

Please Record My Comments on Proposed BR Loop

To: Capital Area Expressway Authority • 9100 Bluebonnet Centre Blvd., Suite 301, Baton Rouge, Louisiana 70809 or FAX to 225-368-2801

Copy to: Central City News • 13567 Hooper Road, Baton Rouge, LA 70806 • Fax 225-261-5022
CCN will file with Loop, Federal Hwy. Administration, and Central City Council.

Name: Kendall Keating

Address: 13152 Joor Rd

City, State & Zip Code: Baton Rouge, LA 70818

Phone: (225) 262-1766

Email: kkeati2@gmail.com

I FAVOR the proposed Baton Rouge Loop.

I OPPOSE the proposed Baton Rouge Loop

OP-2

HE-1

Other

Comments: A loop built through the City of Central would be detrimental to the well-being of the city itself. We have made great strides in improving our city and sense of community within Central. It would be a shame to destroy all of this progress in the name of "progress."

I am attaching a letter with my comments.

Note: Submitted by Central City News

Comments Must ARRIVE by Jan. 5, 2012



COMMENT FORM

CIR-7

PLEASE PRINT NAME AND ADDRESS *(Anonymous comments cannot be fully considered).*

I support the Baton Rouge Loop for a number of reasons, The most important reason I support the Loop, is because of the traffic situation most drivers struggle with day to day here in Baton Rouge. The next best reason to support the Loop is the various parishes it covers, which means commuters that travel every day will have an alternative route to take.

If you attended a public hearing, please check which one:

- December 5, 2011 - Baton Rouge
- December 6, 2011 - Gonzales
- December 6, 2011 - Plaquemine
- December 7, 2011 - Denham Springs
- December 7, 2011 - Port Allen

Name: Rodney Kelly

Address: 3548 Beech st

Phone: 225-287-1242

Email:

(Use additional sheets if necessary)

January 9, 2012

Baton Rouge Loop Project Team

9100 Bluebonnet Centre, Suite 301

Baton Rouge, LA 70809

To whom it may concern:

As residents of the Denham Springs-Watson area in Livingston Parish, we wish to go on record as opposed to the proposed Loop Project. Our opposition is based on potential adverse impacts to areas of Livingston Parish in general, and the Denham Springs-Watson area in particular. We have yet to see a proposed alternate route that would avoid displacing residents, and negatively affecting property values, or otherwise avoid impacting local communities, including assets such as schools, churches, and recreational facilities. Please record our strong opposition to the Loop Project. We concur with the attached comments which address numerous concerns and issues with the Project.

OP-2

RB-1

RB-4

PS-3

Sincerely,


Dr. Charles and Winnie Killebrew

List of concerns associated with the BR Loop U.S.

Mail postmarked by January 9, 2012

Baton Rouge Loop Project Team

9100 Bluebonnet Centre, Suite 301

Baton Rouge, LA. 70809

- Why after many years of studies with negative results is the Parish of EBR trying to push this down the throats surrounding parishes?
- Was Kip Holden elected Parish president of West Baton Rouge, Iberville, Livingston and Ascension Parishes?
- If you look at Kip Holden's campaign contributors you may see why this issue is still being pushed.
- DOTD has studied the traffic needs of this area. Is the Loop as designed following the plan developed by DOTD?
- Please justify the traffic numbers projected to use the Loop.
- The plan presented shows different traffic projections in different portions of the plan please explain.
- The Governor vetoed money for future study why is this still going forward.
- Why was this proposal not submitted through the MPO?
- If DOTD studies show that 73% of the traffic on I-10 and I-12 in the metro area is local traffic why is the money not being spent to address local infrastructure?
- Please provide money estimates of the real costs to taxpayers associated with "gap" funding.
- Why are schools and churches in Livingston Parish not considered in the routes outlined?
- Please provide research on the effect on communities impacted by highways of this type.
- Please address the effect on surrounding property values near the Loop.
- It is stated in the Implementation Plan that additional property can be taken near the highway for the developmental use of the private investors because of their risk. This violates State law. Please explain.
- The Loop funding is projected to be a partnership with private investors with the taxpayers covering a 12% profit to the investors. Justify.
- Several states have used PPP for projects. Studies indicate that several projects have been failures. The States are having regrets at using this funding method. Justify its use here.
- Any project looking toward the future should be considering the needs of future expansion of the I-12 corridor from Covington through Baton Rouge. Please address this point.

- Most private investor will want an immediate profit; a project of this type should look more at the long term needs. The routes should guide future development. Please address needs 10, 20 and 30 years in the future.
- Explain specifically how the routes of the Loop would be “locked down”. (Preserved)
- Why would anybody want to drive several miles further and pay a toll in order to get to the bottlenecks of the 2 Baton Rouge bridges?
- Who in Livingston Parish had an input into the routes selected? The public meetings did not even consider suggestion from the public. Explain and be specific.
- Who pays for the needed changes in local infrastructure? Roads, drainage, utilities, added cost to drivers, added cost to the school system for bus transportation, etc?
- Charts in the Implementation Plan show the cost to the taxpayers to be in the hundreds of millions of dollars annually, which is in addition to tolls. In the present proposal you say the money will come from a State fund that has no money. Be specific where the “gap” funds will come from.
- Do elected leaders in the affected parishes support this project?
- You say that people support this project. The question you asked was: “If the Loop solved our traffic problems would you support the Loop?” The Loop will not solve the traffic issues. Do the proper studies to prove your assumption.
- Who are the investors and prospective investors?
- Who are the new appointees to the Capital Region Planning Authority from Livingston, Iberville and Ascension parishes?
- Did the planners sit down with the elected leadership of Livingston parish as they put this together?
- Will DOTD have a control of the moneys that might come down from DC for this project, and if so who at DOTD?
- Has the Governor given his support to this plan?
- What happens if the citizens of a parish vote to not participate in the Loop?
- The plan supposedly addresses the environment, yet in several locations the final routes have not been determined. How can a Tier 1 approval be issued?
- Livingston and Ascension Parishes have high percent wetlands. Laws associated with mitigation of wetlands require that the land used to mitigate be located in the same hydrologic area. Where can this much land be found in this limited area?
- John Carpenter aid to Kip Holden said in a Senate committee hearing that the investor would decide on the route for the Loop. Justify.
- Summarize the previous findings resulting from studies on a Baton Rouge Loop.
- What happens if nobody uses the Loop? Who pays?
- Tolls are said to be based on \$.15 per mile but it is also said that the investors are encouraged to seek the maximum rate justifiable. What will be the toll rate? Confirm.
- Provide studies considering what will happen to crime rates in Livingston and Ascension Parishes as a result of this so called Loop. Who pays for added cost of law enforcement if the rates go up?

- An environmental study must address the effect on local communities. Provide specific studies on all the communities in the effected parishes. Tier I approval should not be given until these are done.
- Who are the new appointees to the Capitol Region Planning Authority from Livingston, Iberville and Ascension parishes? What was their input into the plan?
- The quality of life for landowners/homeowners whose property is not located in the roadway right of way will be greatly diminished due to close proximity to the roadway and the attendant noise pollution. What provisions have been made to compensate these people for the diminished value of their property and quality of life?
- What is the maximum proposed toll rate that is projected to be charged during the life of the road, and is it realistic and viable?
- What are the provisions for handling the additional traffic load expected on the surface streets in proximity to the interchanges? Who is responsible for this infrastructure?
- Much of the information in the Tier 1 study is several years old including traffic counts and cost estimates. How can a Tier 1 approval be expected using outdated information?
- Your plan calls for land use and zoning regulations in the chosen corridor(s) to prohibit the use of, and development of this land. What happens if the local authorities refuse to comply with your request to lock in this land?
- What are the restrictions on building new multilane or upgrading existing roadways to 4 lanes in proximity of the Loop right of way?
- How will the tolls be collected?
- What is the status of the proposed new river crossing south of the old Hwy.190 Bridge?
- How will the value of property and homes taken for this project be determined? Be specific.
- If the project turn out to be a complete failure, who will be ultimately responsible for paying for it?
- What were the criteria, and the result of any studies on the impact of this road on the school system infrastructure?
- Provide documentation on the number of failures of this type of PPP in like areas to Baton Rouge,
- When most of this plan was drawn the current widening of I-10 and I-12 was not on the horizon. What impact/effects will this project have on the traffic on these roadways in Baton Rouge? Be specific.
- Will the current widening of I-10 and I-12 have an impact on the projected traffic that will use the Loop? Explain.
- What alternatives other than a Loop, have been taken into consideration when developing this plan. Be specific.
- Property values have declined in the past few years. What provisions will be made to people who owe more on their homes or land when they are forced to sell by eminent domain. Will they be forced into bankruptcy?



Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes, Louisiana

CAEA Project No. E - 2009 - 001
S.P.No. H.005201 (700-96-0011)
F.A.P.No. STP-9609(504)

COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

PN-1

We need a better transportation system for the Baton Rouge Area. The loop is our best option. Do not put the concerns of a few above the needs of many. Build the loop!

OP-1

If you attended a public hearing, please check which one:

- December 5, 2011 – Baton Rouge
- December 6, 2011 – Gonzales
- December 6, 2011 – Plaquemine
- December 7, 2011 – Denham Springs
- December 7, 2011 – Port Allen

Name: Scott Kirkpatrick
 Address: 1611 East Lakeshore Drive 70808
 Phone: 225-344-9919
 Email: _____

(Use additional sheets if necessary)

Written comments can be left in the comment box at this hearing or fold, stamp, and mail to CAEA (address on the reverse side).
In order to be included in the public record, comments must be received or post-marked no later than January 9, 2012.



Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes, Louisiana

CAEA Project No. E - 2009 - 001
S.P.No. H.005201 (700-96-0011)
F.A.P.No. STP-9609(504)

COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

CD-5

THE LOOP IS VITAL TO THE LONG TERM GROWTH OF OUR COMMUNITY AND OUR REGION. IF WE DON'T DECIDE TO START NOW, WHEN WILL IT HAPPEN? THE FUTURE IS OUR RESPONSIBILITY.

OP-1

If you attended a public hearing, please check which one:

- December 5, 2011 – Baton Rouge
- December 6, 2011 – Gonzales
- December 6, 2011 – Plaquemine
- December 7, 2011 – Denham Springs
- December 7, 2011 – Port Allen

Name: SCOTT KLEIN

Address: 14241 COURSEY #12Z

Phone: 225-247-2525

Email:

(Use additional sheets if necessary)

Written comments can be left in the comment box at this hearing or fold, stamp, and mail to CAEA (address on the reverse side). In order to be included in the public record, comments must be received or post-marked no later than January 9, 2012.

Record Your Opinion on Proposed BR Loop

To: Capital Area Expressway Authority • 9100 Bluebonnet Centre Blvd., Suite 301, Baton Rouge, Louisiana 70809

Please mail, fax, or email a copy to: Central City News • 13567 Hooper Road, Baton Rouge, LA 70818 • Fax 225-261-5022
Email: centralcitynews@hotmail.com

CCN will file a copy with the Loop, the Federal Highway Administration, and the Central City Council

The undersigned (circle) FAVOR OPPOSE the proposed BR Loop:

Name Ken T. Remy
Address 15276 Blackwater Road Zachary, La 70791
Phone 225-261-4525 Email _____
Comments No Loop **OP-2**

Name Genevieve Remy
Address 15276 Blackwater Road Zachary, LA 70791
Phone 225-261-4525 Email _____
Comments No Loop **OP-2**

Name Justin Corkey
Address 15276 Blackwater Rd., Zachary, La 70791
Phone 225-261-4525 Email _____
Comments No Loop **OP-2**

Name _____
Address _____
Phone _____ Email _____
Comments _____

[] I am attaching a letter with my comments.

Comments Must ARRIVE by Jan. 5, 2012



Ascension, East Baton Rouge, Iberville, Livingston,
and West Baton Rouge Parishes, Louisiana

CAEA Project No. E - 2009 - 001
S.P.No. H.005201 (700-96-0011)
F.A.P.No. STP-9609(504)

COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

Bria Karnek
7615 Magnolia Beach Rd
Denham Springs, La 70724

Brian K Koranek
7615 Magnolia Beach Rd. 3I
Denham Springs, La 70726

To Whom it may Concern,

Here is a list of my concerns about the proposed Loop project.

TOL-6

1) The financial visibility and cost of the project. Who are the investors of the proposed project? How can we possibly guarantee and invest a 12% return on the investment? If the tolls do not cover the cost who pays. The financial cost to the taxpayers could be great and long range.

TOL-1

2) The maps being used are extremely old. The number of residents in the area has greatly increased. The number of homes and businesses that will be impacted is not reflected in the maps that are currently being used. The maps do not show the Churches and cemeteries that would be impacted. It does not show the brand new school being built in Watson.

RD-1

RD-5

3) Has wetland studies been conducted? Much of Livingston Parish has a flooding problem. Has the impact of this project on flooding been taken into consideration? We do not need or want any more flooding problems than what we already have.

WE-1

4) In Livingston Parish it is very easy to get any where in the parish. The proposed project will basically cut the parish in half and create traffic problems as well as noise problems.

WR-2

Possible solutions.....

1) 4 lane Greenwell Springs Rd. all the way to Magnolia Beach Rd. 4 lane Magnolia Beach Rd from Sullivan Rd to Hwy 16

CIR-9

2) 4 lane Hooper Rd from Joor Rd and extend it all the way to Hwy 16 north of Watson. This would relieve some of the pressure from the north. That would give another route into Livingston parish, and would impact a lot less people than the proposed loop. Also would be much more cost effective.

NOI-1

3) Hoo Shoo Too Rd extension to cross Amite Rive and connect to 4H club Rd.. Again would give another route into Livingston Parish. Again much more cost effective and less impact to the least amount of residents.

AL-1

Back in 1984 I moved to Denham Springs, when my oldest son was in 5th grade. One of the reasons I began looking outside of the Baton Rouge area was because of the bussing issue in Baton Rouge and the quality of the school system. At the time I had a good many friends from work that lived in Livingston Parish and was told of the quality of the schools, the parks and recreation department, the quiet lifestyle and the friendly atmosphere of the whole parish. I made the decision and moved my family to Denham Springs, it is a decision that I have never regretted. I feel that the loop would greatly impact the life and the community that I have grown to love.

HE-1

Thank you for taking my concerns into consideration.

Brian K Koranek



Ascension, East Baton Rouge, Iberville, Livingston,
and West Baton Rouge Parishes, Louisiana

CAEA Project No. E - 2009 - 001
S.P.No. H.005201 (700-96-0011)
F.A.P.No. STP-9609(504)

COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

Jar M Koravek
7615 Magnolia Beach Rd 3I
Denham Springs, LA 70924

Jan M Koranek
7615 Magnolia Beach Rd. 3I
Denham Springs, La 70726

To Whom it may concern,

My name is Jan Koranek and I am a resident of Livingston Parish. I have lived here my whole life with the exception of about 5 years when I had gotten transferred for a promotion. During that time I lived in Mandeville, La. During my time in Mandeville, even though it was a very nice place, I wanted to move back home. The first chance I got to transfer back, I took it. I moved back about 6 months ago.

One of the reasons I love living here is the quality of life. The schools here are among the best in the state. It is a great place to raise kids. It is close to a city, but the way of life is much more relaxed.

ED-1

I am very concerned about this loop project. Not only the economic impact that the loop would have on the tax payers, but the impact on the quality of life in the community that I love so much. The number of homes, schools, churches and people that this loop would impact in Livingston Parish and the towns of Watson and Walker, to name a few, would be very great.

HE-1

The proposed routes through Watson are of great concern. One of the proposed routes comes down by Amite Baptist Church. This one will impact me personally. For one thing, I have been a member of that church since birth. Some of my family helped form that church. I have family buried in both of the cemeteries there, my brother, my grandparents, great grandparents, and many more members of my family, dating back to the mid 1800's. The church dates back to 1841. There seems to be no mention in the reports that I have seen that lets me know that the proponents of this loop have taken this into consideration or that they care one way or another. I care, along with thousands of other people in this community care.

PS-3

Another of the proposed routes takes out the brand new, still under construction, Live Oak High School. This new school has been long overdue. The number of new residents that have moved into this area, as well as all of Livingston Parish, has had our schools bursting at the seams or the last number of years, and we have still managed to keep our school system among the best in the state. Students of Watson are very much looking attending this new school in the fall.

PS-3

Another concern that I have is the fact that the maps that they are using to show the proposed sites is so out of date. It seems to me that they are trying really hard to pull the wool over someone's eyes by showing that this is a rural area that doesn't have very many people living in it. Well 15 years ago, as those maps reflect, that may have been the case, but not now. This area has grown by leaps and bounds in the several years. The reason for this is that quality of life that I spoke about earlier in this letter. There are subdivisions springing up where cow pastures used to be. The reason is due in large part to the large number of people leaving Baton Rouge.

RD-1

It seems to me that there are other avenues that could be taken to elevate some of the traffic problems in Baton Rouge. During the middle of the day there is not a traffic problem. It is the commuting in the morning and afternoons that is the problem. The interstate project that is underway on I-12 is going improve the situation a great bit. But there is other things that could be done that would be much more economical than this loop project. One problem is that there is only 3 avenues to get from DS or Watson to Baton Rouge, Magnolia Beach Rd, Hwy 190 and I-12. Maybe if we could four lane the rest of Hooper Road and extend it across the Amite River to Hwy 16 in Watson, that would give us a forth entrance into Livingston Parish and take some of the pressure off the existing routes from the north. As for the south, maybe we could build another bridge across the Amite by coming off of Tiger Bend Road and connecting it to 4H Club Rd, that would take more pressure off the interstate and give us a 5th entrance into Livingston Parish. These two alternative measures would be much more economical and would have much less of an impact to the least amount of residents in Livingston Parish.

AL-1

RB-1

I know that Kip Holden, Mayor of Baton Rouge, and his investors don't care about Livingston Parish. I also think that it is just wrong on so many levels that the residents of Livingston Parish are not being asked if they want this or not.

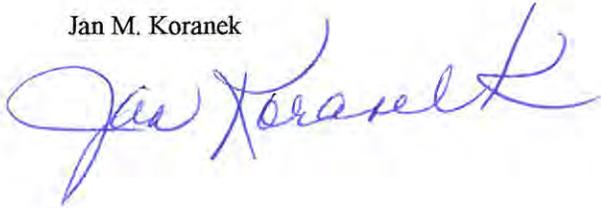
OP-4

I want this community to continue to prosper and thrive the way it is doing now. We have 12 grandchildren, 9 of which live in Watson and Walker. Both communities will be greatly impacted by the loop project. We the people of Livingston Parish do not want this. Please take into consideration other options. Please do not ok this project.

OP-10

Thank you,

Jan M. Koranek

A handwritten signature in blue ink that reads "Jan Koranek". The signature is written in a cursive style with a large, sweeping initial "J".



COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

A loop is for people going around a city. This does not seem to be a viable plan. You will still have the traffic problems as the majority of the people are going into Baton Rouge because that's where they are employed.

CIR-3

This appears to be a very expensive way of spending tax payers money. Most of us will find an alternate route rather than paying for a toll road. The question then is if the local people are not using it, who is going to pay for it? This has not been studied and looked at from a common sense approach. Many figure heads can sit in a beautiful office and make plans without going to the proposed area and seeing the devastation it will cause -

TOL-2

TOL-15

What about the present physical and population changes that have taken place in recent years? What about historical landmarks (1800's), new schools being constructed in proposed path? Does progress have to destroy these facilities? Why such an undefined width proposal that retards property owners from using their properties?
(Cont.)

AL-13

If you attended a public hearing, please check which one:

- December 5, 2011 - Baton Rouge
 December 6, 2011 - Gonzales
 December 6, 2011 - Plaquemine
 December 7, 2011 - Denham Springs
 December 7, 2011 - Port Allen

Name: Geraldine J Krake

Address: P.O. Box 17, Watson, La. 70786

Phone: _____

Email: akrake@att.net

(Use additional sheets if necessary)



COMMENT FORM

Page 2

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

It looks as though the powers that be in Washington as well as Louisiana officials are working hard at catering to Mr. Holden. He should be taking care of his many problems (murders, thefts etc. in Baton Rouge) Livingston Parish will work on it's traffic problems. Is there a reason for not widening the arteries that are feeding into Baton Rouge? Seems that would alleviate a lot of the problem - There are many flaws in the plan -

OP-11

AL-1

If you attended a public hearing, please check which one:

- December 5, 2011 - Baton Rouge
- December 6, 2011 - Gonzales
- December 6, 2011 - Plaquemine
- December 7, 2011 - Denham Springs
- December 7, 2011 - Port Allen

Name: Geraldine J Krake

Address: _____

Phone: _____

Email: _____

(Use additional sheets if necessary)



COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

I AM A RESIDENT OF LIVINGSTON PARISH. I AM TOTALLY AGAINST THE CONSTRUCTION OF THE LOOP IN ANY OF ITS PROPOSED LOCATIONS. THE EASTERN PORTION OF THE LOOP WILL DESTROY THE QUALITY OF LIFE I MOVED HERE TO ENJOY. I OBJECT TO THE OTHER PORTIONS OF THE LOOP IN SUPPORT OF LIKEMINDED PEOPLE IN THOSE AREAS. I MOVED BACK TO BATON ROUGE IN 1985. I LIVED IN THE GARDEN DISTRICT. I BECAME UNHAPPY WITH THE TRAFFIC, NOISE, POPULATION DENSITY, OTHER URBAN PROBLEMS. I HAVE SINCE MOVED THREE TIMES TO BE FURTHER AWAY FROM THESE PROBLEMS. I AM NOW IN THE WOODS OUTSIDE FRENCH SETTLEMENT. I AM NOT MOVING AGAIN WITHOUT A FIGHT. I WILL VOTE AGAINST ANY PUBLIC OFFICIAL THAT MOVES THE LOOP PROJECT FORWARD. I WILL WORK TO HAVE ANY SUCH OFFICIAL RECALLED AND I WILL CONTRIBUTE TO THE CAMPAIGN OF ANYONE WHO RUNS AGAINST THEM.

OP-2

HE-1

RB-3

If you attended a public hearing, please check which one:

- December 5, 2011 - Baton Rouge
- December 6, 2011 - Gonzales
- December 6, 2011 - Plaquemine
- December 7, 2011 - Denham Springs
- December 7, 2011 - Port Allen

Name: WALTER J. KRAUSHAAR
 Address: P.O. BOX 490 FRENCH SETTLEMENT, LA 70733
 Phone: DAY: 242-5326 NIGHT: 698-3070
 Email: WKRAUSHAAR@AOL.COM

(Use additional sheets if necessary)

30165 George White Rd.
Holden, LA 70744

January 6, 2012

Baton Rouge Loop Project Team
9100 Bluebonnet Centre, Suite 301
Baton Rouge, LA 70809

To Whom It May Concern:

OP-15

We are opposed to the proposed loop in northern Livingston Parish. The developers are not aware that this area is a highly developed residential community. The developers do not take this into consideration! This land should not be taken as "public domain" to allow rich developers to turn it into profitable commercial projects. This is not the American way. AL-13
RB-2

There are much better ways to address the traffic problem. If a number of surface streets were widened and improved throughout Livingston and East Baton Rouge Parishes the problem would be solved. Limited access with service roads on these surface streets would facilitate traffic thereby encouraging locals to use them instead of the interstate. AL-1

Please abandon the loop idea.

Sincerely,

Alex Kropog
Royanne Kropog

Alex and Royanne Kropog
Lifelong residents of Livingston Parish
30165 George White Rd.
Holden, LA 70744
225-294-5732



COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

CIR-7

AS A PROPERTY OWNER ON RIVER ROAD IN EAST BATON ROUGE PARISH WHO MAY BE DIRECTLY IMPACTED BY THE SOUTHERN ALIGNMENT OF THE LOOP, I AM IN FULL SUPPORT OF THE LOOP. THIS ROAD WILL PROVIDE DESPERATELY NEEDED ACCESS TO AN UNDER SERVED AREA.

If you attended a public hearing, please check which one:

- December 5, 2011 - Baton Rouge
- December 6, 2011 - Gonzales
- December 6, 2011 - Plaquemine
- December 7, 2011 - Denham Springs
- December 7, 2011 - Port Allen

Name: CHARLES LAMBERT
 Address: 225 METAIRIE HEIGHTS AVE., METAIRIE, LA 70001
 Phone: ~~225~~ WITH HELD
 Email: WITH HELD

(Use additional sheets if necessary)



COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

AL-1

AGAINST LOOP there are better alternatives

- 1) widen aerialis HWY
- 2) widen I 10
- 3) WIDEN HWY 30 to L.S.10
- 4) I 10 interchange at HWY 74

If you attended a public hearing, please check which one:

- December 5, 2011 – Baton Rouge
- December 6, 2011 – Gonzales
- December 6, 2011 – Plaquemine
- December 7, 2011 – Denham Springs
- December 7, 2011 – Port Allen

Name: REP EDDIE LAMBERT
 Address: P.O. BOX 88 GONZALES, LA
 Phone: 225-647-9788
 Email: eddie1@eatel.net

(Use additional sheets if necessary)



COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

CIR-3

o what percentage of the "thru traffic" will actually be diverted around BR? + what impact/improvement will that have on BR traffic? ~~Who~~ who is going to use the loop? -> ~~that~~ we already pay taxes & now will have to pay another tax (toll) to use the road?

TOL-2

o # If the "east" loop is constructed, it will have to be elevated due to the Environmental Impacts, why can't an elevated highway be constructed "over" the existing I-10 footprint.

AL-19

If you attended a public hearing, please check which one:

- December 5, 2011 – Baton Rouge
- December 6, 2011 – Gonzales
- December 6, 2011 – Plaquemine
- December 7, 2011 – Denham Springs
- December 7, 2011 – Port Allen

Name: Jake Lambert
 Address: 10485 Springdale Ave ~~Baton Rouge~~ Property owner in Ascension Parish
 Phone: (225) 644-5523
 Email: jake.lambert@gsaengineers.com

(Use additional sheets if necessary)

NO TO THE LOOP!!!!!!

I completely 100% disagree with the loop coming right through the heart of Central. It is a terrible idea to split in half a city we just incorporated. Central is a city the long standing residents are attempting to preserve and protect from destruction.

HE-1

The loop would provide a highway right into the heart of Central and allow for increased crime, increased organized crime, and an influx of illegal aliens.

PS-1

OP-2

We do not need any more trouble than we already have.

I completely disagree with all 3 projected paths through Central.

AL-1

Keep the loop and find alternate routes for the residents of Livingston Parish to get back home.

R. L. Lambert Jr.

LET NOT OUR VOICES BE SILENT!

Hallelujah! I'm not alone! Thank you Mr. Mike Mannino for your letter that was in the Central City News last week. I found it very encouraging and an inspiration for me to write and respond. I couldn't agree more with your letter!

I feel the need to encourage the long standing residents of Central to speak up who feel that industrializing, commercializing, cutting down every tree, and selling and subdividing all vacant property in Central is NOT the right direction for Central.

When I completed my college education in Mobile, Alabama, I knew right where I was going. I was headed back home after a long 4 ½ years to get away from the headaches of the city and back to the grass and the trees and the cow pastures. I came right back to my hometown of Central. I had no idea that what I was fleeing and felt that Central was immune to would eventually attempt to infect this small community. One taking a look at our present situation through medical eyes would prescribe Central a large dose of IV antibiotics!

I ask again, what country is going to be left after all of this? The answer- NONE!
We will be just another crowded city with neighborhoods on every corner and congested, gridlocked streets with crumbling, dilapidated schools for the increasing number of kids.

So I ask, why the mad rush to subdivide and sell off every existing piece of land in Central? Could it have something to do with increasing the tax base and therefore increasing city income for city official's spending?

Where was the foresight and studies done prior to incorporating regarding the dilapidated schools? Is it true we lost millions of dollars by pulling out of the EBR school system that could have been ours to build new schools had we waited? Did we rush into incorporating without enough planning? Will we have to cap enrollment?
I feel there was not full disclosure to the public regarding the problems with our existing schools.

I hope you decide to run for some sort of office or position Mr. Mannino. Even if I'm the only one, at least you're not alone. I'll be glad to pull the lever for you if a vote is required, and stand behind your views that are ultimately for the betterment of Central and not yourself nor your pockets.

We need to vote out the yes men, the money men, and the fat pocketed politicians with personal agendas that want to take Central in the wrong direction.

R. L. Lambert Jr.

Record Your Opinion on Proposed BR Loop

To: Capital Area Expressway Authority • 9100 Bluebonnet
Centre Blvd., Suite 301, Baton Rouge, Louisiana 70809

Please mail, fax, or email a copy to: Central City News • 13567
Hooper Road, Baton Rouge, LA 70818 • Fax 225-261-5022
Email: centralcitynews@hotmail.com

CCN will file a copy with the Loop, the Federal Highway
Administration, and the Central City Council

The unsigned ~~FAVOR~~^{OPPOSE} the proposed BR Loop:

Name Robby Lambert

Address 16316 Comanche Ave. G5, LA 70939

Phone 201-7989 Email bigbabyn1@aol.net

Comments

NO LOOP! NO LOOP! NO LOOP!

OP-2

Name Kristal Lambert

Address 16316 Comanche Ave.

Phone 201-7989 Email kristalrn@hotmail.com

Comments

NO LOOP! NO LOOP! NO LOOP!

OP-2

Name

Address

Phone

Comments

Email

Name

Address

Phone

Comments

Email

I am attaching a letter with my comments.

Comments Must ARRIVE by Jan. 5, 2012

NOTE: Submitted by Central City News

As 34 and 36 year residents of our beloved Central City Community, we strongly, firmly, and vehemently oppose ALL proposed routes of this ridiculous loop that would split our city in half.

OP-15

This loop does NOTHING to solve the traffic problems and would simply DESTROY lives. Period. Widen the existing interstates and fix the worst interstate system in the WORLD! Its right here in Baton Rouge, Louisiana!

CIR-4

AL-1

Let's discover, study, and research some other routes for people to get back home to Livingston Parish. Develop some routes from Baton Rouge to Livingston Parish that don't continue to burden the residents of Central nor come through Central.



The people of Central should NOT have to pay the price for the inadequate roads and interstate system developed by the civil engineers of the past. No consideration for growth was given in the least.

Robby Lambert

Handwritten signature of Robby Lambert in cursive.

Kristal Lambert

Handwritten signature of Kristal Lambert in cursive.



Ascension, East Baton Rouge, Iberville, Livingston,
and West Baton Rouge Parishes, Louisiana

CAEA Project No. E - 2009 - 001
S.P.No. H.005201 (700-96-0011)
F.A.P.No. STP-9609(504)

COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

OP-5

I do not support the BR Loop in Ascension Parish.

If you attended a public hearing, please check which one:

- December 5, 2011 – Baton Rouge December 6, 2011 – Gonzales December 6, 2011 – Plaquemine
 December 7, 2011 – Denham Springs December 7, 2011 – Port Allen

Name: Brenda Landry

Address: 42162 Don Floyd Rd, Gonzales, LA 70737

Phone: 225-647-3294

Email: brenda.landry@yahoo.com



COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

I oppose the loop! I do not believe the loop is going to help w/ local traffic congest b/c it is way out of the way and the of tolls will discourage use. We like routes, not longer. It is not cost e Not enough research/studies done on t of loop on local infrastructure.

What if people do not use the pays - us still, the tax pa this is a project to put greedy pockets - to take prop for more profit.

No Loop!!

CIR-4

AL-11

TOL-2

CIR-9

TOL-1

RB-1

OP-2

If you attended a public hearing, please check which one:

- December 5, 2011 - Baton Rouge
- December 6, 2011 - Gonzales
- December 6, 2011 - Plaquemine
- December 7, 2011 - Denham Springs
- December 7, 2011 - Port Allen

Name: Johnny Landry
 Address: 11221 Thurston McCrory Rd
 Phone: 225-644-1136
 Email: babydoll@catel.net

(Use additional sheets if necessary)



COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

I oppose BR Loop! The thought that due to this project people will have to relocate and start over w/out say so is wrong. I know two families very well, both retired, have worked very hard to have the property, home and set-up that they have and they are too ~~late~~ old to have to start over. There are many others that I hear about that are elderly & retired. It is just wrong. Their retired is in their place (home). I also oppose the loop because I think it cost too much & is a project to fatten others wallets! I think we should expand ~~rd~~ existing roads & highways. The loop is way out of the way & tolls are going discourage use. Also, the Governor has vetoed money for future studies so I think this project should stop & again work on existing highways & roads.
Waste of money!!

RB-1

RB-2

OP-11

AL-1

TOL-2

OP-3

AL-11

If you attended a public hearing, please check which one:

- December 5, 2011 - Baton Rouge
- December 6, 2011 - Gonzales
- December 6, 2011 - Plaquemine
- December 7, 2011 - Denham Springs
- December 7, 2011 - Port Allen

Name: Kelley Handry
 Address: 11221 Thurston McCrory Rd
 Phone: 225-644-1136
 Email: Babydoll@eatel.net

(This information should be removed)

Please Record My Comments on Proposed BR Loop

To: Capital Area Expressway Authority • 9100 Bluebonnet Centre Blvd., Suite 301, Baton Rouge, Louisiana 70809 or FAX to 225-368-2801

Copy to: Central City News • 13567 Hooper Road, Baton Rouge, LA 70806 • Fax 225-261-5022
CCN will file with Loop, Federal Hwy. Administration, and Central City Council

Name Bill Lane
Address 1093A Big Sur Drive
City, State & Zip Code Central, LA 70818
Phone 261-5215 Email _____

I FAVOR the proposed Baton Rouge Loop.

I OPPOSE the proposed Baton Rouge Loop

OP-2

AL-1

HE-1

TOL-2

Other _____

Comments: I believe the traffic problems would be better served by widening existing roads and building new bridges and not by dividing our city in half. What guarantee is there that people would pay to drive on a toll road?

I am attaching a letter with my comments.

Comments Must ARRIVE by Jan. 5, 2012

Please Record My Comments on Proposed BR Loop

To: Capital Area Expressway Authority • 9100 Bluebonnet Centre Blvd., Suite 301, Baton Rouge, Louisiana 70809 or FAX to 225-368-2801

Copy to: Central City News • 13567 Hooper Road, Baton Rouge, LA 70806 • Fax 225-261-5022
CCN will file with Loop, Federal Hwy. Administration, and Central City Council

Name Shirley LaPorte
Address 12421 Pecos
City, State & Zip Code Greenwell Springs La.
Phone 225 261 4229 Email _____

I FAVOR the proposed Baton Rouge Loop.

OP-2

HE-1

AL-1

TOL-4

I OPPOSE the proposed Baton Rouge Loop

Other _____

Comments: Lets not forget The 'bad, poor decision' decades ago To run interstate through downtown B.R. Running Loop through Central will be equally as bad.
I support 4 Laning Hooper Rd. with a bridge across Amite River. 4 Laning Gr. Spgs Rd. NO LOOP/NO Money FROM China.
Tired of all the 'outsourcing' and importing.
BUY USA!

I am attaching a letter with my comments.

Comments Must ARRIVE by Jan. 5, 2012

PLEASE RECORD MY COMMENTS ON PROPOSED LOOP

I OPPOSE THE PROPOSED BATON ROUGE LOOP

/ c

ROBERT L LARTIGUE
10655 HOOPER RD.
CENTRAL , LA. 70818
225-261-3717

AL-1

All we need in Central is to widen Hooper Rd. from Blackwater Rd. to Hwy 16 & build a bridge over Amite River. Next widen Sullivan Rd. Next complete thr Central throughway to Sullivan and than widen Wax Rd. to Magnolia Bridge Rd. all the way to Hwy. 16 . NO TOLL ROADS to come through CENTRL 11111 Fix that, and we will be O-K . PLEASE NO LOOP in CENTRAL ??????????????????

OP-15



NOTE: Submitted by the Central City News



COMMENT FORM

PLEASE PRINT NAME AND ADDRESS *(Anonymous comments cannot be fully considered).*

AL-16

RB-1

CON-1

ED-8

Although I sit in traffic for an hour each way Monday through Friday on my work commute I am absolutely against the proposed route through the middle of Central. The Northern By Pass make more sense. This would keep the construction from destroying many homes and businesses right in the MIDDLE of Central. Not to mention the traffic nightmare construction work would create for years! Just think of the cost of purchasing, demolition, hauling all the debris from these structures. Not to mention the disposal and unnecessary waste that would be created.

Another thing to consider is the much needed economic boost that the Northern By Pass would create for St Helena Parish. One of the poorest in our State.

Please be smart about this life changing and VERY costly project.

Thank You for your consideration

Sandra Lawrence

Control Systems Designer

Central, La

If you attended a public hearing, please check which one:

- December 5, 2011 – Baton Rouge
- December 6, 2011 – Gonzales
- December 6, 2011 – Plaquemine
- December 7, 2011 – Denham Springs
- December 7, 2011 – Port Allen

Name: SANDRA LAWRENCE

Address: 11125 HENSON DRIVE, CENTRAL LA 70739

Phone: _____

Email: _____

(Use additional sheets if necessary)

Please Record My Comments on Proposed BR Loop

To: Capital Area Expressway Authority • 9100 Bluebonnet Centre Blvd., Suite 301, Baton Rouge, Louisiana 70809 or FAX to 225-368-2801

Copy to: Central City News • 13567 Hooper Road, Baton Rouge, LA 70806 • Fax 225-261-5022
CCN will file with Loop, Federal Hwy. Administration, and Central City Council

Name Billy LeJeune
Address 14857 Brent Av.
City, State & Zip Code City of Central 70818
Phone 225-939-5356 Email Billy the Kid 61261@bellsouth.net

I FAVOR the proposed Baton Rouge Loop.

OP-2

HE-1

I OPPOSE the proposed Baton Rouge Loop

Other

Comments: Please don't ruin our city. We don't want this loop. Keep it out of our town. Very wrong idea.

I am attaching a letter with my comments.

Comments Must ARRIVE by Jan. 5, 2012



COMMENT FORM

PLEASE PRINT NAME AND ADDRESS *(Anonymous comments cannot be fully considered).*

CIR-7

The loop would relieve congestion and allow the
industries to be safer & reduce road rage. The
congestion is so bad that we cannot drive I-12 during
~~the~~ morning or afternoon-rush hours. The population is
continuing to increase and traffic will only get worse if
something is not done soon.

PN-3

OP-1

If you attended a public hearing, please check which one:

- December 5, 2011 – Baton Rouge
- December 6, 2011 – Gonzales
- December 6, 2011 – Plaquemine
- December 7, 2011 – Denham Springs
- December 7, 2011 – Port Allen

Name: Dane Lejeune
 Address: 2419 Creekwood Dr.
 Phone: _____
 Email: danelejeune@gmail.com

(Use additional sheets if necessary)

Please Record My Comments on Proposed BR Loop

To: Capital Area Expressway Authority • 9100 Bluebonnet Centre Blvd., Suite 301, Baton Rouge, Louisiana 70809 or FAX to 225-368-2801

Copy to: Central City News • 13567 Hooper Road, Baton Rouge, LA 70806 • Fax 225-261-5022
CCN will file with Loop, Federal Hwy. Administration, and Central City Council

Name BILLIE + GEORGE LETEFF
Address 14073 DEVALD ROAD
City, State & Zip Code BATON ROUGE, LA. 70818
Phone 225 261-3911 Email _____

- I FAVOR the proposed Baton Rouge Loop.
 I OPPOSE the proposed Baton Rouge Loop

OP-2

AL-1

Other

Comments: Loop not necessary. Upgrade current roads. Double Deck
1-10 from bridge to Highland Road South + from new bridge
To Millersville Road going east

I am attaching a letter with my comments.

Comments Must ARRIVE by Jan 5 2012



Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes, Louisiana

CAEA Project No. E - 2009 - 001
S.P.No. H.005201 (700-96-0011)
F.A.P.No. STP-9609(504)

COMMENT FORM

PLEASE PRINT NAME AND ADDRESS *(Anonymous comments cannot be fully considered).*

While I believe something needs to be done about traffic in the Baton Rouge area I am not convinced that a loop is the answer, especially since 3 of the parish presidents have resigned from the Capital Area Expressway Authority (CAEA) board. The CAEA should have ended ALL work on this project after the 3 parish presidents resigned, and work should not begin until all of the parish presidents involved agree to the loop project. There have already been several meetings and discussions about this project. I actually believe a full investigation of how funds have been spent on this project needs to be done. I also believe just the political aspects of the loop project should be handled by politicians, and the engineering, design and planning should be turned over to either the LA DOTD or the federal highway system. There is too much local politics going on with the CAEA.

OP-14

NEI-1

RD-13

OP-12

One problem with a loop is that population growth will follow the highway system. Like in Houston, for example, traffic on the loop (the free one) can get worse than on I-10. I do not use the loop when traveling through the Houston area.

CIR-4

I believe a bypass on the west/south side of the Mississippi River would be a good alternate solution, possibly using the existing Sunshine bridge

AL-9

Thank you,

Phillip Lillard
3062 Carmen Dr.
Baton Rouge, LA 70809

Name: _____
Address: _____
Phone: _____
Email: _____

(This section of the form is optional)

52

Written comments can be left in the comment box at this hearing or fold, stamp, and mail to CAEA (address on the reverse side).
In order to be included in the public record, comments must be received or post-marked no later than January 9, 2012.

Please Record My Comments on Proposed BR Loop

To: Capital Area Expressway Authority • 9100 Bluebonnet Centre Blvd., Suite 301, Baton Rouge, Louisiana 70809 or FAX to 225-368-2801

Copy to: Central City News • 13567 Hooper Road, Baton Rouge, LA 70806 • Fax 225-261-5022
CCN will file with Loop, Federal Hwy. Administration, and Central City Council

Name Audrey Lill
Address ~~1133~~ 11333 Blackwater Rd
City, State & Zip Code Baker La 70714
Phone 225 261-3106 Email _____

I FAVOR the proposed Baton Rouge Loop.

OP-2

AL-1

CIR-4

I OPPOSE the proposed Baton Rouge Loop

Other _____

Comments: Surface roads, Hooper, Sullivan, poor, bridge across Amite at Hooper, all need to be done before a toll road or free road which the people will be paying for, no loop will help traffic

I am attaching a letter with my comments.

Comments Must ARRIVE by Jan. 5, 2012

Ben and Menessa Lindsey
36335 Lynnwood Drive
Denham Springs, LA 70706
(225) 664-1693
(225) 281-1316
mmlindsey@rocketmail.com

October 5, 2011

Governor Bobby Jindal
P. O. Box 94004
Baton Rouge, LA 70804-9004

RE: BR Loop Project

Dear Governor Jindal:

It has recently been brought to our attention, that Baton Rouge Mayor Kip Holden and supporters of the Baton Rouge Loop Project have petitioned the Federal Highway Administration (FHA) for approval to establish a route and move forward with private funding to build the northern portion of the BR Loop through Livingston Parish. It is our understanding that the FHA can supersede our local government and the will of the people of Livingston Parish and approve establishment of a 2,500-foot wide route through which the highway will be built. It is our understanding that the project is currently in the Tier 1 environmental assessment stage.

OP-14

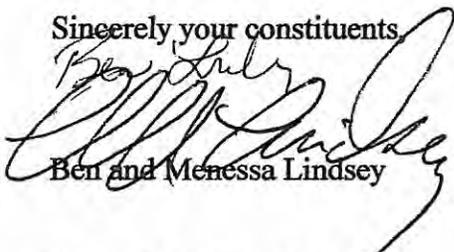
The purpose of this correspondence is to advise you that as residents of Watson/Denham Springs and voting citizens of Livingston Parish, we will do everything in our means to oppose such action by Mayor Kip Holden, the BR Loop group, and the FHA. We are prepared to participate in legal action, if necessary. We are seeking your assistance in helping us stop what we believe to be the unconstitutional taking of private property by eminent domain for the benefit of a for-profit privately run venture.

OP-2

I would appreciate correspondence from you regarding your position in this matter and whether or not we can count on your assistance.

RB-2

Sincerely your constituents,


Ben and Menessa Lindsey

Cc: Ms. Sherri LeBas
Secretary, LA DOTD
1201 Capital Access Road
Baton Rouge, LA 70802

Mr. Mike Grimmer
Parish President, Livingston Parish
P.O. Box 427
Livingston, LA 70754

Senator Dale Erdey
P. O. Box 908
Livingston, LA 70754

Representative Mac "Bodi" White
35055 La Hwy 16
Suite 2 A
Denham Springs, LA 70706

Ben and Menessa Lindsey
36335 Lynnwood Drive
Denham Springs, LA 70706
(225) 664-1693
(225) 281-1316
mmlindsey@rocketmail.com

October 5, 2011

Senator David Vitter
858 Convention Street
Baton Rouge, LA 70802

RE: BR Loop Project

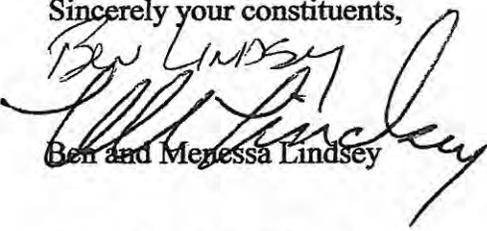
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Sincerely your constituents,


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Secretary, LA DOTD
1201 Capital Access Road
Baton Rouge, LA 70802

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Parish President, Livingston Parish
P.O. Box 427
Livingston, LA 70754

Senator Dale Erdey
P. O. Box 908
Livingston, LA 70754

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35055 La Hwy 16
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Denham Springs, LA 70706

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36335 Lynnwood Drive
Denham Springs, LA 70706
(225) 664-1693
(225) 281-1316
mmlindsey@rocketmail.com

October 5, 2011

Senator Mary Landrieu
707 Florida Street
Room 326
Baton Rouge, LA 70801

RE: BR Loop Project

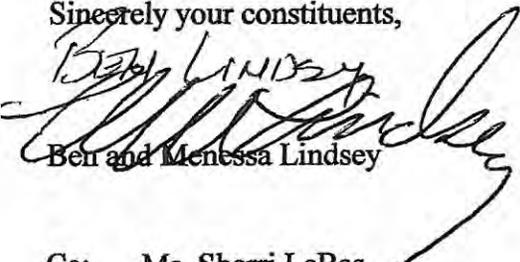
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Sincerely your constituents,


Ben and Menessa Lindsey

Cc: Ms. Sherri LeBas
Secretary, LA DOTD
1201 Capital Access Road
Baton Rouge, LA 70802

Mr. Mike Grimmer
Parish President, Livingston Parish
P.O. Box 427
Livingston, LA 70754

Senator Dale Erdey
P. O. Box 908
Livingston, LA 70754

Representative Mac "Bodi" White
35055 La Hwy 16
Suite 2 A
Denham Springs, LA 70706

Ben and Menessa Lindsey
36335 Lynnwood Drive
Denham Springs, LA 70706
(225) 664-1693
(225) 281-1316
mmlindsey@rocketmail.com

October 5, 2011

Congressman Bill Cassidy
5555 Hilton Avenue
Suite 100
Baton Rouge, LA 70808

RE: BR Loop Project

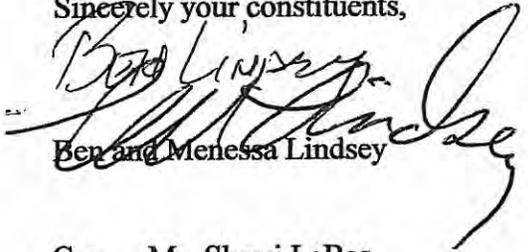
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Secretary, LA DOTD
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Baton Rouge, LA 70802

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Parish President, Livingston Parish
P.O. Box 427
Livingston, LA 70754

Senator Dale Erdey
P. O. Box 908
Livingston, LA 70754

Representative Mac "Bodi" White
35055 La Hwy 16
Suite 2 A
Denham Springs, LA 70706

48-e



Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes, Louisiana

CAEA Project No. E - 2009 - 001
S.P.No. H.005201 (700-96-0011)
F.A.P.No. STP-9609(504)

COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

I am opposed to the BR Loop Project!

See attached letters evidencing my opposition. Please make this comment card and attached letters a part of your records and forward such to the Federal Highway Administration.

OP-2

Sincerely,

M. Lindsey

If you attended a public hearing, please check which one:

- December 5, 2011 – Baton Rouge
- December 6, 2011 – Gonzales
- December 6, 2011 – Plaquemine
- December 7, 2011 – Denham Springs
- December 7, 2011 – Port Allen

Name: *Menessa M. Lindsey*
 Address: *36335 Lynnwood Dr. Denham Springs, LA 70706*
 Phone: *(225) 664-1693*
 Email: *mmlindsey@rocketmail.com*

49-a

Ben and Menessa Lindsey
36335 Lynnwood Drive
Denham Springs, LA 70706
(225) 664-1693
(225) 281-1316
mmlindsey@rocketmail.com

October 5, 2011

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5555 Hilton Avenue
Suite 100
Baton Rouge, LA 70808

RE: BR Loop Project

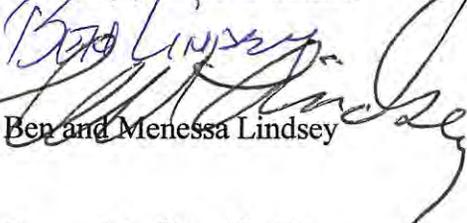
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707 Florida Street
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RE: BR Loop Project

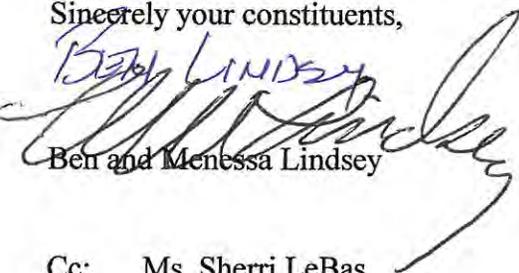
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Ben and Menessa Lindsey

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Secretary, LA DOTD
1201 Capital Access Road
Baton Rouge, LA 70802

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Parish President, Livingston Parish
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Livingston, LA 70754

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P. O. Box 908
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Representative Mac "Bodi" White
35055 La Hwy 16
Suite 2 A
Denham Springs, LA 70706

4A-C

Ben and Menessa Lindsey
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Denham Springs, LA 70706
(225) 664-1693
(225) 281-1316
mmlindsey@rocketmail.com

October 5, 2011

Senator David Vitter
858 Convention Street
Baton Rouge, LA 70802

RE: BR Loop Project

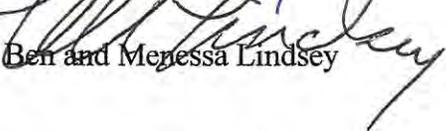
Dear Senator Vitter:

It has recently been brought to our attention, that Baton Rouge Mayor Kip Holden and supporters of the Baton Rouge Loop Project have petitioned the Federal Highway Administration (FHA) for approval to establish a route and move forward with private funding to build the northern portion of the BR Loop through Livingston Parish. It is our understanding that the FHA can supersede our local government and the will of the people of Livingston Parish and approve establishment of a 2,500-foot wide route through which the highway will be built. It is our understanding that the project is currently in the Tier 1 environmental assessment stage.

The purpose of this correspondence is to advise you that as residents of Watson/Denham Springs and voting citizens of Livingston Parish, we will do everything in our means to oppose such action by Mayor Kip Holden, the BR Loop group, and the FHA. We are prepared to participate in legal action, if necessary. We are seeking your assistance in helping us stop what we believe to be the unconstitutional taking of private property by eminent domain for the benefit of a for-profit privately run venture.

I would appreciate correspondence from you regarding your position in this matter and whether or not we can count on your assistance.

Sincerely your constituents,



Ben and Menessa Lindsey

Cc: Ms. Sherri LeBas
Secretary, LA DOTD
1201 Capital Access Road
Baton Rouge, LA 70802

Mr. Mike Grimmer
Parish President, Livingston Parish
P.O. Box 427
Livingston, LA 70754

Senator Dale Erdey
P. O. Box 908
Livingston, LA 70754

Representative Mac "Bodi" White
35055 La Hwy 16
Suite 2 A
Denham Springs, LA 70706

Ben and Menessa Lindsey
36335 Lynnwood Drive
Denham Springs, LA 70706
(225) 664-1693
(225) 281-1316
mmlindsey@rocketmail.com

October 5, 2011

Governor Bobby Jindal
P. O. Box 94004
Baton Rouge, LA 70804-9004

RE: BR Loop Project

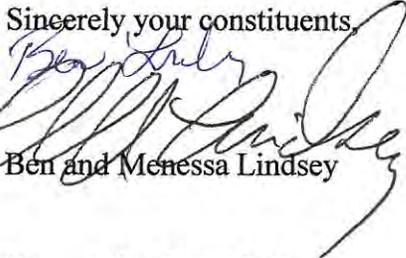
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Mr. Mike Grimmer
Parish President, Livingston Parish
P.O. Box 427
Livingston, LA 70754

Senator Dale Erdey
P. O. Box 908
Livingston, LA 70754

Representative Mac "Bodi" White
35055 La Hwy 16
Suite 2 A
Denham Springs, LA 70706



COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

To the CAEA:

RB-2

What give you the right to go into a parish and start telling people that you need their land for a useless road. It's too far out and a waste of resources.

There are better alternatives to this dumb loop with AL-1

no land grab. A lot of people here have been on this land for generations and aren't ready to leave. Go peddle RB-1

your loop somewhere else! Especially Kip Halden

If you attended a public hearing, please check which one:

- December 5, 2011 - Baton Rouge
- December 6, 2011 - Gonzales
- December 6, 2011 - Plaquemine
- December 7, 2011 - Denham Springs
- December 7, 2011 - Port Allen

Name: Anthony + Mary Ann Hipona

Address: 10297 Rountree Rd. St. Amant, La 70774

Phone: 225-675-8510

Email: none

(Use additional sheets if necessary)



LIVINGSTON PARISH COUNCIL

AN EQUAL OPPORTUNITY EMPLOYER

P. O. Box 335 ♦ Livingston, LA 70754
Phone: (225) 686-3027 ♦ Fax: (225) 686-1972
Toll Free: 1 (866) 686-3027

MARY E. KISTLER
Council Clerk

SANDY C. TEAL
Deputy Clerk

November 21, 2011

The Livingston Parish Council, as evidenced by signatures below, offer this resolution opposing the construction and continued funding of the Baton Rouge Loop for the following reasons:

- The Baton Rouge Loop does not address the transportation needs of Livingston Parish now or in the future. CIR-4
- Our citizens have repeatedly spoken in opposition to the loop.
- Livingston Parish public input has not been considered and it appears that public input from all parishes affected, offering constructive inputs, appear have not been considered. There are far less costly road projects that will benefit this parish that have not been considered. OP-14
- The routes through the bedroom communities of Livingston Parish increases crime potential, puts more demand on local infrastructures and disrupts the culture of our peaceful parish. AL-1
PS-1
PS-4
HE-1
- The annual cost to parish and state taxpayers in addition to tolls, to provide "Gap" funding, will be in the millions of dollars. TOL-1
- The mayor of Baton Rouge continues to disregard, not only the voices of elected leaders of Livingston, but also the surrounding parishes who have historically opposed this project. OP-14

A review of the latest application for Tier 1 approval reveals little change from the earlier proposals which have been rejected at all levels including Governor Jindal. OP-3

We request that this resolution be considered in the decision by the Federal Highway Administration, other funding sources and regulatory agencies.

Respectfully,

District 1 <u>Randall L. Rushing</u>	District 6 <u>Donald G. Hart</u>
District 2 <u>Jimmie McCoy</u>	District 7 <u>ABSENT</u>
District 3 <u>[Signature]</u>	District 8 <u>Ronald Sharp</u>
District 4 <u>[Signature]</u>	District 9 <u>Eddie Wagner</u>
District 5 <u>Buddy Mincey</u>	

RANDY RUSHING
District 1
JIMMIE McCOY
District 2
CINDY WALE
District 3

MARSHALL HARRIS
District 4
ALBERT "BUDDY" MINCEY
District 5
DON WHEAT
District 6

THOMAS WATSON
District 7
RONALD SHARP
District 8
EDDIE WAGNER
District 9

Date: Jan. 20, 2012

HNTB Corporation
Attn: Suzanne McCain: PE
9100 Bluebonnet Centre Blvd Suite 301
Baton Rouge, La 70809

We, the undersigned members of the Livingston Parish and City of Central Legislative Delegation, do hereby express our opposition to the proposed Baton Rouge Loop. Some of the reasons for our opposition are listed below:

- This project will not solve the traffic congestion problems on the Baton Rouge interstates, nor does it address the transportation problems of Livingston Parish or Central. OP-2
CIR-4
- The loop has little to no public support in Livingston parish or Central. OP-10
- The input of the citizens of our parishes has been ignored. OP-14
- The Parish councils of Livingston, and Ascension, the City Council of Central, and the Parish Presidents of Livingston and Ascension have signed resolutions and letters in opposition to this project.
- Livingston parish has no zoning or land use regulations. Protecting the selected corridor from being altered or developed will be impossible. LU-3
- There are several alternative solutions to the regional traffic problems that will cost a fraction of the loop such as adding additional lanes to Hwy 190, the Hooper Rd. extension, and widening Greenwell Springs Rd from Sullivan Rd to Magnolia Beach Rd that will also tie into the Central Thruway. AL-1
- The corridors, as proposed, cross significant wetlands and will require mitigation. Is enough mitigation land available in the hydrologic area of these corridors? WE-3
- Our parishes will experience increased crime potential, increased demand on our already stressed infrastructure, and the loss of the culture of our close knit communities. PS-1
PS-4
HE-1
- The “gap funding” responsibility of the parish and state will increase taxes on the citizens of this parish and state by tens of millions of dollars annually. That is money that could be used by the state to fund roads instead of paying the money to investors. This is unacceptable. TOL-1

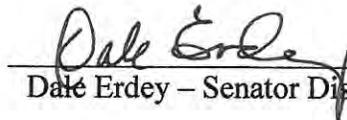
- Our surface roads, sewer systems, schools systems, and law enforcement to name a few, are already operating above capacity. The migration of more people will likely overwhelm our already fragile infrastructure.

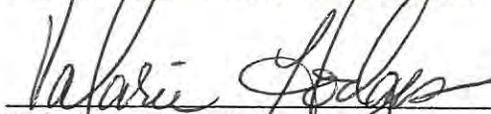
PS-4

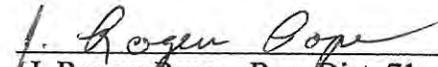
We request that this letter of opposition by the Livingston parish and City of Central legislative delegations be strongly considered by the FHWA in reaching the ROD, and by any other regulatory agencies, and any potential funding sources.

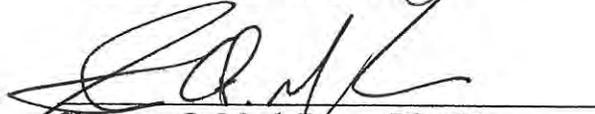
Respectfully submitted,

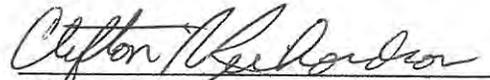

Mack "Bodi" White, Jr. - Senator Dist. 6


Dale Erdey - Senator Dist. 13


Valarie Hodges - Rep. Dist. 64


J. Rogers Pope - Rep. Dist. 71


Sherman Q. Mack Rep. - Dist 95


Clifton R. Richardson - Rep. Dist. 65

cc: La. Department of Transportation and Development

Federal Highway Administration, Baton Rouge District



LIVINGSTON PARISH COUNCIL

AN EQUAL OPPORTUNITY EMPLOYER

P.O. Box 335 • Livingston, LA 70754

Phone: (225) 686-3027 • Fax: (225) 686-1972

Toll Free: 1 (866) 686-3027

January 9, 2012

Capital Area Expressway Authority
9100 Bluebonnet Centre, Suite 301
Baton Rouge, LA 70809

Dear Sir:

The members of the newly elected Livingston Parish Council would like to go on record as being **OPPOSED** to the Baton Rouge Loop Project. **OP-2**

The proposed N11 route goes right over the new Live Oak High School which is set to open in August 2012. Who will pay for the relocation and construction of a new school? This school is badly needed in the fasted growing area of the State. The Parish cannot wait years for another new High School to be built. The classrooms are bursting now. **PS-3**

The proposed N12 route goes right over the newly expanded Recreation District Park 2 complex. This route also goes right through the middle of the Lakes of Belle Terre subdivision cutting it in half. Where will the Recreation District 2 Park be relocated to and who will pay for this? What about the disruption to the hundreds of residents of Lakes at Belle Terre subdivision? **PS-3**
RB-2
RB-1

What happens if there is a “gap” in funding? Who pays for it? **TOL-9**

The proposal guarantees a set rate of return for the investors. What happens if they do not get this rate of return? The citizens of Livingston DO NOT AGREE to any type of fee, tariff, millage, property tax increase, or reallocation of Parish funds to compensate for any shortfall. **TOL-15**

Most of these so called “Public Private Participation (PPP)” projects have a “Non Compete” clause excluding any future competition to ensure the set rate of return. Does this mean the Parish would not be able to four lane US 190, make improvements to I-12, or other road improvements in the area since this would compete with the Loop’s potential revenue? **TOL-3**

The above are only a few examples of the problems with the proposed loop. Displacing and disrupting the lives of hundreds if not thousands of citizens is unacceptable. Livingston Parish cannot wait the decades it will take to build the Loop. There are cheaper, faster and less invasive alternatives. **RB-1**

CHANCE PARENT
District 1
JIM NORRED
District 2
CINDY WALE
District 3

MARSHALL HARRIS
District 4
JOAN LANDRY
District 5
SONYA COLLINS
District 6

RICKY GOFF
District 7
RONALD SHARP
District 8
DELOS BLACKWELL
District 9

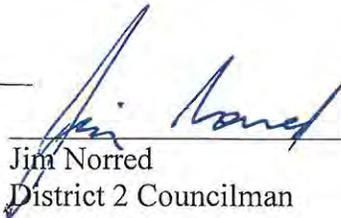
One such alternative is to extend Hooper Road eastward, build a bridge across the Amite River and tie into LA 16. Most of the right-of-ways are already owned and very few if any people would have to give up their homes. Along with this, four lane Hooper all the way westward and tie into I-110. This could be accomplished in a shorter time span at a much cheaper price and would help traffic flows tremendously.

This Livingston Parish Council requests denial of Tier 1 approval and to cease wasting taxpayer money on any future Loop studies or activities.

We the undersigned Livingston Parish Council hereby OPPOSE the Baton Rouge Loop Project in all its forms and request the Project be terminated immediately now and forever.



Chance Parent
District 1 Councilman



Jim Norred
District 2 Councilman



Cindy Wale
District 3 Councilwoman



Marshall Harris
District 4 Councilman



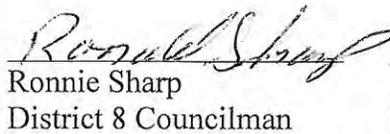
Joan Landry
District 5 Councilwoman



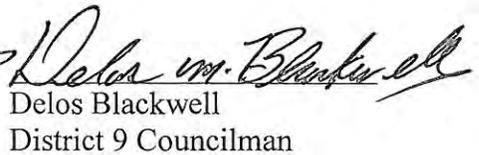
Sonya Collins
District 6 Councilwoman



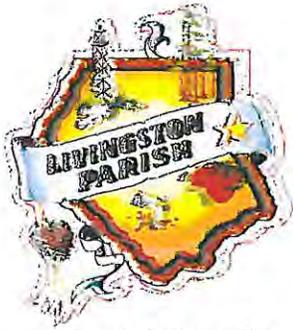
Ricky Goff
District 7 Councilman



Ronnie Sharp
District 8 Councilman



Delos Blackwell
District 9 Councilman



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District 9

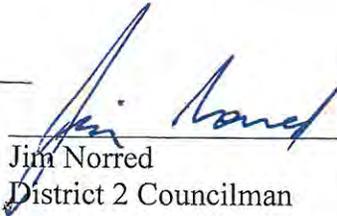
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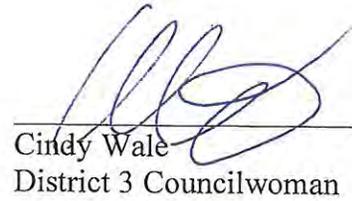
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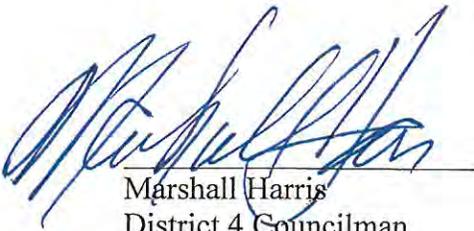
Chance Parent
District 1 Councilman



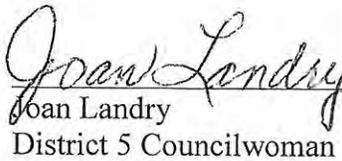
Jim Norred
District 2 Councilman



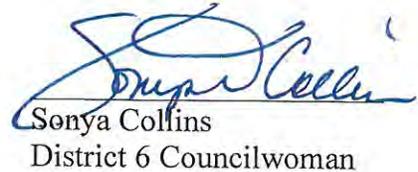
Cindy Wale
District 3 Councilwoman



Marshall Harris
District 4 Councilman



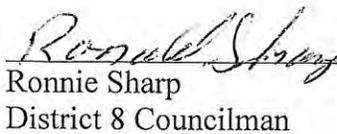
Joan Landry
District 5 Councilwoman



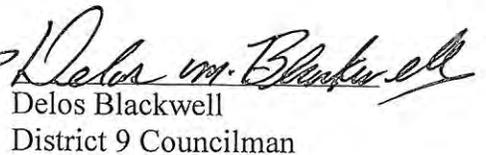
Sonya Collins
District 6 Councilwoman



Ricky Goff
District 7 Councilman



Ronnie Sharp
District 8 Councilman



Delos Blackwell
District 9 Councilman

To Whom it May Concern

2/6/12

We would like to express our opposition to the proposed loop through Livingston Parish. As residents of this parish for over 40 years, we do not want our way of life changed for such a questionable scheme. We are parents of two grown sons and a teenager and have 4 grandchildren and we are concerned with the detrimental effects of this project with its limited benefits. Please oppose this loop.

OP-2

HE-1

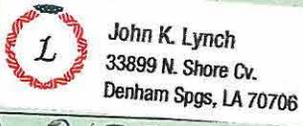
Thank you,
Herbert Lopez &
Christine Lopez

Please Record My Comments on Proposed BR Loop

To: Capital Area Expressway Authority • 9100 Bluebonnet Centre Blvd., Suite 301, Baton Rouge, Louisiana 70809 or FAX to 225-368-2801

Copy to: Central City News • 13567 Hooper Road, Baton Rouge, LA 70806 • Fax 225-261-5022
CCN will file with Loop, Federal Hwy. Administration, and Central City Council

Name _____
Address _____
City, State & Zip Code _____
Phone 225-369-2133 Email JKLYNCH10@BELLSouth.NET



- I FAVOR the proposed Baton Rouge Loop.
- I OPPOSE the proposed Baton Rouge Loop
- Other _____

Comments: _____

I am attaching a letter with my comments.

Comments Must ARRIVE by Jan. 5, 2012

From: john lynch (jklynch10@bellsouth.net)
To: jklynch10@bellsouth.net;
Date: Mon, December 12, 2011 8:36:10 AM
Cc:
Subject: [No Subject]

OP-21

OP-2

THE POLITICAL LOOP AROUND BATON ROUGE

The loop around Baton Rouge has become a political debate. I agree with an article that appeared in Saturdays paper. We need to address the root cause and that is the traffic going and coming into Baton Rouge. With all the companies that researched the issue I can't believe that they think a loop is the answer.

Can't they see that its when people are going and coming from work that is the main problem and not the travelers that pass thou Baton Rouge. A loop is not the answer for the root cause. The best way to help the traffic and reduce the overall cost is to correct the real problem with people from Livingston and Assumption Parishes coming and going to work in the morning and afternoons. My suggestion is to complete the widen of the interstates and see how that goes and then if necessary, double deck interstate 12 to Hammond and interstate 10 to Gonzales with exit lanes as the present traffic pattern shows the need for. I also suggest that the engineer that did the interstate downtown that floods ever time its a heavy rain or the engineer that has traffic exiting off the new bridge into the fast lane going North should have nothing to do with this project. All it takes is for one to travel the interstate day in and day out during these times and they will see a loop will be a lot of waste in funds and mostly benefit those traveling. Lets correct the real issue and get politics out of the picture and save some money that we need in other places. I also see an opportunity for the local bus system which is in the red, look at running buses to these parishes for those that may ride the bus. This would generate money for the bus system. Another option is a rail system to these parishes and maybe one day all the way to New Orleans. These options that I have suggested are being used in cities larger that ours. Our local government is acting like the federal government in both spending and decision making.

CIR-4

AL-1

TR-1

John Lynch
retired Planner and Scheduler.

John K. Lynch
33899 North Shore Cove
Denham Springs, La 70706
Phone 225-369-2133

~~I will be out of town from Dec 16 till Dec 22 so please do not publish until I return. Thanks~~ 

SEMT MAIL



COMMENT FORM

PLEASE PRINT NAME AND ADDRESS *(Anonymous comments cannot be fully considered).*

OP-1

Let's continue on with expressway!
MSM

If you attended a public hearing, please check which one:

- December 5, 2011 – Baton Rouge
- December 6, 2011 – Gonzales
- December 6, 2011 – Plaquemine
- December 7, 2011 – Denham Springs
- December 7, 2011 – Port Allen

Name: *Mary S. Machado*
 Address: *26635 Hwy 16 (Pete's Hwy) #307 Denham Springs, LA 70726*
 Phone: *(225) 354-9189*
 Email: *mm.lindsey@rocketmail.com*

(Use additional sheets if necessary)



Ascension, East Baton Rouge, Iberville, Livingston,
and West Baton Rouge Parishes, Louisiana

CAEA Project No. E - 2009 - 001
S.P.No. H.005201 (700-96-0011)
F.A.P.No. STP-9609(504)

COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

PN-1

Having just returned from
Houston I realize how important
this is!

If you attended a public hearing, please check which one:

- December 5, 2011 - Baton Rouge
- December 6, 2011 - Gonzales
- December 6, 2011 - Plaquemine
- December 7, 2011 - Denham Springs
- December 7, 2011 - Port Allen

Name: GAIL MASON
 Address: 1692 O'BRIEN DR
 Phone: 225 769-6619
 Email: galmason@cox.net

To Whom It May Concern:

As a resident that would be affected by the S8 corridor, I oppose the southern loop's route through the S8 corridor. The proposed route through the S-8 corridor can potentially affect several subdivisions, whether it involves potentially relocating residents or potential property value impacts. I am particularly disappointed to find that when I purchased my house in July 2008, after doing my due diligence in researching the loop corridors, S8 had been removed from consideration at that time, only to find out *AFTER* that it had once again appeared on the map for further consideration. Additionally as an employee of a facility in the S9, S10, and S11 corridor, I am opposed to the loop in this corridor due to the loss of the buffer zone for industry. As an industry, we work diligently to have high standards concerning our safety record and environmental stewardship. Unfortunately accidents do happen, and further traffic impacts in the area could potentially increase the liability responsibility for the plants with the further loss of the buffer.

RB-1

RB-4

AL-21

AI-22

AL-1

If the loop is truly to improve traffic flow into the Baton Rouge area, why should we first support the addition of a loop without supporting expansion of our current infrastructure first? From an Ascension Parish perspective, what about expanding I-10 further, Airline Highway, or Highway 30? Wouldn't expansion of the current routes be a better way, instead of relocating residents or reducing industrial buffer? Has the expansion of these routes been studied, and what would the traffic impact be if they were improved? Is this just an alternative to route the "pass-through" traffic that travels along I-10 everyday, or is this a way to improve flow between East Baton Rouge and Ascension parish? If it is the former, wasn't there a study before to route a loop using the Sunshine Bridge, which is not that much further, and through a lot more rural areas? If this is truly a "pass-through" traffic issue, wouldn't this be a better option? If it's truly an "E. Baton Rouge-Ascension Parish" traffic flow improvement issue, we should explore the improvements to current infrastructure first. To my surprise, no one at the December 6th Gonzales Public Hearing could confidently provide an answer to whether this was a "pass-through" problem or a more localized traffic flow improvement issue. How can support be generated then for a road that we may not need?

PN-4

AL-9

OP-5

To summarize, I cannot support the southern corridor for the loop as it currently stands.

Sincerely,



Nathan Malik



Ascension, East Baton Rouge, Iberville, Livingston,
and West Baton Rouge Parishes, Louisiana

CAEA Project No. E - 2009 - 001
S.P.No. H.005201 (700-96-0011)
F.A.P.No. STP-9609(504)

COMMENT FORM

PLEASE PRINT NAME AND ADDRESS *(Anonymous comments cannot be fully considered).*

See attached sheet

If you attended a public hearing, please check which one:

- December 5, 2011 – Baton Rouge
 December 6, 2011 – Gonzales
 December 6, 2011 – Plaquemine
 December 7, 2011 – Denham Springs
 December 7, 2011 – Port Allen

Name: *Nathan Malik*

Address: *12312 Oak Colony Drive, Geismar, LA 70734*

Phone: *225-673-8474*

Email: *nmalik6@hotmail.com*

(Use additional sheets if necessary)

Written comments can be left in the comment box at this hearing or fold, stamp, and mail to CAEA (address on the reverse side).
In order to be included in the public record, comments must be received or post-marked no later than January 9, 2012.

Baton Rouge Loop Project Team
9100 Bluebonnet Centre, Suite 301
Baton Rouge, LA 70809
January 6, 2012

Dear Baton Rouge Loop Project Team Members:

I am a resident of Livingston Parish who is strongly opposed to the construction of the Baton Rouge Loop. This loop will force too many people out of their relatively new homes and businesses in our parish and will further damage our already strained infrastructure.

OP-2

RB-1

This loop should have been constructed when it was first discussed in the 1960's. Back then, people in Baton Rouge were not seeking safer places for their families to live. Thus, more unsettled property was available on which to construct a loop.

CIR-9

Now, many people have moved out to Livingston Parish in order to escape crime, find good public schools, etc., and are living in newly-built homes. It is completely financially unfeasible to expect taxpayers to provide funds to compensate these people and to force them to move in order to construct the loop highway.

OP-13

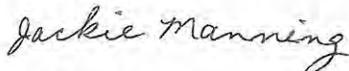
Instead, our tax dollars would be much more wisely spent by widening Interstates 10 and 12 near Baton Rouge in the areas where most traffic issues occur. I'm certain that the costs for this project would be less expensive.

TOL-1

Please consider costs and the strong opposition of the majority of Livingston Parish residents when you are making decisions regarding the Baton Rouge Loop Project. Thank you.

AI-1

Sincerely,



Jackie Manning

Barbara & Robert Maranto

P. O. Box 176

Watson, Louisiana 70806

January 6, 2012

HNTB Corporation

Attn: Suzanne McCain, P. E.

9100 Bluebonnet Centre Boulevard, Suite 301

Baton Rouge, Louisiana 70809

Re: Baton Rouge Loop

Suzanne:

OP-2

We would like to go on record as opposing the proposed Baton Rouge Loop. We are residents of Ashley Drive in Hunstock Hills subdivision in Watson, Louisiana. One of the loop path options will come within one block of our home. This is the second home we have built in the subdivision because we are so happy living here.

RB-3

We built a new home in Hunstock Hills in 1982. We moved from Baton Rouge to allow our five children a better quality of life, better education, better environment, better opportunities in their extracurricular activities, and less crime. We have enjoyed having five graduates of Live Oak High School and presently have four grandchildren attending school in the Live Oak District. As a Volunteer in Public Schools at North Live Oak and Live Oak Middle schools, I see our reason for moving here still repeated over and over today by parents who move here for the same reasons we did years ago. We grew up in Baton Rouge in the 1950-60's with neighborhood schools and rode our bike down the street to play with our friends. Here in 2012, our children and grandchildren have the same freedom and security as we did back then.

HE-1

A loop through the Watson area would remove the life as we know it. In fact, the maps you are using to project the loop is so old, 1996 I was told, that it does not even include two of our schools, our library and thousands of homes built since that time. I wonder, how can such expensive planning that has gone into this loop, miss such a major thing as our growth in its planning. I think that is absurd.

RD-1

I feel, as many of my neighbors and friends do, that there are many other alternatives to our traffic problems than this proposed loop. I'm not an engineer, but common logic used would be able to see that widening I-12, widening Highway 190, building a bridge across the Amite River connecting Hooper Road and Highway

RD-5

AL-1

HE-1

WE-1

1019 in Watson, opening Central Expressway from I-12 to Hooper Road would all be a less expensive and easier answer to solving the traffic problems we now incur.

RB-4

I am fighting against the loop because I have no doubt that something so drastic coming through our area would affect our quality of life as we now know it, ruin our environment, wetlands, property values, property taxes, zoning, school system, local traffic and last but certainly not least, our crime rate. There are just so many concerns and unanswered questions.

PS-4

CIR-9

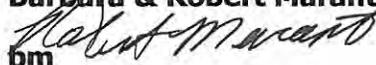
Again, we want to go on record as OPPOSED TO THE LOOP !!!!

PS-1

Sincerely,



Barbara & Robert Maranto


bm

Loop

Note: Submitted by Central City
News

Tim Matthews (timj3@cox.net)

Thu 12/15/11 5:25 PM

centralcitynews@hotmail.com

✓

Mr. Dewayne Ray has zeroed in on the root of the loop problem. The citizens of Baton Rouge do not want to be inconvenienced by adding lanes to the downtown Interstate, this area is choking the entire interstate system in Baton Rouge. AL-1

I would also like to know why our congressmen have not tried to pass a bill to disband the group that is trying to push this through. I seem to recall Dale Erdy and Bodi White mentioning they would support this, but I have not heard of anything being done in this regard. If the Loop comes I, like Mr. Dewayne Ray will be looking for new residence in a different parish.

Tim Matthews

Phone: 225-261-0240

Email: timj3@cox.net

Record Your Opinion on Proposed BR Loop

To: Capital Area Expressway Authority • 9100 Bluebonnet Centre Blvd., Suite 301, Baton Rouge, Louisiana 70809

Please mail, fax, or email a copy to: Central City News • 13567 Hooper Road, Baton Rouge, LA 70818 • Fax 225-261-5022
Email: centralcitynews@hotmail.com

CCN will file a copy with the Loop, the Federal Highway Administration, and the Central City Council

The undersigned (circle) FAVOR/OPOSE the proposed BR Loop:

Name Anne Matlock **OP-2**

Address 12164 Core Ln, Baker LA 70714 **CIR-4**

Phone 939-0858 Email mtlockne@aol.com

Comments It makes no sense to have the loop go north of I.R. - when the majority of traffic on Interstate is going east and south.

Name William D. Matlock **OP-2**

Address 12164 CORE LANE, BAKER, LA, 70714

Phone 802-1947 Email MILCKDVD@aol.com **AL-1**

Comments BURDEN CENTRAL SHOULD NOT BEAR THE BURDEN FOR WHITE FLIGHT, BUILD A BRIDGE AT THE END OF HOOPER RD. + 4-LANE IT. DONE

Name _____

Address _____

Phone _____ Email _____

Comments _____

Name _____

Address _____

Phone _____ Email _____

Comments _____

[] I am attaching a letter with my comments.

Comments Must ARRIVE by Jan. 5, 2012

Note: Submitted by Central City News

January 7, 2012

Dear Ms. Suzanne McCain,

This letter is in opposition to the Baton Rouge Loop that has been rejected repeatedly by the people of Livingston, Ascension, Iberville and West Baton Rouge parishes and their governing authorities. My concern for the Parish of Livingston, where I reside, is the loss of the quality of life, the community atmosphere, the increased traffic congestion on our streets due to the slab of concrete that will invade our bedroom community. I moved to Denham Springs/Watson 11 years ago to get away from the crime and deplorable school system in Baton Rouge. We, the people, have rejected the loop in Livingston. Research has proven that where the progression of overpasses and concrete highways are erected the following has occurred:

- CRIME
- DECREASED PROPERTY VALUES IN SUBDIVISIONS
- CHANGED DEMOGRAPHICS
- ALTERED COMMUNITY VALUES DUE TO THE INFLUX OF GOVT SUBSIDIZED APTS
- INCREASED TAXES
- COMMERCIAL GROWTH THAT DOES NOT BENEFIT THE PARISH HOMEOWNERS
- COMMERCIAL GROWTH THAT CAUSES DISPLACEMENT OF LAND WHICH IN TURN CAUSES AREAS THAT DID NOT FLOOD, TO FLOOD, AND INCREASES THE HOMEOWNERS NEED FOR FLOOD INSURANCE. THIS CAN BECOME VERY COSTLY FOR EVERYONE
- DIMINISHED QUALITY OF LIFE FOR THE RESIDENTS OF LIVINGSTON PARISH BY LOSING THEIR LEGAL RIGHT TO "PEACE AND TRANQUILITY"

My concern for our way of life here continues to grow as I hear that Mr. Holden continues to ignore the voice of the people.

The maps that your people are viewing to determine the route of a loop, of which 81% of the people do not want, are outdated and do not reflect the growth of our parish. We have churches, schools, new subdivisions, older established neighborhoods, commercial buildings, cemeteries, and grocery stores etc. that are in the path of the loop. Please address the antiquity of the map that is being used to route the proposed loop. Watson alone has over 15,000 people and growing monthly! The loop will not solve the traffic issues. Please do the proper studies, give the facts, and let the people decide what is best for their parish.

Commercial growth created by a loop in the rural areas will not benefit our people. There will be a diminished quality of life for the citizens living adjacent to the toll way and it will compromise our community cohesion in Denham Springs, Watson and Walker. International investors will be the only ones to profit from the loop. Their non-compete clause (if used) will stifle and hinder the ability of our communities to build, expand and improve their own roads and streets. It will increase the cost to us to get from one side of our town to the other and will adversely affect our school, our transportation, and our 911 response time. Your proposed

HE-1

CIR-10

PS-1

RB-4

HE-1

ED-9

WR-4

WR-2

HE-1

OP-14

RD-1

RD-5

CIR-4

ED-9

HE-1

TOL-3

CIR-8

PS-4

PS-3

route will take out existing churches, cemeteries, schools and libraries. These are not on your maps. This is not acceptable!

Please take a topography of Livingston Parish and Central to view the latest construction and neighborhoods that your map does not show. Your maps do not reflect the growth. You can't just wipe out all the progress that has been made for a multi-billion dollar project that no one wants nor do they want to pay for it for the rest of their life. You must address our local infrastructure, our churches, our school, our quality of life, and our environmental concerns of increased pollution in the air including noise, and the increased cost of living and taxes which will follow the erection of the loop. WE DO NOT WANT THE LOOP! WE LOVE OUR COMMUNITY!

AQ-1

NOI-1

Please address the following:

Please provide research of the impact these highways have had on communities comparable to Denham, Watson and Walker. My understanding is several projects have failed and the states are regretting using this funding method. Let the people know how the LOOP will truly affect them and their property values near the loop.

RD-4

The loop funding is projected to be a partnership with private investors. The taxpayers will be covering a 12% profit to the investors if the toll does not produce enough revenue to meet that 12%. Justify this, please! We are not idiots. There are no guarantees in life, especially with investments of this nature!

TOL-1

Explain why the citizens of Livingston did not have input into the routes that have been selected. I attended meetings and was told this is how it is proposed, instead of asking the ones who live here what other alternatives we could implement. A suggestion would be to four lane Florida Blvd from the Amite Bridge to Hammond and build a bridge from Hooper over the Amite to LA HWY 16 North past 1019. There is plenty of land past LA 16 and 1019 that would not take out neighborhoods, stores, schools and cemeteries.

OP-4

AL-1

We, the citizens, have a right to decide for our own Parish.

I have many questions; the one thing I want you to know is I DO NOT SUPPORT THE LOOP AT ALL, EVER, AND WILL NEVER SUPPORT THE LOOP. I'AM ONE, AND THERE ARE THOUSANDS JUST LIKE ME WHO WILL STAND UP AGAINST THIS AS LONG AS WE HAVE BREATH!

OP-2

Sincerely,



Kathryn Maust

8121 Acadiana Ave

Denham Springs, LA 70706

225-931-3120

Record Your Opinion on Proposed RR Loop

To: Capital Area Expressway Authority • 9100 Bluebonnet
Centre Blvd., Suite 301, Baton Rouge, Louisiana 70809

Please mail, fax, or email a copy to: Central City News • 13567
Hooper Road, Baton Rouge, LA 70818 • Fax 225-261-5022
Email: centralcitynews@hotmail.com

CCN will file a copy with the Loop, the Federal Highway
Administration, and the Central City Council

OP-2 AL-1

The undersigned (circle) FAVOR OPPOSE the proposed BR Loop:

Name GLYNN MAYEAUX
Address 13954 Triple B Rd. R.S. La. 70739
Phone 261-1321 Email _____

Comments Need a Bridge Across Amite River At
End of Hooper Rd. - Repair or Four Lane
Roads in Central. Very much AGAINST "Loop"

Name DEANNA MAYEAUX
Address 13954 Triple B. Rd. G.S. LA 70739
Phone 261-1321 Email _____

Comments OPPOSE Loop four lane Hooper
SULLIVAN & GREENWELL SPRINGS RD. -
BUILD Bridge Across Amite River At end
of HOOPER RD.

OP-2 AL-1

Name _____
Address _____
Phone _____ Email _____
Comments _____

Name _____
Address _____
Phone _____ Email _____
Comments _____

[] I am attaching a letter with my comments.

Comments Must ARRIVE by Jan. 5, 2012

NOTE: Submitted by Central City News

Please Record My Comments on Proposed BR Loop

To: Capital Area Expressway Authority • 9100 Bluebonnet Centre Blvd., Suite 301, Baton Rouge, Louisiana 70809 or FAX to 225-368-2801

Copy to: Central City News • 13567 Hooper Road, Baton Rouge, LA 70806 • Fax 225-261-5022
CCN will file with Loop, Federal Hwy. Administration, and Central City Council

Name Lorraine Mayeux

Address 13134 Dorset Ave.

City, State & Zip Code Baton Rouge, LA 70818

Phone 225-262-0932 Email raine4@bellsouth.net

I FAVOR the proposed Baton Rouge Loop.

I OPPOSE the proposed Baton Rouge Loop. OP-2

Other

Comments: NO LOOP thru Central

I am attaching a letter with my comments.

Comments Must ARRIVE by Jan. 5, 2012



COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

OP-5

THERE IS NO REASON TO CONNECT I-10 TO I-12.
NORTHERN LOOP ABOVE BR & CONNECT TO I-12 TO EAST & MISSISSIPPI &
SOUTHERN LOOP BELOW BR TO CONNECT TO I-10 TO N.O. & EAST
IT IS PROBABLY ALL ABOUT DEVELOPMENT & THEN YOU WILL CROWD
THE LOOPS & BE NO BETTER OFF THAN BEFORE.

OP-10

BUT WHEN YOU GET DOWN TO IT NO ONE IN MY COMMUNITY
WANTS ANYTHING TO DO WITH A LOOP.
IMPROVE THE ROADS WE ALREADY HAVE & TEACH PEOPLE HOW TO
DRIVE ON THE INTERSTATE ESPECIALLY HOW TO MERGE.

AL-1

WE NEED SERVICE ROADS IN B.R. MORE THAN WE NEED A LOOP.

If you attended a public hearing, please check which one:

- December 5, 2011 – Baton Rouge
- December 6, 2011 – Gonzales
- December 6, 2011 – Plaquemine
- December 7, 2011 – Denham Springs
- December 7, 2011 – Port Allen

Name: BARRY M. MAYERS

Address: P.O. BOX 2038 PRATTVILLE, LA 70769

Phone: 225-622-1458

Email: _____

(Use additional sheets if necessary)



Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes, Louisiana

CAEA Project No. E - 2009 - 001
S.P.No. H.005201 (700-96-0011)
F.A.P.No. STP-9609(504)

COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

AL-22

It seems that officials want a loop around Baton Rouge but they want it not to by pass Baton Rouge! Build another bridge ^{I-10} across the Miss R. south and connect the interstate toward ^{I-10} New Orleans.

AL-9

Use the new St. Francisville bridge and build a section to connect to the interstate ^{I-70} ^{EAST} north of Baton Rouge.

PN-5

I truly feel that this is all about development rather than to ease traffic.

The residents of Ascension Parish do not want any part of this.

OP-10

If you attended a public hearing, please check which one:

- December 5, 2011 - Baton Rouge
- December 6, 2011 - Gonzales
- December 6, 2011 - Plaquemine
- December 7, 2011 - Denham Springs
- December 7, 2011 - Port Allen

Name: ERVA S. MAYERS

Address: PO Box 2038 PRAIRIEVILLE, LA 70769

Phone: 225-622-1458

Email: _____

Use additional sheets if necessary!



COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

OP-2

I am against the Baton Rouge Loop. Our community is a nice rural one and doesn't need the extra noise or the ~~the~~ environment damaged.

NOI-1

BIO-2

I personally don't go to Baton Rouge enough to use the interstate system, and ^{have anyone!} when I do, I try to have patience - which people don't. Baton Rouge has been wanting this done for a long time - however ~~that~~ those communities haven't wanted to ~~go~~ give up their land or want their ~~communities~~ communities disturbed - and neither do we!

HE-1

RB-1

If you attended a public hearing, please check which one:

- December 5, 2011 - Baton Rouge
- December 6, 2011 - Gonzales
- December 6, 2011 - Plaquemine
- December 7, 2011 - Denham Springs
- December 7, 2011 - Port Allen

Name: Linda Diane Moore Mayus
 Address: 12150 Buster Road, St Amant, LA 70774
 Phone: 225-644-2575
 Email: ldiane_m@hotmail.com

UPATING CIVIL COURTESY



COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

"The Loop" as it is last proposed going through
 South of Sarento through marsh and homesteads and
 Camps to Port Vincent (including back of the
 George Moore old homesteaded place at Lake
~~George Moore~~ would not accomplish the goal to
 relieve congestion through and near Baton Rouge.
 Mayor Kip Holden needs to stop bothering
 Ascension Parish Residents and consider other
 options. We do not want our
 community disturbed. Put the "Loop" on
 the West Side of the river (Mississippi),
 where there are less residential communities!

CIR-4
HE-1
AL-5
RB-1

Ray Mayers

If you attended a public hearing, please check which one:

- December 5, 2011 - Baton Rouge December 6, 2011 - Gonzales December 6, 2011 - Plaquemine
 December 7, 2011 - Denham Springs December 7, 2011 - Port Allen

Name: Ray Mayers
 Address: 12130 Buster Rd.
 Phone: 225-644-0575
 Email: duckroost@catel.net



COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

CIR-4

- ① Engineering issues on loop must be answered. What is the evidence a loop will help with BR's traffic problems?
- ② The loop should be moved further North, utilizing the Anderson bridge - In effect, it should go thru vacant Farmland.
- ③ The ~~the~~ connection link should be to I-12 not I-10. Ultimately, drivers wanting to go to N.O. can connect by means of I-55. AL-9
- ④ The property + business development results of such a loop should be studied + promoted. The I-210 loop around L.C. was originally nothing but Farmland. There has been steady + substantial development since it was created. The growth in tax revenue because of the 210 loop must be very substantial. OP-5

ED-10

If you attended a public hearing, please check which one:

- December 5, 2011 - Baton Rouge
- December 6, 2011 - Gonzales
- December 6, 2011 - Plaquemine
- December 7, 2011 - Denham Springs
- December 7, 2011 - Port Allen

Name: Van R. Mayhall Jr.
 Address: Box 3197 B.R. La. 70821
 Phone: (225) 381 8009
 Email: Vanm @ Gsw Llp.com

(For additional sheets if necessary)

January 4, 2012

Dear Mrs. McCain,

I am writing in regards to the proposed loop being considered as a bypass around Baton Rouge, LA. I would like to express my position to this loop in any direction whether it is a north or south bound route. I do not feel as though the citizens of the surrounding communities are being heard. There has been an overwhelming amount of opposition to this proposal from day one. All surrounding parish officials have discontinued their support for a loop due to their constituent's opposition. We clearly have one parish head, Kip Holden, who is selfishly adamant in seeing this through no matter what the expense to the individual or community.

OP-14

CIR-4

I personally feel the loop would do nothing to ease traffic congestion on surface streets or I-10 and I-12, South and East of Baton Rouge. I believe it to be public opinion that surface street widening and I-10 and I-12 widening would resolve a greater portion of the traffic congestion.

CIR-4

Please take my concerns into consideration. I understand that each concern is to be addressed before this study proceeds to the next tier. I expect to hear from your department regarding my concerns. Thank you.

AL-1

Sincerely,



Travis McCarley

Record Your Opinion on Proposed BR Loop

To: Capital Area Expressway Authority • 9100 Bluebonnet Centre Blvd., Suite 301, Baton Rouge, Louisiana 70809

Please mail, fax, or email a copy to: Central City News • 13567 Hooper Road, Baton Rouge, LA 70818 • Fax 225-261-5022
Email: centralcitynews@hotmail.com

CCN will file a copy with the Loop, the Federal Highway Administration, and the Central City Council

The unsigned ~~FAVOR~~/OPPOSE the proposed BR Loop:

Name Mrs. Mrs. Wm McDonald
Address 12141 Country Estates, Central
Phone 225-4844 Email _____
Comments Strongly oppose **OP-2**

Name REBEKAH McDONALD
Address 9417 LAVERGNE RD # 60
Phone 200-3199 Email RSMcDonald23@yahoo.com
Comments OPPOSE!! **OP-2**

Name Mrs. Mrs. Wm J. McDonald
Address 11776 McCullough Blvd Central
Phone 261-6803 Email _____
Comments oppose **OP-2**

Name Mr. + Mrs. Ted Ellerbee
Address 11840 McCullough Rd, Zachary, LA 70791
Phone 261-2361 Email _____
Comments oppose **OP-2**

[] I am attaching a letter with my comments.

Comments Must ARRIVE by Jan. 5, 2012

Note: Submitted by Central City News

HNTB Corporation

9100 Bluebonnet Centre Boulevard

Suite301

Baton Rouge, LA-70809

To whom it may concern:

I am writing this letter to express my concerns of the proposed Loop in Livingston Parish. There are many concerns that have not been addressed.

CIR-4

I would like to know the number of vehicles proposed to use this Loop that justifies it when the main traffic volume is the morning and evening work load. The rest of the day and night are not congested and flow quite well on I-12.

AL-1

The additional lanes being worked on I-12 will greatly improve the situation and the additional work proposed for this area thru Walker will be of great help.

I see the arterial roads being so congested that how one could even get to a Loop to save time is quite a joke. These are the roads that need to be worked on and improved and thereby helping the flow of traffic at the peak morning and evening time. The Florida Boulevard could be widened to 5 lanes thereby greatly improving flow of traffic. I would like to see a new bridge over the Amite River from Hooper Road to Highway 16, helping the people from that area of the parish get to work at the plants on that side of the river. I would like to see overpasses built over major traffic blockages increasing the flow on Florida Boulevard. These projects would help to relieve the congestion now and in the next 5 years instead of 10-15 years of the Loop's proposal.

I have concerns about the lack of communication from the unknown Loop planners and the elected officials of Livingston Parish. The people of Livingston Parish are not being considered and are being left out of the important decisions affecting our lives.

OP-14

Who are the investors for this project? Where are they from? What do they stand to gain at our expense. Are we going to be owned by foreign companies owning our properties? Who will be making a profit? These issues are not being addressed.

TOL-6

TOL-4

The planning committee has not taken into account the citizens of Livingston Parish in planning the route. I am against the Loop and the route that it takes thru such heavily populated areas, based on a 1996 map, not today's map and the development that has occurred since 1996.

TOL-1

RD-1

How is it that the Governor of Louisiana vetoed money for this project and yet more keeps popping up. Where is this money coming from? Will the entire state of Louisiana have to pay more taxes to fund this project when it can no longer sustain itself?

RD-5

OP-3

The price of gasoline will continue to rise and yet this route will take people out of the way going extra miles north to go around Baton Rouge and then pay a toll on top of the price of fuel. Who is going to do that? This does not make sense.

TOL-2

Please consider other ways to use our money on roads that need attention now and not throw it away on some proposed money making project that will disrupt the lives of thousands of our citizens and our way of life in this part of Livingston Parish.

HE-1

Sincerely,



Evelyn McGaha

30360 Staffordshire Ct.

Walker, LA-70785

HNTB Corporation
Attn: Suzanne McCain: P.E.
9100 Bluebonnet Centre Boulevard
Suite 301
Baton Rouge, LA-70809

January 5, 2012

To Whom It May Concern:

I would like to voice my concern against the Loop project; especially in Livingston Parish.

RD-1

These are my concerns.

HE-1

- (1) The proposed route of the Loop is based on an old map drawn up in 1996; therefore many developed communities are not shown or even considered. CIR-9
- (2) The proposed route would rip these communities apart and cause great congestion of the local traffic. NOI-1
- (3) The proposed route would greatly increase our noise and air pollution; greatly diminishing our property value and quality of life. AQ-1
- (4) The proposed route would be no real solution to our local traffic problems, since the major congestion on I-12 occurs during local morning and evening traffic going to and from work. These local arteries will still remain congested and difficult to even reach a Loop, unless improvements are made. RB-4
- (5) Why are we being pressured to go along with a project put forward by the officials in Baton Rouge when we and our parish officials do not want this project and made it plain we do not need it. This project will incur great expense to build; which the taxpayer can ill afford, since the tolls are expected to cover, maybe 25% of the cost and the taxpayer will be expected to cover the rest. HE-1
AL-1
CIR-3

Yes, we need to upgrade our highway system and modernize it in Livingston Parish but we do not need this very expensive boondoggle that will provide only limited and highly doubtful benefits.

CIR-4

A few alternate proposals being put forward that would be far more beneficial to our traffic grid in Livingston Parish and far less expensive and can be brought into service far more quickly with far less disruption to our communities are:

OP-14

- (1) Extend and four lane Hooper Road to LA 16 near Watson, with a new bridge over the Amite River; opening up free flow from that area of the Parish to northern Baton Rouge. Very little

TOL-1

AL-1

disruption to the surrounding communities with great benefit and far cheaper than the Loop, using existing right of way on Hooper to the River.

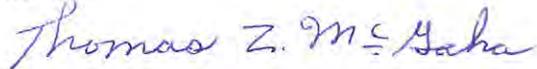
- (2) Modernize Florida Boulevard (Hwy. 190) with overpasses or scyronize the lights from Walker to Baton Rouge.
- (3) Four lane Magnolia Beach Road and Sullivan and extend four lane thru Lockhart crossing over to Hwy 190 near Walker, providing a very good route to the Central area and Hooper Road and the new Central thruway.
- (4) Turn Airline Highway into an expressway with by-passes and service roads expressing traffic thru Baton Rouge, north and south. This could be done one overpass at a time.
- (5) Continue I-12 widening to Slidell. This would be most beneficial to Livingston Parish along with the four lanes of Hwy. 190 to Hammond.
- (6) Build a new bridge on Amite River at HooShooToo road to connect to existing highways.
- (7) Four lane Hwy. 447 from I-12 to Gonzales and Airline Highway.
- (8) Four lane Juban Road to extend to Lockhart Road.

These are few alternate suggestions to benefit Livingston and East Baton Rouge Parish.:

- (1) Far less expensive.
- (2) Use existing right of way.
- (3) Far less disruptive to communities with far more community support and backing.
- (4) Far more beneficial to local traffic which is our main concern.

We hope these concerns and these recommendations will be duly considered and addressed.

Sincerely,



Thomas McGaha

30360 Staffordshire Court

Walker, LA-70785



COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

NR

I do understand the vision & need to address current and future traffic patterns/problems and concerns in B.R. I also support a loop system which has the ^{negative} least impact on the entire area.

Terrate's public hearing/meeting afforded us an opportunity to view the latest map which reflects our previous input/concerns. It seems that the environmental/economic studies have addressed and eliminated sections NS along with the elimination of A #7 and NB. Prior to their elimination sections NS, NB and NB8 would have severely disrupted and ~~destroyed~~ ^{disrupted} maps and established subdivisions and neighborhoods environmentally and economically. Also these disruptions would have had a major negative impact on city/parish property & sale tax collection as the tax base from those displaced property owners and citizens.

If you attended a public hearing, please check which one:

- December 5, 2011 - Baton Rouge
- December 6, 2011 - Gonzales
- December 6, 2011 - Plaquemine
- December 7, 2011 - Denham Springs
- December 7, 2011 - Port Allen

Name: Sylvia J. MCKee & Shel. J. McFee
 Address: 7918 Prairie Ave B.R. LA 70811
 Phone: (504) 771-8814
 Email: smckee7@cox.net

Please Record My Comments on Proposed BR Loop

To: Capital Area Expressway Authority • 9100 Bluebonnet Centre Blvd., Suite 301, Baton Rouge, Louisiana 70809 or FAX to 225-368-2801

Copy to: Central City News • 13567 Hooper Road, Baton Rouge, LA 70806 • Fax 225-261-5022
CCN will file with Loop, Federal Hwy. Administration, and Central City Council

Name ERWIN M SKNIGHT
Address 10246 BLACKWATER RD.
City, State & Zip Code BAKER LA, 70714
Phone 225 261 9741 Email MSKNIGHT1@BellSouth.net

I FAVOR the proposed Baton Rouge Loop.

I OPPOSE the proposed Baton Rouge Loop

OP-2

AL-1

Other _____

Comments:

MORE BRIDGES, WIDEN ROADS

(NO LOOP)

I am attaching a letter with my comments.

Comments Must ARRIVE by Jan. 5, 2012



Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes, Louisiana

CAEA Project No. E - 2009 - 001
S.P.No. H.005201 (700-96-0011)
F.A.P.No. STP-9609(504)

COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

AL-1

MORE BRIDGES, WIDEN ROADS

NO

OP-2

LOOP

If you attended a public hearing, please check which one:

- December 5, 2011 - Baton Rouge
 December 6, 2011 - Gonzales
 December 6, 2011 - Plaquemine
 December 7, 2011 - Denham Springs
 December 7, 2011 - Port Allen

Name: IRWIN M SKNIGHT

Address: 10246 BLACKWATER RD.

Phone: 225 2619741

Email: M SKNIGHT1 @ B R K SOUTH . NET

(Use additional sheets if necessary)

Written comments can be left in the comment box at this hearing or fold, stamp, and mail to CAEA (address on the reverse side).
In order to be included in the public record, comments must be received or post-marked no later than January 9, 2012.



COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

OP-2

I am opposed to the "BR Loop," it will not only divide my city and take out established subdivisions the numbers are not there for a northern toll road.

HE-1

The major traffic on the interstates are at two peak times because everyone is going to work or school in one area of the city.

RB-1

The toll road will cause a huge debt which will have to be bailed out by the taxpayers, and as a "Tax Payer" I can tell you the well is running dry. This proposal has been voted down over and over, when will the "MAYOR of BR." except NO means NO.

CIR-4

TOL-1

If you want traffic reduced through Central, finish four laning Hooper Road and extending it past Greenwell Springs Rd. adding a new bridge into Livingston (Toll Free).

AL-1

If you attended a public hearing, please check which one:

- December 5, 2011 - Baton Rouge
- December 6, 2011 - Gonzales
- December 6, 2011 - Plaquemine
- December 7, 2011 - Denham Springs
- December 7, 2011 - Port Allen

Name: MARY M. MCKNIGHT
 Address: 10246 Blackwater Road Baker, La. 70714 (CENTRAL)
 Phone: 225-261-9741
 Email: NONE

(Use additional sheets if necessary)

Record Your Opinion on Proposed BR Loop

To: Capital Area Expressway Authority • 9100 Bluebonnet Centre Blvd., Suite 301, Baton Rouge, Louisiana 70809

Please mail, fax, or email a copy to: Central City News • 13567 Hooper Road, Baton Rouge, LA 70818 • Fax 225-261-5022
Email: centralcitynews@hotmail.com

CCN will file a copy with the Loop, the Federal Highway Administration, and the Central City Council

The unsigned FAVOR/OPPOSE the proposed BR Loop:

Name Nelda L. McLin OP-2
Address 10112 Shoe Creek Dr
Phone 261-1360 Email _____
Comments no loop through Central

Name Barbara McLin
Address 10112 Shoe Creek Dr OP-2
Phone 261-1360 Email _____
Comments ~~OPPOSE~~ NO

Name _____
Address _____
Phone _____ Email _____
Comments _____

Name _____
Address _____
Phone _____ Email _____
Comments _____

[] I am attaching a letter with my comments.

Comments Must ARRIVE by Jan. 5, 2012

Please Record My Comments on Proposed BR Loop

To: Capital Area Expressway Authority • 9100 Bluebonnet Centre Blvd., Suite 301, Baton Rouge, Louisiana 70809 or FAX to 225-368-2801

Copy to: Central City News • 13567 Hooper Road, Baton Rouge, LA 70806 • Fax 225-261-5022
CCN will file with Loop, Federal Hwy. Administration, and Central City Council

Name H. O. + LOYCE MCMORRIS
Address 14242 HOOPER RD
City, State & Zip Code City of Central, La 70818
Phone 225 261-8287 Email -

- I FAVOR the proposed Baton Rouge Loop.
 I OPPOSE the proposed Baton Rouge Loop

OP-2

TOL-9

Other _____

Comments: We want be living to see this loop finished even though work began today - But our children and grandchildren will be burdened with paying for loop for never in a hundred years until this loop pay for itself through tolls. It is being dictated at central for what ever reason

- I am attaching a letter with my comments.

Please stop it (- LOOP)

Comments Must ARRIVE by Jan. 5, 2012



COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

THE LOOP AS A WHOLE DOES NOT SEEM NECESSARY. CIR-6
 CERTAINLY THE NORTH LOOP WOULD BE SUFFICIENT TO CIR-15
 HELP RESIDENTS IN THE PROPOSED AREA MOVE CIR-15
 AROUND THE CITY WITH GREATER EASE. THE EAST
 & SOUTH CORRIDORS DO NOT APPEAR TO BE NECESSARY IN
 THE FASHION IT IS PROPOSED. I BELIEVE IN YOUR
 RESEARCH ADEQUATE ATTEMPT IS NECESSARY TO ASSESS
 THE LIKEHOOD OF OUR CITIZENS PAYING A TOLL DAILY
 TO USE THE PROPOSED CORRIDORS FOR THE REASONS CITED
 IN THESE PRESENTATIONS. FURTHERMORE, I BELIEVE IT IS TOL-2
 QUITE A STRETCH TO BELIEVE THAT PASSER-BY AL-17
 MOTORISTS (out-of-towners) WOULD PAY A TOLL RATHER
 THAN TAKE THE STRAIGHT-OF-WAY (I-10; I-12). PERHAPS
 OUR RESOURCES SHOULD BE INCREASING THE ALREADY AL-1
 EXISTING INFRASTRUCTURES, I-10 & I-12. I KNOW FEW
 PEOPLE WHO WILL BENEFIT TRAFFIC-WISE, BUT I KNOW HE-1
 MANY WHO WILL BE AFFECTED QUALITY-OF-LIFE-WISE.

If you attended a public hearing, please check which one:

- December 5, 2011 - Baton Rouge
 December 6, 2011 - Gonzales
 December 6, 2011 - Plaquemine
 December 7, 2011 - Denham Springs
 December 7, 2011 - Port Allen

Name: Ashley Bourque Meany
 Address: 16365 Keystone Blvd; Prairieville, La. 70769
 Phone: _____
 Email: _____

(An additional sheet if necessary)



COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

CIR-15

① THE EAST LOOP (GREEN) IS NOT NEEDED. HEAVY TRAFFIC DOES NOT FLOW WEST FROM NEW ORLEANS TO BATON ROUGE THEN EAST BOUND TO HAMMARD. WE HAVE I-55 FOR TRAFFIC TO GO NORTH ~~ARE~~ JR TO GET TO I-12.

AL-23

② CORRIDOR E-5 WILL EFFECT MORE PEOPLE THAN E6. I VOTE FOR E-6.

③ WHY NOT USE SUNSHINE BRIDGE AND HAVE SOUTH LOOP GO TO DONALDSONVILLE THEN A NEW BRIDGE WOULD NOT BE NEEDED.

AL-9

④ ~~THE~~ A NEW EXIT TO LSU WOULD BE USEFULL.

AL-1

⑤ OLD BATON ROUGE BRIDGE NEEDS TO BE REBUILT OR EXPANDED FOR SAFE USEAGE.

AL-1

If you attended a public hearing, please check which one:

- December 5, 2011 - Baton Rouge
- December 6, 2011 - Gonzales
- December 6, 2011 - Plaquemine
- December 7, 2011 - Denham Springs
- December 7, 2011 - Port Allen

Name: LANCE MEAUX
 Address: 13638 KEYSTONE BLVD, PRAYEVILLE, LA
 Phone: 225 953 8529
 Email: LANCEMEAUX@GMAIL.COM

(Use additional sheets if necessary)

Problems with the proposed Baton Rouge Loop Project

Comparisons have been made between the proposed Loop and the Houston area Loop. Current public information does not support this comparison. Here are the reasons why:

Population of Houston as of 2010 - 2,099,451.
Houston area in square miles 2010 - 599.59

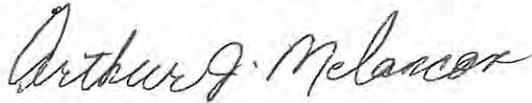
Population of Baton Rouge as of 2010 - 229,493
Baton Rouge area in square miles 2010 - 76.95

Information obtained from United States Census 2010

The proposed loop around Baton Rouge is 80-90 miles in length. The Houston loop is 38 miles in length. If the Houston loop is only 38 miles in length and serves a population of over 2,000,000, why should the Baton Rouge loop be over twice the size of the Houston loop while serving only 1/10 of the population. As a taxpayer, I find this a waste of financial resources. AL-11

Plans for the proposed Baton Rouge Loop would require moving a cemetery, located at Latitude: North 30 degrees, 32 minutes, 39.4332 seconds Longitude: West 90 degrees, 58 minutes, 13.332 seconds. The plans do not detail the moving of the cemetery. PS-3

For the reasons listed above I am opposed to the Baton Rouge Loop proposal.



Arthur J. Melancon
34458 Pinetree Drive
Denham Springs, Louisiana 70706

Central City News
13567 Hooper Road
Baton Rouge, La. 70818

January 4, 2012

Our opposition to the Loop in Central are as follows:

We are just a quarter of a mile from Hampton Village and a quarter of a mile from the intersection of Joor Road and Lovett Road of the proposed route.

AL-1

There are other options that would be less expensive.

Extend Hooper Road across the Amite River and into Watson. Building one bridge would be easier and faster and would not displace so many people.

The Central Thruway is near completion and is going to relieve traffic without causing more destruction to private property.

Widening of Sullivan Road to Hooper Road along with the Central Thruway will move the traffic just as the widening of Joor Road has helped. And the traffic moves smoothly.

RB-3

Why does the Loop have to go through the City of Central?

Every one that would be in the proposed route of the Loop – would have to be in suspension for years while they decide what they are going to do.

We have lived our whole lives in Central because it is a wonderful place to live and raise your family. We chose to live here and why should we be forced to move or have a loop in our backyard due to everyone moving out of Baton Rouge. They knew how far the drive would be before moving out to Livingston Parish and other outlying areas.

HE-1

Our ancestors were here before us. And they helped to make the City of Central what it is today. God bless their souls.

Thanks for your time.

Naomi B. Messina
Anthony Messina Jr

Naomi B & Anthony Messina, Jr.
8656 Joor Road
Baton Rouge, La. 70818

Record Your Opinion on Proposed BR Loop

To: Capital Area Expressway Authority • 9100 Bluebonnet
Centre Blvd., Suite 301, Baton Rouge, Louisiana 70809

Please mail, fax, or email a copy to: Central City News • 13567
Hooper Road, Baton Rouge, LA 70818 • Fax 225-261-5022
Email: centralcitynews@hotmail.com

CCN will file a copy with the Loop, the Federal Highway
Administration, and the Central City Council

The undersigned (circle) FAVOR/OPPOSE the proposed BR Loop:

Name NAOMI B. & ANTHONY MESSINA, JR.
Address 8656 JOOR ROAD
Phone 261-2081 Email nbmessina@yahoo.com
Comments _____

Name _____
Address _____
Phone _____ Email _____
Comments _____

Name _____
Address _____
Phone _____ Email _____
Comments _____

Name _____
Address _____
Phone _____ Email _____
Comments _____

I am attaching a letter with my comments.

Comments Must ARRIVE by Jan. 5, 2012

OP-2

NOTE: Submitted by Central City News

Rec Your Opinion on Proposed BR Loop

To: Capital Area Expressway Authority • 9100 Bluebonnet
Centre Blvd., Suite 301, Baton Rouge, Louisiana 70809

Please mail, fax, or email a copy to: Central City News • 13567
Hooper Road, Baton Rouge, LA 70818 • Fax 225-261-5022
Email: centralcitynews@hotmail.com

CCN will file a copy with the Loop, the Federal Highway
Administration, and the Central City Council

The unsigned **FAVOR** **OPPOSE** the proposed BR Loop:

OP-2

Name Ronald Messina
Address 16911 Whispering Pines
Phone 225-261-2867 Email _____

Comments I completely oppose this
plan of melvin hollen & others

Name WAYNE STOKS
Address 16931 Whispering Pines Dr
Phone 225-261-2865 Email _____
Comments _____

Name _____
Address _____
Phone _____ Email _____
Comments _____

Name _____
Address _____
Phone _____ Email _____
Comments _____

[] I am attaching a letter with my comments.

Comments Must ARRIVE by Jan. 5, 2012

NOTE: Submitted by Central City News



COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

CIR-4

I'm Against The Loop. I have seen nothing to indicate to me that TRAFFIC CONGESTION will be eliminated. I have heard that we must have this to help the TRAFFIC FLOW - HAVE you heard of the 610 Loop in Houston? The TRAFFIC CONGESTION at 3:00 P.m. in the AFTERNOON HAS NOT CHANGED one BIT. IT IS STILL BAD and they have a Loop. IT IS SAID THAT IT WILL HELP OUR TOWN ECONOMICALLY - I have NOT SEEN ANYTHING THAT SAYS THIS IS GOING TO BE AN ECONOMIC boom. My other problem is this - How will it change the life styles of people a community that have become ACUSTOMED TO a easy country style of life --- what about that. NEXT if I am a MURDERER, TRUCKER etc... AM I WILLING TO PAY A TOLL TO DRIVE 40, 50 or 50 miles OUT OF THE WAY TO AVOID CONGESTION when Diesel maybe \$5.00 a gallon - IF the TOLL is built and TRAFFIC DOES NOT use the Loop & pay the TOLL --- Who pays the POUNDS OFF. Do the Chinese forgive us the NOPE? I DO NOT THINK SO - Finally there are going to be people CONSULTANTS ENGINEERS

OP-2

ED-1

HE-1

TOL-2

TOL-1

If you attended a public hearing, please check which one:

CONTRACTORS that are going TO TOL-4

- December 5, 2011 - Baton Rouge
- December 6, 2011 - Gonzales
- December 6, 2011 - Plaquemine
- December 7, 2011 - Denham Springs
- December 7, 2011 - Port Allen

MAKE alot of money - IT should NOT be built for people TO MAKE money and there is a cheaper / way cheaper TOL-15

Name: WAYNE N. MESSINA
 Address: 7256 WOODLETT DR Co WAY TO DO THIS TO
 Phone: Home 225-261-4771 Cell 225-505-7137 ELIMINATE
 Email: WAYNE.MESSINA@CENTRAL-LA.GOV TRAFFIC

MILEY LAW FIRM
3211 MONTERREY DRIVE
BATON ROUGE, LOUISIANA 70814-4072

PHIL E. MILEY
MARK D. MILEY
MELISSA A. MILEY

TELEPHONE (225) 926-9415
FACSIMILE (225) 926-2714

January 12, 2012

HNTB Corporation
Attention: Suzanne McCain
9100 Bluebonnet Centre Boulevard
Suite 301
Baton Rouge, Louisiana 70809

RE: Baton Rouge Loop Project

Dear Ms. McCain:

I am enclosing herewith a "true copy" of City of Central Resolution 2012-1 entitled "A Resolution Disapproving the Baton Rouge Loop Project". This Resolution was passed by the council for the City of Central at the January 10, 2012 council meeting.

With kind regards, I remain

Sincerely,


Mark D. Miley
City Clerk, City of Central

MDM/rmf
Enclosure

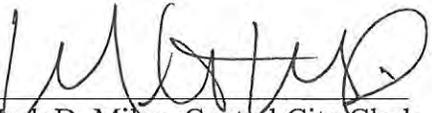
This Resolution having been submitted to a vote, the vote thereon was as follows:

For: LoBue, Messina, Washington

Against: DeJohn, Moak

Absent: None

Adopted this 10th day of January, 2012.



Mark D. Miley, Central City Clerk
January 10, 2012

A TRUE COPY
this 12 day of January 2012


NOTARY PUBLIC



COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

OP-2

I am firmly opposed to the traffic loop! I believe the construction and subsequent usage of this will drastically reduced the value of homes and quality of lives for residents in my area. During these difficult economic times, people can't tolerate the loss of equity in their homes. Plus, the transients and other, yet unforeseen, problems will only compound the issue for the residents of Livingston Parish. I am asking that our residents not be punished for Baton Rouge's inability to handle its infrastructure! Thank you for your time and attention regarding this matter.

RB-4

HE-1

AL-10

If you attended a public hearing, please check which one:

- December 5, 2011 – Baton Rouge
- December 6, 2011 – Gonzales
- December 6, 2011 – Plaquemine
- December 7, 2011 – Denham Springs
- December 7, 2011 – Port Allen

Name: Heather Miller
 Address: 9161 Rue De Fluor Denham Springs, LA 70706
 Phone: (225) 791-4585
 Email: miller9405@bellsouth.net

(Use additional sheets if necessary)



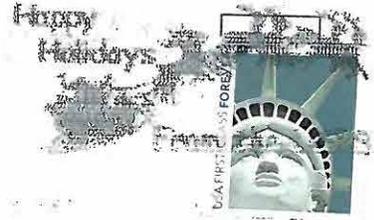
WWW.BRLOOP.COM

Fold Here

Heather Miller
9161 Rue De Blues
DS, LA 70706

BATON ROUGE LA 707

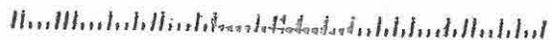
04 JAN 2012 8:43 T



Capital Area Expressway Authority
9100 Bluebonnet Centre, Suite 301
Baton Rouge, LA 70809

Please tape closed

7060942965 0029





COMMENT FORM

NR

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

Displays and Material look great. My experience as a Transportation Planner and MPO Director in Texas, I would offer the advice of not calling it a Public Hearing went it is not a formal setting for public comment.

If you attended a public hearing, please check which one:

- December 5, 2011 – Baton Rouge
- December 6, 2011 – Gonzales
- December 6, 2011 – Plaquemine
- December 7, 2011 – Denham Springs
- December 7, 2011 – Port Allen

Name: Ray Miller

Address: _____

Phone: _____

Email: RMiller@brgov.com

(Use additional sheets if necessary)



Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes, Louisiana

CAEA Project No. E - 2009 - 001
S.P.No. H.005201 (700-96-0011)
F.A.P.No. STP-9609(504)

COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

I oppose the BR LOOP project and in particular to section E-5. This section would dissect my property, which is 2 1/2 acres wide by 12 acres deep, possibly only leaving useless parcels. My home is also in it's path. RB-3

My personal objections stems from the changes it would create in my life and plans and how it would affect my family & neighbors. HE-1

My objection to the loop in general is that I can't see any major benefits it would offer to the general public but only to capitalize on residential or industrial investments. Traffic would benefit more from improving existing roadways. OP-6

My property is in a floodplain and has a cypress & tupelo swamp across the middle. It was excluded from a protection levee & pump system because of economic and environmental concerns. Shouldn't these same concerns apply to the LOOP. AL-1

Baton Rouge govt. has resisted making traffic flow improvements at the I-10 Miss. river crossing because of opposition from businesses in the area. Why should they get more consideration than I as a property owner in a rural setting. WE-1

- December 5, 2011 - Baton Rouge December 6, 2011 - Gonzales December 6, 2011 - Plaquemine
- December 7, 2011 - Denham Springs December 7, 2011 - Port Allen

Name: Alfred Wayne Moore

Address: 15506 Hwy. 431, Prairieville, La. 70769

Phone: 225-622-1589

Email: altemoores@yahoo.com

(Use additional sheets if necessary)



COMMENT FORM

PLEASE PRINT NAME AND ADDRESS *(Anonymous comments cannot be fully considered).*

RB-3

Family homestead property. Quiet country setting now. Let Baton Rouge keep these noisy traffic. No Loop!

HE-1

NOI-1

AL-10

If you attended a public hearing, please check which one:

- December 5, 2011 – Baton Rouge
- December 6, 2011 – Gonzales
- December 6, 2011 – Plaquemine
- December 7, 2011 – Denham Springs
- December 7, 2011 – Port Allen

Name: Cindy Moore
 Address: 42199 Jamie Rd
 Phone: 225 622 8005
 Email: c.k.moore@catel.net

USE APPROXIMATE COPY OF ORIGINAL



COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

I oppose the BR LOOP project and in particular to section E-5. This section would dissect my property, RB-3 which is 2 1/2 acres wide by 12 acres deep, possibly only leaving useless parcels. My home is also in it's path.

My personal objections stems from the changes it would create in my life and plans and how it would affect my family & neighbors. HE-1

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Baton Rouge gov't. has resisted making traffic flow improvements RB-1 at the I-10 Miss. river crossing because of opposition from businesses in the area. Why should they get more consideration than I as a property owner in a rural setting.

- December 5, 2011 - Baton Rouge December 6, 2011 - Gonzales December 6, 2011 - Plaquemine
 December 7, 2011 - Denham Springs December 7, 2011 - Port Allen

Name: Glenda Moore
 Address: 15506 Hwy. 431, Prairieville, La. 70754
 Phone: 225-622-1589
 Email: lake moores@yahoo.com



COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

HE-1

I am not in favor of the loop because Ascension Parish is already losing much of its rural character. The loop would only cause more noise and congestion. One of the proposed loop routes would go through my grandparent's old homestead property which has a large amount of wetlands property. The wildlife and water fowl would be adversely affected and the scenic value of the property would be severely diminished.

NOI-1

CIR-9

RB-3

WE-1

BIO-2

RB-4

If you attended a public hearing, please check which one:

- December 5, 2011 - Baton Rouge
- December 6, 2011 - Gonzales
- December 6, 2011 - Plaquemine
- December 7, 2011 - Denham Springs
- December 7, 2011 - Port Allen

Name: Randolph E. Moore
 Address: 42199 Jamie Rd. Prairieville, LA 70769
 Phone: 622-8005 (home) 276-9167 (cell)
 Email: r.e.moore@eatel.net

Mr. and Mrs. Charles L. Morgan
30994 LA Hwy. 16
Denham Springs, LA 70726

HNTB Corporation
Attn: Suzanne McCain: P.E.
9100 Bluebonnet Centre Boulevard
Suite 301
Baton Rouge, LA 70809

Dear Ms. McCain:

RE: **CAEA Project No. E-2009-001**
S.P.No. H.005201 (700-96-0011)
F.A.P.No. STP-9609(504)

PS-3

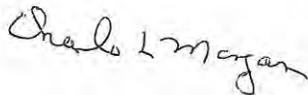
We are contacting you in regards to the Highway Loop that is planned for construction in Livingston Parish. We would all agree that a plan needs to be implemented to better flow the traffic through our parish. Our concern is for one of the proposed routes for this Loop.

One of the options that have been proposed impacts Amite Baptist Church in Denham Springs. Our family has been members of the church since the 1940's. Within the walls of those building, we were baptized, received our love of the Lord, married, and have mourned our loved ones. We have parents, grandparents, great grandparents, cousins, aunts, and uncles buried in the cemeteries that surround the church buildings. Our church has so many memories that they are too numerous to count.

Our concern is that the Loop would adversely affect the future of our church. As the population of our parish has grown, we have reached out to a diverse community. People from all walks of life have been impacted by all these changes. We as a community have adapted, adjusted, and have accepted the changes. Our concern at this point is not our neighbors but a highway that may permanently affect the location of our place of worship and cemetery.

PN-1

The additional traffic that has jammed our highways is obvious to everyone. There is a need for change. We request that this option be removed from the proposal. We sincerely need your assistance in this matter. Thank you for all the help that you can give us.

Sincerely, 

CC: LA DOTD
Federal Highway Administration Louisiana Division



Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes, Louisiana

CAEA Project No. E - 2009 - 001
S.P.No. H.005201 (700-96-0011)
F.A.P.No. STP-9609(504)

COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered)-

Lined area for writing comments.

If you attended a public hearing, please check which one:

- December 5, 2011 – Baton Rouge
- December 6, 2011 – Gonzales
- December 6, 2011 – Plaquemine
- December 7, 2011 – Denham Springs
- December 7, 2011 – Port Allen
- Amite Baptist Church
January 3, 2012

Name: Merlin E. Morgan Joyce C. Morgan

Address: 36462 Outback Rd. Denham Springs, LA. 70706 36462 Outback Rd. D.S. La.

Phone: 225-667-1058 (225) 667-1058

Email: merjoy@cox.net merjoy@cox.net

(Use additional sheets if necessary)

Written comments can be left in the comment box at this hearing or fold, stamp, and mail to CAEA (address on the reverse side).
In order to be included in the public record, comments must be received or post-marked no later than January 9, 2012.

January 3, 2012

Federal Highway Administration Louisiana Division

Attention: Carl Highsmith

I am writing you in reference to the Loop proposed to come through Watson, Louisiana.

OP-4

There are some great concerns we all have with this project.

1. All information I read states one thing on one page and contradicts itself on another. We can never get a straight answer about a number of questions. There seems to be a lot of secrets about this project. Why have there been no informational meetings held in the Watson Community? It seems strange to me that the only one was at Amite Baptist Church on January 3rd with not one person connected with this project from Baton Rouge there to answer a question. The only meeting in Livingston Parish was in Denham Springs and those people are not going to drive 10 miles north to get on a By-pass, pay a toll to go to Ryan Airport to take another Interstate to go downtown or L.S.U. when Interstate 12 is in their backyard. None of the prior meetings were held in the most affected area, Watson.

OP-3

2. This project has been studied several times with no approval and the governor has vetoed money for further study so apparently he does not support it. Why is it still being pushed? DOTD studies show 73% of the traffic on I-10 and I-12 is local traffic. People trying to go to work. We also know this by traveling the Interstate. With the work being done on these two Interstates this in itself should take care of this traffic. It seems to me the major problem is with the surface streets in Baton Rouge. Some of these streets have had nothing done to improve them in 50 years. Money would be better spent on down town streets and Florida Blvd. (190), Greenwell Springs Road and Hooper Roads. A better solution would be, since the new bridge has been completed on Florida Blvd and Magnolia Beach Road (almost finished) which already crosses Greenwell Springs Road, both crossing the Amite River, widen the upper section of Greenwell Springs Road----widen Hooper Road from Central and extend it across Greenwell Springs Road with a bridge over the Amite River to Highway 16 in Watson. Since Highway 16 has been four-laned from I-12 to Watson it would only take another two or three miles to widen it to connect with the extension of Hooper Road. This would take care of nearly all traffic from Watson, North Walker and north from St. Helena Parish taking traffic off I-12. This would also be a lot more cost efficient and would not effect nearly so many people.

AL-1

3. The maps being used are from 1995. Since then thousands of people have moved to Livingston Parish from Baton Rouge, a large majority in the Watson area. Just look at the current maps or come ride the area and you can see the growth. It is being said that this is a rural area but there are subdivisions on every road. Weiss Road(63), Sims Road (1022), Fore Road (1022), Springfield Road (1019), Old River Road(also 1019 Cane Market Road (1024), Arnold Road (1025), Lockhart Road (1026), Hwy 16, Amite Church Road, Walker North (447) to name a few. All these roads have smaller roads off them with subdivisions. These people have moved here for the peace and quiet as well as for the schools and low crime rate. There is one subdivision after another lining all these roads. All these people will be impacted by this project.

RD-1

RD-5

RB-1

4. Of the three routes being considered, no consideration has been given to what will be destroyed with this project. Our new sports complex that is used by almost all families in this area will be gone by the northern most route. Our new high school to be completed for the next school year will be gone by the next route. And churches. One of these is the Riverside Baptist Church on the same route as the sports complex and on

PS-3

the southern most route, there is my beloved Amite Baptist Church. This route really upsets me. You see, I was born in this church. My family, from my son to my great great grandparents are buried in the two cemeteries located here. This church was established in 1841 and is the foundation of this community and I don't think anyone has the right to destroy it. A cemetery is sacred. My family helped establish this church and it has grown to the extent that it now houses a school, daycare, childrens sports activities, outdoors and indoors as well as three services on Sunday and many many other activities. It is a very large complex. As I have stated before NO ONE HAS THE RIGHT TO DESTROY IT FOR ANY REASON. Along with these churches mentioned there are a number of others that will be affected.

PS-1 HE-1

5. Just what happens to our schools and crime rate. Along with the new Live Oak High School we have Live Oak Freshman High, North Live Oak Elementary, South Live Oak Elementary and Live Oak Middle School and the new Library all that will be affected. Livingston Parish is one of the fastest growing areas anywhere. Our school system is one of the best in the state. You have no idea how many Baton Rouge families have moved to Livingston Parish and most to the Watson area because of our schools, our moral values and low crime rate. This is not something Baton Rouge can say.....Who will pay for needed infrastructure? Roads, sewer, drainage, utilities, added cost to local drivers and added cost to the school system and Law enforcement?

TOL-10 PS-4

6. Who are the investors? Who will pay for this project? Is this the reason for so many trips to China? It is said the money will come from a State fund but there is no money in this fund so where does the money come from to pay the investors a 12% profit? It is also said that the investors can take additional property for future development because of their risk. That risk is their problem not ours. I go out and open a business and it dosen't work, that is my problem and I have lost whatever I put in it. I don't go out and take what belongs to someone else to cover my risk. That is call stealing....

TOL-4 CP-1 ED-3 OP-4

7. Who represents Livingston Parish in this project. It seems to me that no one does. Did the planners have any discussion with our leaders or the public before this project was started? NO.....No one seems to have any input except Kip Holden and his crew of campaign contributors. This is wrong. We do not have the right to go into Baton Rouge or any other parish and say to them "We are going to disrupt and destroy every one and everything in your community to build us a road and we don't care what you think."

RB-1

8. You say that there is support for this project. Who are they and where are they. The people of Livingston Parish, Watson, to be specific have never been ask. I think there should be a vote by the people affected to see if they want this. After all we the people are the ones who will loose property and our way of life. We are the ones who will have to go miles out of our way to get across the street. It is our schools, churches and businesses that will be shut down. Our great great grandchildren will have to contend with this....for what....it will not help the traffic problems in Baton Rouge at all because it is local traffic. Truckers cannot pay for extra fuel and toll to use it. This whole thing was started before the work on I-10 and I-12 was started. When the Interstate work is finished there will be no need.

RB-4 HE-1 AL-1

9. What are the environmental effects on our community? What will be the quality of life for the people who will end up living along this highway. How will this project effect the property values of these people? What alternatives have been considered other than the Loop. Why are the investors to choose the route? What about wetlands? How can Tier I be approved if environmental issues have not been addressed because final routes have not been determined?

C/N-2

10. Last but not least, I must say I am very disappointed in anyone who thinks they can walk over this many

people and think that is O.K. In my opinion Kip Holden and his buddies need to back off because they are of no importance in Livingston Parish. They are not elected to any office in Livingston Parish, they have never lived here and probably has never been to this area. He needs to solve the problems in his own parish. He has one of the highest crime rates in the country, his schools are among the worst in the state, his streets have not been improved in years and how many businesses in East Baton Rouge Parish have gone under because of the conditions there.

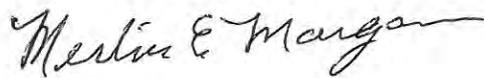
AL-10

These are but a few of our concerns with this project and we could probably give you 50 others but we are simply asking you **PLEASE DO NOT GIVE YOUR APPROVAL TO THIS PROJECT.....**

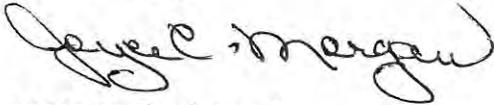
OP-2

Thank you for your time

Merlin E. Morgan



Joyce C. Morgan



36462 Outback Road

Denham Springs, Louisiana

70706

P.S. Our address is Denham Springs but we live in Watson

To: Baton Rouge Loop Project Team

From: Richard & Marilyn Muse

Re: Baton Rouge Loop

Date: Jan. 6, 2012

We wish to express our concern about the proposed Baton Rouge Loop being routed through Livingston Parish (Watson, Walker). No one will argue that we don't have traffic problems and this loop might have worked 10 years ago without being too destructive to communities, but that certainly would not be the case now.

OP-13

OP-6

We see no advantage to the parish by this loop. It would destroy the towns, devalue property, probably cause increase in taxes and have little benefit to Livingston Parish. Surely there are better ways to ease the traffic burden. Stop trying to push something the people don't want and come up with a better solution that wouldn't destroy towns.

HE-1

RB-4

PS-4

Richard & Marilyn Muse

P. O. Box 637

Walker, La. 70785



HNTB Corporation
 Attn: Suzanne McCain: P.E.
 9100 Bluebonnet Centre Blvd., Suite 301
 Baton Rouge, LA 70809

Federal Highway Administration
 Louisiana Division
 Attn: Carl Highsmith
 5304 Flanders Dr., Suite A
 Baton Rouge, LA 70808

LA DOTD
 Attn: Sherri LaBas, Secretary
 PO Box 94245
 Baton Rouge, LA 70804-9245

Wednesday, December 7, 2011

Dear Ms. McCain, Mr. Highsmith, and Ms. LaBas:

My family's home is located either within or near the proposed Northern Corridor boundaries, depending on which corridor path is ultimately chosen for the BR Loop Project. My family and the entire community we live in, including the schools my children attend, will be directly and/or indirectly affected by this proposed project. The impact on our lives and our community will be very negative at best, and quite possibly devastating. It will also more than likely devastate my family financially since I highly doubt we will be adequately compensated for the true value of our home (Pre-Loop Project). WE DO NOT WANT THE BR LOOP TO BE BUILT, ESPECIALLY NOT AS A TOLL ROAD PROJECT. That will also increase our cost of living in this area. Monies should instead be invested in local road and highway improvements, as well as in already existing I-12 and I-10 improvements and for additional River crossings. THAT would improve our area, our local business development, and our communities.

RB-3
 PS-3
 HE-1
 RB-4
 TOL-2
 AL-1

Some of our many concerns/questions are listed below.

OP-3

The Governor vetoed money for future study why is this still going forward.

If DOTD studies show that 73% of the traffic on I-10 and I-12 in the metro area is local traffic why is the money not being spent to address local infrastructure?

CIR-3

Why are schools and churches in Livingston Parish not considered in the routes outlined?

AL-13

Please provide research on the effect on communities impacted by highways of this type.

HE-1

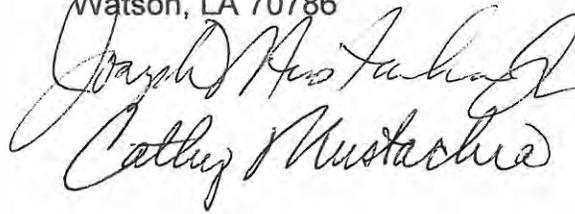
Please address the effect on surrounding property values near the Loop.

RB-4

It is stated in the Implementation Plan that additional property can be taken near the highway for the developmental use of the private investors because of their risk. This violates State law. Please explain.	CD-1
The Loop funding is projected to be a partnership with private investors with the taxpayers covering a 12% profit to the investors. Justify.	TOL-1
Explain specifically how the routes of the Loop would be "locked down". (Preserved)	CP-1
Who in Livingston Parish had an input into the routes selected? The public meetings did not even consider suggestion from the public. Explain and be specific.	OP-4
Who pays for the needed changes in local infrastructure? Roads, drainage, utilities, added cost to drivers, added cost to the school system for bus transportation, etc?	PS-4
What happens if the citizens of a parish vote to not participate in the Loop?	OP-14
The plan supposedly addresses the environment, yet in several locations the final routes have not been determined. How can a Tier 1 approval be issued?	C/N-2
Tolls are said to be based on \$.15 per mile but it is also said that the investors are encouraged to seek the maximum rate justifiable. What will be the toll rate? Confirm.	TOL-14
Provide studies considering what will happen to crime rates in Livingston and Ascension Parishes as a result of this so called Loop. Who pays for added cost of law enforcement if the rates go up?	PS-1
An environmental study must address the effect on local communities. Provide specific studies on all the communities in the effected parishes. Tier I approval should not be given until these are done.	HE-1
The quality of life for landowners/homeowners whose property is not located in the roadway right of way will be greatly diminished due to close proximity to the roadway and the attendant noise pollution. What provisions have been made to compensate these people for the diminished value of their property and quality of life?	HE-1 NOI-1 RB-4
What are the restrictions on building new multilane or upgrading existing roadways to 4 lanes in proximity of the Loop right of way?	TOL-3
How will the value of property and homes taken for this project be determined? Be specific.	RB-2
What were the criteria, and the result of any studies on the impact of this road on the school system infrastructure?	PS-2
What alternatives other than a Loop, have been taken into consideration when developing this plan. Be specific.	AL-4
Property values have declined in the past few years. What provisions will be made to people who owe more on their homes or land when they are forced to sell by eminent domain. Will they be forced into bankruptcy?	RB-2

Please address our concerns and carefully consider our opposition along with the opposition of so many others from our communities within the areas being considered for this project.

Most Sincerely,
Cathy and Joseph Mustachia, Jr.
36375 Dialtha Dr.
Watson, LA 70706
PO Box 976
Watson, LA 70786



Handwritten signatures of Joseph Mustachia, Jr. and Cathy Mustachia.

Record Your Opinion on Proposed BR Loop

To: Capital Area Expressway Authority • 9100 Bluebonnet
Centre Blvd., Suite 301, Baton Rouge, Louisiana 70809

Please mail, fax, or email a copy to: Central City News • 13567
Hooper Road, Baton Rouge, LA 70818 • Fax 225-261-5022
Email: centralcitynews@hotmail.com

CCN will file a copy with the Loop, the Federal Highway
Administration, and the Central City Council

The unsigned FAVOR OPPOSE the proposed BR Loop:

Name Mitzi NEWMAN + Anita Boissenin

Address 14909 Brown Rd

Phone _____ Email _____

Comments Oppose - See letter

Name _____

Address _____

Phone _____ Email _____

Comments _____

Name _____

Address _____

Phone _____ Email _____

Comments _____

Name _____

Address _____

225.261.2995

EST. 1956

www.lewisreckerseviceinc.com

9555 Joor Road

Capital Area Expressway Authority,

I strongly oppose the Baton Rouge loop. First, because of having the awful pleasure of driving the Houston Loop, many times, while taking my husband to MD Anderson. Traffic is horrible, areas around the loop are run down, and there are walls, some with graffiti on them.

Second, as a granddaughter of a World War II Vet, should we be financing our country, with outside countries.

Third, study the crime issues, air issues; call your Washington Senators and Congressman, let them know how you feel about the loop.

We need some of the other ideas studied. My Mom lives in Denham Springs, she would like to see more bridges and road widening.

Thanks

Mitzi Newman &
Anita Boussemere



COMMENT FORM

Page 1 of 2

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

AL-24

This is my request that the N12 route be chosen for the B.R. Loop. My property and home are near the N11/N12 area where the North Loop goes through Livingston Parish. It would be much worse for me if N11 was selected.

These are approximate distances from my home to N11/N12 and also from the closest point of my property to N11/N12.
- From house to N11 ~ 1,450 feet
From closest point of property to N11 ~ 600 feet
- From house to N12 ~ 6,370 feet
From closest point of property to N12 ~ 5,980 feet

RB-3

HE-1

As you can see, there are tremendous differences between the two routes as far as impacting my peaceful surroundings adversely are concerned.

If you attended a public hearing, please check which one:

- December 5, 2011 – Baton Rouge
- December 6, 2011 – Gonzales
- December 6, 2011 – Plaquemine
- December 7, 2011 – Denham Springs
- December 7, 2011 – Port Allen

Name: Greg Neyrey My home and property are located in the

Address: P.O. Box 680 Watson, La 70786 Watson area in

Phone: (225) 202-8623 Northwestern Livingston Parish.

Email: N/A

(Use additional sheets if necessary)



COMMENT FORM

Page 2 of 2

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

WR-2

I have concerns about the loop as many others do - concerns about cost, drainage, wetlands reduction, noise pollution, air pollution, safety on the loop regarding non-hazardous chemical leaks & spills, hazardous materials issues such as fires & accidents in an area of limited access, not to mention the possibility of increased crime. Also, the effects this type of structure will have on communities by dividing them cannot be overlooked. In my opinion there are better solutions.

NE-1

NOI-1

AQ-1

HW-1

PS-1

HE-1

The times and circumstances have changed too much over the past 30 years to make this the only way to alleviate traffic. It is my hope that other options will prove to be more practical and less expensive; but if the loop must come, then please select N12 and help us to continue enjoying the lifestyle we have chosen for the past 25 years.

AL-1

Thank you.

If you attended a public hearing, please check which one:

- December 5, 2011 - Baton Rouge
- December 6, 2011 - Gonzales
- December 6, 2011 - Plaquemine
- December 7, 2011 - Denham Springs
- December 7, 2011 - Port Allen

Name: Greg Neyrey My home and property
 Address: P.O. Box 680 Watson, La 70786 are located in the
 Phone: (225) 202-8623 Watson area in
 Email: N/A Northwestern Livingston
Parish.

(Use additional sheets if necessary)



COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

THE TRAFFIC PROBLEM IN BATON ROUGE IS EAST BATON ROUGE'S PROBLEM. IF A LOOP IS NEEDED, PUT IT IN EBR. MYSELF AND OTHERS LEFT BATON ROUGE TO GET AWAY FROM CONGESTION. ME AND MY WIFE BOUGHT PROPERTY FROM FAMILY 40 YRS AGO AND NOW SECTION E5 WILL RUN THROUGH NOT ONLY MY PLACE BUT THRU THE MIDDLE OF THE FAMILY PROPERTY WHICH WAS HOMESTEADED YEARS AGO.

AL-10

RB-3

STUDIES HAVE SHOWN THAT THIS SOUTHERN LOOP IS NOT FEASIBLE AND THE TRAFFIC VOLUME WILL NOT SUPPORT THE LOOP.

CIR-5

THE LACK OF FORESIGHT OF EBR LEADERS IN THE PAST WHEN A LOOP COULD HAVE BEEN EASILY BUILT IN EBR SHOULD NOT BECOME ASCENSION'S PROBLEM.

OP-13

THE LOOP THRU ASCENSION SHOULD NOT BE BUILT, ESPECIALLY THE E-5 SECTION !!!

OP-5

If you attended a public hearing, please check which one:

- December 5, 2011 – Baton Rouge
- December 6, 2011 – Gonzales
- December 6, 2011 – Plaquemine
- December 7, 2011 – Denham Springs
- December 7, 2011 – Port Allen

Name: ROBERT D. NICKENS

Address: 44141 BUBBA NICKENS RD PRAIRIEVILLE, LA

Phone: (225) 622-2208

Email: bobnickens@cox.net

(Use additional sheets if necessary)



COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

CLAUDIA NORMAND
4164 STUMBERG LN.
BATON ROUGE, LA 70816

PN-1

I am in favor of a loop because the future of Baton Rouge needs to have better means of transportation not only in EBRL but ~~to~~ the surrounding parishes to alleviate traffic jams —

If you attended a public hearing, please check which one:

- December 5, 2011 – Baton Rouge
- December 6, 2011 – Gonzales
- December 6, 2011 – Plaquemine
- December 7, 2011 – Denham Springs
- December 7, 2011 – Port Allen

Name: Claudia Normand
 Address: 4164 Stumberg Lane, Baton Rouge, LA 70816
 Phone: 225-752-6696
 Email: clutchnormand@yahoo.com

December 26, 2011

Capital Area Expressway Authority
9100 Bluebonnet Centre, Suite 301
Baton Rouge, LA 70809

Jim Norred
9900 Meadow Lane
Denham Springs, LA 70706

Dear Sir,

As a member of the newly elected Livingston Parish Council I would like to go on record as being **OPPOSED** to the Baton Rouge Loop Project.

OP-2

The proposed N11 route goes right over the new Live Oak High School which is set to open in August 2012. Who will pay for the relocation and construction of a new school? This school is badly needed in the fastest growing area of the State. The Parish cannot wait years for another new High School to be built. The classrooms are bursting now.

PS-3

The proposed N12 route goes right over the newly expanded Recreation District 2 Park complex. This route also goes right through the middle of the Lakes at Belle Terre subdivision cutting it in half. Where will the Recreation District 2 Park be relocated to and who will pay for this? What about the disruption to the hundreds of residents of Lakes at Belle Terre subdivision?

PS-3

RB-1

What happens if there is a "gap" in funding? Who pays for it? The proposal guarantees a set rate of return for the investors. What happens if they do not get this rate of return? The citizens of Livingston DO NOT AGREE to any type of fee, tariff, millage, property tax increase, or reallocation of Parish funds to compensate for any shortfall.

TOL-1

Most of these so called "Public Private Participation (PPP)" projects have a "Non Compete" clause excluding any future competition to ensure the set rate of return. Does this mean the Parish would not be able to four lane US 190, make improvements to I-12, or other road improvements in the area since this would compete with the Loop's potential revenue?

TOL-3

The above are only a few examples of the problems with the proposed loop. Displacing and disrupting the lives of hundreds if not thousands of citizens is unacceptable. Livingston Parish cannot wait the decades it will take to build the Loop. There are cheaper, faster and less invasive alternatives.

RB-1

One such alternative is to extend Hooper Road eastward, build a bridge across the Amite River and tie into LA 16. Most of the right-of-ways are already owned and very few if any people would have to give up their homes. Along with this, four lane Hooper all the way westward and tie into I-110. This could be accomplished in a shorter time span, at a much cheaper price, and would help traffic flows tremendously.

AL-1

I urge the denial of Tier 1 approval and to cease wasting taxpayer money on any future Loop studies or activities.

FN-3

Sincerely,



Jim Norred

Councilman-Elect District 2



COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

Jim Norred 9900 Meadow LN D.S. LA 70706

RD-1

(N11) Your maps are outdated. It does not show the new Live Oak High School which opens in 2012. It is located beside Bush Lane and LA16. Who is going to pay for the relocation and rebuilding?

RD-5

RB-2

Your map shows (N12) the corridor going thru the middle of the Lakes at Belle Terre subdivision and over the ~~park~~ Northpark Recreation center. This subdivision has 100's of people that will be displaced. And who will pay for the relocation of the Recreation Park?

RB-1

PS-3

If you attended a public hearing, please check which one:

- December 5, 2011 - Baton Rouge
- December 6, 2011 - Gonzales
- December 6, 2011 - Plaquemine
- December 7, 2011 - Denham Springs
- December 7, 2011 - Port Allen

Name: Jim Norred
 Address: 9900 Meadow Lane D.S. LA 70706
 Phone: 225 933-8855
 Email: jimnorred@bellsouth.net.

Use separate sheet for multiple comments

Record Your Opinion on Proposed BR Loop

To: Capital Area Expressway Authority • 9100 Bluebonnet Centre Blvd., Suite 301, Baton Rouge, Louisiana 70809

Please mail, fax, or email a copy to: Central City News • 13567 Hooper Road, Baton Rouge, LA 70818 • Fax 225-261-5022
Email: centralcitynews@hotmail.com

CCN will file a copy with the Loop, the Federal Highway Administration, and the Central City Council

The unsigned FAVOR/OPPOSE the proposed BR Loop:

Name Alvin Ann Oberwornmann

Address 7335 Barunza Place #5

Phone 225-4937 Email _____

Comments _____

I oppose the proposed

loop.
Name _____



COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

OP-2

I AM FULLY AGAINST THE BR LOOP, MY UNDERSTANDING IS THE PROPOSED LOOP WILL NOT RELIEVE TRAFFIC COMPARED TO THE COST FOR THE LOOP. WE NEED TO WORK ON MORE COST EFFECTIVE LOCAL ROAD IMPROVEMENTS THAT WILL MOVE LOCAL TRAFFIC. I AM FULLY AGAINST TOLL ROADS WE PAY ENOUGH TAXES ALREADY AND ~~WE~~ SHOULD NOT BE PENALIZED WITH TOLLS TO MOVE LOCAL TRAFFIC. WE SHOULD NOT WASTE ANY ADDITIONAL MONEY TO STUDY PIPE DREAMS, LETS WORK ON COMMON SENSE SOLUTIONS TO MOVE THE LOCAL TRAFFIC

CIR-4

AL-1

TOL-2

FN-3

If you attended a public hearing, please check which one:

- December 5, 2011 - Baton Rouge
- December 6, 2011 - Gonzales
- December 6, 2011 - Plaquemine
- December 7, 2011 - Denham Springs
- December 7, 2011 - Port Allen

Name: ROBERT ORGES
 Address: 8961 ARNOLD ROAD D.S. LA 70726
 Phone: 225-667-1741
 Email: RKORGES@COX.NET

See www.louisiana.gov for more information



COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

OP-2

I'm totally against the loop - with or without tolls. Your own studies show this is NOT a smart financial move. We travel a lot and what we have seen are ~~city~~ cities with main highways that have more lanes added to ease traffic. It is a simple solution, less expensive, less invasive to our way of life. Hooper Rd Bridge would be a lot more advantageous and help ease A LOT of traffic - not costing as much. I'm really sick of this project (loop) coming up - and will totally fight against it. It makes NO sense.

AL-1

HE-1

If you attended a public hearing, please check which one:

- December 5, 2011 - Baton Rouge
- December 6, 2011 - Gonzales
- December 6, 2011 - Plaquemine
- December 7, 2011 - Denham Springs
- December 7, 2011 - Port Allen

Name: Sandra Orger
 Address: 8961 Arnold Rd DS. 70726
 Phone: 667-1741
 Email:

Louisiana Environmental Action Network

Helping to make Louisiana safe for future generations



January 6, 2012

Suzanne McCain, P.E.
Capital Area Expressway Authority
9100 Bluebonnet Centre, Suite 301
Baton Rouge, LA 70809

Dear Ms. McCain,

The Louisiana Environmental Action Network (LEAN) is submitting the following comments on Tier 1 of the Draft EIS for the proposed Baton Rouge Loop Project.

LEAN is a non-profit organization whose mission is to foster cooperation and communication between individual citizens and corporate and government interests in an effort to assess and mend environmental problems in Louisiana. Our main goal is the creation and maintenance of a cleaner and healthier environment for all of the inhabitants of this state.

AQ-1

This goal would be impacted by a number of issues discussed in the Tier 1 EIS for the proposed Loop.

Air Quality (Chapter 3, Section 3.9) – The Baton Rouge metro area (East Baton Rouge and the four surrounding parishes) has had long-standing problems with air pollution, in particular ground-level ozone. After a long multi-year struggle, in late 2011 the U.S. Environmental Protection Agency (EPA) designated the Baton Rouge area as having attained the 1997 8-hour ozone standard.ⁱ Earlier, as noted in the Draft EIS, EPA determined in 2010 that the Baton Rouge area had attained the 1-hour National Ambient Air Quality Standard for ozone, and that requirements for a number of actions – attainment demonstration, a further progress plan, contingency measures, and other planning requirements were suspended as long as the area continues to meet the 1-hour ozone standard (p. 3-43-44).

The EIS states after consultation with the Louisiana Division of the Federal Highway Administration, it was determined that air quality conformity modeling for the East Baton Rouge Area does not need to include the Tier 1 study for the Loop (p. 3-440.) It is clear, however, that the air quality impacts of the proposed Loop would be significant and should be assessed. The EIS states other transportation projects planned in the area have already been factored into the conformity analysis for the Capital Region Planning Commission Transportation Improvement Program for fiscal years 2009-2013. But the Loop's impacts would come on top of those other planned projects.

AQ-2

The comparative air quality impacts of other transportation alternatives should also be compared with those of the proposed Loop. Foremost among these would be a passenger rail line running between Baton Rouge and New Orleans, which is an element of the FUTUREBR Comprehensive Master Plan recently approved for East Baton Rouge Parish.ⁱⁱ Further impacts on air quality could come from the

AQ-3

potential loss of natural areas and agricultural land resulting from expanded development fueled by the Loop.

Socioeconomic factors – (Chapter 3, Section 3.3) It is appropriate that potential impacts of the project on minority populations and areas of low-income residents are being considered. These populations have typically borne many of the negative impacts of industrial and transportation projects. The EIS notes that the parishes in the proposed North and South Units of the project have minority and population percentages greater than the state and Project Area percentages for the categories considered (pp. 3-15-18.) While the EIS concludes that the potential impacts of the proposed corridor alternatives on these populations are not significant, it is also important to consider and evaluate whether the Loop provides the best transportation benefit for them.

EJ-1

Members of these population groups currently form the largest number of Baton Rouge residents who use and/or depend upon the Capital Area Transit System (CATS). The CATS system has had long-standing funding problems, though the amount of funding involved is only a small fraction of the estimated costs for the proposed Loop. Resolution of the CATS system's problems would seem to be a key indicator of whether the city-parish will achieve a diversified transit system of the kind envisioned in the FUTUREBR Plan.

TR-2

Climate Change – One issue not considered in the Tier 1 EIS is how a decision to construct the proposed Loop factors into the problem of climate change and state and local policy options. The Greenhouse Gas Endangerment Finding released by the U.S. EPA in December 2009 emphasized the interlocking effect that climate change will have on air pollution problems:

The evidence concerning adverse air quality impacts provides strong and clear support for an endangerment finding. Increases in ambient ozone are expected to occur over broad areas of the country, and they are expected to increase serious adverse health effects in large population areas that are and may continue to be in nonattainment. The evaluation of the potential risks associated with increases in ozone in attainment areas also supports such a finding.iii

AQ-1

One result of the EPA Finding will be stronger rules governing vehicle emissions, which will help reduce pollution impacts that contribute to climate change.

Many of the climate-related issues raised by the proposed Loop would fall into the area of Cumulative and Indirect Impacts (Section 3.16). The completion of a comprehensive Indirect Effects Analysis (p. 3-94) would play a critical role in understanding the full impacts of the project. The EIS notes (p. 3-95) that

Generally, the indirect effects of most concern associated with highway project development involve changes in land use due to secondary development and the consequences associated with this development (e.g. increased traffic, increased demand on public services, greater air pollutant emissions, and noise). However, indirect effects can include a much broader array of project consequences than induced growth. For example, a proposed project may alter the long-term functions of natural systems. Although these consequences are considered indirect effects, such outcomes are sometimes addressed in combination with the project's direct effects on the particular resource.

AQ-3

The EIS notes that traffic congestion contributes to emissions from vehicle delay, but does not adequately consider how a diversified transit system's emissions impacts would compare with those of the proposed Loop.

AQ-4

Waste Sites – The issue of the many waste sites, both active and inactive, that the proposed Loop corridor would cross and potentially impact is discussed in Chapter 3 (S. 3-15), and in Chapter 6, "Future Actions." Sites identified in the EIS as having ongoing problems with toxic waste include the TRC East Landfill and Formosa sites in the North Unit (p. 6-2), and the tailings ponds operated by Williams Olefins in the South Unit (p. 3-84)

HW-2

The EIS draws upon a number of sources, such as the LDEQ Environmental Data Management System, and the registry of oil and gas wells and pits with LDNR, and notes that pits closed prior to 1986 were not required to be registered and are not included in the dataset (p. 3-79). It is critical that a complete inventory and assessment of such sites be completed, since many either are or could potentially affect air quality and both ground and surface water sources.

RD-14

Sincerely,



Marylee Orr, Executive Director
Louisiana Environmental Action Network/LEAN

ⁱ U.S. EPA, "EPA Approves Redesignation of Baton Rouge Area to Attainment for Ozone," November 15, 2011; <http://yosemite.epa.gov/opa/advpress.nsf/0/13F29FA0FB685F25852579490063E6CE>

ⁱⁱ FUTUREBR Plan, "Transportation", p. 18, www.futurebr.com.

ⁱⁱⁱ U.S. EPA, "Endangerment and Cause or Contribute Findings for Greenhouse Gases Under Section 202(a) of the Clean Air Act; Final Rule," December 15, 2009; <http://epa.gov/climatechange/endangerment.html#findings>

Dewey A. Ott
34189 La. Hwy. 16
Denham Springs, La. 70706

HNTB Corporation
Attn: Suzanne McCain: P>E>
9100 Bluebonnet Centre Boulevard
Suite 301
Baton Rouge, La. 70809

Dear Suzanne,

It is with great concern that I am writing this letter about the Loop coming to the Watson area. First and foremost if you would talk to the people in this area, they would tell you the reason they moved to Livingston Parish and especially this area is because of the schools and the communities. Our schools have rated among the top for several years. If this loop is going in the area of northern hwy. 16, it will split our new Live Oak High School, which is scheduled to open in August of 2012. The cost of this school is several million dollars.

HE-1

PS-3

My next reason not to have the Loop going down the Amite Church Road area is because it will ruin the church. There are two cemeteries next to this church. In the old cemetery there are graves that have been there for over a 150 years. This would be terrible if this were destroyed.

PS-3

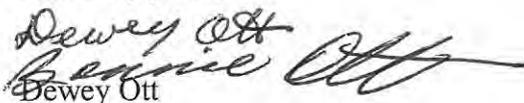
In my opinion the Loop for Livingston Parish should not be. It would destroy our schools along with a church and 2 cemeteries. The crime rate I'm sure would be horrible also.

PS-1

Hopefully, someone will consider my concerns and steer the Loop from Livingston Parish.

OP-15

Sincerely yours,


Dewey Ott
Bonnie Ott



COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

PN-6

It would most benefit Plaquemine due to the distance to drive to car travel for easy access to interstate 10 or 12.

This area is heavily populated and most traveled for work and resident living.

The only access is the ferry which is not sufficient at all times and then 30 minutes to Donaldsonville then 20 minutes to Port Allen and then you have to contend with locals and other out of state travelers. Our highways are not engineered for growth.

PN-1

If you attended a public hearing, please check which one:

- December 5, 2011 – Baton Rouge
- December 6, 2011 – Gonzales
- December 6, 2011 – Plaquemine
- December 7, 2011 – Denham Springs
- December 7, 2011 – Port Allen

Name: Sharon Oubre

Address:

Phone: 225-776-9383

Email: oubre.sharon@yahoo.com

December 28, 2011

Capital Area Expressway Authority
9100 Bluebonnet Centre, Suite 301
Baton Rouge, LA 70809

Chance Parent
35649 Woodland Ridge Dr.
Denham Springs, LA 70706

Dear Sir,

As a member of the newly elected Livingston Parish Council I would like to go on record as being **OPPOSED** to the Baton Rouge Loop Project.

OP-2

The proposed N11 route goes right over the new Live Oak High School which is set to open in August 2012. Who will pay for the relocation and construction of a new school? This school is badly needed in the fastest growing area of the State. The Parish cannot wait years for another new High School to be built. The classrooms are bursting now.

PS-3

PS-3

The proposed N12 route goes right over the newly expanded Recreation District 2 Park complex. This route also goes right through the middle of the Lakes at Belle Terre subdivision cutting it in half. Where will the Recreation District 2 Park be relocated to and who will pay for this? What about the disruption to the hundreds of residents of Lakes at Belle Terre subdivision?

RB-1

What happens if there is a "gap" in funding? Who pays for it? The proposal guarantees a set rate of return for the investors. What happens if they do not get this rate of return? The citizens of Livingston DO NOT AGREE to any type of fee, tariff, millage, property tax increase, or reallocation of Parish funds to compensate for any shortfall.

TOL-1

TOL-3

Most of these so called "Public Private Participation (PPP)" projects have a "Non Compete" clause excluding any future competition to ensure the set rate of return. Does this mean the Parish would not be able to four lane US 190, make improvements to I-12, or other road improvements in the area since this would compete with the Loop's potential revenue?

The above are only a few examples of the problems with the proposed loop. Displacing and disrupting the lives of hundreds if not thousands of citizens is unacceptable. Livingston Parish cannot wait the decades it will take to build the Loop. There are cheaper, faster and less invasive alternatives.

RB-1

One such alternative is to extend Hooper Road eastward, build a bridge across the Amite River and tie into LA 16. Most of the right-of-ways are already owned and very few if any people would have to give up their homes. Along with this, four lane Hooper all the way westward and tie into I-110. This could be accomplished in a shorter time span, at a much cheaper price, and would help traffic flows tremendously.

AL-1

I urge the denial of Tier 1 approval and to cease wasting taxpayer money on any future Loop studies or activities.

FN-3

Sincerely,

Chance Parent
Councilman-Elect District 1



COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

CIR-7

I BELIEVE B.R. + surrounding communities would surely benefit from a loop to cover areas on congestion as well as new economic development in surrounding areas.

ED-2

I HAVE BEEN IN TRAFFIC ON I-10, I-12 TOO MANY TIMES AND TO DIVERT THRU TRAFFIC TO/FROM NEW ORLEANS WOULD TAKE A BIG CHUNK OUT OF IT.

If you attended a public hearing, please check which one:

- December 5, 2011 - Baton Rouge
- December 6, 2011 - Gonzales
- December 6, 2011 - Plaquemine
- December 7, 2011 - Denham Springs
- December 7, 2011 - Port Allen

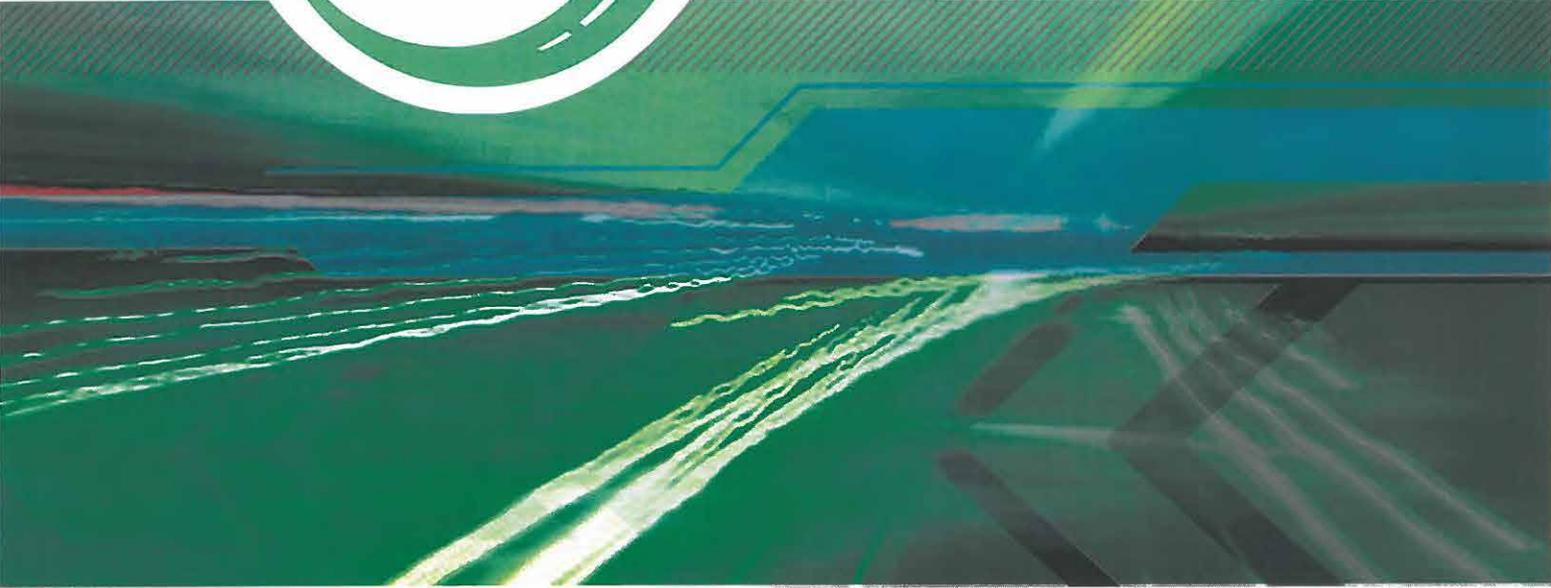
Name: MARC PATER

Address: 4935 Key West BL LA 70817

Phone: 225-603-5914

Email: paterm@bellsouth.net

(Use additional sheets if necessary)



Fold Here



Place Stamp Here



Capital Area Expressway Authority
9100 Bluebonnet Centre, Suite 301
Baton Rouge, LA 70809

Please tape closed



COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

OP-2

This letter is to express my opposition to the CAEA Project known as "the Loop". One concern are the maps used in the survey are dated 1996. Livingston Parish has been and continues to be one of the fastest growing areas in the nation. We ask that current updated maps be used which shows current subdivisions, schools and other public facilities which were not here in 1996. RD-1

Please explain why a loop is needed if the widening of I-10 & I-12 (which is currently under construction) will help local traffic more than the Loop. POTD studies show that 73% of the traffic on I-10 & I-12 in the metro area is local traffic. Please explain why a multi billion dollar loop is needed for 27% of the interstate traffic. RD-5

A person will not drive from South Denham Springs to Watson to get on a Loop and pay a toll fee to get to the bottleneck of the Baton Rouge bridges. AL-1

HE-1

CIR-3

TOL-2

HE-1

(over)

If you attended a public hearing, please check which one:

- December 5, 2011 - Baton Rouge
- December 6, 2011 - Gonzales
- December 6, 2011 - Plaquemine
- December 7, 2011 - Denham Springs
- December 7, 2011 - Port Allen

Jan 3, 2012

Name: Linda Paxton

Address: 10161 Garden Oaks Ave., Denham Springs, LA 70769

Phone:

Email:

How to fill out this comment form (reverse side)

Written comments can be left in the comment box at this hearing or fold, stamp, and mail to CAEA (address on the reverse side).

In order to be included in the public record, comments must be received or post-marked no later than January 9, 2012.

and general quality of Life which was not
available in Metro Baton Rouge. We in
Livingston parish don't want to lose this and a
loop such as being proposed will drive a
stake into the heart of the parish. Please
don't do it

Please Record My Comments on Proposed BR Loop

To: Capital Area Expressway Authority • 9100 Bluebonnet Centre Blvd., Suite 301, Baton Rouge, Louisiana 70809 or FAX to 225-368-2801

Copy to: Central City News • 13567 Hooper Road, Baton Rouge, LA 70806 • Fax 225-261-5022
CCN will file with Loop, Federal Hwy. Administration, and Central City Council

Name Jim C. Peever OP-2 TOL-2
Address 11846 Spring Meadow Dr
City, State & Zip Code Central, La 70818
Phone 225 262 3282 Email JimCPV@yahoo.com

- I FAVOR the proposed Baton Rouge Loop.
- I OPPOSE the proposed Baton Rouge Loop
- Other _____

Comments: Why do you people keep pushing this loop, why should I drive this far and pay a toll to go around B.R. must be a lot of loose money to be made

I am attaching a letter with my comments.

Comments Must ARRIVE by Jan. 5, 2012

Please Record My Comments on Proposed BR Loop

To: Capital Area Expressway Authority • 9100 Bluebonnet Centre Blvd., Suite 301, Baton Rouge, Louisiana 70809 or FAX to 225-368-2801

Copy to: Central City News • 13567 Hooper Road, Baton Rouge, LA 70806 • Fax 225-261-5022
CCN will file with Loop, Federal Hwy. Administration, and Central City Council

OP-2

Name Woody & HELEN PENCE

Address 18204 KEYSTONE AVE.

City, State & Zip Code GREENWELL SPRINGS, LA 70739

Phone _____ Email Woodyhelen@bellsouth.net

I FAVOR the proposed Baton Rouge Loop.

I OPPOSE the proposed Baton Rouge Loop

Other _____

Comments: _____

I am attaching a letter with my comments.



COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

PS-3

Suzanne Mc Corm: P. E.

We are very concern about the loop that may come down Amite Church Road, in Watson. We live in the Humstock subdivision. This loop would affect our church, which is Amite Baptist Church, the two cemetery, and our schools.

NOI-1

The noise will also be a problem. It will cost us money to use the loop to get from one place to the next.

TOL-2

We suggest that Arnold Road become four lanes, four lanes from Hooper Road to Adunwell Springs Road to cross the Amite River to Highway 16 in Watson. Also four lanes from Lockhart Road to Florida Blvd. in Walker.

AL-1

The traffic lights to change at the same time during the rush hours in the morning and evening. We love our neighborhood and we are too old to move. Please listen to our heart and not destroy us with this loop.

CIR-16

RB-3

If you attended a public hearing, please check which one:

- December 5, 2011 - Baton Rouge
- December 6, 2011 - Gonzales
- December 6, 2011 - Plaquemine
- December 7, 2011 - Denham Springs
- December 7, 2011 - Port Allen

Name: Ralph and Iris Perkins

Address: 33393 Beverly Dr Denham Springs, La. 70706

Phone: 225-667-0152

Email: NONE

LAKE PONTCHARTRAIN BASIN FOUNDATION
SAVE OUR COAST SAVE OUR LAKE

January 20th, 2012
Ms. Suzanne McCain
P.E. at HNTB Corporation
9100 Bluebonnet Centre Boulevard, Suite 301
Baton Rouge, LA 70809

Re: Baton Rouge Loop Tier 1 Draft EIS

Attn: Ms. Suzanne McCain

I am writing to you on behalf of the Lake Pontchartrain Basin Foundation (LPBF), a non-profit, citizen-based environmental organization whose mission is to protect and preserve the land and waters of the entire Pontchartrain Basin. LPBF has had the opportunity to review the draft version of the Baton Rouge Loop Tier 1 Environmental Impact Statement (EIS) and would like to enter the following comments into the public record.

The draft Baton Rouge Loop Tier 1 EIS document states “*secondary development spurred by Baton Rouge Loop construction would have a high likelihood of impacting wetland, floodplain, and/or agricultural resources. Additional undeveloped areas near, but outside, the corridor alternative limits may also experience development pressures in the short term.*” A process of this magnitude will have an unavoidable impact upon the local environment and wildlife habitat which will then be exacerbated by secondary development and a rapid 2016 completion date. With significant portions falling within floodplain, agricultural and wetland regions, LPBF feels the area should be treated as critical to Louisiana and be afforded the necessary precautions to protect these resources.

1) Risk will be greater than benefit to region

The assessment of the EIS on the impact of the Baton Rouge Loop to traffic volume and vehicular hazards predicts that only a maximum of 19% traffic volume will be decreased in the affected area, and may have no positive affect during peak hours and/or special events. However the current plan places the Baton Rouge Loop within critical ecological regions including Bayou Manchac which is listed as a Scenic and Historic river and the Amite and Comite Rivers which are designated as Natural and Scenic Rivers (*Clean Water Act Section 101(a)(2) goals - water quality which provides for the "protection and propagation of fish, shellfish, and wildlife and provides for recreation in and on the water"*).

In some Units up to 81% of the area is designated as a 100 year floodplain, 9.6% to 34% as agricultural and up to 55% is classified as wetland. These areas are valuable and sensitive resources and LPBF is concerned that the benefits gained

WE-1

WR-1

from the Baton Rouge Loop would not be enough to validate the ecological impact of the building and operation of the roads if they will not become substantially safer and more navigable.

2) The Baton rouge Loop may impact Impaired Waters and TMDLs

The potentially impacted land proposed in the draft Baton Rouge Loop contains the Amite River, Comite River and Bayou Manchac watersheds. These are impaired water bodies classified as “high risk” (see 303 d list of the Clean Water Act) and will be receiving Total Maximum Daily Loads (TMDL) in 2012. Impairments to these water bodies are currently being studied and include restrictions to Fecal Coliform, Chloride, Nitrate/Nitrite, Dissolved Oxygen, Phosphorous, Sulfates and Total Dissolved Solids. The Baton Rouge Loop has the potential to increase all these pollutants and to affect the designated uses of Primary Contact Recreation, Secondary Contact Recreation, Fish and Wildlife Propagation and Outstanding Natural Resources

Bio-2

Increased runoff and secondary development will likely increase pollutants and make water quality limits designated by TMDLs harder to achieve. Therefore impacts of secondary developments to TMDL’s (water quality restrictions) needs to be anticipated and studied and proactive Best Management Practices need to be implemented during construction and maintenance of roadways.

3) Increased risk to Habitat and Wildlife including Endangered Species

Limited information regarding endangered is mentioned within the EIS document and can be found in chapter 3.14 - Threatened Endangered Species, and tables 3.70 - 3.73 (attached). However the EIS draft fails to properly account for migratory birds and postpones reconnaissance and environmental decisions to the Tier 2 document.

Because of the goal to open the Baton Rouge Loop by 2016, LPBF feels that it is important to address the risk to sensitive species and habitats as early as possible. This should include a detailed plan for maintenance including road construction, Best Management Practices for oil and gas, chemicals and sediment control in runoff as well as a list of approved products, specifically non-toxic de-icing agents.

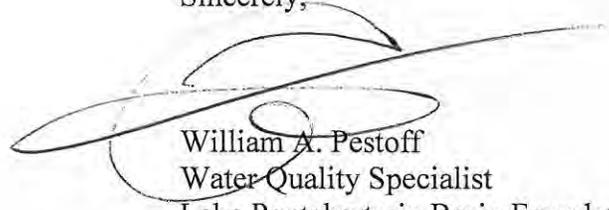
4) Mitigation needs to be a first priority

As communities plan for new development and improvements to existing infrastructure, mitigation can and should be an important component of the planning effort. Mitigation means taking action to reduce or eliminate long-term risk from hazards and their effects. This is achieved through risk analysis, which results in information that provides a foundation for mitigation activities.

The general risk analysis presented needs to be much more detailed about environmental risk. The draft Baton Rouge Loop tier 1 EIS Document only contains an inventory of environmental resources and does not consider field studies until the tier 2 document. Without building a plan around mitigation, including Best Management Practices and TMDL regulations, it is difficult to proactively reduce environmental impacts on the region. Therefore, LPBF suggests a formal assessment of environmental impact for the Baton Rouge Loop be done carefully and immediately.

It is LPBF's opinion that in order to fulfill the obligation to minimize the impact on the ecosystem of the Pontchartrain Basin to the greatest extent practicable, a complete mitigation plan must be included early and throughout the application process that addresses the risk and benefit to the environment, water quality restrictions, wildlife and habitat impacts. LPBF appreciates the opportunity to review and comment on the draft Tier 1 Baton Rouge Loop Environmental Impact Study.

Sincerely,

A handwritten signature in black ink, appearing to read 'William A. Pestoff', is written over the typed name and title. The signature is fluid and cursive, with a large loop at the end.

William A. Pestoff
Water Quality Specialist
Lake Pontchartrain Basin Foundation

Website for Louisiana Impaired Water Bodies List:

<http://www.deq.louisiana.gov/portal/DIVISIONS/WaterPermits/WaterQualityStandardsAssessment/WaterQualityInventorySection305b/2010WaterQualityIntegratedReport.aspx>

Table 3.70 from Baton Rouge Loop Tier 1 Draft

Table 3.70 Baton Rouge Loop Project Area Threatened & Endangered Species		
Threatened and Endangered Species	Parish of Occurrence	Rank
Gulf Sturgeon	Ascension and Livingston	Federally Listed Threatened
Inflated Heelsplitter	Ascension, Livingston, and East Baton Rouge	Federally Listed Threatened
Manatee	Ascension and East Baton Rouge	Federally Listed Endangered
Red-Cockaded Woodpecker	Livingston	Federally Listed Endangered
Pallid Sturgeon	East Baton Rouge	Federally Listed Endangered
Bald Eagle	Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge	Federally Delisted, State Listed Endangered
Alabama Shad	East Baton Rouge, Livingston	Federally Listed Candidate
Louisiana Black Bear	Iberville	Federally Listed Threatened

Table 3.71 Unit Threatened & Endangered Species	
Unit	Threatened and Endangered Species
North	Gulf Sturgeon, Inflated Heelsplitter, Manatee, Red-Cockaded Woodpecker, Pallid Sturgeon, Bald Eagle, Alabama Shad
South	Gulf Sturgeon, Inflated Heelsplitter, Manatee, Pallid Sturgeon, Bald Eagle, Alabama Shad, Louisiana Black Bear
East	Gulf Sturgeon, Inflated Heelsplitter, Manatee, Red-Cockaded Woodpecker, Bald Eagle, Alabama Shad

Table 3.72 Unit Corridor Section and Affected Corridor Alternative Threatened & Endangered Species Critical and Important Habitat				
Unit	Corridor Section	Affected Corridor Alternative	Threatened and Endangered Species	Critical or Important Habitat
North	N2	ALL - NA, NB, NC, ND, NE	Pallid Sturgeon	Critical Habitat - Mississippi River
	N3, N8, N10, N11, N12	ALL - NA, NB, NC, ND, NE	Inflated Heelsplitter	Important Mussel Habitat - Amite River
	N1	ALL - NA, NB, NC, ND, NE	Louisiana Black Bear	Atchafalaya Floodway
South	S12, S13, S14	SD, SE, SF, SG, SH, SI, SJ, SK, SL	Pallid Sturgeon	Critical Habitat - Mississippi River
	S1	SD, SE, SF, SG, SH, SI, SJ, SK, SL	Louisiana Black Bear	Atchafalaya Floodway

Please Record My Comments on Proposed BR Loop

To: Capital Area Expressway Authority • 9100 Bluebonnet Centre Blvd., Suite 301, Baton Rouge, Louisiana 70809 or FAX to 225-368-2801

Copy to: Central City News • 13567 Hooper Road, Baton Rouge, LA 70806 • Fax 225-261-5022
CCN will file with Loop, Federal Hwy. Administration, and Central City Council

Name Dominick Pinecola
Address 1455 Devall Road
City, State & Zip Code Baton Rouge, LA. 70818
Phone 261-5131 Email _____

- I FAVOR the proposed Baton Rouge Loop.
 I OPPOSE the proposed Baton Rouge Loop
 Other _____

Comments: _____

I am attaching a letter with my comments.

Comments Must ARRIVE by Jan. 5, 2012

Baton Rouge Loop Project Team
9100 Bluebonnet Centre, Suite 301
Baton Rouge, LA 70809

TO WHOM IT MAY CONCERN:

I have been trying to follow the "progress" of the proposed Baton Rouge Loop through reports in local newspapers and television. Needless to say, these reports do not address all of my questions and in fact, raise more questions than are answered. I am writing this letter to request clarification of answers to some of the questions that I have.

1. My understanding is that this project will be funded through a combination of private investors and taxpayer dollars. What private organizations do you foresee as willing to enter into such a project? TOL-10
 2. In my home parish of Livingston, who has had any input into the routes and other planning for this project? OP-4
 3. Newspaper reports indicate that the maps used for planning of this project are not the most recent available. Is this true and if so, why aren't the most up to date maps available used? RD-1
 4. How will funds for the added costs to my parish such as infrastructure, detours, added school bus routes, etc. be generated? PS-4
 5. I read in the newspaper that Ascension, Livingston and Iberville parish representatives to the Capital Area Regional Planning Authority have resigned. Who will represent these parishes as "Planning" goes forward? RD-12
 6. Where are the proposed locations for crossing the major rivers such as the Mississippi, Amite and Comite? AL-25
 7. How many currently privately owned pieces of property including homes, farms, churches, businesses, etc. will be affected by this project? RB-6
 8. How many public structures such as schools will be affected by this project and how will the replacement of these structures be funded? PS-8
- This "Project" is apparently the idea of a number of people that will benefit directly from it's inception. I do not believe that the majority of the citizens are ready to have The BRLoop shoved down our throats. OP-11

Tom Pittman
1033 Redwood Drive
Denham Springs, LA 70726



cc: Federal Highway Administration
Louisiana Division
Attn: Carl Highsmith
5304 Flanders Drive, Suite A
Baton Rouge, LA 70808



COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

AL-26

PROPOSED ROUTES SEEM TO TAKE INTO ACCOUNT FEASIBILITY AND LESS IMPACT TO EXISTING HOMES BUT ARE STILL CLOSE ENOUGH TO PROVIDE DEVELOPMENT POTENTIAL. PHASE 1 SHOULD INCLUDE THE NORTHERN PORTION AND PHASE 2 THE WEST PORTION W/ A BRIDGE OVER THE RIVER BETWEEN PLAQUEMINE AND WHITE CASTLE.

ED-2

CON-2

AL-3

If you attended a public hearing, please check which one:

- December 5, 2011 – Baton Rouge
- December 6, 2011 – Gonzales
- December 6, 2011 – Plaquemine
- December 7, 2011 – Denham Springs
- December 7, 2011 – Port Allen

Name: ERIC M. ROCHE
 Address: 29336 BABIN ROAD GONZALES, LA 70737
 Phone: 225-644-8077
 Email: EROCHE@SIBERPOUP.COM

(Use additional sheets if necessary)

Please Record My Comments on Proposed BR Loop

To: Capital Area Expressway Authority • 9100 Bluebonnet Centre Blvd., Suite 301, Baton Rouge, Louisiana 70809 or FAX to 225-368-2801

Copy to: Central City News • 13567 Hooper Road, Baton Rouge, LA 70806 • Fax 225-261-5022
CCN will file with Loop, Federal Hwy. Administration, and Central City Council

Name William + Antonia Poche
Address 10930 CORE LANE
City, State & Zip Code BAKER LA
Phone 225-2756019 Email TONITA@COX.NET

I FAVOR the proposed Baton Rouge Loop.

OP-2

CIR-3

OP-11

AL-1

I OPPOSE the proposed Baton Rouge Loop

Other

Comments: We need solutions that will fix the local commuter traffic on I10 + I12. WE feel that local politicians have hidden agendas that are profit motivated. We need more bridges over Amite and Miss. rivers which will improve the flow to and from Baton Rouge.

I am attaching a letter with my comments.

Comments Must ARRIVE by Jan. 5, 2012

Record Your Opinion on Proposed BR Loop

To: Capital Area Expressway Authority • 9100 Bluebonnet Centre Blvd., Suite 301, Baton Rouge, Louisiana 70809

Please mail, fax, or email a copy to: Central City News • 13567 Hooper Road, Baton Rouge, LA 70818 • Fax 225-261-5022
Email: centralcitynews@hotmail.com

CCN will file a copy with the Loop, the Federal Highway Administration, and the Central City Council

The undersigned (circle) FAVOR OPPOSE the proposed BR Loop:

OP-2

Name Adat Owen Prestidge

AL-1

Address 10514 Lovett Rd Central

Phone 261-2548 Email _____

Comments We think we should be more CONCERNED ABOUT getting local traffic problems alleviated !!

Name James J. Stevens

Address 10676 Lovett Rd Central, La

Phone 223-7131 Email _____

Comments Don't think it's as important - as solving traffic problems in B.R. + surrounding areas -

OP-2

Name Owen Prestidge

AL-1

Address 8653 Jone Rd Baton Rouge LA 70818

Phone 413-2259 Email _____

Comments I-10 Local (Central, Watson) + cross town traffic first - no loop -

Name Stephen & Ruby Cottano

Address 10514-A LOVETT Rd., B.R., La. 70818

Phone 413-4829 Email pollycottano@yahoo.com

Comments Don't want the loop -

I am attaching a letter with my comments.

Comments Must ARRIVE by Jan. 5, 2012

Please Record My Comments on Proposed BR Loop

To: Capital Area Expressway Authority • 9100 Bluebonnet Centre Blvd., Suite 301, Baton Rouge, Louisiana 70809 or FAX to 225-368-2801

Copy to: Central City News • 13567 Hooper Road, Baton Rouge, LA 70806 • Fax 225-261-5022
CCN will file with Loop, Federal Hwy. Administration, and Central City Council

Name Jolice Provost
Address 10955 Glenn Watts Rd.
City, State & Zip Code Baton Rouge, LA 70818
Phone 225-262-0704 Email jolice40@bellsouth.net

I FAVOR the proposed Baton Rouge Loop.

OP-2

AL-1

AL-27

HE-1

TOL-

I OPPOSE the proposed Baton Rouge Loop

4

Other

Comments:

I think widening the ^{existing} roads would better help traffic. However, if it is a must and I do not think that is the case, the N8 route should be adopted as the route - I do not think plowing through a new city is a grand plan. Lastly a Private / Public Partnership with China is NOT good!!

I am ~~attaching~~ a letter with my comments.

Note: Submitted by
Central City News

Comments Must ARRIVE by Jan. 5, 2012



Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes, Louisiana

CAEA Project No. E - 2009 - 001
S.P.No. H.005201 (700-96-0011)
F.A.P.No. STP-9609(504)

COMMENT FORM

PLEASE PRINT NAME AND ADDRESS *(Anonymous comments cannot be fully considered).*

OP-1

I FULLY SUPPORT THE LOOP THE SOONER THE BETTER!

If you attended a public hearing, please check which one:

- December 5, 2011 – Baton Rouge
- December 6, 2011 – Gonzales
- December 6, 2011 – Plaquemine
- December 7, 2011 – Denham Springs
- December 7, 2011 – Port Allen

Name: NICK FRUDHOMME

Address: 2429 CREEKWOOD DR

Phone: _____

Email: _____

(Use additional sheets if necessary)



Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes, Louisiana

CAEA Project No. E - 2009 - 001
S.P.No. H.005201 (700-96-0011)
F.A.P.No. STP-9609(504)

COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

It is my understanding that the vast majority of the I-10 / I-12 traffic can be attributed to "local" traffic and not through or cross country traffic. I have heard the overall percentages are in the range of 80% "local" and 20% through traffic. I consider Livingston, Ascension and East Baton Rouge to be "local" traffic. It is true that both the local and through traffic is seriously impeded during peak hour when in use by local users.

In addition to this interstate congestion, East Baton Rouge and the outlying parishes are seriously impacted by other local traffic congestion on local and parish streets as well as state roads.

With these thoughts in mind, I offer the following comments:

- 1) It does not seem reasonable to invest in a loop of any kind to address only 20% of the through traffic demand for which the system was designed. If only the 20% were using the interstate, it would be under-utilized.... CIR-3
2) Study after study has shown that widening any interstate system to accommodate local use will quickly fill to capacity by virtue of the convenience of adding the capacity. Consider traffic in any major City; Houston, Atlanta, etc... At that point, you are back to square one of congestion.
3) Many communities (including Baton Rouge) have now learned and understand the damage a major interstate-like thoroughfare can have on the quality of life and connectivity within a community as well as how such infrastructure facilitates urban sprawl. Our communities can no longer afford such sprawl or its impact on our lifestyle. HE-1
4) It would seem that our region would be much better served in the next few decades by using the funds and effort needed to build a loop (in any location) and to use the funds to execute projects that would remove local use and capacity from the existing interstate system. If this were done, adequate capacity would exist for through traffic and connectivity for local use on the current infrastructure would be radically improved. Truly local traffic would be greatly enhanced by providing better local circulation options to get from place "A" to place "B". AL-4
5) A real and mandatory comprehensive regional plan needs to be developed and implemented. Without this, any infrastructure investment is truly a random act. Baton Rouge has made great strides with its Future BR plan but, EBR must now put its money where its mouth is. And, our neighbors need to plug in and participate. LU-4
6) Better attention and funding needs to be given to mass transit in our City and the region. TR-1
7) I find it sad that few if any of our local or state elected officials seem to have an understanding of, grasp the importance of or feel the need to address our traffic and other planning issues on a global or regional basis. OP-17

If you attended a public hearing, please check which one:

- December 5, 2011 - Baton Rouge
December 6, 2011 - Gonzales
December 6, 2011 - Plaquemine
December 7, 2011 - Denham Springs
December 7, 2011 - Port Allen

Name: Marvin Ragland, Architect
3377 North Blvd
Address: Baton Rouge, LA 70806
(225) 387-4414
Phone: Bragland@cparch.com
Email:

(Use additional sheets if necessary)

Please Record My Comments on Proposed BR Loop

To: Capital Area Expressway Authority • 9100 Bluebonnet Centre Blvd., Suite 301, Baton Rouge, Louisiana 70809 or FAX to 225-368-2801

Copy to: Central City News • 13567 Hooper Road, Baton Rouge, LA 70806 • Fax 225-261-5022
CCN will file with Loop, Federal Hwy. Administration, and Central City Council

Name Sandra K Rayburn
Address 15223 Hooper Rd.
City, State & Zip Code City of Central, La 70739
Phone 225-218-4536 Email skennedyrayburn@yahoo.com

I FAVOR the proposed Baton Rouge Loop.

I OPPOSE the proposed Baton Rouge Loop

Other _____

Comments: _____

OP-2

Note: Submitted by Central City News

I am attaching a letter with my comments.

Comments Must ARRIVE by Jan. 5, 2012

Please Record My Comments on Proposed BR Loop

To: Capital Area Expressway Authority • 9100 Bluebonnet Centre Blvd., Suite 301, Baton Rouge, Louisiana 70809 or FAX to 225-368-2801

Copy to: Central City News • 13567 Hooper Road, Baton Rouge, LA 70806 • Fax 225-261-5022
CCN will file with Loop, Federal Hwy. Administration, and Central City Council

Name Chuck Richard
Address 8195 Lavender Drive
City, State & Zip Code Baton Rouge, LA 70818
Phone _____ Email crichard3@cox.net

I FAVOR the proposed Baton Rouge Loop.

OP-2

RB-3

RB-4

I OPPOSE the proposed Baton Rouge Loop

Other _____

Comments: Please consider this vote for the BR loop as the loop will pass directly through my house causing our family to have to re-locate or it will bring the property value of our house down.

Thank you!

I am attaching a letter with my comments.

Comments Must ARRIVE by Jan. 5, 2012

LOUISIANA HOUSE OF REPRESENTATIVES



P. O. Box 78280
Baton Rouge, LA 70837
Email: richardc@legis.state.la.us
Phone: 225.261.5739
Fax: 225.261.5741

Civil Law and Procedure
Education
Municipal, Parochial, and
Cultural Affairs

CLIF RICHARDSON State Representative ~ District 65

January 18, 2012

Capital Area Expressway Authority
9100 Bluebonnet Centre, Suite 301
Baton Rouge, LA 70809

Re: Capital Area Expressway Authority
Baton Rouge Loop

To Whom It May Concern,

By virtue of there exists no clear direction from the legislature regarding funding for additional studies for the Baton Rouge Loop project and strong opposition from concerned citizen groups against the South and North Loop routes, I respectfully and formally acknowledge my opposition to funding additional studies for the Loop project. Continued funding of a third study within a metropolitan area of 800,000 people, is truly profuse spending of taxpayers' monies.

I formally request to halt all monies to further study the Loop Implementation Plan for several reasons:

FN-3

- With an extended population of 800,000 people, Baton Rouge Metropolitan Area has waited too late to embrace building a Loop around Baton Rouge. Doing so now would cause thousands of people to lose their homes, their neighborhoods, their schools, their churches, and these quality of life issues that are treasured to their hearts. Thus, immense opposition against both the South and North Loops has advanced to an organized manner in which thousands of concerned citizens have signed a formal petition against the loop.
- The "two-man (parish)" Authority has now embraced only the North Loop, which, as mentioned above, without the South Loop indicates there is no longer a "Loop" in which to study. Additionally, DOTD communications director, Jodi Conachen, has stated that "under state law, the Authority cannot undertake construction in areas that do not participate in the Authority." Thus, by virtue of Livingston Parish President Mike Grimmer's resignation from the Authority, the North Loop, or shall we now say North "by-pass," must only affect East and West Baton Rouge parishes...such an affect is much too costly and ineffective.
- DOTD is currently upgrading and improving our existing infrastructure and examining alternative routes, such as the LA 408 (Hooper Road) extension, to mitigate the traffic

OP-13

PS-3

RB-1

HE-1

TOL-11

AI-1

- congestion besieged by our local commuters. HE-1
- This study is the third study for a Loop around Baton Rouge and nearly \$6 million has already been spent on this third study by the Capital Area Expressway Authority, yet, to this date, no definitive route has been established. Certain routes that are refused from deletion will destroy neighborhoods and divide the City of Central and the community of Watson.
- Newly-elected Livingston Parish President Layton Ricks has also publicly denounced his support of the South and North Loop through Livingston Parish. OP-18
- There has been too much misinformation surrounding the costs, routes, and state-funded participation from the Authority, which has caused three of the five Parish Presidents (members) to resign from the Authority.
- In Conclusion, Plans for the South Loop have been abandoned due to significant opposition, indicating there is no longer a "Loop" in which to study. OP-19

I thank you for your attention and serious consideration to this very important matter that would adversely impact thousands of concerned citizens.

Sincerely,



Clif Richardson
State Representative
District 65

January 3, 2012

TO:

Baton Rouge Loop Project Team; Attn: Suzanne McCain; 9100 Bluebonnet Centre, Suite 301; Baton Rouge, LA 70809

LA DOTD; Attn: Sherri LeBas, Secretary; PO Box 94245; Baton Rouge, LA 70804-9245

Federal Highway Administration – LA Division; Attn: Carl Highsmith; 5304 Flanders Drive, Suite A: Baton Rouge, LA 70808

FROM:

Layton Ricks, Livingston Parish President-elect; 451 Brenda Drive. Denham Springs. LA 70726.

My name is Layton Ricks and I am the Parish President-elect of Livingston Parish. I am writing to express my opposition to the Baton Rouge Loop. Please let me express some of the reasons for my opposition as well as clearly convey to you my determination that Livingston Parish not be a part of this Loop.

OP-2

Livingston Parish, as one of the fastest growing parishes in the state, is a bedroom community composed of families who have largely located in Livingston Parish to take advantage of the excellent school system, the quiet rural culture, and to avoid the numerous urban problems associated with Baton Rouge. The lure of economic development has absolutely not been a factor in the massive influx of new people to our parish.

Throughout the country, studies of projects similar to the BR Loop have revealed dramatic negative impacts to natural, social, and economic environments. Crime rates rise; communities are divided; and, the demographics of the entire area are affected. None of the proposed routes will solve the transportation needs of this parish - nor East Baton Rouge, as there is simply too much local traffic on the interstates. In the area north of I-12, there are numerous large subdivisions, churches, cemeteries, businesses, and schools that will be severely impacted by any of the proposed corridors. The East Unit south of Walker also contains a large population of citizens, churches, and businesses but of more concern is the large amount of acreage that will be involved in wetlands mitigation if you continue to push this section.

PS-1

HE-1

CIR-3

RB-1

PS-3

WE-1

In past decades, the parishes of Livingston and East Baton Rouge have avoided many projects or very simply not had the funds necessary to improve traffic such as widening local surface streets, adding lanes to existing streets, and adding bridges across the rivers. We need to first address local routes and river bridges before even considering a project that will cost taxpayers billions of dollars. People in Livingston Parish are searching for streets to get them to and from work in EBR, and the surrounding parishes, over the shortest route possible; not by adding additional miles, fuel consumption and travel time. Adding bridges across the Amite River as well as improving the horrendous restriction at the I-10 and I-110 new Mississippi River Bridge would

AL-1

CIR-8

AL-1

be a major help.

Massive changes will be required to local infrastructure for roads, drainage and utilities due to the non-elevated portions of the toll road crossing existing streets and roads. Changes will also be required to the school system's transportation program. Many of these costs will fall on Parish government. That is unacceptable. At this time, Livingston Parish does not have zoning or land use regulations that are called for in the Loop plan, and the prospects of such are unlikely.

PS-4

PS-2

LU-3

The plan calls for the corridor to be "preserved" and says that the parish government will be responsible for seeing that no development takes place in that corridor. I will not assume that responsibility.

LU-2

Therefore, based on the natural, social, and economic impacts to the way of life in Livingston Parish that will be encumbered on the residents of this parish, as Parish President, I will not approve, nor support, at this time, any Baton Rouge Loop corridors proposed to pass through this parish.



Layton Ricks, Livingston Parish President-Elect

Don L. Ristroph
1222 Pickett Ave.
Baton Rouge, LA 70808 8719
225 387 0604
dristroph@aol.com

Sirs:

I attended the public hearing held on December 5, 2011. At that time I left a few hastily written comments about the loop. I wish to elaborate at this time.

A number of people strongly favor the loop. We are dismayed that these public hearings seem to draw the small but vocal not-in-my-back-yard crowd, and that few supporters attend. I suggest you take this into consideration when studying the comments.

It is discouraging that too few of the positive impacts of the proposed loop reach the public's attention. Most media today seek to report controversial topics to create sensational headlines, with a huge bias toward whomever they deem "victims". The loop commission should directly counter these arguments with overwhelming facts about the positive benefits the loop would bring to the entire region.

1. The fact that the northern loop would add relatively few miles to the distance from Lafayette and points west, to Slidell and points east via I-12 has not been adequately emphasized. The time saved by avoiding traveling through the center of Baton Rouge would entice many transcontinental drivers to gladly pay a toll for this section of the loop. CIR-17
2. The fact that the southern loop would add relatively few miles to the distance from Lafayette and points west, to New Orleans via I-10 has been inadequately stressed. The time saved by avoiding traveling through the center of Baton Rouge would entice many New Orleans destination drivers to willingly pay a toll for this section of the loop. CIR-17
3. The economic development that always results when interstate-grade roads are built has also been minimally mentioned. The land value increases near such roads have been grossly understated. ED-10
4. The effect on residential areas has focused on the relatively few homes that would be displaced. The positive impacts need at least as much presentation as the not-in-my-back-yard crowd has given to the potential negatives. RB-7
5. The most critically important aspect of the project is the location of Mississippi River bridges. Baton Rouge is growing to the south and east.

Multiple industrial projects have recently or are currently in progress south of Plaquemine in Iberville Parish. Most of the lesser-developed land with the potential for development is further downriver. Much of the criticism of the loop project is that it should have occurred 20 years ago when land was less developed. For all of these reasons, the bridge-crossing site allowed by the Corps of Engineers that makes the most sense is the southern-most site in Iberville Parish where the most potential exists for greatly increased traffic. Also, the further south the loop intersects LA Highway 1, the better the hurricane evacuation potential it will serve.

AL-3

EE-2

It should also be pointed out that, currently, most residents of south Baton Rouge must pass through the center of Baton Rouge to travel west of the Mississippi River. A bridge in the Iberville Parish location would be located almost at exactly the point where extensions of Bluebonnet Blvd. and Siegen Lane would reach the river. This would allow for multiple flow patterns of traffic from areas of south Baton Rouge to the west direction across the Mississippi, and would allow more traffic to be diverted from the interstate. Also this would mean that traffic originating in Baton Rouge between the I-10/I-12 split and Siegen (or Sherwood Forest) intersections with I-10 or I-12 would not need to flow east to the loop and then travel either north or west on the northern loop or south and west on the southern loop to travel west across the river. Such traffic could also avoid the current bridges. Conversely, traffic from west of the river that intends to terminate in the above areas could have multiple patterns.

CIR-18

Another primary, yet extremely understated consideration is the impact an additional railroad crossing of the river would have on the economic development of the area. There are currently NO rail crossings of the Mississippi River between New Orleans and Baton Rouge. There was an article in the *Wall Street Journal* a year or so ago discussing the critical need for more transcontinental rail lines, especially in the southern part of the country and crossing the Mississippi River. The perfect location for such a line would be between the Shintech and SNF Flopam plants in Iberville Parish. There was a rail spur recently built in this location to service these two plants. There is undeveloped land between these two facilities that would be ideal for the long shallow ramp needed for a rail bridge. This is near the center of the area the US Corp of Engineers has stated could be used for a bridge. There is a rail line, owned by a different rail company, on the east side of the river at the perfect location to tie in to a shallow ramp on the east side. There may be some political friction or infighting between the two rail companies over who would earn what freight revenue from such a bridge. However, the positive aspects of a combined auto/rail bridge in this location should overcome any objection.

ED-11

The size and population growth of the greater Baton Rouge area is being inhibited by the need to expand on the west side of the Mississippi. The primary limitation to such growth is the difficulty of quick, easy transportation across the Mississippi

ED-5

River. Constructing an additional bridge can most easily solve this. The most obvious place is in the direction of growth, that is, south. The Plaquemine and White Castle ferries are inadequate and unreliable. There are times when the traffic count over the intercoastal bridge, on LA-1 to and from areas south and west of Baton Rouge, exceeds traffic counts on rural portions of I-12. For all these reasons a new bridge approximately ten miles south of the current I-10 bridge in the location approved by the US Corps of Engineers in Iberville Parish would be the biggest economic benefit of the entire loop project. Such a location is certainly better than a location within sight of the current bridges. Also, in the event of a ship or barge accident quarantining an area of the river, having the bridges further apart would be helpful.

PN-6

AL-3

ED-12

AL-28

ED-2

CIR-7

Highway loops around metropolitan areas have proven their usefulness, and spurred economic growth and development time and again. Such a project would certainly benefit the greater Baton Rouge area. It would help alleviate the huge bottleneck that the current interstate bridge creates between the two sides of the river. It would have a tremendously positive impact on all the traffic flow patterns in and around the area.

Thank you for your consideration of these ideas.



Cynthia L. Ristroph (Don's wife, same contact info)



COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

Don Ristroph 1222 Pickett BR 70808

AL-3

the south most bridge crossing is most needed. the entire project is a must for BR + its economic development. Since BR is growing to the south, that is the best location for a bridge. Notice an extension of Siegen +/or Bluebonnet would run straight to this site.

ED-5

If you attended a public hearing, please check which one:

- December 5, 2011 – Baton Rouge
- December 6, 2011 – Gonzales
- December 6, 2011 – Plaquemine
- December 7, 2011 – Denham Springs
- December 7, 2011 – Port Allen

Name: _____

Address: _____

Phone: _____

Email: _____

(Use additional sheets if necessary)



COMMENT FORM

CIR-7

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

The current interstate traffic situation causes significant problems for the health care institutions in Baton Rouge. Interruptions in the usual daily traffic patterns play havoc with the ability of our staff to arrive at work in a timely fashion... whether a wreck on I-12 or the I-10 bridge or the persistent construction slowdowns on I-10. A loop to provide alternative routes of transportation for employees, for patients trying to access care at Baton Rouge General or Ochs, for ambulances trying to get to our E.R.'s. Development of a loop would be very helpful to future growth and proper functioning of the health care sector of BR's infrastructure/economy.

PN-1

EE-1

OP-20

If you attended a public hearing, please check which one:

- December 5, 2011 – Baton Rouge
 December 6, 2011 – Gonzales
 December 6, 2011 – Plaquemine
 December 7, 2011 – Denham Springs
 December 7, 2011 – Port Allen

Name: Floyd Roberts M.D.
 Address: 1243 Steele Blvd. 70806
 Phone: _____
 Email: floyd.roberts@brgeneral.org

(Use additional sheets if necessary)

Please Record My Comments on Proposed BR Loop

To: Capital Area Expressway Authority • 9100 Bluebonnet Centre Blvd., Suite 301, Baton Rouge, Louisiana 70809 or FAX to 225-368-2801

Copy to: Central City News • 13567 Hooper Road, Baton Rouge, LA 70806 • Fax 225-261-5022
CCN will file with Loop, Federal Hwy. Administration, and Central City Council

Name FRED D ROBERTS
Address 7344 CONESTOGA DR
City, State & Zip Code G.S. LA 70739
Phone 225 261-8095 Email FREDR1941@COX.NET

I FAVOR the proposed Baton Rouge Loop.

I OPPOSE the proposed Baton Rouge Loop

Other _____

Comments: NO NO NO

OP-2

I am attaching a letter with my comments.

Comments Must ARRIVE by Jan. 5, 2012

NOTE: Submitted by Central City News

Please Record My Comments on Proposed BR Loop

To: Capital Area Expressway Authority • 9100 Bluebonnet Centre Blvd., Suite 301, Baton Rouge, Louisiana 70809 or FAX to 225-368-2801

Copy to: Central City News • 13567 Hooper Road, Baton Rouge, LA 70806 • Fax 225-261-5022
CCN will file with Loop, Federal Hwy. Administration, and Central City Council

Name JUDITH ANN ROBERTS
Address 7344 CONESTOGA DR
City, State & Zip Code G.S. LA 70139
Phone 225-261-8095 Email FREDR1941@cox.net

- I FAVOR the proposed Baton Rouge Loop.
- I OPPOSE the proposed Baton Rouge Loop
- Other

OP-2

Comments: I was against it the first time & I still am against it now + forever

I am attaching a letter with my comments.

Comments Must ARRIVE by Jan. 5, 2012

Note: Submitted by Central City News

Please Record My Comments on Proposed BR Loop

To: Capital Area Expressway Authority • 9100 Bluebonnet Centre Blvd., Suite 301, Baton Rouge, Louisiana 70809 or FAX to 225-368-2801

Copy to: Central City News • 13567 Hooper Road, Baton Rouge, LA 70806 • Fax 225-261-5022
CCN will file with Loop, Federal Hwy. Administration, and Central City Council

Name Vickie Rush
Address 11237 Creighton Drive
City, State & Zip Code City of Central 70739
Phone 225-939-3967 Email Vickie.Rush@bellSouth.net

I FAVOR the proposed Baton Rouge Loop.

OP-2

HE-1

I OPPOSE the proposed Baton Rouge Loop

Other This would be the worst thing ever. I moved to Central

Comments: because of the Country living. I still have a 9
year old in school, we love it here and the schools. We take
pride in our town. I can't think about how it would
change our lives. Central doesn't complain that we have to
drive into town and go out of way to get to the interstate. Who
Care's. We moved here because we wanted to get away from all
the problems and traffic and crime. Please don't bring this to

I am attaching a letter with my comments. our beautiful town that we love

Comments Must ARRIVE by Jan 5 2012



COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

RB-3

my family property fall in the E3 Corridor section of the southern loop, I personally feel highway will destroy the local communities

HE-1

my family has been here for 55 year has a 100 year old home build by the founder of Acy, La

FN-5

Who paying for this?
no loop!

OP-2

If you attended a public hearing, please check which one:

- December 5, 2011 - Baton Rouge
- December 6, 2011 - Gonzales
- December 6, 2011 - Plaquemine
- December 7, 2011 - Denham Springs
- December 7, 2011 - Port Allen

Name: Jenny Sadder
 Address: 10359 Roundtree RD St. Amant, LA
 Phone:
 Email:

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Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes, Louisiana

CAEA Project No. E - 2009 - 001
S.P.No. H.005201 (700-96-0011)
F.A.P.No. STP-9609(504)

COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

I AM OPPOSED TO THE LOOP

OP-2

IT WILL NOT HELP WITH THE UNDERLYING PROBLEM. THE WIDENING OF I-12 AND I-10 WILL HELP THE BOTTLE NECK PROBLEM. THE LOOP HAS NO CONNECTION WITH THE TRAFFIC PROBLEM. PEOPLE WILL NOT PAY TO USE A ROAD THAT DOES NOT HELP THE TRAFFIC PROBLEM. THIS IS BEING PUSHED BY THE BATON ROUGE MAYOR AND NOT BY THE PARISH PRESIDENTS WHOSE AREA IS INVOLVED IN THIS. THE PEOPLE DO NOT WANT A LOOP. AND IN THIS COUNTRY THE GREAT U.S.A. THE PEOPLE STILL RULE AND WILL CONTINUE TO RULE.

AL-1

CIR-4

TOL-2

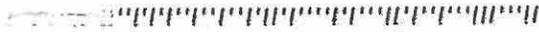
OP-14

If you attended a public hearing, please check which one:

- December 5, 2011 - Baton Rouge
- December 6, 2011 - Gonzales
- December 6, 2011 - Plaquemine
- December 7, 2011 - Denham Springs
- December 7, 2011 - Port Allen

Name: BLAISE JOSEPH SALARIO
 Address: 9167 JENNIFER LYNN RD. DENHAM SPR. LA 70706
 Phone: 225-664-3613
 Email:

(Use additional sheets if necessary)



7080982965

Postage and Fees Paid

Capital Area Expressway Authority
9100 Bluebonnet Centre, Suite 301
Baton Rouge, LA 70809



FIRST-CLASS FOREVER

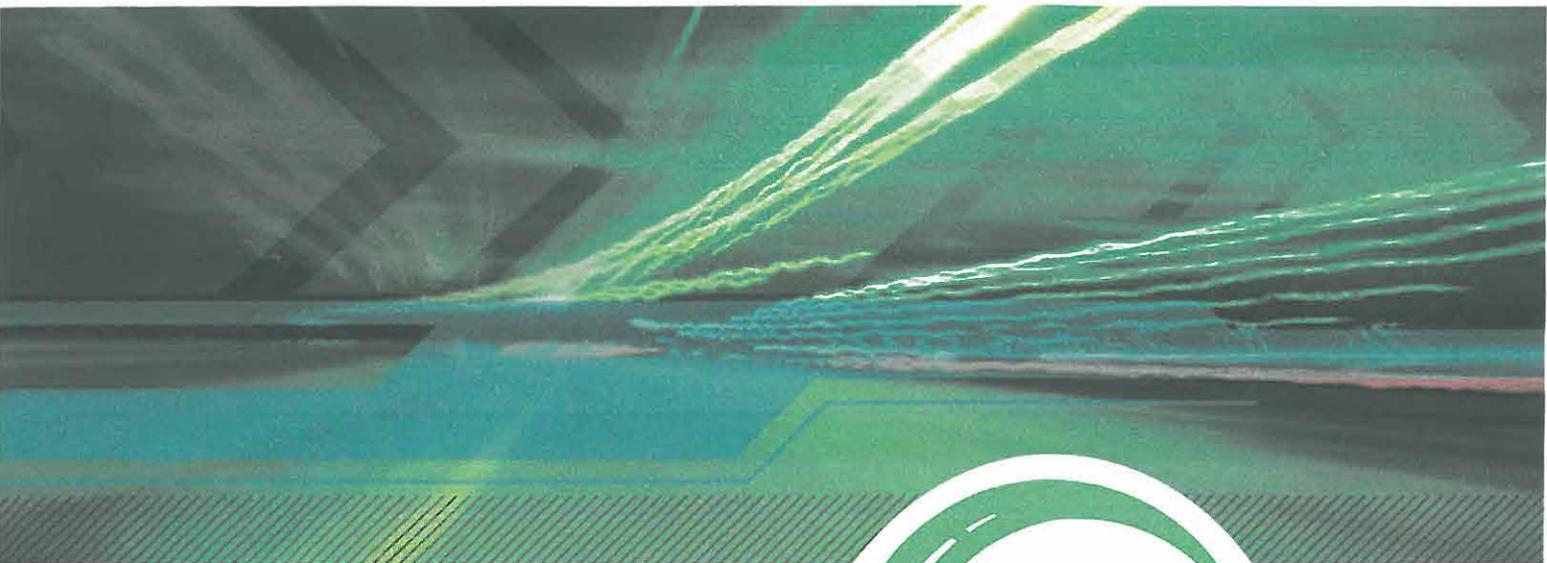


03 JAN 2012 PM 3 T

BATON ROUGE LA 707

Blaise J. Salaris
9167 Jennifer Lynn Rd
Denham Springs, LA 70706

Post Net



WWW.BRLOOP.COM





COMMENT FORM

OP-2

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

I am definitely opposed to the Loop Project. We have attended two meetings in previous years. The loop is politically motivated, and does not originate, for the most part, from private citizen motivations. Surely there are other ways to deal with Baton Rouge area citizens going to and from work. Furthermore, a toll? To me, in light of all the "damage" it would cause, this idea of a loop does not seem feasible at all. Thank you.
 Gwendolyn L. Salaris 1/4/12

OP-11

AL-4

If you attended a public hearing, please check which one:

- December 5, 2011 – Baton Rouge
- December 6, 2011 – Gonzales
- December 6, 2011 – Plaquemine
- December 7, 2011 – Denham Springs
- December 7, 2011 – Port Allen

Name: Gwendolyn L. Salaris
 Address: 9167 Jennifer Lynn Rd. Denham Springs, LA 70706
 Phone: 225-664-3613
 Email: gsalaris@cox.net

(Use additional sheets if necessary)



COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

OP-2

I am opposed to the BR Loop Project. I am a WWII Veteran. This project could potentially destroy my home. I am also disabled.
NO LOOP!

RB-3

Sincerely,

Donald J. Sanford

If you attended a public hearing, please check which one:

- December 5, 2011 – Baton Rouge
- December 6, 2011 – Gonzales
- December 6, 2011 – Plaquemine
- December 7, 2011 – Denham Springs
- December 7, 2011 – Port Allen

Name: Donald J. Sanford
 Address: 36335 Lynnwood Drive Denham Springs, LA 70706
 Phone: (225) 667-8656
 Email: mmlindsey@rocketmail.com



COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

The presentation for the suggested route(s) of the BR loop is not & has not been widely supported in Ascension Parish - so much so that in President Tommy Martinez's previous administration, he backed out/decided to not support the route coming through Ascension Parish. Now that President Martinez is in his last term - it's ironic that the plan has gained strength again - Public opinion has not changed regarding this manner - & I don't think the local governments should either.

OP-5

OP-14

If you attended a public hearing, please check which one:

- December 5, 2011 - Baton Rouge
- December 6, 2011 - Gonzales
- December 6, 2011 - Plaquemine
- December 7, 2011 - Denham Springs
- December 7, 2011 - Port Allen

* several before

Name: Shanna Savoy
 Address: 12226 Leon Road, St Amant LA 70114
 Phone: 225-245-2689
 Email: Shanna-savoy@yahoo.com

(Use additional sheets if necessary)



Ascension, East Baton Rouge, Iberville,
and West Baton Rouge Parishes

CAEA Project No. E - 20
S.P.No. H.005201 (700
F.A.P.No. STP-30091007)

COMMENT FORM

PLEASE PRINT NAME AND ADDRESS *(Anonymous comments cannot be fully considered).*

AL-1

If all politics are removed, I understand the objective is to reduce the traffic volume through the congested parts of I-10 within EBR Parish. If this is the primary objective, the obvious answer is to improve LA 1 to four lanes and have it access the Sunshine Bridge, then divert the traffic to I-10 South of the congested area. What's the debate?

AL-9

If you attended a public hearing, please check which one:

- December 5, 2011 – Baton Rouge
- December 6, 2011 – Gonzales
- December 6, 2011 – Plaquemine
- December 7, 2011 – Denham Springs
- December 7, 2011 – Port Allen

Name: John D. Scanlan

Address: 10440 Shadowlake Drive, Geismar, LA 70734

Phone: (225) 644-1133

Email: john.scanlan@eatel.com

(Use additional sheets if necessary)

Written comments can be left in the comment box at this hearing or fold, stamp, and mail to CAEA (address on the reverse side).
In order to be included in the public record, comments must be received or post-marked no later than January 9, 2012.

Please Record My Comments on Proposed BR Loop

To: Capital Area Expressway Authority • 9100 Bluebonnet Centre Blvd., Suite 301, Baton Rouge, Louisiana 70809 or FAX to 225-368-2801

Copy to: Central City News • 13567 Hooper Road, Baton Rouge, LA 70806 • Fax 225-261-5022
CCN will file with Loop, Federal Hwy. Administration, and Central City Council

Name CHARLES SISTRUNK
Address 13835 TECH DR.
City, State & Zip Code CITY OF CENTRAL, LA. 70819-2954
Phone 225-262-2527 Email _____

I FAVOR the proposed Baton Rouge Loop.

OP-2

HE-1

OP-11

I OPPOSE the proposed Baton Rouge Loop

Other _____

Comments: A Loop Goes Around a City, Not THROUGH IT.
ALL KIP HOLDEN WANTS IS TO RUIN THE CITY OF CENTRAL,
MAKE A NAME FOR HIMSELF, AND FILL HIS POCKETS
WITH TAXPAYERS MONEY. HE IS A DISGRACE.
TO EBR PARISH HOPEFULLY PEOPLE WILL GET WISE
TO HIM AND VOTE HIM OUT OF OFFICE.

I DID NOT VOTE FOR HIM NOR WILL I AND I WILL NEVER
VOTE YES FOR ANYTHING THAT
HAS HIS NAME ATTACHED TO IT.

I am attaching a letter with my comments.

Comments Must ARRIVE by Jan. 5, 2012



COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

OP-1

I request that you continue working toward bringing a loop to the Baton Rouge area. I believe it will alleviate some of the congestion on our present interstate system.

CIR-7

I would like to see the veto power removed from the parish presidents. This item has become a political nightmare for the presidents. If they are for it - they lose support - if they oppose it - they lose support. Its a no-win situation for them.

OP-21

I live in Ascension. They are currently widening 73 and looking at widening 42. I think you should piggy-back on to that effort.

AL-7

If you attended a public hearing, please check which one:

- December 5, 2011 - Baton Rouge
- December 6, 2011 - Gonzales
- December 6, 2011 - Plaquemine
- December 7, 2011 - Denham Springs
- December 7, 2011 - Port Allen
- previous hearings in Gonzales

Name: Sherri Sliman
 Address: 18068 Swamp Rd, Prairieville, LA 70769
 Phone: 225-910-0177
 Email: sfsliman@cox.net

(Use additional sheets if necessary)



COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

RB-1

I don't want to see my friends and neighbors loose their property to the Loop. I think it should have been built 30 years ago. You can never build enough highways to get ahead of demand. Just ask Houston or Dallas if they have been able to build enough roads!

OP-13

AL-1

Baton Rouge should improve their existing roads that have been neglected. Even the bridges are falling apart. The improvements to I-10 & I-12 will help traffic, but until there are 2 lanes from the West to I-10 traffic backs up every day.

TR-1

Baton Rouge needs a Park and Ride, High occupancy lanes and improvements to I-10 thru Baton Rouge. This is the problem area. There is no way our neighbors in Denham will pay the tolls to drive miles North of here to go to BR. Tell BR to get a regional bus system from Walker to BR. Since most of the Loop will be in our Parish you should change the name to the Livingston Loop.

TOL-2

If you attended a public hearing, please check which one:

- December 5, 2011 - Baton Rouge
- December 6, 2011 - Gonzales
- December 6, 2011 - Plaquemine
- December 7, 2011 - Denham Springs
- December 7, 2011 - Port Allen

Name: EDNA H. SMILEY

Address: 1050 BAYTREE DS LA. 70726-2715

Phone: 225 - 243-7062

Email: KILCHOAN2ME@AOL.COM

62



COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

TOL-3

I have several questions about the Loop, could you answer them?
1. Do there a non compete clause in the Loop Contract? Will this prevent Livingston Parish or the State of Louisiana from widening, improving or constructing any roads, bridges, or other structures?

2. What is this "Gas Funding" what does this mean? Will the tax payers of Livingston Parish or the State of La. ever have to fund any expense of the Loop?

TOL-1

3. Who will provide traffic and speed control and investigate traffic accidents? Will the Sheriff or local law enforcement have to provide this? Will they be reimbursed for the costs of this service?

4. If the taxpayers or the State or Parish have to provide any service, funds, property will the proposed Loop be put on a ballot for us to vote on? Who will pay for this election?

PS-4

TOL-7

If you attended a public hearing, please check which one:

- December 5, 2011 - Baton Rouge
- December 6, 2011 - Gonzales
- December 6, 2011 - Plaquemine
- December 7, 2011 - Denham Springs
- December 7, 2011 - Port Allen

Name: Edna Smiley EDNA SMILEY
 Address: 1050 Baytree Dr. Denham Springs La. 70726-2715
 Phone: 225 - 243 - 7068
 Email: KILCHOAN2ME@AOL.COM

(The official record is hereby)

Written comments can be left in the comment box at this hearing or fold, stamp, and mail to CAEA (address on the reverse side).

In order to be included in the public record, comments must be received or post-marked no later than January 9, 2012.



COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

TOL-1

O.K. build your loop - but not as a Public-Private Partnership. This state's taxpayers can not afford to bail out the investors if this project goes bust! By the way would the "Public" share any profits under this contract - I think not.

TOL-12

Baton Rouge has too many existing roads that need work more than a 700 Billion \$ loop.

AL-1

When BR has widened Greenwill Springs, extended Hooper Road to Hwy 16, 4 Laned Florida St to Livingston La, funded a bus system to take cars off the 1-10-1-12 and MOST IMPORTANT added 2 full merging lanes from 1-10 from Lafayette La, and widened 1-10 from the Mo. River to Airline Hwy - then let's talk about a Loop.

AL-1

TR-1

Once the widening of 1-10-1-12 is complete - traffic will improve in BR. The new Audubon Bridge is already taking E-W traffic off of 1-12

If you attended a public hearing, please check which one:

- December 5, 2011 - Baton Rouge
- December 6, 2011 - Gonzales
- December 6, 2011 - Plaquemine
- December 7, 2011 - Denham Springs
- December 7, 2011 - Port Allen

Name: ROBERT A. SMILEY

Address: 1050 BAYTREE DR. DS. LA 70826-2715

Phone: 225 243-7068

Email: SMILEY2RE@AOL.COM

61



Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes, Louisiana

CAEA Project No. E - 2009 - 001
S.P.No. H.005201 (700-96-0011)
F.A.P.No. STP-9609(504)

COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

WE-1

1. How many acres of wetland mitigation will be required to build the proposed Loop? Who will these acres be purchased from and at what cost? RB-2
2. What authority or law will the current owners be forced to sell their land for the proposed Loop? Will the unused land for the road way revert to the original owners? RB-2
3. Please give me a list of the investors you have contacted, names, addresses, phone numbers, you have contacted or intend to contact in the future. Please be specific and include their nationalities. TOL-10 TOL-4
4. Who will repay the investors should the tolls be insufficient to provide the expected profits? TOL-9
5. Will the taxpayers in any Parish or the State of Louisiana ever have to provide any funds, services, property or any thing of value to the Loop project? TOL-11

If you attended a public hearing, please check which one:

- December 5, 2011 – Baton Rouge
 December 6, 2011 – Gonzales
 December 6, 2011 – Plaquemine
 December 7, 2011 – Denham Springs
 December 7, 2011 – Port Allen

Name: ROBERT A. SMILEY
 Address: 1050 BAYTREE DR., DENHAM SPRINGS LA 70726
 Phone: 225-243-7068
 Email: SMILEY2RE@AOL.COM



Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes, Louisiana

CAEA Project No. E - 2009 - 001
S.P.No. H.005201 (700-96-0011)
F.A.P.No. STP-9609(504)

COMMENT FORM

PLEASE PRINT NAME AND ADDRESS *(Anonymous comments cannot be fully considered).*

OP-14

ABMB contends that it is only the affected property owners that tend to be vocal and attract a lot of attention but there remains strong support in the region for the Loop. The people are screaming loud and clear they do not want this Loop. Three of the five Parish Presidents that sat on the CAEA board resigned. The current governing bodies of Livingston Parish, the City of Central and Ascension Parish have all passed resolutions in 2012 opposing the Baton Rouge Loop.

It is my opinion that the recent push to get through the Tier I Phase is because CAEA and ABMB want to pick a Loop corridor before the public sees the traffic relief of the additional lanes on I-12. It was recently announced that I-12 will be widened to Satsuma.

RD-1

The aerial maps on the B.R. Loop website and the maps displayed at the public meetings are grossly outdated. The people who do not live within the yellow corridors have no idea the numerous schools, churches, businesses and subdivisions that will be destroyed no matter what corridor is chosen. Is it any wonder that the general public believes we are the vocal minority?

RD-5

The CAEA and the AMBM know that this Loop project is not financially feasible and the projected toll revenue may not ever meet the 12% guaranteed interest, much less any of the principal. Gap-funding has been mentioned but until recently not explained who will pay the Gap-funding. The Mobility Fund has been mentioned but there are no funds currently in the Mobility Fund and there will probably never be enough in that fund to pay the loss revenue from the tolls for the entire principle and interest payment to the investors.

TOL-1

Who will pay after the toll shortage and the Mobility Fund shortage; the five Parishes that are shown with Loop corridors or the entire State of Louisiana? When will the public get a straight answer concerning who will pay the money back to the private investors?

TOL-9

A "Corridor" in some area may be almost 2 miles wide! According to the engineering estimate, it may take 3+ years before the right-of-way will be established and land will be purchased. The property owners will be in "limbo" during this period because the Parishes will be given the responsibility of protecting the corridor. It is impossible to predict the financial loss to these property owners during this period. To announce a final "Corridor" before guaranteed funding for land purchase is obtained would be inexcusable conduct of the Engineering firms involved in this project. They should not be allowed to do this.

CP-1

The private investors not only get a 12% guarantee, they get to pick the route and take additional land for commercial endeavors. There is a "no compete" clause that applies to any road that may take toll revenue off the Loop. Does this "no compete" clause also apply to the public who may want to develop their property into commercial endeavors that are in close proximity to the Loop?

TOL-3

ED-1

It has been rumored that the Chinese are being sought as the possible private investors. I have a big problem with allowing a country such as China, who are friendly with Iran and Venezuela, owning a major roadway that may one day encompass ExxonMobil and the industrial and chemical areas of Geismar.

TOL-4

If you attended a public hearing, please check which one:

- December 5, 2011 – Baton Rouge
 December 6, 2011 – Gonzales
 December 6, 2011 – Plaquemine
 December 7, 2011 – Denham Springs
 December 7, 2011 – Port Allen

Name: Barbara A. Smith

Address: 8410 Beechwood Drive Denham Springs, LA 70706

Phone: 225-791-8060

Email: _____

USE JUDICIAL COMMENTS (R01022003)

Written comments can be left in the comment box at this hearing or fold, stamp, and mail to CAEA (address on the reverse side).

In order to be included in the public record, comments must be received or post-marked no later than January 9, 2012.



COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

I AM CONCERNED THAT THE PROPOSED IMPACT STUDIES HAVE NOT TAKEN THE RESULTING IMPACTS OF FINISHING THE IMPROVEMENTS ALREADY UNDERWAY TO EXISTING INFRASTRUCTURE ROADS. WIDENING I-10, I-12 - COMPLETING THE CENTRAL THRUWAY - COMPLETING WIDENING OF MAGNOLIA BRIDGE ROAD
 I TRAVEL TO OTHER LARGE CITIES - IT HAS BEEN PROPOSED THAT THE ROAD WOULD BE PAID FOR BY TOLLS - IN THOSE LARGE CITIES WITH TOLL LOOPS THERE IS VERY LITTLE TRAFFIC SO HOW WILL THE TOLL REVENUE BE GENERATED WITH LITTLE TO NO TRAFFIC? IN THOSE BIG CITIES I STILL SEE THE SAME TRAFFIC CONGESTION WITH VIRTUALLY EMPTY LOOPS AROUND THE CITY
 LASTLY I WOULD NOT PAY TO TRAVEL THAT FAR OUT OF MY WAY TO ACCESS THE MAJOR INTERSTATES
 THIS PROJECT LOOKS LIKE A POLITICAL PUSH - ALL OTHER SURROUNDING PARISHES HAVE BAILED OUT, THE PEOPLE HAVE SPOKEN YET THE POLITICIANS STILL DO NOT LISTEN - I AM OPPOSED TO THE PROJECT

AL-1

CIR-4

TOL-3

OP-14

If you attended a public hearing, please check which one:

- December 5, 2011 - Baton Rouge
- December 6, 2011 - Gonzales
- December 6, 2011 - Plaquemine
- December 7, 2011 - Denham Springs
- December 7, 2011 - Port Allen

Name: MICHAEL SPALDING
 Address: 3752 PLANT DR BR LA 70814
 Phone: 225 329 3659
 Email: MISPALDING@BELLSOUTH.NET

(Use additional sheets if necessary)

Adriane McRae

From: Bryan Jones
Sent: Thursday, December 08, 2011 4:10 PM
To: Adriane McRae; Suzanne McCain
Subject: FW: Baton Rouge Loop Public Hearing Schedule

From: jspiers03@aol.com [<mailto:jspiers03@aol.com>]
Sent: Thursday, December 08, 2011 10:56 AM
To: Bryan Jones
Cc: jspiers03@aol.com
Subject: Re: Baton Rouge Loop Public Hearing Schedule

OP-1

I was unable to make the meeting due to prior commitment. How long are they going to keep playing with this, and put in this badly needed loop? Its time to "put up or shut up!!!" IS IT GOING TO BE CONSTRUCTED OR NOT?? I am ready to give up my home and acreage for it and I am roght in the middle of the target zone!!

If the people that have lost their lives on I12 and I 10 in Baton Rouge could vote, dont you think they would vote for the Baton Rouge loop?

Please respond.

JOHNNY SPIERS
P.O.BOX 1208
WALKER, LA. 70785
(225)270-8035
E-MAIL: jspiers03@aol.com

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

From: Bryan Jones <brjones@HNTB.com>
To: Bryan Jones <brjones@HNTB.com>
Sent: Fri, Dec 2, 2011 4:03 pm
Subject: Baton Rouge Loop Public Hearing Schedule

Please see attached invitation to the upcoming public hearings for the proposed Baton Rouge Loop project.

Federal Highway Administration Louisiana Division

Attn: Carl Highsmith
5304 Flanders Drive
Suite A
Baton Rouge, LA 70808

January 5, 2012

To Whom It May Concern:

I would like to voice my concern against the Loop project; especially in Livingston Parish.

These are my concerns.

- (1) The proposed route of the Loop is based on an old map drawn up in 1996; therefore many developed communities are not shown or even considered. RD-1
- (2) The proposed route would rip these communities apart and cause great congestion of the local traffic. HE-1
- (3) The proposed route would greatly increase our noise and air pollution; greatly diminishing our property value. *Quality of Life* NOI-1
AQ-1
- (4) The proposed route would be no real solution to our local traffic problems, since the major congestion on I-12 occurs during local morning and evening traffic going to and from work. These local arteries will still remain congested and difficult to even reach a Loop, unless improvements are made. RB-4
CIR-4
- (5) Why are we being pressured to go along with a project put forward by the officials in Baton Rouge when we and our parish officials do not want this project and made it plain we do not need it. This project will incur great expense to build; which the taxpayer can ill afford, since the tolls are expected to cover, maybe 25% of the cost and the taxpayer will be expected to cover the rest. CIR-3
CIR-9
OP-14

Yes, we need to upgrade our highway system and modernize it in Livingston Parish but we do not need this very expensive boondoggle that will provide only limited and highly doubtful benefits.

A few alternate proposals being put forward that would be far more beneficial to our traffic grid in Livingston Parish and far less expensive and can be brought into service far more quickly with far less disruption to our communities are:

- (1) Extend and four lane Hooper Road to LA 16 near Watson, with a new bridge over the Amite River; opening up free flow from that area of the Parish to northern Baton Rouge. Very little AL-9

disruption to the surrounding communities with great benefit and far cheaper than the Loop, using existing right of way on Hooper to the River.

- (2) Modernize Florida Boulevard (Hwy. 190) with overpasses or scyronize the lights from Walker to Baton Rouge.
- (3) Four lane Magnolia Beach Road and Sullivan and extend four lane thru Lockhart crossing over to Hwy 190 near Walker, providing a very good route to the Central area and Hooper Road and the new Central thruway.
- (4) Turn Airline Highway into an expressway with by-passes and service roads expressing traffic thru Baton Rouge, north and south. This could be done one overpass at a time.
- (5) Continue I-12 widening to Slidell. This would be most beneficial to Livingston Parish along with the four lanes of Hwy. 190 to Hammond.
- (6) Build a new bridge on Amite River at HooShooToo road to connect to existing highways.
- (7) Four lane Hwy. 447 from I-12 to Gonzales and Airline Highway.
- (8) Four lane Juban Road to extend to Lockhart Road.

These are few alternate suggestions to benefit Livingston and East Baton Rouge Parish.:

- (1) Far less expensive.
- (2) Use existing right of way.
- (3) Far less disruptive to communities with far more community support and backing.
- (4) Far more beneficial to local traffic which is our main concern.

We hope these concerns and these recommendations will be duly considered and addressed.

Sincerely,


30460 Staffordshire Ct.
Walker, LA 70785



COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

I/we are not in favor of the BR loop. OP-2
 We live in the City of Central and do HE-1
 not want this loop coming thru and RB-1
 disrupting our growth, taking/destroying
 our homes and lives. Once the bridges -
 Magnolia into Denham Springs + Boeys into
 Watson are built/completed, most traffic AI-1
 in our area will be minimal. The OP-4
 City of Central was never included in any of
 the original Town Hall meetings for input,
 only informational telling us where it might
 be located.

I pray you all in central a decision
 making will listen to the people that care what
 happens to homes, lives and futures and NOT listen TOL-4
 to what Mayor Golden wants. And we don't need
 China buying their way into LA. They already make
 everything we buy now!

If you attended a public hearing, please check which one:

- December 5, 2011 - Baton Rouge
- December 6, 2011 - Gonzales
- December 6, 2011 - Plaquemine
- December 7, 2011 - Denham Springs
- December 7, 2011 - Port Allen

Gincerely,
 Helen Stansell
 11/15/2011

Name: MICHAEL M + HELEN Z STANSELL
 Address: 17464 ROBLE AV, GREENWELL SPGS, LA 70739
 Phone: 225-261-3433
 Email: MIKE.STANSELL@ATT.NET

(Use additional sheets if necessary)

Record Your Opinion on Proposed BR Loop

To: Capital Area Expressway Authority • 9100 Bluebonnet
Centre Blvd., Suite 301, Baton Rouge, Louisiana 70809

Please mail, fax, or email a copy to: Central City News • 13567
Hooper Road, Baton Rouge, LA 70818 • Fax 225-261-5022
Email: centralcitynews@hotmail.com

CCN will file a copy with the Loop, the Federal Highway
Administration, and the Central City Council

CIR-4 RB-1

The unsigned ~~Form~~ OPPOSE the proposed BR Loop:

FN-4 OP-2

Name CARL R. STARKLEY

Address 11356 GREENLEAF, BTR, LA 70811

Phone 775-7936 Email NONE

Comments Too expensive & too long to build
Too disruptive to existing property
A loop will not solve traffic problems

Name _____

Address _____

Phone _____ Email _____

Comments _____

Name _____

Address _____

Phone _____ Email _____

Comments _____

Name _____

Address _____

Phone _____ Email _____

Comments _____

[] I am attaching a letter with my comments.

Comments Must ARRIVE by Jan. 5, 2012

Please Record My Comments on Proposed BR Loop

To: Capital Area Expressway Authority • 9100 Bluebonnet Centre Blvd., Suite 301, Baton Rouge, Louisiana 70809 or FAX to 225-368-2801

Copy to: Central City News • 13567 Hooper Road, Baton Rouge, LA 70806 • Fax 225-261-5022
CCN will file with Loop, Federal Hwy. Administration, and Central City Council

Name Gaila and Homer Starns
Address 9537 Trendale Dr.
City, State & Zip Code Greenwell Springs, LA 70739
Phone 261-4029 Email _____

I FAVOR the proposed Baton Rouge Loop.

I OPPOSE the proposed Baton Rouge Loop

OP-2

HE-1

Other

Comments: We do not want a loop that cuts through the center of the City of Central. We are the ONLY one cut in half by the route being pushed on us!

I am attaching a letter with my comments.

NO LOOP!!!!

Comments Must ARRIVE by Jan. 5, 2012

We do not want the Loop to run through the City of Central. If you must, build it AROUND the City of Central.

AI-16

The Loop is NOT the answer to the traffic gridlock in EBR! And it is too expensive!

CIR-4

FN-4

TOL-4

No partnership with CHINA!!
Homer & Gaila Starns

Record Your Opinion on Proposed BR Loop

To: Capital Area Expressway Authority • 9100 Bluebonnet Centre Blvd., Suite 301, Baton Rouge, Louisiana 70809
Please mail, fax, or email a copy to: Central City News • 13567 Hooper Road, Baton Rouge, LA 70818 • Fax 225-261-5022
Email: centralcitynews@hotmail.com

CCN will file a copy with the Loop, the Federal Highway Administration, and the Central City Council

The undersigned (circle) FAVOR OPPOSE the proposed BR Loop:

OP-2

Name Adat Owen Prestidge
Address 10514 Lovett Rd Central
Phone 261-2548 Email _____
Comments We think we should be more CONCERNED ABOUT getting local traffic problems alleviated !!

AL-1

Name James J. Stevens
Address 10676 Lovett Rd Central, La
Phone 223-7131 Email _____
Comments Don't think it's as important - as solving traffic problems in B.R. + surrounding areas -

Name Owen Prestidge
Address 8653 Jone Rd Baton Rouge La 70818
Phone 413-2259 Email _____
Comments F-14 Local (Central, Watson) + cross town traffic first - no loop -

Name Stephen & Ruby Cottano
Address 10514-A Lovett Rd., B.R., La. 70818
Phone 413-4829 Email pollycottano@yahoo.com
Comments Don't want the loop -

I am attaching a letter with my comments.

Comments Must ARRIVE by Jan. 5, 2012



COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

Reasons for opposition:

① toll is not going to be "accepted" well - Residents will prefer to travel to "free (tax paid)" interstate that is already in use TOL-2

② Loop to go through back of neighborhood - making surrounding property value to decrease RB-3
RB-4

③ Residents prefer "quietness" of Livingston parish HE-1

④ this plan is jumping the gun - we should wait to see the effects of the I-12 expansion before we add more roads & ongoing construction AL-1

⑤ there are better areas for re-route; instead of going through residential neighborhoods. RB-1

If you attended a public hearing, please check which one:

- December 5, 2011 - Baton Rouge
- December 6, 2011 - Gonzales
- December 6, 2011 - Plaquemine
- December 7, 2011 - Denham Springs
- December 7, 2011 - Port Allen

Name: Abigail Stewart
 Address: 19229 RVE DE FLUER Denham Springs 70706
 Phone: 225.271.4176 h 985.373.1668 c
 Email: Astewart@elec-sales.com

(In addition to this form)



COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

OP-1

This project is long overdue.
 I live in BR and have a business in Port Allen that I have owned for over 30 years. Greater Baton Rouge is poised to be a truly great southern city. The loop would not only improve traffic issues, but would provide new corridors for business development.

Lets make this happen!

CIR-7

ED-2

If you attended a public hearing, please check which one:

- December 5, 2011 - Baton Rouge
- December 6, 2011 - Gonzales
- December 6, 2011 - Plaquemine
- December 7, 2011 - Denham Springs
- December 7, 2011 - Port Allen

Name: Clay Stewart
 Address: 1656 Comd St Port Allen, LA 70767
 Phone: (225) 344-8444
 Email: Clay@claystewart.com

(Use additional sheets if necessary)



Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes, Louisiana

CAEA Project No. E - 2009 - 001
S.P.No. H.005201 (700-96-0011)
F.A.P.No. STP-9609(504)

COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

PN-1

I believe the Baton Rouge Loop is a road project that is a necessity for our area. The Greater Baton Rouge Area has grown tremendously and our current infrastructure is not enough for all of the cars on the road. The traffic in and around Baton Rouge is terrible on any given day! It is time for this city to get with the times and build a loop.

OP-1

I strongly support this effort.

If you attended a public hearing, please check which one:

- December 5, 2011 – Baton Rouge
- December 6, 2011 – Gonzales
- December 6, 2011 – Plaquemine
- December 7, 2011 – Denham Springs
- December 7, 2011 – Port Allen

Name: Caitlin Stolzenhaler

Address: 0976 S. Fieldgate Ct. Baton Rouge, LA 70808

Phone: 225-767-8353

Email: cstolzenhaler@gmail.com

Written comments can be left in the comment box at this hearing or fold, stamp, and mail to CAEA (address on the reverse side).
In order to be included in the public record, comments must be received or post-marked no later than January 9, 2012.

Please Record My Comments on Proposed BR Loop

To: Capital Area Expressway Authority • 9100 Bluebonnet Centre Blvd., Suite 301, Baton Rouge, Louisiana 70809 or FAX to 225-368-2801

Copy to: Central City News • 13567 Hooper Road, Baton Rouge, LA 70806 • Fax 225-261-5022
CCN will file with Loop, Federal Hwy. Administration, and Central City Council

Name William W. Sturdivant
Address 12413 Lovett Rd.
City, State & Zip Code Baton Rouge (Central), La. 70818
Phone 262-7279 Email _____

I FAVOR the proposed Baton Rouge Loop.

I OPPOSE the proposed Baton Rouge Loop

Other _____

OP-2

AQ-1

NOI-1

HE-3

ED-1

PS-1

BIO-2

Comments: I oppose the proposed B.R. Loop through Central because it will bring with it pollution: Air, noise + light, potential for a higher crime rate and the destruction of wildlife habitat. I also oppose the Loop for economic and aesthetic reasons

I am attaching a letter with my comments.

Comments Must ARRIVE by Jan. 5, 2012



Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes, Louisiana

CAEA Project No. E - 2009 - 0
S.P.No. H.005201 (700-96-001
F.A.P.No. STP-9609/504

COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

Baton Rouge has consistently been in a step behind/catch up phase with its interstate system. While other towns have foresight to build a loop, Baton Rouge has decided to make an ongoing interstate - intersection between I-10, I-110 and I-12. It's obvious to see why traffic is so bad and why hurricane evacuation came to a standstill in Baton Rouge. Not only would a loop add to Baton Rouge's economy with jobs through construction and planning, but would allow more free flowing trade and new business opportunities to the Greater Baton Rouge metroplex (which does not exist yet)
Please green light a meaningful loop project for the safety, economy and growth of Baton Rouge!

PN-1

ED-2

PN-3

ED-5

If you attended a public hearing, please check which one:

- December 5, 2011 - Baton Rouge
- December 6, 2011 - Gonzales
- December 7, 2011 - Denham Springs
- December 7, 2011 - Port Allen
- December 6, 2011 - Plaquemine

Name: Douglas G. Swenson, Assistant Attorney General
Address: 10122 Oliphant Rd. Baton Rouge, LA 70809
Phone: 985 630 0918
Email: douglasgswenson@gmail.com

Written comments can be left in the comment box at this hearing or fold, stamp, and mail to...
In order to be included in the public record, comments must be received...





Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes, Louisiana

CAEA Project No. E - 2009 - 001
S.P.No. H.005201 (700-96-0011)
F.A.P.No. STP-9609(504)

COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

OP-5

I do not approve of the loop in Ascension parish. This would be in my back yard. This would not benefit the people here, so please build your loop somewhere else.

RB-3

OP-6

NO LOOP

If you attended a public hearing, please check which one:

- December 5, 2011 - Baton Rouge
- December 6, 2011 - Gonzales
- December 6, 2011 - Plaquemine
- December 7, 2011 - Denham Springs
- December 7, 2011 - Port Allen

Name: Debra Taylor
 Address: 15368 Hwy 431 Prairieville, LA 70769
 Phone: 225-622-2129
 Email: dtaylor54@eatel.net

(Use additional sheets if necessary)



Ascension, East Baton Rouge, Iberville, Livingston,
and West Baton Rouge Parishes, Louisiana

CAEA Project No. E - 2009 - 001
S.P.No. H.005201 (700-96-0011)
F.A.P.No. STP-9609(504)

COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

I am not in favor of the loop going through Ascension parish. This will be going through my family's property, which is some is considered wetland. This is a nice, quiet neighborhood and we don't need the extra noise and traffic.

OP-5

RB-3

WE-1

HE-1

NOI-1

If you attended a public hearing, please check which one:

- December 5, 2011 - Baton Rouge December 6, 2011 - Gonzales December 6, 2011 - Plaquemine
 December 7, 2011 - Denham Springs December 7, 2011 - Port Allen

Name: Mark Taylor

Address: 12326 Highland Drive Kerman, La 70734

Phone: 225-278-6113

Email: Marktaylor@eatel.net

Written comments can be left in the comment box at this hearing or fold, stamp, and mail to CAEA (address on the reverse side).
In order to be included in the public record, comments must be received or post-marked no later than January 9, 2012.



COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

OP-6

I don't want a Loop in this Area because
it wouldn't help the people that live here.
It would only Add traffic here and help the people
that live away from here.

CIR-9

If you attended a public hearing, please check which one:

- December 5, 2011 - Baton Rouge
- December 6, 2011 - Gonzales
- December 6, 2011 - Plaquemine
- December 7, 2011 - Denham Springs
- December 7, 2011 - Port Allen

Name: VAN Taylor
 Address: 15368 Hwy 431 Prairieville La 70769
 Phone: 225-622-2129
 Email: Vtaylor1@Entel.net

1-4-2012

I am writing concerning the proposed Baton Rouge Loop through Livingston parish. I will agree that there is a need to do something about the traffic congestion.

RD-1

What I am seeing a map that is @ 15 years old is used to set up the proposed Loop which doesn't show the development that has been since that map was made. Our schools and churches will be affected as will be many new subdivisions as the proposed plan stands.

PS-3

RB-1 TOL-2

Why would anyone want to pay a toll and drive several miles further to get to bottleneck of the two Baton Rouge bridges.

CIR-8

A great relief of traffic could be done by extending Hooper road (4 Lane) across amite river to highway 16. Also by extending Hooshe Too across to 4H Club road.

AL-1

TOL-1

The proposed guaranteed 12% profit to private investors would be a financial burden to the tax payers of this state and this money would leave the Country

TOL-4

Most of the traffic in the metro area is local

CIR-3

Yours Truly
Troy M. Shackel

Please Record My Comments on Proposed BR Loop

To: Capital Area Expressway Authority • 9100 Bluebonnet Centre Blvd., Suite 301, Baton Rouge, Louisiana 70809 or FAX to 225-368-2801

Copy to: Central City News • 13567 Hooper Road, Baton Rouge, LA 70806 • Fax 225-261-5022
CCN will file with Loop, Federal Hwy. Administration, and Central City Council

Name Bettie Thibodeaux
Address 6375 Morgan Rd.
City, State & Zip Code Greenwell Springs, LA 70739
Phone 261-3886 Email BETTIE-THIB@CCL.NET

I FAVOR the proposed Baton Rouge Loop.

OP-2

AI-1

I OPPOSE the proposed Baton Rouge Loop

Other _____

Comments:

4 lane + improve all the Major Roads - Put
a bridge in at the end of Hooper to Hwy 16 -

4 lane Hooper + Sullivan Rd.

I am attaching a letter with my comments.

Comments Must ARRIVE by Jan. 5, 2012

Please Record My Comments on Proposed BR Loop

To: Capital Area Expressway Authority • 9100 Bluebonnet Centre Blvd., Suite 301, Baton Rouge, Louisiana 70809 or FAX to 225-368-2801

Copy to: Central City News • 13567 Hooper Road, Baton Rouge, LA 70806 • Fax 225-261-5022
CCN will file with Loop, Federal Hwy. Administration, and Central City Council

Name SC Hibodeaud
Address 6375 Morgan Rd
City, State & Zip Code Brennwell Springs, La 70739
Phone 225 261-3886 Email mickey-gib@net

I FAVOR the proposed Baton Rouge Loop.

I OPPOSE the proposed Baton Rouge Loop

OP-2

AL-1

Other Instead?

Comments: Put bridge across amite at Hooper
4 lane Hooper rd from fork to Lee, Rd.
4 lane Sullivan Rd

I am attaching a letter with my comments.

Comments Must ARRIVE by Jan. 5, 2012



COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

PN-1

It's miserable to drive in Baton Rouge. My family from Eunice never wants to visit because of traffic. I ~~NEVER~~ want to visit my other family members in Hammond because of the constant stand still traffic down I-12. I avoid Baton Rouge interstates at all cost.

HE-5

If you attended a public hearing, please check which one:

- December 5, 2011 – Baton Rouge
- December 6, 2011 – Gonzales
- December 6, 2011 – Plaquemine
- December 7, 2011 – Denham Springs
- December 7, 2011 – Port Allen

Name: Trisha Thibodeaux
 Address: 15822 Profit Ave Baton Rouge, LA 70817
 Phone: (225) 939-4318
 Email: iTrisha@hotmail.com



COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

PN-1

The loop would definitely benefit my family and me. I live in Prairieville, work in Port Allen - near the Old Mississippi River Bridge. I also have joint custody of my daughter, ~~she~~ 6 years old, ~~and she~~ My former wife lives in Walker and my daughter attends Nesh Carkin Elementary School. ~~at home with me~~ I have to carefully plan my days to coordinate getting my daughter to school and picking her up for visitation as it currently should take 2 hours for me to travel between two of the destinations using the interstate systems.

If you attended a public hearing, please check which one:

- December 5, 2011 - Baton Rouge
- December 6, 2011 - Gonzales
- December 6, 2011 - Plaquemine
- December 7, 2011 - Denham Springs
- December 7, 2011 - Port Allen

Name: Douglas M. Thomas
 Address: Hillside Drive, Prairieville, LA
 Phone: 225-754-2673
 Email: DougT@landtransport.com



COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

PN-1

Living in Southeast Baton Rouge and working daily in Mid-City Baton Rouge - a loop would be greatly beneficial to me. Presently, if I do not leave my home by 7 AM, my commute (approximately 9 miles) will be 45 minutes. The opportunity a loop would present would make a large percentage of drivers using the in-town routes & utilize the Interstate 10-12 systems while the non-Baton Rouge traffic could handle the loop. This would give me an additional 2 hours a day (productivity) for commerce and/or volunteer work.

HE-4

If you attended a public hearing, please check which one:

- December 5, 2011 – Baton Rouge
- December 6, 2011 – Gonzales
- December 6, 2011 – Plaquemine
- December 7, 2011 – Denham Springs
- December 7, 2011 – Port Allen

Name: LINDA Price Thomas
 Address: 4178 Stumburg Baton Rouge, LA 70816
 Phone: 225-752-7833
 Email: Lprice.thomas@att.net

To: Capital Area Expressway Authority • 9100 Bluebonnet Centre Blvd., Suite 301, Baton Rouge, Louisiana 70809 or FAX to 225-368-2801

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CCN will file with Loop, Federal Hwy. Administration, and Central City Council

Name DAVID THOMPSON
Address 9533 SAGEFIELD DR
City, State & Zip Code City of Central, LA 70818
Phone 225-261-4520 Email mdt001@cox.net

I FAVOR the proposed Baton Rouge Loop.

OP-15

I OPPOSE the proposed Baton Rouge Loop

AL-1

Other Strongly oppose the North Loop. Build the South ~~to~~ loop but leave the north alone.

If you must build the loop go far north, around central. Better yet, just double back the ~~your present~~ I-10 route.

AI-22

- Look at Austin TX - Their new loop is far out of town. LET THE TOWN Grow TO THE Loop.

I am attaching a letter with my comments.

Comments Must Arrive by Jan 5 2012

Please Record My Comments on Proposed BR Loop

To: Capital Area Expressway Authority • 9100 Bluebonnet Centre Blvd., Suite 301, Baton Rouge, Louisiana 70809 or FAX to 225-368-2801

Copy to: Central City News • 13567 Hooper Road, Baton Rouge, LA 70806 • Fax 225-261-5022
CCN will file with Loop, Federal Hwy. Administration, and Central City Council

Name Marie Thompson
Address 9533 Sagefield Dr
City, State & Zip Code City of Central LA 70818
Phone 225-244-4520 Email mthompson@ccn.net

- I FAVOR the proposed Baton Rouge Loop.
- I OPPOSE the proposed Baton Rouge Loop
- Other _____

AL-22 CIR-9 NOI-1

Comments: go around Central to the north it will
cause to much noise & traffic for our little city.

I am attaching a letter with my comments.

Comments Must ARRIVE by Jan. 5, 2012



COMMENT FORM

PN-7

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

Obviously, one or more new bridges are needed in the B.R. area to alleviate traffic congestion. But every effort should be made to select a route that will minimize the numbers of homes that will be displaced to make way for these roadways. With this in mind, I think that the southern edge of the "S13" option is the best available location for the new bridge that is south of B.R.

RB-8

If you attended a public hearing, please check which one:

- December 5, 2011 – Baton Rouge
- December 6, 2011 – Gonzales
- December 6, 2011 – Plaquemine
- December 7, 2011 – Denham Springs
- December 7, 2011 – Port Allen

Name: Jeffrey Tircait
 Address: P.O. Box 295, Addis LA 70710
 Phone: 225 687 0858
 Email: n/a

(Use additional sheets if necessary)



Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes, Louisiana

CAEA Project No. E - 2009 - 001
S.P.No. H.005201 (700-96-0011)
F.A.P.No. STP-9609(504)

COMMENT FORM

PLEASE PRINT NAME AND ADDRESS *(Anonymous comments cannot be fully considered).*

OP-1

I am sorry I was not able to attend the public meeting in Port Allen but I would like to show my support for the BR Loop. I have lived in the Baton Rouge Area for my entire life and I can remember from young age people complaining about our traffic. Now that I am an active member of the BR workforce, I deal with this traffic everyday. Every morning and afternoon I think to myself "Something has to be done!" The Intercoastal bridge is backed up every morning no matter when I leave and if I do not leave immediately from work in the afternoon, I risk being stuck on the interstate leading up to the New Bridge. We need another bridge badly! I am very happy to see a corridor is being considered around Addis as it would mean I would not have to drive far to get to it. I understand people do not want to give up their land but sacrifices must be made for the greater good. Without a solution to this major problem, we will choke out Baton Rouge's economy. I have traveled to many large cities and I have never encountered traffic that is as predictable as Baton Rouge's. I know that every morning, traffic will be nearly to a stop near Denham Springs and I know that there will be very slow traffic going towards Denham Springs and Prairieville every afternoon. This is just outrageous and why people do not want to move to the Baton Rouge Area. If we want to become the great metro-area that we all want to be, we have to deal with our traffic problem and the solution to that problem is a loop. As a side note: When looking for a job, the #1 factor in my decision is where the office is located because I refuse to sit in traffic for hours every week and that narrows my options significantly.

PN-1

PN-7

ED-5

HE-5

HE-6

If you attended a public hearing, please check which one:

- December 5, 2011 – Baton Rouge
 December 6, 2011 – Gonzales
 December 6, 2011 – Plaquemine
 December 7, 2011 – Denham Springs
 December 7, 2011 – Port Allen

Name: Genevieve Tucci

Address: 4148 Little Hope Drive Addis LA 70710

Phone: 225-308-9826

Email: gtucci1@gmail.com

(Use additional sheets if necessary)

59

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Note: Submitted by Central City News

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Email: centralcitynews@hotmail.com

CCN will file a copy with the Loop, the Federal Highway
Administration, and the Central City Council

The undersigned (circle) **FAVOR** **OPPOSE** the proposed BR Loop:

Name Yvonne H. Vinee **OP-2**

Address 6465 Thibodeaux Rd

Phone [redacted] Email Greenwell Spgs LA

Comments 70739

Name Mike J. Vinee **OP-2**

Address 6465 Thibodeaux Rd

Phone [redacted] Email Greenwell Spgs

Comments 70739

Name _____

Address _____

Phone _____ Email _____

Comments _____

Name _____

Address _____

Phone _____ Email _____

Comments _____

[] I am attaching a letter with my comments.

Comments Must ARRIVE by Jan. 5, 2012



COMMENT FORM

PLEASE PRINT NAME AND ADDRESS *(Anonymous comments cannot be fully considered).*

OP-1

This loop has to be made. It is imparitive that the local officials have the political will to push this project through. The time for talking is over. The time for action is now. Do not let the 'not in my backyard' mentality stop this loop. The loop is necessary for a variety of reason. First and foremost is economic. The loop will create job while it is being built and will foster economic development in the five parish area for decudes to come. Compar the Baton Rouge Metro area to other cities/areas that are similar in size and it is incomprehensible that this loop was not built decades ago. Failure is not an option. This loop must be built. If it is not built, Baton Rouge and the surrounding areas will suffer and fall behind the rest of the country in its infrastructure. It is time to double down and not to whither under pressure. Get this loop built and do it now.

RB-7

ED-5

ED-2

PN-1

If you attended a public hearing, please check which one:

- December 5, 2011 - Baton Rouge
 December 6, 2011 - Gonzales
 December 6, 2011 - Plaquemine
 December 7, 2011 - Denham Springs
 December 7, 2011 - Port Allen

Name: Ryan Vivian
 Address: 3935 Claycut Rd. Baton Rouge, LA
 Phone: (512) 577-4142
 Email: UTexas12@hotmail.com

(Use additional sheets if necessary)



COMMENT FORM

AL-22 AI-1

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

How about going by St. Helena line or how on Hooper Rd extension, new bridge over Amite River past Watson. Your maps are from 1996 why so old? Look at all the subdivisions that are built and still building some all over Livingston Parish. Why should this being considered when the Governor voted money for future study? Why are projecting routes that affect churches, graveyards, school etc? One point: Amite Baptist Church is in one of the routes. This church has been in existence for over 200 years. It reaches out to all kinds of people, activities and ect. This is my home church and my husband and son are buried across in the graveyard. I don't want my people moved anywhere else. Did you in any way sit down with the elected leadership of Livingston parish and think all this through or what? I live about 10 minutes away from my church, what have I to look forward too? I have just this year paid off my mortgage on my home so my daughter won't have to worry about what she is going to live etc when I pass on. I'm already 70 years old. We love our lives here and want it just like it is. We live in a rural area which we like. no city living.

RD-1

OP-3

PS-3

RD-5

OP-4

RB-3

- If you attended a public hearing, please check which one:
- December 5, 2011 - Baton Rouge
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 - December 6, 2011 - Plaquemine
 - December 7, 2011 - Denham Springs
 - December 7, 2011 - Port Allen

HE-1

Name: Lothar Waerber
 Address: 9646 W. Blount Rd, Denham Springs, La, 70206
 Phone: 225-664-2632
 Email: _____

(No additional sheets necessary)

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COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

PS-3

Why do you want to take my home church were I have been going the last 17 years, I love my church and also why would you get rid of my home church who helps the neighborhood with upward basketball, baseball, kids club, Vacation bible school, per school singing, we have a school tied in with our church. We have an outstanding drama who thousand and thousand of people come to see it and for halloween we have the choice and fall fest for the younger children, we have 2 neighborhood grocery stores, we need them. My Dad and brother is buried in my home church cemetery. My church is 200 years old, to St Helena line or hopper road, also I lived in Chicago so I know what a big city is. So I don't not want to have a big highway missing up the view.

RB-1

AL-22

AL-1

Page 1

HE-1

If you attended a public hearing, please check which one:

- December 5, 2011 - Baton Rouge
- December 6, 2011 - Gonzales
- December 6, 2011 - Plaquemine
- December 7, 2011 - Denham Springs
- December 7, 2011 - Port Allen

Name: Kathie Walker
 Address: 9146 West Blount Road Dis, La 70706
 Phone: 225-644-2132
 Email: _____

(Use additional sheets if necessary)

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COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

PS-3

Cont page 2.

And also They are building a new Watson high school, and if the route goes there it will wipe it out that would bite big bit get it. So I Do Not Want the Loop missing our lives up. In Livingston parish cause we Do Not Need It what you all dont think Livingston Parish residents need to know about this stuff, Not fair and Not Cool, I Love were alive and I dont want anyone messing it up. We dont want high crime and noise pollution or the quality of air to be like Baton Rouge. What about the value of our property are we getting screwed???

HE-1

PS-1

NOI-1

AQ-1

RB-4

If you attended a public hearing, please check which one:

- December 5, 2011 - Baton Rouge
- December 6, 2011 - Gonzales
- December 6, 2011 - Plaquemine
- December 7, 2011 - Denham Springs
- December 7, 2011 - Port Allen

Name: Kathie Walker
 Address: 9444 West Blount Road Denham Springs La 70724
 Phone: 225-664-2032
 Email: _____

(Use additional sheets if necessary)



COMMENT FORM

OP-2

RB-3

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

I am not in favor of the proposed loop. I live in the northern part of Livingston parish and one option for the loop would cut into my neighborhood. In the 600 pg doc. it said no subdivisions would be broken. Why has so much money been spent & no new maps have requested/received. If they had, they are not on the web site. Inconsistencies with in the 600 pg doc. are too numerous to mention - doc. should be rendered invalid. Who & what companies have voiced an interest in becoming part of the PPP (which I understand will invest in and be guaranteed a rate of return, the # I saw 12%) Who will pay the difference if not enough revenue is generated from the tolls? A high % of traffic on the interstate is commuter. Improve surface streets & we will stay off interstate. Build another bridge at Hooper across the Amite River No loop

RD-1

TOL-10

TOL-1

CIR-3

AL-1

If you attended a public hearing, please check which one:

- December 5, 2011 - Baton Rouge
- December 6, 2011 - Gonzales
- December 6, 2011 - Plaquemine
- December 7, 2011 - Denham Springs
- December 7, 2011 - Port Allen

Name: Lisa Walker
 Address: 32513 Mercier Rd
 Phone: 225-337-6371
 Email: redriver123@cox.net

(Use additional sheets if necessary)



Ascension, East Baton Rouge, Iberville, Livingston,
and West Baton Rouge Parishes, Louisiana

CAEA Project No. E - 2009 - 001
S.P.No. H.005201 (700-96-0011)
F.A.P.No. STP-9609(504)

COMMENT FORM

PLEASE PRINT NAME AND ADDRESS *(Anonymous comments cannot be fully considered).*

CIR-7

MELANIE WALL

TO help traffic problems

If you attended a public hearing, please check which one:

- December 5, 2011 – Baton Rouge
- December 6, 2011 – Gonzales
- December 6, 2011 – Plaquemine
- December 7, 2011 – Denham Springs
- December 7, 2011 – Port Allen

Name: *Melanie Wall*
 Address: *4170 Stearns Ave*
 Phone: *225-757-5125*
 Email:

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Ascension, East Baton Rouge, Iberville, Livingston,
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F.A.P.No. STP-9609(504)

COMMENT FORM

OP-5

AL-1

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

NORTH LOOP O.K. SOUTH LOOP NO! EXTEND LA HWY
415.

If you attended a public hearing, please check which one:

- December 5, 2011 – Baton Rouge
- December 6, 2011 – Gonzales
- December 6, 2011 – Plaquemine
- December 7, 2011 – Denham Springs
- December 7, 2011 – Port Allen

Name: LYLE L. WATSON

Address: 15444 HWY 431. PRAIRIEVILLE, LA 70469

Phone: 225-622-3834

Email: _____



COMMENT FORM

AL-22

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

I agree with a north loop. It should be further north than proposed so as to take timber land instead of so many homes and businesses.

OP-5

The proposed south loop makes no sense whatsoever. Highway 415 should be extended south to run parallel with Hwy. 1 to just south of Plaquemine to a new bridge between Plaq. and White Castle. Traffic could then take Hwy 30 to I-10. Hwy 30 could be widened to accommodate the traffic. That would use an existing interstate exit as well as existing Hwy. 30 which would save money. That should alleviate traffic traveling south through Baton Rouge.

AL-1

AL-3

If you attended a public hearing, please check which one:

- December 5, 2011 - Baton Rouge
- December 6, 2011 - Gonzales
- December 6, 2011 - Plaquemine
- December 7, 2011 - Denham Springs
- December 7, 2011 - Port Allen

Name: MADLINE WATSON
 Address: 15440 Hwy. 431, PRAIRIEVILLE, LA
 Phone: 225-622-3834
 Email: 1mwatson@eatel.net

Record Your Opinion on Proposed BR Loop

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Hooper Road, Baton Rouge, LA 70818 • Fax 225-261-5022
Email: centralcitynews@hotmail.com

CCN will file a copy with the Loop, the Federal Highway
Administration, and the Central City Council

The undersigned (circle) FAVOR OPPOSE the proposed BR Loop:

Name Rhonda Watson
Address 16515 Blackwater Rd
Phone 6547716 Email rcw51055@aol.com
Comments Central needs 4 lane hwy's not a toll
hwy. This loop would create more problems
for the Central Community. Strongly
Oppose

Name _____
Address _____ **OP-2** **AL-1** **HE-1**
Phone _____ Email _____
Comments _____

Name _____
Address _____
Phone _____ Email _____
Comments _____

Name _____
Address _____
Phone _____ Email _____
Comments _____

I am attaching a letter with my comments.

Comments Must ARRIVE by Jan. 5, 2012

Note: Submitted by Central City News

Please Record My Comments on Proposed BR Loop

To: Capital Area Expressway Authority • 9100 Bluebonnet Centre Blvd., Suite 301, Baton Rouge, Louisiana 70809 or FAX to 225-368-2801

Copy to: Central City News • 13567 Hooper Road, Baton Rouge, LA 70806 • Fax 225-261-5022
CCN will file with Loop, Federal Hwy. Administration, and Central City Council

Name Roger Watson
Address 11914 Jane Road
City, State & Zip Code Baton Rouge LA 70818
Phone 225-261-3953 Email roger@959.br.ccn.mt.com

I FAVOR the proposed Baton Rouge Loop.

OP-2

CIR-1

AL-1

I OPROSE the proposed Baton Rouge Loop

Other

Comments: I highly oppose this loop, it doesn't have enough ramps to use this to help anyone in Central.

We have too many roads in Central that needs improving first, we also need bridge at Hooper rd to get it to I-12 past Walker. would help greatly.

I am attaching a letter with my comments.

Comments Must ARRIVE by Jan. 5, 2012

Please Record My Comments on Proposed BR Loop

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CCN will file with Loop, Federal Hwy. Administration, and Central City Council

Name Casey Watts
Address 6709 W. Flintridge Place
City, State & Zip Code Baton Rouge, LA 70818
Phone 225-261-1693 Email cwatts4259@yahoo.com

- I FAVOR the proposed Baton Rouge Loop.
- I OPPOSE the proposed Baton Rouge Loop
- Other _____

OP-2

Comments: _____

I am attaching a letter with my comments.

Comments Must ARRIVE by Jan. 5, 2012

Reasons I am against the BR Loop

- 1) It will not alleviate the traffic situation on I-12 to any substantial amount. I travel to Houston regularly and I do not use the Lake Charles Loop, nor do I use the Beltway 8 or I-610 loops in Houston because they travel too far off track. No one traveling from Texas to Florida will go 30 miles out of his or her way to use this loop, especially when I-12 will soon have three lanes all the way to Walker. 18 wheeler trucks will continue to travel on I-12 because they are not going to pay a toll and take longer to travel. CIR-4
- 2) My home is located less than ½ mile from the Northern most proposed loop in Watson, La. This will not only affect the price of my home and it's re-sale value, but will also be detrimental to the community I moved to. I left Baton Rouge to escape crime, heavy street traffic, and bad school situations. I certainly do not want them to follow me where I presently live. Most loop locations adjoining surface streets attract Circle K type stores; gas stations, apartments and low income housing which also attract crime. CIR-8
TOL-2
- 3) Our Parish President is against the loop and withdrew from the study committee. Our two Representatives are both against the loop and the Governor of the State of Louisiana pulled his support of the loop and did not re-fund it. The people of this Parish are against it, regardless of what poll the Baton Rouge people come up with. RB-3
RB-4
HE-1
ED-9
PS-1
- 4) The proposed loop, or shall I say "loops" have never been made clear to the public. There are still many locations to be decided so how can anyone make a rational judgment when we do not know which loop is intended? There are also a number of wetland issues that have not been resolved. OP-14
OP-3
OP-10
- 5) The widening of I-12 from O'Neal Lane to Walker is going to eliminate most of the traffic problems along that corridor. A new bridge has already been built at Hwy 190 from EBRP to Denham Springs and that is a big help already on traffic. A new bridge at Magnolia Beach Road is underway for a means to travel on the North end of the Parish. When all of these projects are finished, the loop will be a big waste of money and time. Our Parish officials are already talking about another bridge over the Amite River at Hooper Road to help move traffic. OP-4
- 6) I personally will never use the loop even if it is built because I am not going to pay a toll. I can travel just a few miles to Magnolia Beach Road for free. I also will not use this road because Kip Holden is pushing it down my throat and it's become a matter of principle. WE-1
AL-1
- 7) Are the tax-payers of Livingston Parish going to foot the bill for additional utility services, law enforcement, changes in local infrastructure, roads and drainage? Additional apartments along the loop also will over burden the schools in our area and who is going to pay for that? TOL-2
- 8) In closing I would have to say that the loop is not good for Livingston Parish. It will not solve traffic problems to any measurable extent and only serve to line the pockets of the people buying land along the loop. It's terribly expensive to build and creates a lot of problems without returning much success. There are many less PS-4
CIR-4
PN-5
FN-4

expensive ways to help traffic in our community without this horrible plan. Please do not support this terrible plan that is going to destroy the lives of a lot of people along the path, without any major benefits in traffic solutions.

Thank you,

Elvin Watts
9924 Meadow Lane
Denham Springs, La.



COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

ELVIN WATTS 9924 Meadow Ln, DS 70706

OP-2

I AM AGAINST ANY Loop. This Loop will not help traffic flow and is mostly designed for commercial interests. No 18 wheelers are going to pay a toll to ride on this loop so it will not take big trucks off I-12. It's too far from I-12 for local traffic and no one going from TX - Florida will detour 30-40 miles out of their way for this. If it default's or cannot make money - taxpayers should NOT have to make up the difference for a private company. It will bring crime and HUD housing, apartments and will destroy the infrastructure of Watson. Waste of money and will not help traffic at all. When I-12 is planned to Walker - this project is obsolete.

PN-5

TOL-2

CIR-3

TOL-1

PS-1

PS-4

CIR-4

AL-1

If you attended a public hearing, please check which one:

- December 5, 2011 - Baton Rouge
- December 6, 2011 - Gonzales
- December 6, 2011 - Plaquemine
- December 7, 2011 - Denham Springs
- December 7, 2011 - Port Allen

Name: ELVIN WATTS

Address: 9924 Meadow Lane

Phone: (225) 665-3956

Email:

(Use additional sheets if necessary)

Please Record My Comments on Proposed BR Loop

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Copy to: Central City News • 13567 Hooper Road, Baton Rouge, LA 70806 • Fax 225-261-5022
CCN will file with Loop, Federal Hwy. Administration, and Central City Council

Name Jeff Watts
Address 6709 W. Flintridge Place
City, State & Zip Code Baton Rouge, LA 70818
Phone 225-261-1693 Email _____

I FAVOR the proposed Baton Rouge Loop.

I OPPOSE the proposed Baton Rouge Loop

Other _____

Comments: _____

I am attaching a letter with my comments.

Comments Must ARRIVE by Jan. 5, 2012

Reasons I am against the BR Loop

- 1) It will not alleviate the traffic situation on I-12 to any substantial amount. I travel to Houston regularly and I do not use the Lake Charles Loop, nor do I use the Beltway 8 or I-610 loops in Houston because they travel too far off track. No one traveling from Texas to Florida will go 30 miles out of his or her way to use this loop, especially when I-12 will soon have three lanes all the way to Walker. 18 wheeler trucks will continue to travel on I-12 because they are not going to pay a toll and take longer to travel.
- 2) My home is located less than ½ mile from the Northern most proposed loop in Watson, La. This will not only affect the price of my home and it's re-sale value, but will also be detrimental to the community I moved to. I left Baton Rouge to escape crime, heavy street traffic, and bad school situations. I certainly do not want them to follow me where I presently live. Most loop locations adjoining surface streets attract Circle K type stores; gas stations, apartments and low income housing which also attract crime.
- 3) Our Parish President is against the loop and withdrew from the study committee. Our two Representatives are both against the loop and the Governor of the State of Louisiana pulled his support of the loop and did not re-fund it. The people of this Parish are against it, regardless of what poll the Baton Rouge people come up with.
- 4) The proposed loop, or shall I say "loops" have never been made clear to the public. There are still many locations to be decided so how can anyone make a rational judgment when we do not know which loop is intended? There are also a number of wetland issues that have not been resolved.
- 5) The widening of I-12 from O'Neal Lane to Walker is going to eliminate most of the traffic problems along that corridor. A new bridge has already been built at Hwy 190 from EBRP to Denham Springs and that is a big help already on traffic. A new bridge at Magnolia Beach Road is underway for a means to travel on the North end of the Parish. When all of these projects are finished, the loop will be a big waste of money and time. Our Parish officials are already talking about another bridge over the Amite River at Hooper Road to help move traffic.
- 6) I personally will never use the loop even if it is built because I am not going to pay a toll. I can travel just a few miles to Magnolia Beach Road for free. I also will not use this road because Kip Holden is pushing it down my throat and it's become a matter of principle.
- 7) Are the tax-payers of Livingston Parish going to foot the bill for additional utility services, law enforcement, changes in local infrastructure, roads and drainage? Additional apartments along the loop also will over burden the schools in our area and who is going to pay for that?
- 8) In closing I would have to say that the loop is not good for Livingston Parish. It will not solve traffic problems to any measurable extent and only serve to line the pockets of the people buying land along the loop. It's terribly expensive to build and creates a lot of problems without returning much success. There are many less

9. In closing I would have to say that the loop is not good for Livingston parish. It will not solve traffic problems to any measurable extent and only serves to line the pockets of the people buying land along the loop corridor. It's terribly expensive to build and creates a lot of problems without returning much success. There are many less expensive ways to help the traffic in our community without this horrible plan. Please do not support this terrible plan that is going to destroy the lives of a lot of people along the path, without any major benefits in traffic solutions.

Thank you,

Marsha Watts
9924 Meadow Lane
Denham Springs, LA 70706



COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

Marsha Watts 9924 Meadow Ln. D.S. 70706

OP-2

CIR-4

I am totally against the loop. It will not do anything for traffic. All this is, is a way for a few people to make a large amount of profit. I do not believe that I should be forced to support a private company with my tax money. If this had been built before development it would have been less of a problem. Now there are too many people affected by it. When B.R. widens Gate on I-10 I then talk about a loop.

TOL-1

OP-13

RB-1

If you attended a public hearing, please check which one:

- December 5, 2011 – Baton Rouge
- December 6, 2011 – Gonzales
- December 6, 2011 – Plaquemine
- December 7, 2011 – Denham Springs
- December 7, 2011 – Port Allen

Name: Marsha Watts
 Address: 9924 Meadow Lane D.S. 70706
 Phone: _____
 Email: _____

(Use additional sheets if necessary)

Jan 23, 2012

HNTB Corporation
Attn: Suzanne McCain: P.E.
9100 Bluebonnet Centre Blvd
Suite 301
Baton Rouge, LA 70809

Dear Sir/.Madam

I am writing in opposition to the proposed Baton Rouge loop. This proposed project is 50 years too late. The surrounding area through which the proposed routes traverse, have been heavily developed. It is impossible to put this project through the areas proposed without doing irreparable harm to the citizens, environment, and infrastructure.

OP-2

OP-13

AL-13

It appears that the major consideration for this project is not traffic relief, but profit. Loops are built in non populated areas and the development comes to the loop. The CAEA has done just the reverse. The only plausible explanation is that the corridors were chosen for profit, with little concern that the routes were not the best for traffic relief, or the impacts on the residents, infrastructure, or environment. Livingston parish is a relatively poor parish. The I -12 corridor contains the main retail economic drivers in the parish, the Bass Pro Complex, and the under construction Juban Crossing. If any of the routes of the "Northern Bypass" are built, any traffic removed from I-12 in EBR will bypass the only two major retail developments in the parish. This would cost the cities and parish untold millions of dollars in tax revenue that we can ill afford to lose.

OP-11

CIR-4

AL-13

ED-1

Livingston is a poor parish whose school, sewer, and road infrastructure are at capacity now. Additional stresses these services will completely overwhelm them. While economic development was not the stated reason for this project, it is alluded to in several places. I can assure you that the people who have lived here for decades, and the people who have moved here over the last 20 years have not done so because of economic development. They stay here and come here for the excellent schools, low crime rates, the quiet rural environment, and the closeness of community. All of these things will be severely impacted, and others destroyed by this project.

PS-4

HE-1

The project will not solve the traffic problems on the Baton Rouge interstates. DOTD studies indicate that 73% of the traffic on them is local. B. R. surface road infrastructure was neglected for 40 years, and it is now causing problems that should have been addressed 25 years ago. Baton Rouge is no different than any other medium to large city in this country. Rush hour is rush hour no matter where you are, and traffic congestion is inherent to rush hour. At any other hours of the day or night a person can travel from Denham Springs to Gonzales, or Port Allen in 25 minutes. Even if it were possible to pull

CIR-3

OP-13

all through traffic off of the interstates and onto a loop, it would not be enough to significantly reduce congestion on the B. R. interstates at rush hour.

CIR-4

There are several other alternatives that would have a greater impact and much less cost than a loop. A few are listed here:

- Hooper Rd. extension, and new toll bridge over the Amite River into Watson.
- Widening Magnolia Bridge Rd, which is in the construction phase now, all the way to Lockhart. Continuing to widen Lockhart Rd. to its intersection with the proposed Juban Rd extension. This would have the effect of a loop as traffic could exit a Juban Rd. to Lockhart, take Lockhart to the Magnolia bridge and on to B.R.
- Widen Greenwell Springs Rd. from Sullivan to Magnolia Bride Rd. This would have the additional benefit of intersecting the Central Throughway, which I nearing completion.
- Four lane Hwy 190 to Livingston
- Add another lane besides the ones already under construction to I-10 and 12.
- Six lane Airline Hwy to Sorrento.

AL-1

The proposed gap funding is a problem. By the CAEA's own implementation plan it is stated that no portion, or the loop as a whole, can be financed with tolls only. As a matter of fact, the Tier 1 EIS contains a statement that if the entire project were started today, that tolls would only cover 29 to 64% of the costs. The taxpayers of this state will be required to cover the rest of the costs that tolls do not to the tune of tens of millions of dollars annually. This is money that would be better spent by the state in the construction of roads, not paying investors.

TOL-1

For these and other reasons I request that this Tier 1 EIS be rejected by the Federal Highway Administration, and that the LADOTD actively encourage the legislature to take immediate steps to dissolve the CAEA, and the Louisiana Transportation Authority.

Thank you for your attention.


Robert I. Watts, II
8011 Lesia Dr.
Denham Springs, La 70706

Cc: Federal Hwy Administration, Baton Rouge District Office
Louisiana Dept. of Transportation and Development

Loop thru Central

James Webb (jwebb64@yahoo.com)

Fri 12/16/11 2:37 PM

centralcitynews@hotmail.com (centralcitynews@hotmail.com)

OP-2

TOL-4

TOL-2

I think that the BR Loop through Central is a terrible idea. Furthermore, having the Chinese in here managing this road and keeping its tolls is ridiculous. I for one would never pay a toll to ride on it. I lived in Houston, Texas for 25 years and never paid to ride their toll roads either. People who feel that paying tolls is a good thing need to examine their spending habits. There are too many ways to get in and through Baton Rouge without paying several dollars each trip to the Chinese. Get real Mr. Holden, this is just another waste of taxpayer money. There are many other better and cheaper alternatives to the proposed loop through Central without wasting so much of the local owned properties in and around our city. Let's keep this smog and noise producing 'Through-Way' out of Central.

AL-1

AQ-1

NOI-1

---James Webb



Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes, Louisiana

CAEA Project No. E - 2009 - 001
S.P.No. H.005201 (700-96-0011)
F.A.P.No. STP-9609(504)

COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

CIR-7

OP-1

I think the loop is a great idea and will really help the traffic in Baton Rouge. Anything that can take the through traffic off of the interstate and out of the center of Baton Rouge will help!

I might not necessarily use it but it will help my daily commute if New Orleans to Lafayette & Lafayette to New Orleans traffic is not driving through Baton Rouge. If I'm ever going from Lafayette to New Orleans or vice versa, I would pay to NOT sit in traffic in Baton Rouge.

If you attended a public hearing, please check which one:

- December 5, 2011 – Baton Rouge
- December 6, 2011 – Gonzales
- December 6, 2011 – Plaquemine
- December 7, 2011 – Denham Springs
- December 7, 2011 – Port Allen

Name: Danielle Welborn

Address: 17563 Sugar Mill Ave, Baton Rouge, LA 70817

Phone: 225.907.7821

Email: dwelborne@bmb.com

(Use additional sheets if necessary)

Written comments can be left in the comment box at this hearing or fold, stamp, and mail to CAEA (address on the reverse side). In order to be included in the public record, comments must be received or post-marked no later than January 9, 2012.

RECEIVED

JAN 13 2012

January 5, 2012

HNTB CORPORATION

Dear Sirs,

CIR-4

I am writing to express my concerns about the proposed BR Loop. My first objections is that I have not seen any independent studies that show the proposed loop will obliterate or ease the traffic congestion problems in the Baton Rouge area. My research shows that improving the existing infrastructure would be a more sound solution. Expanding the existing interstate lanes would help with traffic volume. Requiring 18-wheelers and other slow moving traffic to drive in the right hand lane would aid in traffic flow. Expanding Hooper Road and building a bridge across the Amite River to Watson would do a lot to ease the traffic problems coming from the northern Livingston Parish area. If research shows that "through" traffic is causing the congestion on the interstate, then making the interstate a double-decker with no exits on the upper level from Walker to Port Allen would be financially and environmentally more feasible and effective than a loop around Baton Rouge.

AL-1

AL-18

My second objection to the proposed BR Loop is the cost to taxpayers to pay for this loop since studies show that there will not be enough traffic on the proposed toll loop to cover the cost of the loop. We do not want to pay more taxes or have our existing taxes go to pay for a loop we do not want. The citizens in the surrounding parishes were given the option of voting for this loop several years ago and through the democratic process of voting we, the majority of the people, showed we did not want this loop. Now we are being told it doesn't matter what we, the people, want or voted on, a few of our elected officials have the power to build it regardless of the people's wishes.

TOL-1

OP-14

I feel that the proposed loop will not solve the existing problems. In my opinion, some of the preceding suggested options would be more effective in solving those problems. It is hoped that the Loop committee will listen to the people, drop the proposed loop idea, and look into more effective ways to ease the traffic problems surrounding Baton Rouge.

CIR-4

Sincerely,

Carolyn Welch
33273 Beverly Dr.
Denham Springs, LA 70706

Please Record My Comments on Proposed BR Loop

To: Capital Area Expressway Authority • 9100 Bluebonnet Centre Blvd., Suite 301, Baton Rouge, Louisiana 70809 or FAX to 225-368-2801

Copy to: Central City News • 13567 Hooper Road, Baton Rouge, LA 70806 • Fax 225-261-5022
CCN will file with Loop, Federal Hwy. Administration, and Central City Council

Name AUBREY E. WELLS
Address 14913 CRYSTAL DR
City, State & Zip Code PRIDE, LA 70770-9418
Phone 225 2642 Email _____

- I FAVOR the proposed Baton Rouge Loop.
 I OPPOSE the proposed Baton Rouge Loop
 Other _____

OP-2

Note: Submitted by Central City News

Comments: _____

- I am attaching a letter with my comments.

Comments Must ARRIVE by Jan. 5, 2012

Record Your Opinion on Proposed BR Loop

To: Capital Area Expressway Authority • 9100 Bluebonnet Centre Blvd., Suite 301, Baton Rouge, Louisiana 70809

Please mail, fax, or email a copy to: Central City News • 13567 Hooper Road, Baton Rouge, LA 70818 • Fax 225-261-5022 Email: centralcitynews@hotmail.com

CCN will file a copy with the Loop, the Federal Highway Administration, and the Central City Council

The undersigned (circle) FAVOR OPPOSE the proposed BR Loop:

Name PAM WEST (Oppose)
Address 10784 STONE PINE DR
Phone 261-1610 Email Q

OP-2

Comments We don't need a loop what we need are MORE LANES

Name John West (OPPOSE)
Address 10784 Stone Pine Dr
Phone 261-1610 Email Q

AL-1

Comments We definitely need more lanes, not a loop.

Name Luis C. Buregay (Oppose)
Address 17414 Roble Ave.
Phone 261-9040 Email Q

Comments agree with daughter + son in law - don't want loop, just more lanes -

Example - How nice Old Hammond is where they made 4 lanes instead of 2

Only problem - it needs to continue instead of bottle-necking back to 2 lanes - same on

interstate - More Lanes!!!

Comments Must ARRIVE by Jan. 5, 2012

201-5022 (fax)
day & night answer!

AL-1

More Lanes is what's needed, not a loop - 4, 5, or 6 lanes (counting middle turn lanes + right + left turn lanes) on roads that are only 2 lanes with traffic jams.

Dec. 31, 2011

(2)

NO EXPENSIVE COSTLY LOOP

FN-4

What B.R. + surrounding areas need are MORE LANES!!!

AL-1

More lanes would be so much more feasible + less costly + would solve the problems, would solve the traffic jams!

For instance: look at the traffic sitting every afternoon for years where the MS River Bridge meets the interstate - traffic jam crawling...

More lanes would solve problem. Old Hammond Hwy. - wonderful where 2 lanes were made into 4, then... turns back into 2 lanes - traffic jam every afternoon crawling - More Lanes would solve problem -

Record Your Opinion on Proposed BR Loop

To: Capital Area Expressway Authority • 9100 Bluebonnet Centre Blvd., Suite 301, Baton Rouge, Louisiana 70809

Please mail, fax, or email a copy to: Central City News • 13567 Hooper Road, Baton Rouge, LA 70818 • Fax 225-261-5022 Email: centralcitynews@hotmail.com

CCN will file a copy with the Loop, the Federal Highway Administration, and the Central City Council

The undersigned (circle) FAVOR OPPOSE the proposed BR Loop:

Name PAM WEST (Oppose)
Address 10784 STONE PINE DR
Phone 261-1610 Email Q

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AL-1

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Comments agree with daughter + son in law - don't want loop, just more lanes

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Only problem - it needs to continue instead of bottle-necking back to 2 lanes - same on interstate - More Lanes!!!

I am attaching a letter with my comments.

Comments Must ARRIVE by Jan. 5, 2012

201-5022 (fax)
I tried faxing
day & night
& no answer!

More Lanes is what's needed, not a loop - 4, 5, or 6 lanes (counting middle turn lanes + right + left turn lanes) on roads that are only 2 lanes with traffic jams.

Dec. 31, 2011

(2)

NO EXPENSIVE COSTLY LOOP

FN-4

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For instance: look at the traffic sitting every afternoon for years where the MS River Bridge meets the interstate - traffic jam crawling...

More lanes would solve problem. Old Hammond Hwy. - wonderful where 2 lanes were made into 4, then... turns back into 2 lanes - traffic jam every afternoon crawling - More Lanes would solve problem -



COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

George Wesley White
9629 West Blount Rd, Denham Springs, La. 70706

I strongly oppose construction of a loop in our community for the following reasons:

OP-2

- 1) We do not want the noise and traffic pollution that would follow such a project.
- 2) Toll fees from such a project will never pay for this. Local traffic understands that there will still be a bottle neck at the Mississippi River Bridge & will simply take an alternate route.

NOI-1

CIR-9

TOL-9

If a multi-lane Mississippi River bridge is not built to facilitate a loop, traffic will still be grid locked at this bottle neck.
Sincerely, Wesley White

CIR-4

PN-7

If you attended a public hearing, please check which one:

- December 5, 2011 - Baton Rouge
- December 6, 2011 - Gonzales
- December 6, 2011 - Plaquemine
- December 7, 2011 - Denham Springs
- December 7, 2011 - Port Allen

Name: George Wesley White
Address: 9629 West Blount Rd. Denham Springs La, 70706
Phone: 225-665-4923
Email:

(See official project drawings)



Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes, Louisiana

CAEA Project No. E - 2009 - 001
S.P.No. H.005201 (700-96-0011)
F.A.P.No. STP-9609(504)

COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

Please do not put the loop in our community. We are a well established family-oriented community. I strongly oppose the construction of the loop in our community. People will not pay a toll, it will lower property values, we would have to drive further to get anywhere. There are a vast number of retired people, who could not cope with the noise and traffic.

HE-1

TOL-2

RB-4

CIR-9

CIR-8

Money should be used to widen lanes and repair roads, not build something that will only benefit truckers. Please do not do this project.

NOI-1

AL-1

OP-22

If you attended a public hearing, please check which one:

- December 5, 2011 - Baton Rouge
- December 6, 2011 - Gonzales
- December 6, 2011 - Plaquemine
- December 7, 2011 - Denham Springs
- December 7, 2011 - Port Allen

Name: Katherine E. White Katherine E. White
 Address: 9629 W. Blount Rd, Denham Springs, LA 70706
 Phone: 225-665-4923
 Email: kewhite1@yahoo.com



*Senate
State of Louisiana*

P. O. Box 94183
Baton Rouge, Louisiana 70804
(225) 342-2040

January 17, 2012

Capital Area Expressway Authority
9100 Bluebonnet Centre, Suite 301
Baton Rouge, LA 70809

After serving two terms from 2004-2012 in the Louisiana House for District 64 and currently serving as State Senator for District 6, I represent many citizens that could be directly affected by the Baton Rouge Loop. There are many concerns and unanswered questions that cause me to voice my opposition to this project. With alternate routes to help alleviate some local traffic issues like Hooper Road Extension (LA 408) and Magnolia Bridge widening, we are actively seeking more practical and affordable solutions that are less disruptive and more beneficial to our citizens.

OP-2

AL-1

My office is contacted regularly by concerned citizens who could potentially be affected at their business, schools, churches and homes with the intrusion of the Loop, making this a quality of life issue for many. Some of these citizens have formed anti Loop groups and have signed formal petitions against the Baton Rouge Loop.

HE-1

Local elected officials from Livingston, Ascension and the City of Central, which I represent, have publicly announced their opposition to the Baton Rouge Loop and have supporting Council resolutions against the Loop.

The confusion surrounding the Loop route, cost and funding sources for the project has caused 3 of the 5 Parish Presidents to resign from the Capital Area Expressway Authority. This is cause for question about the representation on decisions being made by the CAEA regarding the Loop.

TOL-11

With current budget constraints, the opposition from concerned citizens, the confusion surrounding the project, I can not support the Baton Rouge Loop project.

Thank you for your time and consideration.

Sincerely,

A handwritten signature in cursive script that reads "Mack 'Bodi' White".

Mack "Bodi" White
State Senator, District 6



Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes, Louisiana

CAEA Project No. E - 2009 - 001
S.P.No. H.005201 (700-96-0011)
F.A.P.No. STP-9609(504)

COMMENT FORM

AL-5

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

Willie White 7826 Anderson Ave B.R., LA. 70811

I appreciate that my AREA will not be effected.
I wish there was something that can be done
to relieve the congested traffic with the least
effect on the general populated areas.

If you attended a public hearing, please check which one:

- December 5, 2011 – Baton Rouge
- December 6, 2011 – Gonzales
- December 6, 2011 – Plaquemine
- December 7, 2011 – Denham Springs
- December 7, 2011 – Port Allen

Name: Willie White

Address: 7826 Anderson Ave B.R., LA. 70811

Phone: 225-774-8455

Email:

©2011 State of Louisiana

Written comments can be left in the comment box at this hearing or fold, stamp, and mail to CAEA (address on the reverse side).
In order to be included in the public record, comments must be received or post-marked no later than January 9, 2012.



January 23, 2012

Suzanne McCain, P.E.
Capital Area Expressway Authority
9100 Bluebonnet Centre Blvd., Suite 301
Baton Rouge, La 70809

Re: Comments on Tier 1 Draft EIS for Baton Rouge Loop

Dear Ms. McCain,

The Baton Rouge Group of the Sierra Club has been following the proposed Baton Rouge Loop project for a number of years. Our key concerns stem from the impacts of the Loop and the basic question of whether it represents a) the answer to the metro area's traffic problems or b) the best investment of increasingly limited public funds. We were involved in assessing the previous incarnation of this project in the late 1990s, when it was referred to as the Baton Rouge Bypass.¹ At that time, the estimated cost of the project was a little over a billion dollars. Now the estimated total cost of the entire Loop is \$4.5 to \$4.9 billion, and it is safe to assume that those estimates are understated, given the ongoing rise in fuel and construction costs.²

A report prepared in 1999 by the Baton Rouge Group of the Sierra Club and the citizen group Alliance for Responsible Transportation made the point that for significantly less than the estimated cost of the Loop, Baton Rouge could construct a light-rail system, or invest in re-establishing a passenger rail connection with New Orleans. A *Louisiana Statewide Rail System Plan* published by the Louisiana Department of Transportation and Development in 2003 identified the Baton Rouge to New Orleans route as the most significant among potential new rail corridors.³ Governor Jindal withdrew the state from consideration for federal stimulus funds to restore the Baton Rouge- New Orleans rail line in 2010, despite positive economic assessments of the route, when the initial annual cost to the state for the project was estimated at \$11 million.⁴

TR-1

Those cost estimates stand in sharp contrast to the estimated construction cost of \$4.5-4.9 billion for the Loop, which does not include maintenance and repair costs over the life of the project. What the rail line – or an adequate bus system – would provide residents that the Loop would not are transportation alternatives to driving. Such alternatives will be critical for times of increased gasoline prices, which are projected to be the norm. Moving into the future, local residents need transit alternatives as part of a better designed traffic system that also includes investments in

BRSC Comments on BR Loop Tier 1 EIS - 2

bike and pedestrian capacity. The recently passed FUTUREBR Comprehensive Master Plan noted a lack of such alternatives for Baton Rouge.⁵

This need – and public support for such alternatives – was clearly articulated in the *Louisiana Speaks* report completed following Hurricanes Katrina and Rita. Intercity passenger rail service between Baton Rouge and New Orleans was identified as a regional priority project that should be immediately funded, because of its economic-recovery value and hurricane evacuation importance.⁶ *Louisiana Speaks* also noted that Louisiana’s public transit infrastructure lags most successful U.S. regions and proposed two strategic steps:

- A Primary Transportation Corridor that would include “limited stop, intercity and commuter rapid rail service between major downtowns and selected intermediary locations”, and
- Secondary Transportation Corridors within metro areas and between major destinations with the BR-NO area, including “convenient local or commuter public rail-transit or dedicated busway service.”⁷

A Baton Rouge-New Orleans passenger rail line also figures prominently in the recently approved FUTUREBR Plan, which notes that “a new rail connection from Baton Rouge to New Orleans would enhance the economy of the entire region... This rail connection would reduce congestion and travel time along I-10 and provide a reliable, fast and convenient alternative to driving, in addition to reducing regional carbon emissions.”⁸

We understand that fiscal constraints could impact some of these proposals, but such considerations must also apply to the estimated \$4.5-4.9 billion price tag being proposed for the Loop. Expansion of municipal bus systems constitutes a less-costly option for local mass transit. Baton Rouge continues to suffer from underfunding the Capital Area Transit System (CATS) bus system, despite the relatively small amount of funds involved (the system is currently trying to close a \$2.1 million shortfall).⁹ Bus systems have an additional advantage in that they can be expanded rapidly as the need arises, in contrast with most other transit options.

TR-2

At the same time, there is extensive work going on to expand the capacity of the Baton Rouge traffic system. The Draft EIS lists this work under the No-Build Alternative (p. ES-4). It includes more than 20 capacity improvements in the plans of the Capital Region Planning Commission, the Transportation Improvement Program, the Statewide Transportation Improvement Program, and the B.R. Metropolitan Area Transportation Plan. A more complete listing of such projects is found in the discussion of the Cumulative Effects Analysis on pages 3-91 to 3-92 of the Draft EIS.

Work going on now includes the projects of the Green Light Program, and the widening of I-10 and I-12. The interstate widening work in particular will provide significant relief for congestion along the I-10 and I-12 segments going east and south from Baton Rouge.¹⁰ This will not amount to a total solution to the traffic problem, but the relief it provides will be available in the near term.¹¹

AL-1

BRSC Comments on BR Loop Tier 1 EIS - 3

The environmental impacts of the Loop project constitute a major area of concern. These impacts would fall on several areas: remaining natural habitats, agricultural land and open space, water quality, and air quality. The first group of impacts stem from the after-effects of the Loop project along with its actual construction. A key concern is that the Loop will be an engine for sprawl. The Draft EIS expresses this in its discussion of Potential Indirect Impacts (p. 3-96 to 3-97):

BIO-2

AQ-1

LU-5

“Undeveloped lands that are subject to secondary development pressures resulting from highway projects are frequently in agricultural use. However, due to the unique characteristics of south Louisiana, development pressures not only impact agricultural resources, but also wetlands and floodplains that occur extensively throughout the region and comprise a significant portion of existing undeveloped lands. The widespread occurrence of these resources usually means that impacts resulting from economic growth and development are frequently unavoidable and can only be mitigated.”

C/N-3

It is not clear, though, how effectively the losses of remaining wetlands, forests, and farmland can be mitigated in the metro area, since rapid growth is already impacting them. This includes thousands of acres of floodplain wetlands in all of the potential Loop Corridor Units (pp. 3-45-3-49.) The FUTUREBR Plan contains a number of maps which appear to be up to date representations of the extent of wetlands and other natural areas in East Baton Rouge Parish, as well as a watershed sensitivity map.¹² Prevention of further wetland loss and restoration of wetland health and value are listed as major goals in the FUTUREBR Plan.¹³

WE-1

The FUTUREBR Plan also features a map of existing tree cover in the parish and describes the three main forest communities found historically in the parish, along with a proposed habitat conservation map, with most of the areas lying within the corridor of the Loop project.¹⁴ Secondary development from the Loop would impact remaining forests and woodlands in all 5 parishes in the project area, which are already declining in line with regional trends. The Summary Report of the Southern Forest Futures Project, released in May 2011, forecast that between 30 and 43 million acres of forest land would be converted to urban uses in the region by 2060, and that urbanization would result in continuing forest loss, increased carbon emissions, and stress on other forest resources.¹⁵

C/N-3

The issue of carbon/greenhouse gas emissions is a key impact of transportation policy decisions. While the Baton Rouge metro area has a significant carbon footprint from the large number of industrial facilities located here, transportation is a significant factor too. A 2005 report by the Brookings Institute on metropolitan carbon footprints listed Baton Rouge 48th for per capita carbon emissions from transportation and residential energy use in a national ranking of 100 metro areas,¹⁶ and 44th for per capita transportation emissions. A 2010 paper by researchers at Louisiana State University that measured a spatial pattern of Co2 emissions from transportation found East Baton Rouge to be second among the four highest-level parishes, with grids contributing high emission areas covering the entire parish.¹⁷

AQ-1

In addition, Baton Rouge only recently achieved attainment of EPA ozone standards, after many years of non-attainment.¹⁸ This status is likely to be only temporary due to the addition and expansion of industrial facilities. The very natural systems that would be impacted by the Loop and resulting development – forests, wetlands, and farmland – are those that would help mitigate ground level ozone, carbon, and other air pollution.

AQ-4

BRSC Comments on BR Loop Tier 1 EIS - 4

It is clear that major questions remain about whether and how the Loop could be integrated with large-scale unmet needs for environmental protection (of forests, watersheds, and wetlands), a diverse and robust transit system, and general sustainability (air and water quality, fiscal feasibility) – all identified in the FUTUREBR Plan, and all applicable to the other parishes in the project area. Those are key factors that the Environmental Impact Statement must address.

Sincerely,

Sam Wilcher
Executive Committee
Baton Rouge Group of the Sierra Club
P.O. Box 80361
Baton Rouge, La. 70898-0631

¹ “The Baton Rouge Bypass – A Citizens’ Report,”

<http://www.sierraclub.org/sprawl/resources/states/batonrouge.asp>

² KSLA, “Asphalt Prices May Mean Fewer New Shreveport Streets,”

<http://www.ksla.com/Global/story.asp?S=5026843&nav=0RY5>

³ LDOTD, *Louisiana Statewide Rail System Plan* (2003),

www.dotd.la.gov/intermodal/marineandrail/.../LA_Rail_Plan.pdf

⁴ *Times Picayune*, “New Orleans-Baton Rouge Passenger Rail would have positive effect, study concludes,”

February 25, 2010, http://www.nola.com/politics/index.ssf/2010/02/new_orleans-.html

⁵ FUTUREBR Plan, “Transportation” Chapter, p. 8, <http://www.futurebr.com/plan>

⁶ *Louisiana Speaks Regional Plan*, Section 3, p. 38; <http://cpex.org/downloads/louisiana-speaks-deliverables>

⁷ *Louisiana Speaks Regional Plan*, Section 4, p. 65.

⁸ FUTUREBR Plan, “Transportation” Chapter, p. 18.

⁹ Baton Rouge Advocate, “CATS: Big cutback not workable,” December 6, 2011;

<http://theadvocate.com/home/1470952-125/cats-big-cutback--not.html#.Tt3pXOOe0N0.email>

¹⁰ Baton Rouge Advocate, “I-12 expansion set near Walker,” December 15, 2011;

<http://theadvocate.com/home/1568677-125/i-12-expansion-set-near-walker.html>

¹¹ Baton Rouge Advocate, “Toward the Finish,” January 1, 2012; <http://theadvocate.com/news/1671373-123/toward-the-finish.html>

¹² FUTUREBR, “Environment and Conservation,” p. 6, Figure 2: Map of Existing Wetlands in East Baton Rouge Parish; p. 12, Figure 8: Watershed Sensitivity Map, www.futurebr.com

¹³ FUTUREBR, “Environment and Conservation,” p. 20.

¹⁴ FUTUREBR, “Environment and Conservation,” p. 22, Figure 14: Existing Tree Canopy Coverage; p. 23, Figure 15: Proposed Habitat Conservation Map.

¹⁵ Southern Forest Futures Project, Summary Report, pp. 31-34;

www.srs.fs.usda.gov/futures/reports/draft/summary_report.pdf

¹⁶ Brown, et al, “Shrinking the Carbon Footprint of Metropolitan America,” Brookings Institute, May 2008;

Appendix A: Carbon Results for 100 Metropolitan Areas, Appendix B: Per Capita Emissions from Transportation,

<http://www.scribd.com/doc/3208338/6/APPENDIX-A-CARBON-FOOTPRINT-RESULTS-FOR-100-METROPOLITAN-AREAS>

¹⁷ Shu, Lam, and Reams, “A new method for estimating carbon dioxide emissions from transportation at fine spatial scales,” *Environmental Research Letters*, October-December 2010, Vol. 5, No. 4, <http://iopscience.iop.org/1748-9326/5/4/044008/fulltext/#erl361782s4>

¹⁸ Baton Rouge Advocate, “BR area meeting ozone rules,” November 16, 2011,

<http://theadvocate.com/home/1327829-125/br-area-meeting-ozone-rules.html>



COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

TE-2

There are bald eagles in the location of the proposed bridge on the north end of the loop.

What happens if the annexation don't get the petition they've promised? What return are they expecting? What is the financial risk to taxpayers?

TOL-1

I have filled out a form with concerns at every public hearing and I have never heard back from anyone.

OP-14

If you attended a public hearing, please check which one:

- December 5, 2011 - Baton Rouge
- December 6, 2011 - Gonzales
- December 6, 2011 - Plaquemine
- December 7, 2011 - Denham Springs
- December 7, 2011 - Port Allen

Name: ANITA WILKINSON
 Address: 3712 N. RIVER RD
 Phone: 225 344 3601
 Email: asbwilkinson@yahoo.com

(Use additional sheets if necessary)

11/6/12

To Whom It May Concern,

OP-2

This letter is written concerning the proposed loop that will go through Livingston Parish. We would like to voice our opposition to this proposal. There are too many people in our parish who would be adversely affected.

This parish has "down-home" feel. Please

RB-1

re-consider this decision. Thank you

HE-1

very much.

Sincerely,

Sammy Wilkinson
Ann Wilkinson

Please Record My Comments on Proposed BR Loop

To: Capital Area Expressway Authority • 9100 Bluebonnet Centre Blvd., Suite 301, Baton Rouge, Louisiana 70809 or FAX to 225-368-2801

Copy to: Central City News • 13567 Hooper Road, Baton Rouge, LA 70806 • Fax 225-261-5022
CCN will file with Loop, Federal Hwy. Administration, and Central City Council

Name Karl Will Note: Submitted by Central City News
Address 12717 PECOS
City, State & Zip Code Central LA 70739
Phone 225-262-9077 Email chefanice@cox.net

I FAVOR the proposed Baton Rouge Loop.

OP-2 OP-11 HE-1 OP-6 AL-1

I OPPOSE the proposed Baton Rouge Loop

Other _____

Comments: It seems like there are other ~~facto~~ factors involved in running the loop through Central, such as certain individuals holding a grudge against our city for incorporating. The only central people in favor of the loop are ones who stand to gain from it. No one else wants to divide our city and lose homes + land, especially when no one here will use ~~the~~ the loop. Fix other roads, that seems to be a better option. Please don't ruin our city.

I am attaching a letter with my comments.

Comments Must ARRIVE by Jan. 5, 2012

Please Record My Comments on Proposed BR Loop

To: Capital Area Expressway Authority • 9100 Bluebonnet Centre Blvd., Suite 301, Baton Rouge, Louisiana 70809 or FAX to 225-368-2801

Copy to: Central City News • 13567 Hooper Road, Baton Rouge, LA 70806 • Fax 225-261-5022
CCN will file with Loop, Federal Hwy. Administration, and Central City Council

Name Stephanie Will
Address 12717 Pecans
City, State & Zip Code Central La 70739
Phone 261-9097 Email shefanni@cox.net

I FAVOR the proposed Baton Rouge Loop.

OP-2

HE-1

OP-6

I OPPOSE the proposed Baton Rouge Loop

Other _____

Comments: _____

~~with~~
Please do not divide our city into 2 parts,
do not
We ~~can~~ see a use for a loop.

I am attaching a letter with my comments.

Note: Submitted by Central City News

Comments Must ARRIVE by Jan. 5, 2012



COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

Reason for opposition:

OP-2

* possible decrease in value for homeowners.

RB-4

* not wanting traffic through neighborhood.

CIR-9

* may cause tax increase.

TOL-1

* residents will not use toll.

TOL-2

* city of Watson already has enough construction going on.

CON-1

* pollution will increase.

AQ-1

* we should see the effects of the newly reconstructed expansion of I-12.

AL-1

* less people traveling through denham Springs brings less business on a daily basis.

ED-1

If you attended a public hearing, please check which one:

December 5, 2011 - Baton Rouge

December 6, 2011 - Gonzales

December 6, 2011 - Plaquemine

December 7, 2011 - Denham Springs

December 7, 2011 - Port Allen

Name:

Jennifer Wilsey

Address:

9237 Rue De Flux Denham Springs, La. 70706

Phone:

(225) 209-0069

Email:

kousingdreamers@hotmail.com



Ascension, East Baton Rouge, Iberville, Livingston,
and West Baton Rouge Parishes, Louisiana

CAEA Project No. E - 2009 - 001
S.P.No. H.005201 (700-96-0011)
F.A.P.No. STP-9609(504)

COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

OP-2

JAMES B WINDLOW
3519H CAME MARSH RD.
DENHAM SPRINGS, LA 70706

No loop.

If you attended a public hearing, please check which one:

- December 5, 2011 – Baton Rouge
- December 6, 2011 – Gonzales
- December 6, 2011 – Plaquemine
- December 7, 2011 – Denham Springs
- December 7, 2011 – Port Allen

Name: _____

Address: _____

Phone: _____

Email: _____

(Use additional sheets if necessary)

Written comments can be left in the comment box at this hearing or fold, stamp, and mail to CAEA (address on the reverse side).
In order to be included in the public record, comments must be received or post-marked no later than January 9, 2012.



COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

MARY ANN Window RB-2
35194 CANE MARKET Rd
DENHAM SPRINGS, LA 70706 TOL-10

EMINENT DOMAIN? Who are the "investors" and what is their gain? Wetlands - what about it? WE-1
Why can't we be investors because you & the powers choose to take our land? TOL-7
OP-2

No Loop for ME. Can't see where loop will be charging a toll can possibly be profitable. Enough burden on auto travellers check cost of fuel, add'l tolls, hardship on families to give up their land for not a sure well received project TOL-2

If you attended a public hearing, please check which one: RB-1
 December 5, 2011 - Baton Rouge December 6, 2011 - Gonzales December 6, 2011 - Plaquemine
 December 7, 2011 - Denham Springs December 7, 2011 - Port Allen

Name: MARY ANN Window
Address: 35194 CANE MARKET Rd DENHAM SPRINGS, LA 70706
Phone: 225 664-3041
Email:

(See additional sheet if necessary)



COMMENT FORM

PLEASE PRINT NAME AND ADDRESS (Anonymous comments cannot be fully considered).

OP-15

I AM OPPOSED TO THE PROPOSED NORTH LOOP ROUTES FOR THE FOLLOWING CONCERNS

RD-1

1. WHY WERE INACCURATE AND OUT-OF-DATE MAPS USED IN SELECTING ROUTES FOR THE PROPOSED LOOP? THEY DO NOT SHOW NEW SCHOOLS + SUB DIVISIONS THAT EXIST NOW. BUT NOT THEN?

RD-5

AL-4

2. WHAT ALTERNATIVES OTHER THAN THE LOOP HAVE BEEN TAKEN INTO CONSIDERATION WHEN DEVELOPING THIS PLAN? SUCH AS A BRIDGE OVER THE AMITE RIVER AND FOUR LANEING HOOPER RD.?

AL-1

3. WHO WILL BE RESPONSIBLE FOR SURFACE STREET UP-GRADES TO HANDLE ADDITIONAL TRAFFIC LOADS?
(CONTINUED)

PS-4

If you attended a public hearing, please check which one:

- December 5, 2011 - Baton Rouge
- December 6, 2011 - Gonzales
- December 6, 2011 - Plaquemine
- December 7, 2011 - Denham Springs
- December 7, 2011 - Port Allen

Name: MELVIN J. WOMACK
 Address: 8370 PINK GRAVES Rd., D. S., LA. 70706
 Phone: 225 6647462
 Email: N/A

(An official stamp if available)

PS-1

4. WHAT STUDIES CONSIDERING CRIME RATES AS A RESULT OF THIS SO-CALLED LOOP?

OP-23

5. JOHN CARPENTAR (AID TO KIP HOLDEN) SAID INVESTORS WOULD DECIDE ON THE ROUTE OF THE LOOP. JUSTIFY THE QUALIFICATIONS OF THESE INVESTORS TO DO THIS.

OP-11

6. HOW DO KIP HOLDEN + CREW BENEFIT MONEY-WISE BECAUSE OF LOOP REVENUE?

7. WHO ARE THE NEW APPOINTEES TO THE CAPITAL REGION PLANNING AUTHORITY FROM LIVINGSTON PARISH AND OTHER CONCERNED PARISHES. WHO APPOINTED THEM?

RD-12

8. WHY ARE SCHOOLS AND CHURCHES IN LIVINGSTON PARISH NOT CONSIDERED IN THE LOOP ROUTES OUT-LINED?

AL-13

CIR-4

9. THE LOOP DOES NOT ADDRESS ANY RELIEF FOR LOCAL TRAFFIC RELIEF BUT, ADDS TO TRAFFIC CONGESTION.

CIR-9

OP-23

10 ARE THE PEOPLE WHO CHOOSE THE
PROPOSED LOOP ROUTES QUALIFIED?
IF SO, BY WHOM?

PN-5

11. THE LOOP SEEMS TO BE TO
MAKE MONEY FOR A SELECT FEW, NOT
EASE TRAFFIC CONCERNS

THANK YOU

M Womack



Melvin J. Womack
8370 Pink Graves Rd.
Denham Springs, LA 70706-0502



Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes, Louisiana

CAEA Project No. E - 2009 - 001
S.P.No. H.005201 (700-96-0011)
F.A.P.No. STP-9609(504)

COMMENT FORM

PLEASE PRINT NAME AND ADDRESS *(Anonymous comments cannot be fully considered).*

See attached

If you attended a public hearing, please check which one:

- December 5, 2011 – Baton Rouge
 December 6, 2011 – Gonzales
 December 6, 2011 – Plaquemine
 December 7, 2011 – Denham Springs
 December 7, 2011 – Port Allen

Name: _____

Address: _____

Phone: _____

Email: _____

(Use additional sheets if necessary)

Written comments can be left in the comment box at this hearing or fold, stamp, and mail to CAEA (address on the reverse side).
In order to be included in the public record, comments must be received or post-marked no later than January 9, 2012.

EARNEST ZELLER
33933 Cane Market Road
Walker, LA 70785
(225) 667-5330 Home
(225) 936-7530 Cell

January 6, 2012

To whom it may concern:

Livingston Parish is a community of many caring citizens who love our community. Consisting of our schools, churches, parks, playgrounds and most of all a country community.

CIR-9

PS-2

The growth of our parish has come from our school system and teachers in Livingston Parish. This loop would definitely have an impact on this.

RB-1

It would cause traffic problems within the parish for our local traffic, school buses, fire trucks, emergency vehicles, etc. This loop would separate property that people have worked hard for all their lives.

HE-1

NOI-1

It would cause families to be split apart.

We, the people of Livingston Parish do not want all the noise, pollution and trash that comes with loops. We like Livingston and as some people put it country trails.

AQ-1 HE-7

What about the flooding this loop would cause for people. The Parish does not have money to completely redo all drainage. Which would have to be done. With this development, we would now have caused people to be put in flood zones that have never been in a flood zone before.

WR-2

PS-4

Most of our children would love to live in a community like Livingston Parish is at present.

WR-4

Working people are not willing to pay a toll of this price to drive to and from work.

Working people which makes up to 95% of Livingston Parish can not afford this price. Working people are having to cut thing now to make it in life. Just say the toll would be \$5.00 to work and then \$5.00 from work this would be \$10.00 a day. You realize this would be approximately \$200.00 per month. I do not think so.

TOL-2

With this expense how do you think this loop would be paid for. The supposed 12% would be impossible. So I see a big tax raise coming on people in Livingston Parish.

TOL-1

Our Senators, Representatives and elected officials in this parish are against the loop. So why not except ours and their decision and forget the loop going through the infrastructure of our parish	OP-14
The beauty of Livingston Parish as a country parish, will be gone if the loop comes into this parish.	HE-1
The loop will open our parish to much exposure from the other world (meaning population.)	PS-1
How will emergency vehicles be able to get where they need to go. Roads crossing the loop will be closed because the parish does not have money for reconstruction of crossing ramps, overpasses or underpasses.	CIR-1
School buses are also going to be a problem	CIR-9
People of Livingston Parish and also all of the United States of America do not like inconveniences which this so called loop will only cause.	PS-4
We, the people of Livingston Parish have lived here all of our lives or have moved to Livingston Parish because of the conveniences of the Parish. We know the roads, short cuts and areas very well. We know how to get from point A to point B with out any problems in the parish. If the loop comes this will disrupt going from point A to point B.	CIR-9
Please understand our elected officials in the parish are not for the loop.	OP-14
Build a loop around East Baton Rouge Parish in East Baton Rouge Parish.	
Only 27% of the interstate traffic is through traffic. 27% from Louisiana Department of Highways. This will not pay for the loop. If this does not taxes will be put on people who cannot afford them.	AL-10
Property value has already gone down because of the projected pass of the loop.	CIR-3
People who have property with high values on it will loose their value of property.	TOL-1
Just say if you lived on a piece of property left by family members from many years ago, would you want a loop of all things taking this property from you. People in Livingston Parish who have property are people who have acquired property from inheritance or have managed to buy acres for country living, not loop development.	RB-4

I would like for engineers, mayors or whomever to leave road problems of Livingston Parish to state highway department and officials of Livingston Parish. We elect officials within the parish to handle our needs. Let them do their job. East Baton Rouge stay out of Livingston Parish development. What about monies for utilities companies (water, gas, electrical, etc.) to relocate services. Who pays for this expense? We the people?

OP-12

PS-4

How much money has been spent on the loop study from the beginning to whom has it been paid?

RD-13

What part of the money has come from State and what part of Federal Government?

Could these amounts be posted so people can see what has been spent on just the study of loop. How long has this study been going on? Who is in charge of this money?

Who pays this money out and to whom is it paid?

PD-1

Please define loop.

List advantages of loop.

PN-8

List disadvantages of loop.

What would Livingston Parish benefit except a bill?

C/N-4

I. La. Hwy. 408 (Hooper Road Extension):

PN-8

Bridge across Amite River to tie Hooper Road to La. Hwy. 16 around Watson.

AL-1

II. La. Hwy. 64 (Magnolia Bridge):

a. Four (4) lane La. Hwy. 37 (Greenwell Springs Road) from La. Hwy. 3034 (Sullivan Road) to two (2) miles about La. Hwy. 408 (Hooper Road Extension.)

b. Four (4) lane La. Hwy. 3034 (Wax Road) to Magnolia Bridge.

c. Four (4) lane La. Hwy. 64 (Magnolia Bridge Road) to La. Hwy. 16.

d. Four (4) lane La. Hwy. 1026 (Lockhart Road) to Walker.

January 6, 2012

Page 4

- e. Four (4) lane La. Hwy. _____ (Hatchell Lane) to La. Hwy. 1030 (Cockerham Road).
- f. Four (4) lane La. Hwy. 1030 (Cockerham Road) to La. Hwy. 1026 (Lockhart Road).
- g. East of Denham Springs on La. Hwy. 190 at the two (2) lane bridge, four (4) lane La. Hwy. 190 to Hammond _____.
- h. Four (4) lane La. Hwy. 1026 (Juban Road) to La. Hwy. 190 and cross La. Hwy. 190 and extend Juban Road North to La. Hwy. 1026.

AL-1

III. There is also the possibility of building thruway over existing Interstate 12. There are other states doing this. Houston for example would cost a lot less money for project studies. The right of ways are pretty much in place. Sure there will be some new right of ways to obtain but not near the amount needed for a loop. Years ago there was a statement made from a new elected official in East Baton Rouge Parish that he had the answer to the traffic problem. The answer was go overhead existing interstate system. What happened to this idea: Check this out.



FEMA

FEDERAL EMERGENCY MANAGEMENT AGENCY
REGION VI
MITIGATION DIVISION

PUBLIC NOTICE REVIEW/ENVIRONMENTAL CONSULTATION

We have no comments to offer. We offer the following comments:

**WE WOULD REQUEST THAT THE PARISHES FLOODPLAIN ADMINISTRATORS
BE CONTACTED FOR THE REVIEW AND POSSIBLE PERMIT REQUIREMENTS
FOR THIS PROJECT.**

If project Federally Funded, we request project to be compliant with EP 11988 & 11990.

REVIEWER:

Mayra G. Diaz
Floodplain Management and Insurance Branch
Mitigation Division
(940) 898-5541

DATE: November 14, 2011



United States Department of the Interior

FISH AND WILDLIFE SERVICE
646 Cajundome Blvd.
Suite 400
Lafayette, Louisiana 70506



December 21, 2011

Mr. Steven M. Wright
National Park Service
Southeast Regional Office
Atlanta Federal Center, 1924 Building
100 Alabama Street, SW
Atlanta, Georgia 30303

Dear Mr. Wright:

The U.S. Fish and Wildlife Service (Service) has reviewed the Tier 1 Draft Environmental Impact Statement (DEIS) for the Baton Rouge Loop (SPN: 700-96-0011, FAPN STP-9609[504]) in Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes, Louisiana. The Service submits the following comments in accordance with the National Environmental Policy Act of 1969 (83 Stat. 852, as amended; 42 U.S.C. 4321 et seq.), the Migratory Bird Treaty Act (MBTA, 40 Stat. 755, as amended; 16 U.S.C. 703 et seq.), the Bald and Golden Eagle Protection Act (BGEPA) (54 Stat. 250, as amended, 16 U.S.C. 668a-d), the Endangered Species Act (ESA) of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.), and the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.).

The information provided states that the alternatives considered in the DEIS consist of “a build alternative” and a “no build alternative”. The build alternative consists of corridor alternatives in three Baton Rouge Loop Units. The three project units are the North Unit, the South Unit, and the East Unit and within each unit are various smaller corridor sections (sections). The sections combine to form multiple alternatives in each unit. Descriptions of those alternatives are as follows:

- North Unit

The North Unit alternatives are comprised of 3 major land cover types (agricultural land 32% to 35%, wetlands 32.2% to 36.3%, and developed land 15.4% to 20%); within the North Unit are 5 corridor alternatives (NA, NB, NC, ND, & NE) and 14 corridor sections (N1-N14). The Corridor Alternative NA has the least amount (27.30%) of palustrine forested wetlands (PFO) while Corridor Alternative ND contains the largest amount of PFO (31.15%). The North Unit Corridor Section N2 contains the smallest percentage (4.41%) of PFO while Section N5 contains the largest amount of PFO at 53.86%.

- South Unit

The South Unit alternatives are primarily comprised of wetlands (52.71% to 61.64%) with agriculture land the second largest (33.11% to 43.03%) and developed land third (2.8% to 5.5%).

TAKE PRIDE
IN AMERICA 

Within the South Unit are 18 corridor alternatives (SA-SR) and 14 corridor sections (S1-S14). The South Unit Corridor Alternative SI has the least amount of PFO (47.17%) while SB contains the largest amount of PFO (56.03%). The South Unit corridor Section S13 has the least amount of PFO (5.74%) and Corridor Section S2 contains the largest amount of PFO at 85.64%.

- East Unit

The East Unit alternatives are predominantly comprised of wetlands (48.93% to 53.76%) with forested land the second most abundant (20.69% to 22.94%) and developed land third (2.4% to 2.84%). Within the East Unit are 8 corridor alternatives (EA-EH) and 10 corridor sections (E1-E10). The East Unit Corridor Alternative, EA has the least amount of PFO (42.23%) while EG contains the largest amount of PFO (47.29%). The East Unit Corridor Section E10 has the least amount of PFO (26.23%) and East Unit Corridor Section E7 contains the largest amount of PFO at 95.34%.

In Chapter 5, Section 5.4, page 5-10, the DEIS discusses which corridor alternatives are recommended for further evaluation and which alternatives are recommended for elimination. Some of those alternatives within the North Unit corridor and the East Unit corridor are being dropped from further evaluation based on public and stakeholder comments. The rationale for eliminating alternatives should be substantiated with documentation that demonstrates that the eliminated alternatives do not fulfill project objectives. The National Environmental Policy Act of 1969 (83 Stat. 852, as amended; 42 U.S.C. 4321 et seq.), Section 1502.25 Environmental review and consultation requirements states that to the fullest extent possible, agencies shall prepare draft environmental impact statements concurrently with and integrated with environmental impact analyses and related surveys and studies required by the Fish and Wildlife Coordination Act (16 U.S.C. 661 et seq.), the National Historic Preservation Act of 1966 (16 U.S.C. 470 et seq.), the Endangered Species Act of 1973 (16 U.S.C. 1531 et seq.), and other environmental review laws and executive orders. According to our review, the DEIS does not fully contain those requirements (i.e., migratory bird impacts, mature jurisdictional forested wetlands locations, threatened/endangered species surveys) nor does the DEIS discuss the environmentally preferable alternative(s). The National Environmental Policy Act of 1969 (83 Stat. 852, as amended; 42 U.S.C. 4321 et seq.), Section 1502.2(b) Environmentally Preferable Alternative states that, in cases where an EIS has been prepared, the Record of Decision (ROD), must identify all alternatives that were considered, "...specifying the alternative or alternatives which were considered to be environmentally preferable." The environmentally preferable alternative is the alternative that will promote the national environmental policy in NEPA. Ordinarily, this means the alternative that causes the least damage to the biological and physical environment. It also means the alternative which best protects, preserves, and enhances historic, cultural, and natural resources. The Service desires to assist in identifying the environmentally preferable alternative(s). However, because locations of federally listed species and their habitat, migratory birds and their habitat, and mature jurisdictional forested wetlands within the proposed project areas are presently unknown; the environmentally preferable alternative(s) is also unknown at this time. Accordingly, all appurtenant surveys/delineations should be completed and presented to resource agencies in order to identify the environmentally preferable alternative as required by NEPA prior to eliminating alternatives.

Threatened/Endangered Species

In a letter dated March 10, 2009, our office provided comments' regarding the subject proposal's potential to impact threatened and endangered species within the proposed project area. That letter is attached for your review.

Migratory Birds

Bald Eagle

The proposed project area may provide nesting habitat for the bald eagle (*Haliaeetus leucocephalus*), which was officially removed from the List of Endangered and Threatened Species as of August 8, 2007. However, the bald eagle remains protected under the MBTA and BGEPA. Comprehensive bald eagle survey data have not been collected by the Louisiana Department of Wildlife and Fisheries (LDWF) since 2008, and new active, inactive, or alternate nests may have been constructed within the proposed project area since that time.

Bald eagles typically nest in large trees located near coastlines, rivers, or lakes that support adequate foraging from October through mid-May. In southeastern Louisiana parishes, eagles typically nest in mature trees (e.g., baldcypress, sycamore, willow, etc.) near fresh to intermediate marshes or open water. Bald eagles may also nest in mature pine trees near large lakes in central and northern Louisiana. Major threats to this species include habitat alteration, human disturbance, and environmental contaminants. Furthermore, bald eagles are vulnerable to disturbance during courtship, nest building, egg laying, incubation, and brooding. Disturbance during these periods may lead to nest abandonment, cracked and chilled eggs, and exposure of small young to the elements. Human activity near a nest late in the nesting cycle may also cause flightless birds to jump from the nest tree, thus reducing their chance of survival.

Please be aware that the Service has developed National Bald Eagle Management (NBEM) Guidelines to provide landowners, land managers, and others with information and recommendations to minimize potential project impacts to bald eagles, particularly where such impacts may constitute "disturbance," which is prohibited by the BGEPA. A copy of the NBEM Guidelines is available at:

<http://www.fws.gov/southeast/es/baldeagle/NationalBaldEagleManagementGuidelines.pdf>. Those Guidelines recommend: (1) maintaining a specified distance between the activity and the nest (buffer area); (2) maintaining natural areas (preferably forested) between the activity and nest trees (landscape buffers); and (3) avoiding certain activities during the breeding season. During any project construction, on-site personnel should be informed of the possible presence of nesting bald eagles in the vicinity of the project boundary, and should identify, avoid, and immediately report any such nests to this office. If a bald eagle nest occurs or is discovered within 1,500 feet of the proposed project area, then an evaluation must be performed to determine whether the project is likely to disturb nesting bald eagles. That evaluation may be conducted on-line at: <http://www.fws.gov/southeast/es/baldeagle>. Following completion of the evaluation, that website will provide a determination of whether additional consultation is necessary.

On September 11, 2009, the Service published two federal regulations establishing the authority to issue permits for non-purposeful bald eagle take (typically disturbance) and eagle nest take when recommendations of the NBEM Guidelines cannot be achieved. Permits may be issued for nest take only under the following circumstances where: 1) necessary to alleviate a safety emergency to people or eagles, 2) necessary to ensure public health and safety, 3) the nest prevents the use of a pre-existing human-engineered structure, or 4) the activity or mitigation for the activity will provide a net benefit to eagles. Except in emergencies, only inactive nests may be permitted to be taken. The Division of Migratory Birds for the Southeast Region of the Service (phone: 404/679-7051, e-mail: SEmigratorybirds@fws.gov) has the lead role in conducting consultations and issuance of permits. Should you need further assistance interpreting the guidelines, avoidance measures, or performing an on-line project evaluation, please contact this office.

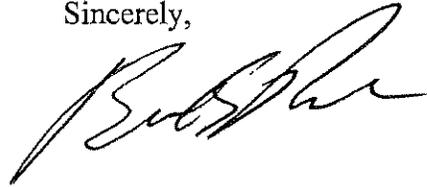
Colonial Nesting Birds

The proposed project would be located in areas where colonial nesting waterbirds may be present. Colonies may be present that are not currently listed in the database maintained by the Louisiana Department of Wildlife and Fisheries. That database is updated primarily by monitoring the colony sites that were previously surveyed during the 1980s. Until a new, comprehensive coast-wide survey is conducted to determine the location of newly-established nesting colonies, we recommend that a qualified biologist inspect the proposed work sites (forested wetlands) for the presence of undocumented nesting colonies during the nesting season. Once the surveys have been conducted, we request that rookery and nest locations be reported to Patti Holland (337/291-3121) with our office and to Mr. Mike Seymour (225/765-2281) with the Louisiana Department of Wildlife and Fisheries, Natural Heritage Program. In addition, for areas containing the nesting wading birds listed below, all project related activities should correspond with each species project activity window and all project personnel should avoid affecting them during the breeding season (i.e., the time period outside the activity window).

Species	Project Activity Window
Anhinga	July 1 to March 1
Cormorant	July 1 to March 1
Great Blue Heron	August 1 to February 15
Great Egret	August 1 to February 15
Snowy Egret	August 1 to March 1
Little Blue Heron	August 1 to March 1
Tricolored Heron	August 1 to March 1
Reddish Egret	August 1 to March 1
Cattle Egret	September 1 to April 1
Green-backed Heron	September 1 to March 15
Black-crowned Night-Heron	September 1 to March 1
Yellow-crowned Night-Heron	September 1 to March 15
White and White-faced Ibis	September 1 to April 1
Roseate Spoonbill	August 1 to April 1

We appreciate the opportunity to provide comments in the planning stages of this proposed project and look forward to our continued participation in the project evaluation process. If you need further assistance, please contact Joshua Marceaux (337/291-3110) of this office.

Sincerely,



Brad S. Rieck
Deputy Supervisor
Louisiana Ecological Services Office

Attachment:

cc: FWS, RO, Atlanta, GA
DOI, OEPC, Washington, D.C. (Attn.: Ethel Smith)
Corps of Engineers, New Orleans, LA
EPA, Dallas, TX
NMFS, Baton Rouge, LA
FHWA, Federal Highway Administration, Baton Rouge, LA
LADOTD, Baton Rouge, LA
LDWF, Wetland Permitting Program, Baton Rouge, LA
LDWF, Natural Heritage Program, Baton Rouge, LA



United States Department of the Interior

FISH AND WILDLIFE SERVICE
646 Cajundome Blvd.
Suite 400
Lafayette, Louisiana 70506



March 10, 2009

Mr. Edd Manges
Capital Area Expressway Authority
9100 Bluebonnet Centre Boulevard, Suite 301
Baton Rouge, Louisiana 70809

Dear Mr. Manges:

Please reference your February 20, 2009, letter, requesting our participation in an agency scoping meeting for the proposed Baton Rouge Loop toll highway to be located in Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes, Louisiana. Your letter also provided a project description and map identifying preferred corridor alternatives that are being advanced into the Tier 1 Environmental Impact Statement phase. We have reviewed the information you provided, and offer the following comments in accordance with the Endangered Species Act of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.), the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.), and the National Environmental Policy Act of 1969 (83 Stat. 852, as amended; 42 U.S.C. 4321 et seq.).

Federally listed as a threatened species, the Alabama (=inflated) heelsplitter mussel (*Potamilus inflatus*) occurs in the Amite River (Louisiana [with one report in the Pearl River]) and the Tombigbee and Black Warrior Rivers (Alabama). In Louisiana, the mussel occurs between Louisiana Highway 37 and Louisiana Highway 42 (with the highest concentrations between Grangeville and Port Vincent). This freshwater mussel is typically found in soft, stable substrates such as sand, mud, silt, and sandy gravel, in slow to moderate currents. Heelsplitter mussels are usually found in depositional pools below sand point bars, and in shallow pools between sandbars and river banks. Major threats to this species in the Amite River are the loss of habitat resulting from sand and gravel dredging, and channel modifications for flood control.

The Gulf sturgeon (*Acipenser oxyrinchus desotoi*), federally listed as a threatened species, is an anadromous fish that occurs in many rivers, streams, and estuarine waters along the northern Gulf coast between the Mississippi River and the Suwanee River, Florida. In Louisiana, Gulf sturgeon have been reported at Rigolets Pass, rivers and lakes of the Lake Pontchartrain basin, and adjacent estuarine areas. Spawning occurs in coastal rivers between late winter and early spring (i.e., March to May). Adults and sub-adults may be found in those rivers and streams until November, and in estuarine or marine waters during the remainder of the year. Sturgeon less than two years old appear to remain in riverine habitats and estuarine areas throughout the year, rather than migrate to marine waters. Habitat alterations such as those caused by water control structures that limit and prevent spawning, poor water quality, and over-fishing have negatively affected this species.

The West Indian manatee (*Trichechus manatus*), federally listed as an endangered species,

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occasionally enters Lakes Pontchartrain and Maurepas, and associated coastal waters and streams during the summer months (i.e., June through September). Manatee occurrences appear to be increasing, and they have been regularly reported in the Amite, Blind, Tchefuncte, and Tickfaw Rivers, and in canals within the adjacent coastal marshes of Louisiana. They have also been occasionally observed elsewhere along the Louisiana Gulf coast. The manatee has declined in numbers due to collisions with boats and barges, entrapment in flood control structures, poaching, habitat loss, and pollution. Cold weather and outbreaks of red tide may also adversely affect these animals.

The pallid sturgeon (*Scaphirhynchus albus*) is an endangered fish found in Louisiana, in both the Mississippi and Atchafalaya Rivers (with known concentrations in the vicinity of the Old River Control Structure Complex); it is possibly found in the Red River as well. The pallid sturgeon is adapted to large, free-flowing, turbid rivers with a diverse assemblage of physical characteristics that are in a constant state of change. Detailed habitat requirements of this fish are not known, but it is believed to spawn in Louisiana. Habitat loss through river channelization and dams has adversely affected this species throughout its range.

If the proposed project will directly or indirectly affect the Amite River, further consultation with this office will be necessary regarding the Alabama (inflated) heelsplitter mussel, the Gulf sturgeon, and the West Indian manatee. If the proposed project will directly or indirectly affect the Mississippi River, further consultation with this office will be necessary regarding the pallid sturgeon.

The proposed project would cross the Comite River, which is designated as a Louisiana Natural and Scenic River. Please contact the Louisiana Department of Wildlife and Fisheries, Natural and Scenic Rivers Program (318/343-4045) for further information regarding any additional permits that may be required to perform work on the above referenced water body.

As you are aware, the proposed project would likely impact wetlands. For a complete jurisdictional wetland delineation of the proposed project, please contact Mr. John Bruza (504/862-1288) at the New Orleans District, U.S. Army Corps of Engineers (Corps). If the Corps determines that the proposed project is within their regulatory jurisdiction, official U.S. Fish and Wildlife Service comments will be provided in response to the corresponding Public Notice.

We appreciate the opportunity to provide comments regarding this proposed activity. If you need further assistance, please contact Seth Bordelon (337/291-3138) of this office.

Sincerely,



Brad S. Rieck
Deputy Supervisor
Louisiana Field Office

cc: LDWF, Natural and Scenic Rivers Program, Baton Rouge, LA
LDWF, Natural Heritage Program, Baton Rouge, LA
FHWA, Baton Rouge, LA
LADOTD, Baton Rouge, LA



BOBBY JINDAL
GOVERNOR

State of Louisiana
DEPARTMENT OF WILDLIFE AND FISHERIES
OFFICE OF WILDLIFE

ROBERT J. BARHAM
SECRETARY
JIMMY L. ANTHONY
ASSISTANT SECRETARY

Date January 5, 2012
Name Suzanne McCain
Company Capital Area Expressway Authority
Street Address 9100 Bluebonnet Centre Blvd; Suite 301
City, State, Zip Baton Rouge, LA 70809
Project BR Loop Project Tier 1 Draft Environmental Impact Statement
Project ID 0
Invoice Number 12010501

Personnel of the Habitat Section of the Coastal and Nongame Resource Division have reviewed the preliminary data for the captioned project. The response letter addresses species of conservation concern within the Baton Rouge Loop project area located in Ascension, East Baton Rouge, Iberville, Livingston and West Baton Rouge parishes. This letter is an update to the original response letter submitted by the Louisiana Natural Heritage Program (LNHP) on January 27, 2009.

Our database indicates that Waddil Wildlife Refuge and Maurepas Swamp Wildlife Management Area are within the project area. No activities shall occur within any Louisiana Department of Wildlife and Fisheries (LDWF) wildlife management area / refuge without first obtaining a Special Use Permit from LDWF. Please contact Mr. Mike Windham at 225-765-2807 to obtain the Special Use Permit. The study area also intersects Bluebonnet Swamp. 7

The Comite River is located within the Baton Rouge Loop project area, and is a waterbody that has been designated as a Scenic River. Contact Keith Cascio with LDWF at 318-343-4045 concerning this Scenic River. 8

The database indicates that there are 4 natural areas that have been registered by the Louisiana Department of Wildlife and Fisheries through the Louisiana Natural Heritage Program. If you have any questions, please contact Judy Jones at 225-765-2822. 9

Our database indicates the presence of several bird nesting colonies on or near the designated study area. Please be aware that entry into or disturbance of active breeding colonies is prohibited by the Louisiana Department of Wildlife and Fisheries. In addition, LDWF prohibits work within a certain radius of an active nesting colony. 10

Nesting colonies can move from year to year and no current information is available on the status of these colonies. If work for the proposed project will commence during the nesting season, conduct a field visit to the worksite to look for evidence of nesting colonies. This field visit should take place no more than two weeks before the project begins. If no nesting colonies are found within 400 meters (700 meters for brown pelicans) of the proposed project, no further consultation with LDWF will be necessary. If active nesting colonies are found within the previously stated distances of the proposed project, further consultation with LDWF will be required. In addition, colonies should be surveyed by a qualified biologist to document species present and the extent of colonies. Provide LDWF with a survey report which is to include the following information: 11

1. qualifications of survey personnel;
2. survey methodology including dates, site characteristics, and size of survey area;
3. species of birds present, activity, estimates of number of nests present, and general vegetation type

- including digital photographs representing the site; and
4. topographic maps and ArcView shapefiles projected in UTM NAD83 Zone 15 to illustrate the location and extent of the colony.

Please mail survey reports on CD to: Louisiana Natural Heritage Program
La. Dept. of Wildlife & Fisheries
P.O. Box 98000
Baton Rouge, LA 70898-9000

To minimize disturbance to colonial nesting birds, the following restrictions on activity should be observed:

- For colonies containing nesting wading birds (i.e., herons, egrets, night-herons, ibis, roseate spoonbills, anhingas, and/or cormorants), all project activity occurring within 300 meters of an active nesting colony should be restricted to the non-nesting period (i.e., September 1 through February 15).
- For colonies containing nesting gulls, terns, and/or black skimmers, all project activity occurring within 400 meters (700 meters for brown pelicans) of an active nesting colony should be restricted to the non-nesting period (i.e., September 16 through April 1).

If you have any questions, want additional information, or need to coordinate activities on waterbird nesting colonies or Brown Pelicans, please contact Beau Gregory at 225-765-2820. 12

Our records indicate that the proposed project has 10 Bald Eagle (*Haliaeetus leucocephalus*) nesting sites in the study area. This species is protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668-668c) and the Migratory Bird Treaty Act (16 U.S.C. 703-712) and is protected by the state of Louisiana. All Bald Eagle nests (active, inactive, or seemingly abandoned) should be protected, and no large trees should be removed. For more information on avoiding impacts to Bald Eagles, please refer to the U.S. Fish and Wildlife Service (USFWS) Bald Eagle Management Guidelines at: <http://www.fws.gov/southeast/es/baldeagle/>.

The Alabama Shad (*Alosa alabamae*) may occur within the study area. This species, which was added to the candidate species list in 1997, spawns in large flowing rivers over sand, gravel, and rock substrates from January to April. The Alabama Shad has experienced significant population declines in the last forty years due to an increase in water control structures, poor water quality, and commercial and navigational dredging of sand bars. Habitat protection is recommended for this species by avoiding disturbances such as the construction of dams, water pollution, and siltation. In addition, it is important to avoid disturbances of the soil / stream bottoms. If you have any questions, please contact Beau Gregory at 225-765-2820. 13

Manatee (*Trichechus manatus*) may occur in the surrounding water bodies of your site location. Manatee are large mammals inhabiting both fresh and salt water. Although most manatee are year round residents of Florida or Central America, they have been known to migrate to areas along the Atlantic and Gulf coast during the summer months. Manatee are an endangered species protected under the Endangered Species Act of 1973 and the Federal Marine Mammal Protection Act of 1972. In Louisiana, taking or harassment of the manatee is a violation of state and federal laws. Critical habitat for manatee includes marine submergent vascular vegetation (sea-grass beds). Areas with sea-grass beds should be avoided during project activities. Report all manatee sightings to the Louisiana Department of Wildlife and Fisheries at 225-765-2821 or 1-800-442-2511.

The Pallid Sturgeon (*Scaphirhynchus albus*) may occur in water bodies near your proposed project. The pallid sturgeon is listed as endangered under the Endangered Species Act (16 U.S.C. 1531-1544) and is confined to the Mississippi and Atchafalaya rivers in southern Louisiana. This species requires large, turbid, free-flowing riverine habitat and is adapted to living close to the bottom of large, shallow rivers with sand and gravel bars. Pallid sturgeon typically spawn from July-August, but successful reproduction has been severely reduced due to habitat modification. This includes the loss of habitat through the construction of dams that have modified flows, reduced turbidity, and lowered water temperatures. We advise you to take the necessary measures to avoid the breeding season and any degradation of water quality in the Mississippi River.

The proposed project may also impact the gulf sturgeon (*Acipenser oxyrinchus desotoi*) and its designated critical habitat. The gulf sturgeon is listed as threatened on both the federal and state species list. Major population limiting factors are thought to include barriers to spawning habitats and habitat loss associated with the construction of water control structures,

including dams and sills. Other threats identified include modification to habitat associated with dredged material disposal and poor water quality associated with contamination. Please contact the USFWS to coordinate activities within this critical habitat unit.

The Inflated Heelsplitter (*Potamilus inflatus*) may potentially be impacted by the proposed project. This species is listed as threatened under the Endangered Species Act (16 U.S. C. 1533-1544) and is considered critically imperiled in the state of Louisiana. The preferred habitat of this species is soft, stable substrate in slow to moderate currents. It has been found in sand, mud, silt, and sandy-gravel, but not in large gravel or armored gravel. The degradation of water quality is one of the leading threats to this species. We recommend you to take erosion control measures at the proposed construction site to minimize degradation of the water quality. These measures include silt fencing, mulches, seeding and vegetation to decrease the amount of soil eroded by rainfall and runoff. This will prevent any degradation of water quality as a result of silt-laden runoff from the construction site. All construction waste and debris should be placed in containers and disposed offsite. We also recommend surveying 500 feet upstream and downstream of the project site for the presence of heelsplitters. If this mussel is found, the applicant must contact Beau Gregory with LDWF at 225-765-2820 and Debbie Fuller with USFWS at 337-291-3124 to coordinate activities.

The Southern Rainbow (*Villosa vibex*), Southern Pocketbook (*Lampsilis ornata*), Southern Creekmussel (*Strophitus subvexus*), Rayed Creekshell (*Anodontooides radiatus*) and Southern Hickorynut (*Obovaria jacksoniana*) are considered critically imperiled to rare in the state of Louisiana. Current stresses include impoundments and clear-cutting and the resulting increase in silt. Habitat protection is recommended by avoiding disturbances such as water pollution, siltation, and the construction of dams. In addition, it is important to avoid disturbances of the soil / stream bottoms. If you have any questions, please contact Beau Gregory at 225-765-2820.

Spruce pine-hardwood mesic flatwoods is a natural community that is considered imperiled to rare in the state with a S2S3 rank. Surveys should be conducted to determine the extent of the occurrence and to avoid impacting this natural community. If you have any questions, want additional information or need to coordinate activities, please contact Amity Bass at 225-765-2975.

There are two plant species that also occur within the project area. Small flower hemicarpha (*Lipocarpha micrantha*) is considered critically imperiled in the state with a S1 rank and Square-stemmed Monkey-flower (*Mimulus ringens*) is considered imperiled with a S2 state rank. If you have any questions or need additional information on either of these species, please contact Amity Bass at 225-765-2975.

The Louisiana Natural Heritage Program has compiled data on rare, endangered, or otherwise significant plant and animal species, plant communities, and other natural features throughout the state of Louisiana. Heritage reports summarize the existing information known at the time of the request regarding the location in question. The quantity and quality of data collected by the LNHP are dependent on the research and observations of many individuals. In most cases, this information is not the result of comprehensive or site-specific field surveys; many natural areas in Louisiana have not been surveyed. This report does not address the occurrence of wetlands at the site in question. Heritage reports should not be considered final statements on the biological elements or areas being considered, nor should they be substituted for on-site surveys required for environmental assessments. LNHP requires that this office be acknowledged in all reports as the source of all data provided here. If at any time Heritage tracked species are encountered within the project area, please contact the LNHP Data Manager at 225-765-2643. If you have any questions, or need additional information, please call 225-765-2357.

Sincerely,



Amity Bass, Coordinator
Natural Heritage Program

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GOVERNOR

State of Louisiana
DEPARTMENT OF WILDLIFE AND FISHERIES
OFFICE OF WILDLIFE

ROBERT J. BARHAM
SECRETARY
JIMMY L. ANTHONY
ASSISTANT SECRETARY

INVOICE

RETAIN THIS COPY FOR YOUR RECORDS

Date January 5, 2012
Invoice Number 12010501
Project BR Loop Project Tier 1 Draft Environmental Impact Statement
Name Suzanne McCain
Company Capital Area Expressway Authority
Street Address 9100 Bluebonnet Centre Blvd; Suite 301
City, State, Zip Baton Rouge, LA 70809
Number of Quads Reviewed 0
Total Due \$0.00

Payment should be made to "Louisiana Department of Wildlife & Fisheries" within 30 days of the date of this invoice. Please include the invoice number on your check and return a copy of this invoice with your remittance to the following address:

Louisiana Department of Wildlife & Fisheries
Attn: Jennifer Riddle
P.O. Box 80399
Baton Rouge, LA 70898-0399

Should you have any questions regarding this invoice, for review of the Louisiana Natural Heritage database for information on known sensitive elements at a charge of \$20.00 per quad reviewed, please contact LNHP at (225) 765-2357.



BOBBY JINDAL
GOVERNOR

State of Louisiana
DEPARTMENT OF WILDLIFE AND FISHERIES
OFFICE OF WILDLIFE

ROBERT J. BARHAM
SECRETARY
JIMMY L. ANTHONY
ASSISTANT SECRETARY

INVOICE

RETURN THIS COPY OF INVOICE WITH PAYMENT

Date January 5, 2012
Invoice Number 12010501
Project BR Loop Project Tier 1 Draft Environmental Impact Statement

Name Suzanne McCain
Company Capital Area Expressway Authority
Street Address 9100 Bluebonnet Centre Blvd; Suite 301
City, State, Zip Baton Rouge, LA 70809
Number of Quads Reviewed 0
Total Due \$0.00

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United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
1001 Indian School Road NW, Suite 348
Albuquerque, New Mexico 87104



ER 11/1018
File 9043.1

January 6, 2012

Suzanne McCain, P.E.
HNTB Corporation
Baton Rouge Loop Team Leader
9100 Bluebonnet Centre Boulevard, Suite 301
Baton Rouge, Louisiana 70809

Dear Ms. McCain:

The U.S. Department of the Interior has reviewed the Tier 1 Draft Environmental Impact Statement (DEIS) and Section 4(f) Evaluation for the Baton Rouge Loop, SPN: 700-96-0011, FAPN STP-9609(504), in Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes, Louisiana. The Department offers the following comments and recommendations for your consideration as you develop the final document.

General Comments

We welcome this opportunity to cooperate with the Federal Highway Administration (FHWA), the Louisiana Department of Transportation and Development (LADOTD), and the Capitol Area Expressway Authority (CAEA). The Tier 1 DEIS contains a great deal of valuable information concerning human and natural resources and issues relating to the proposed access improvement for I-12 east of Baton Rouge near Walker to I-10 west of Baton Rouge, I-10 west of Baton Rouge to I-10 south of Baton Rouge, and I-10 south of Baton Rouge to I-12 east of Walker, Louisiana.

Section 4(f) Evaluation and Section 6(f) Resources

As discussed in the DEIS, the Tier 1 analysis has identified a list of Section 4(f) resources believed to reside in the area potentially affected by the preliminary alternatives. However, the draft Section 4(f) Evaluation fails to document the coordination effort with the Louisiana Office of Cultural Development, Division of Historic Preservation in compliance with Section 106 of the National Historic Preservation Act. The Department asks that the current coordination effort be documented in the subsequent release of the final EIS.

The DEIS combines the U.S. Department of Transportation Act Section 4(f) and the Land and Water Conservation Fund (LWCF) Act Section 6(f) analysis under a joint discussion throughout the document. The DEIS provides sufficient detail in the requirements of the Section 4(f) process but provides vague detail regarding the LWCF Section 6(f) process and conversion requirements. The Department requests that the DEIS be expanded to provide the regulatory requirements of the Section 6(f) process under 36 CFR Part 59 and the criteria that must be met prior to receiving approval for conversion.

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U.S. Fish and Wildlife Service Comments

17

The U.S. Fish and Wildlife Service submits the following comments in accordance with the National Environmental Policy Act (NEPA) of 1969 (83 Stat. 852, as amended; 42 U.S.C. 4321 et seq.); the Migratory Bird Treaty Act (MBTA, 40 Stat. 755, as amended; 16 U.S.C. 703 et seq.); the Bald and Golden Eagle Protection Act (BGEPA) (54 Stat. 250, as amended, 16 U.S.C. 668a-d); the Endangered Species Act (ESA) of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.); and the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.).

The information provided states that the alternatives considered in the DEIS consist of “a build alternative” and a “no build alternative”. The build alternative consists of corridor alternatives in three Baton Rouge Loop Units. The three project units are the North Unit, the South Unit, and the East Unit and within each unit are various smaller corridor sections (sections). The sections combine to form multiple alternatives in each unit. Descriptions of those alternatives are as follows:

- **North Unit**
The North Unit alternatives are comprised of 3 major land cover types (agricultural land 32% to 35%, wetlands 32.2% to 36.3%, and developed land 15.4% to 20%); within the North Unit are 5 corridor alternatives (NA, NB, NC, ND, & NE) and 14 corridor sections (N1-N14). The Corridor Alternative NA has the least amount (27.30%) of palustrine forested wetlands (PFO) while Corridor Alternative ND contains the largest amount of PFO (31.15%). The North Unit Corridor Section N2 contains the smallest percentage (4.41%) of PFO while Section N5 contains the largest amount of PFO at 53.86%.
- **South Unit**
The South Unit alternatives are primarily comprised of wetlands (52.71% to 61.64%) with agriculture land the second largest (33.11% to 43.03%) and developed land third (2.8% to 5.5%). Within the South Unit are 18 corridor alternatives (SA-SR) and 14 corridor sections (S1-S14). The South Unit Corridor Alternative SI has the least amount of PFO (47.17%) while SB contains the largest amount of PFO (56.03%). The South Unit corridor Section S13 has the least amount of PFO (5.74%) and Corridor Section S2 contains the largest amount of PFO at 85.64%.
- **East Unit**
The East Unit alternatives are predominantly comprised of wetlands (48.93% to 53.76%) with forested land the second most abundant (20.69% to 22.94%) and developed land third (2.4% to 2.84%). Within the East Unit are 8 corridor alternatives (EA-EH) and 10 corridor sections (E1-E10). The East Unit Corridor Alternative, EA has the least amount

of PFO (42.23%) while EG contains the largest amount of PFO (47.29%). The East Unit Corridor Section E10 has the least amount of PFO (26.23%) and East Unit Corridor Section E7 contains the largest amount of PFO at 95.34%.

In Chapter 5, Section 5.4, page 5-10, the DEIS discusses which corridor alternatives are recommended for further evaluation and which alternatives are recommended for elimination. Some of those alternatives within the North Unit corridor and the East Unit corridor are being dropped from further evaluation based on public and stakeholder comments. The rationale for eliminating alternatives should be substantiated with documentation that demonstrates that the eliminated alternatives do not fulfill project objectives. The NEPA of 1969 (83 Stat. 852, as amended; 42 U.S.C. 4321 et seq.), Section 1502.25, Environmental review and consultation requirements, states that to the fullest extent possible, agencies shall prepare draft environmental impact statements concurrently with and integrated with environmental impact analyses and related surveys and studies required by the Fish and Wildlife Coordination Act (16 U.S.C. 661 et seq.), the National Historic Preservation Act of 1966 (16 U.S.C. 470 et seq.), the ESA of 1973 (16 U.S.C. 1531 et seq.), and other environmental review laws and executive orders. According to our review, the DEIS does not fully contain those requirements (i.e., migratory bird impacts, mature jurisdictional forested wetlands locations, threatened/endangered species surveys) nor does the DEIS discuss the environmentally preferable alternative(s). The NEPA of 1969 (83 Stat. 852, as amended; 42 U.S.C. 4321 et seq.), Section 1505.2(b) Environmentally Preferable Alternative states that, in cases where an EIS has been prepared, the Record of Decision, must identify all alternatives that were considered, "...specifying the alternative or alternatives which were considered to be environmentally preferable." The environmentally preferable alternative is the alternative that will promote the national environmental policy in NEPA. Ordinarily, this means the alternative that causes the least damage to the biological and physical environment. It also means the alternative which best protects, preserves, and enhances historic, cultural, and natural resources. The FWS desires to assist in identifying the environmentally preferable alternative(s). However, because locations of federally listed species and their habitat, migratory birds and their habitat, and mature jurisdictional forested wetlands within the proposed project areas are presently unknown, the environmentally preferable alternative(s) is also unknown at this time. Accordingly, all appurtenant surveys/delineations should be completed and presented to resource agencies in order to identify the environmentally preferable alternative as required by NEPA prior to eliminating alternatives.

Threatened/Endangered Species

In a letter dated March 10, 2009, FWS provided comments regarding the subject proposal's potential to impact threatened and endangered species within the proposed project area. That letter is enclosed for your review.

Migratory Birds

Bald Eagle

The proposed project area may provide nesting habitat for the bald eagle (*Haliaeetus leucocephalus*), which was officially removed from the List of Endangered and Threatened

Species as of August 8, 2007. However, the bald eagle remains protected under the MBTA and BGEPA. Comprehensive bald eagle survey data have not been collected by the Louisiana Department of Wildlife and Fisheries (LDWF) since 2008, and new active, inactive, or alternate nests may have been constructed within the proposed project area since that time.

Bald eagles typically nest in large trees located near coastlines, rivers, or lakes that support adequate foraging from October through mid-May. In southeastern Louisiana parishes, eagles typically nest in mature trees (e.g., baldcypress, sycamore, willow, etc.) near fresh to intermediate marshes or open water. Bald eagles may also nest in mature pine trees near large lakes in central and northern Louisiana. Major threats to this species include habitat alteration, human disturbance, and environmental contaminants. Furthermore, bald eagles are vulnerable to disturbance during courtship, nest building, egg laying, incubation, and brooding. Disturbance during these periods may lead to nest abandonment, cracked and chilled eggs, and exposure of small young to the elements. Human activity near a nest late in the nesting cycle may also cause flightless birds to jump from the nest tree, thus reducing their chance of survival.

Please be aware that the FWS has developed National Bald Eagle Management (NBEM) Guidelines to provide landowners, land managers, and others with information and recommendations to minimize potential project impacts to bald eagles, particularly where such impacts may constitute “disturbance,” which is prohibited by the BGEPA. A copy of the NBEM Guidelines is available at:

<http://www.fws.gov/southeast/es/baldeagle/NationalBaldEagleManagementGuidelines.pdf>.

Those Guidelines recommend: (1) maintaining a specified distance between the activity and the nest (buffer area); (2) maintaining natural areas (preferably forested) between the activity and nest trees (landscape buffers); and (3) avoiding certain activities during the breeding season. During any project construction, on-site personnel should be informed of the possible presence of nesting bald eagles in the vicinity of the project boundary, and should identify, avoid, and immediately report any such nests to this office. If a bald eagle nest occurs or is discovered within 1,500 feet of the proposed project area, then an evaluation must be performed to determine whether the project is likely to disturb nesting bald eagles. That evaluation may be conducted on-line at: <http://www.fws.gov/southeast/es/baldeagle>. Following completion of the evaluation, that website will provide a determination of whether additional consultation is necessary.

On September 11, 2009, the FWS published two federal regulations establishing the authority to issue permits for non-purposeful bald eagle take (typically disturbance) and eagle nest take when recommendations of the NBEM Guidelines cannot be achieved. Permits may be issued for nest take only under the following circumstances where: 1) necessary to alleviate a safety emergency to people or eagles, 2) necessary to ensure public health and safety, 3) the nest prevents the use of a pre-existing human-engineered structure, or 4) the activity or mitigation for the activity will provide a net benefit to eagles. Except in emergencies, only inactive nests may be permitted to be taken. The Division of Migratory Birds for the Southeast Region of the FWS (phone: 404/679-7051, e-mail: SEmigratorybirds@fws.gov) has the lead role in conducting consultations and issuance of permits.

Colonial Nesting Birds

The proposed project would be located in areas where colonial nesting waterbirds may be present. Colonies may be present that are not currently listed in the database maintained by the LDWF. That database is updated primarily by monitoring the colony sites that were previously surveyed during the 1980s. Until a new, comprehensive coast-wide survey is conducted to determine the location of newly-established nesting colonies, we recommend that a qualified biologist inspect the proposed work sites (forested wetlands) for the presence of undocumented nesting colonies during the nesting season. Once the surveys have been conducted, we request that rookery and nest locations be reported to Patti Holland (337/291-3121) with FWS Field Office, Lafayette, LA, and to Mr. Mike Seymour (225/765-2281) with the LDWF, Natural Heritage Program. In addition, for areas containing the nesting wading birds listed below, all project related activities should correspond with each species project activity window and all project personnel should avoid affecting them during the breeding season (i.e., the time period outside the activity window).

<u>Species</u>	<u>Project Activity Window</u>
Anhinga	July 1 to March 1
Cormorant	July 1 to March 1
Great Blue Heron	August 1 to February 15
Great Egret	August 1 to February 15
Snowy Egret	August 1 to March 1
Little Blue Heron	August 1 to March 1
Tricolored Heron	August 1 to March 1
Reddish Egret	August 1 to March 1
Cattle Egret	September 1 to April 1
Green-backed Heron	September 1 to March 15
Black-crowned Night-Heron	September 1 to March 1
Yellow-crowned Night-Heron	September 1 to March 15
White and White-faced Ibis	September 1 to April 1
Roseate Spoonbill	August 1 to April 1

Summary Comments

The Department has a continuing interest in working with the FHWA, LADOTD, and the CAEA to ensure that impacts to resources of concern to the Department are adequately addressed. For matters related to Section 4(f) Evaluation and 6(f) resource comments, please coordinate with Steven M. Wright, NPS Southeast Regional Office, Planning and Compliance Division, at (404) 507-5710, or at Steven_M_Wright@nps.gov. For matters related to FWS comments, please coordinate with Mr. Joshua C. Marceaux, Fish and Wildlife Biologist, FWS Field Office, Lafayette, Louisiana at (337) 291-3110, or at Joshua_Marceaux@fws.gov.

We appreciate the opportunity to provide these comments.

Sincerely,

A handwritten signature in blue ink that reads "Stephen R. Spencer". The signature is written in a cursive style with a long horizontal flourish at the end.

Stephen R. Spencer
Regional Environmental Officer

Enclosure

cc: Louisiana Department of Culture Recreation & Tourism, Office of Cultural
Development, Division of Historic Preservation, Baton Rouge, LA
Attn: Nicole Hobson-Morris
Louisiana Department of Transportation and Development, Baton Rouge, LA
Attn: Noel Ardoin
Capital Area Expressway Authority, Baton Rouge, LA
Attn: Melvin Holden, Chairman



Ms. Suzanne McCain, P.E., HNTB
Baton Rouge Loop Team Project Manager
Capital Area Expressway Authority
9100 Bluebonnet Centre Boulevard, Suite 301
Baton Rouge, Louisiana 70809

Dear Ms. McCain:

We have received your letter dated October 28, 2011, which forwarded copies of the two-volume Baton Rouge Loop Tier 1 Draft Environmental Impact Statement (DEIS) and invited the Coast Guard to provide comments. The Coast Guard previously submitted comments regarding the DEIS on June 21, 2010 and June 28, 2010 (enclosed for your convenience). We find that the 2011 DEIS does not fully address comments raised in our prior correspondence. The following comments should be addressed in the DEIS:

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1. Navigation- A description of historic, current, and prospective waterway navigational usage, including type, frequency, and dimensions of each vessel for each bridge crossing over a navigable waterway should be included in the EIS. Additionally, the EIS should identify how construction and operation of the bridges will impact commercial and recreational navigation, if applicable. In addition to the guide clearances cited in the EIS, information on projected vertical and horizontal clearances for each proposed bridge structure crossing a navigable waterway should be included in the EIS. The impacts that these clearances may have on navigation and upstream/downstream current and prospective development should also be addressed in the EIS.

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2. Permitting- A Coast Guard bridge permit will be issued under authority of the General Bridge Act of 1946 (33 U.S.C. 525) rather than Section 9 of the Rivers and Harbors Appropriation Act of 1899. This correction should be made to Chapter 6, section 6.4. Permitting.

20

3. Future Actions, Commitments, Mitigation, and Permits- The USCG recognizes that the Tier 1 EIS does not identify site-specific environmental resource, land use, demographic and socioeconomic impacts. Therefore, it is recommended that the Tier 2 environmental documentation include the following:

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- A description of the preferred alternative, identifying waterway crossings, approaches and alignment.
- A description of Air Quality to include whether the project is in an area of attainment, maintenance or non attainment for each of the criteria pollutants in the NAAQS. The EIS should include conformity determination(s) for General and/or Transportation Conformity and state whether the project is listed in the State Implementation Plan (SIP), Transportation Improvement Plan (TIP) or Regional Transportation Plan (RTP).

- A description of endangered and threatened species, which shall identify the date of the completed Biological Assessment and/or Opinion, impacts to proposed species, mitigation, and compliance with the Endangered Species Act of 1973.
- A description of water resources to identify whether a Water Quality Certificate is required and the status of its application, impacts to Wild and Scenic Rivers and American Heritage Rivers, and compliance with the Clean Water Act and Safe Drinking Water Act.
- A description of coastal barrier resources present in the project area and impacts to these resources due to the proposed project. Identify whether the state has a Coastal Zone Management (CZM) Program and if the project is within the boundaries of the CZM program or if it will impact CZM resources.
- Identifying whether a Wetlands Finding was completed and the results of the findings.
- A description of migratory birds, essential fish habitats, national marine sanctuaries, and marine mammals present in the project area and impacts to these resources. Identify compliance with the Migratory Bird Act, Bald and Golden Eagle Protection Acts, Magnuson-Stevens Act, Marine Mammal Protection Act of 1972, and National Marine Sanctuaries Act.
- A description of Section 106 properties within the project area and impacts to these resources. Identify compliance with the National Historic Preservation Act, Native American Graves Protection and Repatriation Act, Antiquities Act of 1906, Archaeological Resources Protection Act of 1979, and American Indian Religious Freedom Act of 1978.
- A description of construction impacts to environmental resources.

4. Navigational and environmental impacts specific to each waterway crossing will need to be included in the bridge permit applications to the USCG. It is suggested that these bridge-specific impacts be documented in the EIS to potentially expedite preparation of these applications.

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Thank you for the opportunity to provide input. We look forward to working with you and your team on this significant transportation project. If we can be of further assistance, please contact our office.

Sincerely,



DAVID M. FRANK
Chief, Bridge Administration Branch
U.S. Coast Guard
By direction

2 Enclosures

Copy: Mr. Bob Mahoney, FHWA, Baton Rouge, LA
LTJG Brian Dochtermann, CG MSU, Baton Rouge, LA
Ms. Shelly Sugarman, COMDT (CG-5512), Washington, DC



DEPARTMENT OF THE ARMY

NEW ORLEANS DISTRICT, CORPS OF ENGINEERS
P. O. BOX 60267
NEW ORLEANS, LOUISIANA 701600267

REPLY TO
ATTENTION OF

Operations Division
Regulatory Branch

January 20, 2012

SUBJECT: Baton Rouge Loop Draft Tier 1 Environmental Impact Statement
MVN-2009-0805-MS

Ms. Suzanne McCain, P.E.
Capital Area Expressway Authority
9100 Bluebonnet Centre Boulevard, Suite 301
Baton Rouge, Louisiana 70809

Dear Ms. McCain:

In response to your letter dated October 28, 2011, please accept the following as the United States Army Corps of Engineers – New Orleans District’s (CEMVN) comments regarding the Tier 1 Draft Environmental Impact Statement (DEIS) for the proposed Capital Area Expressway Authority (CAEA) Baton Rouge Loop Project.

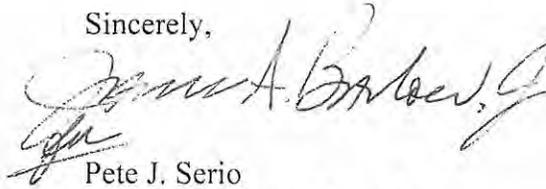
Chapter 3 of the DEIS discusses the potential impacts to various resource types within each corridor alternative. CEMVN understands CAEA utilized percentages of impact in order to obtain potential scale of magnitude impacts within each corridor alternative. Please be aware that potential alternatives that are less damaging may be eliminated using this method. 23

Chapters 2 and 5 of the DEIS discusses comparison and selections of alternatives. Please be aware that CEMVN can only permit the least damaging practical alternative; therefore, CEMVN recommends determining which alternatives are practicable prior to removal of an alternative from consideration. 40 CFR 230.10 (2) defines practicable alternatives as those which are available and capable of being done after taking into consideration cost, existing technology, and logistics in light of the overall project purposes. CEMVN recommends that CAEA confirm its definition of the overall project purpose and confirm CAEA’s criteria for determining practicable alternatives are defensible. 24

As practicable alternatives are determined, CEMVN recommends that CAEA take all necessary steps to avoid and minimize impacts to wetlands. 40 CFR Section 230.10(a)(3) sets forth rebuttable presumptions that 1) alternatives for non-water dependent activities that do not involve special aquatic sites are available unless clearly demonstrated otherwise and 2) where a discharge is proposed for a special aquatic site, all practicable alternatives for that proposed discharge that do not involve special aquatic sites are presumed to have less adverse impact on the aquatic environment, unless clearly demonstrated otherwise. 25

Should you have any questions or require additional information, feel free to contact Mr. Stephen D. Pfeffer at 504-862-2227.

Sincerely,

A handwritten signature in black ink, appearing to read "Pete J. Serio". The signature is written in a cursive style with a large, sweeping initial "P".

Pete J. Serio
Chief, Regulatory Branch



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 6
1445 ROSS AVENUE, SUITE 1200
DALLAS, TX 75202-2733

January 20, 2012

Charles Bolinger
Division Administrator
Federal Highway Administration
Louisiana Division
5304 Flanders Drive, Suite A
Baton Rouge, LA 70808

Dear Mr. Bolinger:

In accordance with our responsibilities under Section 309 of the Clean Air Act (CAA), the National Environmental Policy Act (NEPA), and the Council on Environmental Quality regulations for implementing NEPA, the U.S. Environmental Protection Agency (EPA) Region 6 office in Dallas, Texas, has completed its review of the Tier 1 Draft Environmental Impact Statement (DEIS) prepared by the Federal Highway Administration (FHWA). The FHWA and the Louisiana Department of Transportation and Development are proposing to construct a new highway loop, the Baton Rouge Loop, in the Parishes of Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge, Louisiana.

EPA rates the Tier 1 DEIS as "EO-2", i.e., EPA has Environmental Objections and Requests Additional Information in the Tier 1 Final EIS (FEIS). EPA's Rating System Criteria can be found at: <http://www.epa.gov/oecaerth/nepa/comments/ratings.html>. Detailed comments are enclosed with this letter which more clearly identify our concerns and the informational needs requested for incorporation into the Tier 1 FEIS. Most importantly, the Tier 1 FEIS should include the full Baton Rouge Loop Implementation Plan as an appendix, as well as incorporate a more robust evaluation process, allowing for a meaningful comparison of the environmental impacts associated with each corridor alternative, particularly with regards to wetlands impacts. No decision on a Preferred Corridor should be made until adequate information is made available in the Tier 1 FEIS. Responses to comments should be placed in a dedicated section of the Tier 1 FEIS, or its appendices, and should include the specific location where the revision, if any, was made. If no revision was made, an explanation should be included.

EPA appreciates the opportunity to review the Tier 1 DEIS. Please send our office two copies of the Tier 1 FEIS and an internet link when it is sent to the Office of Federal Activities, EPA (Mail Code 2252A), Ariel Rios Federal Building, 1200 Pennsylvania Ave, N.W., Washington, DC 20004. Our classification will be published on the EPA website, www.epa.gov, according to our responsibility under Section 309 of the CAA to inform the public of our views on the proposed Federal action.

Re: NEPA 309 Review
Baton Rouge Loop Tier I DEIS

If you have any questions or concerns, please contact John MacFarlane of my staff at macfarlane.john@epa.gov or 214-665-7491 for assistance.

Sincerely,



John Blevins
Director
Compliance Assurance and
Enforcement Division

cc: Carl Highsmith
Federal Highway Administration

Pete J. Serio
U.S. Army Corps of Engineers

**DETAILED COMMENTS ON THE
FEDERAL HIGHWAY ADMINISTRATION'S
TIER 1 DRAFT ENVIRONMENTAL IMPACT STATEMENT
FOR THE
BATON ROUGE LOOP in the
PARISHES OF ASCENSION, EAST BATON ROUGE, IBERVILLE, LIVINGSTON,
AND WEST BATON ROUGE, LA**

BACKGROUND: The Federal Highway Administration (FHWA) proposes to construct a high-speed, toll facility project, proposed as a 90 to 105 mile long circumferential controlled access free-flow toll roadway with two new Mississippi River crossings. Because the project proposes work in wetlands and structural crossings of various waterways in the project area, a Department of the Army permit pursuant to section 404 of the Clean Water Act (CWA) is required before any construction activities.

EPA understands that a Tier 1 Environmental Impact Statement (EIS) focuses on broad issues over a wide area. However, we feel that the characterization of the project area and its analysis of impacts to the human and natural environment falls short of National Environmental Policy Act (NEPA) intentions. As 23 CFR § 771.111 states, "For major transportation actions, the tiering of EISs as discussed in the CEQ regulation (40 CFR § 1502.20) may be appropriate. The first tier EIS would focus on broad issues such as general location, mode choice, and area-wide air quality and land use implications of the major alternatives. The second tier would address site-specific details on project impacts, costs, and mitigation measures." As the regulation states, a first tier EIS should focus on "land use implications of major alternatives." No implications or consequences of constructing a major transportation project are analyzed, even on a broad scale in the Tier I DEIS. We believe that it does not provide vital information that would allow for accurate differentiation among alternative corridors.

The following detailed comments are offered for your agency's consideration:

DETAILED COMMENTS

Chapter 2 – Alternatives Considered

According to 23 CFR § 771.111(f), each preliminary corridor should have logical termini and independent utility. This section should define and discuss how and if the preliminary corridors meet this requirement. 32

The Tier I DEIS identifies several sensitive environmental elements, such as Spanish Lake and the Amite River. Ideally, in determining which corridors would be brought forward for analysis within the Tier 1 DEIS, a process should have been undertaken that would 1) identify large scale avoidance areas or constraints, and 2) utilize a computer based optimization tool, such as GIS or Quantm™ software. It is unclear from the Tier 1 DEIS if any such tools/processes were utilized. An Implementation Plan study is mentioned several times, and it is EPA's understanding that much of the corridor development and refinement occurred within the study. 33
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Re: Tier I DEIS
Baton Rouge Loop

However, the Implementation Plan is not included as an appendix, leaving the public and resource agencies unable to determine whether screening of corridor alternatives was done appropriately. EPA believes it is absolutely necessary that the full Implementation Plan be included in the Tier 1 FEIS in order for reviewers to understand the methodology used for corridor development. This is a vital consideration when considering the appropriate range of alternatives studied.

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Chapter 3 – Project Environment – Resources and Potential Impacts

General Comments

This section should discuss appropriate and applicable laws, regulations, requirements, or Executive Orders and include the responsible agency. It should characterize the natural environment of the project area and disclose general/broad level environmental impacts of a major transportation project.

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We feel that none of the resources were properly evaluated for impacts and that comments would be similar for each resource. However, we have included specific comments related to environmental justice, tribal issues, threatened/endangered species, and wetlands as impacts to these resources could rise to the level of significant.

Environmental Justice

Executive Order 12898 - Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations states that the EPA, when reviewing environmental effects of proposed action of other Federal agencies under section 309 of the Clean Air Act, 42 U.S.C. section 7609, shall ensure that the involved agency has fully analyzed environmental effects on minority communities and low-income communities, including human health, social, and economic effects. EPA recommends that an analysis of minority and low-income communities should be included in the Final Tier 1 EIS.

An Environmental Justice analysis will identify minority and low-income populations within the project area and evaluate project impacts to those communities. Identification of any significant low income or minority areas would determine avoidance areas. Thus, corridors could be routed away from these areas. Furthermore, if these low income or minority areas are unavoidable, it will provide mitigation efforts to minimize those effects. The Tier 1 DEIS makes no assessment on vulnerable communities in any of the alternative areas.

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Tribal Issues

A review of the Cultural Resources section concluded that a distribution list of potentially affected Federally and State Recognized Tribes in Louisiana was not included. There is one tribe to the northwest of the project and several tribes to the south of the project that should be included in the public involvement process.

Re: Tier I DEIS
Baton Rouge Loop

On February 20, 2009, a solicitation of views was sent out and included the Choctaw Nation of Oklahoma and Alabama-Coushatta Tribe of Texas. The Choctaw Nation of Oklahoma recommended an archeological survey prior to construction and asked that they be allowed to review the survey.

The one Tribe to the northwest of the proposed project is the Jena Band of Choctaw. EPA recommends notifying them of the project and including them in any public involvement processes. The State also recognizes five coastal Tribes in Louisiana. Those tribes estimate about 36,000 Tribal members who for over 600 years, have lived near the Louisiana coast. While consultation with these tribes is not required by the Federal government due to the non-Federal Recognition status of these Tribes, it would be due diligence to include them in consultation meetings. At a minimum, these Tribes should have the opportunity to provide input on the proposed project. Below is the contact information for the Jena Band of Choctaw and the Coastal Louisiana Tribes:

Jena Band of Choctaw Indians
PO Box 818
1052 Chanaha Hina Street
Jena, LA 70532
337-584-1401

Grand Cailou/Dulac Band of Biloxi-Chitimacha
Chairwoman Marlene Foret
985-709-4161
www.lctci.com

Point au Chien Indian Tribe
Chief Albert Naquin
985-856-5336
www.lctci.com

Bayou Lafourche Band of Biloxi-Chitimacha
Chief Randy Verdun
225-485-8765
www.lcti.com

United Houma Nation
Chief Thomas Dardar
985-665-4085
www.unitedhoumanation.org

Isle de Jean Charles Band of Biloxi-Chitimacha
Chief Charles Verdin
985-232-1286
www.lcti.com

Public Involvement

Chapter 7 outlines the public involvement process. We are very concerned that underserved populations may not have attended meetings or even be aware of the proposed project. EPA suggests reviewing FHWA's Public Involvement Techniques for Transportation Decision-making for ways to involve underserved and vulnerable communities and to insure that these communities have an opportunity to be involved and provide comments.

Air Quality

This section of the Tier I DEIS refers to CFR 40 § 93.126 for an exemption from air quality conformity modeling at this Tier 1 development stage of the project. This is consistent with EPA and FHWA interpretation of allowable exemptions under CFR 40 § 93.126. However, please indicate how estimates of air emissions will be incorporated into the Tier 2

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Re: Tier I DEIS
Baton Rouge Loop

or later development stage of the project, to allow for a greater understanding of the anticipated magnitude of emissions, and how these emissions will or will not impact air quality for the Baton Rouge area.

Effective December 30, 2011, the Baton Rouge area will be redesignated to attainment of the 1997 8-hour ozone National Ambient Air Quality Standard (NAAQS) (76 FR 74000, November 30, 2011). Upon this redesignation, the area will be identified as a maintenance area for the standard, and still subject to the requirements of transportation and general conformity, as specified in Clean Air Act 176(c)(5)(B).

It should also be noted that EPA expects that the Baton Rouge area will be designated nonattainment for the 2008 8-hour ozone NAAQS, a more stringent air quality standard (0.075 ppm) than the 1997 8-hour ozone NAAQS (0.08 ppm). On December 9, 2011, EPA Region 6 submitted a letter to Governor Bobby Jindal stating EPA's initial intention to designate the Baton Rouge area (East Baton Rouge, Ascension, Iberville, Livingston and West Baton Rouge Parishes) as nonattainment of the 2008 ozone standard. The designation process for the 2008 ozone standard will be completed in April 2012.

Any demolition, construction, rehabilitation, repair, dredging or filling activities have the potential to emit air pollutants and we recommend best management practices be implemented to minimize the impact of any air pollutants. Furthermore, construction and waste disposal activities should be conducted in accordance with applicable local, state and federal statutes and regulations.

EPA encourages the use of clean, lower-emissions equipment and technologies to reduce pollution. EPA's final Highway Diesel and Nonroad Diesel Rules mandate the use of lower-sulfur fuels in non-road and marine diesel engines beginning in 2007.

Threatened and Endangered Species

The Tier I DEIS identifies several threatened and/or endangered species (T&E) and their critical habitat that may occur in the project area. It also states that many corridors cross important and designated critical habitat for these species. Important and critical habitat should have been included as avoidance criteria in the corridor development process. EPA strongly recommends that FWHA invite the U.S. Fish and Wildlife Service to collaborate on establishing avoidance areas for T&E species so as to avoid any unnecessary impacts to these rare and important species.

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Wetlands

The Tier I DEIS correctly identifies wetland impacts as a potentially significant adverse environmental effect of the proposed Baton Rouge Loop. Clean Water Act (CWA) Section 404 requires that wetland impacts be avoided and minimized to the maximum extent practicable (with compensatory mitigation to offset unavoidable adverse impacts). This is accomplished first and foremost through the analysis of potentially less environmentally damaging alternatives.

Re: Tier I DEIS
Baton Rouge Loop

The rigor of such an alternatives analysis should be commensurate with the magnitude of potential wetland impacts. A rigorous alternatives analysis appears warranted in this case, given the size and scope of the proposed loop project and the amount of wetlands in the study area. Beyond this statutory requirement, the fact that addressing coastal wetland loss in Louisiana is both a Federal and state priority only serves to increase the importance of avoiding wetland impacts. While much of the study area is not in the state's coastal zone, portions of the proposed project could adversely affect coastal aquatic resources (e.g., such as the Amite River floodplain as it relates to the Maurepas Swamp and the Pontchartrain Basin). Thus, there is a need for this proposed project to be consistent with the broader effort to restore coastal Louisiana.

The Tier I DEIS does not provide sufficient information to discriminate amongst corridor sections and corridor alternatives based on potential wetland impacts. In the Tier 1 DEIS, percentage of wetland land cover relative to total land cover is used as the primary means for comparing potential wetland impacts among various sections and alternatives. However, the percentage of wetlands in a given section or alternative does not necessarily correlate with the actual extent and severity of wetland impacts that would occur if the particular option were selected. Construction of a roadway in a section with a relatively low percentage of wetland land cover could in fact result in greater wetland impacts than construction of the road in a section with a higher percentage of wetland land cover depending on the size and shape of the section and the distribution of wetlands therein. Moreover, comparing sections or alternatives based solely on percent wetland land cover does not allow for consideration of the condition or functional value of wetlands within each option. Eliminating a section or alternative after having only assessed wetland impacts in terms of percent wetland land cover could rule out less environmentally damaging options which is contrary to the requirements of CWA Section 404.

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According to the Tier I DEIS, a "selected corridor" is to be identified during the Tier 1 DEIS public comment period. It appears that such a selected corridor alternative would then be presented in the Tier 1 Final EIS. Tier 2 NEPA documents would focus solely on segments of the preferred corridor. As noted above, however, the Tier 1 DEIS does not provide sufficient information to differentiate among corridor alternatives based on potential environmental impacts. Less damaging corridor alternatives could be eliminated from consideration based on a faulty assumption regarding the correlation between percent wetland cover and the acreage and value of potential wetland impacts. Again, in the absence of more detailed information on potential wetland impacts, it would be premature to identify a preferred corridor alternative.

The Tier 1 EIS for this project would, by definition, not be of the same level of detail as a traditional EIS. Nevertheless, more information on potential wetland impacts is needed to identify a preferred corridor alternative. Such additional information should include estimated acreage of direct wetland impacts by sections and alternatives, broken down by wetland type. This could be done, for example, by drawing a representative road alignment for each alternative, based on a common set of assumptions regarding right of ways, water crossings and so on. While such a representative alignment might not be exactly the same as the actual alignment to be developed in subsequent phases, it would allow for an approximation and comparison of the acreage of potential wetland impacts for each alternative given a common

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Re: Tier I DEIS
Baton Rouge Loop

set of planning assumptions. Locations where the proposed roadway would likely be elevated to reduce wetland impacts should also be identified prior to selection of a preferred corridor alternative. This would help with the initial assessment of potential indirect impacts due to altered hydrology. .

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There should also be more detail on potential impacts to valuable aquatic resources such as the Spanish Lake area and the Amite River floodplain. Finally, there should be an effort to identify, at the programmatic level, the functional condition of wetland areas that might be impacted by the various sections and alternatives under consideration. This might be done, for example, by identifying and labeling wetland areas based on the degree to which such areas have been affected by human activities. A highly fragmented, drained or otherwise modified wetland is presumably of lower condition relative to the same type of wetland in a less degraded state. Such programmatic assessments can be made using aerial photography in conjunction with local knowledge and "ground-truthing" with site inspections.

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Additional wetland impact assessment is necessary and would develop sufficient information to allow for accurate identification and selection of the least environmentally damaging corridor alternative, prior to initiation of more detailed analyses on segments of independent utility.

Once the least environmentally damaging practicable corridor alternative has been identified, subsequent phases of the NEPA process should rigorously examine ways to avoid and minimize wetland impacts within the selected corridor alternative (presumably on a segment-by-segment basis). To that end, EPA recommends the following strategies be considered:

- Site the road in non-wetland locations to the maximum extent practicable.
- Where it is not practicable to avoid wetlands, elevate the road and use end-on construction to the extent practicable to minimize short- and long-term impacts to wetlands associated with changes in hydrology and other adverse effects.
- Build atop or adjacent to existing roads and other linear rights of way to the maximum extent practicable. (This helps minimize fragmentation of existing habitat blocks.)
- Locate interchanges away from areas where wetlands comprise a significant portion of the undeveloped landscape. (This can reduce the potential for the proposed road to induce or facilitate development in wetlands.)

Again, however, this more detailed segment-by-segment analysis of ways to avoid and minimize wetland impacts should come only after there has been more effective analysis of the potential wetland impacts associated with the various sections and alternatives contained in the Tier 1 DEIS.

Re: Tier I DEIS
Baton Rouge Loop

For questions regarding wetlands comments, please contact EPA, Region 6 wetlands staff member, Mr. John Ettinger, at 504-862-1119 or ettinger.john@epa.gov.

Chapter 5 – Comparison and Evaluation of Alternatives

The evaluation and ranking process is vague and confusing. It appears no overarching evaluation methodology was established. As stated in Section 5.1, “For each individual Unit Corridor Alternative, evaluation parameters were quantified or a ‘desirability/feasibility’ value assigned. Using best professional judgment, each Corridor Alternative evaluation parameter was then given a qualitative ranking of High, Medium, or Low on a Unit basis by the Project Team”. Desirability is subjective and could be construed differently by different evaluators. However, we understand that “feasibility” in relation to evaluating cost, constructability, and traffic/transportation improvement is a standard criterion for highway projects and is an objective evaluation. 47

The qualitative ranking criteria are confusing. The Tier I DEIS rankings are high (H), medium (M), and low (L). Where H is the best/most desirable and L is worst/least desirable. However, in most cases, H would denote higher impacts and L would denote mean lower impacts. Perhaps a numerical ranking would be more appropriate. However, we believe the evaluation and ranking process is flawed. Resources such as wetlands, prime farmlands, and developed land are evaluated solely on percentage of the resource within the corridor. As stated in the Wetlands comments, the percentage of a particular resource in a given section or alternative does not necessarily correlate with the actual extent and severity of impacts to that resource. Beyond percent coverage, there is very little explanation of the methods used to apply the data and evaluate the corridors. In order for reviewers to be able to make a meaningful comparison of the environmental impacts associated with each corridor alternative, it is necessary that a more robust and detailed evaluation process be used. Based on the potential for significant impacts to Section 404 and other environmental resources, and the expanse of indirect and cumulative impacts of the project, EPA recommends forming a more meaningful and useful evaluation and ranking methodology. This could be accomplished by compiling a GIS database of various datasets and imposing a scoring structure on the data using various mathematical formulas.

We suggest reviewing the Geographic Information System Screening Tool (GISST) User’s Manual for guidance on how to develop an environmental assessment identification and prioritization tool for the Baton Rouge Loop project. GISST is a system that uses GIS coverage and imposes a scoring structure on this data so that decisions can be made. The scoring structure consists of criteria, using 1 as a low concern and 5 as a high concern. An internet link to the GISST User’s Manual is provided here: <http://www.epa.gov/region6/6en/xp/enxp2a3a.htm>. Another tool that could be used is the Regional Ecological Assessment Protocol (REAP). REAP is used to identify important ecological areas that should be avoided. REAP information is used to aid in project planning and scientific research, ultimately leading to better environmental assessments, improved understanding, and enhanced decision-making. We can provide the REAP GIS data upon request for use in project development and in determining avoidance areas.

Re: Tier I DEIS
Baton Rouge Loop

EPA is concerned how a Preferred Alternative will be selected before the Tier 1 FEIS. The Tier 1 DEIS should have included an explanation as to how this will occur. It is mentioned in the document that several corridors would be appropriate to eliminate based on public and stakeholder input. It would be useful to clearly summarize public and stakeholder input if that will be utilized as an evaluation criteria.

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In summary, there is insufficient information in the Tier 1 DEIS to enable differentiation among sections and alternatives. It would be premature to eliminate sections and/or alternatives from further consideration without having more accurately assessed potential adverse impacts to the various resources. To address these inadequacies, EPA believes that, at the minimum, the Tier 1 FEIS should include the full Baton Rouge Loop Implementation Plan as an appendix, as well as incorporating a more robust evaluation process, allowing for a meaningful comparison of the environmental impacts associated with each corridor alternative, particularly with regards to wetlands impacts. No decision on a Preferred Corridor should be made until appropriate information is made available to EPA and the public in the Tier 1 DEIS or Tier 1 FEIS.

Suzanne McCain

From: Beth Altazan-Dixon <Beth.Dixon@LA.GOV>
Sent: Friday, February 03, 2012 10:14 AM
To: Suzanne McCain
Subject: DEQ SOV 700-96-0011/3110 Baton Rouge Loop Tier 1 Draft EIS

January 27, 2012

Suzanne McCain, P.E.
Baton Rouge Loop Team Leader
Capital Area Expressway Authority
9100 Bluebonnet Centre Boulevard, Suite 301
Baton Rouge, LA 70809

RE: Baton Rouge Loop Tier 1 Draft Environmental Impact Statement (EIS)-DEQ SOV 700-96-0011/3110
CAEA Project No. E – 2009 – 001
S.P. No. H.005201 (700-96-0011)
F.A.P. No. STP-9609(504)
Ascension, East Baton Rouge, Iberville, Livingston & West Baton Rouge Parishes, Louisiana

Dear Ms. McCain:

The Louisiana Department of Environmental Quality (LDEQ), Business and Community Outreach Division has received your request for comments on the above referenced project. Sites were identified as having potential impacts such as active RCRA sites, oil and gas sites, LUST sites, inactive solid waste sites, etc. Depending on final alignment and footprint width of the proposed construction, a focused soils and groundwater assessment is likely needed. LDEQ assumes that this would occur in Tier 2 analysis when one or two alignment proposals are decided. The main portion of the site issues are at the Hwy. 190 corridor over the Mississippi River, on the east side. There are several active and closed sites or units that could have a potential impact on any bridge construction. 50

Additionally, the Assessment Division of the Office of Environmental Compliance has reviewed the information provided in your letter of October 28, 2011, regarding the referenced project in Ascension, East Baton Rouge, Iberville, Livingston and West Baton Rouge Parishes. Please be advised that these parishes were designated by EPA as ozone-attainment parishes with maintenance plans under the 8-hour standard. Since this federally funded action is proposed for construction in these ozone-attainment with maintenance plan parishes, this highway project is subject to the State's transportation conformity regulations as promulgated under LAC 33:III.Chapter 14, Subchapter B. 51

If this project is deemed regionally significant it must be included in a conforming metropolitan transportation plan, i.e., included in a comprehensive regional emissions analysis which demonstrates conformity to the State Implementation Plan for control of ozone. 52

Should you have any questions regarding state rules and regulations pertaining to transportation conformity, please contact me at (225) 219-3719. Thank you for affording us the opportunity to comment on this transportation project.

Sincerely,

Yasoob Zia
Environmental Scientist Manager

Assessment Division

lhw

700-96-0011/3110

Beth

Beth Altazan-Dixon, EPS III
Performance Management
LDEQ/Office of the Secretary
Business and Community Outreach and Incentives Division
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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

Region 6

1445 Ross Avenue, Suite 1200

Dallas, TX 75202-2733

February 21, 2012

Carl Highsmith
Project Delivery Team Leader
Federal Highway Administration
Louisiana Division
5304 Flanders Drive, Suite A
Baton Rouge, LA 70808

Re: Baton Rouge Loop Implementation Plan Review

Dear Mr. Highsmith,

EPA Region 6 submitted our comment letter on the Baton Rouge Loop Tier 1 Draft Environmental Impact Statement (DEIS) to your office on January 20, 2012. In that letter, we requested the Tier 1 DEIS include the Baton Rouge Loop Implementation Plan (IP) as an appendix. In response to that request, FHWA provided us the six volume IP. We reviewed the IP, focusing primarily on Technical Memorandum No. 2 (TM-2) – Environmental Overview. It was determined that the IP, especially TM-2, does not contain the information and data requested. Detailed comments on the IP are below.

Technical Memorandum No. 1 – Corridors, Design Features, and Cost Estimates

Corridor Development and Refinement

Although a Geographic Information System (GIS) was used to compile data and draw corridors, there is no explanation of any route optimization software that utilizes topographic data, constraints data, and construction costs to develop the most reasonable and feasible routes and corridors. Thus, it's difficult to determine how the corridors were developed and placed on a map. 53

As stated on page 1-40, Community Input, public and agency feedback was crucial in the corridor refinement process. In addition, on page 1-41, a corridor refinement process took place on April 17, 2008. However, without a summary of public input and committee meetings, we cannot discern what process or reasoning was used to eliminated or refine corridors. 54

Technical Memorandum No. 2 (TM-2) – Environmental Overview

Wetlands

As with the Tier 1 DEIS, TM-2 compares loop corridors according to percent wetland cover. The flaws of this approach are discussed in our comments on the Tier 1 DEIS. TM-2 also provides the acreage of wetlands in each corridor. This acreage data only serves to reinforce the

concerns we raised with the Tier 1 DEIS' reliance on percent wetland cover to discriminate among alternatives. For example, Table 4-3 in TM-2 shows that corridors with relatively low percent wetland cover could nevertheless have a greater acreage of wetlands. Additionally, TM-2 does not provide any information on the functional condition of wetlands in the different corridors. As stated in our comments on the Tier 1 DEIS, there are several methods that could be developed to assess the functional conditions of wetlands without ground-truthing. Wetland functionality could be based on contiguous acreage (fragmentation) and/or proximity to developed areas. Areas of high fragmentation (transportation corridors) could be assumed to have lower functionality than areas of large contiguous acreage. Occurrence of rare, threatened, or endangered species in a wetland area could be a good indicator of high wetland functionality.

Thus, the TM-2 does not provide sufficient information on wetland impacts to allow for the accurate selection of a least environmentally damaging practicable alternative. Consistent with our comments on the Tier 1 DEIS, additional analysis on potential wetland impacts should be conducted prior to the elimination alternatives discussed in the Tier 1 DEIS.

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Finally, note that TM-2 contains a misinterpretation of the CWA Section 404 requirement pertaining to selection of the least damaging alternative. Specifically, on page 2-39, the memorandum contains the following statement: "The guidelines also require applicants to seek the least damaging most practical alternative and to mitigate for any unavoidable impacts to wetlands." This is incorrect. The CWA Section 404(b)(1) Guidelines mandate that the Corps of Engineers can only permit the least environmentally damaging practicable alternative. Practicability is defined in terms of cost, logistics, and existing technology. Practicability, in this sense, is a yes or no question. There is no allowance or flexibility to select a more damaging alternative because it might be seen as something that is "most" or more practicable than another alternative.

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Corridor Evaluation

Although Table 4-5, located on page 2-51, is a good graphic representation of corridor impacts, it is basing those impacts only on percentage of land cover, number of facilities, or number of water crossings. As stated in our Tier 1 DEIS comments, we suggest a more robust and detailed evaluation process be used. We also suggested that a more meaningful screening criteria be utilized that would place a score or value on various environmental resources so as to better rank corridors for impacts. The TM-2 did not provide the additional information that we requested in our comment letter.

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Technical Memorandum No. 6 (TM-6) – Public and Agency Outreach

As mentioned in the Tier 1 DEIS, several corridors would be appropriate to eliminate or carry forward for analysis based on public and stakeholder input. As stated in our comment letter, it would be useful to clearly summarize public and stakeholder input if that will be utilized as an evaluation criteria. A summary of public and agency meetings is not included in TM-6. Without a summary, it is difficult to distinguish a trend, either a preference for or against a certain corridor alternative.

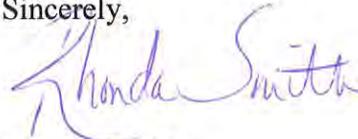
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Conclusion

In summary, we do not believe that the IP, especially TM-2, contains the information and data requested in our comment letter. However, we continue to ask that the IP be included as an appendix to the Tier 1 EIS (electronic version is preferred), as it does give additional background information and details related to design, costs, traffic studies, and public involvement.

If you have any questions or concerns, please contact John MacFarlane of my staff at macfarlane.john@epa.gov or 214-665-7491 for assistance.

Sincerely,



Rhonda Smith
Chief, Office of Planning
and Coordination