

4.20.2.2 Selected Alternative, Hurricane Evacuation

The selected alternative would improve evacuation and local transportation opportunities as described in Section 1.2.3.

4.20.3 Bicycle and Pedestrian Facilities Existing Conditions

Currently both LA 182 and US 90 parallel the BNSF mainline in vicinity of Kemper Williams Park and a gated at-grade crossing of the BNSF mainline provides vehicular access from US 90 to the Kemper Williams Park at Cotten Road. There is also a crossing approximately 1000' west of Cotten Road, which serves as an auxiliary access to the park. The second crossing is also a gated at-grade crossing. Under existing conditions, pedestrian/bicycle access to the park is very limited because of the hazards of utilizing US 90 as a pedestrian/bicycle route.

4.20.3.1 No-build Alternate, Bicycle and Pedestrian Facilities

The no-build alternate would involve no new construction or right-of-way acquisition and, therefore, would have no impact on existing bicycle and pedestrian facilities.

4.20.3.2 Selected Alternative, Bicycle and Pedestrian Facilities

The selected alternative provides the opportunity to create bicycle and accessible pedestrian links between the developed areas of Patterson located north of existing US 90 and Kemper Williams Park on the south side. An elevated portion of the mainline extends almost two miles from just west of Tiffany Street to a point east of the new connection between the frontage roads and LA 182 as it enters Bayou Vista.

This crossing would be routed at the intersection of LA 182 (Main Street) and the proposed extension of Lassus Street to the south side of the frontage road and then eastward to the auxiliary access road entering the park. Both the elevated Future I-49 mainline and the BNSF Railroad would have to be crossed to provide this access to Kemper Williams Park. Three alternative concepts for providing the crossing were considered: overhead, tunnel, and at-grade.

The At-Grade Closure Gate Crossing was selected. It would utilize multiple safety features including chain link fencing to funnel pedestrians to this crossing of the railroad and away from crossing at other locations. Signals and gate closures could be provided to ensure safety when a train is passing, and a traffic signal with a pedestrian phase would be provided at the intersection of Lassus Street and the frontage road. This joint use path would meet the standards of the Americans with Disabilities Act. The construction cost of a pedestrian closure gate crossing is estimated to be in the range of \$200,000.

4.20.3.3 Mitigation Measures, Bicycle and Pedestrian Facilities

The project would include the construction of a joint use bicycle and pedestrian path contingent upon a local sponsor assuming responsibility to compensate the BNSF for annual maintenance costs and to exempt the railroad from liability associated with crossing activities. This agreement would have to be reached between the BNSF Railroad and the local sponsor because the crossing gate closure system would be

operationally linked with the rail network, and the BNSF would have to maintain the closure system. (see Exhibits 4-3A and 4-3B).

4.21 Construction

4.21.1 Traffic and Circulation Impacts

4.21.1.1 No-build Alternate, Traffic and Circulation Impacts

The no-build alternate would involve no new construction activities. No disruption of existing traffic/circulation patterns would occur.

4.21.1.2 Selected Alternative, Traffic and Circulation Impacts

Depending on funding availability, construction of the project would occur in stages over a 10-year period. Construction would result in short-term transportation impacts to local area residents and businesses, particularly those whose primary vehicular access is provided by US 90.

For the majority of the length of Subsegment X, the proposed roadway geometry for Future I-49 includes a 4-lane mainline control of access roadway with associated 2-way frontage roads. In Subsegment Y this geometry transitions to a mainline 4-lane interstate with 1-way frontage roads at Red Cypress Road. This configuration continues to just east of Southeast Boulevard in Subsegment Z. From roughly the Berwick Town Limit to the Thorguson Drive interchange, there are no frontage roads.

One of the criteria for the project is to maintain four lanes of US 90 open to traffic during the construction of Future I-49. As a general concept, as shown in Exhibit 4-4, the frontage roads would be constructed first, and would function as a full access roadway in the same manner as US 90 while the control of access mainline of Future I-49 is constructed in the alignment of existing US 90.

Because of the unique characteristics of the Subsegment Y geometry in the vicinity of Idlewild Plantation and Kemper Williams Park, a conceptual construction phasing plan has been developed to demonstrate how Future I-49 can be constructed allowing for four lanes of US 90 traffic within the constrained right-of-way available. This phasing plan is shown in Exhibits 4-5A, 4-5B, and 4-5C.

In Subsegment Z, temporary roads would be required to allow for the reconstruction of the Future I-49 mainline.

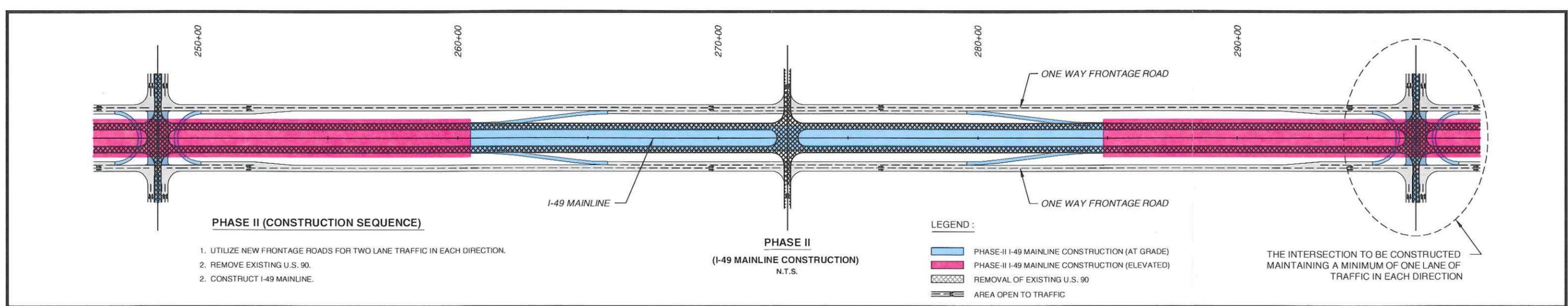
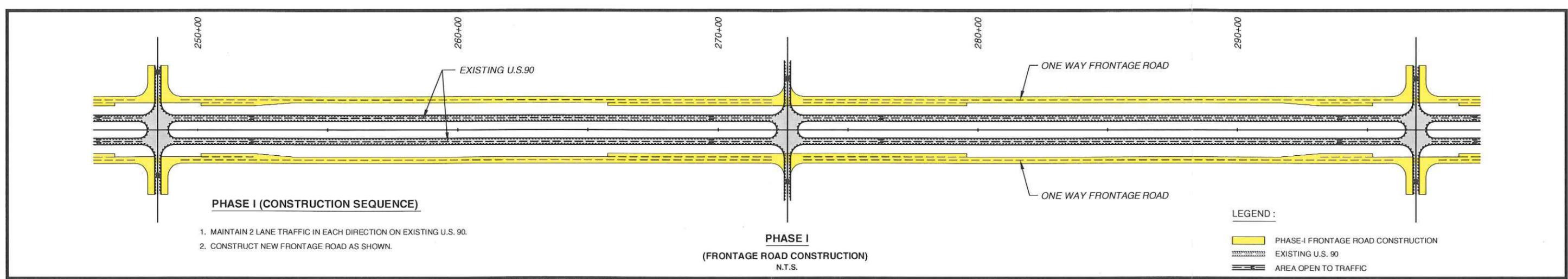
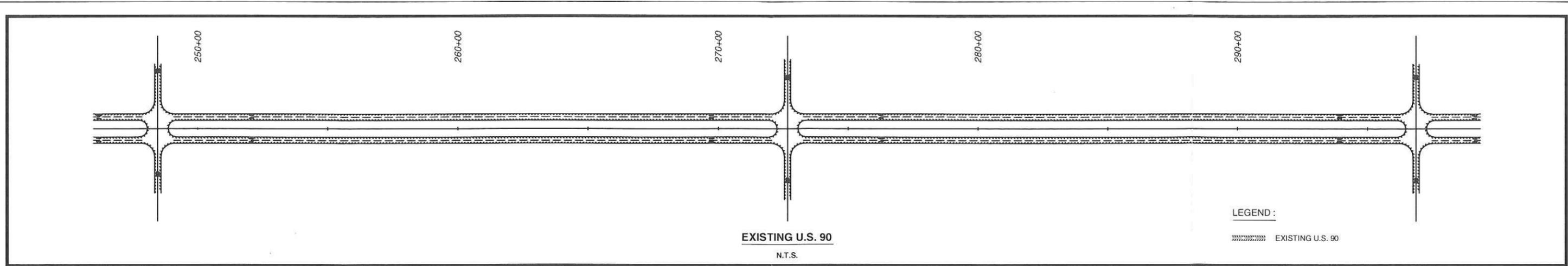
4.21.1.3 Mitigation Measures, Traffic and Circulation Impacts

Construction sequence and traffic maintenance criteria and plans would be developed as part of final design to coordinate construction activities and ensure continued access to all properties. Needs for special considerations would be identified and addressed.

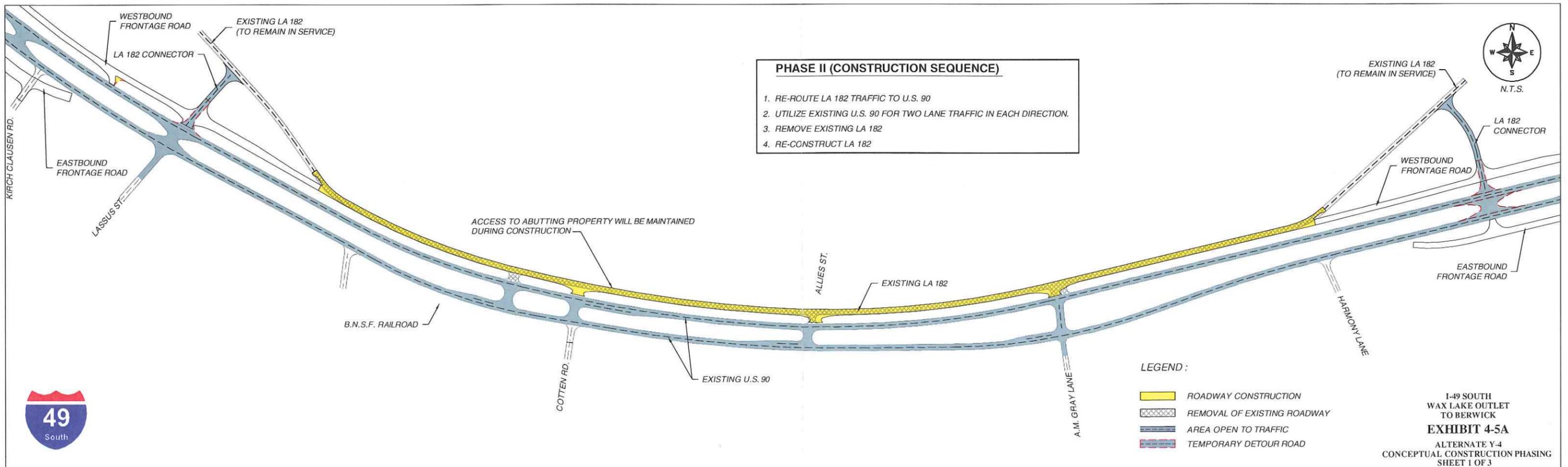
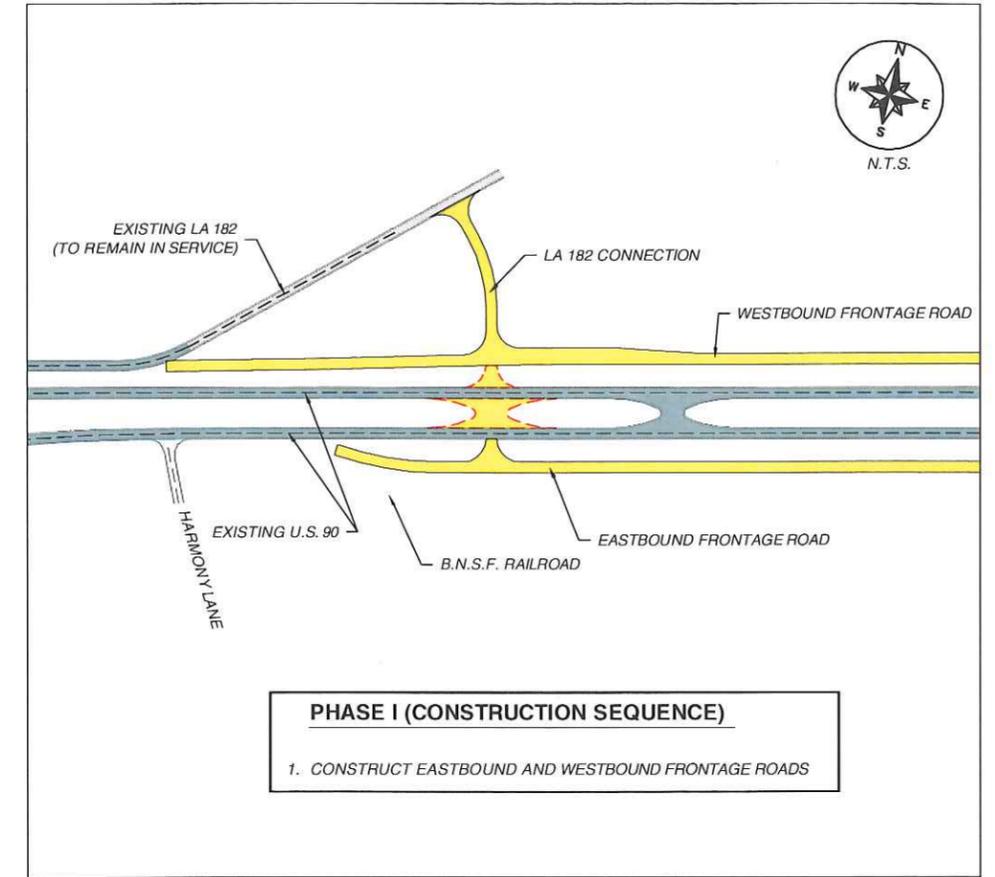
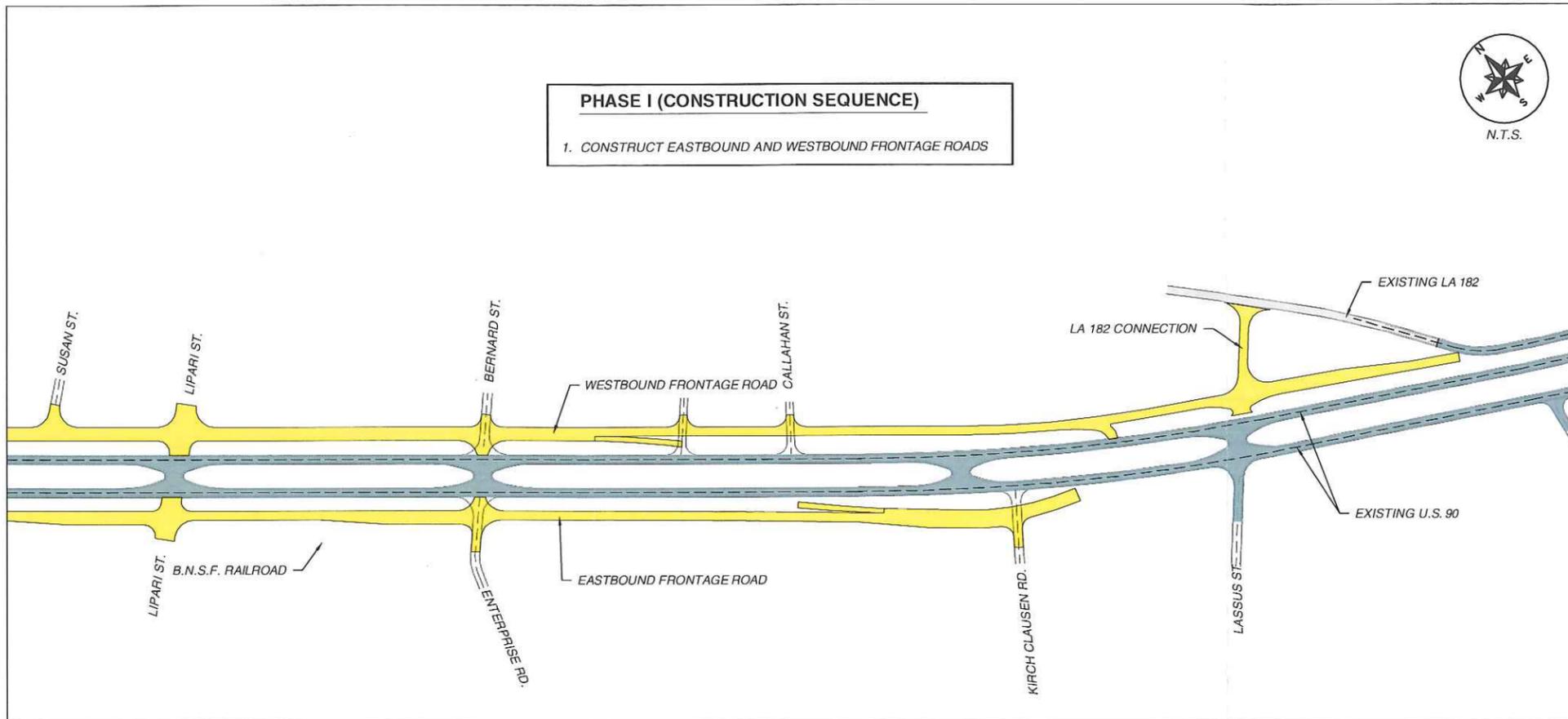
4.21.2 Air Quality

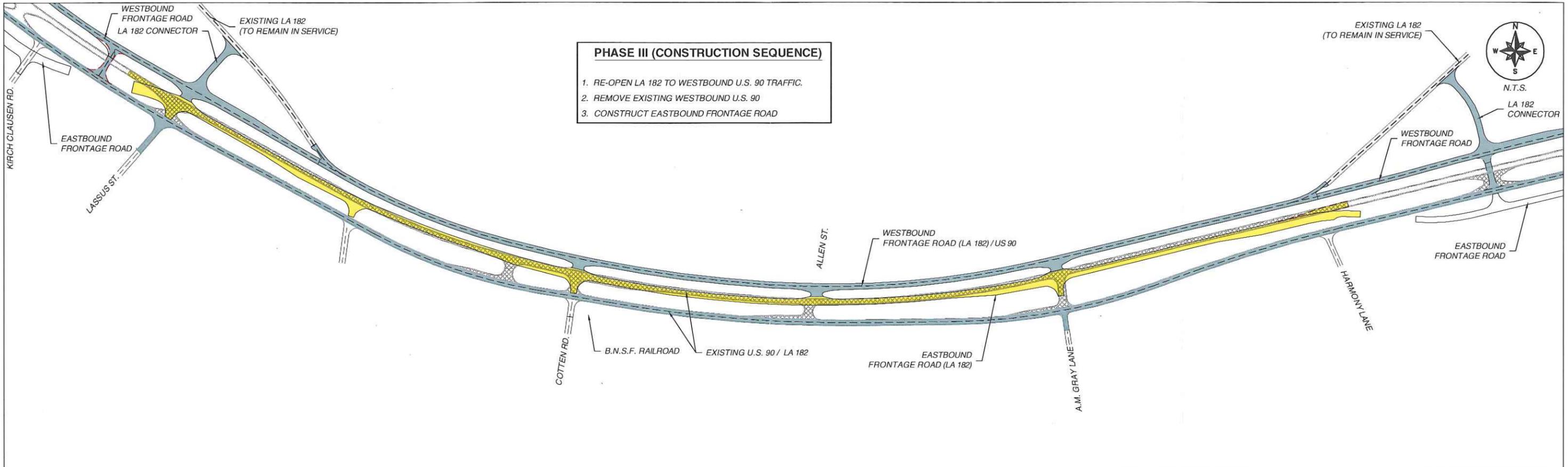
4.21.2.1 No-build Alternate, Air Quality

The no-build alternate would involve no construction activities. No impact on air quality would result.



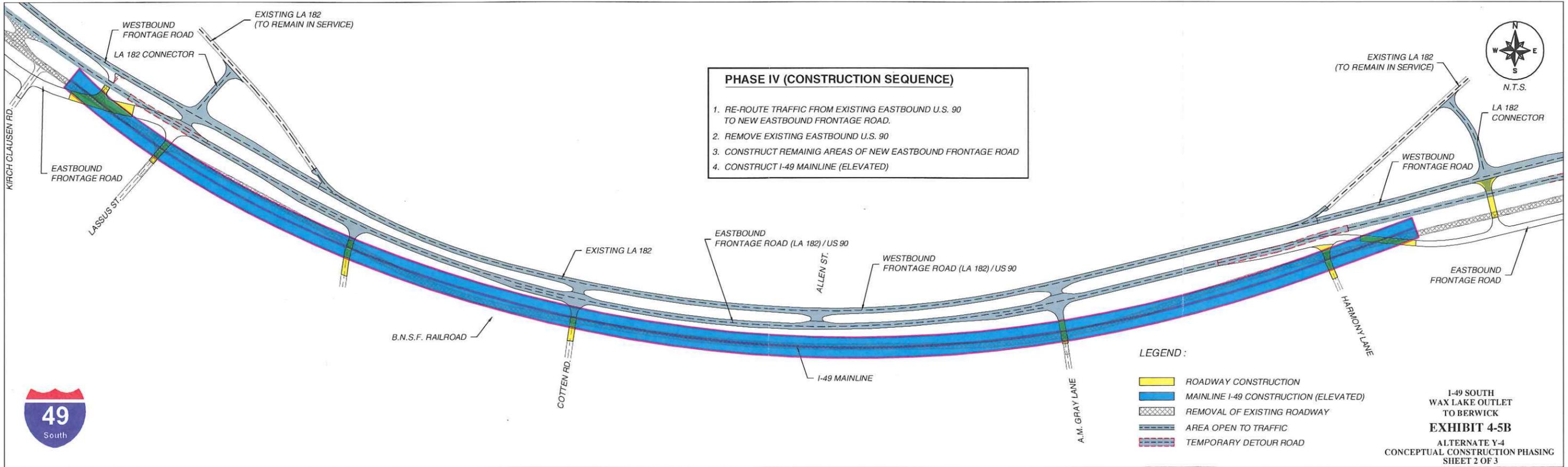
**I-49 SOUTH
WAX LAKE OUTLET
TO BERWICK
EXHIBIT 4-4
CONCEPTUAL CONSTRUCTION PHASING**





PHASE III (CONSTRUCTION SEQUENCE)

1. RE-OPEN LA 182 TO WESTBOUND U.S. 90 TRAFFIC.
2. REMOVE EXISTING WESTBOUND U.S. 90
3. CONSTRUCT EASTBOUND FRONTAGE ROAD



PHASE IV (CONSTRUCTION SEQUENCE)

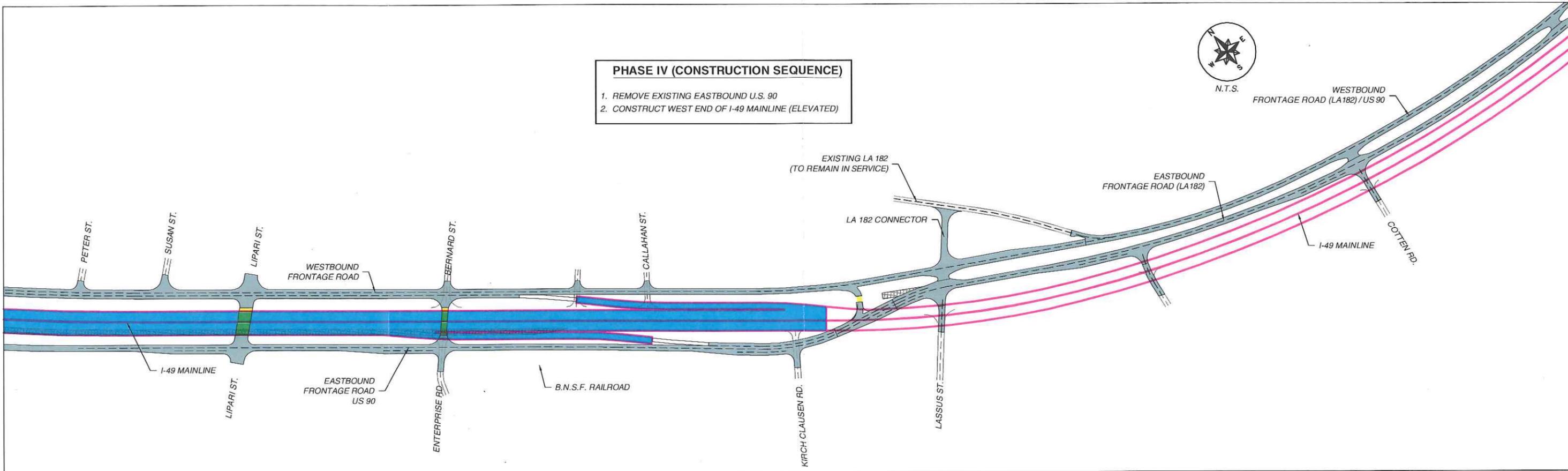
1. RE-ROUTE TRAFFIC FROM EXISTING EASTBOUND U.S. 90 TO NEW EASTBOUND FRONTAGE ROAD.
2. REMOVE EXISTING EASTBOUND U.S. 90
3. CONSTRUCT REMAINING AREAS OF NEW EASTBOUND FRONTAGE ROAD
4. CONSTRUCT I-49 MAINLINE (ELEVATED)

LEGEND:

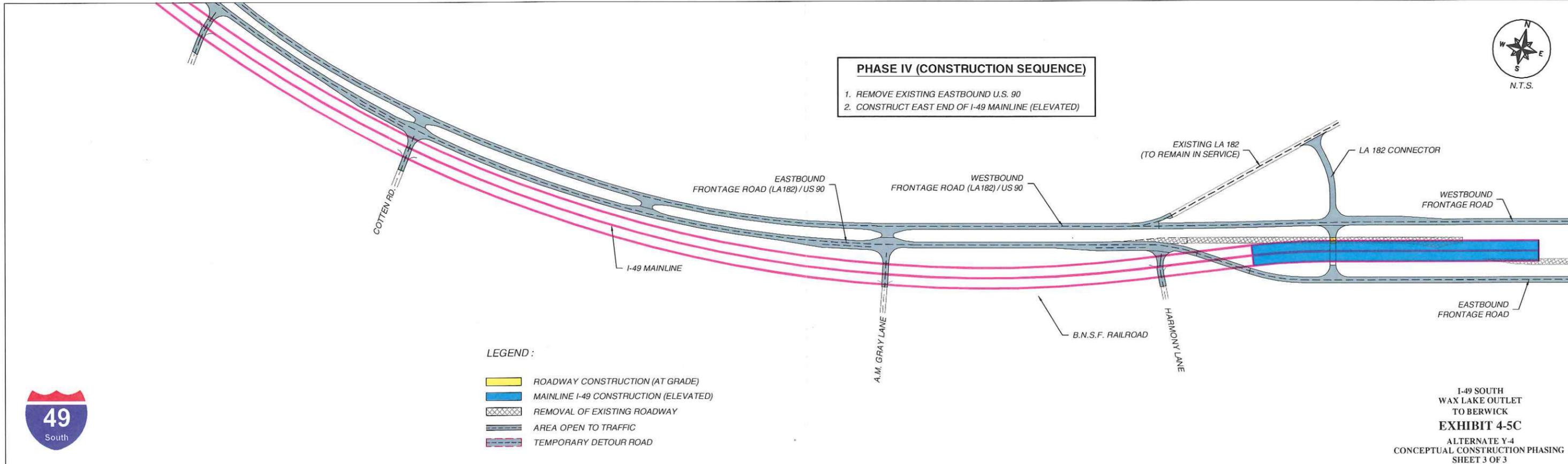
- ROADWAY CONSTRUCTION
- MAINLINE I-49 CONSTRUCTION (ELEVATED)
- REMOVAL OF EXISTING ROADWAY
- AREA OPEN TO TRAFFIC
- TEMPORARY DETOUR ROAD



I-49 SOUTH
WAX LAKE OUTLET
TO BERWICK
EXHIBIT 4-5B
ALTERNATE Y-4
CONCEPTUAL CONSTRUCTION PHASING
SHEET 2 OF 3



PHASE IV (CONSTRUCTION SEQUENCE)
 1. REMOVE EXISTING EASTBOUND U.S. 90
 2. CONSTRUCT WEST END OF I-49 MAINLINE (ELEVATED)



PHASE IV (CONSTRUCTION SEQUENCE)
 1. REMOVE EXISTING EASTBOUND U.S. 90
 2. CONSTRUCT EAST END OF I-49 MAINLINE (ELEVATED)



- LEGEND:**
- ROADWAY CONSTRUCTION (AT GRADE)
 - MAINLINE I-49 CONSTRUCTION (ELEVATED)
 - REMOVAL OF EXISTING ROADWAY
 - AREA OPEN TO TRAFFIC
 - TEMPORARY DETOUR ROAD



I-49 SOUTH
 WAX LAKE OUTLET
 TO BERWICK
EXHIBIT 4-5C
 ALTERNATE Y-4
 CONCEPTUAL CONSTRUCTION PHASING
 SHEET 3 OF 3

4.21.2.2 Selected Alternative, Air Quality

Construction may cause minor, short-term impacts to local air quality. An increase in airborne particulates may occur as a result of soil disturbance and emissions from equipment operations.

4.21.2.3 Mitigation Measures

Standard erosion control strategies, including transport of materials in tarpaulin-covered trucks, and selected wetting of soils within the construction zone would minimize airborne particulate matter. Any burning of material would be undertaken according to relevant local laws and ordinances. Appropriate traffic control plans may serve to limit localized concentrations of emissions during construction.

4.21.3 Noise

4.21.3.1 No-build Alternate, Noise

The no-build alternate would involve no construction activities. No construction noise impact would result from this alternate.

4.21.3.2 Selected Alternative, Noise

The construction of the proposed project would result in temporary noise increases within the project area. Noise would be generated primarily from heavy equipment used in hauling materials and building the roadway. Noise-sensitive areas located close to the construction may experience temporary increases in noise levels. There are no areas within the project area, however, where quiet is of extraordinary significance; therefore, no such areas would be impacted by construction noise.

4.21.3.3 Mitigation Measures, Noise

The construction contractor would have the responsibility for protection of the general public in all aspects of construction throughout the life of the project. All construction equipment will be required to comply with OSHA Regulations as they apply to the employees' safety, and in accordance with the LDOTD Standard Specifications. All construction equipment used in the construction phase of the project should be properly muffled and all motor panels should be shut during operation.

Shielding of stationary noise sources such as generators with temporary barriers would occur. As appropriate, construction noise abatement measures referenced in Section 107.15 of the Louisiana Standard Specifications for Roads and Bridges, and the FHWA Technical Advisory T 6160 2, dated March 13, 1984, would be utilized.

4.21.4 Utilities

4.21.4.1 No-build Alternate, Utilities

The no-build alternate would result in no impact to utilities, as it would involve no new construction or right-of-way acquisition.

4.21.4.2 Selected Alternative, Utilities

The selected alternative would require certain utility relocations both within the existing US 90 right-of-way and in areas of additional required right-of-way.

4.21.4.3 Mitigation Measures, Utilities

Specific relocation plans would be determined during the final design phase of the project prior to construction of the roadway improvements. Functional or financial responsibility for relocation of a specific facility or line may differ depending on prior agreements between the utility providers, current landowners, local government, and LDOTD. The determination of responsibility would be in accord with LDOTD policies and procedures.

4.21.5 Navigation

4.21.5.1 No-Build Alternative, Navigation

The no-build alternate would result in no impact to navigation, as it would involve no new construction in a navigable waterway

4.21.5.2 Selected Alternative Navigation

Construction of the LA 182 crossing of Wax Lake Outlet in the selected alternative would cause temporary closures of the channel during the construction of piers and the placement of the superstructure.

4.21.5.3 Mitigation Measures, Navigation

The closures of the channel would be coordinated with the USCG and disclosed in the permit processes with the USCG and the USACE during final design and incorporated in the construction documents.

4.22 Cumulative Impacts and Growth

4.22.1 Cumulative Impacts

Cumulative impact is defined as “the impact on the environment which results from the incremental impact of the action when added to other past, present and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time” (40 CFR 1508.7).

4.22.1.1 No-build Alternate, Cumulative Impacts

The no-build alternate would have no incremental impact, with respect to cumulative effects of past, current and future projects on most environmental resources. However, expected degradation in intersection levels of service (LOS) along US 90 in the design year may adversely affect localized air quality due to increased emissions from vehicle queuing and delays. Specifically, the intersections of the Wal-Mart Driveway, Southeast Boulevard, and Thorguson Drive would experience an overall peak period LOS E or F in the design year no-build alternate, which would be a significant degradation from the existing peak period LOS C+. Excess emissions resulting from congestion and idling at these locations would increase localized levels of carbon monoxide, volatile organic compounds, and nitrogen oxides. No predicted emissions levels, however, would exceed ambient air quality standards.

4.22.1.2 Selected Alternative, Cumulative Impacts

The Future I-49 project is being planned and advanced separately from other federal, state, and local projects. However, as a regional corridor, Future I-49 is evaluated in this FEIS for its ability to satisfy the project purpose and need (Section 1.0), and also for its sensitivity to existing and planned development within and near the study corridor. In this dual context, impact analysis data relevant to existing and planned development is included wherever possible.

This impact analysis determined that the project, in the context of other transportation and development projects, could have an incremental adverse impact in terms of water quality, wetlands, vegetation, and wildlife due to the addition of new pavement and unavoidable fill. The most critical of these potential impacts, the adverse impact to Louisiana black bear habitat, was identified for mitigation measures.

4.22.1.3 Mitigation Measures, Cumulative Impacts

The area south of the ROW is habitat of the coastal Louisiana black bear sub-population, and in Subsegments X and Y of this project, the ROW is the northern boundary of the sub-population habitat. To minimize potential cumulative impacts to black bear habitat, the LDOTD will consider the discretionary Conservation Recommendations of Section 7 consultation presented in Section 4.11.3.

4.23 Induced Growth

The corridors of I-10 and US 90/Future I-49 in south Louisiana are expected to continue to grow based on the trends of the maritime and oil industries. As discussed in Chapter 1, Future I-49 would, in part, relieve congestion on I-10 and improve mobility throughout south Louisiana. As a result, the regional locational advantages relative to ground transportation between the two corridors would be equalized, and, as a result, the Future I-49 South corridor, as a whole, would be relatively more attractive to industrial development than the same corridor served by existing US 90. Residential development would be expected to follow job growth created by industrial development, and commercial growth would follow residential and, in some cases, the increase in travelers that would use an improved transportation corridor.

4.23.1 No-build Alternate, Induced Growth

The no-build alternate would impact the potential for new growth both regionally and in the project area. The south Louisiana region would experience increased congestion over time that would, for some types of development, put it at a competitive disadvantage. The project area also would experience a gradual reduction in attractiveness as congestion eliminates the relative advantages of available land near US 90.

4.23.1.1 Selected Alternative, Induced Growth

As discussed, regional growth is expected to be based on the trends in the maritime and oil industries. The selected alternative would not increase the rate of growth based on the trends in these industries, but would support that growth. At the project area level, the selected alternative would increase the relative competitive position of

the available land within the south Louisiana region. Also, it potentially would make portions of the project area more attractive for commercial development serving the traveling public. The selected alternative is not expected, however, to induce growth in a manner or to a degree that is different from the character of the existing development.

4.23.1.2 Mitigation Measures, Induced Growth

No mitigation measures are warranted regarding induced growth.

4.24 Relationship of Short-Term Uses to Long-Term Productivity

4.24.1 No-build Alternate

The no-build alternate would involve no construction. As such, no new short-term impacts or use of resources would occur except when required for routine maintenance of existing US 90.

4.24.2 Selected Alternative

As a transportation improvement, Future I-49 is an outgrowth of federal, state, and regional planning that considered existing and future traffic needs. These planning considerations recognized the potential for short-term project impacts at the localized level and the concurrent commitment of human resources and materials. These potential impacts to the natural and human environments and strategies to mitigate adverse impacts are identified within this FEIS. Local short-term impacts and project use of resources were found to be reasonable in the context of the overall project scope and primary goal to maintain and enhance long-term regional productivity.

4.24.3 Mitigation Measures

No mitigation measures are warranted regarding the relationship of short-term uses to long-term productivity.

4.25 Irreversible and Irretrievable Commitment of Resources

4.25.1 No-build Alternate

As the no-build alternate would involve no roadway construction, the commitment of resources would be limited to those already accounted for in the US 90 maintenance program.

4.25.2 Selected Alternative

Construction of Future I-49 would require a commitment of land, labor, natural resources, and financial resources. Land acquisition would be an irreversible commitment to the project for the life of the highway. The project would adhere to federal and state property acquisition requirements to ensure appropriate compensation of affected landowners. If, in the future, a greater need for the land occurs, the land could potentially be converted to that other use.

Labor, materials, and equipment fuels used to construct the facility would be considered irretrievable resources. The selection and use of these resources would not have an adverse effect on the continued availability of these resources.

Project funding commitments from federal and state sources would account for both facility construction and maintenance needs. Expenditure of construction monies is considered an irretrievable commitment. Funding commitments would not be available for other uses.

4.25.3 Mitigation Measures, Irreversible and Irretrievable Commitment of Resources

No mitigation measures are warranted regarding the irreversible and irretrievable commitment of resources.

4.26 Summary of Mitigations

Preventive actions are proposed to mitigate anticipated impacts regarding noise, wetlands, threatened and endangered species, topography, soils, hazardous materials, aesthetics, cultural resources, bicycle and pedestrian facilities, cumulative impacts, and construction. The actions planned to mitigate the anticipated impacts of the selected alternative are summarized as follows:

1. Instances of community disruption in the form of limited access occurs in several locations for varying reasons as a result of the proposed project. The following project elements are intended to mitigate these instances (See 4.1.6.2.):
 - A crossing of Wax Lake Outlet on La 182 to provide for movement of agricultural equipment. (See Plate 1b)
 - A two way frontage road on the south side from LA 182 Access Road to approximately Zenor Road and an eastbound entrance ramp to provide for evacuation of the industrial facilities. (See Plates 2a and 2b.)
 - Increased vertical clearance of unpaved lane parallel to La 182 Access Road East also to provide for movement of agricultural equipment. (See Plate 2a.)
 - Near Kemper Williams Park the alignment of the proposed freeway to the south and the frontage road as a boulevard to the north to reduce impact of elevated structure on residential area. The highway remains elevated to maintain circulation of local traffic. (See Plates 6a and 6b.)
 - Provision of additional capacity between Berwick and Bayou Vista by including an auxiliary lane in each direction between the Southeast Boulevard and Thorguson Drive interchanges. (Plates 8b and 9a.)
2. Noise barriers (See 4.3.4.1) were found to be reasonable and feasible to mitigate noise impacts of the selected alternative in three locations:
 - Area 3N-North along the right-of-way in Calumet between Stations 182+00 and 189+00 (see Plate 3);
 - Area 4N along the right-of-way at the Todd Subdivision between Stations 251+20 and 259+00 (See Plate 4); and
 - Area 7N North along the edge-of-pavement in Patterson between Stations 299+00 and 322+00 (See Plate 5).

3. Wherever possible, the project would utilize a rural roadway section with swale drainage for at-grade roadways. (4.4.1.3.) This design would enable storm water runoff to flow through vegetated areas prior to discharge to surface waters. Use of this design would enable waterborne contaminants to be filtered from the runoff prior to discharge. The vegetated areas would slow the rate of runoff flow, thereby minimizing the effects of erosion.
4. Wetland impacts (See 4.6.3.) would be mitigated as determined through the 404 permit process.
5. To avoid impacts to navigation(See 4.6.3.), the proposed crossing of Wax Lake Outlet would be supported by piers that are in line with those of the adjacent existing crossings of US 90 that would become the mainline of I-49.
6. Should the selected alternative encroach within 3,000 feet of any active bald eagle nest during the nesting season, further consultation with the USFWS would be undertaken. (See 4.11.3.)
7. Formal consultation has been completed with the USFWS in accordance with Section 7 of the Endangered Species Act of 1973, as amended (16 U.S.C. 1531) regarding potential impacts to the Louisiana black bear. FHWA and LDOTD will abide by the Terms and Conditions and will consider the Conservation Recommendations of the Biological Opinion issued October 19, 2004. FHWA and LDOTD also will undertake public involvement during the design phase regarding bear crossings. (See 4.11.3.)
8. Cut and fill operations would be minimized to meet grade and level requirements set forth by FHWA and LDOTD. Best Management Practices including temporary control measures, permanent control measures, and low-impact land use practices would be utilized during design and construction to prevent future soil erosion. (See 4.12.3.)
9. Further reviews of the site conditions at former Circle K Store # 870, and of records at the Patterson Bait Shop site, are recommend prior to roadway design and construction. LDOTD policies and procedures relating to hazards mitigation will be followed throughout the implementation of the selected alternative. (See 4.13.3.)
10. Landscaping would be included where feasible in accord with LDOTD design standards contingent upon a local entity assuming responsibility for maintenance. (See 4.14.3.)
11. If the currently proposed right-of-way is relocated, and
 - If it includes Site 16SMY84, additional investigation to determine the nature and extent of cultural remains should be undertaken, and
 - If it includes 16SMY86, Locus I, archaeological data recovery must be undertaken. (See 4.15.3.)
12. During construction, if cultural remains are discovered, work must cease at that location pending consultation with the SHPO. (See 4.15.3.)

13. Mitigation for unavoidable adverse effects to cultural resources would be identified in a Memorandum of Agreement between the LDOTD, the FHWA, the SHPO, and the Advisory Council on Historic Preservation. (See 4.15.3.)
14. Property impacted by control of access will be compensated in accord with LDOTD policies and procedures, and the Wal-Mart driveway will be relocated. (See 4.20.1.3.)
15. The development of a joint use bicycle and pedestrian path meeting ADA standards from Main Street (LA 182) in Patterson to Kemper Williams Park would be constructed contingent upon a local entity assuming responsibility to compensate the BNSF Railroad for annual maintenance costs and to exempt the railroad from liability associated with the crossing. (See 4.20.3.3.)
16. Construction sequence and traffic maintenance criteria and plans would be developed as part of the final design to mitigate impacts to traffic and circulation impacts. Four-lanes of traffic will remain in operation throughout construction. (See 4.21.1.3.)
17. To mitigate the minor, short-term air quality impacts anticipated during construction, standard erosion control strategies, as described in Louisiana Standard Specifications for Roads and Bridges, will be followed to minimize airborne particulate matter. Any burning of material would be undertaken according to local laws and ordinances. Traffic control plans may be developed to limit localized concentrations of emissions during construction. (See 4.21.2.3.)
18. Construction equipment would be properly muffled and all motor panels would be shut during operation to mitigate noise impacts during construction. All equipment will comply with OSHA Regulations and LDOTD Standard Specifications. (See 4.21.3.3.)
19. The relocation of utilities would be determined during the final design phase and the determination of responsibility would be in accord with LDOTD policies and procedures. (See 4.21.4.3.)
20. The closures of the channel would be coordinated with the USCG and disclosed in the permit processes with the USCG and the USACE during final design and incorporated in the construction documents. (See 4.21.5.3.)
21. The area south of the ROW is habitat of the coastal Louisiana black bear sub-population, and in Subsegments X and Y of this project, the ROW is the northern boundary of the sub-population habitat. To minimize potential cumulative impacts to black bear habitat, the LDOTD will consider the discretionary Conservation Recommendations of Section 7 consultation presented in Section 4.11.3. (See 4.22.1.3.)

4.27 Conclusion

The planning for conversion of US 90, a four lane rural route, to Interstate I-49 utilizing a full control of access roadway geometry, was undertaken within the context of the NEPA process. Efforts were undertaken to avoid impacts; to minimize those impacts that could not be avoided; and to provide for appropriate mitigation:

Avoid - The existing US 90 right-of-way was utilized to the maximum extent practicable. Therefore, there was very little need for acquisition of additional right-of-way. Potential right-of-way acquisition impacts to both the abutting communities and the natural environment were avoided.

Minimize - Under existing geometry conditions for US 90, abutting properties are not restricted from accessing the highway and can be developed. Under the proposal for I-49, in various locations, control of access is provided that limits opportunities for future development. This in turn minimizes the potential for future encroachments into abutting wetlands and black bear habitat.

Mitigate - Section 4.26 summarizes the mitigation measures that will be applied in response to project impacts.

**TABLE 4A-1
SUMMARY OF PREDICTED WORST HOUR SOUND LEVELS, SOUND
LEVEL CHANGES, AND IMPACTS**

Plate	Receiver Number	Receiver Name	Receiver Description	Distance to Frontage Road Near Lane CL (ft)	Distance to I-49 Near Lane CL (ft)	Predicted L_{Aeq1h} (dB)*			Change in L_{Aeq1h} over 2010 Base Year (dB)**	
						2010 Base Year	2030 No-build	2030 Build	2030 No-build	2030 Build
Noise Analysis Area 1N										
1	1-N1	1N-82	Single trailer on Frontage Road West of Wax Lake Outlet	100	170	66	67	66	1	0
1	1-N2	1N-76b(M1)	Yard closer to house, Measurement site	110	210	66	67	71	1	5
1	1-N3	1N-74	Single house on Frontage Road	160	300	63	64	70	1	6
1	1-N4	1N-60	First row trailer between Frontage Road and US-90	390	130	66	67	69	1	4
1	1-N5	1N-58	First row house between Frontage Road and US-90 with driveway on Frontage Road	90	530	56	57	60	1	4
1	1-N6	3N-70	Single house, third row, second row behind Frontage	270	450	61	62	66	1	5
1	1-N7	2N-61	Between second and third row trailer between Frontage Road and US-90	270	230	61	63	65	1	4
1	1-N8	4N-62	Trailer - first row to the Frontage Road	170	620	57	58	61	1	5
Noise Analysis Area 2N										
2	2-N1	1N-125	Single house on LA-182	180	560	57	58	62	1	6
2	2-N2	1N-121	Single house on LA-182	200	420	59	60	64	1	5
2	2-N3	1N-118	Single house on LA-182	120	260	64	65	66	1	3
2	2-N4	1N-106	Single house on LA-182	90	140	66	68	71	1	4

Plate	Receiver Number	Receiver Name	Receiver Description	Distance to Frontage Road Near Lane CL (ft)	Distance to I-49 Near Lane CL (ft)	Predicted L_{Aeq1h} (dB)*			Change in L_{Aeq1h} over 2010 Base Year (dB)**	
						2010 Base Year	2030 No-build	2030 Build	2030 No-build	2030 Build
2	2-N5	2N-107	Second row house on LA-182	190	240	64	66	68	1	4
2	2-N6	2N-101	Trailer off of Levee Road	730	780	58	59	61	1	3
Noise Analysis Area 3N-South										
3	3-N1	1N-219	Trailer Park on Lori Lane	50	150	70	71	73	1	3
3	3-N2	1N-208	Dixie Trailer Park	60	160	69	71	72	1	2
3	3-N3	1N-205	Dixie Trailer Park	60	160	69	71	73	2	4
3	3-N4	1N-201	Dixie Trailer Park - First row	70	170	68	70	72	2	3
3	3-N5	2N-204	Dixie Trailer Park - Second row	220	320	65	66	69	1	4
3	3-N6	3N-203	Dixie Trailer Park - Third row	320	420	63	65	67	1	4
Noise Analysis Area 3N-North										
3	3-N7	1N-193	St. Mary Parish War Memorial	60	160	70	71	73	2	3
3	3-N8	1N-185	Todd Trailer Park - First row	70	170	69	71	72	1	3
3	3-N9	1N-CB177 (M2)	Calumet Baptist Church, Measurement site	70	160	69	70	73	1	4
3	3-N10	2N-184	Todd Trailer Park - Second row	220	350	65	67	68	1	3
3	3-N11	3N-184	Todd Trailer Park - Third row	320	430	62	63	66	1	4
Noise Analysis Area 4N										
4	4-N1	1N-260	Single house on Frontage Road	180	280	65	67	66	1	1
4	4-N2	1N-GR254 (M3)	First row buildings, Grandwood Apartments, Measurement site	50	150	70	72	73	2	3
4	4-N3	1N-250	First row residence - Hendricks Street	50	150	71	72	74	2	3
4	4-N4	1N-243	First row houses - Hendricks Street	50	140	70	71	74	2	4

Plate	Receiver Number	Receiver Name	Receiver Description	Distance to Frontage Road Near Lane CL (ft)	Distance to I-49 Near Lane CL (ft)	Predicted L_{Aeq1h} (dB)*			Change in L_{Aeq1h} over 2010 Base Year (dB)**	
						2010 Base Year	2030 No-build	2030 Build	2030 No-build	2030 Build
4	4-N5	2N-248	Second row houses - Hendricks Street	200	290	63	64	66	2	3
4	4-N6	3N-246	Third row houses - Shivers Street	290	370	60	61	63	1	3
4	4-N7	GWA-West-Front-a	Grandwood Apartments- West side, front first floor unit	140	240	65	67	69	1	3
4	4-N9	GWA-East-Front-a	Grandwood Apartments- East side, front first floor unit	140	240	66	67	68	1	1
Noise Analysis Area 5N										
5	5-N1	1N-291	Two houses on Park Street near overpass	950	1030	52	53	61	1	9
5	5-N2	1N-288	Two houses on Park Street near overpass	760	860	53	55	60	2	7
5	5-N3	1N-286	Two houses on Park Street near overpass	580	680	56	58	61	2	5
4	4-N10	1N-261	House on Park Street	370	470	58	59	65	2	7
4	4-N11	1N-273	First row residence - Domino Drive	450	450	60	62	64	2	3
4	4-N12	1N-269	First row residence - Red Cypress Street	190	490	60	61	64	1	4
4	5-N4	2N-287	Apartments on Park Street	830	930	53	54	58	2	5
4	4-N13	2N-279	Single residence on Taft Street	510	600	58	59	62	2	5
4	4-N14	2N-271	Second row residence - Domino Drive	350	610	56	57	59	1	4
Noise Analysis Area 6S										
4	4-N15	1S-LE280	Single trailer on Lea Street	100	300	64	65	68	2	5
4	4-N16	1S-LE283	Single trailer on Lea Street	330	430	60	61	65	2	5

Plate	Receiver Number	Receiver Name	Receiver Description	Distance to Frontage Road Near Lane CL (ft)	Distance to I-49 Near Lane CL (ft)	Predicted L_{Aeq1h} (dB)*			Change in L_{Aeq1h} over 2010 Base Year (dB)**	
						2010 Base Year	2030 No-build	2030 Build	2030 No-build	2030 Build
5	5-N5	1S-RC286	Riverlife Church	290	390	61	62	67	2	7
5	5-N6	1S-GV300	North Garden View Apartments	840	940	56	57	63	2	8
4	4-N17	2S-CE280	Cemetery	740	840	56	58	61	2	5
Noise Analysis Area 7N-North										
5	5-N7	1N-340	House on Wedell Street	200	300	61	63	65	2	4
5	5-N8	1N-330	House on Bernard Street	120	220	66	68	67	2	1
5	5-N9	1N-323 (M4)	212 Susan Street, Measurement site	80	180	68	69	69	1	1
5	5-N10	1N-313	Public Housing, Wise Street side	210	310	61	63	66	2	5
5	5-N11	1N-308	Trailer on Railroad Street	40	140	69	71	74	2	5
5	5-N12	2N-343	Second row house - Morey Street	210	310	61	62	65	2	5
5	5-N13	3N-341	Third row house - Morey Street	390	490	56	58	62	1	5
5	5-N14	3N-330	Third row house - Bernard Street	250	350	58	59	62	2	4
5	5-N15	2N-326	House South of Easy Street	300	400	59	61	63	2	4
5	5-N16	2N-315	Public Housing, St. Lucy Street side	300	400	60	62	65	2	5
5	5-N17	3N-309	House on Broussard Street	240	340	59	61	63	2	4
5	5-N18	2N-307	Compton's Trailer Park	230	230	63	64	67	2	4
5	5-N19	2N-302	House on Michael Street	360	460	56	58	61	2	5
Noise Analysis Area 7N-South										
6	6-N1	1N-388	House on LA-182	50	200	72	73	69	2	-3
6	6-N2	1N-387	Trailer on LA-182	160	300	68	69	66	2	-2
6	6-N3	1N-376	House on LA-182	70	200	71	72	69	2	-2

Plate	Receiver Number	Receiver Name	Receiver Description	Distance to Frontage Road Near Lane CL (ft)	Distance to I-49 Near Lane CL (ft)	Predicted L_{Aeq1h} (dB)*			Change in L_{Aeq1h} over 2010 Base Year (dB)**	
						2010 Base Year	2030 No-build	2030 Build	2030 No-build	2030 Build
6	6-N4	1N-370(M6)	805 Keller's Lane, Measurement site	40	150	74	75	71	2	-3
6	6-N5	1N-362a (M5a)	Idlewild Plantation House front, Measurement site	110	310	69	71	67	2	-3
6	6-N6	1N-362b (M5b)	Idlewild Plantation House back, Measurement site	210	410	66	67	65	2	-1
6	6-N7	1N-355	House on Frontage Road	160	340	66	68	66	1	-1
6	6-N8	2N-386	Evangeline Trailer Court, Allies Lane	150	300	69	70	66	2	-2
6	6-N9	2N-353	House on LA-182	340	520	60	61	63	2	3
Noise Analysis Area 8S										
5	5-N20	1S-BP329	Bethel Pentecostal Fellowship	170	260	62	64	64	1	2
5	5-N21	1S-EN335	House on Enterprise Road	410	500	59	60	62	1	3
5	5-N22	1S-WL343 (M7)	Word of Life Family Church, Measurement site	180	270	63	64	65	2	3
Noise Analysis Area 9S										
6	6-N10	1S-CB356	Central Baptist Church	670	520	58	60	63	2	4
6	6-N11	1S-HE350	House on Henry Street	750	790	56	57	60	2	5
Noise Analysis Area 10S										
6	6-N12	1S-368	Civic Center	500	380	60	61	65	2	5
6	6-N13	1S-366-100	Kemper Williams Park 100 feet from right-of-way	300	180	66	68	66	2	0
6	6-N14	1S-366-200	Kemper Williams Park 200 feet from right-of-way	400	280	64	66	66	2	2
6	6-N15	1S-366-400	Kemper Williams Park 400 feet from right-of-way	600	470	59	61	64	2	5

Plate	Receiver Number	Receiver Name	Receiver Description	Distance to Frontage Road Near Lane CL (ft)	Distance to I-49 Near Lane CL (ft)	Predicted L_{Aeq1h} (dB)*			Change in L_{Aeq1h} over 2010 Base Year (dB)**	
						2010 Base Year	2030 No-build	2030 Build	2030 No-build	2030 Build
6	6-N16	1S-365	Building in Kemper Williams Park	640	510	58	59	64	2	6
Noise Analysis Area 11N										
7	7-N1	1N-427	Plantation Inn	130	220	67	68	70	2	4
7	7-N2	1N-422	Trailers near Saturn Road	310	400	59	61	66	1	6
7	7-N3	2N-433	House on Saturn Road	620	710	52	53	56	2	4
7	7-N4	2N-427	House on Saturn Road	380	470	58	59	62	1	4
7	7-N5	1S-432	Single trailer on the South side of US-90/I-49	250	350	60	62	65	2	4
Noise Analysis Area 12N										
8	8-N1	1N-FH478	Higher Heights Full Gospel Baptist Ministries	90	180	67	69	72	1	5
7	8-N2	1N-47(M8)	145 Todd Lane, Measurement site	170	260	65	66	67	1	2
8	8-N3	2N-478	Fairview Trailer Park	210	310	62	64	66	1	3
7	7-N6	2N-471	Fairview Trailer Park	230	330	62	63	64	1	2
7	7-N7	3N-474	Fairview Trailer Park	320	430	62	63	64	1	2

*Levels in bold italic indicate impacts.

** The rounding of levels to whole decibels after subtraction leads to some apparent discrepancies in the results displayed above. The rounded changes over 2010 base year are correct.

**TABLE 4A-2 INTERSECTION AM AND PM PEAK HOUR
LEVEL OF SERVICE**

Intersection		Base Year - 2000		Design Year No-build 2030		Design Year - 2030	
Location	Control	LOS	Critical Movement	LOS	Critical Movement	LOS	Critical Movement
U.S. 90 (I-49) at LA 182 (Near Wax Lake Outlet)	Stop	C (AM) B (PM)	NB NB/SB	D (AM) C (PM)	NB NB/SB	B+ (AM) B+ (PM)	Overall Overall
	Stop	N/A	N/A	N/A	N/A	B (AM) B (PM)	WB WB
LA 182 at Frontage Rd							
LA 182 at Old LA 182 (West of Wax Lake Outlet)	Stop	A (Peak)	WB	C (AM) C(AM)	WB WB	A (Peak)	NB
U.S. 90 (I-49) at Red Cypress Rd.	Stop	C (AM) D (PM)	SB SB	F (AM) F (AM)	SB SB	B (AM) B (PM)	Overall Overall
	Signalized	N/A	N/A	N/A	N/A	B (AM) B (PM)	Overall Overall
Red Cypress Rd. at Frontage Rd.							
U.S. 90 (I-49) at Tiffany St./Lipari St.	Stop	D (AM) E (PM)	SB SB	F (AM) F (PM)	NB/SB NB/SB	B (AM) B (PM)	Overall Overall
U.S. 90 (I-49) at Enterprise Rd./Bernard St.	Stop	C (AM) D (PM)	SB SB	F (AM) F (PM)	SB SB	B+ (AM) B+ (PM)	Overall Overall
U.S. 90 (I-49) at Lassus St.	Stop	C (AM) C (PM)	NB NB	F (AM) F (PM)	NB NB	B (AM) B (PM)	Overall Overall
U.S. 90 (I-49) at Cotten Rd.	Stop	C (AM) C (PM)	NB NB	E (AM) E (PM)	NB NB	A (AM) A (PM)	NB NB
U.S. 90 (I-49) at New LA 182 Access Rd.	Signalized	N/A	N/A	N/A	N/A	B+ (AM) B+ (PM)	Overall Overall
U.S. 90 (I-49) at Southeast Blvd.	Signalized	B (AM) D+ (PM)	Overall Overall	C (AM) F (PM)	Overall Overall	B (AM) B (PM)	Overall Overall
U.S. 90 (I-49) at South Berwick Rd./ Thorguson Dr.	Signalized	C+ (AM) C+ (PM)	Overall Overall	F (AM) C (PM)	Overall Overall	B+ (AM) B (PM)	Overall Overall

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5.0 Comments and Coordination

5.1 Public Communication Program Elements

Appropriate local, state and federal agencies and the general public have been provided with the opportunity to comment on the segment of proposed I-49 South project in St. Mary Parish from Wax Lake Outlet to Berwick, which is the subject of this FEIS. Coordination efforts have included the following:

- Notice of Intent,
- LDOTD Solicitation of Views (SOV),
- Public Information Meetings,
- Meetings with local, state and federal agencies,
- Meetings with citizen groups to discuss specific issues of concern, and
- Distribution of project information through newsletters and a website.

The Notice of Intent, the Solicitation of Views (SOV) letter, the list of recipients, and the responses are included in the Appendix to this chapter. The notices and handouts from the Public Information Meetings, the sign-in sheets listing attendees, the comment letters received from meeting participants and others, and the meeting transcripts that include public comments can be found in the published transcripts of each Public Information Meeting.

The I-49 South project would be constructed with the aid of federal funds; therefore, the Federal Highway Administration is the lead federal agency. Upon approval of the Draft Environmental Impact Statement for public distribution by the Federal Highway Administration, the Notice of Availability was placed in the Federal Register on April 7, 2006. The comment period extended until May 31, 2006, and an open house Public Hearing was held from 4:00 PM to 8:00 PM on Tuesday, May 2, 2006, at the Patterson Area Civic Center in Kemper Williams Park in Patterson, Louisiana.

5.2 Notice of Intent

A Notice of Intent was published in the *Federal Register* on November 13, 2000.

5.3 LDOTD Solicitation of Views (SOV)

In compliance with FHWA procedures, views were solicited regarding proposed I-49 South by the LDOTD on November 9, 2000. Eighty-eight (88) letters were sent and eighteen (18) responses were received. Copies of the responses are found in the Appendix of this chapter.

5.4 Public Information Meetings

Three Public Information Meetings were announced through local media and conducted. The format of each meeting included a presentation of the proposed project, a period for review of project exhibits, and a public comment session. An informational handout on the project also was distributed at each meeting. Written comments were received at the meeting and throughout the 10-day comment period that followed. All three meetings were held at the Patterson Civic Center in Kemper

Williams Park. The dates and the major issues presented and discussed at each meeting are as follows:

- October 23, 2000 - At the First Public Meeting the project objectives and the Planning Process, including the role of community participation, were presented. Also presented and discussed were the Engineering Design Concepts relative to one-way and two-way frontage roads and diamond ramps in comparison to X ramps, also known as the Texas U-turn concept.
- February 19, 2001 - The second meeting featured a presentation of proposed alternates for each of the subsegments into which the project, itself a segment of I-49, had been divided for analysis and design purposes.
- June 25, 2001 - The third meeting was a presentation of refined design alternates and a discussion of potential environmental impacts.

5.5 Meetings with Agencies

5.5.1 Project Scoping Meeting

A Scoping Meeting was held October 4, 2000, at the Environmental Section office of LDOTD in Baton Rouge. Attendees represented the LDOTD, Federal Highway Administration, US Fish & Wildlife Service, and Louisiana Office of Emergency Preparedness. The primary issues discussed included:

- Traffic forecast methodology,
- Engineering Concepts, especially frontage road operation and coordination with the segment of I-49 being planned to the immediate west of this project;
- Concerns regarding the Louisiana Black Bear habitat and bear movement patterns, and
- Hurricane evacuation requirements.

5.5.2 Coordination with Local, State, and Federal Agencies

5.5.2.1 Local

A number of meetings were held with local elected officials and representatives of public agencies during the preparation of this FEIS. Early in the effort, meetings were held with the St. Mary Parish and Town of Berwick Planning Directors on several occasions. Also, the Mayor of Patterson visited with team members to discuss issues regarding the City of Patterson.

On January 31, 2001, a joint meeting of local elected and appointed officials and state legislators from the City of Patterson, the Town of Berwick, and St. Mary Parish was held at the Patterson Civic Center to discuss the status of the project and review the alternates prior to presentation at the February Public Information Meeting.

In addition, the Assessor, the Parish School Board, and the Finance Department of St. Mary Parish assisted in the gathering of information regarding existing conditions and planned development in the project area.

5.5.2.2 State

- **Office of Emergency Preparedness (LOEP):** Meetings were held to discuss the status of evacuation planning in project area and coordination of project with their requirements.

- **Department of Culture, Recreation & Tourism, Office of Cultural Development, Division of Archaeology and Historic Preservation:** As the SHPO was not represented at the Scoping Meeting, a meeting was held October 18, 2000, to introduce the project as background for further discussions and to establish the Area of Potential Effect (APE). The cultural resource team members have had subsequent discussions with SHPO staff.

5.5.2.3 Federal

- **US Army Corps of Engineers:** An introductory meeting was held with the USACE to describe the project and potential impacts on October 25, 2000.
- **US Fish and Wildlife Service:** A joint site visit with the USFWS was held on January 10, 2001, to identify potential sites for large mammal crossings.
- **US Environmental Protection Agency:** Following review of the DEIS, USEPA classified the EIS as "LO". Three detailed comments were made concerning the status of St. Mary Parish as an attainment area for all National Ambient Air Quality Standards. As this status was achieved subsequent to preparation of the DEIS, USEPA asked that the comments be included in this FEIS. The comments have been incorporated in Sections S.6.4.1. and 4.2. A copy of the letter is found in the Appendix of Section 5.0.

5.6 Meetings with Community and Business Groups

To assure that those most directly affected would have an opportunity to participate, business and property owners and representatives in areas of roadway realignments, especially on connecting roadways, were invited to meet during the analysis of these alternates. The groups included the following:

- **Management Representatives of the Gas Plants:** Meetings were held on November 28 and 29, 2000; on January 31, 2001; and on March 29, 2001. The meeting on January 31 was a joint meeting with local public safety officials.
- **Members of the St. Mary Parish Tourism Industry:** A meeting was held on January 31, 2001.
- **Burlington Northern Santa Fe Railroad (BNSF):** An introductory meeting was held on September 27, 2000, and on May 1, 2001, a meeting was held with representatives of the BNSF and local and state transportation officials to discuss issues related to grade crossings in the project area. The major topics were safety and the creation of a bicycle/pedestrian path from the right-of-way into Kemper Williams Park.

5.7 Distribution of Project Information through Newsletters and the I-49 South Website

5.7.1 Newsletter

A database of contact information is maintained of elected officials, agency representatives, and private citizens and business owners. Those listed in the database include:

- Elected officials and agency representatives identified early in the process, and, in many cases, recipients of SOV letters;
- Individuals who have attended meetings;
- Those who have send comments in writing or electronically; and
- Those identified as representative of a property or activity that is potentially impacted.

Using this database as a mailing list, newsletters have been sent to update all interested parties in the progress of the project.

5.7.2 Website and Electronic Mail

To increase the opportunity for those participating in the process to remain up to date on developments and to provide an additional means for receiving comments, a project website has been maintained. The website address is www.i49south.org.

In an effort to speed communications, the newsletters have been distributed electronically to those on the database with electronic mail.

5.8 Section 106 Consultations

A total of 33 buildings and one structure greater than 50 years old were identified within the APE. One of these, the Idlewild Plantation House, is currently listed on the National Register of Historic Places (NRHP). The eligibility of site 16SMY84 is undetermined per SHPO's letter dated March 22, 2004. Site 16SMY86 is eligible for NRHP listing.

A copy of the May 4, 2005 SHPO letter is attached as part of the Appendix to Chapter 5. The SHPO determined that the Project will have No Adverse Affect on Idlewild. The archeological sites are outside the currently proposed right-of-way of the project. Unless the right-of-way is relocated to include these sites, the project would have no affect. If the ROW is relocated to include these sites, further Section 106 coordination with the SHPO would be required.

5.9 Section 7 Consultations

Two species of concern were identified by the USFWS, the bald eagle (*Haliaeetus leucocephalus*) and the Louisiana black bear (*Ursus americanus luteolus*) as threatened species known to occur in the region surrounding the project area.

Referencing USFWS correspondence of May 22, 2001, a bald eagle nest was identified in an area adjacent to the project study area. A copy of the USFWS letter is enclosed in the Appendix to Chapter 5.

Because of noise levels currently associated with US 90 and the surrounding area and because of the distance of the nest from the right-of-way, the proposed project would not affect the bald eagle nest adversely. Should the proposed project encroach within 3,000 feet of any active bald eagle nest during the nesting season, further consultation with the USFWS would be necessary.

Regarding the Louisiana black bear, the USFWS issued a Biological Opinion on October 19, 2004. The Biological Opinion determined that the Project is not likely to result in jeopardy of the species or adverse modification of proposed critical habitat. FHWA and LDOTD will abide by the Terms and Conditions and consider the Conservation Recommendations in the Biological Opinion.

5.10 Public Comment

As stated in 5.1, an Open House Public Hearing was held on May 2, 2006, following the publication of the DEIS on April 7, 2006. The comment period extended from April 7 through May 31, 2006.

All comments received are addressed in this Final EIS. Section 5.10.1 reproduces the comments which are identified numerically in the order that they were received. Section 5.10.2 presents responses which are identified in alpha-numeric order based on subject matter.

Tables 5-1 and 5-2 present cross references of these comments and the appropriate response to each. This method was selected in place of one to one responses because many comments address more than one subject, and each subject addressed could be mentioned by more than one individual making a comment.

Table 5-1 begins on page 5-6, and Table 5-2 begins on page 5-10.

**Table 5-1
Comment to Response
Cross-Reference Table**

Comment ID	Page Number	Commenter	Response Topic	Response ID	Page Number
1-1	5-14	National Marine Fisheries Service	Has No Comment	A-2	5-77
2-1	5-15	Alabama-Coushatta Tribe of Texas	Has No Comment	A-2	5-77
3-1	5-16	FEMA	No Comment/No Objection with Proviso - Contact local floodplain administrator for review and possible permit requirements	A-3	5-77
4-1	5-17	Natural resources Conservation Service	No Comment/No Objection with Proviso - Take appropriate erosion control measures during construction	A-3	5-77
5-1	5-18	FAA	Has No Comment	A-2	5-77
6-1	5-19	Gus Lipari, Councilman, Patterson	Concern that emergency service and school bus routes would be negatively impacted.	C-1	5-79
6-2	5-19		Supports fully elevated mainline through Patterson.	C-2	5-80
7-1	5-20	David Lowery and eight other petitioners	Opposes Catherine Waveland Overpass	C-3	5-80
7-2	5-20		Supports fully elevated mainline through Patterson.	C-2	5-80
7-3	5-20		Opposes converting LA 182 to a one-way road	C-5	5-81
8-1	5-21	Jimmy Bernauer, Mayor of Patterson	Opposes closing crossing of ROW at Railroad/Veterans	C-6	5-81
8-2	5-21		Opposes Catherine Waveland Overpass	C-3	5-80
8-3	5-22		Supports fully elevated mainline through Patterson.	C-2	5-80
8-4	5-22		Concern that emergency service and school bus routes would be negatively impacted.	C-1	5-79
9-1	5-28	Theodore Spenski	Suggests DOTD post US 90 at 35 mph in daylightime and close all median crossings without turn lanes.	F-2	5-84
10-1	5-29	Virginia Sutton	Comments did not concern I-49 from Wax Lake Outlet to Berwick	F-2	5-84
11-1	5-31	Debra Lange	Asks that a barrier be included in realigned LA 182 in Calumet	B-1	5-79
12-1	5-32	Mark W. Gowan	Favors Alternate Z-2	D-1	5-82
13-1	5-32	Bill Johnson, Councilman,	Favors Alternate Z-2	D-1	5-82
13-2	5-35	Berwick	Asks that Robinson Road remain open.	D-2	5-82
14-1	5-32	Gary A. Beadle	Favors Alternate Z-2	D-1	5-82
14-2	5-40		Asks for frontage road on south side in Berwick	D-3	5-83
14-3	5-40		Asks that Robinson Road remain open.	D-2	5-82
15-1	5-33	Louis Ratcliff, Mayor Pro Tem of Berwick	Favors Alternate Z-2	D-1	5-82
15-2	5-33		Asks that Robinson Road remain open.	D-2	5-82
16-1	5-33	Ray Rasberry, Councilman, Berwick	Favors Alternate Z-2	D-1	5-82

**Table 5-1
Comment to Response
Cross-Reference Table**

Comment ID	Page Number	Commenter	Response Topic	Response ID	Page Number
17-1	5-34	Brian Thorguson	Favors Alternate Z-2	D-1	5-82
18-1	5-35	Dean Duplantis	Favors Alternate Z-2	D-1	5-82
18-2	5-35		Asks that Robinson Road remain open.	D-2	5-82
19-1	5-36	Jerome B. Bertrand	Representing the Drainage District in Bayou Vista; asks that work that they plan be completed before I-49 begins construction .	F-1	5-84
20-1	5-37	William A. Cefalu	Favors Alternate Z-2	D-1	5-82
20-2	5-37		Relocate exit to frontage road in Z-2 at least 300 ft east to slow exiting traffic before reaching new truck stop.	D-4	5-83
20-3	5-38		Asks that Todd noise barrier be continued westward to truck stop to protect trailer park	E-1	5-84
21-1	5-39	Claire Sawyer	Asks assurance that noise barrier in Patterson will protect residences on St. Peter Street	E-2	5-84
22-1	5-39	Charles Sawyer	Asks assurance that noise barrier in Patterson will protect residences on St. Peter Street	E-2	5-84
23-1	5-40	Patrick Hebert	Favors Alternate Z-2	D-1	5-82
24-1	5-40	Barry J. Lasseigne	Favors Alternate Z-2	D-1	5-82
25-1	5-41	L.L. "Larry" Mendoza, Councilman Patterson	Asks to relocate overpass to Red Cypress Road	C-4	5-81
26-1	5-42	Halsema A. Pinho	Opposes Catherine Waveland Overpass	C-3	5-80
26-2	5-42		Complains that property on Catherine Street is reduced in value; is not marketable	C-8	5-81
27-1	5-43	Gerald Hotard	Favors Alternate Z-2	D-1	5-82
28-1	5-45	Robert G. Ayers	Opposes Catherine Waveland Overpass	C-3	5-80
28-2	5-45		Complains that property on Catherine Street is reduced in value; is not marketable	C-8	5-81
28-3	5-47		Supports fully elevated mainline through Patterson.	C-2	5-80
29-1	5-48	Mark Gowan	Opposes Catherine Waveland Overpass	C-3	5-80
29-2	5-49		Asks for U-turns at Tiffany Lipari intersection	C-7	5-81
30-1	5-49	Ryan Geoffroy	Favors Alternate Z-2	D-1	5-82
31-1	5-49	Duval H. Arthur, Jr.	Favors Alternate Z-2	D-1	5-82
32-1	5-50	Steve Bierhorst, Councilman, Dist. 5 St. Mary Parish	Opposes Catherine Waveland Overpass	C-3	5-80
32-2	5-51		Asks for other alternatives, such as Red Cypress Road	C-4	5-81
32-3	5-52		Asks for overpass at Zenor Road	B-2	5-79
33-1	5-52	James B. Vidos	Supports LA 182 crossing of Wax Lake Outlet as an evacuation route	B-3	5-79

Table 5-1
Comment to Response
Cross-Reference Table

Comment ID	Page Number	Commenter	Response Topic	Response ID	Page Number
34-1	5-54	Gus Lipari, Councilman, Patterson	See comments 6-1 and 6-2; also states that DOTD does not always do what they are asked by local government.	F-2	5-84
35-1	5-55	Juanita Bienvenu	Supports Proposed Action.	A-1	5-77
36-1	5-55	Luke Bienvenu	Supports Proposed Action.	A-1	5-77
37-1	5-56	Michael Evans	Favors Alternate Z-2	D-1	5-82
38-1	5-58	LDWF	No Comment/No Objection with Proviso - Mitigate wetlands.	A-3	5-77
39-1	5-59	Jena Band of Choctaw	Has No Objection	A-2	5-77
40-1	5-60	USACE	Editorial Comments	F-3	5-84
40-2	5-60				
40-3	5-61				
40-4	5-61				
40-5	5-61				
40-6	5-61				
41-1	5-62	Frank Fink, St. Mary Parish Economic Development	Supports fully elevated mainline through Patterson.	C-2	5-80
41-2	5-63		Favors Alternate Z-2	D-1	5-82
41-3	5-63		Asks for frontage road on south side in Berwick	D-3	5-83
41-4	5-63		Opposes converting LA 182 to a one-way road	C-5	5-81
41-5	5-63		Extend Waveland Drive to Tiffany Street	C-9	5-81
41-6	5-63		Asks to relocate overpass to Red Cypress Road	C-4	5-81
42-1	5-64	Joseph Carlino	Opposes Catherine Waveland Overpass	C-3	5-80
43-1	5-65	Carla (?) Carlino	Opposes Catherine Waveland Overpass	C-3	5-80
44-1	5-66	JoAnn Armato	Opposes Dead-end on LA 182	C-10	5-82
44-2	5-66		Asks consideration for noise wall in Idlewild	E-3	5-84
44-3	5-66		Asks consideration for landscaping in Idlewild	F-6	5-85
45-1	5-67	Nicol Armato	Opposes Dead-end on LA 182	C-10	5-82
45-2	5-67		Asks consideration for noise wall in Idlewild	E-3	5-84
45-3	5-67		Asks consideration for landscaping in Idlewild	F-6	5-85
45-4	5-67		Opposes Catherine Waveland Overpass	C-3	5-80
45-5	5-67		Asks for other alternatives, such as Red Cypress Road	C-4	5-81
46-1	5-68	Leona Carlino	Opposes Catherine Waveland Overpass	C-3	5-80
46-2	5-68		Asks for other alternatives, such as Red Cypress Road	C-4	5-81

**Table 5-1
Comment to Response
Cross-Reference Table**

Comment ID	Page Number	Commenter	Response Topic	Response ID	Page Number
47-1	5-69	Paul Rappmundt	Proposed alternatives do not improve roadway for local use.	A-4	5-77
47-2	5-69		There are limited numbers of exit and entrance ramps.	A-5	5-78
47-3	5-69		Proposed alternatives require rebuilding what is in use, which limits use for evacuation	A-6	5-78
47-4	5-69		Proposed alternatives remove limit commercial development.	A-7	5-78
47-5	5-69		Proposed alternatives should include elevated mainline and frontage roads from Berwick to Ricohoc.	A-8	5-78
47-6	5-70		Supports concept of grade separation of railroad in Patterson.	C-11	5-82
48-1	5-71	Bridget Burnett	Proposed alternatives do not improve roadway for local use.	A-4	5-77
48-2	5-71		Supports new LA 182 crossing of Outlet	B-3	5-79
48-3	5-71		Continuous two-way frontage road should extend from Calumet to Berwick on north side	A-9	5-78
48-4	5-71		Proposed alternatives should include elevated mainline and frontage roads from Berwick to Ricohoc.	A-8	5-78
48-5	5-71		Construct a roadway parallel to US 90/I-49 south of the ROW	C-9	5-81
48-6	5-71			C-5	5-81
48-7	5-71		Asks consideration of contraflow lanes	F-7	5-85
48-8	5-71		Concern for negative impact to school bus routes and emergency services	C-1	5-79
49-1	5-72	Barry Burnett		C-5	5-81
50-1	5-72	Jo Ann Gober	Opposes converting LA 182 to one-way road	C-5	5-81
51-1	5-74	USFWS	Questions status of wetland delineation approval.	F-4	5-84
51-2	5-74		Supports selection of Alternate X-2	B-4	5-79
51-3	5-74		Supports selection of Alternate Y-4	C-12	5-82
51-4	5-75		Supports selection of Alternate Z-1	D-5	5-83
51-5	5-75		In consideration of need to provide alternate access for evacuation purposes, a frontage road on the south side of mainline could be considered.	D-6	5-83
51-6	5-75		As selection of Z-2 would likely induce significant indirect impacts, it is recommended that EIS address direct, indirect, and cumulative impacts and associated mitigation if Z-2 is selected.	D-7	5-84
51-7	5-75		Revise Sec. 3.6.2 concerning aquifers.	F-8	5-85
51-8	5-75		Revise Exhibit 3-3 concerning floodplains	F-9	5-85
51-9	5-76		Revise Sec. 3.13.2 concerning existing Louisiana black bear roadkill data	F-10	5-85

Table 5-2
Response to Comment
Cross-Reference Table

Response ID	Page Number	Response Topic	Commenter	Comment ID	Page Number
A		PROPOSED ALTERNATIVES			
A-1	5-77	Supports or Finds Acceptable	Juanita Bienvenu	35-1	5-55
			Luke Bienvenu	36-1	5-55
A-2	5-77	Has No Comment/No Objection	National Marine Fisheries Service	1-1	5-14
			Alabama-Coushatta Tribe of Texas	2-1	5-15
			FAA	5-1	5-18
			Jenn Band of Choctaw	39-1	5-59
A-3	5-77	No Comment/No Objection with Proviso	FEMA	3-1	5-16
			National Resources Conservation Service	4-1	5-17
			LDWF	38-1	5-58
A-4	5-77	Proposed alternatives do not improve roadway for local use.	Paul Rappmundt	47-1	5-69
			Bridget Burnett	48-1	5-71
A-5	5-78	There are limited numbers of exit and entrance ramps.		47-2	5-69
A-6	5-78	Proposed alternatives require rebuilding what is in use, which limits use for evacuation		47-3	5-69
A-7	5-78	Proposed alternatives limit commercial development opportunities.	Paul Rappmundt	47-4	5-69
A-8	5-78	Proposed alternatives should include elevated mainline and frontage roads from Berwick to Ricohoc.		47-5	5-69
				48-4	5-71
A-9	5-78	Proposed alternative should extend a continuous two-way frontage road from Calumet to Berwick on north side	Bridget Burnett	48-3	5-71
B		ALTERNATE X-2			
B-1	5-79	Asks that barrier be included in realignment of LA 182 in Calumet	Debra Lange	11-1	5-31
B-2	5-79	Overpass at Zenor Road	Councilman Steve Bierhorst	32-3	5-52
B-3	5-79	Supports new LA 182 crossing of Wax Lake Outlet	James Vidos	33-1	5-52
			Bridget Burnett	48-2	5-71
B-4	5-79	Supports selection of Alternate X-2	USFWS	51-2	5-74
C		ALTERNATE Y-4			
C-1	5-79	Concern for negative impact to school bus routes and emergency services	Councilman Gus Lipari	6-1	5-19
			Mayor Jimmy Bernauer	8-4	5-22
			Bridget Burnett	48-8	5-71
C-2	5-80	Supports fully elevated mainline through Patterson	Councilman Gus Lipari	6-2	5-19
			David Lowery and 8 other petitioners	7-2	5-20
			Mayor Jimmy Bernauer	8-3	5-22
			Robert Ayers	28-3	5-47
			Frank Pink, St. Mary Parish Economic Development	41-1	5-62

**Table 5-2
Response to Comment
Cross-Reference Table**

Response ID	Page Number	Response Topic	Commenter	Comment ID	Page Number
C-3	5-80	Opposes Catherine Waveland Overpass	David Lowery and 8 other petitioners	7-1	5-20
			Mayor Jimmy Bernauer	8-2	5-21
			Halsema Pinho	26-1	5-42
			Robert Ayers	28-1	5-45
			Mark Gowan	29-1	5-48
			Councilman Steve Bierhorst	32-1	5-50
			Joseph Carlino	42-1	5-64
			Carla Carlino	43-1	5-65
			Nicol Armato	45-4	5-67
Leona Carlino	46-1	5-68			
C-4	5-81	Asks for alternative concept or site for overpass	Larry Mendoza	25-1	5-41
			Councilman Steve Bierhorst	32-2	5-51
			Frank Fink, St Mary Parish Economic Development	41-6	5-63
			Nicol Armato	45-5	5-67
			Leona Carlino	46-2	5-68
C-5	5-81	Opposes converting LA 182 to one-way road	David Lowery and 8 other petitioners	7-3	5-20
			Frank Fink, St Mary Parish Economic Development	41-4	5-63
			Bridget Burnett	48-6	5-71
			Barry Burnett	49-1	5-72
			Jo Ann Gober	50-1	5-72
C-6	5-81	Opposes closing Railroad/Veterans crossing	Mayor Jimmy Bernauer	8-1	5-21
C-7	5-81	Asks for U-turns at Tiffany/Lipari	Mark Gowan	29-2	5-49
C-8	5-81	Complains that property on Catherine Street is reduced in value; is not marketable	Halsema Pinho	26-2	5-42
			Robert Ayers	28-2	5-45
C-9	5-81	Construct a roadway parallel to US 90/I-49 south of the ROW	Frank Fink, St Mary Parish Economic Development	41-5	5-63
			Bridget Burnett	48-5	5-71
			JoAnn Armato	44-1	5-66
C-10	5-82	Opposes Dead-end on LA 182	Nicol Armato	45-1	5-67
			Paul Rappmundt	47-6	5-70
C-11	5-82	Supports concept of grade separation of railroad in Patterson	USFWS	51-3	5-74
C-12	5-82	Supports selection of Alternate Y-4			

**Table 5-2
Response to Comment
Cross-Reference Table**

Response ID	Page Number	Response Topic	Commenter	Comment ID	Page Number	
D		SUBSEGMENT Z				
D-1	5-82	Supports or Finds Acceptable Alternate Z-2	Mark Gowan	12-1	5-32	
			Bill Johnson	13-1	5-32	
			Gary Beadle	14-1	5-32	
			Louis Ratcliff, Mayor Pro Tem	15-1	5-33	
			Councilman Ray Rasberry	16-1	5-33	
			Brian Thorguson	17-1	5-34	
			Dean Duplantis	18-1	5-35	
			William Cefalu	20-1	5-37	
			Patrick Hebert	23-1	5-40	
			Barry Lasseigne	24-1	5-40	
			Gerald Hotard	27-1	5-43	
			Ryan Geoffrey	30-1	5-49	
			Duval Arthur	31-1	5-49	
			Michael Evans	37-1	5-56	
			D-2	5-82	Asks that Robinson Road remain open	Frank Fink, St Mary Parish Economic Development
Bill Johnson	13-2	5-35				
Gary Beadle	14-3	5-40				
Louis Ratcliff, Mayor Pro Tem	15-2	5-33				
D-3	5-83	Requests frontage road on south side	Dean Duplantis	18-2	5-35	
			Gary Beadle	14-2	5-40	
D-4	5-83	Relocate exit to frontage road 300 ft east to slow exiting traffic before reaching truck stop.	Frank Fink, St Mary Parish Economic Development	41-3	5-63	
D-5	5-83	Relocate exit to frontage road 300 ft east to slow exiting traffic before reaching truck stop.	William Cefalu	20-2	5-37	
D-6	5-83	Supports selection of Alternate Z-1		51-4	5-75	
D-7	5-84	To consider provision of alternate access for evacuation purposes, a frontage road on the south side of mainline could be considered.	USFWS		51-5	5-75
					51-6	5-75
		As selection of Z-2 would likely induce significant indirect impacts, it is recommended that EIS address direct, indirect, and cumulative impacts and associated mitigation if Z-2 is selected.				

**Table 5-2
Response to Comment
Cross-Reference Table**

Response ID	Page Number	Response Topic	Commenter	Comment ID	Page Number
E		NOISE			
E-1	5-84	Asks that Todd noise barrier be continued westward to protect trailer park	William Cefalu	20-3	5-38
E-2	5-84	Asks assurance that Patterson noise barrier will protect residences on St. Peter Street	Claire Sawyer	21-1	5-39
			Charles Sawyer	22-1	5-39
E-3	5-84	Asks consideration of noise barrier in Idlewild	JoAnn Armato	44-2	5-66
			Nicol Amato	45-2	5-67
F		MISCELLANEOUS			
F-1	5-84	Asks that Bayou Vista Drainage District planned construction be coordinated with 1-49.	Jerome Bertrand	19-1	5-36
F-2	5-84	Comments Noted.	Theodore Spenski	9-1	5-28
			Virginia Sutton	10-1	5-29
			Councilman Gus Lipari	34-1	5-54
F-3	5-84	Editorial Comments	USACE	40-1	5-60
				40-2	5-60
				40-3	5-61
				40-6	5-61
F-4	5-84	Questions status of wetland delineation approval.	USACE	40-4	5-61
			USFWS	51-1	5-74
F-5	5-85	Requests discussions of navigable waterways and navigation impacts	USACE	40-5	5-61
F-6	5-85	Asks consideration for landscaping in Idlewild	Nicol Amato	44-3	5-66
				45-3	5-67
F-7	5-85	Asks consideration of contraflow lanes	Bridget Burnett	48-7	5-71
F-8	5-85	Revise Sec. 3.6.2 concerning aquifers.		51-7	5-75
F-9	5-85	Revise Exhibit 3-3 concerning floodplains		51-8	5-75
F-10	5-85	Revise Sec. 3.13.2 concerning existing Louisiana black bear roadkill data	USFWS	51-9	5-76

APR-09-2006 12:43

DEPT. OF TRANSPORTATION

P. 23

U.S. DEPARTMENT OF TRANSPORTATION
FEMA Region 6
550 North Loop West
Denton, TX 76209-3698



FEMA

FEDERAL EMERGENCY MANAGEMENT AGENCY
REGION VI
MITIGATION DIVISION

PUBLIC NOTICE REVIEW

We have no comments to offer We offer the following comments

3-1

WE WOULD REQUEST THAT THE LOCAL
FLOODPLAIN ADMINISTRATOR BE CONTACTED FOR
THE REVIEW AND POSSIBLE PERMIT REQUIREMENTS
FOR THIS PROJECT

REVIEWER _____ MITIGATION DIVISION

DATE 3-31-06

www.fema.gov

APR-24-2006 12:58

DEPT. OF TRANSPORTATION

P.03

United States Department of Agriculture



Natural Resources Conservation Service
 3137 Government Street
 Alexandria, LA 71302

April 6, 2006

Mr. Noel Ardoin
 Assistant Environmental Engineer
 LA Dept. of Transportation and Development
 P. O. Box 94245
 Baton Rouge, Louisiana 70804-9245

Dear Mr. Ardoin:

Re: SP #700-99-0230
 FAP #I-49(057)
 WAX LAKE OUTLET TO BERWICK
 US 90 SOUTH
 ST. TAMMANY PARISH

Thank you for providing our agency with the opportunity to respond to your letters wherein you requested views and comments on the above project.

- 4-1 NRCS has no objection to this project nor should it affect any of our work in the immediate vicinity. Further, we do not believe there will be an adverse effect on the surrounding environment provided appropriate erosion control measures are taken during construction.

Should you have questions regarding the above comments, please feel free to contact Tony Beaubouef, District Conservationist in our Franklinton Field Office, at (985) 839-5688.

Sincerely,

B. J. Giering III, P.E.
 State Conservation Engineer

cc: Tony Beaubouef, District Conservationist, Franklinton Field Office

The Natural Resources Conservation Service provides leadership in a partnership effort to help people conserve, maintain, and improve our natural resources and environment.

An Equal Opportunity Provider and Employer

TOTAL P.03

WFR-24-2006 12:53

DEPT. OF TRANSPORTATION

P.02



U.S. Department
of Transportation
**Federal Aviation
Administration**

Federal Aviation Administration
Southwest Region
Louisiana/New Mexico Airports
Development Office

2601 Maachani Blvd.
Fort Worth, Texas 75137-4268

April 3, 2006

Ms. Noel Ardoin
State of Louisiana
Department of Transportation and Development
Environmental Engineer Department
P.O. Box 94245
Baton Rouge, LA 70804-9245

Dear Ms. Ardoin:

5-1 Our review of the Draft Environmental Impact Statement for the Wax Lake Outlet to
Berwick Route: US 90 South, St. Mary Parish is complete and we have no
comments or concerns to provide at this time.

We appreciate being given the opportunity to review and comment on your study.

Sincerely,


Lacey D. Spriggs
Manager, Louisiana/New Mexico
Airports Development Office

PUBLIC HEARING COMMENT FORM

STATE PROJECT NO. 700-99-0230
FEDERAL AID PROJECT NO. 1-49-1(057)
I-49 SOUTH / ROUTE US 90
ST MARY PARISH

IN ORDER TO INSURE THAT YOUR COMMENTS BECOME PART OF THE OFFICIAL TRANSCRIPT, THEY SHOULD BE SUBMITTED TO ONE OF THE FOLLOWING ADDRESSES BY MAY 31, 2006. PLEASE INCLUDE YOUR NAME AND ADDRESS WITH YOUR COMMENT FOR THE PUBLIC RECORD.

Mail to: Environmental Engineer Administrator
Section 28
Louisiana Department of Transportation and Development
P.O. Box 94245
Baton Rouge, Louisiana 70804-9245

Comment through www.i49south.org

PLEASE CONSIDER THE FOLLOWING COMMENTS:

- 6-1 In the Patterson area emergency vehicles and school buses would be negatively impacted.
- 6-2 An elevated 4-49 would ~~definitely~~ solve this problem.

NAME: Gus Lipari DATE: 5/2/06
ADDRESS: 808 main Patterson La, 70392
Box 298

Petition Protesting the I-49 Plan
Through the City of Patterson
Requesting Elevation of I-49 Through Entire Area

- We, the undersigned residents of the Patterson, La. area, do hereby
- 7-1 strongly object to the plans as presently presented for constructing overpasses and rerouting traffic in the Patterson, La. area. We feel that the both the local community and the government would be
- 7-2 better served by simply elevating the highway at Red Cypress Rd. continuing the entire distance through Patterson, thus preserving the safety and welfare of the local community allowing free passage beneath the elevated I-49, preserving the very expensive prime real estate along Catherine St. and the surrounding area, and saving the costs related to the expensive over-pass so elaborately planned from Catherine Street to Veterans Avenue across the
- 7-3 tracks. Further, converting any section of Main St. (La. St. Hwy. 182) into a two-lane ONE WAY by-pass is in no one's best interest, creates access hardships, and is totally unnecessary.

NAME

ADDRESS

David + Gwen Lavery	138 Mcbee Dr. Patterson
Ryan + Sony Dandrea	220 Laura St. Patterson
Tim + Wayne Guarisco	235 Laura St. Patterson
Bernadine Trahan	208 Wise Patterson
Ginger Palote	679 Utah St. (Employee in Patterson)
Geo. Lopez	808 Main - City Councilmember Patterson

CITY OF PATTERSON

PATTERSON, LOUISIANA
70392

1314 Main Street P. O. Box 387
Phone (985) 395-5305
Fax (985) 395-5305

MAYOR
J. L. Bernauer

COUNCIL
Mike Accardi
Leroy Johnson
C.A. "Gus" Lipari
Larry Mendoza
Joe Russo, III

May 2, 2006

TO: DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

RE: WAX LAKE OUTLET TO BERWICK ROUTE (I-49/US-90)

MY NAME IS JIMMY BERNAUER, MAYOR OF THE CITY OF PATTERSON.

8-1 **I AM FORMALLY PRESENTING TO YOU CONCERNS AND OBJECTIONS TO THE PROPOSED I-49 PROJECT AS IT AFFECTS THE CITY OF PATTERSON.**

8-2 **#1 PROPOSED CLOSURE OF ACCESS FROM RAILROAD AVENUE SOUTH TO VETERANS AND PROVISIONS OF AN ELEVATED STRUCTURE BEGINNING ON CATHERINE STREET TO VETERANS.**

THERE ARE A NUMBER OF REASONS THAT THE CITY FEELS THAT THIS PROPOSAL IS NOT IN THE BEST INTEREST OF THE CITY OF PATTERSON.

CATHERINE STREET IS PRESENTLY A HEAVILY TRAVELED THOROUGHFARE. RAILROAD AVE IS ALSO HEAVILY TRAVELED TO VETERANS. THERE IS A NURSING HOME, FUNERAL HOME, BUSINESSES, SEVERAL CHURCHES AND SOME 500 RESIDENCES IN THE AREA.

1 JAMES B. VIDOS
2
3 COUNCILMAN GUS LIPARI
4
5 JUANITA BIENVENU
6
7 LUKE BIENVENU
8
9 MICHAEL EVANS
10
11
12 REPORTED BY:
13
14 RUTH ANN FREY
15
16 CERTIFIED COURT REPORTER
17
18
19
20
21
22
23
24
25

JOHNS, PENDLETON & ASSOCIATES, INC.

CERTIFIED COURT REPORTERS

710 PHOSPHOR AVENUE
METAIRIE, LA 70005
(804) 219-1993 • (800) 562-1285

619 JEFFERSON HIGHWAY SUITE 2G
BATON ROUGE, LA 70806
(225) 922-4527

1 (Reporter's note: The following
2 statements were made by members of
3 the public between the hours of
4 4:00 and 8:00 p.m.)

5 (4:05 P.M.)

6 MR. SPENSKI:

7 I came to ask, I need to make
8 sure somebody gets my idea because I
9 think it will work, okay? I travel on
10 this road every day, okay, and I have a
11 close call about once a week, okay?
12 What I -- here is my comment, okay?

13 Reduce the speed limit to
14 35 miles an hour during the day, okay,
15 close all crossovers without a turn
16 lane, close them down, okay, make them
17 go to one that has a turn lane because
18 that is a cause of a lot of accidents.
19 Okay.

20 Make it illegal to come to a stop
21 on the highway to make a turn. They
22 should get into the emergency lane, but
23 a lot of people don't; they come almost
24 to a complete stop right on the
25 highway. Everybody is doing 55,

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METAIRIE, LA 70005
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619 JEFFERSON HIGHWAY SUITE 2G
BATON ROUGE, LA 70806
(225) 922-4527

6

1 60 miles an hour. Next thing you know,
2 they're going 20 miles an hour. Unless
3 you're paying real close attention,
4 you'll get in a wreck. Okay. I would
5 say use the emergency lane for your
6 turn lane, okay, because semis don't
7 have a choice; they have to swing wide.
8 Like the other day, I was by the casino
9 up here. There was a semi almost come
10 to a complete stop to make his turn
11 into the casino, and there was all kind
12 of traffic. But, like I say, he almost
13 come to a complete stop on the highway
14 to make his turn. The semis don't have
15 a turn lane, you know what I'm saying?
16 They just don't have a turn lane.

17 That is basically it. Like I
18 say, I think, if they were to reduce
19 the speed limit to 35 miles an hour
20 during the day, it would definitely cut
21 back on accidents and fatalities.

22 I just want to make sure somebody
23 got that. That's all. I'm sure it
24 would work. I know two people that's
25 been killed on the highway. My nephew,

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710 PHOSPHOR AVENUE
METAIRIE, LA 70005
(504) 218-1993 • (800) 562-1285

CERTIFIED COURT REPORTERS

618 JEFFERSON HIGHWAY SUITE 2G
BATON ROUGE, LA 70806
(225) 922-4527

1 on New Year's Eve, got in a real bad
2 accident on the highway up by the old
3 Wal-Mart.

4 So that is basically all I wanted
5 to give you.

6 (Discussion off the record).

7 (4:15 P.M.)

8 10-1 MS. SUTTON:

9 Okay. My name is Virginia
10 Sutton, and I'm from the Four Corners
11 area, the -- Jeanerette, Louisiana, on
12 the west end of St. Mary Parish.

13 Our concern is the traffic light
14 at Highway 318 and Highway 90. We have
15 had numerous fatalities at that
16 intersection. We've recently built a
17 civic center, and we'll be having our
18 children cross the highway, and our
19 concern is is that, because of the
20 speed, you know, and there was supposed
21 to be a bid in 2004 about the overpass.
22 There is nothing being done, and we're
23 very concerned because our children
24 will be crossing that highway to get
25 over to the civic center, and, if we

JOHNS, PENDLETON & ASSOCIATES, INC.

716 PHOSPHOR AVENUE
METAIRIE, LA 70005
(504) 213-1993 • (800) 562-1285

CERTIFIED COURT REPORTERS

819 JEFFERSON HIGHWAY SUITE 20
BATON ROUGE, LA 70806
(225) 922-4527

1 don't get something done soon, we're
2 going to have more fatalities with the
3 kids crossing the highway, and that is
4 our concern.

5 We've started a petition so that
6 we could take to our State
7 representative, and we're hoping to
8 contact them to get a meeting going,
9 you know, because we are concerned. We
10 can't lose the lives of our kids
11 because they're trying to -- how can I
12 say that? They're trying to do
13 something else with themselves, that
14 the program -- like the programs that
15 we're going to be holding at the civic
16 center, so that is, you know, our main
17 concern, that traffic light. We either
18 slow the speed limit down or have a
19 force of the State troopers around
20 because our main concern is individuals
21 running the red light. The speed limit
22 is 70 miles an hour, you know, on one
23 side and 65 on the other, but there is
24 nothing in between when you come into
25 that traffic light, and we're really

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710 PHOSPHOR AVENUE
METAIRIE, LA 70005
(504) 219-1983 • (800) 562-1285

CERTIFIED COURT REPORTERS

619 JEFFERSON HIGHWAY SUITE 2G
BATON ROUGE, LA 70806
(225) 922-4527

1 concerned about that.

2 That is it.

3 (Discussion off the record).

4 (4:32 P.M.)

5 MS. LANGE:

6 I'm Debra Lange. I live at 5326
7 Highway 182 West, in Calumet. I need a
8 retainer wall put up there because I
9 have had people running off of the four
10 lane and hitting the fence and coming
11 through the fence onto the service
12 road. I have grandchildren out there.

13 I would appreciate if they would put up
14 a sound barrier or some kind of barrier
15 where these people can't run off the
16 highway and possibly, if they could,
17 maybe put emergency phones by the
18 bridge because I constantly have people
19 breaking down on the four lane, and
20 they're coming to my house, and I don't
21 know if I'm going to open the door for
22 the wrong person, and that is what I'm
23 concerned about.

24 That will be it.

25 (Discussion off the record).

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10

1 (4:36 P.M.)

2 MR. GOWAN:

3 12-1 We were just wanting to say the
4 Z-2 alternative is the one we would
5 like to see put in place.

6 That is it.

7 COUNCILMAN JOHNSON:

8 13-1 Same thing, Z-2, because of the
9 access to develop that property on the
10 highway, future development of our
11 town, Berwick. I'm actually part of
12 the council.

13 (Discussion off the record).

14 (4:37 P.M.)

15 MR. BEABLE:

16 14-1 I'm in favor of Alternative Z-2
17 with the frontage road from Berwick to
18 Bayou Vista -- service road.

19 COUNCILMAN JOHNSON:

20 Service road, that's right.

21 (Discussion off the record).

22 (4:46 P.M.)

23 MAYOR RATCLIFF:

24 Well, I'm the mayor pro tem of
25 Berwick, Louisiana, and I wanted to

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619 JEFFERSON HIGHWAY SUITE 20
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(225) 922-6527

1 voice my support for the alternate plan
 2 15-1 Z-2 which would include a frontage road
 3 from Thorguson Drive to Bayou Vista on
 4 the northern part of the interstate
 5 which would give us a two-lane road for
 6 our citizens to get back to and from
 7 the retail area in Bayou Vista. In
 8 turn, it also would help us with
 9 emergency preparation in case there is
 10 an incident that happened on the four
 11 lane and, also, in time of a storm, on
 12 a contraflow, that the local citizens
 13 can go back and forth without having to
 14 get into the main line of traffic.

15 One other point was the Robinson
 16 15-2 Road, we would like to see that remain
 17 rather than being taken out as one of
 18 the plans shows.

19 Thank you.
 20 (Discussion off the record).
 21 (4:46 P.M.)

22 COUNCILMAN RASBERRY:
 23 I'm Ray Rasberry, one of the
 24 councilmen of Berwick. I too would
 25 16-1 like to see Z-2 approved, giving us a

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818 JEFFERSON HIGHWAY SUITE 20
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 (225) 922-1527

1 service road from Thorguson Drive in
2 Berwick back to Bayou Vista, for safety
3 reasons and also for evacuation
4 problems, and it would also help us any
5 time we wanted to develop that
6 property, a method of getting on the
7 four lane. That first drawing that
8 they had, outline that I saw did not
9 have a service road between Berwick and
10 Bayou Vista, and that is a critical
11 point for Berwick.

12 That is all I have to say about
13 that.

14 (Discussion off the record).

15 (4:49 P.M.)

16 MR. THORGUSON:

17 17-1 It's 2-2 is the most favored
18 route in Berwick for the frontage road
19 that extends all the way through
20 Berwick to give our access, you know,
21 to our local residents to stay off the
22 interstate, plus it gives them a
23 straight path to retail areas and Bayou
24 Vista area and to move about town
25 without having to get on the

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619 JEFFERSON HIGHWAY SUITE 2G
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(225) 922-4527

1 interstate, so Section 2-2, and, then,
 2 Thorguson Road should be north and
 3 south of the proposed interstate
 4 section.
 5 (Discussion off the record).
 6 (4:50 P.M.)
 7 COUNCILMAN JOHNSON:
 8 13-2 I'm Bill Johnson, and I wanted to
 9 go on record, in the town of Berwick,
 10 we want to keep Robinson Road.
 11 MAYOR RATCLIFF:
 12 For economic development.
 13 COUNCILMAN JOHNSON:
 14 For economic development.
 15 (Discussion off the record).
 16 (5:02 P.M.)
 17 MR. DUPLANTIS:
 18 18-1 I'm just telling you that I
 19 prefer the 2-2 plan over 2-1, basically
 20 because it does give -- that section in
 21 St. Mary Parish would be the only
 22 section without a frontage road, and,
 23 18-2 also, it keeps the Robinson Street in
 24 place.
 25 Thank you.

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1 (Discussion off the record).

2 (5:08 P.M.)

3 MR. BERTRAND:

4 19-1

5 I am with the Subgravity Drainage
6 District of Bayou Vista, and the
7 Parish, the State is fixing to pass the
8 I-49, and we have a culvert where we
9 call the Cannata Station (phonetically
10 spelled) which is right in front of the
11 truck stop that we need another culvert
12 there to take care of the water, the
13 water flow. Then, we move a little bit
14 west, you come to Jupiter Street. The
15 culvert there needs to be lowered. It
16 is too high, so the ditch can't drain
17 properly, and I brought it to our
18 councilman -- Parish Council's
19 attention, and they referred me over
20 here. And we would like to have it
21 done before the highway is paved or
22 blacktopped because, that way, we don't
23 have to cut it, make some humps and
24 everything else. Do it before.
25 Preventive maintenance. Okay.

(Discussion off the record).

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815 JEFFERSON HIGHWAY SUITE 203
BATON ROUGE, LA 70806
(225) 922-4527

1 (5:14 P.M.)

2 MR. CEPALU:

3 20-1 We got to have Z-2. Z-2 was the
4 section that was approved by the
5 St. Mary Parish Council and all the
6 people in the Bayou Vista area because
7 of the one-way access road from Berwick
8 to Bayou Vista for emergency access, so
9 Z-2 was committed to at the previous
10 Public Hearings, and we need to see Z-2
11 implemented.

12 20-2 Also, the high speed exit off of
13 Z-2 going westbound onto the service
14 road needs to be moved back about 300
15 feet to allow traffic time to slow down
16 before the new truck stop that is in
17 place on the land that is developed now
18 that hadn't been totally developed two
19 years ago when we did this Public
20 Hearing. There has been a change.

21 Along -- well, that section, the
22 first section -- do you know what
23 section that is?

24 (Discussion off the record).

25 MR. CEPALU:

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619 JEFFERSON HIGHWAY SUITE 20
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(225) 922-4527

1 Okay. The section from Calumet,
2 coming in from Calumet heading east,
3 when you exit the main highway onto the
4 service roads continuing east, there is
5 a section of -- a noise barrier after
6 203 Red Cypress Road. That noise barrier
7 needs to be continued up to the truck
8 stop on that same road, which is before
9 Todd Subdivision. If there is any
10 breaks necessary in that wall to access
11 of any other businesses, that is fine,
12 but there is also other residential
13 areas that aren't really subdivisions
14 but trailer court areas that have
15 residences before you get to Todd
16 Subdivision that need to be considered,
17 and I'm the past president of St. Mary
18 Parish.

19 (Discussion off the record).

20 (5:17 P.M.)

21 MAYOR RATCLIFF:

22 I would appreciate the
23 consideration of an additional service
24 road on the south side of the
25 interstate from Bayou Vista to

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619 JEFFERSON HIGHWAY SUITE 20
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(225) 672-4527

1 Thornguson Road in Berwick. We have --
 2 Z-2 gives us the north side service
 3 road with nothing on the south side.
 4 Thank you.
 5 (Discussion off the record).
 6 (5:19 P.M.)
 7 MS. SAWYER:
 8 21-1 I am a resident of St. Peter
 9 Street in Patterson, Louisiana. I'm
 10 very concerned about the sound wall not
 11 being long enough in the town of
 12 Patterson since I'm sure the traffic on
 13 I-49 will be 70 miles an hour, and the
 14 exit to go to the service station is at
 15 the corner of our street, so I think
 16 there will be more traffic and more
 17 noise than what we're used to on
 18 Highway 90.
 19 (Discussion off the record).
 20 (5:20 P.M.)
 21 MR. SAWYER:
 22 22-1 Same comment. Same comment,
 23 noise level with regards to the
 24 traffic -- that is all I need -- on
 25 St. Peter.

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519 JEFFERSON HIGHWAY SUITE 20
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1 (Discussion off the record).
 2 (5:24 P.M.)
 3 MR. HEBERT:
 4 23-1 2-2. We want 2-2 alternate.
 5 (Discussion off the record).
 6 (5:25 P.M.)
 7 MR. BEADLE:
 8 I want to extend the service road
 9 on the south side from Bayou Vista to
 10 14-2 Berwick eastbound, and we want to keep,
 11 if we can, Robinson Road -- Robertson
 12 Road, and I think that is it. We will
 13 have passage both ways from Bayou Vista
 14 14-3 to Berwick, and it will allow us to
 15 develop the property along Robert --
 16 fronting Robinson Road, so -- okay?
 17 Thank you, ma'am.
 18 (Discussion off the record).
 19 (5:35 P.M.)
 20 MR. LASSEIGNE:
 21 24-1 Barry Lasseigne, P.O. Box 182,
 22 Berwick, Louisiana, and I would like
 23 to -- my vote is the 2-2, I think.
 24 (Discussion off the record).
 25 (5:36 P.M.)

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MR. LASSEIGNE:

2-2. We have a business in Bayou Vista, which is just to the east of Southeast Road, Fairview Cinema, and -- on Anthony Street, so we like that service road from Berwick over to Bayou Vista on that 2-2.

That is it. Thank you.

(Discussion off the record).

(5:37 P.M.)

COUNCILMAN MENDOZA:

25-1

I'm Larry Mendoza, City councilman in Patterson, and my comment is regarding the emergency road for vehicles that access traffic from north to south over the interstate, before the interstate. Right now, it exits onto Veterans and exits onto Catherine Street, and I would like to see that access road moved over to access onto Red Cypress Road rather than Catherine Street. Okay?

(Discussion off the record).

(5:38 P.M.)

MR. PINHO:

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619 JEFFERSON HIGHWAY SUITE 20
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1 I have a concern about the -- I
2 don't know what you call that. It's
3 the crossover of the railroad to
4 Catherine Street. Are you familiar
5 with what I'm telling you? Okay.
6 26-1 As far as I can see right now,
7 the traffic on Catherine Street is
8 abundant. Putting the crossover from
9 the opposite side of the railroad track
10 to Patterson would be a total impact on
11 traffic. It's my concern because, one
12 thing, I own property where the
13 overpass is to come. Right as is, I
14 26-2 can't do what I should be able to do,
15 sell the property, because people that
16 is interested don't want to buy
17 something they will have to be moving
18 in the next sixty days or thirty years
19 or whatever. You're hurting the town
20 of Patterson for being able to build
21 its prime -- that is prime commercial
22 property, and that is one of the only
23 places that the town of Patterson can
24 actually expand.
25 That is about all I've got to

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618 JEFFERSON HIGHWAY SUITE 20
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(225) 922-4527

21

1 say. I'm opposed to putting that
2 overpass down to Catherine Street.

3 (Discussion off the record).

4 (5:40 P.M.)

5 MR. HOTARD:

6 27-1

7 I'm in favor of the Alternate Z-2
8 as opposed to Z-1, the frontage road
9 between Berwick and Bayou Vista. I --
10 also, I would like to see a frontage
11 road on the south side of the
12 interstate that would provide better
13 hurricane evacuation and -- because I
14 think, you know, we've always seen a
15 heavy load from New Orleans coming
16 through our area to evacuate, and I
17 know now, in the future, it's going to
18 be even worse, and we need all the
19 possible lanes that we can possibly set
20 up, so why not do it while we're
21 developing all this, do it right and
22 add those extra two lanes of frontage
23 road, and it's not a long section and I
24 don't think it would cost that much in
25 the scheme of things to add that, and
it would also connect the two

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618 JEFFERSON HIGHWAY SUITE 20
BATON ROUGE, LA 70805
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1 communities of Berwick and Bayou Vista
2 which kind of depend on each other for
3 commercial and residential areas, so
4 it's very important to keep those
5 communities connected, and that
6 frontage road would help do that, and
7 the fact that the north side is only
8 going to be one way toward the west,
9 toward Bayou Vista, we really need that
10 one way back to Berwick.

11 Whenever there is an accident on
12 the Atchafalaya bridge, the traffic
13 backs up to Bayou Vista now fairly
14 quickly and easily, and that frontage
15 road could provide access off of the
16 interstate and be directed to the old
17 182 bridge across the Atchafalaya
18 River, so that would be another
19 important reason for having that extra
20 frontage road, to get that traffic off
21 the interstate that would be eastbound
22 and get it off of the highway where the
23 traffic would be backed up to that last
24 exit at Bayou Vista.

25 I think that is it. Thank you.

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619 JEFFERSON HIGHWAY SUITE 2G
BATON ROUGE, LA 70806
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1 (Discussion off the record).
 2 (5:46 P.M.)
 3 MR. AYRES:
 4 28-1 I want to speak relative to the
 5 Catherine Street flyover that goes over
 6 the four lane and the railroad track.
 7 Family members on the property that
 8 this flyover is going to take off on
 9 them on the Catherine Street side of
 10 the four lane, this property has all
 11 been divided into subdivision lots. It
 12 is all subdivided, and individual
 13 members own that property. This
 14 proposed right-of-way, which they
 15 cannot tell me how wide it is going to
 16 be or what have you, will cut off
 17 approximately, from what I understand,
 18 approximately one-third of the back of
 19 the lot that we have for sale there.
 20 It is approximately 193 feet on
 21 Catherine Street by 308 feet going to
 22 the north. The back hundred foot would
 23 be the right-of-way.
 24 28-2 I get an offer of a sale for that
 25 property about once a month, a serious

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1 offer about once a month, along with
2 all the non-serious offers. I've had
3 that property, have lost sales on that
4 property many times now because you're
5 faced with the proposition of the
6 person buying that property having to
7 buy one-third of the property that they
8 have to sit for the next however many
9 years it takes before the State decides
10 to build that road, or I have to hold a
11 hundred foot by a hundred and
12 ninety-three foot with no access in the
13 hopes that the State will finally go
14 through on what they are proposing.

15 My situation is just one of about
16 eight different situations and pieces
17 of property on there that have been
18 devalued -- I won't say devalued but
19 have been rendered almost useless at
20 this point by the State's proposal.

21 Also, it is my understanding that
22 there are other alternatives or other
23 options that could have been considered
24 that are not being considered. The
25 four lane is elevated almost to that

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1 area where the flyover will go over.
2 One of the options could have been that
3 they could have continued to elevate
4 28-3 the four-lane highway along the
5 existing right-of-ways there and run
6 the Catherine Street under the four
7 lane. It is totally unfair to property
8 owners for the State to propose these
9 right-of-ways and, then, spend years
10 and years and years of inactivity and
11 causing property to be unable to be
12 used.

13 The two pieces of property
14 surrounding Patterson State Bank are
15 the last two large pieces of commercial
16 property in Patterson that can be
17 developed for commercial purposes.
18 What this -- what this proposed flyover
19 is doing is destroying one of the two
20 pieces of property left that could be
21 used for a type of commercial
22 development such as a shopping center
23 or something like that in the Patterson
24 area. They're limited on the south
25 side by the railroad track which kills

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1 all -- basically all commercial
2 property development of the nature of
3 box stores and shopping centers and
4 what have you from being developed, and
5 the State has basically destroyed
6 one-half of the remaining property, and
7 that is basically what it is.

8 I would just like to ask that
9 alternatives be looked at to the
10 Patterson flyover. I have served in
11 the City government, Parish government,
12 and I do know that there are possible
13 options to what was drawn there, and I
14 would like to ask that the State
15 consider other options than what they
16 have considered.

17 That is it. Thank you.

18 (Discussion off the record).

19 (6:00 P.M.)

20 MR. GOWAN:

21 291 Mark Gowan. I want to voice
22 opposition to the flyover at Veterans
23 and to Catherine Street in Patterson.
24 I don't think that that is a real good,
25 viable project there, and, also, I

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819 JEFFERSON HIGHWAY SUITE 26
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1 29-2 would like to see some U-turns
2 installed at the Tiffany Street
3 intersections, and that is all I need.
4 All right.

5 30-1 (Discussion off the record).
6 (6:05 P.M.)

7 MR. GEOFFROY:
8 I just want to vote for the Z-2,
9 is it?

10 (Discussion off the record).

11 MR. GEOFFROY:
12 The one on the bottom over there.
13 Put down Ryan Geoffroy for Z-2. We
14 need that service road.

15 You know, that is -- I'm walking
16 away from you. That is all I got to
17 say on the record.

18 (Discussion off the record).
19 (6:14 P.M.)

20 MR. ARTHUR:
21 31-1 I would like to vote for Z-2 is
22 my choice for the road in the plans for
23 the I-49 project.
24 That is it. That is all the
25 comments I have.

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1 (Discussion off the record).

2 (6:15 P.M.)

3 COUNCILMAN BIERHORST:

4 321

5 I have questions about the
6 overpass going into Catherine Street,
7 why so much of that property is going
8 to be taken up on the Catherine Street
9 overpass, can that be designed some
10 other way than what it is, because my
11 major concern is that it is the only
12 area in Patterson to grow large
13 business.

14 That is the main inlet into
15 Patterson is Catherine Street. The
16 City is talking about making a
17 boulevard out of it. It was given by
18 the landowner to be a boulevard. The
19 present landowners there now have had
20 opportunities to sell that property, to
21 build major car dealerships, hotels and
22 so forth, but this project has stopped
23 all of that, and I'm concerned about
24 the economic development and growth of
25 the City of Patterson because there is
no other land abutting that highway

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1 with that much space to be able to use
2 for either shopping centers, and we're
3 also building a million dollar library
4 on Catherine Street across from the
5 Post Office. I'm concerned how that is
6 going to be impacted.

7 I have concerns that the people
8 from the south side of the railroad
9 track, when they're wanting to go west
10 on I-49, they're going to have to cross
11 the track, go onto Catherine Street, go
12 south on Catherine Street, hit the
13 service road, go west on the service
14 32.2 road to Red Cypress Road and, then,
15 hit -- try to hit that exchange to go
16 west. That is going to really congest
17 the end of Catherine Street. I just
18 wish that they would look at another
19 alternative, possibly tying in that
20 crossover to the railroad track, tying
21 that into the Red Cypress Road
22 interchange instead of taking up all of
23 that commercial property on Catherine
24 Street.

25 I also have a concern that there

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619 JEFFERSON HIGHWAY SUITE 2G
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30

1 32-3 is no overpass at Zenor Road, which is
2 west of Patterson, between Patterson
3 and Calumet. We have an airport
4 located there, and it may stifle some
5 economic development, through the
6 development of our airport area, and
7 pretty much that is it right now.
8 (Discussion off the record).
9 (6:42 P.M.)

10 MR. VIDOS:

11 33-1 I was making a comment about the
12 Highway 182 bridge. I have been
13 telling people what they need to do is
14 build that bridge. That makes a
15 perfect evacuation route for 90. With
16 that bridge there, you can run four
17 lanes north out of New Orleans, you
18 don't have to worry about two lanes
19 going one way and nobody on the other
20 side, the eastbound lanes. You can run
21 that lane, run four lanes north to
22 Lafayette and divide them up at
23 Lafayette, at Interstate 10 and 49,
24 either send them east, west or north,
25 and you can do that without spending a

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BATON ROUGE, LA 70806
(225) 927-4527

1 lot of money. In other words, that is
2 what I was thinking about.

3 I thought that was the reason why
4 they put it in there, and he said it
5 was for the farmers, because 182 goes
6 all the way down to about Raceland, I
7 think, and it follows 90 and, if they
8 wanted to complete that thing, they
9 could probably go over to like the
10 River Road along the Mississippi River
11 and bring it into New Orleans. That
12 way, you could use that as a route
13 coming into the area without using the
14 four lane and use the four lanes for
15 evacuations north.

16 That is basically it.

17 (Discussion off the record).

18 (6:46 P.M.)

19 COUNCILMAN LIPARI:

20 Okay. First, I want to say that
21 I am a City councilman and former mayor
22 of Patterson, and I am very much
23 concerned the way the I-49 is presently
24 designed that our emergency vehicles
25 and school bus personnel will have

JOHNS, PENDLETON & ASSOCIATES, INC.

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METAIRIE, LA 70005
(504) 219-1993 • (800) 562-1285

CERTIFIED COURT REPORTERS

619 JEFFERSON HIGHWAY SUITE 2G
BATON ROUGE, LA 70806
(225) 922-4527

1 serious problems getting to and from
2 across the highway and all, so I would
3 ask that the elevated -- that I-49 be
4 elevated throughout Patterson, if
5 possible. If not, try to do it in a
6 way where we could get emergency
7 vehicles and school buses done in a way
8 that is safe for our people.

9 34-1 I am also concerned that I have
10 had experience with the Department of
11 Transportation and Development, and I
12 have found that they do a good job of
13 listening and having Public Hearings,
14 but, in many cases, they do not follow
15 through on our suggestions. An example
16 of this is, for the last year, I have
17 repeatedly asked to have a traffic
18 light put on the highway here. We got
19 three hundred families that signed,
20 asking for this traffic light. We have
21 had a person killed last week. We went
22 before the legislature. Our
23 legislators voted to get this traffic
24 light. It's been on deaf ears, and I
25 am told more people need to get killed

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CERTIFIED COURT REPORTERS

619 JEFFERSON HIGHWAY SUITE 20
BATON ROUGE, LA 70806
(225) 522-4527

33

1 before we can get this traffic light.

2 I am using this as an example,
3 because, if we go through the way this
4 highway is planned now, we could have
5 some serious problems, and I wanted to
6 go on record that I am voicing
7 objection to the way it is presently
8 scheduled to go through.

9 Thank you for listening.

10 (Discussion off the record).

11 (7:26 P.M.)

12 MS. BIENVENU:

13 35-1 I like what I see. Everything
14 looks like it will keep traffic
15 flowing. It looks like it doesn't
16 interfere with a whole lot of existing
17 houses. I like it.

18 Thank you.

19 (Discussion off the record).

20 (7:27 P.M.)

21 MR. BIENVENU:

22 36-1 I just want to go on record
23 saying that I think everything is fine.
24 Okay. I figured you all needed that.
25 Thank you, ma'am.

JOHNS, PENDLETON & ASSOCIATES, INC.

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CERTIFIED COURT REPORTERS

619 JEFFERSON HIGHWAY SUITE 20
BATON ROUGE, LA 70808
(225) 922-4527

1 (Discussion off the record).
2 (7:28 P.M.)
3 MR. EVANS:
4 37-1 The only thing I would like to
5 say is that I would like to vote on the
6 2-2 proposal, and that is it.
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JOHNS, PENDLETON & ASSOCIATES, INC.

CERTIFIED COURT REPORTERS

710 PHOSPHOR AVENUE
METAIRIE, LA 70005
(504) 219-1893 • (800) 562-1285

619 JEFFERSON HIGHWAY SUITE 20
BATON ROUGE, LA 70806
(225) 932-4527

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REPORTER'S CERTIFICATE

I, RUTH ANN FREY, Certified Shorthand Reporter, do hereby certify that the proceedings were reported by me in shorthand and transcribed under my personal direction and supervision, and is a true and correct transcript, to the best of my ability and understanding;

That I am not of counsel, not related to counsel or the parties hereto, and not in any way interested in the outcome of this matter.


RUTH ANN FREY
CERTIFIED COURT REPORTER
Certificate No. 81043

JOHNS, PENDLETON & ASSOCIATES, INC.

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METAIRIE, LA 70005
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CERTIFIED COURT REPORTERS

619 JEFFERSON HIGHWAY SUITE 2G
BATON ROUGE, LA 70806
(225) 922-4527

MAY-26-2006 17:16

DEPT. OF TRANSPORTATION

P.02



State of Louisiana

KATHLEEN BABINEAUX BLANCO
GOVERNOR

DEPARTMENT OF WILDLIFE AND FISHERIES

DWIGHT LANDRENEAU
SECRETARY

April 12, 2006

Vincent G. Russo, Jr.
Environmental Engineer Administrator
Louisiana Department of Transportation
P.O. Box 94245, Capitol Station
Baton Rouge, Louisiana 70804-9245

Re: Draft Environmental Impact Statement, State Project 700-99-0230, Federal Project NO. I-49-1(057), I-49 South Wax Lake Outlet to Berwick, Route US 90, St. Mary Parish, Louisiana

Dear Russo:

The professional staff of the Office of Wildlife reviewed your application/request for the above referenced project.

38-1 We have no objection provided that any impacted wetlands are mitigated.

The Department of Wildlife and Fisheries seeks to work with you in a facilitative manner on this and future such endeavors. Please call my staff should you need further assistance.

Sincerely,

Venice Ortega
Permit Coordinator

fod

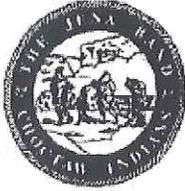
P.O. BOX 98000 • BATON ROUGE, LOUISIANA 70808-0000 • PHONE (225) 765-2800
AN EQUAL OPPORTUNITY EMPLOYER

TOTAL P.02

MAY-09-2006 18:35

DEPT. OF TRANSPORTATION

P.02



Jena Band of Choctaw Indians

P. O. Box 14 • Jena, Louisiana 71342-0014 • Phone: 318-992-2717 • Fax: 318-992-8244

May 5, 2006

State of Louisiana
Department of Transportation & Development
P. O. Box 94245
Baton Rouge, LA 70804-9245

RE: STATE PROJECT NO. 700-99-0230
F.A.P. NO. I-49-1(057)
WAX LAKE OUTLET TO BERWICK
ROUTE: US 90 SOUTH
ST MARY PARISH, LOUISIANA

To Whom It May Concern:

Reference is made to your letter dated March 13, 2006, concerning the above- proposed project.

39-1 After thorough review of the documents submitted, it has been determined that there will be no significant impact in regards to the Jena Band of Choctaw Indians. We have no objections to its implementation.

If I may be of any further assistance, please do not hesitate to call.

Sincerely,

Lillie Strange
Lillie Strange
Environmental Director
Jena Band of Choctaw Indians
Lilliestrange72@aol.com
318-992-8258

TOTAL P.02



DEPARTMENT OF THE ARMY

NEW ORLEANS DISTRICT, CORPS OF ENGINEERS

P.O. BOX 60267

NEW ORLEANS, LOUISIANA 70160-0267

REPLY TO
ATTENTION OF:

April 19, 2006

Operations Division
Regulatory BranchSubject: I-49 South (Wax Lake Outlet to Berwick)
LA DOTD SP 700-99-0230/FAP I-49-1(057)Federal Highways Administration
5304 Flanders Drive, Suite A
Baton Rouge, Louisiana 70808-4348

Gentlemen:

This is in regard to the Draft Environmental Impact Statement (DEIS) proposing to upgrade a portion of US 90 between Berwick, Louisiana and the Wax Lake outlet in St. Mary Parish forwarded to us by later dated March 13, 2006.

We have reviewed the DEIS and find that the document is well organized and written and adequately addresses potential project related direct impacts. We would like to offer the following comments/suggestions most of which concern the Corps' regulatory authority.

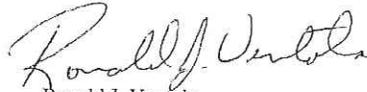
- 40-1 1. In sections S.6.2 and 4.6.2, the sentence that begins with "*LDOTD recommends...*" should be deleted. You should report that the preliminary wetland delineation performed by LDOTD indicates that there are potentially 18.7 acres of wetlands that would be impacted and that the US Army Corps of Engineers (USACE) has not verified this delineation. Based on a review of the provided information, USACE could determine the occurrence of more or less jurisdictional wetlands. We recommend deleting the "*LDOTD Jurisdictional Recommendation (Acres)*" column in tables S-1 and 4.9.
- 40-2 2. a) In section S.7.1.1, the word "Permits" in the first sentence should not be capitalized.
 b) Also, in that same section you cite the laws under which USACE has regulatory authority. You might want to check the laws/regulations. Section 10 is covered under 33 USC 403 (Section 9 is covered under 33 USC 401). Also, Section 404 regulatory authority is covered by 33 USC 1344 not 1413.
 c) You might want to include a sentence concerning what the Corps regulates under Section 10 of the Rivers and Harbors Act of 1899:
 1) Structures such as a wharf, pier, dolphin, boom, weir, breakwater, bulkhead, jetty, or other structures in any port, roadstead, haven, harbor, canal, navigable river, or other water of the United States and
 2) Excavating or filling, or any other work that alters or modifies the course, location, condition, or capacity of, any port, roadstead, haven, harbor,

canal, lake, harbor of refuge, or enclosure within the limits of any breakwater, or of the channel of any navigable water of the United States.

- 40-3 3. Be consistent in the use of the proper acronym for the US Army Corps of Engineers (page 3-24; 3.7.1). USACE is the preferred. If you refer to the New Orleans District, the proper acronym would be CEMVN.
- 40-4 4. On page 3-25, section 3.7.2; did the Corps approve the wetland delineation? If not, you need to indicate that findings are preliminary pending Corps' approval.
- 40-5 5. On page 3-26, section 3.7.2, it is indicated that U.S. 90 crosses several water bodies. Are any of these waterways considered navigable either in fact or are tidal? What, if any, impact to navigation will occur; dredging, filling or structures (bridge abutments)? Should include a discussion in subheading 3.8 addressing navigational impacts.
- 40-6 6. On page 4-31, Section 4.6 you discuss the history of the Corps regulatory authority. This discussion should be deleted or moved to section S.7.1.1. Instead, you should discuss avoidance and minimization of adverse impacts to wetlands here.

Thank you for the opportunity to review and comment on the DEIS. Should you have any questions concerning our comments, please contact Dr. James Barlow at (504) 862-2250 or at james.a.barlow@mvn02.usace.army.mil.

Sincerely



Ronald J. Ventola
Chief, Regulatory Branch

MAY-18-2006 16:22

DEPT. OF TRANSPORTATION

PAGE

ST. MARY PARISH GOVERNMENT

PAUL P. NAQUIN, JR., PRESIDENT
FIFTH FLOOR - COURTHOUSE
FRANKLIN, LOUISIANA 70538-6198

HENRY BOY LAGRANGE
CHIEF ADMINISTRATIVE OFFICER

May 16, 2006

DIRECTOR OF FINANCE
BOB CARTER

Environmental Engineer Administrator
Section 28
Louisiana Dept. of Transportation and
Development

DIRECTOR OF PERSONNEL
TAMMY CHARPENTIER

Post Office Box 94245
Baton Rouge, LA 70804-9245

DIRECTOR OF PLANNING
CAROL J. WINNING

Re: I-49 Public Hearing

DIRECTOR OF PUBLIC WORKS
GEORGE MICHAEL, P.E., MOSE

Dear Sir:

DIRECTOR OF ECONOMIC DEVELOPMENT
FRANK D. FINK

Thank you for holding a public hearing on the I-49 alternatives from Berwick to the Wax Lake Outlet. It was clear that much thought was put into the proposals as well as input from the previous public hearing.

FRANKLIN
(504) 628-4108
FAX (504) 628-4092
EMAIL: finkfrank@paulin-st-mary.louis

As the Director of Economic Development for St. Mary Parish and a resident of Patterson, my comments will look at future economic development along this corridor and not necessarily look only at minimizing public costs for I-49 alternatives presented. In general the interstate proposals should maintain access to all property for future commercial development. The Berwick to Calumet corridor is already enjoying economic development gains today and the developable property will provide parish wide economic benefits that will far exceed the additional cost of I-49 infrastructure. As a result the most conducive alternate for economic development would be to elevate the entire highway from Berwick to the west of Red Cypress Road and convert existing Highway 90 to Business 90. The existing Highway 90 will be the service road and all exits and entrances can connect to it. There will be savings on service road construction and the emergency overpass at Catherine Street. In this scenario, the economic benefits of future parish development will payout long term relative to the incremental costs incurred.

41:1

DOT-10-2025 16:02

DEPT. OF TRANSPORTATION

P.03

Short of the elevated interstate throughout scenario, specific comments follow:

Section Z Berwick to Bayou Vista

- 41-2 Alternative Z-2 will allow access to extremely valuable commercial property for future development on the north side of Highway 90. Since this access road is
- 41-3 one way moving west, a service road on the east bound side of I-49 should be planned. This would allow future access to potentially developable property on the south side.

Section Y Bayou Vista/Patterson (Plate 6, 7)

- 41-4 The conversion of Highway 182 to a one-way service road will have a negative impact for local residents who utilize this route to avoid Highway 90. With both ends closed, Patterson traffic going east will exit and have to cross under the elevated onto a service road and pass back under the highway to get back to Highway 182. Since I-49 is elevated why can't the existing Highway 90 be the service road and enable Highway 182 to remain as is?
- 41-5 Regarding Plate 5 in Patterson, the emergency exit from the south side of the railroad tracks to Catherine Street, while being responsive to previous comments, cuts a major piece of commercial property in half rendering it undevelopable in any significant way. In maintaining an elevated highway from Tiffany Street to Red Cypress Road would solve the problem. Residents on Veterans Boulevard would be able to cross under the interstate. It would appear feasible to complete Waveland between Veterans Boulevard and Tiffany Street to provide an alternative route on the south side of I-49 and the railroad tracks for necessary emergency evacuation. Surely the DOTD would save money by paving Waveland over placing an overpass to Catherine Street. Consideration should also be given to moving the emergency exit from Catherine Street to Red Cypress Road.
- 41-6

The balance of Plate 4, and Plates 1, 2 and 3 have no comment.

MAY-21-2006 18:23

DEPT. OF TRANSPORTATION

P.02

PUBLIC HEARING COMMENT FORM

STATE PROJECT NO. 700-99-0230
FEDERAL AID PROJECT NO. I-49-1(057)
I-49 SOUTH / ROUTE US 90
ST MARY PARISH

IN ORDER TO INSURE THAT YOUR COMMENTS BECOME PART OF THE OFFICIAL TRANSCRIPT, THEY SHOULD BE SUBMITTED TO ONE OF THE FOLLOWING ADDRESSES BY MAY 31, 2006. PLEASE INCLUDE YOUR NAME AND ADDRESS WITH YOUR COMMENT FOR THE PUBLIC RECORD.

Mail to: Environmental Engineer Administrator
Section 28
Louisiana Department of Transportation and Development
P.O. Box 94245
Baton Rouge, Louisiana 70804-9245

Comment through www.i49south.org

PLEASE CONSIDER THE FOLLOWING COMMENTS:

42-1 As a Property owner and citizen of St. Mary Parish
I am in opposition to the placement of a Ramp
State Project No. 700-99-0230 - Fed Aid Project No. I-49-1(057)
I-49 South / Route US 90 ST. Mary Parish. I am in opposition
for the following reasons:

- 1) Parcel of land is only commercial property left in city of Patterson.
- 2) Patterson will lose opportunities to improve quality of life
for citizens if Ramp is placed on this Parcel of Land.
- 3) Decline of local economy will occur because major businesses
will not locate in area.
- 4) Successing Property would lose its monetary value.
- 5) Traffic leaving Ramp onto Catherine St. may cause safety
issue to citizens (young, old) of Patterson
- 6) As property owner, I'd have lost million dollar sales
because Ramp has placed on map & word has its
out in the public; therefore we are stuck!

NAME: Joseph P. Carline DATE: May 20-06

ADDRESS: 416 Catherine - Box 537
Patterson La
70392

MAY-21-2006 18:23

DEPT. OF TRANSPORTATION

P.03

PUBLIC HEARING COMMENT FORM

STATE PROJECT NO. 700-99-0230
FEDERAL AID PROJECT NO. 1-49-1(057)
1-49 SOUTH / ROUTE US 90
ST MARY PARISH

IN ORDER TO INSURE THAT YOUR COMMENTS BECOME PART OF THE OFFICIAL TRANSCRIPT, THEY SHOULD BE SUBMITTED TO ONE OF THE FOLLOWING ADDRESSES BY MAY 31, 2006. PLEASE INCLUDE YOUR NAME AND ADDRESS WITH YOUR COMMENT FOR THE PUBLIC RECORD.

Mail to: Environmental Engineer Administrator
Section 28
Louisiana Department of Transportation and Development
P.O. Box 94245
Baton Rouge, Louisiana 70804-9245

Comment through www.l49south.org

PLEASE CONSIDER THE FOLLOWING COMMENTS:

- 43-1 *As a property owner and resident of Lafayette Parish I am totally against the project # 700-99-0230 - Fed Aid # 1-49-(057) 1-49 North Route U.S. 90 St. Mary Parish.*
- 1) Property surrounding placement of ramp will lose its monetary value.*
 - 2) The citizens of Patterson (their life styles) will become the opportunity to improve.*
 - 3) Ramp exit onto Catherine street will become safety issue for all citizens traveling Catherine street.*
 - 4) This parcel of land is the only commercial land left in Patterson.*
 - 5) As a property owner, I have lost several million dollars' worth of value. No one is interested in property because word is out in the public and ramp location has been placed on maps.*

NAME: *Carla Alvin*

DATE: *5/20/06*

ADDRESS: *108 1/2 and Pecan
Lafayette, La. 70506*

*B 537
Patterson, La. 70592*

TOTAL P. 23

Costa, Louis

From: JoAnn Armato [jaarmato@cox.net]
Sent: Wednesday, May 24, 2006 9:13 PM
To: Costa, Louis
Subject: DEIS Comments
Importance: High

To whom it may concern

44-1 I am a property owner in Patterson on the East side of the Welcome to Patterson Sign. I live on the Bayou side two houses down from Idlewild at 188 Main St. I also own the property directly across the street on Hwy. 182 which is fenced in and borders the area designated as an access to the proposed frontage road. My concern is most definitely the idea of a dead end at the far east side of the city (at Idlewild). I would like to see both lanes of 182 be a one way from the welcome sign going west to the access at the bed and breakfast.

I have, in the last year, contacted my state senator (Butch Gautreaux) about the high speed limit on Hwy. 182 and have received confirmation that the speed limit would be reduced but as of now this has not happened. This is primarily a residential area with children playing in the yards and there is great danger at the curve in the entrance of the city from the east side. Mailboxes have been destroyed and town records will reveal numerous accidents.

44-3 Considerations must include aesthetically pleasing materials in the landscape plan for this area. Please consider the fact that my property borders the access.

44-2 In viewing the plan, I see that a concrete sound wall would be valuable to the residents in this area and should be a strong consideration.

Please keep me and my neighbors informed on the progress of this project as we are most concerned.

Joann Armato
 188 Main St.
 Patterson, La. 70392

985-395-7259

jaarmato@cox.net

5/25/2006

Costa, Louis

From: Nicol Armato [narmato@cox.net]
Sent: Wednesday, May 24, 2006 10:18 PM
To: Costa, Louis
Subject: I-49 Wax Lake Outlet to Berwick
Importance: High

Dear Sirs:

45-1 I am writing in response to the I-49 proposal and wish to document public comments. My husband and I live at 180 Main Street in Patterson. Our residence is located along the water as you enter Patterson from the east, right next to Idlewild Plantation. Both my husband and I are interested in seeing Highway 182 become a one way (both lanes) west bound starting at the eastern entrance of the city to the proposed access to the frontage road located at the Bed and Breakfast location. This is a preference as opposed to having a dead end (east bound) at the entrance to the city by which travelers will use our drive way as a turn around. This request is also strongly recommended for safety reasons. We have witnessed countless accidents and have lost a mailbox as traffic speeds into Patterson as this section of the highway curves into the city. In researching traffic records, I am sure this would confirm these happenings as I know that the destruction of my mailbox was reported to the police. We also have two young children who live at this residence, and, of course, this bears heavily on our comments.

45-2 We look forward to the access at the Bed and Breakfast to the frontage road and are especially pleased with the bicycle trail.
 45-3 Several concerns and strong recommendations include allowing funding for landscaping and the use of aesthetically pleasing materials in the construction of the project not excluding a sound wall in this area since residences are close to the proposed Interstate.

45-4 Another area of concern is the location of the Waveland / Catherine Street Connection. This location is an area of heavy traffic on a daily basis. With the bank, post office, and library that will soon be a reality, Catherine Street will be a hazard for this proposal. Catherine Street is also a main traffic route for school buses for both Patterson Junior High School and Hatlie Watts Elementary. Consideration to move this connection to cross the elevated section at Red Cypress should be researched before reaching a decision. The Red Cypress area is residential and not far from Catherine Street for access to the bank, post office, library and schools.
 45-5

I applaud the work and hours that have been dedicated to making I-49 a reality for our state and look forward to watching the project prosper in the coming years. Although it seemed that the I-49 meeting was scheduled to take four hours in early May, the actual meeting held at the Patterson Civic Center was very well planned. I liked the stations and the personnel on hand were very informative. Many thanks for moving our area forward.

Sincerely,
 Nicol Armato
 180 Main Street
 Patterson, LA 70392
 (985) 395-4573

5/25/2006

MAY-25-2006 12:17

DEPT. OF TRANSPORTATION

P.02

PUBLIC HEARING COMMENT FORM

STATE PROJECT NO. 700-99-0230
FEDERAL AID PROJECT NO. 1-49-1(067)
I-49 SOUTH / ROUTE US 90
ST. MARY PARISH

IN ORDER TO INSURE THAT YOUR COMMENTS BECOME PART OF THE OFFICIAL TRANSCRIPT, THEY SHOULD BE SUBMITTED TO ONE OF THE FOLLOWING ADDRESSES BY MAY 31, 2006. PLEASE INCLUDE YOUR NAME AND ADDRESS WITH YOUR COMMENT FOR THE PUBLIC RECORD.

Mail to: Environmental Engineer Administrator
Section 28
Louisiana Department of Transportation and Development
P.O. Box 94245
Baton Rouge, Louisiana 70804-9245

Comment through www.l49south.org

PLEASE CONSIDER THE FOLLOWING COMMENTS:

- 46-1 This is my objection to the placing of the I-49 Ramp at the Catherine Street location in Patterson, LA. This property is one of the few locations in the city of Patterson for future growth - you are doing the city of Patterson and the Carolina Family an injustice by placing this ramp on this property.
- 46-2 Find another location for the ramp.

NAME: Lerna Y. Carlin DATE: May 20, 2006

ADDRESS: P.O. Box 66 - 1125 First Street (Physical Address)
Patterson, LA 70392

Mailing Address

TOTAL P.02

MAY-25-2006 16:26

DEPT. OF TRANSPORTATION

P.02

P&K Machine/BCM Industries, Inc

1116 Hwy 182 Morgan City LA
P.O. Box 2089, Patterson LA
985.395.7428
985.395.4900
prappmundt@bellsouth.net

May 23, 2006

Louisiana Department of Transportation and Development
Environmental Section
P.O. Box 94245
Baton Rouge LA 70804-9245

Re: Proposed upgrade of U.S. 90 to interstate status from Wax Lake Outlet to Berwick,
St. Mary Parish.

Dear Sir or Madam:

I am an independent businessman with a machine shop business in Bayou Vista, and my comments reflect that perspective.

After reviewing the proposed plan(s) and sketches provided, I have the following comments:

- 47-1 1) While this is a major thoroughfare through St. Mary Parish, as it presently exists, the proposal does nothing to improve the access of the highway to local use.
- 47-2 2) There are limited exit and entrance ramps to allow use by local businesses and residents in the areas.
- 47-3 3) The entire proposal requires a rebuilding of what is already in use limiting the use as an evacuation route.
- 47-4 4) Much of the proposal takes away prime commercial land that could be developed all along the current roadway.

- 47-5 Since approximately one third to one half of the proposed new highway is elevated, I would like to propose that the ENTIRE section be elevated from Berwick to the Ricohoc interchange. This plan would allow for the use of the existing four lane as local use, frontage roads and would require little or no modifications. With the highway elevated down ramps could be easily positioned to coincide with existing or projected businesses along the corridor allowing traffic to flow down onto the existing local highway and back on to the Interstate system with little traffic infringement. Traffic controls could be installed at pertinent points on the original local use highway to maintain traffic control and eliminate the current problem of accidents so prevalent along this section of highway.

AMERICAN BUREAU OF SHIPPING APPROVED FACILITY

MAY-25-2025 16:27

DEPT. OF TRANSPORTATION

P. 03

- 47-6 Simple overpass roads to satisfy the need in Patterson to have access without having to deal with the Railroad crossings can also accomplish access to subdivisions, south of the existing Railroad right of way.

This is, in my opinion, the simplest, cost effective and reasonable approach to benefit all the residents and over the road highway users. It does not involve the use or destruction of any wetlands areas or cause any unneeded displacement of existing businesses.

The suggested changes may cause increases in incremental cost of the highway that would in the long run be out weighed by the economic development in this community. The existing proposed I-49 scenarios will cause immeasurable damage to the future growth of these communities due to substantial commercial property being rendered undevelopable. Surely this is not the intent of the State of Louisiana and the Department of Transportation and Development.

Essentially, it would be a copy of the West bank expressway in the New Orleans area.

I hope these comments and recommendations are taken in to consideration.

Thank you for your time.

Sincerely,



Paul Rappmund
President
P&K Machine/BCM Industries, Inc

AMERICAN BUREAU OF SHIPPING APPROVED FACILITY

TOTAL P. 03

- 1
Costa, Louis
From: i49support@gcrf.com
Sent: Wednesday, May 31, 2006 12:56 PM
To: i49South
Subject: An I-49 Comment has been submitted
- There is a comment waiting for your approval.
- 48-1 **Comment:** YOUR PLANS DO NOT SEPARATE LOCAL AND THRU TRAFFIC AS YOU SAID IT WOULD.
 WHY NOT KEEP THINGS SIMPLE!!!
- 48-2 1-Keep your plans for a 2-lane bridge across Calumet Cur reconnecting LA182. VERY necessary to local traffic.
- 48-3 2- Between Calumet and Berwick, why not make a 2-lane, TWO-WAY service road to the north of I49, with a middle turning lane.
- 48-4 3- ELEVATE ENTIRE SECTION OF I49 between Calumet and Berwick.
- 48-5 4- One overpass to south of the railroad tracks in the Patterson area is USELESS. There are no less than 5 neighborhoods south of the tracks. Provisions need to be made to connect Cotton Road to Tiffany Road in order for an overpass to be effective.
 LEAVE LA 182 ALONE BETWEEN BAYOU VISTA AND PATTERSON ... LEAVE OUR ROAD ALONE.
 LEAVE 182 ALONE BETWEEN BAYOU VISTA AND PATTERSON.
- 48-7 Has anyone in your office verified what CONTRA FLOW/ Hurricane evac plans would be thru this area with I49 in place ?????????? Eliminating LA182 thru that area would TRAP some residents with no way out..... Also you didn't take into consideration that half of Bayou Vista children attend Patterson
- 48-8 schools. YOU ARE FORCING OUR CHILDREN'S BUSES ONTO A FOUR-LANE HIGHWAY??
 bridget burnett
 p.o.box 71 centerville, La 70522
 jeaux25@hotmail.com
 Please go to the comment admin section of the site to view and approve.

1

Costa, Louis**From:** i49support@gcrf.com**Sent:** Wednesday, May 31, 2006 12:57 PM**To:** i49South**Subject:** An I-49 Comment has been submitted

There is a comment waiting for your approval.

49-1

Comment: please leave I492 alone between Bayou Vista and Patterson.

barry burnett

p.o.box 71 centerville , La 70322

Please go to the comment admin section of the site to view and approve.

1

Costa, Louis**From:** i49support@gcrf.com**Sent:** Wednesday, May 31, 2006 12:59 PM**To:** i49South**Subject:** An I-49 Comment has been submitted

There is a comment waiting for your approval.

50-1

Comment: Please leave I492 alone between Bayou Vista and Patterson.

JeAnn Seber

1007 Michael St Patterson, La 70392

Please go to the comment admin section of the site to view and approve.



IN REPLY REFER TO:

United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
P.O. Box 26567 (MC-9)
Albuquerque, New Mexico 87125-6567



May 31, 2006

File 9043.1
ER 06/249

Vincent G. Russo, Jr.
Environmental Engineer Administrator
Louisiana Department of Transportation
P.O. Box 94245, Capitol Station
Baton Rouge, Louisiana 70804-9245

Dear Mr. Russo:

The U.S. Department of the Interior (DOI) has reviewed the Draft Environmental Impact Statement (DEIS) for Interstate 49 (I-49) South, Route U.S. 90, Wax Lake Outlet to Berwick, St. Mary Parish, Louisiana, March 2006. The following comments are submitted in accordance with the provisions of the Fish and Wildlife Coordination Act, as amended (16 U.S.C. §§ 661-667e); section 7 of the Endangered Species Act of 1973, as amended (16 U.S.C. §§ 1531-1543); the National Environmental Policy Act (42 U.S.C. § 4321 et seq.); and the Clean Water Act (33 U.S.C. § 1251 et seq.).

The State of Louisiana Department of Transportation and Development is proposing to upgrade a portion of U.S. 90 on its existing alignment to a four-lane control of access freeway meeting Interstate Highway Standards. Depending upon location, frontage roads are proposed utilizing either one-way or two-way road systems. Also proposed is a two-lane bridge across Wax Lake Outlet and a ramp overpass connecting Catherine Street with Waveland Drive. Proceeding west to east, interchanges are provided with LA 183 Access Road East, Red Cypress Road, Tiffany Street/Lipari Street, Southwest Boulevard, and Berwick South Road/Thorguson Road.

General Comments

The DEIS is well-written and provides an analysis of existing conditions and anticipated impacts likely to result from upgrading U.S. 90 to Interstate Highway Standards. As a cooperating agency, the Fish and Wildlife Service (FWS) has been involved throughout the evaluation of the proposed project through meeting attendance, field assessments, informal guidance, and official comments. In their October 21, 2002, response to the preliminary DEIS, the FWS expressed concerns about potential project impacts to the federally listed Louisiana black bear (*Ursus americanus luteolus*) which occurs throughout the wooded and agricultural lands adjacent to the

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proposed project area. On May 26, 2004, the Federal Highway Administration (FHWA) requested formal consultation with the FWS to address potential project-associated impacts to the threatened Louisiana black bear. That formal consultation was concluded on October 19, 2004, with the issuance of the FWS's Biological Opinion in which they determined that the anticipated take from the proposed project is not likely to result in jeopardy to that species or destruction or adverse modification of its proposed critical habitat.

FHWA also informally consulted with the FWS regarding potential project-associated impacts to the threatened bald eagle (*Haliaeetus leucocephalus*). In a May 22, 2001, letter, the FWS concurred with FHWA's determination that the proposed project is not likely to adversely affect bald eagles but also stated that further consultation would be necessary if the project would encroach within 3,000 feet of any active bald eagle nest during the nesting season.

The DEIS references those consultations and reiterates the commitment of FHWA and the Louisiana Department of Transportation and Development to "abide by the terms and conditions of the Biological Opinion issued October 19, 2004," and to consult further with the FWS should the project encroach within 3,000 feet of any active bald eagle nest during the nesting season. Endangered species consultation for this project is, therefore, complete. However, if there are changes in the scope or location of the work, or if the project has not been initiated within 1 year, follow-up consultation should be accomplished with the FWS prior to making expenditures for the project. Specific comments regarding other aspects of the proposed project are provided below.

Specific Comments

- 51-1 Section S.6.2 - Impacts to Wetlands, and Section S.7.2.4 - Wetlands – According to these sections, the Louisiana Department of Transportation and Development recommends that of the 18.74 acres of wetland impacts, only 6.58 acres be considered jurisdictional. This would include reclassifying over 60 percent of the forested wetland impacts (5.9 acres) as "non-jurisdictional." Justification for reclassifying wetland impacts is not evident in the DEIS. We recommend, therefore, that the DEIS be revised to include justification for the recommended wetland reclassification. The DEIS should also acknowledge that the New Orleans District, United States Army Corps of Engineers (Corps) will officially determine the extent of jurisdictional wetlands in the project area and that appropriate mitigation will be determined by the Corps in consultation with the FWS and other interested natural resource agencies.
- 51-2 Section 2.5.1.2 - Subsegment X: Line and Grade Alternatives – According to this section, the preferred alternative for Subsegment X is considered Alternate X-2 (with associated modifications) which extends from the Louisiana Highway 182 Access Road West to a point 5,300 feet east of Zenor Road. After reviewing the alternatives presented in the DEIS, we support the selection of Alternate X-2 as the preferred alternative.
- 51-3 Section 2.5.2.2 - Subsegment Y: Line and Grade Alternatives – According to this section, the preferred alternative for Subsegment Y is considered Alternate Y-4 (with the bicycle access plan) which extends from Subsegment X to a point 2,400 feet west of Southeast Boulevard.

After reviewing the alternatives presented in the DEIS, we support the selection of Alternate Y-4 as the preferred alternative.

- 51-4 Section 2.5.3.2 - Subsegment Z: Line and Grade Alternatives, and Section 3.2.1 - Demographics - Section 2.5.3.2 includes a discussion of Alternates Z-1 and Z-2. Alternate Z-1 includes plans to construct only the I-49 mainline linking the towns of Berwick and Bayou Vista. Alternate Z-2, however, would involve construction of a frontage road along the north side of I-49 that would connect Thorguson Road in Berwick to the town of Bayou Vista. As stated in the DEIS, the frontage road included in the Alternate Z-2 plan would provide access into "undeveloped forested areas" that Berwick officials consider "prime sites for future development." According to Section 3.2.1 of the DEIS, however, the towns of Berwick, Bayou Vista, and Patterson all experienced population declines between 1990 and 2000, with a cumulative population decline of 8 percent. Based on those figures, the need to develop the forested areas surrounding Berwick or the other communities adjacent to Subsegment Z of the proposed project does not appear justified. The FWS appreciates the need to provide alternate
- 51-5 access along this section of I-49 for evacuation purposes, however, they cannot support construction of a road with the intent of inducing development within a nearly 1,400-acre forest (with significant wildlife habitat values, including documented use by the Louisiana black bear) when significantly less environmentally damaging alternatives may be available. For example, as described in their October 21, 2002, response to the preliminary DEIS, a frontage road along the south side of the proposed I-49 mainline could be constructed to connect Thorguson Road in Berwick to Anthony Street in Bayou Vista. The existing Thorguson Road, Robison Drive, Berwick Road South, Hwy. 182, Tournament Boulevard, and Carolyn Street currently provide access to the undeveloped tract, which could be maintained without constructing a frontage road on the north side of the proposed I-49 mainline.
- Accordingly, we recommend that either Alternate Z-1 be selected as the preferred alternative for Subsegment Z, or that an alternate frontage road, located on the south side of the I-49 mainline roadway, be evaluated for this section of the proposed project. Because Alternate Z-2 would
- 51-6 likely induce significant indirect impacts to the forested area north of I-49, we recommend that those direct, indirect, and projected cumulative impacts, and associated mitigation, be addressed in the DEIS.
- 51-7 Section 3.6.2, Ground Water, first paragraph - The paragraph states that there are no aquifers located under the study area. This is technically inaccurate - an aquifer is simply a formation capable of yielding water. It would be more correct to state that the aquifers under the study area contain saline water unsuitable for most uses (Renken, 1998 and Winslow and others, 1968).
- 51-8 Section 3.8, Floodplains and Waterways, Exhibit 3-3 - The figure cannot be interpreted to identify locations where the road could be flooded, and how deep. Specifically, the shading is too light and therefore the extent of the floodplain cannot be determined. The meaning of the pink shading is not defined in the legend. The characteristics of some zones, including A3, A6, A10, and A11 are not explained in the notes. No color is defined in the legend for 100-year floodplain area (perhaps it is the very faint green?).

- 51-9 **Section 3.13.2 - Louisiana Black Bear** - This section of the DEIS states that "some black bear mortality data associated with transportation corridors has been collected by the USFWS for the area," but "none of the data specifically involves U.S. 90." Significant data regarding vehicle-collision-related mortality for Louisiana black bears have been collected throughout the proposed project area including that associated with U.S. 90. Those data (including both rough data sheets and graphical data summaries) were presented in the FWS's August 14, 2003, letter to FHWA. As explained in that letter, and in their October 19, 2004, Biological Opinion regarding the subject proposal, at least 12 Louisiana black bears were killed attempting to cross the subject reach of U.S. 90 between 1997 and 2002. FWS records indicate that at least six additional bears have died in vehicle-related collisions on that portion of U.S. 90 from 2003 to the present. Accordingly, we recommend that this section of the DEIS be revised to acknowledge existing Louisiana black bear roadkill data related to this reach of U.S. 90.

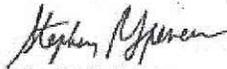
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Runkel, Robert A, 1998, Ground water atlas of the United States: Segment 5, Arkansas, Louisiana, Mississippi U.S. Geological Survey Hydrologic Atlas 730-F, 28 p. Also available on the Internet at: http://capp.water.usgs.gov/gwa/ch_5/index.html

Winslow, Allen George; Hillier, Donald E.; Turcan, A. N., 1968, Saline ground water in Louisiana: U.S. Geological Survey Hydrologic Atlas 310, 4 maps.

Thank you for the opportunity to provide these comments. We trust they will be of use as you prepare the final document. If you have any questions regarding our comments, please contact me at (505) 563-3572, fax (505) 563-3066, or by e-mail Stephen_Spencer@ios.doi.gov.

Sincerely,



Stephen R. Spencer
Regional Environmental Officer

5.10.2 Responses

A. Proposed Alternatives

A-1 Supports or finds the proposed project acceptable.

Comment noted.

A-2 Has no comment on / no objection to the proposed project.

Comment noted.

A-3 Has no comment on / no objection to the proposed project with proviso

- FEMA asked that the local Floodplain administrator be contacted.
 - A copy of the DEIS was distributed to Mr. Carol Vinning, the St. Mary Parish Floodplain Administrator. In a telephone conversation on June 14, 2006, it was determined that he had no comments regarding floodplain issues. He requested, however, that the project consider street lighting in the urbanized areas.
- NRCS states that erosion control measures must be taken during construction.
 - This will be a commitment in the FEIS.
- LDWF requires that wetlands be mitigated.
 - This will be done in accord with USACE determinations through the 404 permit process

A-4 Proposed alternatives do not improve roadway for local use.

Currently, the corridor provides a 4-lane arterial roadway (US 90) and no control of access freeway (Interstate) capacity.

The proposed project would provide a 4-lane control of access freeway (I-49) from Wax Lake Outlet to Southeast Boulevard and a 6-lane freeway from there to Berwick. In addition the following arterial roadways are proposed:

- A 2-lane, 2-way roadway from Ricohoc to Red Cypress Road, including a new crossing of Wax Lake Outlet;
- A 2-lane, 2-way roadway serving the industrial sites south of US 90 in Calumet; and
- A 4-lane arterial roadway from Red Cypress Road to approximately the Berwick Town Limits.

Level of Service (LOS) is a qualitative measure of operating conditions and their perception by motorists. The levels range from A to F with A representing the best conditions and F being defined as a volume to capacity ratio greater than one (1). LOS can apply to the performance of a roadway link or of an intersection. Traffic analysis indicates that the mainline roadway will operate generally at LOS B and C in 2030 for both No Build (US 90) and Build (I-49). Local intersections under No Build will become very congested. Except for LA 182 Access Road East that would operate at LOS D and Cotten Road that would operate at LOS E, all the local intersections with US 90 would deteriorate to LOS F. Under Build, Cotten Road would be LOS A and the other intersections with frontage roads would all be B+ or B.

A-5 There are limited numbers of exit and entrance ramps.

The general rule regarding the distance between interchanges on a freeway is to locate them one mile apart in urban areas and three miles apart in rural areas. The mainline portion of this project along the US 90 ROW is 8.7 miles in length. After subtracting the approximately 2.7 miles west of Red Cypress Road that is classified as rural, the urban portion of the project is 6 miles in length calling for approximately 5 interchange areas. There are ramps generally serving the following 5 locations:

1. Red Cypress Road at the City Limits of Patterson,
2. Tiffany Street / Lipari Street in Patterson,
3. the eastern end of the Idlewild area,
4. Southeast Boulevard, and
5. Thorguson Drive.

A-6 Proposed alternatives require rebuilding what is in use, which limits use for evacuation.

A commitment of the I-49 South project is to maintain 4 lanes of traffic at all times throughout construction. The reconstruction of roadways within the ROW does not diminish the opportunity for evacuation.

A-7 Proposed alternatives limit commercial development opportunities.

With the possible exceptions of the issues relative to Catherine Street / Waveland Drive (See C-3.) and to limitations of access to properties resulting from the requirements of Control of Access at exit and entrance ramps, all property suitable for development would remain accessible.

A-8 Proposed alternative should include elevated mainline and frontage roads from Berwick to Ricohoc

This comment is similar to C-4, 1. and C-6. (See below.) It differs in that it recommends elevation of I-49 throughout the project, not only between Tiffany Street / Lipari Street and Red Cypress Road. As the projected LOS on the local network would remain acceptable in 2030, with or without the Catherine Street / Waveland Drive overpass, there is no traffic purpose in elevating the mainline. Portions of the mainline now proposed to be constructed at grade may be elevated pending the outcome of consultations with USFWS at the time that preliminary and final designs are underway.

A-9 Proposed alternative should extend continuous 2-way frontage road from Calumet to Berwick on the north side.

A 2-way, 2-lane frontage road is not possible for the following reasons:

1. It would decrease capacity in the urban areas of Patterson and Bayou Vista;
2. It would make it difficult to locate entrance and exit ramps serving I-49 as a ramp cannot enter or leave a lane with opposing traffic, and
3. The frontage road on the south side between LA 182 Access Road East and the industrial facilities would need to remain.

B. Alternate X-2**B-1 Asks that a barrier be included in the realignment of LA 182 in Calumet.**

An F-type jersey barrier, either a PL-2 for speeds below 45 mph or a PL-3, would be a standard part of this design in accord with the AASHTO Roadside Design Manual. It would be placed above the retaining wall that will support the fill section for realigned LA 182 between the section of former LA 182 that now serves as a local access road and the existing US 90 (Future I-49 South) northbound shoulder. LA 182 is realigned because the profile required for it to cross the levee of Wax Lake Outlet would result in too great a grade difference between the road and the adjacent property if it were aligned on the former LA 182 alignment.

B-2 Asks for an overpass at Zenor Road.

A grade separation at Zenor Road was considered during the alternatives analysis. However, the geometry proposed in Alternate X-2 satisfies the egress requirements of the industrial facilities located in the vicinity and provides access to the airport via the frontage road from Red Cypress Road interchange and then via LA 182 Access Road East and then LA 182 or via Zenor Road. This also is the least costly alternate.

B-3 Supports a new crossing of Wax Lake Outlet, either as an evacuation route or to aid local traffic.

Comments noted.

B-4 USFWS supports selection of Alternate X-2

Comment noted.

C. Alternate Y-4**C-1 Is concerned about a potential negative project impact on school bus routes and emergency services in Patterson.**

This concern has been expressed relative to two locations along the corridor:

1. One location is the frontage road in the Idlewild area where it shares the same alignment with LA 182. This shared roadway would be a two-way, four-lane divided roadway. It is not anticipated that there would be a negative impact on school bus routes or emergency services. Proper signage would be provided in the vicinity of the intersections of the frontage road, LA 182/Main Street, and Lassus Street. In the east at the intersection of LA 182 and the frontage road, geometric modifications for better traffic channelization will be considered at the time of final design.
2. The other location is the area between Red Cypress Road and the existing intersection of US 90 with Tiffany Street / Lipari Street including the closing of the crossing of the highway right-of-way at Veterans Drive / Railroad Avenue. The concerns regarding this location are discussed in the responses to C-2 and C-3.

C-2 Supports a fully elevated mainline through Patterson.

During the alternatives analysis, Y-4 was selected for inclusion in the DEIS because it provided for the Tiffany Street / Lipari Street crossing to remain open across the highway right-of-way and to intersect with the frontage roads for full-directional access between the north-south orientation of Tiffany Street / Lipari Street and the east-west orientation of the frontage roads that, in turn, provide access to I-49.

The projected Level of Service (LOS) (See A-4 above for description of LOS.) for the Tiffany Street / Lipari Street intersection with the frontage roads in 2030 for Alternate Y-4 as presented in the DEIS is LOS B+. In 2000 this intersection had LOS D in the AM period and LOS E in the PM period; in 2030 for the No Build alternate, the intersection would have LOS F in both periods. LOS C is the minimum acceptable Level of Service in an urban area. This indicates that there is no measurable need for an additional crossing of the highway right-of-way at Veterans Drive / Railroad Avenue, which is the apparent basis for the request that there be full elevation of the mainline of I-49 through this area.

Alternate Y-4 as presented in the DEIS, includes the Catherine Street / Waveland Drive Overpass. Based on comments received during the Public Comment Period, the overpass has been eliminated from this project. More traffic would be expected to be routed to Tiffany Street / Lipari Street, and the Level of Service at that intersection would then be reduced slightly to LOS B. This remains superior to the minimum acceptable LOS C.

C-3 Opposes the Catherine Street / Waveland Drive Overpass.

Opposition to this structure was expressed by 7 individuals including a Parish Councilman, a petition signed by 9 individuals, and a written comment from Mayor Jimmy Bernauer of Patterson on behalf of the City of Patterson.

This overpass is not an essential element of the proposed action. It was included in Alternate Y-4 to mitigate the community disruption currently resulting from the 25 trains per day that operate on the Burlington Northern Santa Fe Railroad (BNSF) that would be exacerbated by construction of I-49 in the US 90 right-of-way parallel and adjacent to the railroad. Elimination of the overpass would not diminish the satisfaction of the project Purpose and Need.

Those opposing the structure cited the following concerns:

- Traffic on Catherine Street is already congested. Adding traffic would be undesirable and create safety concerns.
- Catherine Street does not have a conventional hard surface.
- Property on Catherine Street is devalued because no one knows when it will be needed for the structure.
- Property owners have lost money because of the proposal.
- Economic development in Patterson is hurt because this is the only remaining prime commercial property.
- There are other solutions. (See C-4.)

- The City is building a library on Catherine Street.
- Land was given for Catherine Street to be made a boulevard.
- Elevating the mainline would be less expensive.

Further, the intersection of Tiffany Street / Lipari Street with the frontage roads would have LOS B, which is an acceptable Level of Service. Therefore, the overpass will be eliminated from the project. If the community determines at a later date that a grade separation of the railroad would be desirable, it can be developed as a separate project.

C-4 Asks for alternative concept or site for the Catherine Street / Waveland Drive Overpass.

Suggestions received for alternatives fall into two categories:

1. Some suggest a different concept, the full elevation of the mainline. As discussed in the response to C-2, mainline elevation is an undesirable alternative as it would not provide grade separation of the railroad and is not required to maintain an acceptable level of service.
2. Other comments suggest a different site for the overpass. The proposed locations are either Red Cypress Road or "some other" location.

As the overpass has been eliminated from the project, there is no purpose to examine other locations.

C-5 Opposes converting LA 182 to a one-way road.

LA 182 would become a 4-lane divided roadway, not a one-way roadway. The existing alignment of LA 182 in the Idlewild area will serve as the westbound lanes while the eastbound lanes will be located across a median. Other changes in the proposed alignment of LA 182 and the frontage road are defined in the response to C-1.

C-6 Opposes closing the Railroad Avenue / Veterans Street crossing.

As discussed in C-2 and C-3, closing this intersection would not result in an unacceptable LOS on the local network. Also, ramps are located in the area of this existing intersection that would result in control of access closing the crossing. This latter condition requires that the realignment of Veterans Street remain as proposed in the DEIS.

C-7 Asks for U-turns at Tiffany and Lipari Streets.

U-turns will be included in the project at this intersection.

C-8 States that property on Catherine Street is reduced in value or cannot be sold because of the project.

Comment noted. The Catherine Street / Waveland Drive Overpass has been eliminated from the project.

C-9 Construct a roadway parallel to US 90/I-49 south of the ROW

This roadway is variously described as an extension of Waveland Drive from Veterans Street to Tiffany Street or as a road connecting Tiffany Street with

Cotten Road. Similar concepts were considered during the alternatives analysis. While these concepts could improve traffic circulation in Patterson, they would not be part of this project.

C-10 Opposes Dead-end on LA 182

This is related to C-1 and C-5. Again, see response to C-1.

C-11 Supports concept of grade separation of railroad in Patterson

Similar to C-4, and in contradiction of C-3, this comment suggests that grade separation of the railroad is useful, but no specific site is suggested. The position of the commenter regarding the Catherine Street / Waveland Drive connection is unclear. As the overpass has been eliminated from the project, the issue is moot.

C-12 USFWS supports selection of Alternate Y-4

Comment noted.

D. Sub-segment Z

D-1 Supports or finds acceptable proposed Alternate Z-2.

Comment noted; fourteen individuals including the Mayor Pro Tem and a Councilman of the Town of Berwick and a former Parish President support Alternative Z-2, which includes a westbound frontage road on the north side. USFWS, a federal agency with statutory regulatory authority finds Z-2 insupportable as it includes the “construction of a road with the intent of inducing development within a nearly 1,400-acre forest...when less significantly environmentally damaging alternatives may be available.”

Alternate Z-1 has been selected because there is currently no planned development for the land north of the proposed I-49 in Berwick.

In response to the comments supporting Z-2, as Z-1 does not prohibit the future development of a frontage road, DOTD would commit to construction of the frontage road contingent on:

- the property abutting the ROW on the north side receiving development rights from the town and the regulatory agencies;
- The property owners demonstrating a commitment for the development to occur; and
- The frontage road receiving NEPA clearance in the form of a Finding of No Significant Impact (FONSI) following the preparation of an Environmental Assessment (EA) or in the form of a Record of Decision (ROD) following the preparation of an Environmental Impact Statement (EIS) or a Supplemental EIS. A determination of which form of environmental investigation is appropriate would be made at the time that the first two conditions are met.

D-2 Asks that Robinson Road remains open.

Four individuals making comments regarding D-1, including the Mayor Pro Tem, are concerned with Robinson Road. The alignment of the frontage road requires the elimination of Robinson Road as it approaches Thorguson Drive

because the intersections of these roads with Thorguson Drive would be too close together. Robinson Road cannot serve as the frontage road as it does not align with either the roadway from the LA 182 bridge in the east or the northbound I-49 entrance ramp in the west.

Robinson Road will remain open approximately 1,200 feet farther west than shown in the DEIS, and will terminate with a dead-end at the point where control of access is indicated on Plate 9b.

D-3 Asks for a frontage road on the south side of the mainline (Eastbound).

Frontage roads are not provided in Alternate Z-1 as there is no existing or planned development to warrant frontage roads.

The frontage road in Z-2 was considered to address:

- concerns of local officials
 - that local trips would need to be accommodated and
 - that the proposed development of the area would need to be accessible and
- concerns of the Louisiana Office of Emergency Preparedness that frontage roads be included in an alternate to provide additional capacity during hurricane evacuation situations.

These same concerns resulted in both alternates including a third mainline lane in each direction between the Southeast Boulevard and Thorguson Drive interchanges. These lanes would allow vehicles to travel from Bayou Vista to Berwick without entering the main stream of Future I-49 traffic.

In consideration of the need to provide alternate access during an evacuation, USFWS recommends a frontage road on the south as a consideration. (See D-6.)

D-4 Asks to relocate the exit in Z-2 to the frontage road to slow truck traffic before the truck stop driveway.

The exit is properly aligned. No change is required.

D-5 USFWS supports selection of Alternate Z-1.

Alternate Z-1 has been selected.

D-6 To address provision of alternate access for evacuation purposes, consider a frontage road on the south side of mainline.

As referenced in D-3, USFWS offers an alternative to Z-1 that would address the need for an alternate access route during evacuations. The alternate as suggested would be a frontage road on the south side of I-49 from Anthony Street in Bayou Vista to Thorguson Road.

Z-1 has been selected as presented. An alternate route from Berwick to Bayou Vista already exists along LA 182, and, as discussed in D-1, a frontage road could be constructed on the northern side given the satisfaction of certain conditions.

D-7 As Z-2 would likely induce significant indirect impacts, it is recommended that the EIS address direct, indirect, and cumulative impacts and associated mitigation if Z-2 is selected.

No further work was undertaken in this regard as Z-2 was not selected.

E. Noise

E-1 Asks to extend the Todd Subdivision noise barrier.

The Dixie Trailer Park also was evaluated in the traffic noise analysis. The analysis determined that a noise barrier is not feasible. A barrier at this location would have to be constructed at the edge of pavement which was determined not to be feasible for reasons of driving safety.

E-2 Asks to address noise impacts on St. Peter Street.

The traffic noise analysis determined that a noise barrier is warranted in Patterson for a distance of 2,500 feet from Church Street to a point approximately 150 feet east of St. Peter Street. Modeling of existing and future traffic noise levels determined that the area protected by this barrier is the only area in which a significant reduction in noise can be achieved by a barrier that is both feasible and reasonable. At the point where the barrier ends east of St. Peter Street, I-49 South would be elevated. The noise analysis determined that no noise impact would occur and a barrier is not warranted along the elevated section. Additional discussion of the traffic noise analysis is found in Section 4.3 of the EIS.

E-3 Asks consideration of noise barrier in Idlewild.

The traffic noise analysis did not determine that a noise barrier is warranted in Idlewild area. The entire corridor is considered for noise barriers, but only those that are both reasonable and feasible are planned. Additional discussion of the traffic noise analysis is presented in chapter 4.3 of the EIS.

F. Miscellaneous

F-1 The Bayou Vista Drainage District asks that construction be coordinated with other entities.

LDOTD coordination with construction projects of the parish, town, city, and other state agencies is a commitment in this FEIS.

F-2 Various comments were made that do not apply specifically to this project.

Comments noted.

F-3 Editorial Comments

These changes were made.

F-4 Questions the status of wetland delineation approval.

A jurisdictional determination has not yet been made. The extent of the jurisdictional wetlands will be determined by the USACE, and a mitigation plan will be developed during the permit application process.

F-5 USACE requests addition of information concerning navigable waterways and the impacts to navigation.

This FEIS includes discussions of these items. Wax Lake Outlet has been determined to be navigable. The impacts to navigation caused by this project would result from construction of the LA 182 crossing of Wax lake Outlet. The impact would be the closure of the channel during construction, which would be minimized through coordination with the USCG. This would be undertaken during final design in association with the permit process involving the USCG and the USACE. The requirements will be incorporated in the construction documents.

F-6 Asks consideration for landscaping in Idlewild

Landscaping could be included throughout the project in accord with the requirements of DOTD design standards provided an established local entity assumes responsibility for maintenance.

F-7 Asks consideration of contra-flow lanes.

It is not currently anticipated that crossovers in association with contra-flow lanes would be required in this section of I-49. This would be re-evaluated during final design.

F-8 Revise Sec. 3.6.3 concerning Aquifers.

This FEIS reflects this revision.

F-9 Revise 3-3 concerning Floodplains

This FEIS reflects this revision.

F-10 Revise Sec. 3.13.2 concerning existing Louisiana black bear road kill data

This FEIS reflects this revision.

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Notice of Intent