

APRIL 2015

**LOUISIANA DEPARTMENT OF
TRANSPORTATION AND DEVELOPMENT
STATE PROJECT NO. H.004825.2**



**PUBLIC MEETING 2
JANUARY 22, 2015
EVENT SUMMARY**

**WIDENING LA 28 EAST
STAGE 1
ENVIRONMENTAL
ASSESSMENT**

**RAPIDES PARISH,
LOUISIANA**

Prepared By:

**Providence Engineering and Environmental
Group LLC**

1201 Main Street
Baton Rouge, Louisiana 70802

(225) 766-7400

www.providenceeng.com

Project Number 040-013



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1.0 INTRODUCTION

The second public meeting held for the Widening Louisiana Highway (LA) 28 East Environmental Assessment (EA) was held on January 22, 2015. The Louisiana Department of Transportation and Development (DOTD) initiated a Stage 1 Environmental Assessment (EA) for this project to expand a portion of LA 28 East, starting at its western intersection with LA 3128 to its eastern intersection with LA 1207 in Rapides Parish. The purpose of this meeting was to present the current alternatives to the public and to solicit comments on all proposed alternatives from individuals, groups, officials, and local agencies. This event summary provides a description of the meeting content, advertising efforts, public input, and attendance.

1.1 Meeting Format

The meeting was conducted using a combination open-house and formal presentation format to allow for the most flexibility in attendance. Meeting attendees were greeted at the entrance and requested to sign in. They were provided with a handout containing a comment form and a copy of the PowerPoint presentation, along with an informational brochure with meeting details, a project description, and a brief summary of the DOTD Project Development Process. More information on the presentation content is included as Section 1.2. A copy of the meeting handouts, brochure, and PowerPoint presentation are included as **Appendix A**.



When entering the room, to the right of the sign-in table, a comment table was available with comment forms and comment drop box for attendees to leave a written comment, or take a form home to mail in later. Next to the comment table in the front of the room was a presentation area, including an abundance of seating. A court reporter was seated next to the presentation screen to record the presentation and to be available for individual comments afterward. Next to the court reporter at the far end of the room, a Geographic Information Systems (GIS) Station was available where Providence personnel maintained a laptop and additional monitor for ease of viewing to show attendees areas within the rights-of-way of the proposed alternatives on Google Earth. Along the back of the room, a series of exhibits presenting the DOTD Project Development Process, DOTD's merged EA/Environmental Impact Statement (EIS) flow chart, and project



maps were available for viewing. Maps included an overall study area map, an environmental constraints map, focus maps of Alternatives 1 and 2, a focus exhibit for Alternative 2 intersection options at LA 1207, a typical section exhibit showing both Alternatives 1 and 2, and an alternatives comparison matrix. Members of the consultant team as well as the DOTD guided attendees through the exhibits and meeting

materials and answered questions from the public.

1.2 Meeting Presentation

A PowerPoint presentation detailing the following information was given at the meeting:

- Purpose of this Public Meeting
- National Environmental Policy Act (NEPA) Environmental Review Process
 - Purpose and Need
 - Alternative Development
 - Environmental Impacts
 - Alternative Screening
 - NEPA Documentation
- DOTD Project Development Process
- Project Description and Background
- Purpose and Need
- Alternative Development
- Current Build Alternatives
- Traffic Analysis
- Intersection Alternatives
- Alternative Screening – including Alternative Matrix
- Next Steps of Stage 1
- Methods for Providing Input



A copy of the presentation slides is included in **Appendix A**.

1.3 Meeting Locations and Time

The meeting location and time was developed to provide optimum public involvement. The consultant team felt it was important to focus the meeting location in or near the project study area. The Buckeye High School Cafeteria was selected as the meeting location due to proximity to the project study area, requests by the public during the first public meeting to hold the meeting at the school, the size of the facility, abundance of parking, and visibility. The meeting was offered during evening hours to increase public participation. The public meeting was scheduled as defined below:

Thursday, January 22, 2015
Buckeye High School Cafeteria
5:30 pm to 7:30 pm
715 LA 1207
Deville, Louisiana 71328

2.0 MEETING ANNOUNCEMENTS

2.1 Public Notice

The paid public notice below ran twice in the local newspaper, *The Town Talk*, on January 10 and 17, 2015. There was an announcement on DOTD's website, which was posted on January 13, 2015. The public notice affidavit, newspaper clipping, and DOTD's website announcement are included as **Appendix B**.

PUBLIC MEETING NOTICE

Widening of LA 28 East from Libuse to Holloway
Stage 1 - Environmental Assessment
State Project No. H.004825.2
Rapides Parish

The Louisiana Department of Transportation and Development (DOTD) and the Federal Highway Administration (FHWA) are conducting a Stage 1 Environmental Assessment (EA) for the proposed widening of Louisiana Highway (LA) 28 from its western intersection with LA 3128 (Libuse) to its eastern intersection with LA 1207 (Holloway) in Rapides Parish. This Stage 1 project follows the Stage 0 Feasibility Study completed in April 2010. The construction limits are from LA 3128 to LA 1207. The eastern logical terminus extends from LA 1207 to United States Highway (US) 84, which will allow the EA to include an assessment of potential engineering and environmental issues along LA 28 from the end of construction at LA 1207 east to US 84 in Catahoula Parish.

The project team will conduct a public meeting to present alternatives and potential impacts, and to obtain comments on the proposed project from individuals, groups, officials, and local agencies. Representatives of the DOTD, the FHWA, and the consultant team will be present to receive comments and answer questions related to the proposed project.

Three design alternatives, as well as the No-Build alternative, are being considered. Alternative information and input opportunities will be provided at the meeting. All interested parties are invited and encouraged to attend the meeting. The public meeting is scheduled for the time, date, and location below.

**Thursday, January 22, 2015
Buckeye High School Cafeteria
5:30 pm to 7:30 pm
715 LA 1207
Deville, LA 71328**

Written comments in response to the meeting can be submitted at the meeting or sent to the address shown below. Written comments postmarked within 10 days following the meeting will become part of the official meeting summary.

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 the DOTD Environmental Section at the address shown below, or by telephone at (225) 242-4515, at least five working days prior to the meeting:

Department of Transportation and Development
Environmental Section 28, Attn: Sharon Gage
State Project No. H.004825.2
P.O. Box 94245
Baton Rouge, LA 70804-94245
or via e-mail to: sharon.gage@la.gov

2.2 Yard Signs

Four directional yard signs were prepared and positioned in rights-of-way along LA 1207 and on school grounds to direct attendees to the appropriate building on the day of the public meeting. These signs were intended to remind the community about the public meeting and provide directions to the meeting location.



2.3 Meeting Invitations

E-mail invitations were sent to agencies and interested parties on January 14 and 15, 2015. An e-mail invitation was also sent out to interested members of the public on January 15, 2015. The invite list and copies of the e-mails can be found in **Appendix C**.

3.0 PUBLIC INPUT

Three methods of collecting public input were provided at the public meeting. The first was a letter-sized comment form (see **Appendix A**) where attendees could provide written statements and deposit them in the comment drop box, or mail them in after the meeting. The second option was to e-mail comments to the consultant team project manager or to DOTD. The third was a court reporter set up to take verbal statements. A copy of these comments, as well as all comment forms received during the public meeting comment period, can be found in **Appendix D**. **Appendix E** contains the transcript of the meeting along with verbal comments provided to the court reporter. Responses issued by the Project Team to all comments received are located in **Appendix F**.

3.1 Comment Forms

Eight comment forms were deposited in the drop box during the meeting (**Appendix D**).

3.2 Comment Letters

Comments in response to the meeting were also accepted through postal mail and e-mail until February 5, 2015. Eleven comments were received via e-mail by both the consultant team and DOTD. One comment was also received via U.S. Postal Mail (**Appendix D**).



3.3 Verbal Comments

A court reporter was present to transcribe comments made by attendees after the presentation. Persons who availed themselves to this opportunity had their name and statements recorded for transcription (**Appendix E**).

4.0 MEETING ATTENDANCE

A sign-in sheet was maintained at the entrance and accurately reflects the meeting attendance. **Table 1** is a summary of attendance according to the sign-in sheets. Agencies and elected officials include DOTD personnel.

Table 1. Meeting Attendance Summary

Public	Agencies and Elected Officials	Consultant Team	Total
119	12	5	136

A total of 131 people signed in to the meetings, excluding the consultant team. Agencies and elected officials included personnel from DOTD, the Federal Highway Administration (FHWA), the Rapides Area Planning Commission (RAPC), and a State Representative and Senator. Five individuals from the consultant team were present to guide attendees through the series of exhibits, to explain the proposed project, and to answer questions.

Copies of the sign-in sheets and meeting photographs are included as **Appendices G** and **H**, respectively.

**APPENDIX A
MEETING HANDOUTS**

- 1. PUBLIC MEETING COMMENT FORM**
- 2. PRESENTATION SLIDES PREPARED BY PROVIDENCE**
- 3. BROCHURE**

APPENDIX A – MEETING HANDOUTS
1. PUBLIC MEETING COMMENT FORM

APPENDIX A – MEETING HANDOUTS

2. PRESENTATION SLIDES PREPARED BY PROVIDENCE

**STAGE 1 ENVIRONMENTAL ASSESSMENT
WIDENING LA 28 EAST
RAPIDES PARISH, LA
PUBLIC MEETING NUMBER 2**



01.22.2015

Presented by:



PURPOSE OF TONIGHT'S MEETING

- We are here to present the current alternatives for the LA 28 East widening project
- We would like to obtain YOUR comments and opinions relative to the project at this key decision making point in the NEPA process



NEPA ENVIRONMENTAL REVIEW PROCESS

- The National Environmental Policy Act (NEPA) was passed in 1969 establishing the first major federal environmental law
- This act requires agencies to use a systematic interdisciplinary approach to consider environmental effects
- DOTD's NEPA compliance process consists of three primary phases of work
 - Scoping and Purpose and Need Assessment
 - Alternatives Development and Analysis
 - Environmental Documentation



THE PROJECT DEVELOPMENT PROCESS

DOTD Project Delivery Process



PROJECT DESCRIPTION

- DOTD proposes to expand a portion of LA 28 East starting from its western intersection with LA 3128 (Libuse) to its eastern intersection with LA 1207 (Holloway) in Rapides Parish
- An environmental and engineering constraints review of LA 28 from LA 1207 to US 84 in Catahoula Parish is included



PROJECT BACKGROUND

- In 2010, the Louisiana Department of Transportation and Development (DOTD) completed the Stage 0 Feasibility Study for the widening of LA 28 East and Stage 1, this EA, was initiated in December 2012
- The three alternatives recommended for further study were presented to the public during the first public meeting held in April 2013
- Public outreach as well as DOTD review resulted in the development of additional build alternatives



PURPOSE AND NEED

Purpose

The purpose of the proposed action is to identify and evaluate alternatives to widen LA 28 from Libuse (LA 3128) 7.25 miles to Holloway (LA 1207) in order to provide adequate capacity for future use.

Need

The needs addressed by the proposed action include:

- Improved Capacity
- Improved Safety

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ALTERNATIVES DEVELOPMENT

Alternatives have been developed considering the following:

- Stage 0/Feasibility Study Recommendations
- Meets Purpose and Need
- Public Input
- Existing and Future Development
- Impacts to Environmentally Sensitive Features

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ALTERNATIVES DEVELOPMENT ALTERNATIVES REMOVED SINCE APRIL 2013

Eliminated:

1. Urban Arterial – 4
 - Four, 12-foot lanes with 18-foot raised median
 - Design Speed = 55 mph
 - Removed after first public meeting in favor of UA-5 to achieve higher design speed to accommodate LA 28 use
2. Rural Arterial – 2 (with 53-foot median)
 - Four, 12-foot lanes with a 53-foot depressed median
 - Design Speed = 60 mph
 - Removed from further study after the April public meeting and subsequent agency meeting because it only offered a differing median width and was not considered a true alternative
3. Rural Arterial – 3 (with 60-foot median)
 - Four, 12-foot lanes with a 60-foot depressed median
 - Design Speed = 70 mph
 - Removed from further study during alternative development because it only offered a differing median width and was not considered a true alternative

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ALTERNATIVES DEVELOPMENT CURRENT BUILD ALTERNATIVES

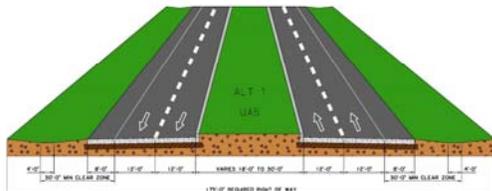
- Build Alternative 1 -
 - Urban Arterial 5 (median width varies from 18-foot to 30 foot)
 - Roundabouts at LA 3128, LA 116, LA 1207
- Build Alternative 2–
 - Rural Arterial 2 (42-foot median)
 - Two Intersection Alternatives
 - 2a - Roundabout at LA1207
 - 2b - Signalized Intersection at LA1207
- J-turns throughout both Alternatives

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URBAN ARTERIAL 5

- Urban Arterial – 5
 - Four, 12-foot lanes with variable raised median (18 – 30 ft)
 - Design Speed = 60 mph

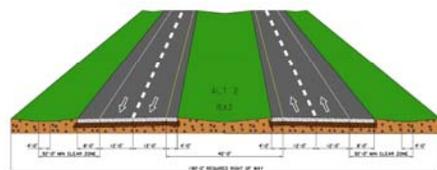


11



RURAL ARTERIAL 2

- Rural Arterial 2
 - Four, 12-foot lanes with a 42-foot depressed median
 - Design Speed = 60 mph



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TRAFFIC ANALYSES

- A traffic study was conducted to analyze the efficiency of various intersection types and the potential for service roads for each alternative (included no build)
- Service Roads were considered but eliminated due to failure to improve traffic
- Roundabout analysis was performed at three locations
- J-turn and signalization analyses were performed at all intersections

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INTERSECTION ALTERNATIVES

- Roundabouts at three locations
 - Intersection of LA 28 & LA 3128
 - Intersection of LA 28 & LA 116
 - Intersection of LA 28 & LA 1207



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INTERSECTION ALTERNATIVES

- J turns
 - J-turns safely and efficiently manage traffic volumes at intersections by redirecting through- and left-turning traffic on the side street approach to turn right, proceed to the nearby U-turn, and then return to its original course
 - Current DOTD standards allow for U-turn spacing at a minimum of ¼ mile. This minimizes the distance for a vehicle to turn right, make a U-turn and get back to where they started to no more than ½ mile

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INTERSECTION ALTERNATIVES

- J turns
 - Standard J-Turn Movement



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INTERSECTION ALTERNATIVES

- J turns



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INTERSECTION ALTERNATIVES

- Signalization
 - There are currently 2 signals within the project limits
 - LA 28 at LA 116
 - LA 28 at LA 1207
 - One alternative considered involved placement of signals at multiple locations along the project route
 - In order for a signal to be recommended, DOTD requires that a Warrant 1a (100%) or Warrant 7 Analysis be performed
 - Signals were analyzed at all intersecting street locations, and only the signal at LA 1207 meets the 1a Warrant Analysis
 - Therefore, it is recommended that only the one signal at LA1207 be studied for all alternatives

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ALTERNATIVES SCREENING

Items under consideration as part of the screening matrices for each alternative include:

- Residential/Commercial Relocations
- Estimated Construction Costs
- Level of Service (traffic flow)
- Impacts to Cultural Resources and Historically Significant Structures
- Acreage of Wetland Impacts
- Impacts to Threatened and Endangered Species

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ALTERNATIVES IMPACT MATRIX RESOURCE CRITERIA AND COST

EVALUATION CRITERIA	SELECT CRITERIA		
	Build Alternative 1 (IAB)	Build Alternative 2 (IAB)	Build Alternative 3 (IAB)
Preliminary Construction Costs (millions-w/o utilities)	\$53.4	\$53.1	\$50.8
Cultural Resources			
Potential to Impact Historical Resources	Low	Low	Low
Potential to Impact Archaeological Resources	Low	Low	Low
Potential Wetlands			
Freshwater Forested/Shrub Wetland (acres)	0.00	0.11	0.11
Potential Hybrid Soils (acres)	18.66	20.85	20.85
Threatened/Endangered/Protected Species			
Potential Impact to Threatened and Endangered Species	None	None	None
Wildlife			
Potential Impact to Prime Farmland (acres)	12.51	13.94	13.94
Potential Impact to the 100-yr Floodplain (acres)	5.92	7.19	7.19
Environmental Liability Concerns			
Potential Impacts to Hazardous Sites	Medium	Medium	Medium
Active Oil and Gas Wells within 160 feet of Proposed Right-of-Way	0	0	0
Observation Relief Wells (ORW)s Affected	0	0	0
Active Water Well Locations	4	4	4

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ALTERNATIVES IMPACT MATRIX COMMUNITY CRITERIA

BUILD ALTERNATIVES COMPARISON MATRIX

EVALUATION CRITERIA	SELECT CRITERIA		
	Build Alternative 1 (IAB)	Build Alternative 2 (IAB)	Build Alternative 3 (IAB)
Community Impacts			
Residential Structures	16	26	25
Commercial Property	15	16	15
Churches	1	0	0
Recreational Areas	1	2	2
Other Community Facilities	1	3	3
Potential to Impact Transit Routes	Low	Low	Low

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NEXT STEPS

This Evening...

- Please stay and view exhibits and provide comments/concerns to Project Team Members
- Provide written comments on the comment forms located on the comment table (*tonight or mail in*)
- Provide verbal comments to the court reporter
- Email comments to kerryoriol@providenceeng.com
- Please provide all comments by **February 5, 2015** to ensure consideration and inclusion in the EA

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NEXT STEPS

- The project team will compile the public comments from tonight's meeting
- A draft environmental document will be prepared and made available for public review
- A public hearing will be conducted and the final round public comments will be made part of the project record and used in establishing project commitments
- The EA will be finalized and, if applicable, a Finding of No Significant Impact will be issued
- Funding for this project is committed through the completion of the EA; final design and construction requires a funding source

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HOW TO STAY INFORMED

- Contact the project team
 - By Email:
 - sharon.gage@la.gov
 - kerryoriol@providenceeng.com
 - By Mail: Providence
 - RE: SPN H.004825.2 – LA 28 Widening
 - 1201 Main Street
 - Baton Rouge, LA 70802

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QUESTIONS



APPENDIX A – MEETING HANDOUTS

3. BROCHURE

DOTD PROJECT DEVELOPMENT

The Stage 0 (Feasibility) was completed in April 2010 and approved by DOTD. This Public Meeting is part of the Stage 1 (Planning/Environmental) process of the seven-stage DOTD project development process. At the end of Stage 1, the EA document will be presented to the public for comments and then to DOTD and the Federal Highway Administration for approval. Funding for this project has not been secured beyond Stage 1.

DOTD Project Development Process		
Stage 0	Feasibility	1 year
Stage 1	Planning/Environmental	1-2 years
Stage 2	Funding/Project Prioritization	Indefinite
Stage 3	Final Design	1-3 years
Stage 4	Bid Letting	1 year
Stage 5	Construction	1-3 years
Stage 6	Operation	Ongoing

↑
10-20
years
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CONTACT INFORMATION

If you wish to provide written comments please send them to one of the addresses below.

Mail to: Providence
c/o Widening LA 28 East (SPN H.004825.2)
1201 Main Street
Baton Rouge, LA 70802

Email to: kerryoriol@providenceeng.com



WIDENING LA 28 EAST

FROM LIBUSE TO
HOLLOWAY

SPN H.004825.2
Rapides Parish

STAGE 1 PUBLIC MEETING

JANUARY 22, 2015





WELCOME

Welcome to this second public meeting to discuss the Stage 1 Environmental Assessment (EA) for the widening of LA 28 East. The EA will include analysis of possible build alternatives as well as the no-build alternative and will assess potential impacts to the natural and human environment that may result from the implementation of the proposed project. The objective of the public involvement process is to assure that citizens have adequate opportunities to provide input on the proposed project as required by the National Environmental Policy Act (NEPA).

The **purpose of this second public meeting** is to provide the public an opportunity to view and comment on the three build alternatives developed since the initial public meeting (which presented the three alternatives developed during the Feasibility Study). The project team's powerpoint presentation describes the project, the three build alternatives, interchanges, and potential impacts.

If you would like to make **comments regarding the project**, you can write them on a Comment Card or provide your verbal comments to the Court Reporter. Written comments in response to this meeting will also be accepted by email and mail through **February 5, 2015**. General project comments can be submitted at any time. The project contact and address information is provided on the back of this handout.

The Project Team will hold a public hearing after a preferred alternative has been selected and the draft EA is available for public review.

PROJECT DESCRIPTION

The Louisiana Department of Transportation and Development (DOTD) proposes to widen a portion of LA 28 East starting from its western intersection with LA 3128 (Libuse) to its eastern intersection with LA 1207 (Holloway) in Rapides Parish. The proposed project area is 7.25 miles in length and is classified as a rural principal arterial with four lanes and a central two-way left turn lane until it tapers to a non-divided, two-lane section without turn lanes at LA 1205. The existing lanes are 12-foot wide with eight-foot shoulders along the four-lane section and ten-foot shoulders along the two-lane section.

LA 28 East has an Average Daily Traffic (ADT) of 10,973 vehicles with an estimated increase to 19,422 vehicles per day by 2030. The purpose of this project is to increase capacity and to bring the present roadway to current design standards.

BUILD ALTERNATIVES

Build Alternative 1	<i>Urban Arterial 5 Four, 12-foot lanes with variable height raised median Design Speed = 55 mph</i>
Build Alternative 2a	<i>Rural Arterial 2 –Roundabout Intersection-LA 1207 Four, 12-foot lanes with 42-foot depressed median Design Speed = 60 mph</i>
Build Alternative 2b	<i>Rural Arterial 2—Signalized Intersection- LA 1207 Four, 12-foot lanes with 42-foot depressed median Design Speed = 60 mph</i>
No-Build	<i>Rural Arterial Current roadway described in Project Description Posted Speed = 55 mph</i>

APPENDIX B

**PUBLIC NOTICE AFFADAVIT, CLIPPING, AND DOTD
WEBSITE ANNOUNCEMENT**

The Town Talk Affidavit of Publication

State of Louisiana
Parish of Rapides
AFFIDAVIT OF PUBLICATION

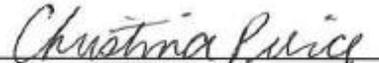
(A Correct Copy of Publication)

I, Christina Pierce, General Manager

of THE TOWN TALK, published at Alexandria,
Louisiana do solemnly swear that the

Legal Notice

advertisement, as per clipping attached, was
published in the regular and entire issue of said
newspaper, and not in any supplement thereof
for two insertion (s) commencing with the issue
dated January 10, 2015 and ending with the
issue dated January 17, 2015.


Christina Pierce

Subscribed and sworn to before me
this 20th day of January, 2015 at
Alexandria, Louisiana.





CAROLYN J. SMILIE
LA Bar Roll No. 19794
Notary Public ID No. 25862
My commission expires with life

The Town Talk Clipping

Saturday, January 17, 2015

PUBLIC MEETING NOTICE

**Widening of LA 28 East from Libuse to Holloway
 Stage 1 - Environmental Assessment
 State Project No. H.004825.2
 Rapides Parish**

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The project team will conduct a public meeting to present alternatives and potential impacts, and to obtain comments on the proposed project from individuals, groups, officials, and local agencies. Representatives of the DOTD, the FHWA, and the consultant team will be present to receive comments and answer questions related to the proposed project.

Three design alternatives, as well as the No-Build alternative, are being considered. Alternative information and input opportunities will be provided at the meeting. All interested parties are invited and encouraged to attend the meeting. The public meeting is scheduled for the time, date, and location below.

**Thursday, January 22, 2015
 Buckeye High School Cafeteria
 5:30 pm to 7:30 pm
 715 LA 1207
 Deville, LA 71328**

Written comments in response to the meeting can be submitted at the meeting or sent to the address shown below. Written comments postmarked within 10 days following the meeting will become part of the official meeting summary.

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 the DOTD Environmental Section at the address shown below, or by telephone at (225) 242-4515, at least five working days prior to the meeting:

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 Environmental Section 28, Attn: Sharon Gage
 State Project No. H.004825.2
 P.O. Box 94245
 Baton Rouge, LA 70804-94245
 or via email to: sharon.gage@la.gov

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DOTD Website Announcement (advertised on January 13, 2015)

Widening of LA 28 East from Libuse to Holloway, Public Meeting (H.004825.2)

Tuesday, January 13, 2015

PUBLIC MEETING NOTICE

Widening of LA 28 East from Libuse to Holloway
Stage 1 - Environmental Assessment
State Project No. H.004825.2
Rapides Parish

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The project team will conduct an open house public meeting to present alternatives and potential impacts, and to obtain comments on the proposed project from individuals, groups, officials, and local agencies. Representatives of the DOTD, the FHWA, and the consultant team will be present to receive comments and answer questions related to the proposed project.

Three design alternatives, as well as the No-Build alternative, are being considered. Alternative information and input opportunities will be provided at the meeting. All interested parties are invited and encouraged to attend the meeting. The public meeting is scheduled for the time, date, and location below.

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State Project No. H.004825.2
P.O. Box 94245
Baton Rouge, LA 70804-94245
or via email to: sharon.gage@la.gov

APPENDIX C
MEETING INVITATIONS

From: Kerry Oriol
To: sharon.gage@la.gov; [Carl Winter \(Carl.Winter@LA.GOV\)](mailto:Carl.Winter@LA.GOV); [Jody Colvin](#); [Ryan Hoyt](#); ["keith.sayer@la.gov"](mailto:keith.sayer@la.gov); ["dale.craig@la.gov"](mailto:dale.craig@la.gov); [John Galtney](mailto:John.Galtney); Robert.Mahoney@dot.gov; [Pfeffer, Stephen D MVN](#); joshua_marceaux@fws.gov; rwatson@crt.la.gov; ["jonathan.garrett@rpsb.us"](mailto:jonathan.garrett@rpsb.us); ["longg@legis.la.gov"](mailto:longg@legis.la.gov); ["risem@legis.la.gov"](mailto:risem@legis.la.gov); ["hazelc@legis.la.gov"](mailto:hazelc@legis.la.gov); [Kistachie Delta \(kdelta@kcricket.net\)](mailto:Kistachie.Delta (kdelta@kcricket.net)); ["sooraz@rapc.info"](mailto:sooraz@rapc.info); ["rppj@rppj.com"](mailto:rppj@rppj.com)
Cc: [JD Allen](#); [Scott Feldman \(SFeldman@emailato.com\)](mailto:SFeldman@emailato.com); [Jill-Karen Yakubik \(esi@earth-search.com\)](mailto:esi@earth-search.com); [Robert Williams](#)
Subject: SPN H.004825.2 Widening LA 28 East Public Meeting Number 2
Date: Wednesday, January 14, 2015 2:30:00 PM
Attachments: [LA 28 Public Notice 120914.docx](#)
[image003.jpg](#)

Good Afternoon all,

The second public meeting to discuss the Widening of LA 28 East project is scheduled to be held next Thursday, January 22, 2015 at Buckeye High School in Deville, LA.

You are receiving this notice because you or your office may have an interest in the proposed project. The attached public notice will run twice in the Alexandria TownTalk (second run will be Saturday the 17th).

The public meeting will be a combination presentation/open house format – with a formal presentation scheduled to begin 15 minutes into the meeting.

This format was selected due to changes to the alternatives originally presented in April 2013.

Should you have any questions or require additional information, please email or give me a call and I will do my best to assist you.

Thank you,

kerry

Kerry Oriol

Project Manager

Cell: (228) 304-0690

Email: kerryoriol@providenceeng.com

From: Kerry Oriol
To: [Elnur Musa](mailto:Elnur.Musa@la.gov); patrick.toney@la.gov; mark.foster@la.gov; craig.smith@la.gov; bernard.sincavage@la.gov
Cc: sharon.gage@la.gov
Subject: FW: SPN H.004825.2 Widening LA 28 East Public Meeting Number 2
Date: Thursday, January 15, 2015 11:58:00 AM
Attachments: [LA 28 Public Notice 120914.docx](#)
[image003.jpg](#)
[image002.jpg](#)

Good Afternoon,

I apologize for leaving you off the previous email.

Attached is the public notice for the upcoming public meeting to be held on Thursday, January 22nd for the Widening of LA 28 East project.

Details are in the notice and below

Thank you,

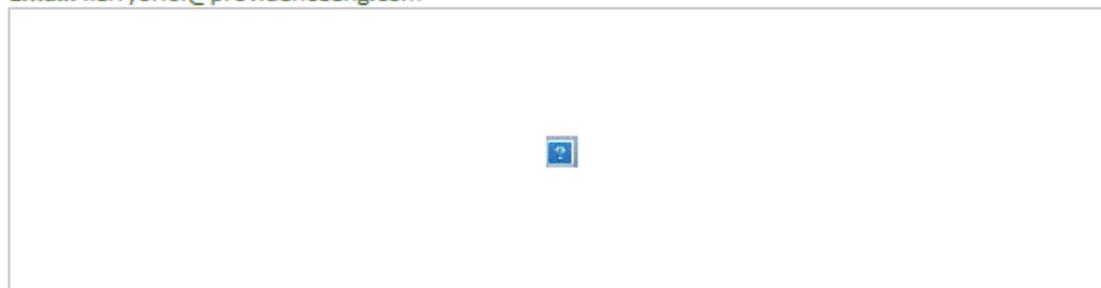
kerry

Kerry Oriol

Project Manager

Cell: (228) 304-0690

Email: kerryoriol@providenceeng.com



From: Kerry Oriol
Sent: Wednesday, January 14, 2015 3:30 PM
To: sharon.gage@la.gov; Carl Winter (Carl.Winter@LA.GOV); Jody Colvin; Ryan Hoyt; 'keith.sayer@la.gov'; 'dale.craig@la.gov'; John Galtney; Robert.Mahoney@dot.gov; Pfeffer, Stephen D MVN; joshua_marceaux@fws.gov; rwatson@crt.la.gov; 'jonathan.garrett@rpsb.us'; 'longg@legis.la.gov'; 'risern@legis.la.gov'; 'hazelc@legis.la.gov'; Kistachie Delta (kdelta@cricket.net); 'sooraz@rapc.info'; 'rppj@rppj.com'
Cc: JD Allen; Scott Feldman (SFeldman@emailatg.com); Jill-Karen Yakubik (esi@earth-search.com); Robert Williams
Subject: SPN H.004825.2 Widening LA 28 East Public Meeting Number 2

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Should you have any questions or require additional information, please email or give me a call and I will do my best to assist you.

Thank you,

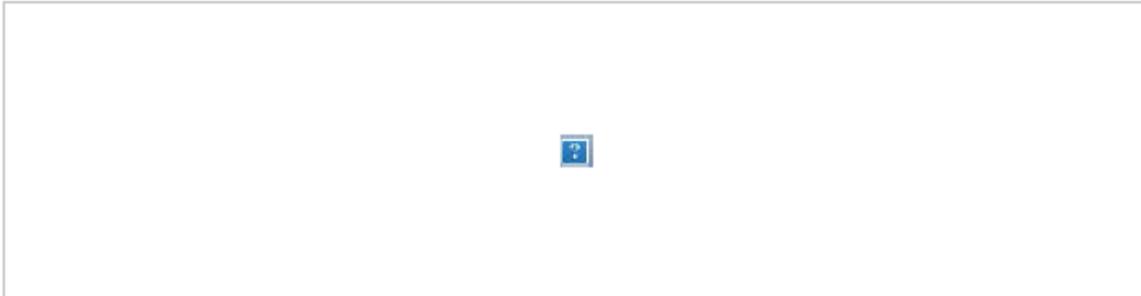
kerry

Kerry Oriol

Project Manager

Cell: (228) 304-0690

Email: kerryoriol@providenceeng.com



From: Kerry Oriol
To: ["boltonlinda99@yahoo.com"](mailto:boltonlinda99@yahoo.com); ["cajundancers@suddenlink.net"](mailto:cajundancers@suddenlink.net); ["bdjpuma@yahoo.com"](mailto:bdjpuma@yahoo.com); ["holloway_general@live.com"](mailto:holloway_general@live.com); ["speir316@gmail.com"](mailto:speir316@gmail.com); ["susfredieu@bellsouth.net"](mailto:susfredieu@bellsouth.net); ["lloydkatyprice@yahoo.com"](mailto:lloydkatyprice@yahoo.com); ["jimbookter@cox.net"](mailto:jimbookter@cox.net); ["edsmobilehome@yahoo.com"](mailto:edsmobilehome@yahoo.com)
Cc: sharon.gage@la.gov
Subject: Widening LA 28 East Public Meeting Number 2
Date: Thursday, January 15, 2015 11:52:00 AM
Attachments: [LA 28 Public Notice 120914.docx](#)
[image002.jpg](#)

Good afternoon,

You are receiving this email because you attended the first public meeting held for the Widening LA 28 East project and provided an email address with which to receive project-related emails.

While it has been since 2013, the project has experienced changes to the alternatives that are now ready for public review.

Attached is the meeting notice for the second public meeting to be held in the cafeteria at Buckeye High School on Thursday, January 22nd from 530 to 730 pm.

Similar to the previous meeting, this one will be open house style with a formal presentation to begin 15 minutes after the start of the meeting.

Should you miss the presentation, the project team will be available until 730pm to answer questions and we will have copies of the presentation that you may take with you. We can also review the presentation with you if needed.

Thank you for your participation in this project!

Kerry

Kerry Oriol

Project Manager

Cell: (228) 304-0690

Email: kerryoriol@providenceeng.com

**APPENDIX D
COMMENTS**

- 1. COMMENT FORMS**
- 2. COMMENT LETTERS**

APPENDIX D – COMMENTS

1. COMMENT FORMS

**PUBLIC MEETING COMMENT FORM
PUBLIC MEETING NO. 2 – JANUARY 22, 2015
WIDENING LA 28 EAST
STAGE 1 ENVIRONMENTAL ASSESSMENT**

**STATE PROJECT NO. H.004825.2
ALEXANDRIA, LA**

Please use this form to advise the project team of questions, comments, or concerns relative to the LA 28 East project. Please submit your comments to one of the following addresses below. Comments must be postmarked by February 5, 2015.

Email: kerryoriol@providenceeng.com
or Mail: Widening LA 28 East
C/O Providence
1201 Main Street
Baton Rouge, LA 70802

Date: 1-22-15
Name: Rodney Slay
Address: 12415 Hwy 28 East
Pineville, La 71360

Please consider the following comments:

Do not like the idea of roundabouts at the
3 intersections. The use of a roundabout at
1207 will ~~put~~ either put the businesses
out of business or greatly reduce their business.
These are important tax payers for this area
that support our schools. A four lane with
a red light is the best option for
the intersection of 1207.

**PUBLIC MEETING COMMENT FORM
PUBLIC MEETING NO. 2 – JANUARY 22, 2015
WIDENING LA 28 EAST
STAGE 1 ENVIRONMENTAL ASSESSMENT**

**STATE PROJECT NO. H.004825.2
ALEXANDRIA, LA**

Please use this form to advise the project team of questions, comments, or concerns relative to the LA 28 East project. Please submit your comments to one of the following addresses below. Comments must be postmarked by February 5, 2015.

Email: kerryoriol@providenceeng.com
or Mail: Widening LA 28 East
C/O Providence
1201 Main Street
Baton Rouge, LA 70802

Date: 1/22/15
Name: Philip Robertson
Address: 317 Philadelphia Rd
Pineville, LA 71360

Please consider the following comments:

This was a waste of time. Questions could've
been taken and cut off at 7:00pm. I
could've sent comments via email from my
house.

I am emphatically opposed to roundabouts,

There is a great need for a Red light
at the intersection of LA 28 and Hwy 1205.

It is impossible to enter onto LA 28 from
1205 during high traffic areas times.

**PUBLIC MEETING COMMENT FORM
PUBLIC MEETING NO. 2 – JANUARY 22, 2015
WIDENING LA 28 EAST
STAGE 1 ENVIRONMENTAL ASSESSMENT**

**STATE PROJECT NO. H.004825.2
ALEXANDRIA, LA**

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Email: kerryoriol@providenceeng.com
or Mail: Widening LA 28 East
C/O Providence
1201 Main Street
Baton Rouge, LA 70802

Date: 1-23-15
Name: DONALD FURIA
Address: PO BOX 293
LELUSIE LA 71348
Phone: 945-7807

Please consider the following comments:

NO ROUNDABOUTS ANYWHERE
GO TO 115 + 28

**PUBLIC MEETING COMMENT FORM
PUBLIC MEETING NO. 2 – JANUARY 22, 2015
WIDENING LA 28 EAST
STAGE 1 ENVIRONMENTAL ASSESSMENT**

**STATE PROJECT NO. H.004825.2
ALEXANDRIA, LA**

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Email: kerryoriol@providenceeng.com
or Mail: Widening LA 28 East
C/O Providence
1201 Main Street
Baton Rouge, LA 70802

Date: 1-22-15
Name: Johan SIAQ Sr.
Address: 12415 Hwy 28 E
Pineville, LA 71360

Please consider the following comments:

Please NO Roundabouts of J. Towns -
Need To continue from Libose to Holloway with
4 LANES AND A TURNING LANE -

**PUBLIC MEETING COMMENT FORM
PUBLIC MEETING NO. 2 – JANUARY 22, 2015
WIDENING LA 28 EAST
STAGE 1 ENVIRONMENTAL ASSESSMENT**

**STATE PROJECT NO. H.004825.2
ALEXANDRIA, LA**

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Email: kerryoriol@providenceeng.com
or Mail: Widening LA 28 East
C/O Providence
1201 Main Street
Baton Rouge, LA 70802

Date: _____
Name: _____
Address: _____

Please consider the following comments:

*This was in insult - no questions
to be answered - have time limit.... what!!!
There was a crowd..... you are
really taking this crowd to be very negative!!!*

Leave it alone.

This meeting

was a joke!

APPENDIX D – COMMENTS
2. COMMENT LETTERS

February 5, 2015

RE: Public Comment – Widening LA 28 East

To Whom It May Concern:

The original proposal that was presented at a public forum several years ago was for a planned five lane highway with lights at intersections as needed to accommodate traffic flow. That proposed plan would require minimum acquisition of new highway right of way (a cost savings to the tax payer) and provide a system that will accommodate and encourage future growth.

The community from Libuse to Holloway has been restricted from development because of the lack of a good and usable highway system. In order to encourage development the DOTD should be working toward a plan that will provide safe and efficient road usage rather than the expensive and undesirable options presented at the public forum on January 22, 2015.

The options presented at the public meeting were for “Turn Abouts” at three primary intersections or “J Turns”. Both these proposal are unfavorable for the following reasons:

- They are difficult to maneuver
- Cause confusion to drivers in high volumes of traffic
- Do not allow for breaks in traffic that are needed to allow side road access to the highway
- Require the acquisition of additional right of way(un-necessary expense)
- Restrict development at the major intersections because access will be restricted and constricted
- Require a median which will require long term maintenance – another waste of the tax payers’ money.

I live near the highway and own frontage property along Highway 28 East. I travel Highway 28 East into Pineville to work everyday and enjoy the five lane highway from Libuse to Edgewood Drive. Traffic flows because there are turn lanes and lights at intersections which allow efficient flow of traffic.

I ask that much consideration be given to the plan for the highway. This highway connects two military installations, is one of three east/west highways connecting Texas, Louisiana and Mississippi. Whatever is planned must be forward thinking. I believe the two options presented are short sighted and will not serve the citizens in the long term. I am also concerned how the proposal will dovetail with the possible highway loop around Alexandria/Pineville that has been discussed for a number of years. Again, I do not see any progressive planning in the two proposals.

A comment was made at the forum that the plan is to fashion the road like the Highway south of Lafayette. Heaven forbid we end up with a road like that one. I travel that highway on an average of once a month and undoubtedly that is the worst section highway in the state. Please do not construct that type road way.

Thank you for the opportunity to comment and I am hopeful my comments will make a difference in the planned road improvement.

Madeline S. Norris
2152 Wiggins Road
Pineville, LA 71360

My name is Lloyd Price, a 70 year resident of Ward 11, Rapides Parish, in which the Highway 28 East project is located. I fully support the continued four lane project of Hwy 28 E through Rapides Parish (SPN H.004825.2), however the traffic patterns created by the configurations presented to the community will negatively impact the local businesses, particularly at the Hwy 28 E and Hwy 1207 intersection, and limit the future growth.

Area Growth:

The Ward 11 area of Rapides Parish has seen significant growth over the past 35 years. As a Board member of the Buckeye Water District for 35 years, I have watched this non-profit system grow from approximately 500 households to over 3,700 households. This is evidenced by the growth of the Buckeye school systems. The current enrollment of these three schools is over 2,000 students and continuing to grow. These schools are largely supported by the tax revenue from the local businesses, most of which are located near the Hwy 28 E and Hwy 1207 intersection.

Local Businesses:

There are 12 businesses including the Rapides Parish Sheriff's Substation located within 150 yards of the Hwy 28 E and Hwy 1207 intersection. My wife and I owned and operated two of the larger convenience stores in the area (Holloway General Store for 22 years and the Outpost for 8 years). We also own the buildings that are operating today as the Holloway Pharmacy, Crossroads Health Clinic and the Dollar General at this same intersection.

Configuration Impact:

A J-turn or round about configuration at the Hwy 28 E –Hwy 1207 intersection would be devastating to these businesses due to limited ingress or egress. For example, westbound traffic attempting to turn left into the Outpost Truck Stop would be required to go past the store to the first J turn and then come back to the business. This is not feasible for 18 wheelers. The above mentioned businesses would die a slow but certain death because of inaccessibility. People are not going to drive 1/4 mile to a J-turn to come back to a business they have just passed. One other comment is that it seems ridiculous to have 3 roundabouts in a 7 mile section of a present and future East/West corridor from Mississippi to Texas.

Summary:

It may seem to be a personal plea for ourselves and our property, but we have worked very hard to provide services such as banking, health care and retail that are needed in a rural community such as Holloway. The widening of Hwy 28 E should be a benefit to our community not an impediment to the growth of the local businesses whose property taxes primarily support our schools and our future.

P.S. On January 22nd approximately 200 people came to Buckeye High School for the Stage 1 Public Meeting to hear information regarding this expansion project. The information was shared by DOTD representatives in 5-10 minutes, and no one was allowed to formally ask questions. This group of sincere citizens were trying to learn more about the proposed options but instead left with many questions unanswered.

Sincerely,

Lloyd Price

APPENDIX E

TRANSCRIPT OF PRESENTATION AND VERBAL COMMENTS

PUBLIC MEETING

Widening of LA 28 East from Libuse to Holloway
Stage 1 - Environmental Assessment
State Project No. H.004825.2
Rapides Parish

Thursday, January 22, 2015

Buckeye High School Cafeteria

5:30 p.m. to 7:30 p.m.

715 LA 1207

Deville, LA 71328

REPORTED BY: Treva Maricle, CCR, RPR

2

1 MS. KERRY ORIOL: Good evening, y'all.
 2 Thank you so much for coming out tonight.
 3 Tonight's meeting is about the widening of
 4 LA 28.
 5 AUDIENCE MEMBERS: Louder.
 6 MR. ADAM DAVIS: We're trying. I'm sorry,
 7 guys.
 8 MS. KERRY ORIOL: Is that helping?
 9 Tonight's meeting is about the widening of LA 28
 10 from 3128 to 1207. The project actually does
 11 extend to US 84, but that area is primarily just
 12 to study what might be an issue for future
 13 widening. The area of focus tonight is the --
 14 if you went in back, it's about seven and a
 15 quarter miles.
 16 So what we'd like tonight is to get
 17 comments and opinions relative to the project.
 18 We have a really large turnout. We only have
 19 the cafeteria until 7:30. So I'm sure a lot of
 20 you would like to come up and give comments
 21 tonight, but what we're going to try to do is we
 22 have a court reporter. She is reporting
 23 verbatim the whole presentation, and she is
 24 going to be here to take comments. You can fill
 25 out comment cards. You can e-mail comments. My

3

1 e-mail is on that board; it's on the
 2 presentation that's in your handout. And we are
 3 all the project team. We have name tags. We're
 4 going to be in the back at the exhibits. We
 5 have a GIS station.
 6 So we will be here to answer your
 7 questions, but we are not going to have enough
 8 time for everyone who might want to comment to
 9 be able to come up here and comment. I know
 10 there's a lot of you here; I'm sure there's a
 11 lot you would like to share. But I don't know
 12 that we're going to have time for all that; so I
 13 just wanted to get that out at the time. We've
 14 got lots of comment areas. We just may not be
 15 able to do a one-on-one question-and-answer with
 16 y'all at the end.
 17 I kind of already went over the purpose of
 18 tonight's meeting. As I said, we're going to do
 19 our best to record your comments and get
 20 everything we have. We have till February 5 to
 21 get them into the record for this meeting. So
 22 if y'all can bear with us. Like I said, we have
 23 a really large crowd, a big turnout, and not a
 24 lot of time with this facility.
 25 Moving on. We're having this meeting

4

1 because this project has potentially federal
 2 funding which requires us to look at it under
 3 the guidelines of the National Environmental
 4 Policy Act, which was the first major
 5 environmental policy. Anyway, the act requires
 6 us to look at all environmental effects as they
 7 apply to our project.
 8 DOTD's NEPA compliance process has three
 9 primary phases of work, the first being
 10 identifying scoping, purpose, and need. Then
 11 the alternatives, development, and analysis,
 12 which is where we are right now. And then
 13 environmental documentation.
 14 So the next slide is an overview of DOTD's
 15 process, and it has a little arrow telling y'all
 16 where we are, which is stage 1, planning
 17 environmental. And we are in the alternatives
 18 review phase.
 19 The general project is to widen LA 28 East
 20 starting at 3128 to 1207. And as I stated
 21 earlier, there is an environmental review from
 22 1207 to US 84, but there's no construction
 23 planned in that area. It's just a review.
 24 For those of you that might have missed
 25 the last meeting in 2010, there was a stage zero

5

1 feasibility study that was finalized and
 2 approved by DOTD. It had three alternatives
 3 recommended, and we presented those at the
 4 meeting in April 2013.
 5 After that meeting and due to the comments
 6 at that meeting, we had some changes to those
 7 alternatives. And that's one of the reasons why
 8 we're here tonight because these are new
 9 alternatives that not everyone has seen.
 10 So the project's purpose and need. The
 11 purpose is obviously to identify and evaluate
 12 alternatives to widen Highway 28. The need is
 13 improved capacity and improved safety.
 14 So the alternatives that were developed
 15 considered the three from the stage zero. We
 16 considered whether they met the purpose and
 17 need. We took the public input from the last
 18 meeting. We looked at existing and future
 19 development that's planned for the area and
 20 impacts to environmentally sensitive features.
 21 Adam is our project engineer. He's going
 22 to take it through this part.
 23 MR. ADAM DAVIS: Okay. So that's better.
 24 Sorry for everything. Again, the first meeting,
 25 we had a much smaller turnout; so we were kind

6

1 of expecting the same thing.
 2 So the alternatives have been developed
 3 since the initial public meeting again. So what
 4 we did coming out in that first meeting was just
 5 tell you what was presented in the previous
 6 stage zero. Again, we encourage you to go back
 7 and look at the exhibits and see where exactly
 8 we are in the process.
 9 But those alternatives that we presented
 10 in the first meeting were a UA-4, an RA-2, and
 11 an RA-3. That means nothing to y'all. It's
 12 just different medians, and those medians
 13 translate to different impacts.
 14 So, again, the new alternatives have been
 15 developed considering what was initially
 16 considered in stage zero, also whether the new
 17 alternatives meet purpose and need. Any changes
 18 to those alternatives through public input, so
 19 what you have tonight to say could affect
 20 alternatives in the end.
 21 We also considered existing and future
 22 development and impacts to environmentally
 23 sensitive features. So, again, going back to
 24 the original alternatives, we had an Urban
 25 Arterial 4. What that means is basically it's a

7

1 four-lane roadway with a raised median, four
 2 12-foot lanes with an 18-foot raised median,
 3 with a designed speed of 55 miles an hour. It
 4 was removed after the first public meeting in
 5 favor of the UA-5, which allows a higher design
 6 speed.
 7 So, as you know, I mean, this highway
 8 connects two major highways, 84 and, of course,
 9 I-49. So in order for this area to accommodate
 10 higher speed, we eliminated this alternative.
 11 The RA-2, we had four 12-foot lanes with a
 12 53-foot depressed median, designed speed of 60
 13 miles per hour. Removed from further study
 14 after the April public meeting and subsequent
 15 agency meeting because it only offered a
 16 different median width and was not considered a
 17 true alternative.
 18 And also RA-3 with a 60-foot median, which
 19 was four 12-foot lanes with a design speed of 70
 20 miles per hour and was removed from study,
 21 again, because it only offered a different
 22 median width.
 23 So what we have now is build alternative
 24 1. It's an urban arterial. That just means
 25 four lanes, a raised median, that median width

8

1 varies from 18 to 30 foot, and we also are
 2 presenting roundabouts at 3128, LA 116 and LA
 3 1207.
 4 The second built alternative is a rural
 5 arterial 42-foot median with two intersection
 6 alternatives. There will be -- and you can see
 7 an exhibit in the back here, third board from
 8 the right if you turn around -- a roundabout at
 9 1207 or a signal light intersection at 1207.
 10 Common through both of these alternatives are
 11 J-turns, basically a median opening to be able
 12 to make turnarounds within these medians.
 13 So this is just kind of a graphic to be
 14 able to help you visualize what we're talking
 15 about. Again, this is UA-5. And that is an
 16 RA-2. You can't really tell much, but, again,
 17 the only difference is the median types.
 18 So as we develop these alternatives, we
 19 needed to look at traffic. The traffic study
 20 was conducted to analyze the efficiency of
 21 various intersection types and the potential for
 22 service roads for each alternative. Service
 23 roads were considered but eliminated due to the
 24 failure to improve traffic. There just wasn't
 25 enough volume for it to make sense to put

9

1 service roads along this entire route. A
 2 roundabout analysis was also performed at three
 3 locations, and J-turn and signalization analysis
 4 were performed at all intersections.
 5 So, again, these are the three proposed
 6 roundabouts, one at 3128, one at 116, and one at
 7 1207. I'm sure most people by now are familiar
 8 with what roundabouts look like. Here's a
 9 visual. And, again, we also have one in the
 10 back.
 11 J-turns -- in case you don't know what
 12 that is, J-turns safely and efficiently manage
 13 traffic volumes at intersections by redirecting
 14 through and left-turning traffic on a side
 15 street approach to turn right, proceed to a
 16 U-turn, and then return to its original course.
 17 Current DOTD standards allow for U-turn
 18 spacings at a minimum of a quarter of mile; so
 19 that means every quarter mile they can have an
 20 opening. This minimizes the distance for a
 21 vehicle to turn right and make a U-turn and get
 22 back to where they started to no more than half
 23 a mile.
 24 This is a video just to demonstrate what
 25 we're talking about in case you haven't seen one

10

1 of these in action or in case you just might
 2 have some questions about it. Once it starts,
 3 you'll have a vehicle approaching from here. So
 4 here we go, a little white car. It's going to
 5 go up. This car wants to basically turn left.
 6 It's going to go up; it's going to turn right;
 7 it's going to go around to the U-turn location
 8 and then clear and make its movement.
 9 And so, again, what that does is it makes
 10 for a safer intersection. You have less
 11 potential conflicts and less severe conflicts if
 12 there were to be a conflict. And this is one
 13 that is constructed. Again, I mean, it just
 14 kind of gives you a visual.
 15 Signalization -- there are currently two
 16 signals, one at 116 and one at 1207. One
 17 alternative considered involved placement of
 18 signals at multiple locations along the project
 19 route. So basically we were going to see about
 20 putting signals at every single intersection.
 21 In order for a signal to be recommended,
 22 DOTD requires that a Warrant 1A, 100 percent, or
 23 Warrant 7 analysis be performed. Basically it
 24 just needs to meet certain criteria for them to
 25 allow an intersection to have a signal. So

11

1 signals were analyzed at all intersecting street
 2 locations, and the only signal that passed
 3 Warrant 1A and Warrant 7 were LA 1207. So,
 4 therefore, it was recommended that only one
 5 signal at LA 1207 be studied for all
 6 alternatives.
 7 SPEAKER: Is that based on traffic?
 8 MR. ADAM DAVIS: It is based on traffic,
 9 yes.
 10 After all these alternatives are
 11 developed, what we do is we screen them based on
 12 certain criteria. And you can actually see the
 13 matrix that we use back here over to the right,
 14 the last board on the right. That shows
 15 basically how each alternative compares to each
 16 other. And so what is considered is
 17 residential/commercial relocations, estimated
 18 construction costs, level of service, impacts to
 19 cultural resources and historically significant
 20 structures, acreage of wetland impact, and
 21 impacts that threaten an endangered species.
 22 This slide here shows exactly what that
 23 board shows in the back. So I think you also
 24 have it in your packet. So, again, I encourage
 25 you to go back there and check that out. This

12

1 is just showing community impacts, residential
 2 structures, commercial properties, churches,
 3 each impact for each alternative.
 4 So the next steps of this project, this
 5 evening, we encourage you to stay and view the
 6 exhibits in the back, provide comments and
 7 concerns to project team members. So, again,
 8 like Miss Kerry indicated earlier, we have a
 9 written comment station here. We have a verbal
 10 comment station here. You can also submit any
 11 comments through e-mail or by mail which are on
 12 the board and also in your packet handout.
 13 Again, with the crowd that we have here,
 14 unfortunately if we field people's questions,
 15 we'll be here all night; so we're not going to
 16 take questions. We will take questions
 17 informally; if you have a question at the
 18 exhibit, we'll be glad to help you.
 19 And we also have a GIS station. So
 20 basically we have what was designed on the
 21 computer here. And so what we encourage you to
 22 do is, if you have a property that you're
 23 concerned about, please come up, give your
 24 address, and you can see exactly how it's going
 25 to impact your property as it's planned now.

13

1 SPEAKER: Do you have a little diagram of
 2 the roundabout, like you give the little J?
 3 MR. ADAM DAVIS: How a car moves through
 4 it? Unfortunately, I don't. I can try to get
 5 that.
 6 SPEAKER: I would love to see that because
 7 I live at the corner of 28 East and Barron
 8 Chapel Road; I'm on 116. And I would really
 9 like to see how the roundabouts --
 10 MR. ADAM DAVIS: If you don't mind, I'll
 11 tell you what, you can stay after, and we'll be
 12 glad to pull it up.
 13 SPEAKER: Do you have a diagram?
 14 MR. ADAM DAVIS: We can try to find one
 15 online if you really want to see it.
 16 So, again, please feel free to comment.
 17 We encourage you to comment officially so that
 18 it can be in the document when this goes -- if
 19 this goes past into design. So all comments
 20 that -- you need to submit by February 5th in
 21 order for it to be included in the EA document.
 22 So that's the official record.
 23 So, again, the next steps, the project
 24 team will compile the public comments from
 25 tonight's meeting. A draft environmental

14

1 document will be prepared and made available for
 2 public review. We'll have another meeting after
 3 this one. It's a public hearing. That will be
 4 conducted, and the final round of public
 5 comments will be made part of the project record
 6 and used in establishing project commitments.
 7 The EA will be finalized, and, if
 8 applicable, a finding of no significant impact
 9 will be issued. Funding for this project is
 10 committed through the completion of the EA;
 11 final design and construction requires a funding
 12 source.
 13 So, again, board No. 1, that shows you
 14 exactly how our project process happens through
 15 DOTD. You can contact the project team by
 16 e-mail to either Miss Sharon Gage of DOTD or
 17 Miss Kerry Oriol of Providence or by mail at
 18 this address.
 19 So any questions? We have DOTD personnel
 20 here. We have the project team here. We have
 21 FHWA, which is federal highways, here. And we
 22 encourage you to give your comments to us
 23 informally or at the comment table.
 24 Sir, I'm sorry. We're not -- we can't --
 25 MR. MICHAEL JOHNSON: I know you're

15

1 missing one of your key people from DOTD
 2 tonight, and I understand that puts you in
 3 circumstances a little bit different. As you
 4 can see, it's a big crowd of folks. And this
 5 fellow over here may have a question, and this
 6 fellow or me ask a question. And I know we've
 7 got a time limit, but could you just take just a
 8 few -- and I'm not trying to make it difficult.
 9 I want to make it easy.
 10 But when these people leave after coming
 11 out here in the rain and can't ask any
 12 questions, I'm afraid you're going to have a
 13 negative effect instead of a positive effect. I
 14 think people want to talk about roundabouts or
 15 something. Could you give us ten minutes?
 16 MS. KERRY ORIOL: How about we see how
 17 many people want to ask questions.
 18 MR. ADAM DAVIS: Let's see how many people
 19 have questions. Please raise your hand if you
 20 have questions.
 21 MR. MICHAEL JOHNSON: It's not that many.
 22 MR. ADAM DAVIS: Questions spur other
 23 questions usually.
 24 MR. MICHAEL JOHNSON: I don't mean to be
 25 difficult about this. I know we encouraged

16

1 folks to come out tonight. We just don't want
 2 to discourage them on future meetings. I
 3 understand you've got a time limit.
 4 MR. ADAM DAVIS: Again, we're available to
 5 answer questions, but if we sit here and we come
 6 up and people constantly comment -- we encourage
 7 you to please come back to the exhibits.
 8 MR. MICHAEL JOHNSON: I appreciate the
 9 situation. Thank you.
 10 MR. ADAM DAVIS: Thank you.
 11 So, again, please, if you have questions,
 12 we're around the room. Please come up and ask
 13 us questions if you have any questions. Thank
 14 you.
 15 COMMENTS
 16 MR. JOHN SLAY: We definitely do not want
 17 that right there. A roundabout, we don't want
 18 that at all. I don't know why we can't just go
 19 ahead and continue it from Libuse on with a
 20 center turn lane just like they got.
 21 - - -
 22 MR. MIKE MELDER: I do not want any
 23 roundabouts. I think they will be a disaster
 24 with the traffic flow. People that aren't used
 25 to them or don't know how to drive are going to

17

1 make congestion and cause problems for everybody
 2 else.
 3 In the mornings at 1207 and 28, there's a
 4 lot of traffic, big trucks. They'll have to
 5 negotiate those roundabouts, and everybody else
 6 will have to sit there and wait for them to get
 7 through. I'm 110 percent against any
 8 roundabouts.
 9 - - -
 10 MR. RUSSELL MERRILL: I own Holloway
 11 General Store and the Outpost Store. Now, on
 12 the new -- first of all, I want to say I like
 13 anything without the circles. The second
 14 projection where it shows the lights, I'm
 15 definitely for that. I don't like circles.
 16 But here's my problem: It showed my -- it
 17 shows that my one store on the right, the
 18 Outpost, is probably going to be taken out
 19 because it comes to the -- all the way to the
 20 canopy. So it would probably take that store
 21 out.
 22 My problem with all this is anybody in the
 23 right lane cannot exit out to come to my store.
 24 So everybody that lives in Deville is going to
 25 go right by my store, turn right, and are going

18

1 to be buying from somebody else because they
 2 have to do a U-turn. Especially if there's no
 3 circle, they're going to have to do a U-turn and
 4 come back over to me.
 5 My thought is why can't they put me an
 6 exit there for that store. Every store I see on
 7 165 where they four-laned it or going to
 8 Leesville where they four-laned it, they do at
 9 least give the stores or businesses an exit to
 10 them. I have nothing. And they would simply
 11 put me out of business if they don't put an exit
 12 there.
 13 I mean, that's ridiculous to not have an
 14 exit there because people are not going to turn
 15 around and come back, not all of them. Some
 16 will.
 17 - - -
 18 MR. RANDY ALLWELL: I live on 28 about a
 19 half mile past 1207 towards Pineville. And my
 20 problem is this: Getting on the highway now is
 21 a problem, and if I have to go down to the
 22 school here and turn left, I'm going to have to
 23 go right, make a U-turn, and come back just to
 24 go that direction. And I don't like any of the
 25 alternatives they offered.

19

1 But I would like to see them do the same
 2 thing they've got up above Libuse. They've got
 3 a five-lane highway and just get in the turn
 4 lane if you want to turn and wait for traffic to
 5 clear and turn left. And, to me, that would
 6 work best. And it's just a continuation of what
 7 they've already got. And it's not one of the
 8 choices that we were given, but I'd like to see
 9 that considered anyway.
 10 See I don't like all this kind of stuff,
 11 J-turns and all that. U-turns are dangerous.
 12 - - -
 13 MR. KENNETH ANTEE: And I see no reason
 14 whatsoever to have these roundabouts. And they
 15 said they're safe. I don't know see how that
 16 works. I mean, I've been living out here for 35
 17 years right on 28 East, and a roundabout, in my
 18 opinion -- I don't know. I don't really see how
 19 that would help. But that's just my opinion.
 20 - - -
 21 MR. DON SAYES: We do not need a runaround
 22 from Holloway to Libuse. That would just stop
 23 the traffic. I don't know if you've ever been
 24 on that road in the morning from 6 till 9, but
 25 you can't get by nowhere. So the runaround

20

1 would just stop all the traffic. That's all I
 2 can tell you.
 3 - - -
 4 MR. GENE GUNTER: The existing driveways
 5 up there, are they going to move them or widen
 6 them and take the expense of moving them back
 7 further or what? I just spent \$4,000 on a
 8 driveway, and I hate to see it tore up, unless
 9 they're going to put one back just like it.
 10 That's my comment. Thank y'all.
 11 - - -
 12 MR. RODNEY SLAY: I guess the first thing
 13 would be the proposal of the roundabouts will
 14 pretty much -- from what you can see of the
 15 pictures the way they show it, they're not large
 16 enough for the type of vehicles that are in that
 17 area at 1207. And you're looking at Lord knows
 18 how many school buses coming out of Buckeye, and
 19 they are going to have to turn right and
 20 immediately go back left.
 21 The J-turns -- not J-turns -- Proposal 2
 22 at the intersection of 1207 is going to knock
 23 out lots of business for all three of the stores
 24 there which is our only tax base. I guess
 25 that's about it.

21

1 - - -
 2 MR. CASEY WALLACE: Our property is in
 3 Holloway and Outpost Store at 28 and 1207. The
 4 four lane needs the turning lane to connect both
 5 stores because traffic going eastbound away from
 6 Pineville would have to make the roundabout to
 7 come back to Holloway, and it would have to do
 8 the same thing for Outpost. They would have to
 9 pass up the store a half a mile, or whatever it
 10 would indicate, and turn around and come back to
 11 the stores.
 12 I think because it doesn't have a
 13 turnaround to access the stores or come out of
 14 the stores to go either direction, it would cut
 15 our throats as a business, cost us thousands of
 16 dollars of people just passing the stores up to
 17 go to the next one because it's not convenient
 18 anymore. And we're a large hunting store here.
 19 I don't think people are going to turn around
 20 and come back to us. And the same thing with
 21 Outpost, 18-wheelers going towards Pineville
 22 would have to try to fight traffic to make a
 23 U-turn to come back to our stores to get diesel
 24 when it would be more convenient to pass us up
 25 and go into town which would cost us thousands

22

1 of dollars a year in diesel sales.

2 Also what is DOTD going to put into effect

3 if we, say, lose thousands of dollars a month

4 for a period of ever how many years it takes for

5 them to build this? Is there anything in the

6 budget that's going to help us pay our mortgage

7 based off of people are going to avoid the area

8 because of construction, based off of our past

9 five years, we can show where we made X amount

10 of dollars, and when the road construction comes

11 in, we made this amount of dollars? It could be

12 the same, but more than likely, it's going to be

13 thousands or hundreds of thousands of dollars of

14 losses which could put us under as a business.

15 If they do say that the construction is

16 going to last one to three years, if they go

17 beyond that, which we possibly could plan to

18 stay aboard or above our mortgage, do we have a

19 right to get some kind of compensation to help

20 us pay our mortgage because we didn't plan for

21 them to stay, say, three to six more years

22 instead of that one to three years?

23 I think the road's going to put us in a

24 financial bind. If it's not done correctly and

25 if they don't implement something to help

23

1 businesses stay afloat during construction, they

2 could pretty much ruin my family's livelihood.

3 - - -

4 MR. HORACE AUSTIN: I own Austin Ag

5 Supply. The address is 11154 28 East. The

6 current design of course would go right up to a

7 large percent of the parking area in front of

8 our building. But I would have to have a

9 turnoff so that the westbound traffic could turn

10 in to the business. Currently that's not the

11 design.

12 So the design would need to have a

13 modification to accommodate westbound customer

14 traffic to turn in to our store. And the

15 reverse of that would be necessary where traffic

16 exiting the store that wanted to proceed

17 westbound would have to have a crossover so they

18 could cross over in the median so they could

19 proceed west. That's it. Build posthaste.

20 - - -

21 MR. LLOYD PRICE: I'm interested in the

22 area around 1207 and Highway 28. I don't feel

23 like a traffic circle or the J-turns would be

24 appropriate. It would destroy the tax base

25 toward 11. That's where most of the business

24

1 are, toward 11.

2 We have three very nice schools here. And

3 the reason we have those schools is because what

4 few businesses we have support them. If you

5 destroy access to the business of Outpost or any

6 of those at the intersection, even slow it down,

7 it would have a direct effect on the kind of

8 schools we keep in this area.

9 Commercial property tax is 15 percent,

10 where homeowner tax is 10 percent. I know that

11 most of the taxes that are paid to those

12 businesses go to support these schools. So it's

13 very important that we not destroy access to

14 those businesses. And we do have three nice

15 schools here, very nice schools.

16 But we're unincorporated; we don't have a

17 tax base other than the property tax. I said

18 this at the previous meeting here.

19 I'm also very disappointed that y'all

20 didn't take questions. We had a large crowd of

21 people here tonight that's interested in this

22 project, and they didn't get the results that

23 they came for. Very poor presentation in my

24 opinion.

25 I appreciate you taking my comments. The

25

1 crowd overall is very disappointed.

2 - - -

3 MR. DONALD CROSS: I am totally against

4 any proposals that has roundabouts. I would be

5 in favor of the J-turn proposal and the smallest

6 median that they can get by with, such as 20

7 feet. And that's my comment.

8 - - -

9 MR. DON LACOMBE: You can duplicate what

10 he said.

11 - - -

12 MS. TRISHA WALLACE: I feel like there

13 needs to be some sort of median/turnaround at

14 12749 and 12800 Highway 28 East just to help the

15 customers, our community, stay afloat and keep

16 local businesses in the area because the current

17 turnaround towards Pineville is so far that it's

18 going to put people from bypassing our local

19 businesses, going into town, and doing their

20 business elsewhere.

21 - - -

22 MR. MIKE JOHNSON: We are very concerned

23 about the use of the roundabout and the J-turn

24 configuration that is being proposed, but we

25 recognize the importance of the highway not only

26

1 for safety, but for commerce. And so we want it
 2 to move forward with as much haste and
 3 deliberation as possible, realizing that funding
 4 is going to be the hurdle in the near future.
 5 We really need public support, and I'm
 6 very disappointed that this particular meeting
 7 did not allow for questions or public comments.
 8 It allowed for private comments, and I'm
 9 disappointed in that. But we're hopeful the
 10 project will move forward. Appreciate the
 11 department being here. And I'll probably be the
 12 last comment for the night.
 13 - - -
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1 27
 2
 3 C E R T I F I C A T E
 4 This certification is valid only for a
 5 transcript accompanied by my original signature
 6 and original required seal on this page.
 7 I, TREVA MARICLE, Certified Court Reporter,
 8 Registered Professional Reporter, in and for the
 9 State of Louisiana, as the stenographer before
 10 whom this proceeding was taken, do hereby certify
 11 that the foregoing was reported by me in the
 12 stenotype reporting method, was prepared and
 13 transcribed by me or under my personal direction
 14 and supervision, and is a true and correct
 15 transcript to the best of my ability and
 16 understanding; that I am not related to any
 17 parties herein, nor am I otherwise interested in
 18 the outcome of this matter.
 19 IN WITNESS WHEREOF, I have hereunto affixed
 20 my signature at Oakdale, Louisiana, this the 30th
 21 day of January, 2015.
 22
 23
 24
 25 TREVA MARICLE, CCR, RPR
 Louisiana Certificate No. 92012
 National Certificate No. 48752
 26

APPENDIX F
RESPONSES TO COMMENTS

Public Meeting 2 Comment Responses

Comments addressed in this document have been **summarized** from the written comment forms, e-mailed comments, and verbal comments provided to the court reporter during the second Public Meeting for the Widening LA 28 East project held at Buckeye High School on January 22, 2015. E-mailed comments were partially responded to via e-mail after received, acknowledging that the e-mail was received and comments would be responded to in a separate document. To read all the comments in their entirety, please reference **Appendices D and E** of the Widening LA 28 East Meeting Summary.

WRITTEN COMMENTS

Dee Deville

- **No Roundabouts**

Response: Thank you for your comments.

Rodney Slay

- **Don't like roundabouts at three interchanges**
- **Roundabout at LA 1207 will impact businesses (important taxpayers)**
- **A four-lane with a red light is the best option at 1207**

Response: Thank you for your comments.

We will be reviewing business access at LA 1207 and LA 28.

Philip Robertson

- **The meeting was a waste of time; questions could have been taken until 7:00; I could e-mail comments from my house**
- **Emphatically opposed to roundabouts**
- **Need for a traffic light at LA 1205 and LA 28/impossible to enter during high traffic times**

Response: Thank you for your comments.

A traffic signal warrant analysis was conducted based on traffic counts collected in April and May of 2013 and collision data from 2011-2013 for the un-signalized intersections of LA 28 at LA 3128, LA 1205, and Barney Rush Road/Gene Gunter Road. The purpose of this study is to determine if traffic signals should be recommended. Traffic conditions at LA 28 and LA 1205 did not meet signal warrant requirements based on volume or collision data.

Donald Tuma

- **No roundabouts anywhere**
- **Go to 115 + 28**

Response: Thank you for your comments.

John Slay, Sr.

- **Please no roundabouts or J-turns**
- **Need to continue from Libuse to Holloway with four lanes and a turning lane**

Response: Thank you for comments. It is DOTD policy that five lane roadways (four lanes and a turning lane) will no longer be constructed due to safety issues. All alternatives considered will provide for the most access points allowed.

Anonymous

- **This was an insult – no questions to be answered and a time limit**
- **Making the crowd negative**

Response: We thank you for attending and participating. The open house format allows for questions and answers with members of the project team around exhibits and at the GIS/Mapping station. The project team agreed to a two-hour meeting limit with Buckeye High School.

Anonymous

- **Leave it alone, the meeting was a joke**

Response: Thank you for your comments.

E-MAILED COMMENTS

All e-mailed comments received a quick response letting individuals know their comments had been received or a more complete response when requests were primarily related to mapping and right-of-way location.

Andy Dressel

- **As discussed, please e-mail me the GIS right of way requirements for each of the proposed options. I would like to see where or if the new right of way impacts my large oak trees.**

Response (e-mailed response): We have attached two kml's of the two alternatives (Build Alternative 1 – UA5 and Build Alternative 2 – RA2). You just need to download Google Earth (if you haven't already) on your computer or smartphone so you will be able to open these. Please let me know if you have any problems opening them.

2nd E-mail

- **I see the RA2 is the wider ROW and it is further south, so this is okay.**
- **The UA5 is a narrower ROW, but is pushed further north and gets into the oak trees, along with taking out my neighbor's house and shop. Can the UA5 be moved some south to the current northern boundary? If so, it will still fall within the RA2 southern boundary.**

Response: We can certainly look into this. Please let us know your address and we will review the feasibility of a shift in alignment.

Mike Glaze

- **Can you tell me how this will affect my property?**

Response (e-mailed response): Attached are two Google Earth files that have the approximate right-of-way for the two primary alternatives (the right-of-way at LA 1207 for Alternative 2 represents the largest area that may be affected and is not separated into 2a and 2b). If your address came in accurately, Alternative 2 – the R2 would affect your property; the Alternative 1, the Urban Arterial, would not.

Please input these files into Google Earth and check that your address/home shows up in the accurate location. It may be that you are not affected but your address is not pulling up in the right location (this is common with Google Earth).

After you have time to check this, please let me know if it appears that your home is within the right-of-way lines provided. We can better respond to your question once we are clear on the location of your home.

Jim and Shirley Cooley

- **The curve and rise of 28E approaching 1205 from the west make it very hard to judge the speed of east-bound traffic when I am trying to enter 28E to go west.**
- **The 50 mph speed limit does not seem to apply to many drivers from either direction on 28E.**
- **Drivers going west immediately change to the left lane where the four-lane begins before 1205.**
- **There should be a light that is triggered by a camera at the end of 1205, much like the ones closer to Pineville, or there needs to be a wider median so westbound traffic from 1205 can cross at least halfway before turning left to go into Pineville.**
- **Something at the 1205 intersection needs to be done even before widening of the rest of 28. This is a very dangerous intersection.**

Response: Thank you for your comments.

A traffic signal warrant analysis was conducted based on traffic counts collected in April and May of 2013 and collision data from 2011-2013 for the un-signalized intersections of LA 28 at LA 3128, LA 1205, and Barney Rush Road/Gene Gunter Road. The purpose of this study is to determine if traffic signals should be recommended. Traffic conditions at LA 28 and LA 1205 did not meet signal warrant requirements based on volume or collision data.

LA 1205 has been stated by several residents as a dangerous intersection. In order to make this a safer intersection, Alternative 1 (UA 5) is proposed with a partial access median opening at this location, also known as a J-turn. What this means is that traffic travelling westbound on LA 28 will be allowed to make a left turn at LA 1205. Traffic traveling northbound on LA 1205 will make a right turn onto LA 28. If your destination is westbound, you would then make a U-turn at the median opening located one quarter (1/4) of a mile away (1,320 feet). This allows the potential for accidents, and more specifically, serious injury accidents, to be greatly reduced. Alternative 2 (RA 2) is proposed with a similar intersection at this location.

Mike Melder

(two responses are provided)

- **While I realize the meeting was required by law, it was a waste of everyone's time and energy. Not allowing questions in an open forum is absurd.**
- **The facility was reserved for two hours (5:30 PM until 7:30 PM). This was more than enough time to give the 10 minute presentation and then field questions from the public.**
- **The information could have been just as effectively distributed via internet and handouts.**
- **And why wasn't the main LADOT representative present at this meeting? Are the citizens of Deville/Holloway non-deserving of his time?**
- **A statement was made about a previous meeting and the small turnout. I haven't talked to anyone yet that was aware of a previous meeting. When and how was this first meeting publicized?**

Response: Thank you for your comments.

Multiple representatives from DOTD were available to address questions/comments during the meeting. The DOTD Environmental Project Manager arrived after the meeting had started and remained available until all members of the public had left the meeting.

There were meetings relative to the project during the Stage 0 Feasibility Study in November 2008 and April 2010. The first public meeting held to inform the public that the project was moving forward into Stage 1 of DOTD Planning and Development Process occurred on April 2, 2013 and was held at the Kees Park Community Center. This meeting was advertised in the TownTalk on two occasions, as was the second public meeting. Attendees from the first meeting as well as local elected and planning officials, and state and federal agencies, were also notified of the first and second meeting via e-mail or U.S. Mail.

Design Comments/Questions

- **Is Cleco aware of this design plan? Cleco is upgrading the distribution circuit along 28 East. When 28 is widened, Cleco will have to relocate this upgraded line, which will either cost Cleco, or the State of Louisiana.**
- **Is LADOT aware of the future widening of LA 28 East? LADOT is putting up energized warning sign to warn of traffic signals ahead at Esler Road and at the intersection of LA 28 East and 1207. These will obviously have to be relocated with the widening of LA 28 East.**
- **In Build Alternative 2a and 2b, the design speed is 60 mph. Isn't the posted speed on four-lane highways in Louisiana now up to 65 mph? Even US 190, with no median, is posted at 65 mph in the rural areas. Why design for a lower speed? I would think you would design for a higher speed. If the speed limit were reduced, the safety factor would increase. Designing for a lower speed limit than that actually used is not keeping the safety of the public foremost in mind.**
- **Although confusing, the South Traffic Circle in Alexandria is manageable because it is large enough to maneuver through. A smaller traffic circle, like the one in Alternative 2b, would be much harder to navigate, especially for large trucks and especially during high traffic times like 6 AM to 8 AM and 3 PM to 6 PM during the school year. There's a reason why LADOT removed the North Traffic Circle in Alexandria. Anyone who is old enough to remember it, remembers what a nightmare it was to enter and exit the North Traffic Circle.**

To summarize this bullet point, I believe a roundabout anywhere on 28 East is a moronic idea and a recipe for disaster.

- **J-turns: Why would anyone want to turn right, then make a U turn, when all they wanted to do was turn left?**
- **I would like to see LADOT proceed with Alternate 2b with a design speed of 65 mph and no J-turns. Every other person I have spoken to from the Deville/Holloway area concurs with this last statement.**

Response: Thank you for your comments.

All utility companies along the project corridor were contacted during the data gathering stage of this project to determine location and size of existing utilities. Unfortunately, at this stage of the project, most utilities won't consider planning for future construction if a project they have is already underway.

Design and posted speeds of four-lane highways depend on the project area. The maximum speed limit allowed by law on a four-lane divided highway is 65 mph. Due to the high number of access points, driveways, etc., a lower speed of 60 mph was selected in order to have a reduced speed through a majority residential area.

Roundabouts are designed to accommodate vehicles up to a large interstate truck (WB-67). We invite you to learn more about roundabouts by following the link below: http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Traffic_Engineering/Pages/Roundabouts.aspx

J-turns provide for a safer intersection by reducing the potential for serious accidents. We invite you to learn more about j-turns by following the link below: http://wwwapps.dotd.la.gov/administration/public_info/projects/home.aspx?key=59

Katy Price

- **Looked for the right-of-way boundaries for each alternative on DOTD's website. We looked at them on the table (at the meeting) but cannot find them now.**

Response (e-mailed response): Attached are two Google Earth uploadable files of the two primary build alternatives. The lines may not be exact, due to differences in Google Earth, but they will be close. If you don't have Google Earth or cannot download it, please let me know and we'll see about getting you a focus map on just the intersection at 1207 if that is your primary concern, or other property that you own that may be adjacent to the project.

Zeb Bryant

- **The best way to widen 28E is to just extend the four-lane with the center turning lane in it from where it is now.**
- **Buying all the land and doing all the work to have a grass median is unnecessary. Plus J-turns and roundabouts are dangerous.**
- **The builds with roundabouts and J-turns are not only monetarily wasteful, but they are dangerous. Please listen.**

Response: Thank you for your comments.

DOTD is no longer allowing five-lane sections (four lanes with a center turn lane) to be built due to safety concerns.

Safety studies have shown that J-turns and roundabouts reduce serious injury crashes significantly. We invite you to learn more by visiting the websites below:
http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Traffic_Engineering/Pages/Roundabouts.aspx
http://wwwapps.dotd.la.gov/administration/public_info/projects/home.aspx?key=59

Buckeye Water District

- **Would you please let us know what side of the road property could possibly be taken? We have water lines in that area.**
- **Would you also give us the website that has a visual of the proposed project?**

Response (e-mailed response): Attached are two Google Earth files that show the approximate right-of-way associated with the two primary alternatives. Alternative 2 has two intersection options; the right-of-way shown reflects the largest amount that may be needed.

DOTD has the meeting materials posted on their website, but there is not a project website where you would be able to view project maps. The map size is too large for general posting. If you do not have access to Google Earth, please let me know and we will see if there is a way to post a smaller version of a hard copy map on the DOTD's website.

Relative to your question as to what side of the road will most of the right-of-way be taken, the majority of new right-of-way will be on the south side of LA 28. This side was selected to avoid utilities to the maximum extent possible. We have your water storage facility mapped out and any public data on water lines in our GIS for the project.

If you'd like to provide us with the location of your lines, we can get back to you on whether or not they may be in the proposed rights-of-way or if they may be avoided by potential construction. Thank you for attending and for your interest in the project. Please let me know if there is anything more we can provide to assist in your review.

Deborah Downey

- **Where and what time of the day and week and for how long was the study done?**
- **The roundabouts sound good but most folks do not know how to execute them properly. You end up with folks getting hit from behind and stuck trying to enter the roundabout.**
- **I am not too sure about the J-turn. The thing that concerns me, when you make that U-turn and are trying to merge into the fast lane (right lane) from a dead stop and the traffic flow is going 60-70, you might get hit from behind. Would a middle turn lane be better?**
- **What about putting turn lanes at 116 (Esler field) - left and right turn lanes? Even though accidents have lessened since the red light was put in, people still get hit. Folks want to turn right by using the shoulder. It is hard to see over the hill to see if traffic is coming. For sure, a left turn is needed.**

- **There are a lot of folks that live right off the highway so turning into their driveway is a bit of concern. (I am one of those folks). Coming home in the evening I have to turn (right) off the highway to enter my driveway and have come very close to being hit from behind. I put my blinker on and start slowing down about a block from my drive. Is there going to be a shoulder lane for turning right off the highway?**
- **The land out there is already flat and has drainage problems so if you were to put in a raised median it seems like it would make the problem worse. The drainage ditches now are not very deep and do not flow very well. I would hope that you will put the depressed median in and make the ditches at the front of the properties deeper and flow better.**

Response: We sent an e-mail response to clarify the first question about the study, as multiple studies have been initiated, and some completed, relative to the project. Assuming the comment is relative to the traffic study, the following response applies:

A traffic signal warrant analysis was conducted based on traffic counts collected in April and May of 2013 and collision data from 2011-2013 for the un-signalized intersections of LA 28 at LA 3128, LA 1205, and Barney Rush Road/Gene Gunter Road. The purpose of this study is to determine if traffic signals should be recommended. Traffic conditions at LA 28 and LA 1205 did not meet signal warrant requirements based on volume or collision data.

In some instances, an acceleration lane may be provided at locations where it is deemed appropriate. A J-turn will be located at LA 116 for all options. J-turns provide for a safer intersection by reducing the potential for serious accidents. We invite you to learn more about J-turns by following the link below:
http://wwwapps.dotd.la.gov/administration/public_info/projects/home.aspx?key=59

Both build alternatives are proposed to have a minimum eight (8) foot shoulder.

Drainage will be provided for all alternatives and will include ditches adjacent to existing property.

2nd E-mail

- **Do they do the studies for the traffic flow and safety here in Louisiana on Louisiana roads?**
- **In the study of the roundabouts, where did they study the traffic flow – in the UK, England or in the USA?**
- **What time of day did they do the study? Was it done like 1 AM – 9 PM, or did they do the study at peak times of traffic flow, like between 6 and 8 AM and 3 and 6 PM?**
- **How long did they do the study for? One day or a week or a month?**
- **My concern is that we all have seen the waste of taxpayers' money on road construction. The construction is done, then a few months later they are tearing them up and redoing them or changing the original design.**

Response: Project-specific traffic studies are conducted for highway projects in Louisiana on the roadways involved in the project. The Widening of LA 28 East project traffic study was conducted on LA 28 and intersecting roads in April and May of 2013. A traffic signal warrant analysis was conducted based on traffic counts collected in April and May of 2013 and collision data from 2011-2013 for the un-signalized intersections of LA 28 at LA 3128, LA 1205, and Barney Rush Road/Gene Gunter Road. Traffic counts are 24-hour measurements and, in the case of this project, were collected Thursday, April 25, 2013 through Tuesday, May 7, 2013.

The roundabouts were analyzed in the Widening of LA 28 East traffic study through traffic modeling software that utilizes standard vehicles within the United States. Traffic patterns and volumes are input using real data collected at the subject site.

Andrew Price

- Support the Highway 28 East four-lane project as I see the amount of traffic that travels this road on a daily basis
- The biggest concerns that I had with the options shared by LDOT were related to the intersections and the ability to access the side roads and businesses along the four-lane road
- The J-turn configuration creates the largest concern since you would not be able to access businesses that require a left turn without passing the business and doubling back. This layout feature will create more lost business, and therefore tax revenue, than any other portion of this proposal
- I would ask that DOTD would reconsider their options to include another alternative to the J-turns
- All minor intersections and business entrances would see an improvement in traffic flow and ease of use with this change

Response: Thank you for your comments.

J-turns provide for a safer intersection by reducing the potential for serious accidents. We invite you to learn more about J-turns by following the link below:

http://wwwapps.dotd.la.gov/administration/public_info/projects/home.aspx?key=59

Mike Johnson

- We are excited about the prospects of improving and widening Highway 28 as soon as possible. The need for such construction, first between Libuse and Holloway, and then ultimately all the way to Highway 84 is of utmost importance to our area.
- Although each of the proposed options had good and bad points, I was disappointed that the 200 people who were present on the night of the "Public Meeting" were not allowed to ask questions from the group so that we could hear the answers and benefit from others' concerns and opinions.
- I hope that the DOTD will return to allow for such an expression of ideas and open questioning.
- We are committed to and support whatever efforts will best achieve the goal of making Highway 28 safer for our people and provide a means of travel that will help our area grow, provide opportunity for economic development and improve and ease the travel along the Holloway to Libuse route.
- Obviously, we would like to see this project pushed up on the timeline and made a priority for the growing population of North Rapides Parish.

Response: Thank you for your comments.

COMMENT LETTERS RECEIVED VIA US MAIL and/or E-MAIL

My name is Lloyd Price, a 70-year resident of Ward 11, Rapides Parish, in which the Highway 28 East project is located. I fully support the continued four-lane project of Highway 28 East through Rapides

Parish (SPN H.004825.2); however, the traffic patterns created by the configurations presented to the community will negatively impact the local businesses, particularly at the Highway 28 East and Highway 1207 intersection, and limit the future growth.

Area Growth:

The Ward 11 area of Rapides Parish has seen significant growth over the past 35 years. As a board member of the Buckeye Water District for 35 years, I have watched this non-profit system grow from approximately 500 households to over 3,700 households. This is evidenced by the growth of the Buckeye school systems. The current enrollment of these three schools is over 2,000 students and continuing to grow. These schools are largely supported by the tax revenue from the local businesses, most of which are located near the Highway 28 East and Highway 1207 intersection.

Local Businesses:

There are 12 businesses including the Rapides Parish Sheriff's Substation located within 150 yards of the Highway 28 East and Highway 1207 intersection. My wife and I owned and operated two of the larger convenience stores in the area (Holloway General Store for 22 years and the Outpost for eight years). We also own the buildings that are operating today as the Holloway Pharmacy, Crossroads Health Clinic and the Dollar General at this same intersection.

Configuration Impact:

A J-turn or roundabout configuration at the Highway 28 East – Highway 1207 intersection would be devastating to these businesses due to limited ingress or egress. For example, westbound traffic attempting to turn left into the Outpost Truck Stop would be required to go past the store to the first J-turn and then come back to the business. This is not feasible for 18-wheelers. The above-mentioned businesses would die a slow but certain death because of inaccessibility. People are not going to drive 1/4 mile to a J-turn to come back to a business they have just passed. One other comment is that it seems ridiculous to have three roundabouts in a 7-mile section of a present and future east/west corridor from Mississippi to Texas.

Summary:

It may seem to be a personal plea for ourselves and our property, but we have worked very hard to provide services such as banking, healthcare and retail that are needed in a rural community such as Holloway. The widening of Highway 28 East should be a benefit to our community, not an impediment to the growth of the local businesses whose property taxes primarily support our schools and our future.

P.S. On January 22nd, approximately 200 people came to Buckeye High School for the Stage 1 Public Meeting to hear information regarding this expansion project. The information was shared by DOTD representatives in 5-10 minutes, and no one was allowed to formally ask questions. This group of sincere citizens were trying to learn more about the proposed options but instead left with many questions unanswered.

Sincerely,
Lloyd Price

Response: We thank you for your comments and your letter.

In locations where there is the potential for heavy trucks to be making deliveries to local businesses, J-turns will be designed to accommodate the turning movement required for the truck. As far as the intersection type at LA1207, further study will be conducted to determine which alternative is most feasible. Public opinion is one input in the deciding factor for selection.

Madeline S. Norris
(address omitted)

The original proposal that was presented at a public forum several years ago was for a planned five-lane highway with lights at intersections as needed to accommodate traffic flow. That proposed plan would require minimum acquisition of new highway right-of-way (a cost savings to the taxpayer) and provide a system that will accommodate and encourage future growth.

The community from Libuse to Holloway has been restricted from development because of the lack of a good and usable highway system. In order to encourage development, the DOTD should be working toward a plan that will provide safe and efficient road usage rather than the expensive and undesirable options presented at the public forum on January 22, 2015.

The options presented at the public meeting were for “turn abouts” at three primary intersections or “J-turns”. Both these proposals are unfavorable for the following reasons:

- They are difficult to maneuver
- Cause confusion to drivers in high volumes of traffic
- Do not allow for breaks in traffic that are needed to allow side road access to the highway
- Require the acquisition of additional right-of-way (unnecessary expense)
- Restrict development at the major intersections because access will be restricted and constricted
- Require a median which will require long-term maintenance – another waste of the taxpayers’ money.

I live near the highway and own frontage property along Highway 28 East. I travel Highway 28 East into Pineville to work every day and enjoy the five-lane highway from Libuse to Edgewood Drive. Traffic flows because there are turn lanes and lights at intersections which allow efficient flow of traffic.

I ask that much consideration be given to the plan for the highway. This highway connects two military installations, and is one of three east/west highways connecting Texas, Louisiana and Mississippi. Whatever is planned must be forward-thinking. I believe the two options presented are short-sighted and will not serve the citizens in the long term. I am also concerned how the proposal will dovetail with the possible highway loop around Alexandria/Pineville that has been discussed for a number of years. Again, I do not see any progressive planning in the two proposals.

A comment was made at the forum that the plan is to fashion the road like the highway south of Lafayette. Heaven forbid we end up with a road like that one. I travel that highway on an average of once a month and undoubtedly that is the worst section highway in the state. Please do not construct that type roadway.

Thank you for the opportunity to comment and I am hopeful my comments will make a difference in the planned road improvement.

Response: We thank you for your comments and your letter.

The previous public meeting that was held for Stage 1 of this project presented the results of the Stage 0 Study completed in 2010. In that 2013 meeting, three alternatives were presented. Each alternative included a four-lane roadway with a divided median. It is DOTD policy that no five-lane sections (four travel lanes with a center turn lane) will be constructed on future projects due to safety concerns.

We appreciate your comments and concerns and will be sure to select an alternative with the best interest of the community in mind. We invite you to learn more about roundabouts and J-turns by visiting the websites below:

http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Traffic_Engineering/Pages/Roundabouts.aspx
http://wwwapps.dotd.la.gov/administration/public_info/projects/home.aspx?key=59

VERBAL COMMENTS GIVEN TO COURT REPORTER

Please note again that these comments are summaries of the complete record. The full comments can be read in Appendix E of the Widening LA 28 East Meeting Summary and Transcript.

John Slay

- **Don't want roundabouts**
- **Not sure why we cannot keep the center turn lane**

Response: Thank you for comments. It is DOTD policy that five-lane roadways (four lanes and a turning lane) will no longer be constructed due to safety issues.

Mike Melder

- **I do not want roundabouts**
- **110% against them**

Response: Thank you for your comments.

Russell Merrill

- **I like anything without circles**
- **I am for the second project where they show the lights**
- **It looks like the Outpost will be taken as it comes to the canopy (pump island) – the result would be that people in the right lane will not be able to exit to my other store, so everyone living in Deville will go right by store, turn right, and buy from someone else because of the U-turn, especially with no circle**
- **Why can't they put me an exit then for that store? They would simply put me out of business if they don't put an exit**

Response: Thank you for your comments.

Relative to the Outpost, under all the build alternatives, the Outpost would be in the right-of-way and require acquisition and relocation. All commercial and residential properties that will require relocation will be acquired in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. This act provides protections and assistance for people affected by federally-funded projects. Relocation resources are available to all residential and commercial relocations without discrimination. Locations of J-turns have not been finalized.

Randy Allwell

- **Getting on the highway (referring to LA 28) is a problem now**
- **I don't like any of the alternatives they have now**
- **I'd like to see a five-lane highway with a center turn lane, it would continue what they already have and would work the best**
- **U-turns are dangerous**

Response: Thank you for your comments. It is DOTD policy that five-lane roadways (four lanes and a turning lane) will no longer be constructed due to safety issues.

The J-turns proposed provide for a safer intersection by reducing the potential for serious accidents. We invite you to learn more about J-turns by following this link:

http://wwwapps.dotd.la.gov/administration/public_info/projects/home.aspx?key=59

Kenneth Antee

- **I see no reason for roundabouts**
- **I don't see how it works or how it would really help**

Response: Thank you for your comments.

Roundabouts have the potential to reduce wait times (delay) at intersections as well as lessen the severity of accidents within an intersection. According to our study, in the design year of 2036, delay at the LA 1207 intersection is reduced from 493 seconds for the northbound left turn movement from 1207 to an average delay for all directions of 15.7 seconds. We invite you to learn more about roundabouts by following the link below:

http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Traffic_Engineering/Pages/Roundabouts.aspx

Don Sayes

- **No runaround from Holloway to Libuse, it would stop traffic**

Response: Thank you for your comments.

Gene Gunter

- **Are they going to move or widen and take the expense of moving driveways back?**
- **I just put in a new driveway and don't want to see it torn up unless they put back one just like it**

Response: Thank you for your comments.

If construction activities cause the relocation of a driveway, it will be moved and replaced in the same or better condition as it was originally. For example, if your driveway is concrete now, it will be concrete when it is moved.

Rodney Slay

- **The roundabout on the figure does not appear large enough for the type of vehicles that are in the area (at LA 1207)**
- **School buses would have to turn right to go left**
- **J-turns, not J-turns – the proposal will knock out businesses at LA 1207 and that's our tax base**

Response: Thank you for your comments.

Roundabouts are designed to accommodate vehicles up to a large interstate truck (WB-67). We invite you to learn more about roundabouts by following the link below:
http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Traffic_Engineering/Pages/Roundabouts.aspx

The J-turns proposed provide for a safer intersection by reducing the potential for serious accidents. We invite you to learn more about J-turns by following this link:
http://wwwapps.dotd.la.gov/administration/public_info/projects/home.aspx?key=59

Casey Wallace

- **The four-lane needs to connect to Holloway General Store and Outpost**
- **Without access, businesses will be ruined and cost thousands as people pass these businesses up as inconvenient**
- **Diesel purchases by 18-wheelers at Outpost will be lost**
- **What will DOTD do if we lose thousands a month during construction due to lost business?**
- **Is there money in the budget to help with mortgages during construction?**
- **Do we have the right to compensation?**
- **The road will put us in a financial bind if business is not helped during construction**

Response: Thank you for your comments.

All commercial and residential properties that will require relocation will be acquired in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. This act provides protections and assistance for people affected by federally funded projects. Relocation resources are available to all residential and commercial relocations without discrimination.

Horace Austin

- **The design takes a large amount of our parking lot (Austin Ag Supply)**
- **We will need a turnout into the store and a median cut across so that the store has access from east and westbound traffic**
- **Build posthaste**

Response: Thank you for your comments.

Unfortunately, there will be no full access medians along the project, meaning there won't be a traditional median opening allowing left and right turns in a single location. Location of J-turns have not been finalized.

Lloyd Price

- **At LA 28 and LA 1207, don't find that circles or J-turns are appropriate**
- **This will destroy tax base toward 11**
- **We have three nice schools and these businesses are our tax base; destroying access to these businesses will impact schools**
- **Most of the business taxes are used to support the schools; it's important not to destroy businesses – our commercial property tax is 15% and residential property is 10% and that is all we have in the unincorporated areas**
- **Very disappointed no questions were taken**

Response: Thank you for your comments.

Relative to no questions being taken, we appreciate your disappointment; however, we did address questions throughout the evening. We did not have a formal question and answer session at the podium due to the open house format of the meeting. In addition to questions answered at the exhibit area and GIS station, we are responding to all comments received during and after the meeting (through February 5, 2015) via this document.

Donald Cross

- **I am totally against any proposal that has roundabouts**
- **I would be in favor of the J-turn proposal with the smallest median we can get away with, such as 20 feet**

Response: Thank you for your comments.

Don Lacombe

- **Ditto what he said**

Response: Thank you for your comments.

Trisha Wallace

- **There needs to be some sort of turn-around at 12749 and 12800 LA 28**
- **It's needed to help customers and community stay afloat and keep local business**
- **The turn-around toward Pineville is too far and cause people to bypass us and do business elsewhere**

Response: Thank you for your comments. A J-turn location will be located within ¼ mile of this station.

Mike Johnson

- **Have concerns about the roundabout and J-turn configurations proposed**
- **Recognize the importance of the highway for both safety and commerce**
- **Would like the project to move forward with as much haste and deliberation as possible, realizing the funding hurdle ahead**
- **Need public support and disappointed that the meeting did not allow for public comments, only private comments**
- **Appreciate the department being there (reference to DOTD)**

Response: Thank you for your comments.

We appreciate your disappointment with the meeting format, which did not have a formal question and answer session at the podium due to the open house format. The questions of the public were answered at the exhibit area and GIS station during the meeting. Additionally, we are responding to all comments received during and after the meeting (through February 5, 2015) via this document, which will be made available to the general public and to all those that provided comments.

APPENDIX G
SIGN-IN SHEETS

**AGENCIES, ELECTED OFFICIALS AND PROJECT TEAM
WIDENING LA 28 EAST - PUBLIC MEETING 2
STAGE 1 ENVIRONMENTAL ASSESSMENT
STATE PROJECT NO. H.004825.2**



PLEASE PRINT

LAST NAME	FIRST NAME	INITIAL	REPRESENTING	ADDRESS	PHONE	FAX	EMAIL
1 Colvin	Jody	J	LADOTD		225 242-4635		jody.colvin@la.gov
2 Hoyt	Ryan	RH	LADOTD		225-379-1370		Ryan.hoyt@la.gov
3 Waasol	Skyler	SW	LADOTD		225-242-4236		skyler.waasol@la.gov
4 Cain	Michael	MJC	FHWA		202-757-7602		michael.cain@dot.gov
5							
6 Johnson	Corey	CS	LADOTD				
7 Drillet	Diana	DD	DOTD				
8 Keith Sagn	Ruth	G	DOTD	3300 McClatchy Drive	501 5186		Ruth.Sagn@la.gov
9 Desselle	Rhett	A	DOTD		561-5102		Rhett.Desselle@la.gov
10							
11 Patro	SOORAR	S.P.	RAPC	1405 FRANK ANDREWS BLVD	756-246-2190		SOORAR@rapc.info
12 LACHNEY	JONATHAN		LADOTD		318-561-5103		JONATHAN.LACHNEY@LA.GOV
13 HAZEL	CHRIS		State Rep District 27		767-6082		hazelc@legis.la.gov
14 Kove	Emily	EJ	Providence	1201 Main St. BOYTON ROYCE LA	225 764-7400		Emilykove@providencejournal.com
15 Oriol	Kerry		" "	" "	" "		KERRYORIOLE@PROVIDENCEJOURNAL.COM
16 DAVIS	ADAM		" "	" "	" "		ADAMDAVIS@PROVIDENCEJOURNAL.COM
17 mayberry	Jolie		" "	" "	" "		jolmayberry@providencejournal.com
18 WILLIAMS	ROB		" "	" "	" "		ROBWILLIAMS@PROVIDENCEJOURNAL.COM
19 Riser	Neil		Senator, District 32				
20							
21							
22							
23							



**GENERAL PUBLIC
WIDENING LA 28 EAST - PUBLIC MEETING 2
STAGE 1 ENVIRONMENTAL ASSESSMENT
STATE PROJECT NO. H.004825.2**

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	NAME	ADDRESS	Phone	EMAIL	Check here to be added to mailing list
23	John George	11 Gege Gunter rd,	318-481-5703	JLGeorge318@gmail.com	
24	Steve Jenkins	111 Bert Paul Rd	318-466-9439		
25	David Roshko	11610 Hwy 28 E-	318-466-4114		
26	James A Paul	49 AA Paul Rd.	318-466-5619		
27	Elmer Stout	7316 Hwy 28 E	442-5535		
28	Holly Jensen	25 Focal Road Pineville La	442-9985		
29	Patricia Thammisee	742 Philadelphia Road Deville	443-8061		
30	GORDON BERAN	119 Hwy 1306 Deville LA	446-5931	GBERAN@AOL.com	✓
31	Douglas Belgard	22 Aycock Rd. Juvie, La.	446-5549		
32	DAVID RICHIE	690 Bethel Rd Deville	308-1925		
33	Craig Smith	20 Paul Conroy Rd	727-6524		
34	Paul Fuselier	210 Hooper Rd. Deville, La 71328	623-4262	pfuselier@ccad.com	
35	Casey Vitcher	6729 Dogwood Dr.	715-3142		
36	Josh Barrett	100 Engineer Place Alexandria LA 71303	446-0312	josh.barrett@manila.com	
37	Donald Cross	11894 Hwy 28 East Pineville LA 71360	466-5787	dcross46@suddenlink.net	✓
38					
39	Lester Mallette	P.O. Box 69 Tioga 71477	308-4490	lester.mallette@gmail.com	✓
40	DAVID S. GASPARD	9648 Hwy 28 E. Pineville 71760	442-8727	casundance@suddenlink.net	✓
41	Glenn McGehee	9216 Hwy 28 E. Pineville 71760	466-5022		
42	James McGehee	783 Hwy 1006 Deville	446-5138	james.mcgehee@yahoo.com	
43	David Grassi	162 Barney Rush Deville	308-0569	david.grassi@crestoperations.com	✓
44	DONALD TUMA	6775 28 EAST LAHOUSE	445-7607		

**GENERAL PUBLIC
WIDENING LA 28 EAST - PUBLIC MEETING 2
STAGE 1 ENVIRONMENTAL ASSESSMENT
STATE PROJECT NO. H.004825.2**



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	NAME	ADDRESS	Phone	EMAIL	Check here to be added to mailing list
45	Jana LaBorde	P.O. Box 457 Libus, LA	318 443-3033	JnaLaBorde@yahoo.com	✓
46	Kenneth Carter	7412 Hwy 28 East Pineville, La 71360	318-487-4829	KANTER2558@aol.com	
47	Don Hayes	156 Credeur Boh Pineville, La	318 445-0600		
48	Helen Beran	119 Hwy 1206 Deville, La 71360	318 466 5931	gberan@aol.com	✓
49	James L. Foster	P.O. Box 110 Deville, La (71360) Phil. Rd. 71360	318 466 5880		✓
50	DON L. LACOMBE	11886 HWY 28 EAST PINEVILLE, LA	318-466-3153		✓
51	SONYA LACOMBE	11886 HWY 28 EAST PINEVILLE, LA	318-466-3153		✓
52	Todd Gardner	48 Big Island Loop	318-541-2228	Todd2909@aol.com	✓
53	Steve Haise	8910 Hwy. 28 Forest	(318) 445-0578	SteveH@B&WALEX.com	✓
54	KELLY HAISE	" " "	" "		
55	Jill Chwatal	10300 Hwy 28 East	318 466-4664	JPchwatal@gmail.com	✓
56	Krisina Frazier	8442 Hwy 28E	318 442-7911	krisinaf@hotmail.com	✓
57	RUSSELL MERRILL	140 H BRYANT RD DEVILLE LA	318-201-6312	hd11oway.cenard@live.com	✓
58	Jeff Thompson	160 Nation Rd. Deville La	318-447-9134		
59	David Marquiss	10698 Hwy 28 East Pineville, LA	318-466-3840	dlmarquiss@suddenlink.net	✓
60	C P CRIEBO	7071 Hwy 28 EAST PINEVILLE, LA	318-473-0073	CP07@suddenlink.net	✓
61	FRISIA WALLACE	12749 Hwy 28 East Pineville, LA	318-623-9459		
62	Tim Hammon &	Alexander, LA	318-308-3856		
63	Teal Hudson	1673 Hwy 1206 Deville LA	318-761-1508		✓
64	James Melrose	6519 Misty Lane	318-443-8625	JAMES@geoservatson.com	
65	KIMBERLY PRAMER SLAY	2430 WIGGINS ROAD Pineville, LA 71360	318 443 9519	KESLAY@BellSouth.net	✓
66	Kim Slay	2430 WIGGINS RD.	318 443 9519	KESLAY@BellSouth.net	✓

**GENERAL PUBLIC
WIDENING LA 28 EAST - PUBLIC MEETING 2
STAGE 1 ENVIRONMENTAL ASSESSMENT
STATE PROJECT NO. H.004825.2**



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	NAME	ADDRESS	Phone	EMAIL	Check here to be added to mailing list
67	Horace Austin	11154 Hwy 28E Pineville	4669538	Hstin34@yahoo	<input type="checkbox"/>
68	Clara Dickman	20 Ayco Rd	4669075	buzzhomeair@aol	<input checked="" type="checkbox"/>
69	Eddie GUNTER	6882 Hwy 28E	451-3959	eogunt@gmail.com	<input type="checkbox"/>
70	Richard Trice	777 Hwy 115	466-5676		<input checked="" type="checkbox"/>
71	Brett Sager	3300 MacArthur Dr - Alley	561-5186	Hyth.Sager@texas.gov	<input checked="" type="checkbox"/>
72	James Conley	311 Philadelphia Rd Pineville	444-3769		<input type="checkbox"/>
73	James P. Smith	1906 Roosevelt Drive, Pineville	445-2116	drjim944@southlink.net	<input type="checkbox"/>
74					
75	SOORAZ PATRO	1405 FRANK ANDREWS AVE. ALEX	758-246-2189	sooraz@rapc.mfn.	<input checked="" type="checkbox"/>
76	Alton Belgard	10450 Hwy 29 E Pineville LA	318 787 2206		<input type="checkbox"/>
77	Deborah Downey	11500 Hwy 28E Pineville	318 466 1413		<input type="checkbox"/>
78	Brandy McClure	1053 Hwy 28 Jonesville, LA	318-403-286		<input type="checkbox"/>
79	Konnie Wofford	308 Cooper Rd, Jonesville, LA	318-339-9451		<input type="checkbox"/>
80	LUKE LAZARD	425 Hwy 28 D.	318 447-9827	LUKE.LAZARD@CRESTOPERATIONS.COM	<input checked="" type="checkbox"/>
81	Linda Dalton	P.O. Box 57 Soliman LA 71378	518 443-9925	brtonlinda99@yahoo.com	<input checked="" type="checkbox"/>
82	Jeff Ingram	9560 Hwy 28 East Pineville	318-715-2542		<input type="checkbox"/>
83	Jordan Maeks	5250 Fairview Ave Alex, LA	794.4125		<input type="checkbox"/>
84	Kris Hickman	7495 Hickory Grove Rd, Deville, LA	4665955	Kris.hickman@crestoperations.com	<input checked="" type="checkbox"/>
85	ANDY DRASSEL	12608 Bunker Rd. DEVILLE LA	4669460	ADRASSEL@BAPTHLINK.NET	<input checked="" type="checkbox"/>
86	Heads Mae Morris				<input type="checkbox"/>
87	Tyra Rabalais	123 Prairie View Rd Deville, LA 71328	318-623-1423	tyra.rabalais@gmail.com	<input type="checkbox"/>
88	Daryl Durrell	88 Daisy Bell Ln. Deville LA 71328	318-466-5329		<input type="checkbox"/>

**GENERAL PUBLIC
WIDENING LA 28 EAST - PUBLIC MEETING 2
STAGE 1 ENVIRONMENTAL ASSESSMENT
STATE PROJECT NO. H.004825.2**



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NAME	ADDRESS	Phone	EMAIL	Check here to be added to mailing list
89 Philip Robertson	317 Philadelphia Pineville LA	318-451-4375	pastor@pbeministry.com	✓
90 Mike Melder	123 Prairie View Rd Deville	318 767 5613	mike.melder@betaengineering.com	✓
91 Daniel H Reed	1799 Hwy 115 Deville	318 466-2141		✓
92 Donald & Beth Dipuma	6602 Lost Ridge Pineville LA	318-466-9136	bdipuma@yahoo.com	✓
93 Jerry Rainey	8640 Hwy 28 East	452 6011		
94 Evan Bryant	47 H Bryant Rd	466-9718		
95 Julie Crews	1655 Philadelphia Rd. Deville, LA	308-0766	jcrews18@yahoo.com	✓
96 DAVID BRAUSSARD	1611 Arnold Drive	510-427-6407	dbraussard@englabla.org	
97 Kim McNeal	9600 Hwy 28 East Pineville, LA	318 473-4041		
98 WAYNE BROWN	111A BERT PAUL RD. DEVILLE, LA			
99 Andy Price	448 Hwy 115	318-466-9244	price.ab@pg.com	✓
100 Matt Johns	1405 Frank Andrews Blvd Abbeville LA	318-471-8460	matt@raffle.info	
101 Jimmy Gordon (GBS)	11655 Hwy 28 E Pineville LA	318-451-2523	jimmy@gordonbaldwin.org	
102 Judy Wiley	8666 Hwy 28 E Pineville	318-448-4887	Judy.Wiley@rpsb.us	✓
103 Steve J. Winters	54 Puff, Deville LA	466 5169		
104 Tonya Backe	134 Fortune Loop Pineville	466-5500	tonya.backe@bellsouth.net	✓
105 Jeff Young	182 NATION RD 71328	229-7291	Young@Acollege.edu	✓
106 Rodney Tarver	75 Chevallier Rd 71328	447-8615	Rtarver@hushes.net	✓
107 Jeremy Book	8300 Hwy 28 E.	447-8399	Jeremy@rossbus.com	✓
108 Loren Lambert	161 Hwy 1207 Deville 71328	38466963		
109 MANU Beaupre	1752 Hwy 115 Deville 71328	318 452 8195		✓
110 Gilbert Paul	56 Free Rd Deville, LA 71328	318-446-8189		

**GENERAL PUBLIC
WIDENING LA 28 EAST - PUBLIC MEETING 2
STAGE 1 ENVIRONMENTAL ASSESSMENT
STATE PROJECT NO. H.004825.2**



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	NAME	ADDRESS	Phone	EMAIL	Check here to be added to mailing list
111	Deice Brook	7790 Hwy 28 E	784-2487		
112	IRENE NORRIS	2152 WIGGINS ROAD, PINEVILLE, LA 71360	442-5521		
113	MICHAEL BARFIELD	108 BLUEWOOD DR., PINEVILLE, LA 71360	787-2856		
114	Rhonda England	10115 Hwy 28 E Pineville	452-9739		
115	Jony Ciflik	Suddulink Communications	681-7012		
116	Shelid Wallace	3516 Parliament Alex (KD)	485-5454	Kabiz@kriclet.net	<input checked="" type="checkbox"/>
117	Elaine Paul	44 Karen Dr. Deville	466-5474		
118	Mike Johnson	2757 HWY 28 E	318-484-3911	mikejohnson@j5kwfirm.com	
119	Tucker Futrell (KALB)	140 Durlissey St.	201-6364	+futrell@kalb.com	
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APPENDIX H
MEETING PHOTOGRAPHS

