements such as landscaping and tree or floral plantings.

## ROW Acquisition and Relocation Information



- Detailed information may be found in this brochure. Copies are available tonight at the Real Estate table or by contacting:

- Shaun Sherrow
- (225) 769-0546 ext 253
- [sherrow@csrsonline.com](mailto:sherrow@csrsonline.com)



We will now examine some of the steps in terms of possible Right-of-Way acquisition and relocation. This information is provided to you as a service from the City-Parish and detailed information may be found in this brochure. Copies of this brochure are available tonight at the real estate table or by contacting Shaun Sherrow with the Green Light Plan.

## STEPS IN ACQUISITION PROCESS

It is the City-Parish's objective to pay just compensation for all properties required for the project.

- Owners of required properties may be contacted by an appraiser or appraisers and given the opportunity to go with them on the inspection of the property.
- This will provide owners an opportunity to point out things that may be important to the evaluation of the property.
- All evaluations will be reviewed and approved by City-Parish.
- After review and approval, a Real Estate Agent will contact each property owner, and present a letter setting forth the amount of the City-Parish's cash offer for the purchase of the property. He also will explain the property value and discuss any alternate offers including possible options to keep and move any buildings, fencing, etc.



One of the steps in the acquisition process is the City-Parish's objective to pay just compensation for all properties that may be required for the project.

Owners of required properties may be contacted by an appraiser or appraisers and given the opportunity to go with them on the inspection of the property.

This will provide owners an opportunity to point out things that may be important to the evaluation of the property.

All evaluations will be reviewed by a review appraiser and approved by the City-Parish.

After review and approval, a Real Estate Agent will contact each property owner, and present a letter setting forth the amount of the City-Parish's cash offer for the purchase of the property. He also will explain the property value and discuss any alternate offers including possible options to keep and move any buildings, fencing, etc.

## RELOCATION PROCESS

1. City-Parish will have an Agent contact all families and businesses being displaced by this project to explain Relocation Assistance.
2. Relocation Assistance Includes:
  - Advisory Services and
  - Payments



The City-Parish will have an Agent contact all families and businesses that may be displaced by this project to explain Relocation Assistance.

Relocation Assistance Includes:

- Advisory Services and
- Payments

## RELOCATION ADVISORY SERVICES

### Advisory services shall include:

- Current and continuing information on the availability and prices Of comparable, decent, safe and sanitary dwellings for displaced residents,
- Supplying information concerning comparable commercial properties and locations for displaced businesses, finance charges, and federal and state programs offering assistance to displaced persons.



Advisory services shall include:

- Current and continuing information on the availability and prices Of comparable, decent, safe and sanitary dwellings for displaced residents,
- Supplying information concerning comparable commercial properties and locations for displaced businesses, finance charges, and federal and state programs offering assistance to displaced persons.

## RELOCATION PAYMENTS

Relocation assistance payments are separate and in addition to payments for the purchase of your property. They are made

- for moving expenses
- replacement housing
- business re-establishment expense

Moving expense payments will be made to any individual, family, or business, in legal occupancy of the property either at the start of negotiations or at the time of purchase.



### Relocation Payments

Relocation assistance payments are separate and in addition to payments for the purchase of your property. They are made

- for moving expenses and replacement housing
- Or business re-establishment expense

Moving expense payments will be made to any individual, family, or business, in legal occupancy of the property either at the start of negotiations or at the time of purchase.

## RELOCATED BUSINESSES

- Displaced businesses, farms and non-profit organizations may be paid the actual, reasonable expenses of moving, together with certain eligible costs incident to the move.
- Some businesses may also be eligible for certain actual costs incidental to re-establishing their businesses.
- Instead of payment for moving expenses, some business owners may be eligible to receive a payment based on the average annual net earnings of the business. If the business meets the qualifications, this payment shall not be less than \$1,000.00 nor more than \$20,000.00.
- Moving payment information for businesses may be found in section 3 of the brochure.



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- Moving payment information for businesses may be found in section 3 of the brochure.

# APPEALS

**Applicants for a relocation payment have the right to appeal the City-Parish's Determination of their eligibility for payment and/or the amount of payment.**

- Appeals must be submitted to the Relocation Agent within 60 days after the applicant has been notified that the claim has not been approved.
- Final decisions on eligibility and payments will be made by the Deputy Director of the Department of Public Works for the City-Parish.
- Additional information on appeals may be found on Page 52 of the brochure.



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- Additional information on appeals may be found on Page 52 of the brochure.

## OTHER TERMS AND CONDITIONS

- To the greatest extent practicable, no person lawfully occupying real property shall be required to move without at least 90 days written notice from the City-Parish.
- The notice will indicate the specific date the property must be vacated.
- No person lawfully occupying a dwelling will be required to move unless, and until, comparable, decent, safe and sanitary replacement housing is made available within the general area of the project.
- The replacement housing must be available within a reasonable time prior to the scheduled move of the occupants, and must be within the occupants' financial means.
- Replacement housing must be fair, open and offered to all persons regardless of race, color, religion, sex or national origin.



### OTHER TERMS AND CONDITIONS of Right-of- Way Acquisition

To the greatest extent practicable, no person lawfully occupying real property shall be required to move without at least 90 days written notice from the City-Parish.

The notice will indicate the specific date the property must be vacated.

No person lawfully occupying a dwelling will be required to move unless, and until, comparable, decent, safe and sanitary replacement housing is made available within the general area of the project.

The replacement housing must be available within a reasonable time prior to the scheduled move of the occupants, and must be within the occupants' financial means.

Replacement housing must be fair, open and offered to all persons regardless of race, color, religion, sex or national origin.

## OTHER TERMS AND CONDITIONS

Prior to negotiating for purchase of your property, a Real Estate Specialist will personally contact and interview all persons who will be required to relocate. The benefits will be explained and a determination made of individual needs and intentions for relocating.

### A SPECIAL WORD OF CAUTION

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



Prior to negotiating for purchase of your property, a Real Estate Specialist will personally contact and interview all persons who will be required to relocate. The benefits will be explained and a determination made of individual needs and intentions for relocating.

### A SPECIAL WORD OF CAUTION

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

## OTHER TERMS AND CONDITIONS

Representatives of the City-Parish responsible for right of way have a table here tonight, and they are available to answer any questions pertaining to Right of Way Acquisition or Relocation.

The DOTD Brochure explaining *Acquisition of Right of Way and Relocation Assistance Program* is available tonight at that table or can be obtained later from:

Shaun Sherrow  
[sherrow@csrsonline.com](mailto:sherrow@csrsonline.com)  
telephone (225) 769-0546

We suggest you read the brochure carefully. If you have any questions regarding your individual situation, consult with the agent when he meets with you, or contact the City-Parish Department of Public Works.



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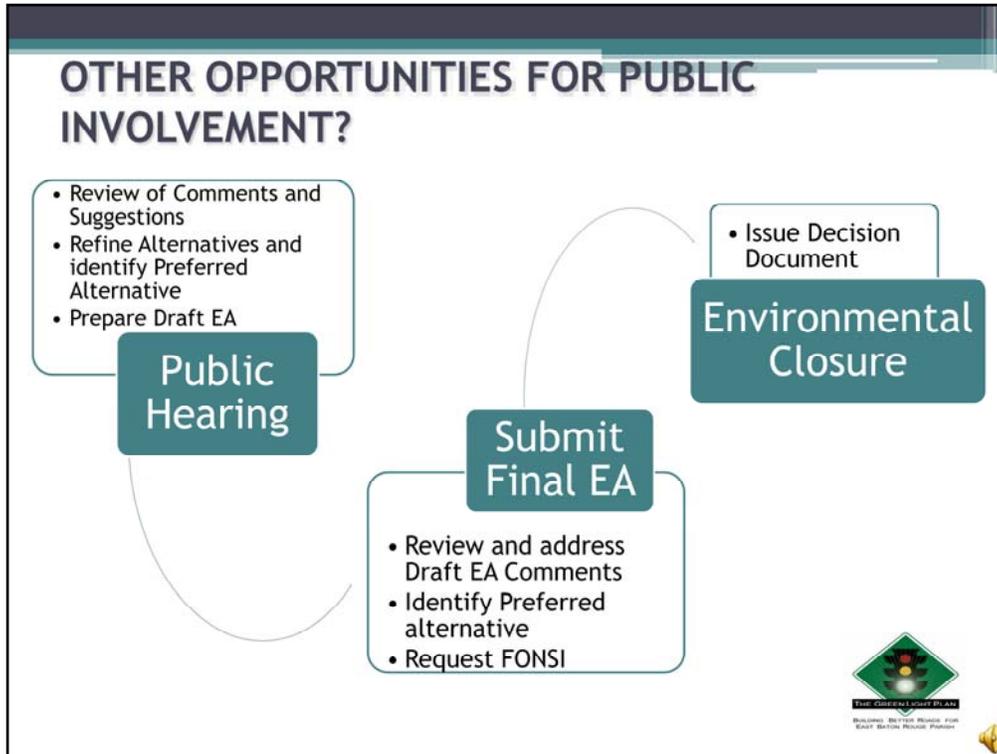
## YOUR ROLE IN THE EA

- Provide feedback on Purpose and Need
- Provide comments on proposed alternatives
- Provide key information on project area
- Provide comments on Draft EA



So what is your role in the development of the EA?

- Provide feedback through written or verbal comments on the preliminary Purpose and Need and proposed alternatives
- Provide key information on the project area
- Provide feedback through written or verbal comments on the Draft EA



Tonight’s meeting is the second public meeting of this Project. Before the Public Hearing which is tentatively scheduled for summer/early fall of this year, Comments and Suggestions from this meeting will be reviewed, the alternatives will be refined, and a preferred alternative will be identified. A draft EA will be prepared and will be made available to the public prior to the Public Hearing and will also be available at the Public Hearing for review.

After the public hearing all draft EA comments will be reviewed and addressed and a selected alternative will be identified. The Stage 1 final EA document is tentatively scheduled to be submitted to FHWA for FONSI approval. Once FHWA issues the decision document the final EA will be made available to the Public.

## HOW TO PROVIDE YOUR FEEDBACK

- Written comments must be postmarked within 10 days of the public meetings in order to be included in the official transcript
- Verbal comments may be recorded at this meeting in the comment area



Written comments may be turned in this evening, mailed to the address on the form or emailed to the address given at the end of this presentation.

Although comments are welcomed throughout the EA process, they must be postmarked within 10 days of this public meeting in order to be included in the official transcript.

Verbal comments may also be recorded at this meeting in the comment area

# HOW TO PROVIDE YOUR FEEDBACK

## PUBLIC MEETING COMMENT FORM FEBRUARY 24, 2011

INSERT 2

### PECUE LANE/I-10 INTERCHANGE PROJECT BATON ROUGE, LA

CITY/PARISH PROJECT NO. 09-CS-US-0041 STATE PROJECT NO. 700-17-0221 FEDERAL AID PROJECT NO. 86-1759(607)

IN ORDER TO INSURE THAT YOUR COMMENTS BECOME PART OF THE OFFICIAL TRANSCRIPT, THEY SHOULD BE SENT TO THE FOLLOWING ADDRESS AND BE POSTMARKED **WITHIN 10 BUSINESS DAYS OF THIS MEETING (MARCH 11, 2011)**.

Email: [sherrow@csronline.com](mailto:sherrow@csronline.com)  
Or Mail: CSRS Program Management, ATTN: Shaun Sherrow  
6767 Perkins Road, Suite 200, Baton Rouge, LA 70808

Please rank the following alternatives presented today, in order of your personal preference, with 1 as your first choice, 2 as your second choice, etc. On each, if a choice of alignments for the Reiger Road extension is listed, please circle the alignment that you prefer.

	Rank 1-6	Circle Reiger Road Choice		Specific Reasons for Choices: <i>Please consider the interchange, the alignment of Pecue Lane &amp; the Reiger Road extension in comments.</i>
		R1	R2	
Alternative B (yellow)				
Alternative C (red)				
Alternative D-3 (green)				
Alternative E (blue)				
Alternative F (orange)				
No Build Alternative				

PLEASE CONSIDER THE ADDITIONAL COMMENTS LISTED ON THE BACK OF THIS SHEET

(Optional) NAME:  
ADDRESS:

DATE:  
EMAIL:



BUILDING BETTER ROADS FOR  
EAST BATON ROUGE PARISH

This comment form is can be found in tonight's Handout that is available at the sign-in-table

We hope that you find this evening's meeting informative, and we appreciate your feedback.

The transcript will be available for review  
and/or purchase at:

LaDOTD's District 61 Office  
8100 Airline Highway  
Baton Rouge, LA 70815

LaDOTD Headquarters  
Customer Service  
1201 Capitol Access Rd.  
Baton Rouge, LA

And available for download at the GLP website:

[greenlight.csrsonline.com](http://greenlight.csrsonline.com)



REALING BETTER FUTURE FOR  
EAST BATON ROUGE PARISH



The transcript of this meeting will be available for review and/or purchase at the LA DOTD's District 61 Office, located at 8100 Airline Highway in Baton Rouge, LA and also at LaDOTD's Headquarters located at 1201 Capitol Access Rd. in Baton Rouge, LA. It will also be available for download on the GLP website at [greenlight.csrsonline.com](http://greenlight.csrsonline.com). The Transcript will include copies of the meeting announcements along with proof of publication of the announcements; sign-in sheets verbal and written comments received at the meeting; the meeting handout and a copy of this presentation.

## FOR QUESTIONS AND COMMENTS

- Contact

- Shaun Sherrow
- Green Light Plan Project Manager
- (225) 769-0546 ext 253
- [sherrow@csrsonline.com](mailto:sherrow@csrsonline.com)
- [greenlight.csrsonline.com](http://greenlight.csrsonline.com)



For Questions and Comments regarding this project, please contact Shaun Sherrow with the Green Light Plan at 225-769-0546 ext 253, or by email at the address shown on the screen.

Additional information regarding the project can be found on the Green Light Plan website at [greenlight.csrsonline.com](http://greenlight.csrsonline.com)

## PRESENTATION SCHEDULE

- 4:40pm
- 5:00pm
- 5:20pm
- 5:40pm
- 6:00pm
- 6:20pm
- 6:40pm
- 7:00pm

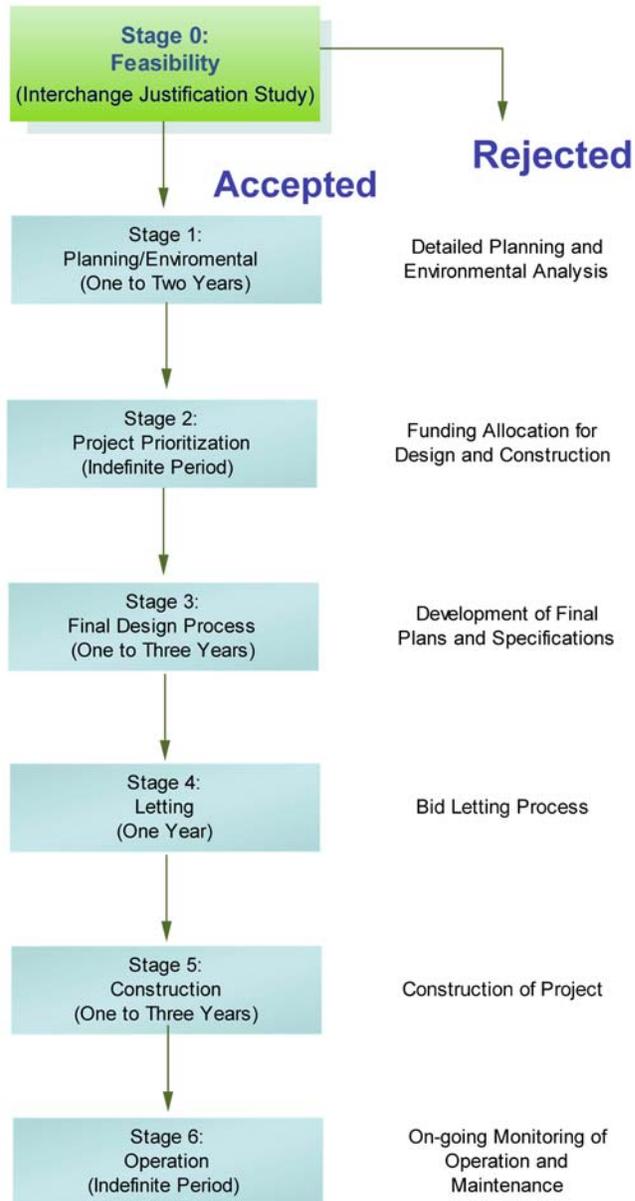


This presentation will be repeated throughout this evening's meeting and will begin at the times shown on this slide

Attachment 5  
LaDOTD Project Delivery Process



# DOTD'S PROJECT DELIVERY PROCESS



## Attachment 6

Proof of Publication in The Advocate

# CAPITAL CITY PRESS

**Publisher of  
THE ADVOCATE**

## PROOF OF PUBLICATION

The hereto attached notice was published in THE ADVOCATE, a daily newspaper of general circulation published in Baton Rouge, Louisiana, and the Official Journal of the State of Louisiana, City of Baton Rouge, and Parish of East Baton Rouge, in the following issues:

01/24/11



Susan A. Bush, Public Notice Clerk

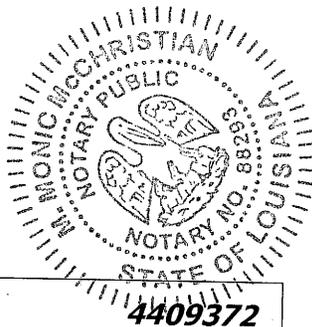
Sworn and subscribed before me by the person whose signature appears above

January 24, 2011



M. Monic McChristian,  
Notary Public ID# 88293  
State of Louisiana

My Commission Expires: Indefinite



**FRANKLIN INDUSTRIES  
KYLA C HALL  
1201 MAIN ST STE B  
BATON ROUGE LA 70802**

4409372

### OPEN HOUSE PUBLIC MEETING

**Pecue Lane/I-10 Interchange  
City/Parish Project No. 09-CS-US-0041  
State Project No. 700-17-0221  
Federal Aid Project No. IM-1709(507)  
East Baton Rouge Parish**

East Baton Rouge Parish DPW and the Green Light Plan Team will conduct a second Public Meeting for a proposed I-10 interchange at Pecue Lane.

This project is currently in the planning stage. Representatives of the Green Light Plan Team and the project team will be present to receive comments and answer questions related to the proposed project. The team will ask for input on the specific proposed alternatives, which may result in the creation of additional alternatives. All interested parties are invited and encouraged to attend. The Public Meeting is scheduled for the time, date, and location below.

**4:30 pm to 7:30 pm**

**Thursday, February 24, 2011**

**St. George Kleinpeter Activity Center  
7808 Saint George Drive  
Baton Rouge, Louisiana 70809**

Members of the public may arrive at any time between 4:30pm and 7:30pm. The meeting will include a brief, continuously-running slide presentation. Verbal comments can be recorded at the meeting. Written statements can be submitted at the meeting, mailed to the address shown below, or submitted via email to [sherow@csrsonline.com](mailto:sherow@csrsonline.com). All comments received or postmarked within 10 days following the meeting will become part of the official meeting transcript.

Should anyone require special assistance due to a disability to participate in this meeting, please contact the Green Light Plan Team at the address shown below, or by telephone at (225) 769-0546 (Ext. 253), at least five working days prior to the meeting.

CSRS Program Management  
Attn: Shaun Sherow  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

4409372-jan 24-11



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## Pecue Lane/I-10 Interchange

### Public Meeting 2

### Comments Matrix

**City Project No. 09-CS-US-0041**

**State Project No. 700-17-0221**

**Federal Aid Project No. IM-1709(507)**

The following is a matrix of all comments received following the second public meeting for the Pecue Lane I-/10 Interchange Project. Additional and/or verbal comments have been included in the pages following the matrix.

Form	Alt. B	R1/R2 Choice	Comments	Alt. C	R1/R2 Choice	Comments	Alt. D-3	R1/R2 Choice	Comments	Alt. E	Comments	Alt. F	Comments	No Build	Comments
#1	83	R2		67	R2		100	R2	One intersection!	33	A disaster for traffic heading thru on Pecue south.	50		17	
#2	100		Either alternative is good.												
#3	67	R2	Seems to me this would push more traffic to Pecue	33	R1/R2	Reminds me of the problem exit @ I-10 & College	100	R2	R1 adds too much/more traffic to this area.	50	Wow...I don't know what to say?? (no)	83	I like the concept, I have driven in Europe. Is B.R. ready for this?	17	
#4				83	R2			R2						67	
#5												100	Fewest traffic signals, looks better		
#6	83	R2		67	R2		100	R2							
#7	83			50	R1		67	R2		100					
#8							100	R2							
#9	83	R2		50	R1		67	R2		100					
#10															
#11									We live in Briarwood. Wish we had a "light!" Like the round-a-bout.						
#12												100	I like this one best.		
#13												100	Best layout		
#14	33			50			67			83		100	I love this one!		
#15	100	R1		67			83	R1		50		33		17	
#16	67	R2	Standard	50	R2	Don't like single loop	100	R2	Most efficient	33	Might be expensive. Confusing.	83	Unique	17	Not an option!
#17	67	R2		50			83			33		100		17	
#18												100			
#19															
#20	67	R2	Workable design, does not appear to have easy return to I-10 if exit I-10 by mistake	50	R2	Workable design, does not appear to have easy return to I-10 if exit I-10 by mistake	100	R2	Most straight forward approach, best traffic flow, easy on, easy off I-10	33	Terrible design, much too confusing	83	roundabouts work well, no traffic signals a plus for flow but a negative in emergency situations	17	
#21	83	R2	Right turn to enter I-10W from Pecue heading South...more traffic to I-10W from Pecue heading South vs. from Pecue heading North. R1 is unnecessary (see D-3 comments).	67	R2	Better than Alt. E & F, but again, more traffic to I-10W from Pecue heading South vs. from Pecue heading North, so right turn is better than turn w/ loop. R1 is unnecessary (see D-3 comments).	100	R2	Fewer traffic signals. Possible reduced down time of Pecue lane. R1 is unnecessary for the majority of travelers and could increase delays on Pecue.	50	Would be my last choice due to cost, construction time, and indirect (loop) route from North Pecue to South Pecue, but Alt. F will cause more accidents than any of the options above.	33	This will cause more accidents than any of the options above due to "improper driver education". Also not a good idea for ambulance traffic, which will be heavy w/ new hospital close by.	17	I don't know which Alt. is the cheapest, but do that one if it becomes the only option vs. No Build. This interchange will be critical with traffic to new hospital and developing close-by neighborhoods.
#22	83	R2	Less congestion.	50			67			100	Less need for traffic signals- more continuous flow of traffic	33		17	

Point System	
RANK	SCORE
1	100
2	83
3	67
4	50
5	33
6	17

\* Blank cells reflect no response on comment form.

Form	Alt. B	R1/R2 Choice	Comments	Alt. C	R1/R2 Choice	Comments	Alt. D-3	R1/R2 Choice	Comments	Alt. E	Comments	Alt. F	Comments	No Build	Comments
#23	83	R2	Majority of drivers will be very comfortable with this type of interchange. Exit off of I-10, especially west bound onto Pecue, is a very sharp curve which may be problematic.	100	R2	Majority of drivers will be very comfortable with this type of interchange. Exits off of I-10 aren't as sharp as Alternative B, so may be a bit easier for drivers to negotiate.	67	R2	This option is nice because it is only 1 traffic signal at the interchange instead of 2. However, may be cost ineffective due to repositioning Pecue Lane.	50	This option seems like it would be cost effective in keeping traffic moving continually. Monetarily may be overkill (too costly) for this particular interchange.	33	I fear this option would cause far too many accidents. People are already bad enough at merging.	17	An interchange in this location is absolutely needed. This should not be an option.
#24															
#25	100	R1	Best traffic flow. Encourages commerce	83	R1		67	R1		33		50		17	
#26	100	R1		83	R1		67	R1		33		50		17	
#27	100	R1/R2					83	R1/R2							
#28	100	R1	Simple, seems to be most cost efficient, not as many ramps and extras, would take care of bad houses	67	R1	Same as alternative B but doesn't clear out blighted houses.	50		Dislike because of cost to move bridge, not logical with current economy	83	Would make for a more flowing interstate off/on ramp would solve traffic problems from exit on Pecue	33	see green comments	17	See green comments
#29	100	R1		83	R1		67			33		50		17	
#30	100	R1	Prefer B/R1- Majority of r/w taken from Southwest and Southeast quadrant of I-10 @ Pecue. Mostly tree area. Acquiring r/w from that area would allow less damages to future development of commercial/business property on Northeast quadrant of I-10, said property east of the east r/w line for Pecue Lane. Plus, having two streets access to Pecue Lane from west side of Pecue Lane and North Reiger Road area, allows breaks control of access.	83	R1	Prefer B/R2 over C/R1- by constructing two access streets to Pecue Lane, there is a break in Control of Access.	67	R1	D-3/R-1- by constructing two access streets to Pecue Lane, there is a break in Control of Access.	33	Least liked of proposed plans. Control of Access line along the easterly right of way line on Pecue Lane on Northeast quadrant of I-10 limits access to future use of large commercial business tract that fronts Pecue Lane in front of Woodridge subdivision.	50	Prefer F over alternative E, as this design has shorter Control of Access line than E.	17	Need roadway improvements constructed as to aid in traffic flow from Perkins Road/Highland Road area towards Airline Hwy/Woman's Hospital

Point System	
RANK	SCORE
1	100
2	83
3	67
4	50
5	33
6	17

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Form	Alt. B	R1/R2 Choice	Comments	Alt. C	R1/R2 Choice	Comments	Alt. D-3	R1/R2 Choice	Comments	Alt. E	Comments	Alt. F	Comments	No Build	Comments
#31	100	R1	Prefer B/R1- Majority of r/w taken from Southwest and Southeast quadrant of I-10 @ Pecue. Mostly tree area. Acquiring r/w from that area would allow less damages to future development of commercial/business property on Northeast quadrant of I-10, said property east of the east r/w line for Pecue Lane. Plus, having two streets access to Pecue Lane from west side of Pecue Lane and North Reiger Road area, allows breaks control of access.	83	R1	Prefer B/R2 over C/R1- by constructing two access streets to Pecue Lane, there is a break in Control of Access.	67	R1	D-3/R-1- by constructing two access streets to Pecue Lane, there is a break in Control of Access.	33	Least liked of proposed plans. Control of Access line along the easterly right of way line on Pecue Lane on Northeast quadrant of I-10 limits access to future use of large commercial business tract that fronts Pecue Lane in front of Woodridge subdivision.	50	Prefer F over alternative E, as this design has shorter Control of Access line than E.	17	Need roadway improvements constructed as to aid in traffic flow from Perkins Road/Highland Road area towards Airline Hwy/Woman's Hospital
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#34	100	R1	Prefer B/R1- Majority of r/w taken from Southwest and Southeast quadrant of I-10 @ Pecue. Mostly tree area. Acquiring r/w from that area would allow less damages to future development of commercial/business property on Northeast quadrant of I-10, said property east of the east r/w line for Pecue Lane. Plus, having two streets access to Pecue Lane from west side of Pecue Lane and North Reiger Road area, allows breaks control of access.	83	R1	Prefer B/R2 over C/R1- by constructing two access streets to Pecue Lane, there is a break in Control of Access.	67	R1	D-3/R-1- by constructing two access streets to Pecue Lane, there is a break in Control of Access.	33	Least liked of proposed plans. Control of Access line along the easterly right of way line on Pecue Lane on Northeast quadrant of I-10 limits access to future use of large commercial business tract that fronts Pecue Lane in front of Woodridge subdivision.	50	Prefer F over alternative E, as this design has shorter Control of Access line than E.	17	Need roadway improvements constructed as to aid in traffic flow from Perkins Road/Highland Road area towards Airline Hwy/Woman's Hospital
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#36															
#37												100			
#38															
#39															
#40	100	R1	Interchange needed before but Woman's Hospital's move makes it more -???. Best option for Reiger Toad connectin- the connection from Siegen to Pecue Lane badly needed- service roads on board sites of interstate needed.	83	R1		67			33		50		17	
#41	100	R1		83	R1		67			33		50		17	
#42	17	R2		33	R2		100	R2							

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Form	Alt. B	R1/R2 Choice	Comments	Alt. C	R1/R2 Choice	Comments	Alt. D-3	R1/R2 Choice	Comments	Alt. E	Comments	Alt. F	Comments	No Build	Comments
#43	100	R2	The placement of an intersection at Reiger Rd immediately behind my house does not appeal to me. I prefer the placement further down Pecue. These options also appeal to me more as there is less invasiveness to our property lines.	67	R2	The placement of an intersection at Reiger Rd immediately behind my house does not appeal to me. I prefer the placement further down Pecue.			Pecue is way too close to my back yard which could potentially put commercial property right next to my back yard.	33	This would be my last and final option. I don't care for the placement of the looped ramp but it does not bring Pecue Lane any closer to my back yard that it currently is so I choose this over the "D" options.				
#44	67	R2	Do not want this plan!	83	R2	This is a good plan because I like the loop entrance onto I-10 and the plans for Reiger Road, but I think Alternative D3-R2 is better!	100	R2	This plan seems to pose less congestion than the other plans. I also want to allow for U-turns at the raised single intersection for traffic exiting I-10 and wanting to go back onto I-10 in the direction they came from. Reiger Rd. intersection at Pecue Lane is best in this plan as there is less congestion at the I-10 interchange! Please see more comments on page 2.		Definitely do not want this at all!		Definitely do not want this at all!	50	
#45	100	R1		23	R1		67			33		50		17	
#46	100	R2	This appears to be the least costly	50	R2		67	R1		33		83		17	
#47															
#48	50	R2		67	R2		83	R2						100	
#49							100	R1	This alternative is the farthest from Woodridge subdivision and takes up the least amount of land on the south side.						
#50							100	R1	This alternative is the farthest from Woodridge subdivision and takes up the least amount of land on the south side.						
#51	100	R1		83	R1		67	R1		33		50		17	
#52	100	R1		83	R1		67	R1		33		50		17	

Point System	
RANK	SCORE
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2	83
3	67
4	50
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Form	Alt. B	R1/R2 Choice	Comments	Alt. C	R1/R2 Choice	Comments	Alt. D-3	R1/R2 Choice	Comments	Alt. E	Comments	Alt. F	Comments	No Build	Comments
Score	3016			2303			2822			1326		1947		642	
R1 TOTAL		16			17			14				Results Summary: 1st choice: Alternative B, R1 2nd choice: Alternative B, R2 3rd choice: Alternative D-3, R1/R2 received equal amount of rankings 4th choice: Alternative C, R1 5th choice: Alternave C, R2 6th choice: Alternative F 7th choice: Alternative E			
R2 TOTAL		15			12			14							

Point System	
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## Additional Comments

Form	Additional Comments
#1	Consider a tie-in to I-10 and/or Pecue from the N Mall/Mall Drive location.
#2	Not E. Like B the best.
#4	Need to install a service road from Mall Road to tie into Pecue Intersection by Interstate Exchange.
#6	It is obvious that the roundabouts could make traffic flow except I fear that there will be a lot of traffic accidents on them. They would have to have excellent signage so drivers could anticipate ahead of time what lane they need to be in.
#10	All of the alternatives have the same affect on our property- which is located in the curve on the Cable Works and Premier office Prodcuts. Our property consist of the houses directly across the street from these businesses. Maybe some consideration should be given to moving that portion on the un-used land behind Premier Office Products and Environmental Specialties.
#18	Alternative F (orange) looks great.
#19	The traffic light is needed at Woodridge exit. One more exit lane is preferred at Woodridge exit. The soundwall is needed along I-10 since the exisiting trees will be removed.
#22	Thanks for the consideration of the Pecue Lane Interchange. I think it will help greatly to alleviate some of the traffic congestion in S. Baton Rouge. I am the director of administration for St. George Church & School located at the corner of Siegen Lane and Kinglet. On behalf of St. George, I would like to offer the following comments, especially regarding traffic flow around Siegen Lane and Pecue Lane. As you probably know, one of the most convoluted and confusing interchanges in BR is Siegen Lane/Kinglet Drive/ and North Mall Drive. Currently, St. George School has an enrollment of nearly 1,100 students. That creates quite a traffic demand on school days. In addition, our church has nearly 3,000 registered "families." So, weekends are also quite busy with traffic in and out of our property. Thus, the area around St. George is always congested with traffic. Likewise, it seems that the Siegen Marketplace was built without too much though of how the traffic would flow in and out of that very popular retail space. Through the years, Siegen Marketplace has continued to expand without any corresponding though or solution for the increase in traffic. Another new retail outlet, "Toys R Us," is now under construction. New apartments have been built over the last few years and more are planned. The traffic congestion is horrible. N. Mall and Siegen Lane is the site of nearly daily traffic accidents. You can check the records. We ( St. George) would like to propose an extension of one of the roads in Siegen Marketplace to Pecue Lane. This would allow another exit and egress to this very popular shopping area. It would also greatly reduce the grid lock traffic situation on Siegen Lane. While we completely concur that Reiger Road should be continued onto Pecue Lane, we also feel that traffic on the west side of I-10 should also have an escape route to Pecue Lane. If one would do a traffic count on Reiger Road vs. N. Mall Drive, I think you will quickly find that there is much more daily traffic on N. Mall. Aerial maps of the area show a road at the rear of the old Tinseltown theater. That road is currently a dead end street. Extending that road onto Pecue should certainly be considered in this project. While currently not within the scope of this project, someone could certainly make the case that this "good idea" was presented at a public hearing and should be considered in expanding the scope of this project. We at St. George would appreciate any attention and consideration to this suggestion.
#24	Project would be a tremendous help to releive conjestion during peak traffic on Airline, Perkins, Highland Road, and the Highland and I-10 interchange. I strongly support continuing preparation on this project and going forward with construction asap.
#27	Alternative E (blue), Alternative F (orange), Alternative C (red) R1 & R2 are too invasive to Woodridge Subdivision. To maintain the quality of the subdivision, I do not want these options to develop.
#30	Alternative B/R1: Best option. 1. Majority of R/W taken from South side of I-10. 2. Less Damages to larger commercial/business tract located North of I-10, east side of Pecue Lane.
#31	Alternative B/R1: Best option. 1. Majority of R/W taken from South side of I-10. 2. Less Damages to larger commercial/business tract located North of I-10, east side of Pecue Lane.
#32	Alternative B/R1: Best option. 1. Majority of R/W taken from South side of I-10. 2. Less Damages to larger commercial/business tract located North of I-10, east side of Pecue Lane.
#33	Alternative B/R1: Best option. 1. Majority of R/W taken from South side of I-10. 2. Less Damages to larger commercial/business tract located North of I-10, east side of Pecue Lane.
#34	Alternative B/R1: Best option. 1. Majority of R/W taken from South side of I-10. 2. Less Damages to larger commercial/business tract located North of I-10, east side of Pecue Lane.
#35	Alternative B/R1: Best option. 1. Majority of R/W taken from South side of I-10. 2. Less Damages to larger commercial/business tract located North of I-10, east side of Pecue Lane.

#36	<p>The comment I'd like to make is concerning access from Briarwood Estates Subdivision going onto Airline Hwy...we've had a fatality there. I'd like to see a 'no left turn' onto Airline Hwy- make everyone turn right and put a U-turn access down the highway on the south side, so people could make a u-turn and get on back onto Airline, heading north.</p>
#37	<p>We're in favor of Conceptual Alternative F-the orange one- that's the least intrusive on our property. We're not going to be for any FONSI, going forward in the Fall that's intrusive on our land. We're affected socio-economically and recreationally because there are houses...horses on the back side of 8760 Pecue Lane, - I want to make it clear that we definitely want an access road or a driveway built if using Conceptual Plan F that gives us access to the front of our property. I think it's ridiculous that our homes all face-going east- but you're telling me you're only going to give me on 7 of the other 8 plans I'm only going to have access to our property from Reiger Road, which would be the rear of our property. My property faces east, and I will only have access from the back of my property. Those homes have been there for generations, I think it's ridiculous that you're not coming up with plans that already include front access to our property that are outside the 2500 square foot zone that I keep hearing that you can't have access to. The only way we'll except plan F is if I have access to the front of our property, 8140, and 8760 Pecue Lane. Another alternative would be moving your loops or moving your interchanges further east, that would be closer toward the Woodridge homes versus affecting homeowners that have been there for generations. You're wanting to open Pecue Lane to 4 lanes- I suggest you take the land that's not being used between Pecue Lane and the Woodridge subdivision, and do your 4 lanes from there versus taking land from homeowners. It's the least intrusive, it's not taking up land from homeowners already- you're using from a vacant property, a vacant couple of acres that you could open up and make 4 lanes there. It's less intrusive, and doesn't affect our quality of life, and I think it'd also satisfy your FONSI and we would support a plan like that. We will support no plan that does not give us access to the front of our property that's already existing. A ½ mile to make a u-turn is ridiculous, homeowners should have some right...there have to be some other plans available that gives us access to turn left or right for our option rather than just having to use Reiger Road. So, we're not in favor of anything. None of your plans affect any of the businesses- all of your loops affect the homeowners, no plans that affect cable, I see constantly on your handout that there's no impact to the Cox building. The Cox building was built knowing that these plans were probably into affect...I'm sure they're going to know versus what we know...what Berven Smith would know. So I'm not sure why they would let that building be placed there or that... I'm not sure what you call that, I guess it's a station where all the Cox cable networks are placed, I don't know why you would put that there. But none of your plans affect Cox cable, Performance (Contractors), Sysco, or any of the other businesses that are on the other side of the overpass on Pecue Lane. Possibly have Reiger Road go parallel to I-10 going continuously east, may be an option of doing some of your loops there versus putting your loops right there at Pecue Lane like you have to put them there, when there has to be other options available. But if I had to pick one, I'd pick F, if and only if it gives us access to the front of our property- and having two fronts, basically, instead of only rear entry. I think that's disgusting, I think that's disrespectful to the homeowners that have already been there. I'm speaking for Berven Smith, homeowner, Essex Smith, Jr. homeowner, and Rosa Lee Williams, my sister, and homeowner. We own almost approximately 5 acres on this side and included on Pecue Lane on the other side, 7135 Pecue Lane and 77145 Pecue Lane, that will also be affected by the Stumberg project that's behind Woman's hospital. Everything's being built for Woman's Hospital. For generations we used Airline Highway as a way of going around...how come people going to the damn hospital can't use Airline Highway and be less intrusive of the folks that live already present there. I'm against any plans of wideing Reiger Road that takes away from the homeowners on Pecue Lane. There's land between Budweiser and the homeowners on Pecue Lane that could be used to widen Reiger Road. I'm against any plans (any kind of servitude, real estate ventures) that takes land from us. Your plans should be more sensitive to homeowners, I will not support your FONSI, I will fight the hell out of you .Any plans that take land from me.</p>
#38	<p>I am opposed to Reiger Road coming in the back of my property, having Reiger Road being the front where my house has been for years, I've rented this house for 10 years and I've been owner of this house for maybe 18 years. So when I purchased this property I didn't purchase this property thinking to sell it or for a road to come through. I purchase that property because I have horses...I can stand in the back yard by my horses and look across at Budweiser...how come none of this is affecting Budweiser or Kleinpeter Field, which is across the street from the front of my house on Pecue Lane. So you either want to come through the back, make Reiger Road my back door, and the front of my house is Pecue Lane. So I'm opposed to Reiger Road coming through like that. I know there's a plan that yall could implement where we keep our front on Pecue Lane, you could implement some kind of something- I don't want to lose any of my front on Pecue Lane. Also, I'm seeing the measurements that yall are doing on Pecue Lane...everything is to the left, where residents are. I don't see anything to the right, across the street, where Kleinpeter owns that field in the back of Wildwood subdivision...I don't see any markings over in that field. So do you why want to take away from the homeowners, the people that live there...that have lived there for years. All of a sudden this is coming up. You're not fooling with the Cox people, you're not fooling with the Performance people...any of them, Sysco, nobody. But you got little homeowners that are affected by it. We are heirs to property in Pecue Heights, also, that crosses across where the subdivision is. We're also heirs to the property in the back of George Cain, so at the same time, everything is like, you're taking, you're taking you're taking. My dad always said, 'this is home...don't ever let someone come in and take your home from you.' I never mortgaged my home, or anything like that. None of that. So at the same time because this means a lot to me. So at the same time if you're going to put a road through, let's do the interchange somewhere else. Why does it have to take away the front of Pecue Lane? That's my whole thing. I'm not against yall implementing a plan to cut down on some of the traffic and stuff, but don't let my back door- the back of my property- be the front. And don't take away the front of my property where I have no access other than coming through the back of my property. It shouldn't be.</p>

#39	<p>The people entering and leaving Woodridge- we're going to require at least a light at that new interchange, because if not, we won't be able to enter that street, so we need to have a light put at the entrance of Woodridge.</p>
#44	<p>In reference to those businesses and homes on the north side of I-10, why not move the intersection of Reiger Road at Pecue Lane a little closer toward I-10 from which it is currently planned in D3-R2 Alternative Plan and allow it to meet or intersect with that section of Pecue Lane that is planned to be demolished. This point would be where the new section of Pecue Lane would veer off slightly to the east in order for the alignment of the new interchange to be constructed. This would keep that section from being lost to demolition allowing for less disruption and inconvenience to those property owners along that section of Pecue Lane. The properties on the opposite side of that intersection of Reiger Rad (north side) could have a short dead end street for access to their properties from Reiger Road. This dead end road could be extended in the future when other properties are further developed. I would also like to see that City Parish not allow any heave commercial use of the property on the north side of I-10 between the interstate and the residential subdivisions in that area nor in front of the existing subdivisions located on the east side of the Pecue Lane between I-10 and Airline Hwy. Heavy commercial use of that property would greatly affect the quality and integrity of the homeowners in that neighborhood. I am very concerned about increased traffic that will come to the section of Pecue Lane between Perkins Road and Highland road. We need to make this section a no passing zone by having it double striped as drivers are already speeding on this road. Further, it is hard now to turn eastbound onto Highland Road from Pecue Lane durnign afternoon peak traffic times. Once the I-10 interchange is completel this problem will surely get worse. I would like for the City Parish to plan to install a traffic signal at this location to help make this intersection safer for the public.</p>
#46	<p>Thank you for the opportunity to give feedback. I am most concerned with the cost. In general, a lower cost option is preferred. Nothing fancy. Also, I was hoping to see a connection to the Siegen Shopping Center that has Lowes. However, some of my neighbors believe that type of connection would be a big problem. My ratings on the other side of this form are somewhat unreliable as I didn't have the costs associated with them handy. I'm for this moving forward, but please be frugal. Also- please see attached email with comments from Thomas Humble, my neighbor.</p>
#47	<p>It appears to me that any future second entrance/exit to the Siegen Marketplace is going to have to be similar to the Picardy extension and overpass at Mall of Louisiana. If so, Reiger Road is probably going to the the service road. The "D" alternatives appear to leave the most land available for a shopping center connection directly to Pecue, but I think any connection from the shopping center to Pecue on the Perkins side of the interstate is going to create a traffic nightmare, so I'd be looking for options that discourage that approach.</p>
#48	<p>I have ranked the alternatives based on how they will impact the homeowners of the Airline Heights subdivision. First choice is the No Build Option. I understand the idea of improvement and change, but it should not happen at the expense of the property owners on this street/subdivision. My second, third, and fourth choices have about the same effect on our property. The comments I have are applicable to all of them. 1. All of the proposed plans, showed the road being widened from the current Pecue Lane. While only one side of Pecue Lane has residential property, I believe the road should be widened by adding lanes to the side of Pecue where there aren't any residents to be displaced or affected. 2. If at all possilbe, homeowners should be able to retain access to the new Pecue roadway. 3. Our property is subdivided into 2 lots, so the R1 options would limit (or eliminate) access to the lot closes to Pecue because the right-of-way runs along one edge of the property that would be located past where the proposed access road would dead-end. R1 should not even be an option, in my opinion. 4. The current property owners should not be put under financial strain due to how this project will impact their properties. Fences, gates, driveways will all need to be relocated. The property will need to be graded to accomodate for the natural water flow which will most certainly be affected by roads being built above-grade surrounding those properties.</p>



**PUBLIC MEETING COMMENT FORM  
PUBLIC MEETING NO. 3 –FEBRUARY 25, 2015  
PECUE LANE/I-10 INTERCHANGE  
STAGE 1 ENVIRONMENTAL ASSESSMENT**

STATE PROJECT NO. H.004104  
CITY PARISH PROJECT NO. 09-CS-US-0041  
FEDERAL AID PROJECT NO. IM-1709(507)

**BATON ROUGE, LA**

Please submit your comments to one of the following addresses below. Comments must be postmarked by March 9, 2015 in order to become part of the official transcript.

Email: [ponder@csrsonline.com](mailto:ponder@csrsonline.com)  
or Mail: CSRS Program Management  
ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: 3-08-15  
Name: TRAVIS GREGORY  
Address: 44590 HOOD ROAD  
HAMMOND, LA 70403

FAMILY MEMBER OF  
PECUE LANE LANDOWNER

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
<p align="center"><b>No Build</b></p> 		<p>I have to reject the three options as presented for the following reasons:</p> <ul style="list-style-type: none"> <li>The extension of Reiger Road to approximately 500 yards from the interstate on Pecue Lane is beyond reason. The original layout of Reiger Road using lots 23-24-25 or 26 (118_conceptplan) make this comparable to the intersections of I-10 and I-12 @ Essen Lane, Millerville, and Pete's Hwy in Denham Springs.</li> <li>All three examples listed above have bridges of greater incline over the interstate than would be on Pecue Lane.</li> <li>This plan disrupts and decreases the functions of fourteen (14) commercial or potentially commercial lots</li> <li>Lots presently located on Pecue Lane will be relocated to Reiger Road, decreasing their value.</li> </ul> <p>Infact:</p> <ul style="list-style-type: none"> <li>The entrance to "Juban Crossing Mall", (Juban Rd @ I-10 in Denham Springs, LA), is approximately 200 yards from the interstate under the same circumstances as Pecue Lane.</li> <li>This intersection is less than six (6) months old.</li> <li>Juban Road is bridged over the Interstate.</li> </ul>
<p align="center"><b>B R2 (Diamond Interchange)</b></p>		
<p align="center"><b>D3 R2 (Single Point Urban Interchange)</b></p>		
<p align="center"><b>G (Diverging Diamond Interchange)</b></p>		



**PUBLIC MEETING COMMENT FORM  
 PUBLIC MEETING NO. 3 –FEBRUARY 25, 2015  
 PECUE LANE/I-10 INTERCHANGE  
 STAGE 1 ENVIRONMENTAL ASSESSMENT**

STATE PROJECT NO. H.004104  
 CITY PARISH PROJECT NO. 09-CS-US-0041  
 FEDERAL AID PROJECT NO. IM-1709(507)

**BATON ROUGE, LA**

Please submit your comments to one of the following addresses below. Comments must be postmarked by March 9, 2015 in order to become part of the official transcript.

**Email:** ponder@csrsonline.com  
**or Mail:** CSRS Program Management  
 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: 3/4/15  
 Name: Sty Land Mary Sfondouris  
 Address: 2737 Grand View Dr.  
Baton Rouge, LA 70809

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build		
B R2 (Diamond Interchange)		
D3 R2 (Single Point Urban Interchange)		
G (Diverging Diamond Interchange)		

Please consider the following additional comments:

As residents of Woodridge Subdivision, which fronts directly on Pecue Lane, we would like to see a traffic light ~~at~~ the entrance to the subdivision. Currently, during peak traffic hours, it is difficult to get out of the subdivision ~~because~~ because of the volume of traffic traveling on Pecue. It is especially difficult when trying to turn left toward Perkins Road.



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**or Mail:** CSRS Program Management  
ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: 3-5-15  
Name: Sharon Klempeter  
Address: 2901 Rue Dauphine  
Baton Rouge, LA 70810

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build	X	
B R2 (Diamond Interchange)	✓	<ul style="list-style-type: none"> <li>• Only option we like</li> <li>• Our property least impacted by this option</li> <li>• Permit access-driveaway permit@Reiger Road</li> <li>• Request Reiger Road extension moved to East border</li> </ul>
D3 R2 (Single Point Urban Interchange)	X	
G (Diverging Diamond Interchange)	X	



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**or Mail:** CSRS Program Management  
ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: 3-1-15  
Name: ANNA SIMPSON  
Address: 9088 FOXGATE DR  
BATON ROUGE, LA  
70809

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build	2	I DO NOT LIKE OPTIONS D3R2 and G BECAUSE THEY COME TOO CLOSE TO MY BACK YARD AND HOME!
B R2 (Diamond Interchange)	1	THIS OPTION KEEPS THE EXIT RAMP FARTHEST AWAY FROM MY BACK YARD WHICH IS NEXT TO THE KLEINPETER PROPERTY. TRAFFIC NOISE WILL BE LESS SINCE IT IS FARTHER AWAY.
D3 R2 (Single Point Urban Interchange)	4	OVER →
G (Diverging Diamond Interchange)	3	

OVER →

Please consider the following additional comments:

BUILDING THE RAMP TOO CLOSE TO OUR SUBDIVISION (WOODRIDGE) INCREASES THE POTENTIAL FOR DAMAGE TO OUR PROPERTY FROM WRECKS AND OR EXPLOSIONS WHICH OCCUR ON INTERSTATES AND EXIT RAMP. OPTIONS D3R2 AND G COME TOO CLOSE TO MY BACKYARD AND HOME WHICH ABUTS THE KLEINPETER PROPERTY. WE WILL NOT BE ABLE TO ENJOY THE SERENITY OF MY BACKYARD WITH THE TRAFFIC NOISE. THANK YOU FOR YOUR CONSIDERATION OF THIS CONCERN.

Anna Simpson  
homeowner

9088 FOXGATE DR.  
BATON ROUGE, LA  
70809



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**Email:** ponder@csrsonline.com  
**or Mail:** CSRS Program Management  
 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: 3-6-15  
 Name: Sylvia Hart  
 Address: 03631 n. Hullen  
Metairie, LA 70002

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

<b>ALTERNATIVE</b>	<b>RANK (1, 2, or 3)</b>	<b>RATIONALE (specify reasons for choice)</b>
<b>No Build</b>		
<b>B R2 (Diamond Interchange)</b>	<u>1</u>	<u>lower total cost</u>
<b>D3 R2 (Single Point Urban Interchange)</b>		
<b>G (Diverging Diamond Interchange)</b>		



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or Mail: CSRS Program Management  
ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: 3-08-15  
Name: JARA GREGORY  
Address: 44602 HOOD ROAD  
HAMMOND, LA 70403

*(Pecue Lane Landowner)*

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
<p align="center"><b>No Build</b></p> 		<p>I have to reject the three options as presented for the following reasons:</p> <ul style="list-style-type: none"> <li>The extension of Reiger Road to approximately 500 yards from the interstate on Pecue Lane is beyond reason. The original layout of Reiger Road using lots 23-24-25 or 26 (118_conceptplan) make this comparable to the Intersections of I-10 and I-12 @ Essen Lane, Millerville, and Pete's Hwy in Denham Springs.</li> <li>All three examples listed above have bridges of greater incline over the interstate than would be on Pecue Lane.</li> <li>This plan disrupts and decreases the functions of fourteen (14) commercial or potentially commercial lots</li> <li>Lots presently located on Pecue Lane will be relocated to Reiger Road, decreasing their value.</li> </ul> <p>Infact:</p> <ul style="list-style-type: none"> <li>The entrance to "Juban Crossing Mall", (Juban Rd @ I-10 in Denham Springs, LA), is approximately 200 yards from the interstate under the same circumstances as Pecue Lane.</li> <li>This intersection is less than six (6) months old.</li> <li>Juban Road is bridged over the Interstate.</li> </ul>
<p align="center"><b>B R2 (Diamond Interchange)</b></p>		
<p align="center"><b>D3 R2 (Single Point Urban Interchange)</b></p>		
<p align="center"><b>G (Diverging Diamond Interchange)</b></p>		

Please consider the following additional comments:

As a resident of Woodridge subdivision and a residential real estate appraiser, I would like to request that a red light be installed at the Woodridge subdivision entrance and Pecue Lane in order to allow for better and safer access to and from the subdivision onto Pecue Lane for its residents. There are already instances of people stopping the flow of traffic on Pecue Lane with the expansion done so far to allow drivers to turn from Woodridge onto Pecue Lane. This to me demonstrates a need for a light at this busy entrance which will only become busier once the Interstate interchange is completed and the area grows with more residential and commercial traffic.



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**or Mail:** CSRS Program Management  
 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: 03/09/2015  
 Name: Stephen Burnett  
 Address: 2808 Glenfield Drive  
Baton Rouge LA 70809

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build		
B R2 (Diamond Interchange)		
D3 R2 (Single Point Urban Interchange)		
G (Diverging Diamond Interchange)		



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**or Mail:** CSRS Program Management  
 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: 3/6/15  
 Name: Richard HART  
 Address: 3631 N. HULLEN  
Metairie, LA 70002

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<b>ALTERNATIVE</b>	<b>RANK (1, 2, or 3)</b>	<b>RATIONALE (specify reasons for choice)</b>
<b>No Build</b>		
<b>B R2 (Diamond Interchange)</b>	<u>1</u>	<u>less right of way taken</u>
<b>D3 R2 (Single Point Urban Interchange)</b>		
<b>G (Diverging Diamond Interchange)</b>		



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or Mail: CSRS Program Management  
ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: 3-08-15  
Name: RONNIE GREGORY  
Address: 44584 HOOD ROAD  
HAMMOND, LA 70403

Family Member of  
PECUE LANE LANDOWNER

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
<p align="center"><b>No Build</b></p> 		<p>I have to reject the three options as presented for the following reasons:</p> <ul style="list-style-type: none"> <li>The extension of Reiger Road to approximately 500 yards from the interstate on Pecue Lane is beyond reason. The original layout of Reiger Road using lots 23-24-25 or 26 (118_conceptplan) make this comparable to the intersections of I-10 and I-12 @ Essen Lane, Millerville, and Pete's Hwy in Denham Springs.</li> <li>All three examples listed above have bridges of greater incline over the interstate than would be on Pecue Lane.</li> <li>This plan disrupts and decreases the functions of fourteen (14) commercial or potentially commercial lots</li> <li>Lots presently located on Pecue Lane will be relocated to Reiger Road, decreasing their value.</li> </ul> <p>Infact:</p> <ul style="list-style-type: none"> <li>The entrance to "Juban Crossing Mall", (Juban Rd @ I-10 in Denham Springs, LA), is approximately 200 yards from the interstate under the same circumstances as Pecue Lane.</li> <li>This intersection is less than six (6) months old.</li> <li>Juban Road is bridged over the Interstate.</li> </ul>
<p align="center"><b>B R2 (Diamond Interchange)</b></p>		
<p align="center"><b>D3 R2 (Single Point Urban Interchange)</b></p>		
<p align="center"><b>G (Diverging Diamond Interchange)</b></p>		



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**or Mail:** CSRS Program Management  
ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: 2-25-15  
Name: Suparna Chaitin  
Address: 1959 michel Delving  
BR LA 70810

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build	/	/
B R2 (Diamond Interchange)	/	/
D3 R2 (Single Point Urban Interchange)	2	easy on + off
G (Diverging Diamond Interchange)	/	/





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**or Mail:** CSRS Program Management  
ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: \_\_\_\_\_  
Name: Darrell Ours  
Address: 17922 Green W. Howdy  
Baton Rouge  
LA  
70817

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build		
B R2 (Diamond Interchange)		
D3 R2 (Single Point Urban Interchange)	1	
G (Diverging Diamond Interchange)		





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**or Mail:** CSRS Program Management  
 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: 2-25-15  
 Name: Martha Werner  
 Address: 14824 Villa Court Dr  
B.R. LA 70808

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ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build	4	
B R2 (Diamond Interchange)	1	
D3 R2 (Single Point Urban Interchange)	2	
G (Diverging Diamond Interchange)	3	





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 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

*John Mitchell Wood*  
 Date: \_\_\_\_\_  
 Name: \_\_\_\_\_  
 Address: 8948 Spring Grove  
BR LA 70809

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build		
B R2 (Diamond Interchange)	3	
D3 R2 (Single Point Urban Interchange)	2	
G (Diverging Diamond Interchange)	1	

*See comments*

Please consider the following additional comments:

Extend Reiser Rd from the bridge to the direction of Highland as far as possible so that the land south of Woodridge can be developed, and so that eventually you would be able to travel ~~via~~ from Seiser to Highland by Reiser. Therefore creating less on/off traffic on the interstate



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**or Mail:** CSRS Program Management  
ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: 25 Feb 15  
Name: Carl Ponder  
Address: 1939 Michal Drive

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build	4	
B R2 (Diamond Interchange)	3	TBO is intrusive
D3 R2 (Single Point Urban Interchange)	1	Smallest Foot print
G (Diverging Diamond Interchange)	2	





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 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: 2/25/15  
 Name: I. HANES  
 Address: 13907 Phillippe  
BR 70808

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build		
B R2 (Diamond Interchange)	1	
D3 R2 (Single Point Urban Interchange)	2	
G (Diverging Diamond Interchange)	3	





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**Email:** ponder@csrsonline.com  
**or Mail:** CSRS Program Management  
ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: Steve Crump  
Name: 2-25-15  
Address: 1445 St. Albans Drive  
BR 70810

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build		
B R2 (Diamond Interchange)	3	
D3 R2 (Single Point Urban Interchange)	1	+ least environmental impact L least complex, + & least land incursion/expansiveness. * least noise incursion of homes on Perkins
G (Diverging Diamond Interchange)	2	





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ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: 2/25/15  
Name: DOUGLAS C. BURKE  
Address: 19824 VILLA CT DR  
B. R. LA 70818

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build	4	NOT REALLY AN OPTION
B R2 (Diamond Interchange)	1	BETTER FLOW
D3 R2 (Single Point Urban Interchange)	2	CONFUSING FLOW
G (Diverging Diamond Interchange)	3	TOO CONFUSING





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**or Mail:** CSRS Program Management  
ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: 2-25-15  
Name: GEORGE KUPZ  
Address: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build		NONE OF THESE ADDRESSES HAVING PECUE ROAD CONTINUE AS A FRONTAGE ROAD OR CONNECTIVITY ALONG THE NORTH SIDE OF I-10
B R2 (Diamond Interchange)		WHY NOT MAKE PECUE A THROUGH STREET (YES, A RETAILING WALK AT THE COX BLDG.) AND USE THE CONNECTION TO
D3 R2 (Single Point Urban Interchange)		PECUE AS PROPOSED THROUGH KLEIN PETER PROPERTY.
G (Diverging Diamond Interchange)		





**PUBLIC MEETING COMMENT FORM  
 PUBLIC MEETING NO. 3 –FEBRUARY 25, 2015  
 PECUE LANE/I-10 INTERCHANGE  
 STAGE 1 ENVIRONMENTAL ASSESSMENT**

STATE PROJECT NO. H.004104  
 CITY PARISH PROJECT NO. 09-CS-US-0041  
 FEDERAL AID PROJECT NO. IM-1709(507)

**BATON ROUGE, LA**

Please submit your comments to one of the following addresses below. Comments must be postmarked by March 9, 2015 in order to become part of the official transcript.

**Email:** [ponder@csrsonline.com](mailto:ponder@csrsonline.com)  
**or Mail:** CSRS Program Management  
 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: RICK BOURGEOIS  
 Name: 2/25/15  
 Address: 9901 PECUE LANE  
225-715-9802

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build	4	
B R2 (Diamond Interchange) RFI	3	<u>NO</u> OLD SCHOOL LEAST EFFICIENT
D3 R2 (Single Point Urban Interchange) GRM	2	STILL EFFICIENT MINIMAL ROW LEAST DISRUPTION
G (Diverging Diamond Interchange) BLM	1	MOST EFFICIENT AMT OF ROW A CONCERN





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**or Mail:** CSRS Program Management  
ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: 2/25/15  
Name: Randi Cantureau  
Address: 13521 Phillimore Ave  
BR, LA 70810

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build		
B R2 (Diamond Interchange)		
D3 R2 (Single Point Urban Interchange)	1	new traffic lanes closer to I-10 limiting closeness + noise to surrounding neighborhoods
G (Diverging Diamond Interchange)		





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**or Mail:** CSRS Program Management  
 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: 2/25/15  
 Name: Ker Ponder  
 Address: 6423 Cape Hart Ct  
Baton Rouge LA 70809

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build	X	Unacceptable
B R2 (Diamond Interchange)	3	Too many points of intersection
D3 R2 (Single Point Urban Interchange)	1	Great traffic flow
G (Diverging Diamond Interchange)	2	close second choice





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**or Mail:** CSRS Program Management  
ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: 2/25/15  
Name: DONALD P. TOUPS  
Address: 13646 MARY EDITH  
B.R. LA 70809

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build		
B R2 (Diamond Interchange)	3	
D3 R2 (Single Point Urban Interchange)	2	
G (Diverging Diamond Interchange)	1	





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**or Mail:** CSRS Program Management  
ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: 2/25/15  
Name: Rob Simon & Janet Simon  
Address: 14554 Market North Drive  
Baton Rouge, La. 70810

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build		
B R2 (Diamond Interchange)	<u>3</u>	
D3 R2 (Single Point Urban Interchange)	<u>1</u>	
G (Diverging Diamond Interchange)	<u>2</u>	





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**or Mail:** CSRS Program Management  
ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: 2.25.2015  
Name: TED JACK  
Address: BREC  
6201 Florida Drive  
BR LA 70806

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

<b>ALTERNATIVE</b>	<b>RANK (1, 2, or 3)</b>	<b>RATIONALE (specify reasons for choice)</b>
<b>No Build</b>		
<b>B R2 (Diamond Interchange)</b>		↓ <u>NOVER</u>
<b>D3 R2 (Single Point Urban Interchange)</b>		
<b>G (Diverging Diamond Interchange)</b>		

Please consider the following additional comments:

TED JACK tjack@brec.org 273.6405

I would like to make sure the Capital Area  
PATHWAY PROJECT IS INTERGRATED INTO THIS  
PROJECT. THERE SEEMS TO BE GOOD WAYS TO DO  
THIS W/ LITTLE CONFLICT.

The <sup>CAPP</sup> plan has a trail following WARDS CREEK.  
ALSO A TRAIL PASSES ALONG PECUE. SEE  
CAPP MAP ON BREC.ORG WEBSITE OR EMAIL ME  
AND I WILL SEND YOU A COPY.

WE WOULD LIKE TO BE ABLE TO BRING THE  
TRAIL ALONG THE EDGE OF R.O.W. AND ALSO  
PASS UNDER ROADS WHERE WARDS CREEK  
PASSES. THIS WOULD BE WHERE YOU HAVE BRIDGES.

I WOULD BE HAPPY TO MEET W/ THE PLANNING  
TEAM TO REVIEW/DISCUSS THIS.

OUR TRAIL IS TYPICALLY 12' WIDE.

THANKS,

TED JACK

BREC



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**or Mail:** CSRS Program Management  
 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: \_\_\_\_\_  
 Name: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

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<b>ALTERNATIVE</b>	<b>RANK (1, 2, or 3)</b>	<b>RATIONALE (specify reasons for choice)</b>
<b>No Build</b>		
<b>B R2 (Diamond Interchange)</b>		
<b>D3 R2 (Single Point Urban Interchange)</b>		
<b>G (Diverging Diamond Interchange)</b>		<i>Over</i>

Please consider the following additional comments:

Consider overpass at (Bai) road track!!



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ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: 2-25-15  
Name: SANFORD & NELLIE BROUSSARD  
Address: 10709 PECUE LANE  
RR 7081D

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build		
B R2 (Diamond Interchange)		
D3 R2 (Single Point Urban Interchange)	1	
G (Diverging Diamond Interchange)	2	





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 or Mail: CSRS Program Management  
 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: Feb 25<sup>th</sup>  
 Name: Joyce Perez  
 Address: 13241 Quail Grove Rd  
 \_\_\_\_\_  
 \_\_\_\_\_

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build	1 <del>3</del>	This is crazy
B R2 (Diamond Interchange)		
D3 R2 (Single Point Urban Interchange)		
G (Diverging Diamond Interchange)		





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ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: 2/25/15  
Name: JIM HASKITT  
Address: 8726 BRIARWOOD PL  
BR LA 70809

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build	10	Build it!!!
B R2 (Diamond Interchange)	1	NORMAL
D3 R2 (Single Point Urban Interchange)	3	
G (Diverging Diamond Interchange)	2	Confusing





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**or Mail:** CSRS Program Management  
 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: Feb 2015  
 Name: JE Covington  
 Address: 900 2 Glenville  
BR La 70809

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

<b>ALTERNATIVE</b>	<b>RANK (1, 2, or 3)</b>	<b>RATIONALE (specify reasons for choice)</b>
<b>No Build</b>		
<b>B R2 (Diamond Interchange)</b>	3	
<b>D3 R2 (Single Point Urban Interchange)</b>	2	
<b>G (Diverging Diamond Interchange)</b>	1	over

Please consider the following additional comments:

Do Not extend Quail Grove out to Pecue!



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**or Mail:** CSRS Program Management  
 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: 2/25/15  
 Name: AL PEREZ  
 Address: 13241 Grand Canyon  
WOODRIDGE SUB DIVISION  
BTR

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build	1	there will be too much construction vehicles thru the Subdivi
B R2 (Diamond Interchange)	Ø	
D3 R2 (Single Point Urban Interchange)	Ø	
G (Diverging Diamond Interchange)	Ø	





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ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: 2/25/15  
Name: GEORGE STRAIN  
Address: 9864 BUTTERCUP DR  
BR 70809

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build		
B R2 (Diamond Interchange)		
D3 R2 (Single Point Urban Interchange)		
G (Diverging Diamond Interchange)		

Please consider the following additional comments:

Cost is an issue, but a frontage road along the south side of I-10 would be a huge asset.

Because of the Siegen/I-10 mall, much of the road work already exists. There will eventually be more commercial development SW of the mall, and a frontage road would be important for traffic flow.

Jon Stan



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ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: 2/25/15  
Name: Stan Sheehan  
Address: Warren's Hospital

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ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build		
B R2 (Diamond Interchange)	1	Though it may have effectiveness issues in future - simplest to understand
D3 R2 (Single Point Urban Interchange)	2	
G (Diverging Diamond Interchange)	3	hard to understand. Seems risky

Please consider the following additional comments:

Handwritten notes in the first section of the lined area.

Handwritten notes in the second section of the lined area.

Handwritten notes at the bottom of the page.



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**or Mail:** CSRS Program Management  
 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: 2/25/15  
 Name: Mike LaBorde  
 Address: 17849 INVERNESS  
RR 70810

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

<b>ALTERNATIVE</b>	<b>RANK (1, 2, or 3)</b>	<b>RATIONALE (specify reasons for choice)</b>
<b>No Build</b>		
<b>B R2 (Diamond Interchange)</b>		
<b>D3 R2 (Single Point Urban Interchange)</b>		
<b>G (Diverging Diamond Interchange)</b>		

Please consider the following additional comments:

This may only make the congestion worse at Highland/  
Perkins I-10!

Extension of Pecup will take traffic from Seign  
to Pecup & then to Airline or Perkins.

Will Pecup be four-laned?

How about an interchange @ I-10 @ N&T  
overpass in Ascension Parish? (Bluff Rd)



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 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: \_\_\_\_\_  
 Name: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

<b>ALTERNATIVE</b>	<b>RANK (1, 2, or 3)</b>	<b>RATIONALE (specify reasons for choice)</b>
<b>No Build</b>		
<b>B R2 (Diamond Interchange)</b>		
<b>D3 R2 (Single Point Urban Interchange)</b>		
<b>G (Diverging Diamond Interchange)</b>		

Please consider the following additional comments:

Control access needed @ Recu & Woodbridge

What type of control of over size papers  
such as 8 1/2 x 11 - currently no  
physical control such as weight limit



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 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: 2/25/15  
 Name: See Territo  
 Address: 60420 Pecue Lane  
BR, LA 70810

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build		
B R2 (Diamond Interchange)	2	Less desirable
D3 R2 (Single Point Urban Interchange)	1	Smother traffic flow + only 1 traffic light. Less impact on environment. Best long term design!
G (Diverging Diamond Interchange)	3	Do not like this AT ALL!!!

Please consider the following additional comments:

When I think of the best Alternative I see D3 Rd as the best choice & the only real choice for a efficient movement of traffic in a reasonable time frame. I think this alternative is ~~one~~ that will serve the South Baton Rouge Area for decades in the future & reduce traffic accidents from the other alternatives. The other alternatives just don't match up to D3 Rd

Joe Truitt 2/25/15



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**or Mail:** CSRS Program Management  
ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: Feb. 24, 2015  
Name: John Edwards  
Address: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build		
B R2 (Diamond Interchange)	1	Long-term; least expensive
D3 R2 (Single Point Urban Interchange)	3	Too expensive for no additional return
G (Diverging Diamond Interchange)	2	Nice in the short term only





**PUBLIC MEETING COMMENT FORM  
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PECUE LANE/I-10 INTERCHANGE  
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STATE PROJECT NO. H.004104  
CITY PARISH PROJECT NO. 09-CS-US-0041  
FEDERAL AID PROJECT NO. IM-1709(507)

**BATON ROUGE, LA**

Please submit your comments to one of the following addresses below. Comments must be postmarked by March 9, 2015 in order to become part of the official transcript.

**Email:** [ponder@csrsonline.com](mailto:ponder@csrsonline.com)  
**or Mail:** CSRS Program Management  
ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: \_\_\_\_\_  
Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build		
B R2 (Diamond Interchange)		<p><i>The Homes that are on pecue will have noise from the new street and from all of the 18 vehicles coming from the back of their homes.</i></p>
D3 R2 (Single Point Urban Interchange)		<p><i>Could we include updates for the homes on west pecue and George Cain P. Highway exist today; trailer park still floods</i></p>
G (Diverging Diamond Interchange)		<p><i>Pls call to finish question Cross Riches, 725-205-0221</i></p>





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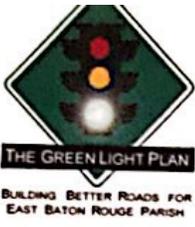
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**or Mail:** CSRS Program Management  
 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: 3-5-15  
 Name: Robert M. Broussard  
 Address: 19445 Bengal Ct.  
Baton Rouge, LA  
70817

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build	X	
B R2 (Diamond Interchange)	1	This option requires the least amount of right of way, with the lowest cost.
D3 R2 (Single Point Urban Interchange)	X	
G (Diverging Diamond Interchange)	X	



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**or Mail:** CSRS Program Management  
 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: 3/9/15  
 Name: Neil St. Germain  
 Address: 13312 Avail Grove Ave  
Baton Rouge, LA 70809

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<b>ALTERNATIVE</b>	<b>RANK (1, 2, or 3)</b>	<b>RATIONALE (specify reasons for choice)</b>
<b>No Build</b>	1	See provided notes.
<b>B R2 (Diamond Interchange)</b>		
<b>D3 R2 (Single Point Urban Interchange)</b>		
<b>G (Diverging Diamond Interchange)</b>		

As a resident in the Woodridge Subdivision off Pecue Lane, I oppose all options presented and would prefer no additional interchange to Interstate 10. There are several reasons that I would like to provide to support my opposition.

First, given the current and future demographic composition of the area around the proposed interchange, it seems as though modifications to the existing Siegen and Highland Road interchanges to allow for easier access on and off Interstate 10 would alleviate congestion more so than an additional interchange between them. The interchange at Pecue is basically dead-ended at the two major highways that would feed the interchange – Perkins Road on the South and Airline Highway on the North. South of Perkins Pecue extends into residential areas and ultimately to Highland Road and will never expand to a four-lane highway. Airline going north goes into Woman's Hospital -- which will ultimately connect to Stumberg Lane. Both of these scenarios are fed through the current Siegen and Highland interchanges. While I have not fully reviewed the traffic analysis (I did not see at the public hearing) traffic to the proposed Pecue interchange would be sourced from traffic using these two main arteries. Rather than spending taxpayer dollars on a new interchange, between two existing, why would one of the many tests / studies conducted not look at modifying these two interchanges to better process traffic flow during peak time (i.e. merged entries / exits vs. having to stop and cross Highland or Siegen).

Second, as a resident and board member of the Woodridge Subdivision, the proposed alternatives basically add havoc to an existing problem for our neighborhood's access to Pecue Lane. The proposed interchanges would result in a one-way exit out of our neighborhood and result in a U-turn to travel south on Pecue Lane. While we have an additional exit through the Briarwood Estates neighborhood that borders Woodridge, the exit is to Airline Highway (which is no easy task to enter at times during the day.) Given the challenges with that entrance/exit and the proposed changes to our entrance / exit at Pecue, with a traffic light on at least one of these locations it will be nearly impossible to get out of the neighborhood during peak traffic hours.

Third, in all the proposed plans for the interchange, there were no plans for a sound retention wall similar to other areas along Interstate 10 where the highway is near residential areas. Additionally, the proposed shift of Pecue will result in alleviating the displacement of less than 5 businesses but encroach on the back of an entire neighborhood. Where were the tax base comparisons for the neighborhood vs. the businesses at the meeting on the 25<sup>th</sup> -- Let's compare the tax contribution and see who should have the winning advantage.

As stated earlier, it is for these reasons that I strongly oppose the construction of the interchange at Pecue Lane. This interchange would represent a considerable investment of taxpayer dollars and would still result in no relief to the traffic nightmares on Siegen and Highland during rush hour traffic.



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**Email:** ponder@csrsonline.com  
**or Mail:** CSRS Program Management  
 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: 3-8-2015  
 Name: Craig Mallett  
 Address: 18366 Perkins Rd E  
BR La 70810

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

<b>ALTERNATIVE</b>	<b>RANK (1, 2, or 3)</b>	<b>RATIONALE (specify reasons for choice)</b>
<b>No Build</b>		
<b>B R2 (Diamond Interchange)</b>	<u>1</u>	<u>Best overall</u>
<b>D3 R2 (Single Point Urban Interchange)</b>		
<b>G (Diverging Diamond Interchange)</b>		



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Baton Rouge, LA 70808

Date: 3-8-2015  
Name: Mary Alice Mallett  
Address: 18366 Perkins Rd E  
Baton Rouge LA  
70810

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ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build		
B R2 (Diamond Interchange)	1	Best option economically less right of way taking
D3 R2 (Single Point Urban Interchange)		
G (Diverging Diamond Interchange)		



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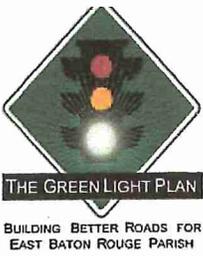
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 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: 3/5/15  
 Name: Lane K. Chenevert  
 Address: 16777 Perkins Rd e  
BR, LA 70810

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ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build	2	
B R2 (Diamond Interchange)	1	least impact least amount of land taken lower total cost
D3 R2 (Single Point Urban Interchange)		
G (Diverging Diamond Interchange)		



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**or Mail:** CSRS Program Management  
ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: 3/2/15  
Name: HARRY W. KLEINZETTER  
Address: 12431 N. OAK HILLS PKWY  
BR, LA 70810

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ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build	X	
B R2 (Diamond Interchange)	1	Best use of surrounding property as a major land owner on both sides of Pecue Lane
D3 R2 (Single Point Urban Interchange)	X	MASSIVE Interchange Poor use of surrounding property
G (Diverging Diamond Interchange)	X	MASSIVE Interchange Poor use of surround property



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 or Mail: CSRS Program Management  
 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: March 8, 2015  
 Name: Michael Anne Percy  
 Address: 2240 Fairway Dr  
Baton Rouge, LA 70809  
*Michael A Percy*

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ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build		
B R2 (Diamond Interchange)	1	
D3 R2 (Single Point Urban Interchange)		
G (Diverging Diamond Interchange)		



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**or Mail:** CSRS Program Management  
 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: 3/7/2015  
 Name: A Gay Young  
 Address: 18779 Perkins Road  
East Baton Rouge, LA 70810

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<b>ALTERNATIVE</b>	<b>RANK (1, 2, or 3)</b>	<b>RATIONALE (specify reasons for choice)</b>
<b>No Build</b>	2	
<b>B R2 (Diamond Interchange)</b>	1	less right of way, lower total cost
<b>D3 R2 (Single Point Urban Interchange)</b>		
<b>G (Diverging Diamond Interchange)</b>		



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ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: 3/8/15  
Name: Elizabeth L. Hill  
Address: 5362 Arbroth Rd  
Glynn, LA 70736

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build		
B R2 (Diamond Interchange)	1	less right-of-way taking required; lower total cost.
D3 R2 (Single Point Urban Interchange)		
G (Diverging Diamond Interchange)		



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Glynn, LA 70736

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ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build	X	
B R2 (Diamond Interchange)	✓	<ul style="list-style-type: none"> <li>• Only option we like</li> <li>• Our property least impacted by this option</li> <li>• Permit access - driveway permit @ Reiger Road</li> <li>• Request Reiger Road extension moved to East boundary</li> </ul>
D3 R2 (Single Point Urban Interchange)	X	
G (Diverging Diamond Interchange)	X	



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 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: 3/9/15  
 Name: PHILIP ZANCO III  
 Address: 8960 GLENFIELD  
BATON ROUGE LA 70809

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build	1	<i>See attached, with reasons</i>
B R2 (Diamond Interchange)		
D3 R2 (Single Point Urban Interchange)		
G (Diverging Diamond Interchange)		

Please consider the following additional comments:

UNLESS there is significant modifications, I would oppose. First, there are no plans that I see that would put a traffic signal at the Woodridge Pecue Entrance. This is totally unacceptable. It is almost impossible to gain access to Pecue during times of peak traffic. The same is true for the Briarwood/Airline Hwy Entrance. A signal at both locations could be synchronized with the Airline/Pecue signal, and it would cause little disruption. The sole reason for non-placement of a traffic signal seems to be cost avoidance, even though there are over 430 tax-paying homeowners that would be greatly inconvenienced by the lack of a traffic signal!

Also, my understanding of the current plan is that (in an effort to avoid a traffic signal), the Woodridge Entrance at Pecue would not have a cut-in, or turn lanes, which would allow entrance/exit from only one direction, thus further degrading the entrance. It would necessitate dangerous U-turns, and put even more traffic at the Airline Hwy/Briarwood Entrance. Perhaps you should try and enter/exit there at 6:30 AM in the dark when traffic coming down Airline is travelling at speeds of 70 MPH+. This plan is an affront to our subdivision. If the above alterations are made, I would support the I-10 interchange. But certainly not in the presently proposed manner. Full entrance + egress must be provided for, ~~along~~ along with traffic signals at both entrances.

Philip Zanca III, Treasurer/Board Member, Woodridge POA  
8960 Glenfield Dr  
Bainbridge LA 70809



# PECUE LANE/I-10 INTERCHANGE STAGE 1 ENVIRONMENTAL ASSESSMENT

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 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: 3/8/2015  
 Name: Penelope Gilles  
 Address: 117 Black Oak Lane  
Madisonville, LA  
70447

Please rank the alternatives presented today in order of your personal preference: 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
<b>No Build</b>		
<b>B R2 (Diamond Interchange)</b>	1	<i>We prefer this option since smaller area will be taken for right-of-way.</i>
<b>D3 R2 (Single Point Urban Interchange)</b>		
<b>G (Diverging Diamond Interchange)</b>		

*Penelope Gilles*



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**or Mail:** CSRS Program Management  
 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: March 8, 2015  
 Name: J. P. Gilles  
 Address: 117 BLACK OAK LANE  
MADISONVILLE, LA  
70447

Please rank the alternatives presented today in order of your personal preference: 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build		
B R2 (Diamond Interchange)	1	This is our choice because the right-of-way needed will be less.
D3 R2 (Single Point Urban Interchange)		
G (Diverging Diamond Interchange)		



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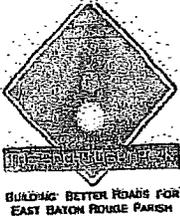
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**or Mail:** CSRS Program Management  
 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: 3/7/2015  
 Name: ALYSSA YOUNG  
 Address: 18779 PERKINS ROAD EAST  
BATON ROUGE, LA 70810

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build	2	
B R2 (Diamond Interchange)	1	less right of way, lower total cost
D3 R2 (Single Point Urban Interchange)		
G (Diverging Diamond Interchange)		



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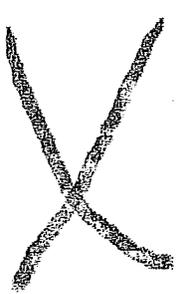
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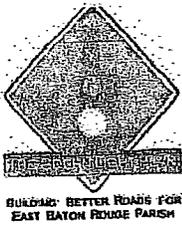
Date: 3-08-15  
Name: JUSTIN GREGORY  
Address: 44590 HOOD ROAD  
HAMMOND, LA 70403

*FAMILY MEMBER OF  
PECUE ROAD LAND OWNER*

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
<p align="center"><b>No Build</b></p> 		<p>I have to reject the three options as presented for the following reasons:</p> <ul style="list-style-type: none"> <li>The extension of Reiger Road to approximately 500 yards from the interstate on Pecue Lane is beyond reason. The original layout of Reiger Road using lots 23-24-25 or 26 (118 conceptplan) make this comparable to the intersections of 1-10 and I-12 @ Essen Lane, Millerville, and Pete's Hwy in Denham Springs.</li> <li>All three examples listed above have bridges of greater incline over the interstate than would be on Pecue Lane.</li> <li>This plan disrupts and decreases the functions of fourteen (14) commercial or potentially commercial lots</li> <li>Lots presently located on Pecue Lane will be relocated to Reiger Road, decreasing their value.</li> </ul> <p>Infact:</p> <ul style="list-style-type: none"> <li>The entrance to "Juban Crossing Mall", (Juban Rd @ I-10 in Denham Springs, LA), is approximately 200 yards from the interstate under the same circumstances as Pecue Lane.</li> <li>This intersection is less than six (6) months old.</li> <li>Juban Road is bridged over the Interstate.</li> </ul>
<p align="center"><b>B R2 (Diamond Interchange)</b></p>		
<p align="center"><b>D3 R2 (Single Point Urban Interchange)</b></p>		
<p align="center"><b>G (Diverging Diamond Interchange)</b></p>		

*Addendum Attached*



**PUBLIC MEETING COMMENT FORM  
PUBLIC MEETING NO. 3 - FEBRUARY 25, 2015  
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STAGE 1 ENVIRONMENTAL ASSESSMENT**

STATE PROJECT NO. H.004104  
CITY PARISH PROJECT NO. 09-CS-US-0041  
FEDERAL AID PROJECT NO. IM-1709(507)

**BATON ROUGE, LA**

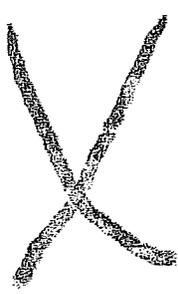
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Email: [ponder@csrsonline.com](mailto:ponder@csrsonline.com)  
or Mail: CSRS Program Management  
ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: 03-08-15  
Name: BRITTANY GALATAS  
Address: 46559 HIGHLAND DRIVE  
HAMMOND, LA 70401

LSU STUDENT AND  
BR EMPLOYMENT

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

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<p align="center"><b>No Build</b></p> 		<p>I have to reject the three options as presented for the following reasons:</p> <ul style="list-style-type: none"> <li>The extension of Reiger Road to approximately 500 yards from the interstate on Pecue Lane is beyond reason. The original layout of Reiger Road using lots 23-24-25 or 26 (118 conceptplan) make this comparable to the intersections of 1-10 and I-12 @ Essen Lane, Millerville, and Pete's Hwy in Denham Springs.</li> <li>All three examples listed above have bridges of greater incline over the interstate than would be on Pecue Lane.</li> <li>This plan disrupts and decreases the functions of fourteen (14) commercial or potentially commercial lots</li> <li>Lots presently located on Pecue Lane will be relocated to Reiger Road, decreasing their value.</li> </ul> <p>Infact:</p> <ul style="list-style-type: none"> <li>The entrance to "Juban Crossing Mall", (Juban Rd @ I-10 in Denham Springs, LA), is approximately 200 yards from the interstate under the same circumstances as Pecue Lane.</li> <li>This intersection is less than six (6) months old.</li> <li>Juban Road is bridged over the Interstate.</li> </ul>
<p align="center"><b>B R2 (Diamond Interchange)</b></p>		
<p align="center"><b>D3 R2 (Single Point Urban Interchange)</b></p>		
<p align="center"><b>G (Diverging Diamond Interchange)</b></p>		

*Addendum attached.*

Addendum:

The lots encased by Reiger Road will be limited in size by the road itself when extending the entrance to Reiger so far up Pecue Lane towards Airline, This places limits of use on these 15 or so lots to small businesses only. I think this is prohibitive to growth for that area of Pecue Lane, if anything.

Placing the entrance of Reiger Road closer to the interstate as stated in the attached would open the area to large and small businesses alike.

I think this project is being made much more complicated than need be causing additional, wasteful expense by extending Reiger Road as proposed and the shifting of Pecue Lane,

I support the project as a whole but without the shifting of Pecue Lane and the proposed entrance of Reiger Road.



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**BATON ROUGE, LA**

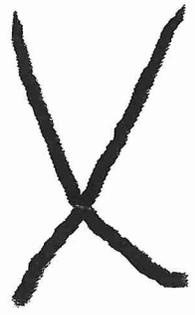
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or Mail: CSRS Program Management  
ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: March 9, 2015  
Name: Ashley Snell  
Address: 2305 Thornhill Avenue  
Shreveport, Louisiana 71104  
Ashley Snell

*Lots 14 & 18 Family member of F. Webb Enterprises*

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

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<p align="center"><b>B R2 (Diamond Interchange)</b></p>		
<p align="center"><b>D3 R2 (Single Point Urban Interchange)</b></p>		
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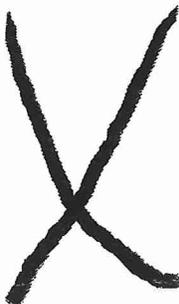
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 or Mail: CSRS Program Management  
 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: March 9, 2015  
 Name: Christopher Snell  
 Address: 2305 Thornhill Avenue  
Shreveport, Louisiana 7104  


*Lots 14 & 18 Family member of F. Webb Enterprises*

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

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<p align="center"><b>No Build</b></p> 		<p>I have to reject the three options as presented for the following reasons:</p> <ul style="list-style-type: none"> <li>The extension of Reiger Road to approximately 500 yards from the interstate on Pecue Lane is beyond reason. The original layout of Reiger Road using lots 23-24-25 or 26 (118_conceptplan) make this comparable to the intersections of 1-10 and I-12 @ Essen Lane, Millerville, and Pete's Hwy in Denham Springs.</li> <li>All three examples listed above have bridges of greater incline over the interstate than would be on Pecue Lane.</li> <li>This plan disrupts and decreases the functions of fourteen (14) commercial or potentially commercial lots</li> <li>Lots presently located on Pecue Lane will be relocated to Reiger Road, decreasing their value.</li> </ul> <p>Infact:</p> <ul style="list-style-type: none"> <li>The entrance to "Juban Crossing Mall", (Juban Rd @ I-10 in Denham Springs, LA), is approximately 200 yards from the interstate under the same circumstances as Pecue Lane.</li> <li>This intersection is less than six (6) months old.</li> <li>Juban Road is bridged over the Interstate.</li> </ul>
<p align="center"><b>B R2 (Diamond Interchange)</b></p>		
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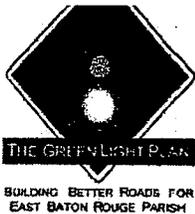
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**Email:** ponder@csrsonline.com  
**or Mail:** CSRS Program Management  
ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: 3-8-14  
Name: Ashley Schwalb  
Address: 1301 COATES BLUFF DR  
#1426  
SHREVEPORT, LA 71104

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<p align="center"><b>B R2 (Diamond Interchange)</b></p>		
<p align="center"><b>D3 R2 (Single Point Urban Interchange)</b></p>		<p>Infact:</p> <ul style="list-style-type: none"> <li>• The entrance to "Juban Crossing Mall", (Juban Rd @ I-10 in Denham Springs, LA), is approximately 200 yards from the interstate under the same circumstances as Pecue Lane.</li> </ul>
<p align="center"><b>G (Diverging Diamond Interchange)</b></p>		<ul style="list-style-type: none"> <li>• This intersection is less than six (6) months old.</li> <li>• Juban Road is bridged over the Interstate.</li> </ul>



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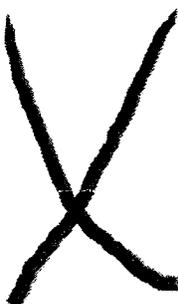
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**or Mail:** CSRS Program Management  
 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: March 9, 2015  
 Name: Susan Smell  
 Address: 152 Cal. A.P. Kouns  
Shreveport LA 71115

*family member of F. Webb Enterprises*

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<p align="center"><b>B R2 (Diamond Interchange)</b></p>		
<p align="center"><b>D3 R2 (Single Point Urban Interchange)</b></p>		
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BUILDING BETTER ROADS FOR  
EAST BATON ROUGE PARISH

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**BATON ROUGE, LA**

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**or Mail:** CSRS Program Management  
ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: 3-9-15  
Name: Houston Patti Moss  
Address: 8747 Grand View Dr  
BR, LA 70809  
(Woodlodge Subd)

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build		
B R2 (Diamond Interchange)		<i>* All comment @ Back page</i>
D3 R2 (Single Point Urban Interchange)		
G (Diverging Diamond Interchange)		

Please consider the following additional comments:

Please install lights @ intersection of Pecue Ln and Woodledge Ave -

With the road to be widened <sup>to 4-5 lanes</sup>, will be harder to cross over -

Woodledge Ave is the short cut to Buauwood residents, too

Traffic on Pecue Lane will be coming from Perkins <sup>+ Highland Crd.</sup> areas and Stumberg Lane exit in areas to get onto the interstate @ Pecue Lane

\* As for the alternative or interchange routes -

The engineers would know better to select the best option for Pecue Lane -  
not too simple to cause back ups -  
not too complicated w/ more routes than necessary -



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**Email:** ponder@csrsonline.com  
**or Mail:** CSRS Program Management  
 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: 3/5/2015  
 Name: Martin Klempeter  
 Address: 18787 Perkins Rd East  
Baton Rouge, LA 70810

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<b>ALTERNATIVE</b>	<b>RANK (1, 2, or 3)</b>	<b>RATIONALE (specify reasons for choice)</b>
<b>No Build</b>		
<b>B R2 (Diamond Interchange)</b>	1	1) Less right-of-way required. 2) Lower total cost. 3) Least impact to my property.
<b>D3 R2 (Single Point Urban Interchange)</b>		
<b>G (Diverging Diamond Interchange)</b>		



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 or Mail: CSRS Program Management  
 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: 3-4-15  
 Name: Mike Klempeter Jr  
 Address: 8966 Jolee Dr  
Danbar Springs, LA  
70706

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ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build		
B R2 (Diamond Interchange)	1	Help to free up Traffic
D3 R2 (Single Point Urban Interchange)		
G (Diverging Diamond Interchange)		



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**or Mail:** CSRS Program Management  
ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: March 9, 2015  
Name: Lauren Snell  
Address: 605 B E 46th St  
Austin, TX 78751

Lots 14 & 18 Family member of F. Webb Enterprises

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<b>ALTERNATIVE</b>	<b>RANK (1, 2, or 3)</b>	<b>RATIONALE (specify reasons for choice)</b>
<b>No Build</b>	<b>X</b>	<p>I have to reject the three options as presented for the following reasons:</p> <ul style="list-style-type: none"> <li>The extension of Reiger Road to approximately 500 yards from the interstate on Pecue Lane is beyond reason. The original layout of Reiger Road using lots 23-24-25 or 26 (118_conceptplan) make this comparable to the intersections of I-10 and I-12 @ Essen Lane, Millerville, and Pete's Hwy in Denham Springs.</li> <li>All three examples listed above have bridges of greater incline over the interstate than would be on Pecue Lane.</li> <li>This plan disrupts and decreases the functions of fourteen (14) commercial or potentially commercial lots</li> <li>Lots presently located on Pecue Lane will be relocated to Reiger Road, decreasing their value.</li> </ul> <p>Infact:</p> <ul style="list-style-type: none"> <li>The entrance to "Juban Crossing Mall" (Juban Rd @ I-10 in Denham Springs, LA), is approximately 200 yards from the interstate under the same circumstances as Pecue Lane.</li> <li>This intersection is less than six (6) months old.</li> <li>Juban Road is bridged over the interstate.</li> </ul>
<b>B R2 (Diamond Interchange)</b>		
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**or Mail:** CSRS Program Management  
 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: 3/6/15  
 Name: LANCE KLEINPETER  
 Address: 34 E GREEN PASTURES Cir  
The Woodlands TX 77382

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ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build	X	
B R2 (Diamond Interchange)	✓	<ul style="list-style-type: none"> <li>• Only option we like</li> <li>• Our property least impacted by this option</li> <li>• Permit access - driveway permit @ Reiger Road</li> <li>• Request Reiger Road extension moved to East boundary</li> </ul>
D3 R2 (Single Point Urban Interchange)	X	
G (Diverging Diamond Interchange)	X	



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or Mail: CSRS Program Management  
ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: ✓ 3/4/2015  
Name: ✓ ALLEN Leglue  
Address: ✓ 4307 Wellington  
✓ Alexandria La 71303

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build		
B R2 (Diamond Interchange)	1	<i>less right-of-way taking required; lower total cost.</i>
D3 R2 (Single Point Urban Interchange)		
G (Diverging Diamond Interchange)		



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**or Mail:** CSRS Program Management  
ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: ✓ 3-4-2015  
Name: ✓ Connie League  
Address: ✓ 615 Wycliffe Way  
✓ Alexandria,  
✓ La. 71303

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build		
B R2 (Diamond Interchange)	<b>1</b>	<i>less right-of-way taking required; lower total cost.</i>
D3 R2 (Single Point Urban Interchange)		
G (Diverging Diamond Interchange)		



**PUBLIC MEETING COMMENT FORM  
PUBLIC MEETING NO. 3 –FEBRUARY 25, 2015  
PECUE LANE/I-10 INTERCHANGE  
STAGE 1 ENVIRONMENTAL ASSESSMENT**

STATE PROJECT NO. H.004104  
CITY PARISH PROJECT NO. 09-CS-US-0041  
FEDERAL AID PROJECT NO. IM-1709(507)

BATON ROUGE, LA

Please submit your comments to one of the following addresses below. Comments must be postmarked by March 9, 2015 in order to become part of the official transcript.

Email: [ponder@csrsonline.com](mailto:ponder@csrsonline.com)  
or Mail: CSRS Program Management  
ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: ✓ 3/4/15  
Name: ✓ G.J. Legime Jr  
Address: ✓ 620 Wycliff Way  
✓ Alex, LA 71262

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build		
B R2 (Diamond Interchange)	1	<i>less right-of-way taking required; lower total cost.</i>
D3 R2 (Single Point Urban Interchange)		
G (Diverging Diamond Interchange)		



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 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: ✓ 3-4-15  
 Name: ✓ Jayne L. Blackman  
 Address: ✓ 5090 Laura Lane  
✓ Woodworth, LA  
71485

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ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build		
B R2 (Diamond Interchange)	1	<i>less right-of-way taking required; lower total cost.</i>
D3 R2 (Single Point Urban Interchange)		
G (Diverging Diamond Interchange)		



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 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: ✓ 3/4/15  
 Name: ✓ G. J. LEGUIF  
 Address: ✓ 615 Wycliffe Way  
✓ Alexandria, LA 71303

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build		
B R2 (Diamond Interchange)	<b>1</b>	<i>less right-of-way taking required; lower total cost.</i>
D3 R2 (Single Point Urban Interchange)		
G (Diverging Diamond Interchange)		



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ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: 3-08-15  
Name: MELISSA LAPUMA  
Address: P.O. BOX 623  
INDEPENDENCE, LA 70443

FAMILY MEMBER OF  
PECUE LANE LANDOWNER

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
<p align="center"><b>No Build</b></p> 		<p>I have to reject the three options as presented for the following reasons:</p> <ul style="list-style-type: none"> <li>The extension of Reiger Road to approximately 500 yards from the interstate on Pecue Lane is beyond reason. The original layout of Reiger Road using lots 23-24-25 or 26 (118_conceptplan) make this comparable to the intersections of I-10 and I-12 @ Essen Lane, Millerville, and Pete's Hwy in Denham Springs.</li> <li>All three examples listed above have bridges of greater incline over the interstate than would be on Pecue Lane.</li> <li>This plan disrupts and decreases the functions of fourteen (14) commercial or potentially commercial lots</li> <li>Lots presently located on Pecue Lane will be relocated to Reiger Road, decreasing their value.</li> </ul> <p>Infact:</p> <ul style="list-style-type: none"> <li>The entrance to "Juban Crossing Mall", (Juban Rd @ I-10 in Denham Springs, LA), is approximately 200 yards from the interstate under the same circumstances as Pecue Lane.</li> <li>This intersection is less than six (6) months old.</li> <li>Juban Road is bridged over the Interstate.</li> </ul>
<p align="center"><b>B R2 (Diamond Interchange)</b></p>		
<p align="center"><b>D3 R2 (Single Point Urban Interchange)</b></p>		
<p align="center"><b>G (Diverging Diamond Interchange)</b></p>		



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**Email:** ponder@csrsonline.com  
**or Mail:** CSRS Program Management  
ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: 3-5-15  
Name: Karen Lindsey  
Address: 24 Audubon Ln.  
Madisonville, La 70447

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

<b>ALTERNATIVE</b>	<b>RANK (1, 2, or 3)</b>	<b>RATIONALE (specify reasons for choice)</b>
<b>No Build</b>	/	
<b>B R2 (Diamond Interchange)</b>	#1	<i>lower cost &amp; less right-of-way</i>
<b>D3 R2 (Single Point Urban Interchange)</b>	/	
<b>G (Diverging Diamond Interchange)</b>	/	



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 or Mail: CSRS Program Management  
 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: March 9, 2015  
 Name: Kelli Kleinpeter  
 Address: 7522 Roster Drive  
Baton Rouge, LA 70817

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build	X	
B R2 (Diamond Interchange)	✓	<ul style="list-style-type: none"> <li>• Only Option we like.</li> <li>• Our property least impacted by this option.</li> <li>• Permit Access - driveway permit @ Reiger Road</li> <li>• Request Reiger Road extension moved to East Boundary.</li> </ul>
D3 R2 (Single Point Urban Interchange)	X	
G (Diverging Diamond Interchange)	X	



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**or Mail:** CSRS Program Management  
 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: 3-5-15  
 Name: Kathy Broussard  
 Address: 1944 1/2 Bengal Ct  
Baton Rouge, LA  
70817

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build	X	
B R2 (Diamond Interchange)	1.	Least amount of right-of-way required with probably the lowest cost.
D3 R2 (Single Point Urban Interchange)	X	
G (Diverging Diamond Interchange)	X	



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**BATON ROUGE, LA**

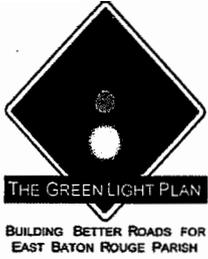
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or Mail: CSRS Program Management  
ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: March 6, 2015  
Name: Richard G. Kleinpeter  
Address: P.O. Box 32  
Wilson, LA 70789  
"LRK LLC Property"

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

<b>ALTERNATIVE</b>	<b>RANK (1, 2, or 3)</b>	<b>RATIONALE (specify reasons for choice)</b>
No Build		
B R2 (Diamond Interchange)	1	Less Right of way required - Lower Cost.
D3 R2 (Single Point Urban Interchange)		
G (Diverging Diamond Interchange)		



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**Email:** ponder@csrsonline.com  
**or Mail:** CSRS Program Management  
 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: March 2, 2015  
 Name: James J. Bishara  
 Address: 1327 Notting Hill Dr  
Baton Rouge, LA 70810

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

<b>ALTERNATIVE</b>	<b>RANK (1, 2, or 3)</b>	<b>RATIONALE (specify reasons for choice)</b>
<b>No Build</b>		
<b>B R2 (Diamond Interchange)</b>	2	This and G are almost the same.
<b>D3 R2 (Single Point Urban Interchange)</b>	1	Like the compactness of the intersection.
<b>G (Diverging Diamond Interchange)</b>	3	This and B R2 are almost the same.



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**or Mail:** CSRS Program Management  
 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: 3/5/2015  
 Name: Jennifer Kleinpeter  
 Address: 6767 Perkins Rd. East  
Baton Rouge, LA 70810

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

<b>ALTERNATIVE</b>	<b>RANK (1, 2, or 3)</b>	<b>RATIONALE (specify reasons for choice)</b>
<b>No Build</b>		
<b>B R2 (Diamond Interchange)</b>	1	1) Less right-of-way required. 2) Lower total cost. 3) Least impact on my property.
<b>D3 R2 (Single Point Urban Interchange)</b>		
<b>G (Diverging Diamond Interchange)</b>		



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 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: ✓ 3-4-15  
 Name: ✓ Jayne L. Blackman  
 Address: ✓ 5090 Laura Lane  
Woodworth, LA  
71485

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ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build		
B R2 (Diamond Interchange)	1	<i>less right-of-way taking required; lower total cost.</i>
D3 R2 (Single Point Urban Interchange)		
G (Diverging Diamond Interchange)		



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 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: 3/4/15  
 Name: George E. Lawrence, Jr.  
 Address: 62001 North Pointe  
LaCombe, LA.  
70445

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<b>ALTERNATIVE</b>	<b>RANK (1, 2, or 3)</b>	<b>RATIONALE (specify reasons for choice)</b>
<b>No Build</b>		
<b>B R2 (Diamond Interchange)</b>	1	<i>Option with least impact on our property and lower Cost.</i>
<b>D3 R2 (Single Point Urban Interchange)</b>		
<b>G (Diverging Diamond Interchange)</b>		



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 Baton Rouge, LA 70808

Date: ✓ 3/4/15  
 Name: ✓ G.J. Legime Jr  
 Address: ✓ 620 Wycliff Way  
✓ Alex, LA 71867

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ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build		
B R2 (Diamond Interchange)	1	<i>less right-of-way taking required; lower total cost.</i>
D3 R2 (Single Point Urban Interchange)		
G (Diverging Diamond Interchange)		



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 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: 2/26/15  
 Name: Deborah K. Gelpi  
 Address: 304 Fulwar Skypweth Rd  
Baton Rouge  
La 70810

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build	X	
B R2 (Diamond Interchange)	1	<ul style="list-style-type: none"> <li>• ONLY OPTION WE LIKE</li> <li>• OUR PROPERTY LEAST IMPACTED BY THIS OPTION</li> <li>• PERMIT ACCESS - DRIVEWAY PERMIT @ RIEGER ROAD</li> <li>• REQUEST RIEGER ROAD EXTENSION MOVED TO EAST BOUNDARY</li> </ul>
D3 R2 (Single Point Urban Interchange)	X	
G (Diverging Diamond Interchange)	X	



THE GREEN LIGHT PLAN

BUILDING BETTER ROADS FOR EAST BATON ROUGE PARISH

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ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: 2/26/15  
Name: Gregory J. Gelpe MD  
Address: 304 Wilbur  
Sturuth Rd  
Baton Rouge LA 70810

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build	X	
B R2 (Diamond Interchange)	√1	<ul style="list-style-type: none"> <li>• Only option we like</li> <li>• Our property least impacted by this option</li> <li>• Permit access - driveway</li> <li>• Permit to Rieger Road</li> </ul>
D3 R2 (Single Point Urban Interchange)	X	<ul style="list-style-type: none"> <li>• Request Rieger Road extension moved to east boundary</li> </ul>
G (Diverging Diamond Interchange)	X	



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or Mail: CSRS Program Management  
ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: 3-5-15  
Name: Gladys Edward  
Address: 19040 Beaujolais Ave.  
Baton Rouge, LA 70817  
"LRK LLC Property"

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build		
B R2 (Diamond Interchange)	1	less right-of-way taking required - lower cost
D3 R2 (Single Point Urban Interchange)		
G (Diverging Diamond Interchange)		



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**or Mail:** CSRS Program Management  
ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: March 1 2015  
Name: Daniel J Simpson Sr  
Address: 9088 Foxgate Drive  
Baton Rouge LA 70809

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build	2	
B R2 (Diamond Interchange)	1	MAINTAIN TRAFFIC at a distance away from subdivision. Reduce noise and potential damage from wrecks and explosion. Exit needed but D3 R2 + G moves Roadway close to homes.
D3 R2 (Single Point Urban Interchange)	4	
G (Diverging Diamond Interchange)	3	



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 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: 3/4/15  
 Name: Dee Lawrence  
 Address: 62001 N. Pointe  
Lacombe, LA 70445

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

<b>ALTERNATIVE</b>	<b>RANK (1, 2, or 3)</b>	<b>RATIONALE (specify reasons for choice)</b>
<b>No Build</b>		
<b>B R2 (Diamond Interchange)</b>	1	<i>Only one preferred. It takes less of our family property &amp; it appears to cost less than the other options.</i>
<b>D3 R2 (Single Point Urban Interchange)</b>		
<b>G (Diverging Diamond Interchange)</b>		



**PUBLIC MEETING COMMENT FORM  
PUBLIC MEETING NO. 3 –FEBRUARY 25, 2015  
PECUE LANE/I-10 INTERCHANGE  
STAGE 1 ENVIRONMENTAL ASSESSMENT**

STATE PROJECT NO. H.004104  
CITY PARISH PROJECT NO. 09-CS-US-0041  
FEDERAL AID PROJECT NO. IM-1709(507)

**BATON ROUGE, LA**

Please submit your comments to one of the following addresses below. Comments must be postmarked by March 9, 2015 in order to become part of the official transcript.

**Email:** [ponder@csrsonline.com](mailto:ponder@csrsonline.com)  
**or Mail:** CSRS Program Management  
ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: 3/4/15  
Name: DAN BROUSSARD  
Address: 7626 Pennhill Dr.  
Baton Rouge, LA 70817

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build	X	
B R2 (Diamond Interchange)	1	Requires least amount of right-of-way; lower overall cost.
D3 R2 (Single Point Urban Interchange)	X	
G (Diverging Diamond Interchange)	X	



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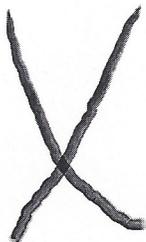
BATON ROUGE, LA

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**Email:** ponder@csrsonline.com  
**or Mail:** CSRS Program Management  
 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: 3-9-15  
 Name: Chestley Wcb0  
 Address: 8538 Pecue Lane  
BR, LA 70809

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
<p align="center"><b>No Build</b></p> 		<p>As the three options are drawn, I have to reject all three because of the following reason. The extension of Reiger Rd. to approximately 500 yards from the interstate on Pecue Lane is beyon reason. Not only does this plan disrupt the functions of fourteen commercial or potentially commercial lots, it is a waste of taxpayers money and makes no sense. The original lay out of Reiger Rd. was to tie into Pecue Lane at Lots 23, 24, 25, or 26, which makes it compariable to the intersections at I-10 @ Essen Ln, at Millerville @ I-12, and Pete's Hwy @ I-12 in Denham Springs. All three comparables have bridges at more of an incline over the Interstate than would be on Pecue Lane.</p> <p>Infact: The entrance to "Juban Crossing Mall" (Juban Rd. @ I-10 in Denham Springs, La.) is approx. 200 yards from the interstate under the same circumstances as Pecue Lane. Juban Road is bridged over the interstate. This intersection is less that six months old.</p>
<p align="center"><b>B R2 (Diamond Interchange)</b></p>		
<p align="center"><b>D3 R2 (Single Point Urban Interchange)</b></p>		
<p align="center"><b>G (Diverging Diamond Interchange)</b></p>		



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**Email:** ponder@csrsonline.com  
**or Mail:** CSRS Program Management  
ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: 3/2/15  
Name: Aaron Cousillec  
Address: 8814 Foxgate Dr.  
Baton Rouge, LA 70809

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build	1	No need for an interchange located 1/2 mile between 2 existing interchanges. Higher priority should be put towards an interchange for Prairieville residents or towards a loop. Waste of taxpayer dollars.
B R2 (Diamond Interchange)	2	Least impact ful of the woodridge and surrounding neighborhoods. Would also be less intrusive aesthetically and reduce noise impact compared to other routes. Also negates the need to acquire land from homeowners and would lessen the flight from the neighborhood
D3 R2 (Single Point Urban Interchange)	3	Intrusive to Woodridge neighborhood. Will increase noise and traffic through the area and neighborhood. Will lead to residents moving out of the area.
G (Diverging Diamond Interchange)	X	



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**Email:** ponder@csrsonline.com  
**or Mail:** CSRS Program Management  
ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: March 3, 2015  
Name: Constance K. Meyers  
Address: 19325 S. Trent Jones Drive  
Baton Rouge, LA 70810

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build	—	_____
B R2 (Diamond Interchange)	1	* <u>SEE PAGE 2</u> *
D3 R2 (Single Point Urban Interchange)	X	<u>NOT AN OPTION</u>
G (Diverging Diamond Interchange)	X	<u>NOT AN OPTION</u>

Please consider the following additional comments:

\*1) #1. - B R2 (DIAMOND INTERCHANGE): Property owners would be least affected by this route for the interchange. It would leave more property available for commercial development on Pecue Lane, which, in turn, would provide the parish with more income through taxes (sale and property) paid to the parish through and by future commercial entities.

\*2) - Property owners would want driveway permit access to Rieger Road.

\*3) - Move Rieger Road extension as far east as possible, to provide least amount of impact to major property owners.



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 or Mail: CSRS Program Management  
 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: ✓ 3-4-2015  
 Name: ✓ Connie Legue  
 Address: ✓ 615 Wycliffe Way  
✓ Alexandria,  
✓ La. 71303

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build		
B R2 (Diamond Interchange)	1	<i>less right-of-way taking required; lower total cost.</i>
D3 R2 (Single Point Urban Interchange)		
G (Diverging Diamond Interchange)		



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**or Mail:** CSRS Program Management  
ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: 3/6/15  
Name: Callie K. Carson  
Address: 15330 Becky Lee Dr.  
Baton Rouge, LA  
70819

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build	<del>X</del>	
B R2 (Diamond Interchange)	1	My property least impacted by this option. Lower total cost
D3 R2 (Single Point Urban Interchange)	<del>X</del>	
G (Diverging Diamond Interchange)	<del>X</del>	



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ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: 3/6/15  
Name: Brian T. Carson  
Address: 15330 Becky Lee Dr.  
Baton Rouge, LA  
70819

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build	<del>X</del>	
B R2 (Diamond Interchange)	1	My property least impacted by this option. Lower total cost
D3 R2 (Single Point Urban Interchange)	<del>X</del>	
G (Diverging Diamond Interchange)	<del>X</del>	



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**or Mail:** CSRS Program Management  
 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: MARCH 2, 2015  
 Name: DAVID + BARBARA CARUSO  
 Address: 8615 GRAND VIEW DR  
BATON ROUGE, LA 70809

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build		
B R2 (Diamond Interchange)		
D3 R2 (Single Point Urban Interchange)		
G (Diverging Diamond Interchange)		

Please consider the following additional comments:

PLEASE CONSIDER INCLUDING A TRAFFIC SIGNAL FOR  
WOODRIDGE SUBDIVISION AT THE INTERSECTION OF  
PECUE AND WOODRIDGE. THANK YOU.



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or Mail: CSRS Program Management  
ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: March 2, 2015  
Name: FRANK CAPONESE  
Address: 89 Palmetto Ct  
Mandeville, LA 70471

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build	X	
B R2 (Diamond Interchange)	① ✓	- Request Reiser Rd extension be moved to the East Boundary - Permit access - driveway permit at Reiser Rd
D3 R2 (Single Point Urban Interchange)	X	
G (Diverging Diamond Interchange)	X	



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 or Mail: CSRS Program Management  
 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: March 2, 2015  
 Name: Judith K. Casponaro  
 Address: 099 Palmetto Court  
Mandeville, LA 70471

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build	X	
B R2 (Diamond Interchange)	① ✓	Only option as our property is least impacted. Request Reiger Road Extension be moved to East boundary
D3 R2 (Single Point Urban Interchange)	X	
G (Diverging Diamond Interchange)	X	



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**or Mail:** CSRS Program Management  
 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: 2-25-15  
 Name: George Bofinger  
 Address: 8670 Pecue Lane  
BR LA 70809

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

<b>ALTERNATIVE</b>	<b>RANK (1, 2, or 3)</b>	<b>RATIONALE (specify reasons for choice)</b>
<b>No Build</b>		
<b>B R2 (Diamond Interchange)</b>	3	
<b>D3 R2 (Single Point Urban Interchange)</b>	1	USE LEAST AMOUNT OF LAND.
<b>G (Diverging Diamond Interchange)</b>	2	



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 or Mail: CSRS Program Management  
 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: 3-08-15  
 Name: BRENT BLAZEVIK  
 Address: 988 S. KENILWORTH PKWY  
BATON ROUGE, LA 70820

*BR CONDO OWNER*

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
<p align="center"><b>No Build</b></p> 		<p>I have to reject the three options as presented for the following reasons:</p> <ul style="list-style-type: none"> <li>The extension of Reiger Road to approximately 500 yards from the interstate on Pecue Lane is beyond reason. The original layout of Reiger Road using lots 23-24-25 or 26 (118 conceptplan) make this comparable to the intersections of I-10 and I-12 @ Essen Lane, Millerville, and Pete's Hwy in Denham Springs.</li> <li>All three examples listed above have bridges of greater incline over the interstate than would be on Pecue Lane.</li> <li>This plan disrupts and decreases the functions of fourteen (14) commercial or potentially commercial lots</li> <li>Lots presently located on Pecue Lane will be relocated to Reiger Road, decreasing their value.</li> </ul> <p>Infact:</p> <ul style="list-style-type: none"> <li>The entrance to "Juban Crossing Mall", (Juban Rd @ I-10 in Denham Springs, LA), is approximately 200 yards from the interstate under the same circumstances as Pecue Lane.</li> <li>This intersection is less than six (6) months old.</li> <li>Juban Road is bridged over the interstate.</li> </ul>
<p align="center"><b>B R2 (Diamond Interchange)</b></p>		
<p align="center"><b>D3 R2 (Single Point Urban Interchange)</b></p>		
<p align="center"><b>G (Diverging Diamond Interchange)</b></p>		



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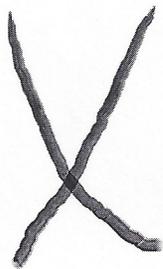
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**or Mail:** CSRS Program Management  
ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: 3-9-2015  
Name: ALLEN R. WEBB  
Address: 8538 PECUE LANE  
BATON ROUGE, LA 70809

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
<p align="center"><b>No Build</b></p> 		<p>As the three options are drawn, I have to reject all three because of the following reason. The extension of Reiger Rd. to approximately 500 yards from the interstate on Pecue Lane is beyond reason. Not only does this plan disrupt the functions of fourteen commercial or potentially commercial lots, it is a waste of taxpayers money and makes no sense. The original lay out of Reiger Rd. was to tie into Pecue Lane at Lots 23, 24, 25, or 26, which makes it comparable to the intersections at I-10 @ Essen Ln, at Millerville @ I-12, and Pete's Hwy @ I-12 in Denham Springs. All three comparables have bridges at more of an incline over the Interstate than would be on Pecue Lane.</p> <p>Infact: The entrance to "Juban Crossing Mall" (Juban Rd. @ I-10 in Denham Springs, La.) is approx. 200 yards from the interstate under the same circumstances as Pecue Lane. Juban Road is bridged over the interstate. This intersection is less that six months old.</p>
<p align="center"><b>B R2 (Diamond Interchange)</b></p>		
<p align="center"><b>D3 R2 (Single Point Urban Interchange)</b></p>		
<p align="center"><b>G (Diverging Diamond Interchange)</b></p>		



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**Email:** ponder@csrsonline.com  
**or Mail:** CSRS Program Management  
 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: 2-28-15  
 Name: Tonya J. Anding  
 Address: 14044 Villa Court Drive  
Baton Rouge, LA 70810

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build	4	
B R2 (Diamond Interchange)	3	
D3 R2 (Single Point Urban Interchange)	2	
G (Diverging Diamond Interchange)	1	Because it appears that this will divert traffic flowing that will cause the least amount of backup during rush hour times.



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**or Mail:** CSRS Program Management  
ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: ✓ 3/4/2015  
Name: ✓ ALLEN LEGUE  
Address: ✓ 4307 Wellington  
✓ Alexandria La 71303

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build		
B R2 (Diamond Interchange)	1	<i>less right-of-way taking required; lower total cost.</i>
D3 R2 (Single Point Urban Interchange)		
G (Diverging Diamond Interchange)		



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**or Mail:** CSRS Program Management  
ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: 3/6/15  
Name: Allison Kleinpeter  
Address: 34 E. Green Pastures Circle  
The Woodlands TX 77382

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build	X	
B R2 (Diamond Interchange)	✓	<ul style="list-style-type: none"> <li>• Only option we like</li> <li>• Our property least impacted by this option</li> <li>• Permit access - driveway permit @ Reiger Road</li> <li>• Request Reiger Road extension moved to East boundary</li> </ul>
D3 R2 (Single Point Urban Interchange)	X	
G (Diverging Diamond Interchange)	X	



**PUBLIC MEETING COMMENT FORM  
 PUBLIC MEETING NO. 3 –FEBRUARY 25, 2015  
 PECUE LANE/I-10 INTERCHANGE  
 STAGE 1 ENVIRONMENTAL ASSESSMENT**

STATE PROJECT NO. H.004104  
 CITY PARISH PROJECT NO. 09-CS-US-0041  
 FEDERAL AID PROJECT NO. IM-1709(507)

BATON ROUGE, LA

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Email: [ponder@csrsonline.com](mailto:ponder@csrsonline.com)  
 or Mail: CSRS Program Management  
 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: 3/9/15  
 Name: Michael C. Englerth  
 Address: 8028 Pecue Ln.  
B.R. LA. 70809  
LOTS 3 + 4

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build		
B R2 (Diamond Interchange)	1	Less impact on <sup>Prop.</sup> Owners Less costly
D3 R2 (Single Point Urban Interchange)	2	
G (Diverging Diamond Interchange)	3	



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**or Mail:** CSRS Program Management  
 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: 3/4/15  
 Name: Michael Cohn  
 Address: 4720 Jones Creek Rd.  
B.R. LA. 70817  
Lot 5 - Pecue Ln.  
225-315-2012

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build		
B R2 (Diamond Interchange)	1	Less costly
D3 R2 (Single Point Urban Interchange)	2	
G (Diverging Diamond Interchange)	3	



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**or Mail:** CSRS Program Management  
 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: 3/9/15  
 Name: ESSEX SMITH JR  
 Address: 8074 PECUE LANE  
BATON ROUGE LA  
lot 6  
225-916-9691

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build		
B R2 (Diamond Interchange)	1	
D3 R2 (Single Point Urban Interchange)	2	
G (Diverging Diamond Interchange)	3	



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 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: 3-9-15  
 Name: Helen M. Roque  
 Address: 8140 Pecue Lane  
BR. LA. 70809  
Lot 7  
225-7538959

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build		
B R2 (Diamond Interchange)	1	
D3 R2 (Single Point Urban Interchange)	2	
G (Diverging Diamond Interchange)	3	



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**or Mail:** CSRS Program Management  
ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: March 5, 2015  
Name: CHARLES BLAIR  
Address: 8160 PECUE LN.  
B.R. LA. 70809  
*mail* → Lot 8 Pecue Ln  
16146 HIGHLAND BLUFF CT.  
BATON ROUGE LA. 70810

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build		
B R2 (Diamond Interchange)	1	simple
D3 R2 (Single Point Urban Interchange)	2	
G (Diverging Diamond Interchange)	3	



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**or Mail:** CSRS Program Management  
 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: MARCH 5 - 2015  
 Name: Bill Smith  
 Address: 12535 PERKINS Rd.  
BATON ROUGE, LA  
Lot # 10 - 11 and 12

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

<b>ALTERNATIVE</b>	<b>RANK (1, 2, or 3)</b>	<b>RATIONALE (specify reasons for choice)</b>
No Build		
B R2 (Diamond Interchange)	1	
D3 R2 (Single Point Urban Interchange)	2	
G (Diverging Diamond Interchange)	3	



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or Mail: CSRS Program Management  
ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: March 6, 2015  
Name: Joan Oby Dawson  
Address: 1209 Ridgewood Rd  
Toussaint, La 71204

Property 8362 Pecue  
Lot 13

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build	4	in favor of project
B R2 (Diamond Interchange)	1	This particular plan appears to have less impact on property owners while providing same service.
D3 R2 (Single Point Urban Interchange)	2	appears to be more dangerous for driver / multiple cross overs
G (Diverging Diamond Interchange)	3	No comment



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**or Mail:** CSRS Program Management  
 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: 3/6/15  
 Name: John H Blount  
 Address: 15021 Tower Court  
Baton Rouge La.  
70810  
225-975-1010  
Lots 00, 21A, 25 Pecue Ln.

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build		
B R2 (Diamond Interchange)	1	
D3 R2 (Single Point Urban Interchange)	2	
G (Diverging Diamond Interchange)	3	



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or Mail: CSRS Program Management  
ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: 3-9-15  
Name: Gwen Matthews / Shelby Summers  
Address: 6666 N. 4th St. / 5214 Madison Ave.  
B.R. LA. 70802 / Baton Rouge, LA 70802

Lot 26 + 27

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build		
B R2 (Diamond Interchange)	1	<i>take less property</i>
D3 R2 (Single Point Urban Interchange)	2	
G (Diverging Diamond Interchange)	3	

The Women's Clinic  
500 Rue de la Vie Suite 305  
Baton Rouge, La 70817  
225-927-5480 | 225-925-0896

fax

TO: Brad Ponder FROM: Shawn Klempeter, of ad  
FAX: 2767-0060 PHONE: 927-5480  
PHONE: 769-0546 DATE: 3-10-15  
RE: Pecuel Lane / I/O Interchange EC:

- Urgent
- For Review
- Please Comment
- Please Reply
- Please Recycle

9pg total

Comments:

please hand deliver ASAP!  
Thanks.

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ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: 3/10/15  
Name: Mike Green  
Address: 17513 W. Muirfield  
BR LA 70810

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build		
B R2 (Diamond Interchange)	1	
D3 R2 (Single Point Urban Interchange)	2	
G (Diverging Diamond Interchange)	3	



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6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: 3/10/15  
Name: Robin Green  
Address: 17513 W. Muirfield  
BR LA 70817

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ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build		
B R2 (Diamond Interchange)	1	
D3 R2 (Single Point Urban Interchange)	2	
G (Diverging Diamond Interchange)	3	



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ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: 3/10/15  
Name: Eileen Kleinpeter  
Address: 16483 George Oval  
BR LA 70817

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build		
B R2 (Diamond Interchange)	1	
D3 R2 (Single Point Urban Interchange)	2	
G (Diverging Diamond Interchange)	3	



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Baton Rouge, LA 70808

Date: 3/10/15  
Name: Thomas Kleinpeter  
Address: 16483 George Oval  
BR LA 70817

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build		
B R2 (Diamond Interchange)	1	
D3 R2 (Single Point Urban Interchange)	2	
G (Diverging Diamond Interchange)	3	



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ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: 3/10/15  
Name: Kris Kleinpeter  
Address: 16453 George Duval  
BR LA 70817

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build		
B R2 (Diamond Interchange)	1	
D3 R2 (Single Point Urban Interchange)	2	
G (Diverging Diamond Interchange)	3	



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ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: 3/10/15  
Name: David Kleinpeter  
Address: 16453 George Uweal  
RR LA 70817

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build		
B R2 (Diamond Interchange)	1	
D3 R2 (Single Point Urban Interchange)	2	
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**or Mail:** CSRS Program Management  
ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: 3/10/15  
Name: Nicole Kleinpeter  
Address: 16443 George Onal  
BR LA 70817

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build		
B R2 (Diamond Interchange)	1	
D3 R2 (Single Point Urban Interchange)	2	
G (Diverging Diamond Interchange)	3	



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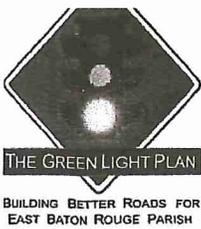
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Baton Rouge, LA 70808

Date: 3/10/15  
Name: Shawn Kleinpeter  
Address: 16443 George Ornel  
BR LA 70817

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ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build		
B R2 (Diamond Interchange)	1	
D3 R2 (Single Point Urban Interchange)	2	
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ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: 3-5-15  
Name: Vincent G. Kleipat, Jr.  
Address: 2901 Rue Dauphine  
Baton Rouge, La. 70810

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build	X	
B R2 (Diamond Interchange)	✓	<ul style="list-style-type: none"> <li>• Only option we like</li> <li>• Our property least impacted by this option</li> <li>• Permit access - driveway permit @ Reiger Rd.</li> <li>• Request Reiger Rd. extension moved to East boundary</li> </ul>
D3 R2 (Single Point Urban Interchange)	X	
G (Diverging Diamond Interchange)	X	



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**Email:** ponder@csrsonline.com  
**or Mail:** CSRS Program Management  
 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: March 5, 2015  
 Name: Terry M. Kleinpeter  
 Address: 8618 E. Cypress Point Ct.  
Baton Rouge, LA 70809

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build		
B R2 (Diamond Interchange)	1	<ul style="list-style-type: none"> <li>* property least affected by this plan</li> <li>* permit access- driveway permit at Reiger Road</li> <li>* request Reiger Rd. extension be moved as far east as possible</li> </ul>
D3 R2 (Single Point Urban Interchange)	2	too much property impacted by major landowner
G (Diverging Diamond Interchange)	X	NOT AN OPTION

## Amie Haggemacher

---

**From:** Ponder, Brad <Ponder@csrsonline.com>  
**Sent:** Wednesday, March 11, 2015 2:57 PM  
**To:** Kerry Oriol  
**Subject:** FW: Message from "PRO5110S"  
**Attachments:** 20150311145231268.pdf

Here are the public comments that came in today in a single batch. I don't have time to do them individually at this time. I'm late to a pre-Metro Council Meeting.

Brad Ponder, P.E.

Infrastructure - Engineering Unit Lead

Direct. (225) 761-3628 Cell. (225) 603-9647 Main. (225) 769-0546 Ext. 276 Fax. (225) 767-0060

6767 Perkins Road, Suite 200, Baton Rouge, LA 70808 | Ponder@csrsonline.com | www.csrsonline.com This e-mail and attachments are CONFIDENTIAL for the recipients only.

-----Original Message-----

From: savineng@csrsonline.com [mailto:savineng@csrsonline.com]  
Sent: Wednesday, March 11, 2015 1:53 PM  
To: Ponder, Brad  
Subject: Message from "PRO5110S"

This E-mail was sent from "PRO5110S" (Pro C5110S).

Scan Date: 03.11.2015 14:52:31 (-0400)

Queries to: savineng@csrsonline.com



**PUBLIC MEETING COMMENT FORM**  
**PUBLIC MEETING NO. 3 –FEBRUARY 25, 2015**  
**PECUE LANE/I-10 INTERCHANGE**  
**STAGE 1 ENVIRONMENTAL ASSESSMENT**

STATE PROJECT NO. H.004104  
 CITY PARISH PROJECT NO. 09-CS-US-0041  
 FEDERAL AID PROJECT NO. IM-1709(507)

**BATON ROUGE, LA**

Please submit your comments to one of the following addresses below. Comments must be postmarked by March 9, 2015 in order to become part of the official transcript.

Email: [ponder@csrsonline.com](mailto:ponder@csrsonline.com)  
 or Mail: CSRS Program Management  
 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: 3-8-2015  
 Name: Craig Mallett  
 Address: 18366 Perkins Rd E  
BR LA 70810

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build		
B R2 (Diamond Interchange)	1	Best overall
D3 R2 (Single Point Urban Interchange)		
G (Diverging Diamond Interchange)		



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**or Mail:** CSRS Program Management  
ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: 3-8-2015  
Name: Mary Alice Mallett  
Address: 18366 Perkins Rd E  
Baton Rouge LA  
70810

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build		
B R2 (Diamond Interchange)	1	Best option economically less right of way taking
D3 R2 (Single Point Urban Interchange)		
G (Diverging Diamond Interchange)		



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 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: 3/5/15  
 Name: Lane K. Chenevert  
 Address: 16777 Perkins Rd e  
BR, LA 70810

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build	2	
B R2 (Diamond Interchange)	1	least impact least amount of land taken lower total cost
D3 R2 (Single Point Urban Interchange)		
G (Diverging Diamond Interchange)		



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**or Mail:** CSRS Program Management  
 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: 3/2/15  
 Name: HARRY W. KLEINZETTER  
 Address: 12431 N. OAK HILLS PKWY  
BR, LA 70810

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build	X	
B R2 (Diamond Interchange)	1	Best use of surrounding property as a major land owner on both sides of Pecue Lane
D3 R2 (Single Point Urban Interchange)	X	MASSIVE Interchange Poor use of surrounding property
G (Diverging Diamond Interchange)	X	MASSIVE Interchange Poor use of surround property



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 or Mail: CSRS Program Management  
 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: March 8, 2015  
 Name: Michael Anne Percy  
 Address: 2240 Fairway Dr  
Baton Rouge, LA 70809  
*Michael A Percy*

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build		
B R2 (Diamond Interchange)	1	
D3 R2 (Single Point Urban Interchange)		
G (Diverging Diamond Interchange)		



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**Email:** ponder@csrsonline.com  
**or Mail:** CSRS Program Management  
 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: 3/7/2015  
 Name: A Gay Young  
 Address: 18779 Perkins Road  
East Baton Rouge, LA 70810

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

<b>ALTERNATIVE</b>	<b>RANK (1, 2, or 3)</b>	<b>RATIONALE (specify reasons for choice)</b>
<b>No Build</b>	2	
<b>B R2 (Diamond Interchange)</b>	1	less right of way, lower total cost
<b>D3 R2 (Single Point Urban Interchange)</b>		
<b>G (Diverging Diamond Interchange)</b>		



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**or Mail:** CSRS Program Management  
ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: 3/8/15  
Name: Elizabeth L. Hill  
Address: 5362 Arbroth Rd  
Glynn, LA 70736

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build		
B R2 (Diamond Interchange)	1	less right-of-way taking required; lower total cost.
D3 R2 (Single Point Urban Interchange)		
G (Diverging Diamond Interchange)		



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 Baton Rouge, LA 70808

Date: 3/8/15  
 Name: Elizabeth Hill  
 Address: 5362 Arbroth Rd  
Glynn, LA 70736

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build	X	
B R2 (Diamond Interchange)	✓	<ul style="list-style-type: none"> <li>• Only option we like</li> <li>• Our property least impacted by this option</li> <li>• Permit access - driveway permit @ Reiger Road</li> <li>• Request Reiger Road extension moved to East boundary</li> </ul>
D3 R2 (Single Point Urban Interchange)	X	
G (Diverging Diamond Interchange)	X	



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**Email:** ponder@csrsonline.com  
**or Mail:** CSRS Program Management  
 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: 3/9/15  
 Name: PHILIP ZANCO III  
 Address: 8960 GLENFIELD  
BATON ROUGE LA 70809

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build	1	<i>See attached, with reasons</i>
B R2 (Diamond Interchange)		
D3 R2 (Single Point Urban Interchange)		
G (Diverging Diamond Interchange)		

Please consider the following additional comments:

UNLESS there is significant modifications, I would oppose. First, there are no plans that I see that would put a traffic signal at the Woodridge Pecue Entrance. This is totally unacceptable. It is almost impossible to gain access to Pecue during times of peak traffic. The same is true for the Briarwood/Airline Hwy Entrance. A signal at both locations could be synchronized with the Airline/Pecue signal, and it would cause little disruption. The sole reason for non-placement of a traffic signal seems to be cost avoidance, even though there are over 430 tax-paying homeowners that would be greatly inconvenienced by the lack of a traffic signal!

Also, my understanding of the current plan is that (in an effort to avoid a traffic signal), the Woodridge Entrance at Pecue would not have a cut-in, or turn lanes, which would allow entrance/exit from only one direction, thus further degrading the entrance. It would necessitate dangerous U-turns, and put even more traffic at the Airline Hwy/Briarwood Entrance. Perhaps you should try and enter/exit there at 6:30 AM in the dark when traffic coming down Airline is travelling at speeds of 70 MPH+. This plan is an affront to our subdivision. If the above alterations are made, I would support the I-10 interchange. But certainly not in the presently proposed manner. Full entrance + egress must be provided for, ~~along~~ along with traffic signals at both entrances.

Philip Zanca III, Treasurer/Board Member, Woodridge POA  
8960 Glenfield Dr  
Bainbridge LA 70809



# PECUE LANE/I-10 INTERCHANGE STAGE 1 ENVIRONMENTAL ASSESSMENT

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**or Mail:** CSRS Program Management  
 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: 3/8/2015  
 Name: Penelope Gilles  
 Address: 117 Black Oak Lane  
Madisonville, LA  
70447

Please rank the alternatives presented today in order of your personal preference: 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
<b>No Build</b>		
<b>B R2 (Diamond Interchange)</b>	1	<i>We prefer this option since smaller area will be taken for right-of-way.</i>
<b>D3 R2 (Single Point Urban Interchange)</b>		
<b>G (Diverging Diamond Interchange)</b>		

*Penelope Gilles*



# PECUE LANE/I-10 INTERCHANGE STAGE 1 ENVIRONMENTAL ASSESSMENT

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**or Mail:** CSRS Program Management  
 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: March 8, 2015  
 Name: J. P. Gilles  
 Address: 117 BLACK OAK LANE  
MADISONVILLE, LA  
70447

Please rank the alternatives presented today in order of your personal preference: 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build		
B R2 (Diamond Interchange)	1	<i>This is our choice because the right-of-way needed will be less.</i>
D3 R2 (Single Point Urban Interchange)		
G (Diverging Diamond Interchange)		



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**BATON ROUGE, LA**

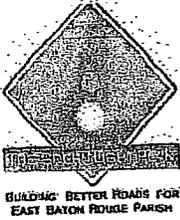
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**or Mail:** CSRS Program Management  
 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: 3/7/2015  
 Name: ALYSSA YOUNG  
 Address: 18779 PERKINS ROAD EAST  
BATON ROUGE, LA 70810

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build	2	
B R2 (Diamond Interchange)	1	less right of way, lower total cost
D3 R2 (Single Point Urban Interchange)		
G (Diverging Diamond Interchange)		



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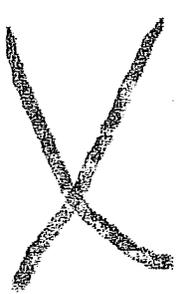
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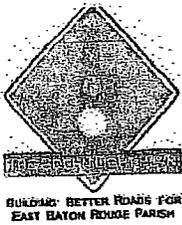
Date: 3-08-15  
Name: JUSTIN GREGORY  
Address: 44590 HOOD ROAD  
HAMMOND, LA 70403

*FAMILY MEMBER OF  
PECUE ROAD LAND OWNER*

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
<p align="center"><b>No Build</b></p> 		<p>I have to reject the three options as presented for the following reasons:</p> <ul style="list-style-type: none"> <li>The extension of Reiger Road to approximately 500 yards from the interstate on Pecue Lane is beyond reason. The original layout of Reiger Road using lots 23-24-25 or 26 (118 conceptplan) make this comparable to the intersections of 1-10 and I-12 @ Essen Lane, Millerville, and Pete's Hwy in Denham Springs.</li> <li>All three examples listed above have bridges of greater incline over the interstate than would be on Pecue Lane.</li> <li>This plan disrupts and decreases the functions of fourteen (14) commercial or potentially commercial lots</li> <li>Lots presently located on Pecue Lane will be relocated to Reiger Road, decreasing their value.</li> </ul> <p>Infact:</p> <ul style="list-style-type: none"> <li>The entrance to "Juban Crossing Mall", (Juban Rd @ I-10 in Denham Springs, LA), is approximately 200 yards from the interstate under the same circumstances as Pecue Lane.</li> <li>This intersection is less than six (6) months old.</li> <li>Juban Road is bridged over the Interstate.</li> </ul>
<p align="center"><b>B R2 (Diamond Interchange)</b></p>		
<p align="center"><b>D3 R2 (Single Point Urban Interchange)</b></p>		
<p align="center"><b>G (Diverging Diamond Interchange)</b></p>		

*Addendum Attached*



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**BATON ROUGE, LA**

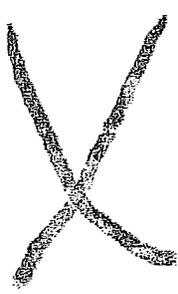
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or Mail: CSRS Program Management  
ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: 03-08-15  
Name: BRITTANY GALATAS  
Address: 46559 HIGHLAND DRIVE  
HAMMOND, LA 70401

LSU STUDENT AND  
BR EMPLOYMENT

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
<p align="center"><b>No Build</b></p> 		<p>I have to reject the three options as presented for the following reasons:</p> <ul style="list-style-type: none"> <li>The extension of Reiger Road to approximately 500 yards from the interstate on Pecue Lane is beyond reason. The original layout of Reiger Road using lots 23-24-25 or 26 (118 conceptplan) make this comparable to the intersections of 1-10 and I-12 @ Essen Lane, Millerville, and Pete's Hwy in Denham Springs.</li> <li>All three examples listed above have bridges of greater incline over the interstate than would be on Pecue Lane.</li> <li>This plan disrupts and decreases the functions of fourteen (14) commercial or potentially commercial lots</li> <li>Lots presently located on Pecue Lane will be relocated to Reiger Road, decreasing their value.</li> </ul> <p>Infact:</p> <ul style="list-style-type: none"> <li>The entrance to "Juban Crossing Mall", (Juban Rd @ I-10 in Denham Springs, LA), is approximately 200 yards from the interstate under the same circumstances as Pecue Lane.</li> <li>This intersection is less than six (6) months old.</li> <li>Juban Road is bridged over the Interstate.</li> </ul>
<p align="center"><b>B R2 (Diamond Interchange)</b></p>		
<p align="center"><b>D3 R2 (Single Point Urban Interchange)</b></p>		
<p align="center"><b>G (Diverging Diamond Interchange)</b></p>		

*Addendum attached.*

Addendum:

The lots encased by Reiger Road will be limited in size by the road itself when extending the entrance to Reiger so far up Pecue Lane towards Airline, This places limits of use on these 15 or so lots to small businesses only. I think this is prohibitive to growth for that area of Pecue Lane, if anything.

Placing the entrance of Reiger Road closer to the interstate as stated in the attached would open the area to large and small businesses alike.

I think this project is being made much more complicated than need be causing additional, wasteful expense by extending Reiger Road as proposed and the shifting of Pecue Lane,

I support the project as a whole but without the shifting of Pecue Lane and the proposed entrance of Reiger Road.



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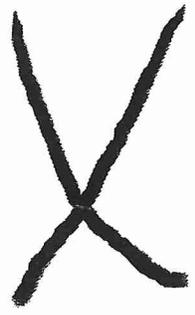
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or Mail: CSRS Program Management  
ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: March 9, 2015  
Name: Ashley Snell  
Address: 2305 Thornhill Avenue  
Shreveport, Louisiana 71104  
Ashley Snell

*Lots 14 & 18 Family member of F. Webb Enterprises*

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
<p align="center"><b>No Build</b></p> 		<p>I have to reject the three options as presented for the following reasons:</p> <ul style="list-style-type: none"> <li>The extension of Reiger Road to approximately 500 yards from the interstate on Pecue Lane is beyond reason. The original layout of Reiger Road using lots 23-24-25 or 26 (118_conceptplan) make this comparable to the intersections of I-10 and I-12 @ Essen Lane, Millerville, and Pete's Hwy in Denham Springs.</li> <li>All three examples listed above have bridges of greater incline over the interstate than would be on Pecue Lane.</li> <li>This plan disrupts and decreases the functions of fourteen (14) commercial or potentially commercial lots</li> <li>Lots presently located on Pecue Lane will be relocated to Reiger Road, decreasing their value.</li> </ul> <p>Infact:</p> <ul style="list-style-type: none"> <li>The entrance to "Juban Crossing Mall", (Juban Rd @ I-10 in Denham Springs, LA), is approximately 200 yards from the interstate under the same circumstances as Pecue Lane.</li> <li>This intersection is less than six (6) months old.</li> <li>Juban Road is bridged over the Interstate.</li> </ul>
<p align="center"><b>B R2 (Diamond Interchange)</b></p>		
<p align="center"><b>D3 R2 (Single Point Urban Interchange)</b></p>		
<p align="center"><b>G (Diverging Diamond Interchange)</b></p>		



**PUBLIC MEETING COMMENT FORM  
 PUBLIC MEETING NO. 3 –FEBRUARY 25, 2015  
 PECUE LANE/I-10 INTERCHANGE  
 STAGE 1 ENVIRONMENTAL ASSESSMENT**

**STATE PROJECT NO. H.004104  
 CITY PARISH PROJECT NO. 09-CS-US-0041  
 FEDERAL AID PROJECT NO. IM-1709(507)**

**BATON ROUGE, LA**

Please submit your comments to one of the following addresses below. Comments must be postmarked by March 9, 2015 in order to become part of the official transcript.

**Email:** ponder@csrsonline.com  
**or Mail:** CSRS Program Management  
 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: March 9, 2015  
 Name: Christopher Snell  
 Address: 2305 Thornhill Avenue  
Shreveport, Louisiana 7104

*Lots 14 & 18 Family member of F. Webb Enterprises*

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
<p align="center"><b>No Build</b></p> 		<p>I have to reject the three options as presented for the following reasons:</p> <ul style="list-style-type: none"> <li>• The extension of Reiger Road to approximately 500 yards from the interstate on Pecue Lane is beyond reason. The original layout of Reiger Road using lots 23-24-25 or 26 (118_conceptplan) make this comparable to the intersections of 1-10 and I-12 @ Essen Lane, Millerville, and Pete's Hwy in Denham Springs.</li> <li>• All three examples listed above have bridges of greater incline over the interstate than would be on Pecue Lane.</li> <li>• This plan disrupts and decreases the functions of fourteen (14) commercial or potentially commercial lots</li> <li>• Lots presently located on Pecue Lane will be relocated to Reiger Road, decreasing their value.</li> </ul> <p>Infact:</p> <ul style="list-style-type: none"> <li>• The entrance to "Juban Crossing Mall", (Juban Rd @ I-10 in Denham Springs, LA), is approximately 200 yards from the interstate under the same circumstances as Pecue Lane.</li> <li>• This intersection is less than six (6) months old.</li> <li>• Juban Road is bridged over the Interstate.</li> </ul>
<p align="center"><b>B R2 (Diamond Interchange)</b></p>		
<p align="center"><b>D3 R2 (Single Point Urban Interchange)</b></p>		
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**PUBLIC MEETING COMMENT FORM  
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STATE PROJECT NO. H.004104  
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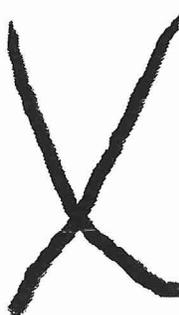
**BATON ROUGE, LA**

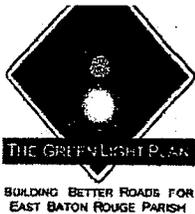
Please submit your comments to one of the following addresses below. Comments must be postmarked by March 9, 2015 in order to become part of the official transcript.

**Email:** ponder@csrsonline.com  
**or Mail:** CSRS Program Management  
ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: 3-8-14  
Name: Ashley Schwalb  
Address: 1301 COATES BLUFF DR  
#1426  
SHREVEPORT, LA 71104

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
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<p align="center"><b>B R2 (Diamond Interchange)</b></p>		
<p align="center"><b>D3 R2 (Single Point Urban Interchange)</b></p>		<p>Infact:</p> <ul style="list-style-type: none"> <li>The entrance to "Juban Crossing Mall", (Juban Rd @ I-10 in Denham Springs, LA), is approximately 200 yards from the interstate under the same circumstances as Pecue Lane.</li> </ul>
<p align="center"><b>G (Diverging Diamond Interchange)</b></p>		<ul style="list-style-type: none"> <li>This intersection is less than six (6) months old.</li> <li>Juban Road is bridged over the Interstate.</li> </ul>



**PUBLIC MEETING COMMENT FORM  
 PUBLIC MEETING NO. 3 –FEBRUARY 25, 2015  
 PECUE LANE/I-10 INTERCHANGE  
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**STATE PROJECT NO. H.004104  
 CITY PARISH PROJECT NO. 09-CS-US-0041  
 FEDERAL AID PROJECT NO. IM-1709(507)**

**BATON ROUGE, LA**

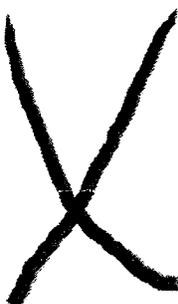
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**Email:** ponder@csrsonline.com  
**or Mail:** CSRS Program Management  
 ATTN: Brad Ponder  
 6767 Perkins Road, Suite 200  
 Baton Rouge, LA 70808

Date: March 9, 2015  
 Name: Susan Smell  
 Address: 152 Cal. A.P. Kouns  
Shreveport LA 71115

*family member of F. Webb Enterprises*

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

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<p align="center"><b>D3 R2 (Single Point Urban Interchange)</b></p>		
<p align="center"><b>G (Diverging Diamond Interchange)</b></p>		



BUILDING BETTER ROADS FOR  
EAST BATON ROUGE PARISH

**PUBLIC MEETING COMMENT FORM  
PUBLIC MEETING NO. 3 –FEBRUARY 25, 2015  
PECUE LANE/I-10 INTERCHANGE  
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STATE PROJECT NO. H.004104  
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**BATON ROUGE, LA**

Please submit your comments to one of the following addresses below. Comments must be postmarked by March 9, 2015 in order to become part of the official transcript.

Email: [ponder@csrsonline.com](mailto:ponder@csrsonline.com)  
or Mail: CSRS Program Management  
ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: 3-9-15  
Name: Houston Patti Moss  
Address: 8747 Grand View Dr  
BR, LA 70809  
(Woodlodge Subd)

Please rank the alternatives presented today in order of your personal preference, using 1 as your first choice, 2 as your second choice, 3 as your third choice, and 4 as your last choice. Additional comments may be provided on the next page.

ALTERNATIVE	RANK (1, 2, or 3)	RATIONALE (specify reasons for choice)
No Build		
B R2 (Diamond Interchange)		<i>* All comment @ Back page</i>
D3 R2 (Single Point Urban Interchange)		
G (Diverging Diamond Interchange)		

Please consider the following additional comments:

Please install lights @ intersection of Pecue Ln and Woodledge Ave -

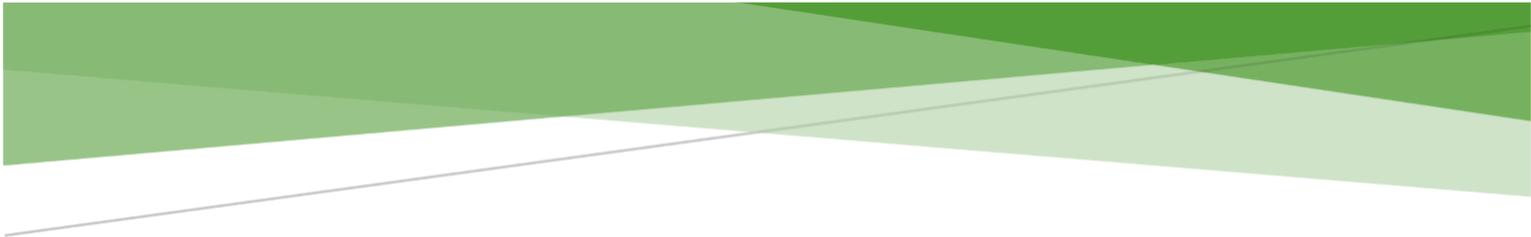
With the road to be widened <sup>to 4-5 lanes</sup>, will be harder to cross over -

Woodledge Ave is the short cut to Buauwood residents, too

Traffic on Pecue Lane will be coming from Perkins <sup>+ Highland Crd.</sup> areas and Stumberg Lane adjacent areas to get onto the interstate @ Pecue Lane

\* As for the alternative or interchange routes -

The engineers would know better to select the best option for Pecue Lane -  
not too simple to cause back ups -  
not too complicated w/ more routes than necessary -



EBR City/Parish Project No. 09-CS-US-0041

State Project No. H.004104

Federal Aid Project No. H004104

Prepared April 13, 2016

# **PECUE LANE / I-10 INTERCHANGE PUBLIC OUTREACH**

Public Hearing Summary

Franklin Associates, LLC

[www.franklinassoc.com](http://www.franklinassoc.com)

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## Pecue Lane/I-10 Interchange Project Outreach Report January 28, 2016 Public Hearing

Representatives from the Louisiana Department of Transportation and Development (LaDOTD), East Baton Rouge Parish Department of Public Works, Federal Highway Administration, and the Pecue Lane/I-10 Interchange project consultant team joined together to provide an open house Public Hearing for this proposed Green Light Plan project: the Pecue Lane/I-10 Interchange (City/Parish Project No. 09-CS-US-0041, State Project No. H.004104, and Federal Aid Project No. H004104). Franklin Associates, LLC (Franklin) led the public involvement portion of this project and was responsible for notifications made to the public regarding these involvement opportunities as well as coordination of the hearing. This document provides a comprehensive review of these notifications.

### Hearing

**Thursday, January 28, 2016**  
**Woman's Hospital Conference Center**  
 100 Woman's Way, Baton Rouge, LA 70817  
 5:30pm – 7:30pm  
 153 attendees

Prior to the January 28, 2016 Public Hearing, Franklin strategically implemented several promotion methods to engage the surrounding residents and business owners potentially affected by this proposed project. Promotions of the meeting included the following:

### Media Communications

Item	Date Sent	Entity Receiving Information	Result
<b>Press Release</b>	12/22/15	The Advocate, BR Business Report, Denham Springs News, Gonzales Weekly Citizen, Ascension Magazine, Livingston Gazette, 225 Magazine, Town Favorites, BR Parents Magazine, The Weekly Press, WAFB, WBRZ, WGMB, Citadel	1/28/2016 WBRZ
<b>reminder</b>	1/25/2016	Communications, Guaranty Broadcasting, Clear Channel Communications, WRKF- Jim Engster Show, WVLA, The Drum Newspaper	1/18/16 Mayor's Office of Neighborhoods distribution
<b>Public Notice</b>	12/5/2016	The Advocate	12/21/2015 ran in The Advocate
	1/5/2016	The Advocate	1/20/2016 ran in The Advocate

December 21, 2015 press release content listed below

**CAPITAL CITY PRESS**

Publisher of  
**THE ADVOCATE**

**PROOF OF PUBLICATION**

The hereto attached notice was published in  
**THE ADVOCATE**, a daily newspaper with a circulation published in Baton Rouge, Louisiana, and the Official Journal of Louisiana, City of Baton Rouge, and East Baton Rouge or published daily in **NEW ORLEANS ADVOCATE**, in New Orleans Louisiana, or published in **THE ACADIANA ADVOCATE** in Lafayette Louisiana, in the following issue:

12/21/2015

*[Handwritten Signature]*

Kristi Bunch, Public Notices Representative

Sworn and subscribed before me by the person whose signature appears above

12/21/2015

*[Handwritten Signature]*

M. Monic McChristian,  
 Notary Public ID# 88293  
 State of Louisiana  
 My Commission Expires: Indefinite

**OPEN HOUSE PUBLIC HEARING**

Pecue Lane/I-10 Interchange  
 City/Parish Project No. 09-CS-US-0041  
 State Project No. H.004104  
 Federal Aid Project No. IM-1709(507)  
 East Baton Rouge Parish

The East Baton Rouge Parish Department of Public Works (DPW) and the Green Light Plan (GLP) Team will hold an open house-style public hearing to discuss the results of the Pecue Lane/I-10 Interchange Environmental Assessment (EA). Detailed information relative to the project is available to those interested through copies of the EA. This information is available for review and/or copying beginning on January 4, 2016 at DPW (15202 S Choctaw Drive Baton Rouge) and at CSRS/GLP (6767 Perkins Road, Baton Rouge). Copies of this data will be made available upon request at the expense of the person requesting this information, and at a cost equal to the DPW's cost of reproduction. The EA is also available for review from January 4, 2016 through February 12, 2016, at the East Baton Rouge Parish Library's Main Branch (7711 Goodwood Blvd.), Jones Creek Regional Branch (6222 Jones Creek Road), and Bluebonnet Regional Branch (9200 Bluebonnet Blvd). You may download the EA from the GLP website or the DOTD Environmental Section's website:

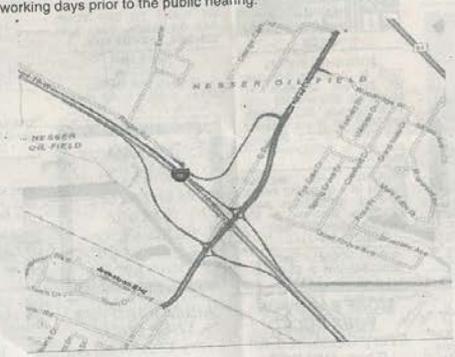
<http://greenlight.csrsonline.com/PROJECTS.aspx>  
[http://wwwsp.dotd.la.gov/inside\\_LaDOTD/Divisions/Engineering/Environmental/Pages/default.aspx](http://wwwsp.dotd.la.gov/inside_LaDOTD/Divisions/Engineering/Environmental/Pages/default.aspx)

All interested parties are invited to review the EA and are encouraged to attend this public hearing, scheduled for the following date, time, and location:

**Thursday, January 28, 2016**  
 5:30 pm to 7:30 pm  
**Woman's Hospital Conference Center**  
 100 Woman's Way  
 Baton Rouge, Louisiana 70817

The public hearing will be in an open house format. A prerecorded presentation including information relative to the general location, design features, impacts of the project, tentative project schedule, acquisition of right-of-way, and relocation assistance will play continuously throughout the hearing. A court reporter will be present to record and transcribe oral statements for the hearing record and representatives of the DPW, GLP, and the consultant team will be present to answer any questions relative to the project. Written statements may be submitted at the public hearing, or sent via mail to Mr. Brad Ponder at CSRS, 6767 Perkins Road, Suite 200, Baton Rouge, LA 70808, or via email to ponder@csrsonline.com. Written statements and other exhibits in lieu of, or in addition to, oral statements made at the public hearing may be submitted and postmarked by Monday, February 12, 2016.

In the event a member of the public wishes to participate in this public hearing but may require special assistance due to a disability or an interpreter, please contact Mr. Brad Ponder by mail at 6767 Perkins Road, Suite 200, Baton Rouge, LA 70808, by telephone at (225) 769-0546, or email at ponder@csrsonline.com at least five working days prior to the public hearing.



28815-dec 21-11

FRANKLIN ASSOCIATES LLC 028815-01  
 KYLA COLLIER  
 2148 GOVERNMENT ST  
 BATON ROUGE, LA 70806

January 2016 press release content and proof of publication for Public Notice listed below:



## **NEWS**

FOR IMMEDIATE RELEASE  
January 4, 2016

For more information, contact:  
Kyla Collier: 225-389-6518

# **Pecue Lane/I-10 Interchange State Project No. H.004104**

## **Open House Public Hearing this Month**

BATON ROUGE - East Baton Rouge Parish Department of Public Works and the Green Light Plan Team will hold an open house-style Public Hearing to discuss the results of the Pecue Lane/I-10 Interchange Environmental Assessment (EA) on January 28, 2016. All interested parties are invited and encouraged to attend.

Representatives of the Green Light Plan Team and the project team will be present to receive comments and answer questions related to the EA. The Public Hearing is scheduled for the time, date, and location below.

**5:30 pm to 7:30 pm  
Thursday, January 28, 2016  
Woman's Hospital Conference Center  
100 Woman's Way  
Baton Rouge, Louisiana 70817**

Members of the public may arrive at any time between 5:30 pm and 7:30 pm. The hearing will include a brief, continuously running slide presentation. Verbal comments can be recorded at the hearing. Written statements can be submitted at the hearing, mailed to the address shown below, or submitted via email to [ponder@csrsonline.com](mailto:ponder@csrsonline.com). All comments received or postmarked within 10 days following the hearing will become part of the official hearing transcript.

Should anyone require special assistance due to a disability to participate in this hearing, please contact the Green Light Plan Team at the address shown below, or by telephone at (225) 769-0546 (Ext. 276), at least five working days prior to the hearing.

CSRS Program Management  
Attn: Brad Ponder, P.E.  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

###

**CAPITAL CITY PRESS**

Publisher of  
**THE ADVOCATE**

**PROOF OF PUBLICATION**

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01/20/2016



Kristi Bunch, Public Notices Representative

Sworn and subscribed before me by the person whose signature appears above

1/20/2016



M. Monic McChristian,  
Notary Public ID# 88293  
State of Louisiana  
My Commission Expires: Indefinite



FRANKLIN ASSOCIATES LLC 035206-01  
KYLA COLLIER  
2148 GOVERNMENT ST  
BATON ROUGE, LA 70806

**OPEN HOUSE PUBLIC HEARING**

Pecue Lane/I-10 Interchange  
City/Parish Project No. 09-CS-US-0041  
State Project No. H.004104  
Federal Aid Project No. IM-1709(507)  
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<http://greenlight.csronline.com/PROJECTS.aspx>  
[http://www.sp.dotd.la.gov/Inside\\_LaDOTD/Divisions/Engineering/Environmental/Pages/default.aspx](http://www.sp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Environmental/Pages/default.aspx)

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Woman's Hospital Conference Center  
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35206-jan 20-1t

A reminder was sent out to the same list on January 25<sup>th</sup>, 2016.



## NEWS

FOR IMMEDIATE RELEASE  
January 25, 2016

For more information, contact:  
Kyla Collier: 225-389-6518

# **Pecue Lane/I-10 Interchange State Project No. H.004104**

Open House Public Hearing this Thursday

BATON ROUGE - East Baton Rouge Parish Department of Public Works and the Green Light Plan Team will hold an open house-style Public Hearing to discuss the results of the Pecue Lane/I-10 Interchange Environmental Assessment (EA) on January 28, 2016. All interested parties are invited and encouraged to attend.

Representatives of the Green Light Plan Team and the project team will be present to receive comments and answer questions related to the EA. The Public Hearing is scheduled for the time, date, and location below.

**5:30 pm to 7:30 pm  
Thursday, January 28, 2016  
Woman's Hospital Conference Center  
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CSRS Program Management  
Attn: Brad Ponder, P.E.  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

###

## Personal Canvassing

In anticipation that not all area residents/business would see the media notices, push cards were delivered by hand to targeted homes and businesses along West Pecue Lane, George Cain Road, and Pecue Lane.

**PUBLIC HEARING**  
**PECUE LANE/I-10**  
 INTERCHANGE

**THURSDAY, JANUARY 28, 2016**  
**5:30PM-7:30PM**

**WOMAN'S HOSPITAL CONFERENCE CENTER**  
 100 Woman's Way | Baton Rouge, LA 70817  
 Near the intersection of Pecue Lane at Airline Highway

East Baton Rouge Parish DPW and the Green Light Plan Team will conduct an open house Public Hearing for a proposed I-10 interchange at Pecue Lane. This project is currently in the planning stage. Representatives of the Green Light Plan Team, FHWA, DOTD and East Baton Rouge City Parish will be present to take comments. All interested parties are invited and encouraged to attend.

**PECUE LANE/I-10**  
 STAY INFORMED  
**1-877-311-5862**  
[HTTP://GREENLIGHT.CSRSONLINE.COM](http://GREENLIGHT.CSRSONLINE.COM)  
CITY/PARISH PROJECT NO. 09-CS-15-0041  
 STATE PROJECT NO. R-004104

PLACE STAMP HERE

Item	Date Distributed	Site	Result
Informational postcard	1/14/2016	Sites as identified below including Pecue Lane, residences on West Pecue Lane, George Cain Road, as well as businesses and residences along Pecue Lane from Airline Highway to Perkins Road	At each site, provided postcard & information to resident or business representative if they were available and requested they share the information with neighbors. If not home, a postcard was left in the doorway. This did not occur at homes where a fence was closed or posted with a Do Not Enter sign.

West Pecue Lane	George Cain Road	Pecue Lane
8222	8112	8074
8223	8353	8014
8221	8207	8338
8223	7992	8362
8221	8346	8538
8014	8259	8670 (Bofinger's Tree Service)
7850	8102	8760
	8024	8061 (Cableworks, Inc.)
	8031	7958
	8011	8140
	7982	8568
	7929	8730
		7987
		7987 #D (Industrial Supply & Rental)
		7987 #A2 Flower Basket Florist
		7987 Ste. A (Premier Office Products)
		7943 (Environmental Specialties International)
		8226 (Trinity Fellowship Church)
		CVS Pharmacy

### Additional Canvassing

- CVS Pharmacy – 12880 Airline Highway, 70817
- Iberia Bank – 12920 Airline Highway, 70817

### Email distributions

A public meeting email notice (at right) was distributed January 5, 2016 to 438 persons. A second reminder email notice was distributed January 25, 2016 to the same list. This project email list is included as Appendix C.

**PUBLIC HEARING**  
**PECUE LANE/I-10**  
**INTERCHANGE**

**Public Hearing Set**

**Open House Public Hearing**  
**January 28, 2016**

Pecue Lane area residents and business owners are encouraged to mark their calendars for January 28, 2016, when the public is invited to view and discuss the results of the Pecue Lane/I-10 Interchange Environmental Assessment (EA). This hearing will include a prerecorded presentation with information relative to the general location, design features, impacts of the project, tentative project schedule, acquisition of right-of-way, and relocation assistance. Information will be continuously available throughout the open house hearing.

This public hearing will be held on Thursday, January 28, 2016, at:

Woman's Hospital Conference Center  
100 Woman's Way  
Baton Rouge, LA 70817  
5:30 - 7:30 p.m.

**Stay Informed**

**225-768-5985**  
<http://greenlight.csrsonline.com>

CITY/PARISH PROJECT NO. 09-CS-US-0041  
STATE PROJECT NO. H 004104  
FEDERAL AID PROJECT NO. IM-1709(507)



**Franklin Associates**  
Email Statistics  
2/8/2016

**Email Name:** Pecue Lane Jan 2016 Public Hearing  
**Template:** Newsletters - Urban Classic  
**Lists:** Pecue Lane  
Pecue Lane 2  
Pecue List 3  
Pecue Interchange Initiative Group

**Email Run History**

Sending Type	Sent	Run Date	Status
Original Send	438	1/5/2016	Successfully Sent

**Email Stats**

Sent	Bounces	Spam Reports	Opt-outs	Opens	Clicks	Forwards
438	18.9% (83)	0	0	54.1% (192)	8.9% (17)	0

**Click-through Stats**

Email Link	Unique Click-throughs	Click-through Distribution
<a href="http://greenlight.csronline.com/PROJECTS/Details.aspx?ProjectId=1050">http://greenlight.csronline.com/PROJECTS/Details.aspx?ProjectId=1050</a>	18	94.7%
<a href="http://www.constantcontact.com/legal/service-provider?cc=about-service-provider">http://www.constantcontact.com/legal/service-provider?cc=about-service-provider</a>	1	5.3%
<b>Total Click-throughs</b>	19	100%

**Social Stats**

Page Views	Share	Send	Like	Twitter	LinkedIn	(Other)
0	0	0	0	0	0	0

The second email was sent the week of the meeting.

Having trouble viewing this email? [Click here](#)

**PUBLIC HEARING**  
**PECUE LANE/I-10**  
**INTERCHANGE**

**Public Hearing on Thursday**

**Open House Public Hearing**  
**January 28, 2016**

Pecue Lane area residents and business owners are encouraged to mark their calendars for January 28, 2016, when the public is invited to view and discuss the results of the Pecue Lane/I-10 Interchange Environmental Assessment (EA). This hearing will include a prerecorded presentation with information relative to the general location, design features, impacts of the project, tentative project schedule, acquisition of right-of-way, and relocation assistance. Information will be continuously available throughout the open house hearing.

This public hearing will be held on Thursday, January 28, 2016 , at:

Woman's Hospital Conference Center  
100 Woman's Way  
Baton Rouge, LA 70817  
5:30 - 7:30 p.m.

**Stay Informed**

**225-768-5985**  
**<http://greenlight.csronline.com>**

CITY/PARISH PROJECT NO. 09-CS-US-0041  
STATE PROJECT NO. H.004104  
FEDERAL AID PROJECT NO. IM-1709(507)

**Join our mailing list!**

[Forward email](#)

 SafeUnsubscribe™

Franklin Associates						
Email Statistics						
2/8/2016						
<p><b>Email Name:</b> REMINDER: Pecue Lane Jan 2016 Public Hearing</p> <p><b>Template:</b> Newsletters - Urban Classic</p> <p><b>Lists:</b> Pecue Lane Pecue Lane 2 Pecue List 3 Pecue Interchange Initiative Group</p>						
<b>Email Run History</b>						
Sending Type	Sent	Run Date	Status			
Original Send	438	1/25/2016	Successfully Sent			
<b>Email Stats</b>						
Sent	Bounces	Spam Reports	Opt-outs	Opens	Clicks	Forwards
438	18.9% (83)	0	0	47.3% (168)	4.2% (7)	0
<b>Click-through Stats</b>						
Email Link		Unique Click-throughs	Click-through Distribution			
http://greenlight.csrsonline.com/PROJECTS/Detaiils.aspx?ProjectId=1050		8	100.0%			
<b>Total Click-throughs</b>		8	100%			
<b>Social Stats</b>						
Page Views	Share	Send	Like	Twitter	LinkedIn	(Other)
0	0	0	0	0	0	0

## Attendance by Agency Representatives

The following is a list of public agency representatives who attended this January 28, 2016 Hearing. These 15 individuals are in addition to the total meeting attendance of 153.

### EBR Department of Public Works

- Tom Stephens (transportation)

### Capital Region Planning Commission:

- Kim Marousek

### Federal Highway Administration:

- Bob Mahoney
- Scott Nelson

### Louisiana Department of Transportation and Development

- Brian Kendrick



# Photos from the Hearing



# APPENDIX A

## MEETING HANDOUT



### PECUE LANE/I-10 INTERCHANGE

East Baton Rouge Parish

CITY/PARISH PROJECT NO. 09-CS-US-0041

STATE PROJECT NO. H.004104

FEDERAL AID PROJECT NO. IM-1709(507)



**Open House Public Hearing**  
Thursday, January 28, 2016  
5:30 pm to 7:30 pm

Woman's Hospital  
100 Woman's Way  
Baton Rouge, Louisiana

#### PUBLIC HEARING FORMAT

This Public Hearing is being conducted as an Open House. Everyone is welcomed to attend any time during the hours of 5:30pm and 7:30pm. As you entered the building, you should have been asked to sign in so a record of your participation can be maintained. A short slide presentation on the project will be shown at intervals in the classroom area, and members of the project team will be available throughout tonight's hearing to provide assistance and to answer any questions you may have.

Throughout the Open House, the following informational stations will be available:

1. Sign-in and handout table
2. Slide Presentation
3. Exhibit and map display area, where you may review the project area map and ask questions of project staff
4. Mapping Station, where you can look up your address and assess if you are directly affected
5. Real Estate and Relocation table
6. Comment area for providing written and verbal comments and viewing the draft Environmental Assessment

To get the most from your visit to the hearing, it is recommended that you visit all stations.

#### PUBLIC COMMENTS/PARTICIPATION

Your views and participation are welcomed and are vital in ensuring that decisions on the proposed project reflect the needs of the people affected by the project. Comments may be submitted as follows:

1. In writing by using the comment form provided in this handout. Written comments may be handed in tonight at the comment table or mailed to the address given on the form.
2. Verbal comments may be recorded tonight at the comment table.
3. Comments may be emailed to [ponder@csrsonline.com](mailto:ponder@csrsonline.com).

\*Please include your name, address, email, phone, and the date on the comment form so you can be contacted if needed. Although comments are encouraged and valued throughout the process, they must be postmarked by February 12, 2016 to be included in the formal meeting transcript and the Environmental Assessment.

# PECUE LANE/I-10 INTERCHANGE

## East Baton Rouge Parish

### INTRODUCTION

This hearing and handout provides information on the Environmental Assessment (EA) that has been drafted for the proposed Pecue Lane/I-10 Interchange Project.

The proposed Pecue Lane/I-10 Interchange project is one of the projects included in the 2005 Half-Cent Sales Tax Extension, known as the Green Light Plan (GLP). Since this project utilizes federal funding in conjunction with state and local funds a Stage 1 Planning and Environmental Study must be completed. Public involvement is a part of the Stage 1 study process.

Tonight is the Public Hearing and the last of four public outreach events held to present information on the Pecue/I-10 Interchange project.

The purpose of this Public Hearing is to:

- Present the Preferred Alternative selected to move forward through the next stages of development (funding, design, construction)
- Obtain public comment

Upon the expiration of the Public Hearing comment period, comments will be addressed and the EA will be finalized, with a Finding of No Significant Impact (FONSI) if applicable.

### In This Handout

Hearing Format/Participation .....	1
Introduction.....	2
Purpose and Need.....	2
Proposed Action .....	2
Project Team .....	2
Build Alternatives Map .....	3
Comment Form.....	4

### PURPOSE AND NEED

The Purpose and Need for this project is:

- To provide an additional interchange with I-10
- To mitigate traffic congestion on I-10 and the local roadway network
- To provide enhanced mobility for the commerce needs of the surrounding area

### PECUE LANE/I-10 INTERCHANGE PROPOSED ACTION

The proposed action would include:

- Construction of an interchange with multiple through and turn lanes on Pecue Lane
- Construction of entrance and exit ramps on east and westbound I-10 at Pecue Lane
- Replacement of the current two-lane overpass bridge
- Replacement of the Pecue Lane/Ward Creek Bridge
- An extension of Reiger Road to a new intersection with Pecue Lane

The project design limits are Pecue Lane from the Kansas City Railroad tracks through to the “elbow” of Pecue Lane just south of Airline Highway.

### PROJECT TEAM MEMBERS

#### Lead Agencies



#### Project Sponsor



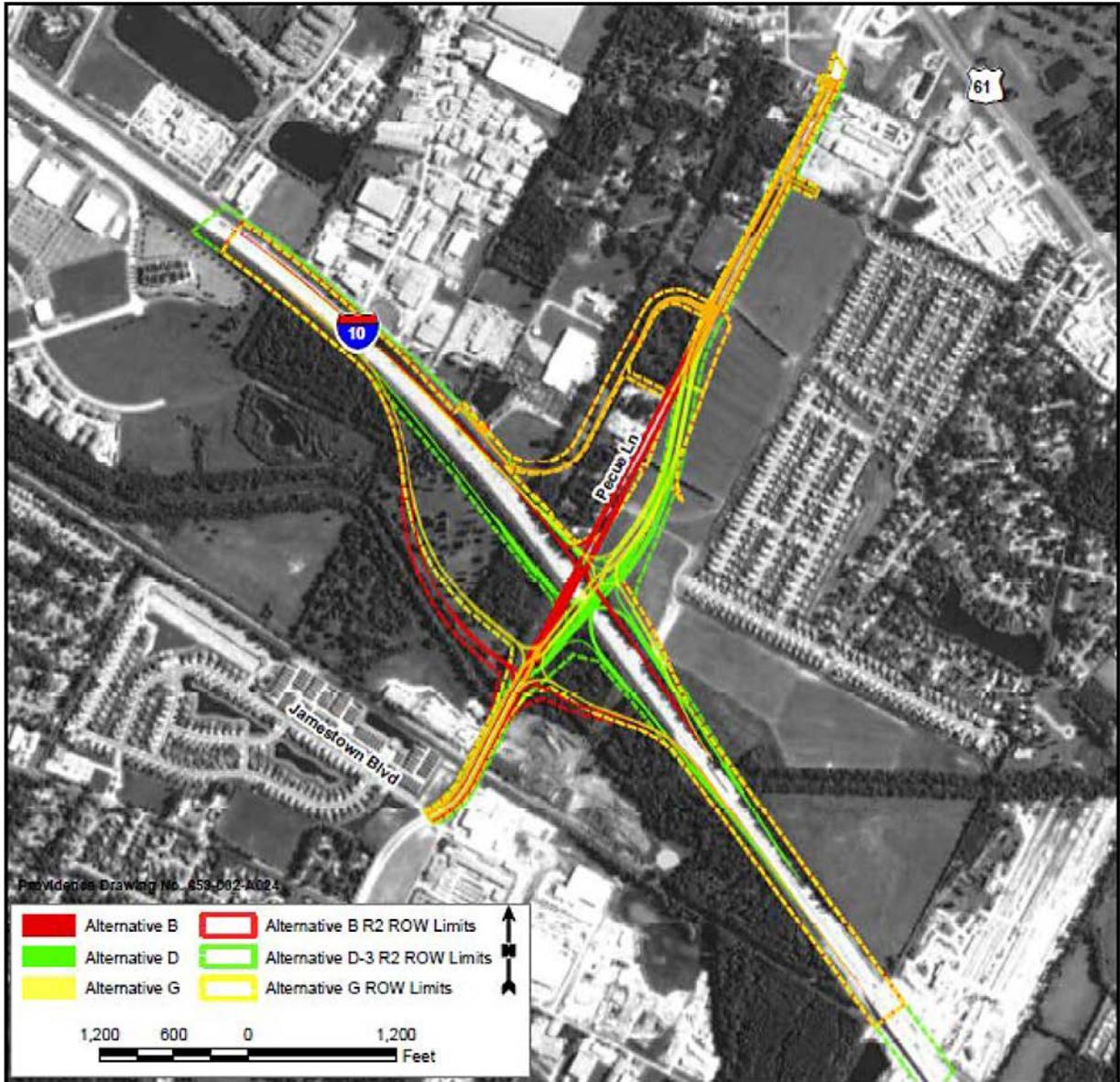
#### Lead Consultant



2

#### Subconsultants





Base map comprised Bing Maps aerial imagery from (c) 2013 Microsoft Corporation and its data suppliers.

## APPENDIX B

### MEDIA COVERAGE

Three (3) representatives from the news media attended the Public Hearing and signed the sign-in sheet. They are:

- Brittany Weiss of WBRZ
- Andrea Gallo and Brianna Paciorka of The Advocate

Resulting news stories included the following:

### **Residents wary about I-10/Pecue lane interchange: ‘Tell them not to do it,’ pleads a woman whose home of 50 years is in the direct path**



Advocate staff photo by BRIANNA PACIORKA -- Tiffany Anthony, right, and Mark Williams, back left, view proposed plans for the Pecue Lane/I-10 interchange during a public meeting held at the Women's Hospital on Thursday, Jan. 28, 2015.

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### **Large crowd sounds off on I-10, Pecue Lane plan**

By **andrea gallo**

[agallo@theadvocate.com](mailto:agallo@theadvocate.com)

More than 150 residents packed into a meeting Thursday at Woman's Hospital about a proposed Pecue Lane/Interstate 10 interchange that likely will force three homes to be relocated.

The residents expressed a combination of trepidation over how added traffic and noise could affect their homes as well as excitement for easier access to the interstate. Officials overseeing the project — including those from the city-parish Green Light Plan and the

Department of Transportation and Development — want to start construction by spring 2017 [provided they can find funding](#) for the \$58 million project.

In addition to building the I-10 interchange, the project calls for widening Pecue Lane, replacing the Pecue Lane/Ward Creek bridge and extending Rieger Road to a new intersection with Pecue Lane.

As Pecue Lane resident Clara Woodard looked at the preliminary maps showing where the changes would go into effect, she realized the home she has lived in for more than 50 years appeared to be in the crosshairs of construction. She said she's attended many meetings about the proposed interchange, but Thursday was the first time she saw clearly that her home could take the brunt of the impact.

"Someone tell them not to do it," she said.

None of the exact impacts of the project construction are known yet. The design has not been finalized, and it will be months before people know for sure whether they will be forced to relocate. DOTD and Green Light Plan officials could not list with certainty the exact addresses that will be relocated.

However, public comment already has played a role in the project's plans.

Jonathan Charbonnet, city-parish Green Light Plan program manager, said original designs to widen Pecue would have wiped out many more houses. Once residents questioned that decision, the Pecue widening was rerouted to a field across the street.

Woodard said she does not know where she will move if DOTD buys her home from her. She said she cannot afford a new house note, and she would hope DOTD and the city-parish would reimburse her so she could find a new place to live.

A slideshow that played throughout the meeting informed those in attendance that DOTD intends "to pay just compensation for all properties required for the project." They also intend to pay relocation assistance, which goes toward moving expenses and replacement housing.

Green Light and DOTD officials also said they expect 12 structures near the interchange to be affected by the additional noise. The project does not include any noise abatement measures or barriers.

Daniel Simpson, a Woodridge subdivision resident, said he's looking forward to the easier access to the interstate. But the unknowns of the project still worry him.

"Our concern is noise, traffic, safety," he said.

Briarwood resident Pam Wylie, while pointing out her home on one of the many maps showing the projected interchange, said she was not convinced more homes would not be affected by the noise.

She said her other concerns were mostly about added traffic and the effects on the environment, though a lengthy study concluded the interchange should have no discernible impacts on air quality, water quality, farmlands and more.

“We used to be kind of protected back in here; we’re not anymore,” she said about her subdivision.

The Pecue/I-10 project leaders are moving [as quickly as they can](#) to get to construction by next spring. The biggest challenge appears to be finding \$36 million in a little more than a year from now to complete the project’s funding.

DOTD Secretary Shawn Wilson said his office will emphasize how crucial the dollars for the project are when the capital outlay request goes before lawmakers.

If construction does not start by spring 2017, the report that called for the interchange will expire and force project leaders to redo a decade’s worth of work.

“We are committed to not losing that,” Wilson said.

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<http://theadvocate.com/csp/mediapool/sites/Advocate/assets/templates/FullStoryPrint.csp?cid=14676999#&preview=y>

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WBRZ: January 28, 2016 by Brittany Weiss

## Pecue Lane interchange another step closer to happening

January 28, 2016 in [News](#) Source: [WBRZ](#) By: [Brittany Weiss](#)

Share: [Email](#) [Facebook](#) [Twitter](#) [Google+](#)



BATON ROUGE - The third and final public comment meeting for the proposed Pecue Lane and I-10 interchange attracted dozens of people Thursday night.

An environmental assessment of the area has been completed and is now up for approval to move the project into the next stage.

There are three Green Light Plan project options for the area, which include multiple through and turn lanes on Pecue Lane, an entrance ramp and exit ramp on I-10 and replacing the Pecue Lane/Wards Creek Bridge. A connection from Pecue Lane to Rieger Road, which is the frontage road to Siegen, is also included.

One project idea leading the pack is the Diverging Diamond Interchange, or DDI. The proposal requires drivers to move to the opposite side of the road while passing the Interstate interchange.

"It's cost effective, least impactive and the most traffic efficient," said project manager Kerry Oriol.

The project would affect about 50 property owners and three homeowners.

"One of the plans ... is going to come right on top of the house. If they expand that, I mean, we have to have somewhere to go," said Cynthia Woodard, who has lived in her home off Pecue lane for 52 years. Other residents living along Pecue Lane are looking forward to the final product.

"I've always been in favor of it," said Douglas Burket. "I believe once the construction is complete it will only improve our property values."

The total cost of the project is estimated about \$58 million and would use federal, state and local dollars.

Project developers say if all goes smoothly, the initial stages of the project will begin May 2017.

## APPENDIX C

### EMAIL LIST

Below are 439 recipients of project notifications via Constant Contact.

<u>Email address</u>	<u>List Names</u>
abass@wlf.la.gov	Pecue Lane
acadiandesigns@cox.net	Pecue Lane
acmichel@urbansystems.com	Pecue Lane,Pecue Lane 2,Pecue List 3,I-10 consultant team
acooper@urbansystems.com	Pecue Lane,I-10 consultant team
acsaid@aol.com	Pecue Lane
adamdavis@providenceeng.com	FA 10th Anniversary,Pecue Lane,I-49 ICC Consultant Team,I-10 citizens
agentspradley@aol.com	Pecue Lane
ahaddox@capitolresourcesllc.com	Pecue Lane
ajrouse@lsu.edu	Pecue Lane
aknight@donniejarreau.com	Pecue Lane
allison.gilmore@la.gov	Pecue Lane
alperez22@aol.com	Pecue Lane
alwoodard@cox.net	Pecue Lane
amedeej@legis.state.la.us	Pecue Lane,DHH Elected Officials,I-10 citizens
ananda.herath@la.gov	Pecue Lane
annabanana304@hotmail.com	Pecue Lane
anthonybervin@yahoo.com	Pecue Lane,Pecue List 3
antoINETte.villio@urs.com	Pecue Lane
app@bswllp.com	Pecue Lane
artf@performance-br.com	Pecue Lane,Pecue Interchange Initiative Group
ascmov@eatel.net	Pecue Lane,Risa,I-10 citizens,FutureBR 2010
bblack@ebrschools.org	Pecue Lane
bbolton@ymcabatonrouge.org	Pecue Lane
bdc@campbellcos.com	Pecue Interchange Initiative Group
bdcjr@campbellcos.com	Pecue Lane
bechdol.michael@epa.gov	Pecue Lane
bengauthier@wafb.com	Pecue Lane
benoitic@bellsouth.net	Pecue Interchange Initiative Group
bervin.smith@dpd.ci.dallas.tx.us	Pecue Lane,Pecue List 3
bhammatt@gmail.com	Pecue Lane
bharmon@brgov.com	Pecue Lane,Pecue Lane 2,Pecue List 3,I-10 citizens
billjeanssonne@bellsouth.net	Pecue Lane
bluedog49@msn.com	Pecue Lane
bob@brcats.com	Pecue Lane,I-10 citizens
bonnie.bradshaw@shawgrp.com	Pecue Lane,Pecue Lane 2
brendan.rush@la.gov	Pecue Lane 2,I-10 - GeauxWider
brent@bjcouvillion.com	Pecue Lane
brentb@performance-br.com	Pecue Lane
brfederation@yahogroups.com	Pecue Lane,I-10 citizens,FutureBR 2010

brian.kendrick@la.gov	Pecue Lane,Pecue Lane 2,I-10 consultant team
brian.w.breaux@usace.army.mil	Pecue Lane
brousr@bellsouth.net	Pecue Lane
brpdinfo@brgov.com	Pecue Lane,CATS 2014 Stakeholders
bryantheriot@cox.net	Pecue Lane
bryonjbennett@yahoo.com	Pecue List 3
btag@betheltempleag.com	Pecue Lane,BREC Church Outreach
btanory@gmail.com	Pecue Lane
burfordr@legis.state.la.us	Pecue Lane,I-49 ICC Stakeholders
cadbury34@yahoo.com	Pecue Lane
campbellbd1@gmail.com	Pecue Lane
carlos@homesbyalvarez.com	Pecue Interchange Initiative Group
carlosalvarez@remax.net	Pecue Lane
carol.canale@gmail.com	Pecue Lane
carriere_m@bellsouth.net	Pecue Lane
carters@legis.state.la.us	Pecue Lane,I-10 citizens,I-10 elected officials
cdc2nd@bellsouth.net	Pecue Lane
cehsweb@dhh.la.gov	Pecue Lane,Pecue Lane 2
cflct1@entergy.com	Pecue Lane
cfrank@bellsouth.net	Pecue Lane
chad.guzzardo@jedunn.com	Pecue Lane
charles.stromain@la.gov	Pecue Lane,Pecue Lane 2
charlotte.hardison@att.net	Pecue Lane
chaser@performance-br.com	Pecue Lane,Pecue Interchange Initiative Group
chaser@performancebr.com	Pecue Lane
chip@blairconstructionbr.com	Pecue Lane
chris@chriseddy.com	Pecue Lane
ckk@longlaw.com	Pecue Lane
claitord@legis.la.gov	Pecue Lane,DHH Elected Officials,I-10 elected officials
clayyoung@cox.net	Pecue Lane
cloupe@brgov.com	Pecue Lane
cmarchiafava@brec.org	BR: Capital Area Transit System (CATS),Pecue Lane,I-10 citizens,FutureBR 2010
coalition@crcl.org	Pecue Lane,Pecue Lane 2,CATS 2014 Stakeholders
commissioner@ldaf.state.la.us	Pecue Lane
contactus@keeplouisianabeautiful.org	Pecue Lane
council-dist1@brgov.com	Pecue Lane,Risa,Politicians,I-10 citizens,I-10 elected officials,Bayou Ridge Contacts,FutureBR 2010,CATS 2014 Stakeholders
council-dist12@brgov.com	Pecue Lane,I-10 elected officials
council-dist2@brgov.com	Pecue Lane,I-10 elected officials,FutureBR 2010,CATS 2014 Stakeholders
council-dist3@brgov.com	BR: Capital Area Transit System (CATS),Pecue Lane,Risa,Politicians,I-10 citizens,I-10 elected officials,Bayou Ridge Contacts,CATS 2014 Stakeholders
council-dist4@brgov.com	BR: Capital Area Transit System (CATS),Pecue Lane,Risa,Politicians,I-10 citizens,Bayou Ridge Contacts,FutureBR 2010,CATS 2014 Stakeholders
council-dist5@brgov.com	BR: Capital Area Transit System (CATS),Pecue Lane,Risa,Politicians,I-10 citizens,I-10 elected officials,FutureBR 2010,CATS 2014 Stakeholders

council-dist6@brgov.com	BR: Capital Area Transit System (CATS),Pecue Lane,Risa,Politicians,I-10 citizens,I-10 elected officials,Risa's BD contacts,Bayou Ridge Contacts,FutureBR 2010,CATS 2014 Stakeholders
council-dist7@brgov.com	BR: Capital Area Transit System (CATS),Pecue Lane,Risa,Politicians,I-10 citizens,I-10 elected officials,Bayou Ridge Contacts,FutureBR 2010,FBR-MidCity,CATS 2014 Stakeholders
council-dist8@brgov.com	BR: Capital Area Transit System (CATS),Pecue Lane,Risa,Politicians,I-10 citizens,I-10 elected officials,Bayou Ridge Contacts,FutureBR 2010,CATS 2014 Stakeholders
council-dist9@brgov.com	BR: Capital Area Transit System (CATS),Pecue Lane,Risa,Politicians,I-10 citizens,I-10 elected officials,Bayou Ridge Contacts,FutureBR 2010,CATS 2014 Stakeholders
craig.jewel@dps.la.gov	Pecue Lane
crossjrichardsr@gmail.com	Pecue Lane
csadler@crackerbarrelstores.com	Pecue List 3
csc555@cox.net	Pecue Lane
cscs55@cox.net	Pecue Lane,Pecue Lane 2
cwilliams@crt.state.la.us	Pecue Lane
dale@baringerlawfirm.com	Pecue Lane,Pecue Interchange Initiative Group
dalebegue@yahoo.com	Pecue Lane
darrellourso@gmail.com	Pecue Lane
david.beasley@cox.com	Pecue Lane,Pecue List 3
david.miller@la.gov	Pecue Lane,Pecue Lane 2
david@ccalouisiana.com	Pecue List 3
davidcarnes@cox.net	Pecue Lane
dawnstarks@gmail.com	Pecue Lane
dawnstarns@gmail.com	Pecue Lane
dcaruso52@cox.net	Pecue Lane
dcasemore@bassetlla.com	Pecue Lane
dcouvillon@sigma.com	Pecue Lane
ddavis@cjbrown.com	Pecue Lane
denise.chastain@inlightcapital.com	Pecue Lane
deq- www.officeofthesecretarycontact@la.gov	Pecue Lane
dfabre@acurabr.com	Pecue Interchange Initiative Group
dh2000dh@hotmail.com	BREC meeting participants,Pecue Lane
diane@batonrougegreen.org	BR: Capital Area Transit System (CATS),Pecue Lane,I-10 citizens,FutureBR 2010
dkane@kcsouthern.com	Pecue Lane
dmanship@theadvocate.com	Pecue Lane,Pecue Lane 2
dmcon729@aol.com	Pecue Lane
dmoore@pncpa.com	Pecue Lane
doacommissioner@la.gov	Pecue Lane,Pecue Lane 2
don@cagwcc.com	Pecue Lane
donald.gohmert@la.usda.gov	Pecue Lane
dorsey@legis.state.la.us	Pecue Lane,I-10 citizens,I-10 elected officials
dougf@redrockadventuresports.com	Pecue Lane
douglas.burket@cox.net	Pecue Lane
dpkershaw@cox.net	Pecue Lane
dptoups@cox.net	Pecue Lane
draws.with.light@gmail.com	BREC meeting participants,Pecue Lane

drewtessier@up.com	Pecue Lane
drietschier@amitebasin.org	Pecue Lane
drobertson3@ebschools.org	Pecue Lane
drosenquist@brgov.com	Pecue Lane
dsmith1224@cox.net	Pecue Lane
dsmith1244@cox.net	Pecue Lane
dspell@ebschools.org	Pecue Lane
dstephen.snyder63@gmail.com	Pecue Lane
dterrito@bellsouth.net	Pecue Lane,I-10 citizens,FutureBR 2010
dweber6@aol.com	Pecue Lane
eddie.duhon@att.net	Pecue Lane
eddieroth@att.net	Pecue Lane
egrille@entergy.com	Pecue Lane
elginsfj1986@yahoo.com	Pecue Lane
elisabeth@baringerlawfirm.com	Pecue Lane
emick@bellsouth.net	BR: Capital Area Transit System (CATS),Pecue Lane,I-10 citizens,FutureBR 2010
emonet@lipseys.com	Pecue Lane
eraykothe@aol.com	Pecue Lane
eric.lane@gerrylane.com	Pecue Lane
ericlane@gerrylane.com	Pecue Lane,Pecue Interchange Initiative Group
erin@brac.org	BR: Capital Area Transit System (CATS),Pecue Lane,I-10 citizens,FutureBR 2010
erinauxtcrain@yahoo.com	Pecue Lane
fask3191@gmail.com	Pecue Lane
film1@att.net	Pecue Lane
foilf@legis.state.la.us	Pecue Lane,I-10 elected officials
fran.gladen@cox.com	Pecue Lane,Pecue List 3,Vermilion Parish,Iberia
freida_williams@ios.doi.gov	Pecue Lane,Pecue Lane 2
gaptaker2013@cox.net	Pecue Lane
garym@mocklerbeverage.com	Pecue Interchange Initiative Group
gbaldwin@ebschools.org	Pecue Lane
gdoyle@entergy.com	Pecue Lane
geniesilva54@gmail.com	Pecue Lane
george@boftree.com	Pecue Lane
george@kurrhebert.com	Pecue Lane
geosplatt@aol.com	Pecue Lane
ggarland@theadvocate.com	Pecue Lane
ggelpi@bellsouth.net	Pecue Lane
gingerp@unlimitedsupplyinc.com	Pecue Lane
giseral@hotmail.com	General Interest,BR: Capital Area Transit System (CATS),Vernon Parish Contacts,North Baton Rouge,Pecue Lane,Pecue Lane 2
gmatt@cox.net	Pecue Lane
gmclure@skaengr.com	Pecue Lane,Pecue Lane 2,Pecue List 3
greenuplawncare@bellsouth.net	Pecue Lane
greytlady2003@yahoo.com	Pecue Lane
guy.leonard@la.gov	Pecue Lane 2,Pecue List 3

gwldi@aol.com	Pecue Lane
hank.hank@bethany.com	Pecue Lane,Pecue Interchange Initiative Group
hardmanj@portgbr.com	Pecue Lane,I-10 citizens,I-10 Focus Group Invitees
havardk@legis.la.gov	Pecue Lane,DHH Elected Officials
heardl1@cox.net	Pecue Lane,Pecue Lane 2
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## **APPENDIX D**

### **SIGN-IN SHEETS**

The sign-in sheets which follow are separated into four groups:

- General Public
- Media
- Agency Officials
- Project Team (consultants)



**GENERAL PUBLIC  
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**THE GREEN LIGHT PLAN**

BUILDING BETTER ROADS FOR  
EAST BATON ROUGE PARISH

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Cynthia Wardand	225-755-4461		
Henny's Geneva Traylor	225-218-6179		
Cindy Shockey	225-324-6471	cshockey@cox.net	✓
Mitch Ward	225-756-4315	mitelward2@cox.net	✓
Richard Addison	225-755-2449	rpw4@aol.com	✓
TERRY BELL	413-3031	terry.bell@gerrybell.com	✓
Ruth Whitaker	225-319-5615	Ruth@land-hawk.com	✓
Rick Haigler	225-337-2199	RHaigler2@cox.net	✓
Ron Chenevert	225 7669007		
Penny + Tom Waller	225 938-9064	tmwaller@cox.net	✓
Brian Douglas Campbell	225 766-7111	bdcjr@campbellcc.com	
DOUGLAS BURKET	225 287 6414	DOUGLAS.BURKET@COX.NET	ALREADY ON
ANNA + DANNY SIMPSON	225-615-8341	ANNA BANANA304@HOTMAIL.COM	✓
Eric von Aspern	225-936-1704	evonaspern@gmail.com	✓
Alan Day	225-933-5784	acnday@cox.net	✓
CORNELIUS LEWIS	225-248-8084	KALEWIS9@COX.NET	✓
Brian Clark	225 937-8319	bclark4@cox.net	✓
Frankie LaBorde	225-921-0246	F.laborde@cjbrown.com	✓

**GENERAL PUBLIC  
PECUE LANE/I-10 INTERCHANGE  
PUBLIC HEARING  
JANUARY 28, 2016, 5:30-7:30 PM**



BUILDING BETTER ROADS FOR  
EAST BATON ROUGE PARISH

**\*PLEASE PRINT\***

NAME	Phone	EMAIL	Check here to be added to mailing list
Elizabeth Hill	(225) 241-4576		
Renee L. COOPER Muir	(225) 252-3253		
Shelle, M. Hill	225-772-546		
B.J. Smith	225-505-0770		
Chris Caswell	225-337-2847		
Patti MOSS	225-341-6348		
PHILLIP FETTERMAN			
BONNIE Williams			
Bervin Smith	(214) 202-6255		
Jarrod Brown	225-305-5933		
Renee Bennett	225-405-0569		
RICHARD TOMMY	504-583-8638		
Doris Barrow	225-673-8103		
Carol Casale	225-485-9825		
Alex Knight	225-753-3573		
Michael Cooper	225-753-2761		
Chris Graham	225-413-4737		
Richard Zwer	225-571-9193		
John Blount	225-975-1010		
Brian Esneault	225-939-0074		

**GENERAL PUBLIC  
PECUE LANE/I-10 INTERCHANGE  
PUBLIC HEARING  
JANUARY 28, 2016, 5:30-7:30 PM**



BUILDING BETTER ROADS FOR  
EAST BATON ROUGE PARISH

**PLEASE PRINT**

NAME	Phone	EMAIL	Check here to be added to mailing list
DAVID DWYER	225-456-5904	david.dwyer@louisiana.gov	✓
Cindy Kloster	445-3423	CKloster2@cox.net	✓
Paul Butty	225-221-1289	paul.butty@industrial.com	
RENEE & JAMIE LORIO		jlorio@cox.net	✓
M. Todd Donmyer	225-4110	michael.donmyer@la.gov	
Brandon DeJean	225-485-6505	Brandon.DeJean@ychoi.com	
Charles Williams	225-218-4313	lgigs@cox.net	✓
Tensey Pricer	225-571-4473	tpricer@lwcc.com	
JOE POCHÉ SR	225-753-6937		
Pam Wylie	225-892-7899	mpwylie@outlook.com	✓
Amy Pham	225-772-1417	amy.lyn.lsu@gmail.com	
Rusty Golden	225-413-7667	RGOLDEN28@COX.NET	✓
Paul Sawyer	225-442-1731	paul.sawyer@email.house.gov	✓
XUYONG WANG	225-270-9907	XUYONG.WANG@LA.GOV	
Lynna Howard	225-279-6121	missbrooks83@gmail.com	
Anna L. Woodard	225-778-5855	alwoodard@cox.net	✓
CASEY & BRANDON ASHLEY	225-241-6121	Bmashley82@gmail.com	✓
Gayle Aptaker	225-715-9176	Gaptaker2013@cox.net	✓
Ken Hed	225-341-2469	khed@brgov.com	
Kirk Graham	225-752-0343	KirkAGraham@AOL.com	✓

EO

**GENERAL PUBLIC  
PECUE LANE/I-10 INTERCHANGE  
PUBLIC HEARING  
JANUARY 28, 2016, 5:30-7:30 PM**



THE GREEN LIGHT PLAN

BUILDING BETTER ROADS FOR  
EAST BATON ROUGE PARISH

\* PLEASE PRINT \*

NAME	Phone	EMAIL	Check here to be added to mailing list
Cornice K. Meyers	225 938-0340	fask3191@gmail.com	✓
Kara Vidrine	(225) 937-9107	Karavidrine@gmail.com	
Elmore Dorsey	(225) 284-7455	Dorseyelmore@gmail.com	✓
James Bishara	225-288-2703	J.Bishara@Cox.net	
GREG KLEINPETER	225 413 2892	KLEINPETER.GREG@att.com	✓
Arthur H. Blewett	225 454-7354		
Debbie Hanna			
CHARLES MONTRE	225-978-9699	CMONTRE@montre.com	✓
SCOTT TETLOW	225 205 9560	STETLOW@COX.NET	✓
KEN PERRET	225 759-9844	KPERRET@COX.NET	✓
PHIL HOLLINGSWORTH	225-405-3196	J.PH101@COX.NET	
Cris Monson	225-444-5511	cjmonson@msn.com	✓
+1 Kindra & Chuck Fletcher	225-603-5872	kfletcherold@gmail.com	✓
Miles Williams	225-298-0800	mwilliams@sigmacg.com	✓
Chuck Said	225-755-0042	acsaid@aol.com	
Steve J. Crump	751-3207	minister@UnitarianChurchbr.com	✓
Bryant Lea Theriot	252-0018	latheriot@cox.net	
Steve Bonnette	389-3130	sbonnette@brgoil.com	
Jim Simms	931-2551	jsimms@n-yassociates.com	
Steve Fertitta	985-381-6997	sfertitta112@gmail.com	✓







## **APPENDIX E**

### COMMENTS

Comment forms were provided to all who attended the meeting. Only eight were completed on-site and deposited into comment boxes. A court reporter received spoken comments from ten persons (two were a couple interviewed together.) Additional comments were received following the public hearing via U.S. Mail and email.





**PUBLIC COMMENT FORM  
PUBLIC HEARING – JANUARY 28, 2016  
PECUE LANE/I-10 INTERCHANGE  
STAGE 1 ENVIRONMENTAL ASSESSMENT**

**STATE PROJECT NO. H.004104  
CITY PARISH PROJECT NO. 09-CS-US-0041  
FEDERAL AID PROJECT NO. IM-1709(507)**

**BATON ROUGE, LA**

Please submit your comments to one of the following addresses below. Comments must be postmarked by February 12, 2016 in order to become part of the official transcript.

**Email:** ponder@csrsonline.com  
**or Mail:** CSRS Program Management  
ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: January  
Name: Joyce ad Perry  
Address: 13241 Quail Grove Ave  
Baton Rouge LA  
70209

Please consider the following comments:

this is crazy!!!

We can't afford this

(Continue on reverse as needed.)



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**or Mail:** CSRS Program Management  
ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: 1-28-16  
Name: BONNIE WILLIAMS  
Address: Highland Oaks

I have not been able to get an explanation as to what this project ~~is going to solve~~ is going to solve.  
Please consider the following comments:

*Pecue*  
This interchange, in my opinion, will dump more traffic onto Highland Road. Highland Road is already a night mare in that it is used as a major highway. Please consider:

1) a light at Pecue & Highland Rd.

2) an interchange ~~at Highland Rd~~ <sup>(toward Gonzales)</sup> ~~that~~ one past Highland Rd / I-10 interchange. This would take excess trucks, 18-wheelers, thru traffic off Highland Rd. Pecue interchange may help Siegin interchange but will <sup>further</sup> burden Highland Rd traffic ~~adding~~ as well as Highland / I10 interchange itself. It is a night mare now. New interchange would also help Highland / I10 interchange. Pecue interchange is just "kicking the problem can" down the road to next interchange.

3) I am not suggesting to modify Highland Rd in any way. Poor I/10 ~~design~~ <sup>(Continue or reverse as needed.)</sup> lack of design has taxed & stressed a once scenic drive and lack of <sup>proactive</sup> planning for future.

4) Planning & projects should be helping Acension Parish residents a way home (from BR employment) THAT DOES NOT ~~utilize~~ UTILIZE ROADS SUCH AS HIGHLAND RD



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**or Mail:** CSRS Program Management  
ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: JAN, 28, 2016  
Name: MELVIN NELSON  
Address: 1956 GANWICH RD  
BATON ROUGE LA 70814

Please consider the following comments:

I HOPE THERE WILL BE COORDINATION OF THE PECUE INTERCHANGE PROJECT AND THE PERKINS RD WIDENING PROJECT. BEST IS WIDENING OF PERKINS RD FROM PECUE TO SIEGEN IS FINISHED BEFORE OR AT THE SAME TIME AS THE PECUE INTERCHANGE PROJECT.  
TRAFFIC FROM I-10 TO PERKINS RD, GOING WEST, HAS TO GO SOMEWHERE AND THE EXISTING TWO LANE PERKINS RD IS ALREADY OVERLOADED AT RUSH HOURS

M. Nelson

(Continue on reverse as needed.)



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**or Mail:** CSRS Program Management  
ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: 1/28/16  
Name: Linda Pace  
Address: 14416 Royal Villa Dr  
BR 70810

Please consider the following comments:

Alternative G: Where does the alternative begin to elevate in order to reach the higher Pecue Lane? (north side)

Was this elevation taken into account determining noise impacts?

Pecue and Jamestown Blvd: will need a light. It is difficult to exit Jamestown to Pecue because of the rise on Pecue (between Jamestown & Perkins). It is difficult and dangerous now. It will be much more so when this is completed.

(Continue on reverse as needed.)



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**or Mail:** CSRS Program Management  
ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: 1/28/2016  
Name: Frankie LaBorde  
Address: 17849 Inverness Ave  
Baton Rouge, La. 70810

Please consider the following comments:

- ★ 1) A "traffic" light at Highland & Pecue may become necessary since more traffic will be flowing through that intersection. (There have been accidents there before the interchange — & fatalities!)
- ★ 2) Hopefully there is some consideration of an on & off ramp at Bluff Rd, in addition to this Pecue interchange.
- 3) Traffic going to Santa Maria & Bluff Rd & to Ascension Parish off Airline, if coming from Highland Road, really needs to be addressed. Highland & I-10 — Perkins & I-10 are a bottleneck.

Thanks for trying to solve our traffic flow problems.

(Continue on reverse as needed.)



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**Email:** [ponder@csrsonline.com](mailto:ponder@csrsonline.com)  
**or Mail:** CSRS Program Management  
ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: 1/28/16  
Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Please consider the following comments:

I AM IN FAVOR OF THE INTERCHANGE AT  
PECUE LANE. HOWEVER THE CURRENT  
DIAMOND SHAPE EXIT IS TAKING UP A LOT  
OF VALUABLE PROPERTY. FAIR MARKET  
VALUE OF THIS PROPERTY ASSESSED BY  
STATE WILL NATURALLY BE LOWER  
THAN WHEN AFTER INTERCHANGE IS  
COMPLETE.

PUSH FORWARD WITH THE INTCH. How  
BUT DO NOT USE UP AS MUCH PROPERTY  
TO DO SO.

WE CAN ALL WIN HERE WITH  
CONSIDERATION AND FAIRNESS.

(Continue on reverse as needed.)



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**or Mail:** CSRS Program Management  
ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: 1/28/16  
Name: Jeremy Gerald  
Address: 13414 Mad Frances Pl  
Baton Rouge, LA  
70809

Please consider the following comments:

I moved into Briarwood subdivision about two years ago for the convenience of living close to Baton Rouge City and having the feel of Country life in a suburban environment. I have several concerns as to the property values of my home, the safety of my family, and the noise pollution that will increase by reducing the spatial separation between the interchange and the residents.

~~By providing ease of access to the interstate~~

Pecue Lane is primarily a residential area. a few small businesses, Farm Land and Entergy make up a majority of the property owned by businesses. Pecue Lane interchange is said to be designed to allow traffic to freely flow and relieve congestion from Seigen Ln, Perkins Ln and Highland Rd. Pecue already connects Airline Hwy to Perkins and Highland. Seldom do you ever have more than 4 cars backed up at any of the connections. Only at Highland is it difficult to truly bypass this area and that is due to the angle of the connection. This road is designed as a residential access and is not the appropriate place

(Continue on reverse as needed.)

To address concerns.

Safety of my family is my primary concern. By connecting Reiger Road, which is the home of several hotels, is a concern for safety. Criminals seek ease of access to Interstates for areas to set up shop. I-10 has had some of the largest drug bust along the route. Hotels are looked at by drug manufactures (meth lab) as a clandestine location with little recourse should it result in a fire. This will draw an increase in dealer traffic to the area. By allowing easier access to the residential areas along Peewe will reduce the moral standard of those who frequent the area.

From my house, I can regularly hear the train pass at Peewe. The horn is 140db - 150db. Traffic on I-10 is about 70db. The best solution to noise pollution is Air Space, and barriers. The current proposed plan moves the on ramps into the farmland and reduces the air space between wood ridge subdivision and Peewe by nearly half. Part of the selling point to my home was the quietness and country feel. I have barbed wire fence in my back yard. By increasing the noise pollution from this project will have adverse effects.

My property value has only appreciated over the past few years as the economy has improved. By having this project move ahead, I fear my property value will fall, my family's safety will be placed in jeopardy and the peace I have come to know will be a thing of the past.



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**or Mail:** CSRS Program Management  
ATTN: Brad Ponder  
6767 Perkins Road, Suite 200  
Baton Rouge, LA 70808

Date: 2-2-2016  
Name: Michael B. Cooper  
Address: 7992 George Cain Road  
Baton Rouge, La. 70809

Please consider the following comments:

*While attending a Public Hearing on January 28, 2016 regarding Pecue Lane/I-10 Interchange, the property in the name of Advance Orange, Property # P1946617 Notice # 20141946617 Ward/Sec/Assmt # 3-0 # 32740 was not listed on the property map. I personally want to know why the above property was not listed?*

*I can be reached by email or phone. Information listed below.*

*mi@ercooper@cox.net*

*225-753-2761 - home #*

*225-715-9959 - cell #*

(Continue on reverse as needed.)

**From:** [DAY, JOHN A](#)  
**To:** [Kerry Oriol](#); [Cynthia Kloster](#)  
**Cc:** [Emily Love](#); [Ponder, Brad](#); [Charbonnet, Jonathan](#); [Robert Lott \(robert.lott@la.gov\)](#); [info@woodridgebrpoa.com](#); [Bobby Tanory \(btanory@gmail.com\)](#); [James Taylor](#)  
**Subject:** RE: SPN H.004104 Pecue Lane/I-10 Interchange  
**Date:** Monday, February 8, 2016 6:19:36 AM

---

Mr. Oriol,

By placing the off ramp for Pecue wouldn't we naturally increase the 18 wheeler traffic on Pecue. If you are increasing that traffic, wouldn't that sound level then become the norm and not the exception. My point is that 63.7 dbA would be more of a routine. It seems like you are downplaying it in your response. Also, I am interested in what would be considered acceptable levels of noise. Finally a 5 dbA increase in background noise is fairly significant.

Thanks,  
Alan Day

---

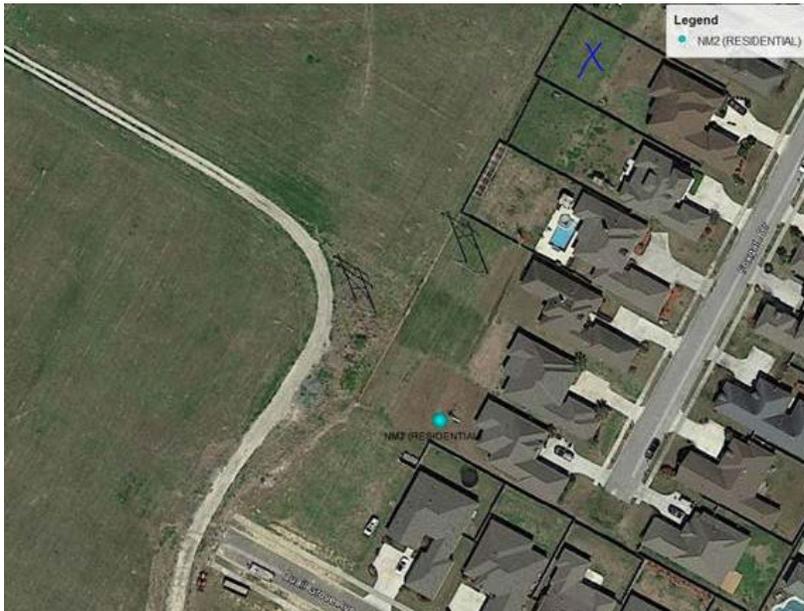
**From:** Kerry Oriol [mailto:kerryoriol@providenceeng.com]  
**Sent:** Thursday, February 04, 2016 9:42 AM  
**To:** Cynthia Kloster  
**Cc:** Emily Love; Ponder, Brad; Charbonnet, Jonathan; Robert Lott (robert.lott@la.gov); info@woodridgebrpoa.com; DAY, JOHN A; Bobby Tanory (btanory@gmail.com); James Taylor (james@franklinassoc.com)  
**Subject:** RE: SPN H.004104 Pecue Lane/I-10 Interchange

**EXTERNAL SENDER. DO NOT click links if sender is unknown. DO NOT provide your user ID or password.**

Dear Ms. Kloster,

We are hopeful that the following response addresses the concerns you expressed in your response email linked below.

The aerial below shows the location of NM2 where actual field measurements were taken. This is five houses south of yours (see blue X). Our peak measurement began on Tuesday, July 14, 2015 at 5:32 pm. The loudest LASmax recorded was 63.7 dBA and this was when heavy trucks were observed on the Pecue overpass according to the field notes (attached). Otherwise, Pecue traffic had minimal effects on noise level as the roadway is over 800 feet from the receptor location. The LASeq from the total peak sample was 58.9 dBA.



NM2

Record #	Date	Time	Duration	Run Time	Pause	LASeq	LASE	LASmin	LASmin Time	LASmax
1	2015/07/14	17:32:51	00:00:08.1	00:00:08.1	00:00:00.0	56.2	65.3	55.5	17:32:55	61.7
2	2015/07/14	17:33:00	00:01:00.0	00:01:00.0	00:00:00.0	58.0	75.8	56.1	17:33:58	60.1
3	2015/07/14	17:34:00	00:01:00.0	00:01:00.0	00:00:00.0	57.7	75.4	56.1	17:34:56	59.5
4	2015/07/14	17:35:00	00:01:00.0	00:01:00.0	00:00:00.0	57.2	75.0	55.4	17:35:03	58.7
5	2015/07/14	17:36:00	00:01:00.0	00:01:00.0	00:00:00.0	58.8	76.5	57.2	17:36:18	60.1
6	2015/07/14	17:37:00	00:01:00.0	00:01:00.0	00:00:00.0	60.4	78.2	58.2	17:37:56	62.8
7	2015/07/14	17:38:00	00:01:00.0	00:01:00.0	00:00:00.0	58.6	76.4	57.3	17:38:09	59.6
8	2015/07/14	17:39:00	00:01:00.0	00:01:00.0	00:00:00.0	60.3	78.0	57.5	17:39:12	63.1
9	2015/07/14	17:40:00	00:01:00.0	00:01:00.0	00:00:00.0	59.2	77.0	57.3	17:40:29	60.5
10	2015/07/14	17:41:00	00:01:00.0	00:01:00.0	00:00:00.0	59.1	76.9	58.0	17:41:32	60.0
11	2015/07/14	17:42:00	00:01:00.0	00:01:00.0	00:00:00.0	58.6	76.4	57.4	17:42:18	60.4
12	2015/07/14	17:43:00	00:01:00.0	00:01:00.0	00:00:00.0	58.7	76.4	55.5	17:43:44	61.9
13	2015/07/14	17:44:00	00:01:00.0	00:01:00.0	00:00:00.0	57.8	75.6	54.8	17:44:13	61.3
14	2015/07/14	17:45:00	00:01:00.0	00:01:00.0	00:00:00.0	59.0	76.8	55.5	17:45:58	62.1
15	2015/07/14	17:46:00	00:01:00.0	00:01:00.0	00:00:00.0	59.0	76.7	56.4	17:46:20	63.1
16	2015/07/14	17:47:00	00:00:54.7	00:00:54.7	00:00:00.0	60.4	77.8	57.6	17:47:26	63.7

LASeq 58.9

The data that we collect in the field is designed to calibrate the model and allow us to assess design year traffic noise. The guidance requires an ANSI Type 1 or 2 meter. We use an ANSI Type 2 (Larson Davis SoundTrack LxT2). You have not indicated what type of sound level meter you are using or if/when it was calibrated. If your meter is not an ANSI Type 1 or 2, it is not approved used in noise studies. The meter is required to be calibrated before field data collection can begin; we calibrate our meter every time we move to another measurement location to be as accurate as possible.

There is no mention in your email of where you are taking your measurements and whether you are following the DOTD Policy in your methods of data collection. We collect our data away from structures that could affect acoustics, which means we will not be under a porch or directly adjacent to a house. We collect data over a 15 to 20 minute period during the peak and off-peak traffic hours, this data is then averaged by the meter. Per noise policy, "traffic characteristics that will yield the worst hourly traffic noise impact on a regular basis for the design year will be used."

While we can appreciate that you are concerned enough about noise that you elected to take your own measurements, the data we collected in accordance with accepted DOTD noise policy does not reflect your assertions, meets DOTD noise policy guidelines, and falls within acceptable levels.

Please keep in mind that our noise study is designed to account for increases in noise attributed to the construction and operation of Alternative G, a new diverging diamond interchange off of I-10 at Pecue Lane. The noise model does incorporate existing I-10 traffic as it relates to the usage of the new Alternative G interchange at Pecue. The noise data that you have recorded seems to reflect that noise from I-10 may be affecting your back yard. The project under consideration does not evaluate noise or noise abatement for noise that is associated with I-10. Impacted receivers identified in our noise study are impacted due to noise from Alternative G, not I-10.

We trust that this information will be helpful to you in understanding how we collect and analyze noise data.

Thank you,  
kerry

**Kerry Oriol**

Project Manager  
Cell: (228) 304-0690  
Email: [kerryoriol@providenceeng.com](mailto:kerryoriol@providenceeng.com)



1201 Main Street, Baton Rouge, Louisiana 70802  
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**From:** Cynthia Kloster [<mailto:Cynthia.Kloster@pbrc.edu>]  
**Sent:** Wednesday, February 03, 2016 10:59 AM

**To:** Kerry Oriol <[kerryoriol@providenceeng.com](mailto:kerryoriol@providenceeng.com)>

**Cc:** Emily Love <[emilylove@providenceeng.com](mailto:emilylove@providenceeng.com)>; Ponder, Brad <[Ponder@csrsonline.com](mailto:Ponder@csrsonline.com)>; Charbonnet, Jonathan <[charbonnet@csrsonline.com](mailto:charbonnet@csrsonline.com)>; Robert Lott ([robert.lott@la.gov](mailto:robert.lott@la.gov)) <[robert.lott@la.gov](mailto:robert.lott@la.gov)>; [info@woodridgebrpoa.com](mailto:info@woodridgebrpoa.com); [jday@entergy.com](mailto:jday@entergy.com); Bobby Tanory ([btanory@gmail.com](mailto:btanory@gmail.com)) <[btanory@gmail.com](mailto:btanory@gmail.com)>

**Subject:** RE: SPN H.004104 Pecue Lane/I-10 Interchange

Dear Kerry,

Thank you for this information, I feel this study is not complete since I am can validate through a **meter that inside my home** reaches **60DBA** at 5am in the morning and **the porch hits 70Db**a which is higher than the recommendation of less than or equal to **66dba** in the DOTD guidelines. According to the study we have overshot the 66dba and this is without the natural barriers removed for construction.

Because you are aware this noise level will increase by several predicted dba you have over shot the DOTD guidelines. I am requesting that you place your meters at the home level or on my back porch. Simply stated noise barriers are need since your study shows an escalation above the **recommended maximum allowance** of 66dba where the noise level is above **70dba at times** . This exceeds the OSHA and engineering recommendations for healthy living.

I will share this information with our association so we as a community can decide how to proceed from this point forward.

Regards,

Cindy

---

**From:** Kerry Oriol [<mailto:kerryoriol@providenceeng.com>]

**Sent:** Wednesday, February 03, 2016 8:31 AM

**To:** Cynthia Kloster

**Cc:** Emily Love; Ponder, Brad; Charbonnet, Jonathan; Robert Lott ([robert.lott@la.gov](mailto:robert.lott@la.gov))

**Subject:** SPN H.004104 Pecue Lane/I-10 Interchange

Good Morning Ms. Kloster,

Thank you for your comments regarding the noise study conducted for Pecue Lane (SPN H.004104).

Emily Love forward your comments to myself and our other noise analyst; the following represents our response.

Attached is a copy of the final noise report that is appended to the environmental document. The file size was greatly reduced for email purposes, so the figure resolutions have decreased. The attached noise report will answer all of your questions regarding methodology, field measurement locations, and time/date noise samples were collected. It will even include the traffic volumes used to generate the noise model. The appendices will include the actual field sheets used to count traffic visible from each measurement location, field notes, photographs, as well as the sound level meter outputs. Please keep in mind, field measurements were only taken at eight selected sample locations that represented different noise sensitive receptors. The purpose of the field measurements is to validate the Traffic Noise Model 2.5 software that is used to predict existing and future traffic noise levels. In summary, 16 noise measurements were taken to represent the peak and off-peak time for eight representative locations along the project area. All but two locations validated, which means they came within 3 decibels of what the model predicted. The two that didn't validate were due to I-10 traffic not being visible from the noise measurement location, so traffic counts couldn't be observed. Everything else validated, therefore the software was used to predict sound levels for the 170 receptors modeled.

Based on the address provided for your residence, your house is represented by Receptor 84 in the noise report. The aerial image below will show you a close up of where the receptor was placed in the model in relation to your house. In order to be conservative, we modeled for the worst-case scenario. This means we ran a model for both the AM and PM peak traffic volumes and then took the one with the highest noise levels for our impact analysis. A noise impact occurs when either the predicted noise level equals or exceeds the 66 dBA threshold for residential structures (sound level impact) or if there is a 10 dBA increase over the existing year noise levels (substantial increase impact). As you will see in Table 6 of the report, Receptor 84 did not experience a noise impact during the 2038 Build or No-Build conditions. Receptor 84 noise level was predicted by the model to be 59.1 dBA for the 2038 No-Build scenario and a 58.9 dBA for the Build Alternative G scenario - neither of which equaled or exceed the 66 dBA threshold to indicate a sound level impact. The increase over existing was under 2.3 dBA for both cases; therefore it didn't experience a 10 dBA substantial increase impact.

We hope this answers some of your concerns regarding your residence and the noise study that was conducted for this project. The noise study was conducted in accordance with DOTD's noise policy, which can be found at this link [http://www.sp.dotd.la.gov/inside\\_LaDOTD/Divisions/Engineering/Environmental/Noise%20Policy/LDOTD%20Noise%20Policy%204\\_26\\_2011.pdf](http://www.sp.dotd.la.gov/inside_LaDOTD/Divisions/Engineering/Environmental/Noise%20Policy/LDOTD%20Noise%20Policy%204_26_2011.pdf).

Again, thank you for your interest and participation in the Pecue Lane/I-10 Interchange project,

Regards,

Kerry



**Kerry Oriol**

Project Manager  
Cell: (228) 304-0690

Email: [kerryoriol@providenceeng.com](mailto:kerryoriol@providenceeng.com)



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**From:** [Ponder, Brad](#)  
**To:** [Ponder, Brad](#)  
**Subject:** Fwd: Pecue Residential Concern  
**Date:** Tuesday, February 2, 2016 6:02:03 PM

---

Start

Public comment for Pecue Lane.

Mr. David Divincinti owner of Lots 17 & 19 said he is opposed to the 50' connector between Old Pecue and Reiger Road as shown. He would prefer it stratled either lot line, 25' on either side.

Desires to view maps. Recommended GLP website or CSRS Perkins Office.

To be filed.

End

Sent from my iPhone

Begin forwarded message:

**From:** "Charbonnet, Jonathan" <[charbonnet@csrsonline.com](mailto:charbonnet@csrsonline.com)>  
**Date:** February 2, 2016 at 3:29:34 PM CST  
**To:** Nicci Gill <[ngill@skaengr.com](mailto:ngill@skaengr.com)>, "Ponder, Brad" <[Ponder@csrsonline.com](mailto:Ponder@csrsonline.com)>, Kerry Oriol <[kerryoriol@providenceeng.com](mailto:kerryoriol@providenceeng.com)>  
**Subject:** RE: Pecue Residential Concern

Thanks Nicci.

Brad,  
Please touch base with David Divincinti.

/R



**Jonathan Charbonnet**

**Direct.** (225) 761-3648 **Cell.** (504) 939-4545 **Main.** (225) 769-0546 **Ext.** 248 **Fax.** (225) 767-0060  
6767 Perkins Road, Suite 200, Baton Rouge, LA 70808 | [charbonnet@csrsonline.com](mailto:charbonnet@csrsonline.com) | [www.csrsonline.com](http://www.csrsonline.com)

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**From:** Nicci Gill [<mailto:ngill@skaengr.com>]  
**Sent:** Tuesday, February 2, 2016 2:40 PM  
**To:** Ponder, Brad <[Ponder@csrsonline.com](mailto:Ponder@csrsonline.com)>; Charbonnet, Jonathan <[charbonnet@csrsonline.com](mailto:charbonnet@csrsonline.com)>; Kerry Oriol <[kerryoriol@providenceeng.com](mailto:kerryoriol@providenceeng.com)>  
**Subject:** Pecue Residential Concern

---

**From:** John Raymond  
**Sent:** Tuesday, February 02, 2016 1:49 PM  
**To:** Nicci Gill <[ngill@skaengr.com](mailto:ngill@skaengr.com)>  
**Subject:**

This gentleman called with a complaint on Pecue, says he owns lot 17 and 19 on Pecue.

His name is  
David Divincinti.  
225-767-6800

I'm not sure who to direct this to.

Thanks

**John P. Raymond, P.E.**

Shread-Kuyrkendall & Associates, Inc.

ENGINEERS-SURVEYORS-PLANNERS

13000 Justice Avenue, Suite 16

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(225) 296-1338 Fax

[JRAYMOND@SKAENGR.COM](mailto:JRAYMOND@SKAENGR.COM)

**From:** [phillip fetterman](#)  
**To:** [Ponder, Brad](#)  
**Subject:** pecue lane/i-10 interchange  
**Date:** Friday, February 5, 2016 10:57:27 AM

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Mr Ponder, following are my comments to be included in the January 28, 2016 formal meeting transcript and the Environmental Assessment concerning the Pecue Lane/I-10 Interchange:

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This email has been sent from a virus-free computer protected by Avast.  
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\$58 million is too much to pay for the interchange (it is more than double the original estimate). The engineers should be re-engineering what can be done to get it back to the original amount, even if it means delaying the project until the costs can be/are reduced.

We should be looking for simplicity instead of complexity, which the current design has plenty of.

If we are adding other work to the original scope, we should be taking it out. Additional work, or niceties, should be self funded or dropped. That's what we do in private industry.

In a low-cost environment, we should be minimizing our costs to maximize the remaining road work to be done in the parish. The state does not have money...and there still is a lot of road work that needs to be done in the parish and a lot of road work that the state needs to do - especially the 47-year old engineering nightmare that one experiences when exiting eastbound off the new Mississippi River Bridge (to me, that work should carry a higher priority with the state than Pecue Lane, especially since it impacts thousands of more people each and every day than those impacted by Pecue Lane not going forward at this time).

Should you have any questions, please contact me via e-mail or call me at the phone number listed below.

Sincerely,

Phillip Fetterman  
11442 Sheraton Drive  
Baton Rouge, Louisiana 70815

Phone: 663-2365

PS. With this e-mail, you have my e-mail address and the date that it is being sent to you.

\* \* \* \* \*

PECUE LANE/I-10 INTERCHANGE  
EAST BATON ROUGE PARISH  
CITY PARISH PROJECT NO. 09-CS-US-0041  
STATE PROJECT H.004104  
FEDERAL AID PROJECT IM-1709(507)

\* \* \* \* \*

January 28, 2016  
5:30 P.M. - 7:30 P.M.

WOMAN'S HOSPITAL CONFERENCE CENTER  
100 WOMAN'S WAY  
BATON ROUGE, LOUISIANA, 70817

\* \* \* \* \*

REPORTED BY: TARA W. JOINER, CCR  
COURT REPORTERS OF LOUISIANA, L.L.C.  
9614 Brookline Avenue, Suite A  
Baton Rouge, Louisiana 70809  
PHONE (225) 201-9650 \* FAX (225) 201-9651  
E-mail: [depos@courtreportersla.com](mailto:depos@courtreportersla.com)

1 (THURSDAY, JANUARY 28, 2016)

2 COMMENT BY AL PEREZ

3 MR. AL PEREZ:

4 Al Perez, 13241 Quail Grove  
5 Avenue, 70809. It just seems like  
6 right, right now, there has not been  
7 as much planning or dissemination of  
8 information with regard to noise from  
9 when the street is, Pecue is, is  
10 finished, as well as the building of  
11 Pecue. You know that they're gonna  
12 have to go in there and drive piles in  
13 there to build substructures to  
14 support the turn lanes and the  
15 overpasses. And that's gonna impact  
16 all the houses down on the end of  
17 Quail Grove Avenue. And there's no,  
18 there's nothing taken into account.  
19 When you ask some of the folks that  
20 are here tonight, and they said,  
21 "Well, we hadn't thought of that" or  
22 "We don't know about how that is gonna  
23 affect the people." But some folks  
24 have measured the decibel level within  
25 their house right now and it runs

1 something like 60 to 70 decibels.

2 And then, then you've got the  
3 lighting problems. If they illuminate  
4 a lot of Pecue and the interchange,  
5 then you've got these high  
6 incandescent lights shining in the  
7 houses all times of the day and night.  
8 That's it.

9 \* \* END OF COMMENT BY AL PEREZ \* \*

10 COMMENT BY BERVIN SMITH

11 MR. BERVIN SMITH:

12 All right. My name is Bervin  
13 Smith and my concerns are for 8760,  
14 Number One, 8760 Pecue Lane. And my  
15 concern is not having access to Reiger  
16 Road, Road from the rear of my  
17 property. I would like access to  
18 that. I think it's a terrible  
19 inconvenience that I, the way I will  
20 be able to access Pecue Lane, both on  
21 the rear and the front of my property.  
22 I'm also asking that they move the  
23 Pecue Lane extension further east into  
24 the Kleinpeter field as it approaches  
25 Airline Highway to have the minimal

1 effect on the homeowners who are  
2 already living on Pecue Lane. There  
3 is room and space for more minimal  
4 effect on those homeowners on that  
5 street.

6 I'm also asking for a better  
7 design for access to Pecue Lane on, on  
8 the front side as we go east towards  
9 the Kleinpeter field for those  
10 homeowners that have direct access to  
11 Pecue Lane and not be adversely  
12 affected by having to go, what I  
13 consider, south on Pecue Lane to get  
14 up onto the new addition of Pecue  
15 Lane. I think there are ways around  
16 that and too many folks are gonna be  
17 affected.

18 They first told us that they would  
19 come up with plans that would be a  
20 minimal, be a fair, affecting this,  
21 the home-, existing homeowners and I  
22 think there are more, there's more  
23 land that could be used in the  
24 Kleinpeter field that would alleviate  
25 some of that stress on the homeowners.

1                   Okay. I want to tell you -- yes,  
2                   my home at 8074 Pecue Lane, which is  
3                   next door to 8140 Pecue Lane, it looks  
4                   as if that whole home would have to be  
5                   destroyed because of the widening of  
6                   the road as it approaches Pecue Lane.  
7                   I'm asking that you reconsider and  
8                   move that, move Pecue Lane further  
9                   east for a less, a less effect upon  
10                  those, the home that I own there as  
11                  well.

12                 THE COURT REPORTER:

13                         Can you give me the address on  
14                         that -- 80- -- what's the address on  
15                         --

16                 MR. BERVIN SMITH:

17                         It's 8074. Let me just tell you a  
18                         real quick, --

19                 THE COURT REPORTER:

20                         That's okay.

21                 MR. BERVIN SMITH:

22                         -- quick story.

23                 THE COURT REPORTER:

24                         I just wanted to --

25                 MR. BERVIN SMITH:

1                   Yeah. 80-, and the reason I say  
2                   8074 next door to 8140. Long story --

3                   THE COURT REPORTER:

4                   Do I need to be writing this?

5                   MR. BERVIN SMITH:

6                   Yeah, and the reason I'm telling  
7                   you that -- yeah.

8                   THE COURT REPORTER:

9                   Okay.

10                  MR. BERVIN SMITH:

11                  I'm giving you the address of 8074  
12                  Pecue Lane where the home looks like  
13                  it would have to be destroyed. It's  
14                  next door to 8140. And the reason I'm  
15                  giving you that, there is a dispute  
16                  about the exact address for the  
17                  property next door to 8140, which I  
18                  own. So I want to make sure, give  
19                  them some more, something more  
20                  specific to let you know it's next --  
21                  it's the green house next door to 8140  
22                  Pecue Lane. That's it.

23                  \* \* END OF COMMENT BY BERVIN SMITH \* \*

24                  COMMENT BY ELLEN FINLEY

25                  MS. ELLEN FINLEY:

1 Ellen Finley, 15024 Town Drive.

2 THE COURT REPORTER:

3 Town Drive.

4 MR. ELLEN FINLEY:

5 70810, right up the road. All  
6 right. After looking at the Proposal  
7 G, which I guess is what you're going  
8 with, we're going to -- with the  
9 traffic coming from Highland at night,  
10 trying to make a left because you're  
11 feeding it to Pecue, a lot of it will  
12 want to take a left on Pecue. There's  
13 no light there and it's very dangerous  
14 and curvy. So there needs to be a  
15 light or the traffic won't flow.  
16 People will be stopped to take a left,  
17 building up the traffic all the way to  
18 Seigen or farther and, because the  
19 traffic coming from Highland and the  
20 other way won't be able to take the --  
21 they need to have a light.

22 Now, Number Two, Jamestown  
23 Boulevard and Pecue, coming out from  
24 Jamestown trying to take a left and go  
25 over the railroad tracks, the grade of

1 the road and the median -- it's mostly  
2 the problem of the median, you can't  
3 see. Your -- the sight level is too  
4 low or too high, whichever way you  
5 want to say it. You can't see the  
6 traffic until -- and you could pull  
7 out --

8 AN UNKNOWN LADY:

9 It's a little dangerous turning  
10 left out of there.

11 MS. ELLEN FINLEY:

12 Yeah, very dangerous. And when  
13 they don't cut the weeds in the  
14 spring, you can't see at all to take  
15 that left. So you're pulling out,  
16 you've got traffic coming at you, and  
17 you might get halfway out and there's  
18 somebody coming. So you can't even  
19 get out of the way. So, they need to  
20 re-grade that median, or maybe the  
21 road. I don't know. It's too high.  
22 Or we need a light, hate to have a  
23 light, but we need a light.

24 \* \* END OF COMMENT BY ELLEN FINLEY \* \*

25 COMMENT BY DAVID AND BARBARA CARUSO

1 MR. DAVID CARUSO:

2 Okay. The -- our main concern is  
3 access to Woodridge Subdivision on  
4 Woodridge Avenue at the intersection  
5 Woodridge and Pecue. Right now,  
6 there's a stop sign coming out of the  
7 subdivision at Woodridge and Pecue and  
8 very difficult to come out of the  
9 subdivision and turn left because of  
10 oncoming traffic. Turning right is  
11 not particularly difficult, but still  
12 there's quite a bit of traffic. So  
13 the, the additional traffic that this  
14 project will bring is going to  
15 possibly make exiting our subdivision  
16 even more difficult.

17 And I know that the subdivision  
18 looks not all that big on paper, but  
19 we also have Briarwood residents using  
20 Woodridge Avenue to get to Pecue. And  
21 we also have people coming from  
22 Airline taking a shortcut through  
23 Briarwood to Woodridge Avenue to get  
24 to Pecue. It's not so much any more  
25 since the traffic light by Woman's

1 Hospital and Airline, but there is  
2 still that. So at any, any time of  
3 the day, there's traffic on Woodridge  
4 Avenue trying to exit our subdivision.

5 So our concern is that if there's  
6 no traffic light there, then the  
7 additional traffic is going to make it  
8 more difficult for us to exit the  
9 subdivision, particularly to take a  
10 left onto Pecue going south toward  
11 I-10.

12 MS. BARBARA CARUSO:

13 Well, that was basically my, my  
14 thing. I really, really would like to  
15 have a, a traffic signal at Woodridge  
16 and Pecue. And the main thing is  
17 taking a left out of the subdivision.  
18 It -- now, it's sometimes -- I mean,  
19 you can sit and wait, you know, quite  
20 a while to get out and sometimes it's  
21 rather tight to get out. And if we  
22 have, you know, the, the two lanes,  
23 then the median, and then the other  
24 two lanes and the additional traffic  
25 because of the interstate exit, I'm,

1 I'm just concerned that traffic is  
2 gonna be so heavy that it's gonna  
3 really cause accidents, you know,  
4 people trying to get out of the  
5 subdivision, mainly with the left  
6 turn. That's my major concern.

7 MR. DAVID CARUSO:

8 One other thing I'd like to  
9 mention is that, right now, Woodridge  
10 Avenue meets Pecue at a fairly well  
11 defined "T". And it's two lanes  
12 coming -- well, there's one lane in  
13 and one lane out Woodridge, and they  
14 meet at Pecue. For some reason,  
15 people don't seem to be able to make  
16 right turns or left turns without  
17 cutting off half of the vehicle that's  
18 stopped at the stop light, stop sign.

19 MS. BARBARA CARUSO:

20 They can't seem to stay in their  
21 lane.

22 MR. DAVID CARUSO:

23 Yeah. When people go to make a  
24 left turn, they make a 45 degree turn  
25 instead of making a 90. So if the

1 intersection could be broadened or the  
2 angle of approach could be increased

3 --

4 MS. BARBARA CARUSO:

5 On Woodridge.

6 MR. DAVID CARUSO:

7 Yes, on, on Woodridge, then people  
8 wouldn't be almost knocking you off of  
9 the road, or knocking down the traffic  
10 light, which they seem to do -- not  
11 traffic light, the street light, --

12 MS. BARBARA CARUSO:

13 Yeah.

14 MR. DAVID CARUSO:

15 -- which they seem to do fairly  
16 often.

17 MS. BARBARA CARUSO:

18 Yeah.

19 MR. DAVID CARUSO:

20 Or running off the road, so anyway  
21 --

22 MS. BARBARA CARUSO:

23 Yeah. It's such a steep, you  
24 know, defined turn and it's not that  
25 wide of a street that they, they're

1 coming faster and they can't stay in  
2 their lane.

3 MR. DAVID CARUSO:

4 Yeah.

5 MS. BARBARA CARUSO:

6 Yeah. Yeah, so if that could be  
7 wider, then that would help.

8 MR. DAVID CARUSO:

9 Yep.

10 MS. BARBARA CARUSO:

11 Yeah. Yeah. The main thing is,  
12 please, please, traffic light.

13 MR. DAVID CARUSO:

14 Yes, please.

15 MS. BARBARA CARUSO:

16 So, has that got it?

17 MR. DAVID CARUSO:

18 That's it. Uh-huh. Thank you.

19 MS. BARBARA CARUSO:

20 Thank you so very much.

21 THE COURT REPORTER:

22 Thank you.

23 MS. BARBARA CARUSO:

24 We appreciate your time.

25 MR. DAVID CARUSO:

1 Appreciate it.

2 THE COURT REPORTER:

3 I'm glad to be here.

4 MS. BARBARA CARUSO:

5 Thanks.

6 \* \* END OF COMMENT BY DAVID AND BARBARA CARUSO \* \*

7 COMMENT BY JOHNNY BLOUNT

8 MR. JOHNNY BLOUNT:

9 We're very, very much for the  
10 project, the project as it, as it  
11 stands on that -- I'm not sure what  
12 you call the term of it. It's the  
13 preferred alternative. And the sooner  
14 the better. I guess that's good.

15 THE COURT REPORTER:

16 Good.

17 MR. JOHNNY BLOUNT:

18 I don't know what you're looking  
19 for, but that's it.

20 \* \* END OF COMMENT BY JOHNNY BLOUNT \* \*

21 COMMENT BY DOUGLAS BURKET

22 MR. DOUGLAS BURKET:

23 Well, in general, I am in favor of  
24 the whole project and like, like what  
25 I've seen so far. One area of concern

1                   that we have, which is not addressed,  
2                   is the area on Pecue that is south of  
3                   Jamestown Boulevard in front of, in  
4                   front of Energy and Performance,  
5                   because of the elevation difference,  
6                   when you are leaving Jamestown  
7                   Boulevard and trying to make a left  
8                   onto Pecue, to cross the railroad  
9                   tracks which would take us right to  
10                  the highway area that they're gonna be  
11                  improving, because the elevation  
12                  difference and the position of the  
13                  median strip, it is difficult to see  
14                  the traffic coming from Perkins on to  
15                  Pecue and it is a dangerous situation  
16                  now. With the increase in traffic  
17                  that this interchange will bring, I  
18                  think it'll be an accident waiting to  
19                  happen. That's about it.

20                  \* \* END OF COMMENT BY DOUGLAS BURKET \* \*

21                  COMMENT BY STEVE KLEINPETER

22                  MR. STEVE KLEINPETER:

23                         I'm Steve Kleinpeter. My com-, my  
24                         concerns are is it necessary to take  
25                         the existing Pecue Lane and travel

1 further out with the new Pecue Lane  
2 into the Kleinpeter property? The old  
3 Pecue Lane is just frontage for  
4 property that's there now. Why not  
5 give them access on the back of their  
6 property to Reiger Road and let them  
7 get in and out of there because  
8 they're gonna be prime property  
9 eventually, shortly, and sell, I'm  
10 sure, to businesses. And why are they  
11 cutting into Kleinpeter property so  
12 much when we're gonna be paid ten  
13 cents on a dollar there for what is,  
14 is gonna be purchased for it. In the  
15 long run, that property is gonna be  
16 \$25 a foot eventually, and we're gonna  
17 be offered, I'm sure, five or ten  
18 dollars a foot, whatever is going  
19 rate. Can you handle that?

20 THE COURT REPORTER:

21 I can.

22 MR. STEVE KLEINPETER:

23 Thank you.

24 THE COURT REPORTER:

25 Thank you.

1 MR. STEVE KLEINPETER:

2 And I look forward to hearing all  
3 the results.

4 THE COURT REPORTER:

5 Yes, sir.

6 \* \* END OF COMMENT BY STEVE KLEINPETER \* \*

7 COMMENT BY ALAN DAY

8 MR. ALAN DAY:

9 All right. With regard to the  
10 construction of noise barriers, the  
11 statement was made that it was not  
12 feasible. I would like someone to  
13 explain how they determined it was not  
14 feasible to construct noise barriers.  
15 And that's it.

16 \* \* END OF COMMENT BY ALAN DAY \* \*

17 COMMENT BY LAURENCE BARNES

18 MR. LAURENCE BARNES:

19 My name is Laurence Barnes and I  
20 am the pastor of Trinity Fellowship  
21 Baptist Church located at 8226 Pecue  
22 Lane. And my interest is, basically,  
23 whereas I fully understand and  
24 appreciate the need for progress and  
25 expansion, based upon what I've been

1           able to, gathering information  
2           concerning the footprint of the  
3           project, we are gonna lose a sizable  
4           amount of our frontage that's  
5           presently being used as parking. We  
6           do have property in the back of our  
7           church facility, but if we have to  
8           make that shift and utilize that as  
9           parking, it will greatly hamper any  
10          plans that we had for addition of  
11          classroom and help center that we  
12          wanted to build on the facility. And  
13          so I just hope that the powers that  
14          are in charge will take into  
15          consideration these concerns as they  
16          move forward with this project. And  
17          I'll be looking forward to  
18          communicating or talking with whoever  
19          is necessary to aid the compensation  
20          of the, you know, facilitating of  
21          working out a comfortable solution to  
22          our problem. I thank you so much for  
23          hearing my comments and I look forward  
24          to hearing from you. Thank you.

25                   \* \* END OF COMMENT BY LAURENCE BARNES \* \*

## 1 R E P O R T E R ' S C E R T I F I C A T E

2 This certificate is valid only for a  
3 transcript accompanied by my original signature and  
4 original required seal on this page.

5 I, TARA W. JOINER, Certified Court Reporter,  
6 Certificate #91158, in and for the State of  
7 Louisiana, as the officer before whom this  
8 testimony was taken, do hereby certify that this  
9 testimony was reported by me in the stenotype  
10 reporting method, was prepared and transcribed by  
11 me or under my direction and supervision, and is a  
12 true and correct transcript to the best of my  
13 ability and understanding; that the transcript has  
14 been prepared in compliance with transcript format  
15 guidelines required by statute or by rules of the  
16 board, that I have acted in compliance with the  
17 prohibition on contractual relationships, as  
18 defined by Louisiana Code of Civil Procedure  
19 Article 1434 and in rules and advisory opinions of  
20 the board. And that I am not related to counsel or  
21 to the parties herein, nor am I otherwise  
22 interested in the outcome of this matter.

23 Signed, this \_\_\_ day of \_\_\_\_\_, 2016.

24

25

\_\_\_\_\_  
Tara W. Joiner, CCR



PUBLIC MEETING  
**PECUE LANE/I-10**  
INTERCHANGE