

PUBLIC MEETING SUMMARY

I-12 TO BUSH, LOUISIANA PROPOSED HIGHWAY 3241 ENVIRONMENTAL IMPACT STATEMENT

STATE PROJECT NO. H.004985
ST. TAMMANY PARISH, LA

PUBLIC MEETING

August 3, 2015 from 4:30 p.m. to 7:30 p.m.
Abita Springs Town Hall
22161 Level Street, Abita Springs, LA

PREPARED FOR:



PUBLIC MEETING SUMMARY

A Public Meeting was held on Monday, August 3, 2015, to receive comments on the adopted Final Environmental Impact Statement (FEIS) for the I-12 to Bush proposed highway in St. Tammany Parish, Louisiana.

MEETING OBJECTIVES

FHWA published the FEIS to adopt the US Army Corps of Engineers' Final EIS which was approved in 2012. The FEIS has been updated to include a noise analysis in accordance with 23 CFR part 772, a de minimis Section 4(f) evaluation in accordance with 23 CFR part 774, and an analysis of the effects resulting from a change in the location of Alternative Q's connection with LA Hwy 434. The meeting offers the public and interested public agencies an opportunity to ask questions and provide comments on the FEIS.

MEETING ADVERTISEMENT

The public meeting was advertised in several ways. On July 22, 2015, stakeholders, property owners, and interested citizens were mailed a meeting notification letter. On July 31, 2015, a meeting notification was emailed to stakeholders and interested persons who provided an email address at previous public meetings. Advertisements were published in the Times-Picayune on July 17 and July 29, 2015 and in The Slidell Independent on July 23 and July 30, 2015. Copies of each form of advertisement are included in the Appendix.

MEETING FORMAT

The meeting followed an informal open house style. Six (6) stations were organized around the meeting facility and are described below:

- **Welcome and Sign-In.** Meeting attendees were asked to provide their contact information and received a project brochure describing the revised alternative and a comment form. Copies of the meeting handout and comment form are included in the Appendix. An exhibit of the facility layout was displayed at the front of the room.
- **Presentation.** A voiced-over presentation ran on a loop throughout the meeting. It described the history of the project, purpose of the public meeting, and next steps.
- **Right of Way/Real Estate.** Representatives of the Real Estate division of LADOTD were available to answer questions regarding property appraisal and acquisition.
- **Exhibits.** Meeting attendees were able to visit with project team members to ask questions and to view the project's next steps, FEIS findings, Alternative Q study area, de minimis section 4(f) site, and shifting of Hwy 434. Copies of the exhibits are included in the Appendix.
- **Preliminary Plans.** Representatives of LADOTD and their consultant teams were available with preliminary plans of the highway design, in three phases.
- **Comments.** Meeting attendees were invited to leave written comments or provide oral comments with a court reporter.

MEETING SUMMARY

The meeting was attended by approximately 74 citizens, eight (8) local officials and 30 agency representatives including team members.

Public Comments

Comment forms were handed out to each attendee when signing in. During the open house, attendees were able to turn in a completed written form or provide a comment with a court reporter. Attendees were also able to turn in comment forms via email or mail. Comments were received through August 24, 2015. The public meeting comment/response table is included in the Appendix and a summary of responses received are below.

Comment Summary

A total of 41 public comments were received regarding the I-12 to Bush project during the 30 day comment period. At the open house, four (4) written comment forms were turned in and seven (7) oral comments were received by the court reporter. There were 18 comments received via email and 12 comments received by mail. A complete record of comments is included in the Appendix.

- Many attendees approve of the project and anticipate its construction.
- Some voice concerns regarding personal property and natural habitat and propose an alternative to the alignment.

LIST OF APPENDICES

Advertisements

Meeting Notification

Sign-In Sheets

Meeting Handout

Comment Form

Presentation

Exhibits

Comment Response Matrix

Public Comments Received

Advertisements

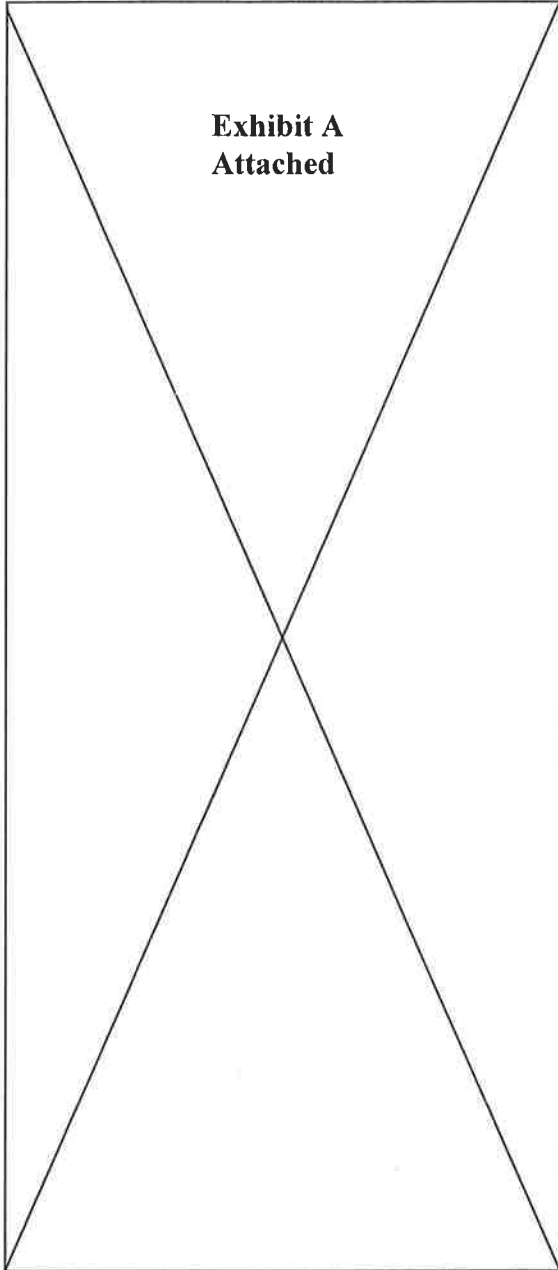


Exhibit A
Attached

State of Louisiana

Parish of Orleans

City of New Orleans

Personally appeared before me, a Notary in and for the parish of Orleans, Randy A. Trahan who deposes and says that he is Administrative Operations Manager of NOLA Media Group, a division of The Times-Picayune, L.L.C., a Louisiana limited liability company, and Publishers of The Times-Picayune, Daily and Sunday, of general circulation; doing business in the City of New Orleans and the State of Louisiana, and that the attached

LEGAL

Re: Notice Of Availability and Public Meeting - August 3, 2015

Advertisement of CH Fenstermaker & Associates LLC

445 North Blvd., Ste 601
Baton Rouge, La. 70802

Was published in The Times Picayune

3800 Howard Ave.
New Orleans, LA 70125

On the following dates July 17,29, 2015

I attest that the copy attached hereto as "Exhibit A" is a true and correct copy of the advertisement published in The Times-Picayune on these dates.

29th

Sworn to and subscribed before me this
Day of July, 2015

Notary Public

My commission expires at my death.

Charles A. Ferguson, Jr.

Notary identification number 23492

The Times-Picayune

3800 HOWARD AVENUE, NEW ORLEANS, LOUISIANA 70125, TELEPHONE 826-3200

Ad Number
0000055812-01


Ad Type
Legal Display

Ad Released
No

Ad Size
5 x 70 li

Color

Ad Proof



NOTICE OF AVAILABILITY AND PUBLIC MEETING

The Louisiana Department of Transportation and Development (LADOTD) and Federal Highway Administration (FHWA) are hosting an open house format public meeting in Abita Springs, LA to receive comments on the Supplemental Final Environmental Impact Statement (SFEIS) for the I-12 to Bush proposed highway project in St. Tammany Parish.

FHWA published the SFEIS to adopt the US Army Corps of Engineers Final EIS which was approved in 2012. The SFEIS has been prepared to include a noise analysis in accordance with 23 CFR part 772, a de minimis Section 4(f) evaluation in accordance with 23 CFR part 774, and an analysis of the effects resulting from a change in the location of Alternative Q's connection with LA Hwy 434. The meeting offers the public and interested public agencies an opportunity to ask questions and provide comments on the SFEIS.

When: Monday, August 3, 2015
4:30 p.m. to 7:30 p.m.

This is an open house format so you can come at your convenience any time during these hours.

Where: Abita Springs Town Hall
22161 Level St., Abita Springs, LA

In addition to comments received during the public meeting, LADOTD will accept written comments on the SFEIS through August 24, 2015. Comments should be directed to: Noel Ardoin, ATTN: I-12 to Bush, LADOTD, PO Box 94245, Baton Rouge, LA, 70804-9245 OR Noel.Ardoin@la.gov.

Copies of the SFEIS are available for public review during regular business hours at the following locations: **LADOTD District 62 Office**, 685 North Morrison Boulevard, Hammond, LA; **Bogalusa Public Library**, 304 Avenue F, Bogalusa, LA; **Franklinton Public Library**, 825 Free Street, Franklinton, LA; **Bush Public Library**, 81597 Hwy 41, Bush, LA; **Slidell Public Library**, 555 Robert Blvd., Slidell, LA; **Pearl River Public Library**, 64580 Hwy 41, Pearl River, LA; **Covington Public Library**, 310 W 21st Ave, Covington, LA; **Abita Springs Public Library**, 71683 Leveson Street, Abita Springs, LA; **Mandeville Public Library**, 844 Girod Street, Mandeville, LA; **Lee Road Public Library**, 79213 Hwy 40, Covington, LA. The SFEIS can also be accessed at <http://www.i12tobush.com> or LADOTD's website at http://www.sp.dotd.la.gov/Inside_LADOTD/Divisions/Engineering/Environmental/Pages/default.aspx and navigating to the I-12 to Bush project folder.

For more information contact LADOTD at (877) 452-3683 or dotdpi@la.gov ATTN: I-12 to Bush

Run Date	Product	Placement	Position
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The Slidell Independent

"Your Community, Your Slidell Newspaper" BY: *SLB*

RECEIVED
SEP 14 2015

CERTIFICATE OF PUBLICATION

STATE OF LOUISIANA
PARISH OF ST. TAMMANY
CITY OF SLIDELL

Before me, the undersigned authority, personally came and appeared KEVIN CHIRI, who, after being duly sworn, did depose and say that he is the Publisher of the Slidell Independent, and as such Publisher of the Slidell Independent, a daily newspaper of general circulation in Slidell and St. Tammany Parish, Louisiana, that the following notices appeared in the said Slidell Independent in the regular edition(s) of:

Public Notice, published July 23, July 30, 2015 for Fenstermaker, 135 Regency Square, Lafayette, LA 70508. Re: CHF Project No. 2096107.OOC I-12 to Bush, Phase 5, Task 145.

KEVIN CHIRI
PUBLISHER

Kevin Chiri

SWORN TO AND SUBSCRIBED BEFORE ME THIS 7th DAY OF SEPTEMBER, 2015, A.D.

April Dunne

NOTARY PUBLIC

April Dunne, Notary Public #131966
My commission expires with my life



Independent

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Email your ad to: SlidellClassAds@gmail.com

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do For Rent \$900 Month.
ed 2 full bath. Wood & Ce-
ic Flooring. Carport, fenced
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ce, water & sewer. Dogs al-
ed with pet deposit.
able May 1.
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5 Aptment for Rent

ne bedroom, 1 bath apart-
ent. \$650/mth \$650/deposit
ater, sewage and garbage
cluded. Call 985-645-9558 or
5-710-3691

nished studio apartment
n kitchenette & Bath. All
ties pd. Internet, w-fi and
ect Tv included. 1/2 mile to
. \$550 month and \$350
osit. 985-288-4839

2 Apartments Available

Both - 1 bedroom, 1 bath.
725 Sq. Ft. apartments
located at 118 Northshore
Circle, Slidell, La. 70459.
\$650.00 monthly with a
\$350.00 security deposit.
Minimum term 6 months.
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ull bath. Wood & Ceramic
oring. Carport, fenced yard.
1 985-960-2168

HELP WANTED

048 General

Entry-level Environmental Lab
Positions: Long-term, Slidell,
benefits. Day time hrs, Wk-
ends. HS grads to recent col-
lege grads. OJT. Technical
Data Entry Position: Excellent
computer skills. Some college
+ work exp. or recent college
grads. Wkdays. Reply:
labtech234@gmail.com

Cracker Barrel Convenience
Store 4656 Pontchartrain Dr
NOW HIRING
3pm - 11pm Shift.
Apply online
www.crackerbarrelstores.com

Big Easy Diner at 1777 East
Gause is searching for experi-
enced line cooks and servers.
Please apply in person be-
tween the hours of 9am-2pm

**GARAGE DOOR
INSTALLERS WANTED**
Must be dependable and have
a valid drivers license. Willing
to train the right person.
Come by 68425 Hwy. 59, Ste.
3 to fill out an application;
email:
[southernswepsll@bell-
south.net](mailto:southernswepsll@bell-south.net) or fax 985-867-

**INSULATION INSTALLERS
WANTED**
Batts and Blown Fiberglass in-
sulation. Must be dependable
and have a valid drivers li-
cense. Willing to train the right
person. Come by 68425 Hwy.
59, Ste. 3 to fill out an applica-
tion; email: [southernsweps-
ll@bellsouth.net](mailto:southernsweps-
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HELP WANTED

049 Child Care

A Great Job
And have Fun too !
Half or full day ...care giver
Fall school programs
Honeycomb School
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050 Experienced

Embroidery Shop Looking for
find hand embroidery and fine
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and Good benefits.
Apply in person
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2 Years Experience
necessary

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\$20 - \$25/HR
Must have Class A CDL
w/ Hazmat Endorsement &
Tanker
Call Brad 985-445-9171**

NOTICES

012 Adoption

Adoring Couple longs to adopt
your baby & promises endless
love. Allison & Alan.
800-721-1588. Exp. Pd.

011 Whereabouts

Anyone knowing the where-
abouts of Janice Domecq Olier
please contact Lydia J. Alford,
384 Voters Rd., Suite 103,
985-445-3016, 985-6110

MERCHANSDISE

086 Garage Sale

GARAGE SALE STORE
750 Old Spanish Trail
Open Fri & Sat 8am-2pm
985-259-0292

MOVING SALE
July 18 • 7am til 5pm
2012 Kaylie Dr, Slidell
256-468-3955 for info

YARD SALE
July 25 • 8am Until
1506 Rue, Le Mans, Sidell

087 Misc.

For Sale: Beautiful hand
crocheted queen/king sized
bed spread. White, Popcorn
stitch. \$300 Firm.
Please call
985-643-4866

MERCHANSDISE

087 Misc.

Very Nice Lazy Boy Reclining
Sofa, Love Seat, Recliner and
area Rug. \$400 obo.
985-863-9398

**Plot #44 for burial in Abita
Springs Cemetery #2 - \$900.
Cell 504.491.2328 voicemail
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Pink Eye & Purple Hull Peas.
You pick or taking orders.
Poplarville Area. 814-441-
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08 General

Immediate Openings at Irish Bayou Casino
Cashier, Wait Staff. Apply Within
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Hebert Steel Co. Inc.
Needs first class structural
steel fitters, welders and
shipping manager.
225-644-5316

Real Estate is looking for
part time day companion/CNA.
Call (985) 641-2827 or come
to 354 Robert Blvd. to fill out
application.

Audubon Plumbing in
Bossier has an opening for
journeyman plumber call
985-882-6304

Seeking Towne Slidell business
manager for wait/bar staff and
cashier. Call 985-966-5122 for
more information.

INSULATION INSTALLERS WANTED

Batts and Blown Fiberglass in-
sulation. Must be dependable
and have a valid drivers li-
cense. Willing to train the right
person. Come by 68425 Hwy.
59, Ste. 3 to fill out an applica-
tion; email: southernswEEP-
sll@bellsouth.net or fax
985-867-3403.

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PROFESSIONAL PAINTERS
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Must have own transportation
Must be drug free
with clean background
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IMMEDIATE OPENING
Sales position for established
insulation company.
Must be self motivated and have
own transportation.
To apply: fax resume to 985-
867-3403, email: southerninsu-
lators68425@gmail.com or
come by our office at 68425
Hwy. 59, Ste. 3, Mandeville, LA
70471 to fill out an application.

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Suzuki 205 XL7 V6 (Suv 4 Dr)
142k Miles, 2 previous own-
ers. Good Condition. Loaded.
Runs Well. \$3,600 OBO, Call
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Home Instead
SENIOR CARE

To us, it's personal.

We are actively searching for care givers for non medical service
throughout St. Tammany Parish. Successful applicants will provide
seniors with assistance with daily living activities. Not required to lift
more than 25lbs. Must possess a strong desire to help seniors and
must have reliable transportation.

We offer flexible schedules, including overnights and weekends.

If this sounds like you, please go to

www.homeinstead.com/525

or call 985-726-2668

M, W, F 10am - Noon

EOE

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Each Home Instead Senior Care franchise is independently owned and operated.

010 Alcohol Permit

Mary K. McBay d/b/a Maison
Blues is applying to the Office
of Alcohol and Tobacco Control
of the State of Louisiana for a
permit to sell beverages of
high and low alcohol content at
retail in the Parish of St. Tam-
many at the following address
2144 First Street Slidell, LA
70458

Maison Blues
Maison Blues LLC
Members: Mary K. McBay
and Michael E. Pippins

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NOTICE OF AVAILABILITY AND PUBLIC MEETING

The Louisiana Department of Transportation and Development (LADOTD) and Federal Highway Administration (FHWA) are hosting an open house format public meeting in Abita Springs, LA to receive comments on the adopted Final Environmental Impact Statement (FEIS) for the I-12 to Bush proposed highway project in St. Tammany Parish.

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Should you wish to participate in this public meeting but require special assistance due to a disability or an interpreter, please contact Noel Ardoin of the DOTD Environmental Section, PO Box 94245, Baton Rouge, Louisiana 70804-9245, by telephone at (225) 242-4502 or by email at Noel.Ardoin@la.gov at least five working days prior to the meeting.

For more information contact LADOTD at (877) 452-3683 or dotdpi@la.gov ATTN: I-12 to Bush

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Finished studio apartment with kitchenette & Bath. All utilities pd. Internet, w-fi and select Tv included. 1/2 mile to school. \$550 month and \$350 deposit. 985-288-4839

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Both - 1 bedroom, 1 bath. 725 Sq. Ft. apartments located at 118 Northshore Circle, Slidell, La. 70459. \$650.00 monthly with a \$350.00 security deposit. Minimum term 6 months. 985-612-3203

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CONDO FOR SALE. \$110,000 full bath. Wood & Ceramic flooring. Carport, fenced yard. 985-288-2432

HELP WANTED

048 General

Entry-level Environmental Lab Positions: Long-term, Slidell, benefits. Day time hrs, Wk-ends. HS grads to recent college grads. OJT. Technical Data Entry Position: Excellent computer skills. Some college + work exp. or recent college grads. Wkdays. Reply: labtech234@gmail.com

Big Easy Diner at 1777 East Gause is searching for experienced line cooks and servers. Please apply in person between the hours of 9am-2pm

GARAGE DOOR INSTALLERS WANTED
Must be dependable and have a valid drivers license. Willing to train the right person. Come by 68425 Hwy. 59, Ste. 3 to fill out an application; email: southernweepsll@bellsouth.net or fax 985-867-

INSULATION INSTALLERS WANTED
Batts and Blown Fiberglass insulation. Must be dependable and have a valid drivers license. Willing to train the right person. Come by 68425 Hwy. 59, Ste. 3 to fill out an application; email: southernweepsll@bellsouth.net or fax 985-867-3403.

INSULATION INSTALLERS

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049 Child Care

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050 Experienced

Embroidery Shop Looking for find hand embroidery and fine hand lace makers. Good pay and Good benefits.
Apply in person
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2 Years Experience necessary

Fuel Transport Driver Slidell Area \$20 - \$25/HR
Must have Class A CDL w/ Hazmat Endorsement & Tanker
Call Brad 985-445-9171

NOTICES

012 Adoption

Adoring Couple longs to adopt your baby & promises endless love. Allison & Alan. 800-721-1588. Exp. Pd.

011 Whereabouts

Anyone knowing the where-

MERCHANSDISE

086 Garage Sale

GARAGE SALE STORE
750 Old Spanish Trail
Open Fri & Sat 8am-2pm
985-259-0292

MOVING SALE
Friday July 31
Saturday August 1
8am - 1pm (no early birds)
34062 Laurent RD, Slidell
Furniture, clothing, toys, misc. and more

087 Misc.

For Sale: Beautiful hand crocheted queen/king sized bed spread. White, Popcorn stitch. \$300 Firm.
Please call 985-643-4866

MERCHANSDISE

087 Misc.

Very nice 2 matching loveseats. Great condition, Asking \$100 for both. Call 985-201-7425

Plot #44 for burial in Abita Springs Cemetery #2 - \$900. Cell 504.491.2328 voicemail available.

Pink Eye & Purple Hull Peas. You pick or taking orders. Poplarville Area. 814-441-0390

SERVICES

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Tilework

HELP WANTED

48 General

Immediate Openings at Irish Bayou Casino
Cashier, Wait Staff. Apply Within
or call 504-255-0203

Hebert Steel Co. Inc.
Needs first class structural
steel fitters, welders and
shipping manager.
225-644-5316

Audubon Plumbing in
Combe has an opening for
Journeyman plumber call
985-882-6304

WANTED
Batts and Blown Fiberglass insulation. Must be dependable and have a valid drivers license. Willing to train the right person. Come by 68425 Hwy. 59, Ste. 3 to fill out an application; email: southern sweep-sll@bellsouth.net or fax 985-867-3403.

**LOOKING FOR
PROFESSIONAL PAINTERS
AND CARPENTERS**
Must have own transportation
Must be drug free
with clean background
985-863-7731

010 Alcohol Permit

Mary K. McBay d/b/a Maison Blues is applying to the Office of Alcohol and Tobacco Control of the State of Louisiana for a permit to sell beverages of high and low alcohol content at retail in the Parish of St. Tammany at the following address 2144 First Street Slidell, LA 70458

Maison Blues
Maison Blues LLC
Members: Mary K. McBay
and Michael E. Pippins

985-688-5717

Call Ted
985-503-8199

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985-768-8977



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& Supply Inc.

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www.jjfencecompany.com

**CALL 607-8852
TO PLACE AN AD HERE**

Director of Christian Education

Aldersgate United Methodist Church in Slidell, LA, is looking for a Director of Christian Education to oversee dynamic Christian education and age-level ministries that nurture spiritual growth and discipleship in all ages.

Director of Children's Ministries

Aldersgate United Methodist Church in Slidell, LA, is looking for a part-time Director of Children's Ministries to lead and develop ministries for children that foster faith in Jesus Christ and equip them to serve.

Director of Youth Ministries

Aldersgate United Methodist Church in Slidell, LA, is looking for a part-time Director of Youth Ministries to lead and develop ministries for youth that foster faith in Jesus Christ and equip youth to be in ministry to others.

For more information or to apply for any of the positions listed above, visit our website: www.aldersgate-slidell.org. Potential candidates are invited to send your resume to robyn@aldersgate-slidell.org or mail to:

Staff Parish Relations Committee

Aldersgate United Methodist Church 360 Robert Blvd. Slidell, LA 70458

Home Instead
SENIOR CARE

To us, it's personal.

We are actively searching for care givers for non-medical service throughout St. Tammany Parish. Successful applicants will provide seniors with assistance with daily living activities. Not required to lift more than 25lbs. Must possess a strong desire to help seniors and must have reliable transportation.

We offer flexible schedules, including overnights and weekends.

If this sounds like you, please go to

www.homeinstead.com/525

or call 985-726-2668

M, W, F 10am - Noon

EOE

Build Trust. Take The Lead. Share Your Heart.

Each Home Instead Senior Care franchise is independently owned and operated



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22161 Level St., Abita Springs, LA**

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Copies of the FEIS are available for public review during regular business hours at the following locations: **LADOTD District 62 Office**, 685 North Morrison Boulevard, Hammond, LA; **Bogalusa Public Library**, 304 Avenue F, Bogalusa, LA; **Franklinton Public Library**, 825 Free Street, Franklinton, LA; **Bush Public Library**, 81597 Hwy 41, Bush, LA; **Slidell Public Library**, 555 Robert Blvd., Slidell, LA; **Pearl River Public Library**, 64580 Hwy 41, Pearl River, LA; **Covington Public Library**, 310 W 21st Ave, Covington, LA; **Abita Springs Public Library**, 71683 Leveson Street, Abita Springs, LA; **Mandeville Public Library**, 844 Girod Street, Mandeville, LA; **Lee Road Public Library**, 79213 Hwy 40, Covington, LA. The FEIS can also be accessed at <http://www.i12tobush.com> or LADOTD's website at http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Environmental/Pages/default.aspx and navigating to the I-12 to Bush project folder.

Should you wish to participate in this public meeting but require special assistance due to a disability or an interpreter, please contact Noel Ardoin of the DOTD Environmental Section, PO Box 94245, Baton Rouge, Louisiana 70804-9245, by telephone at (225) 242-4502 or by email at Noel.Ardoin@la.gov at least five working days prior to the meeting.

For more information contact LADOTD at (877) 452-3683 or dotdpi@la.gov ATTN: I-12 to Bush

Meeting Notification



Media Contact: dotdpi@la.gov
(877) 452-3683

**Final Environmental Impact Statement
I-12 to Bush, Louisiana Proposed Highway LA 3241
SPN H.004985 (EIS)
St. Tammany Parish, Louisiana**

Notice of Availability of Final Environmental Impact Statement Notice of Public Meeting

The Louisiana Department of Transportation and Development (LADOTD) and Federal Highway Administration (FHWA) are hosting an open house format public meeting in Abita Springs, LA to receive comments on the adopted Final Environmental Impact Statement (FEIS) for the I-12 to Bush proposed highway project in St. Tammany Parish.

FHWA published the FEIS to adopt the US Army Corps of Engineers' Final EIS which was approved in 2012. The FEIS has been updated to include a noise analysis in accordance with 23 CFR part 772, a de minimis Section 4(f) evaluation in accordance with 23 CFR part 774, and an analysis of the effects resulting from a change in the location of Alternative Q's connection with LA Hwy 434. The meeting offers the public and interested public agencies an opportunity to ask questions and provide comments on the FEIS.

When: Monday, August 3, 2015

4:30 p.m. to 7:30 p.m.

(This is an open house format so you can come at your convenience any time during these hours.)

Where: Abita Springs Town Hall

22161 Level St., Abita Springs, LA

In addition to comments received during the public meeting, LADOTD will accept written comments on the FEIS through August 24, 2015. Comments should be directed to:

Noel Ardoin

ATTN: I-12 to Bush

LADOTD

PO Box 94245

Baton Rouge, LA, 70804-9245

Comments may also be sent to: Noel.Ardoin@la.gov.

Copies of the FEIS are available for public review during regular business hours at the following locations:

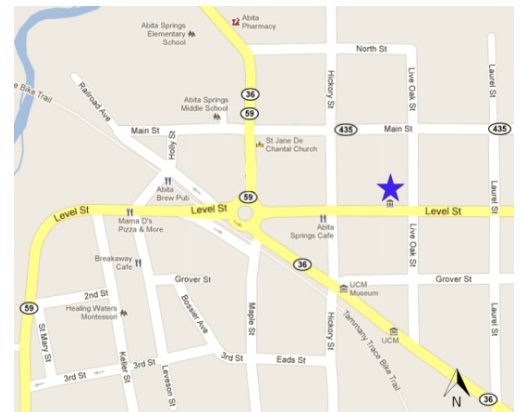
- LADOTD District 62 Office, 685 North Morrison Boulevard, Hammond, LA
- Bogalusa Public Library, 304 Avenue F, Bogalusa, LA
- Franklinton Public Library, 825 Free Street, Franklinton, LA
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- Covington Public Library, 310 W 21st Ave, Covington, LA
- Abita Springs Public Library, 71683 Leveson Street, Abita Springs, LA;
- Mandeville Public Library, 844 Girod Street, Mandeville, LA
- Lee Road Public Library, 79213 Hwy 40, Covington, LA.

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Should you wish to participate in this public meeting but require special assistance due to a disability or an interpreter, please contact Noel Ardoin of the DOTD Environmental Section, PO Box 94245, Baton Rouge, Louisiana 70804-9245, by telephone at (225) 242-4502, or by email at noel.ardoin@la.gov at least five working days prior to the meeting.

Directions to Public Meeting: From I-12 West: take Exit 59 for LA 21 N toward Covington, turn left onto LA 21 N/S Tyler Street, continue to follow LA 21 N, turn right onto W 21st Avenue, Continue onto LA 21 N/E Boston Street, continue to follow LA 21 N, turn right onto LA 36 E, at the traffic circle take the 3rd exit onto Level Street, destination will be on the left.

From I-12 East: take Exit 65 to merge onto LA 59 N toward Abita Springs, at the traffic circle take the 2nd exit onto Level Street, destination will be on the left.



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Sign-In Sheets

Note: phone numbers have been removed to protect the privacy of the public



AGENCY

I-12 TO BUSH, LOUISIANA PROPOSED HWY 3241 – FEIS
 PUBLIC MEETING | AUGUST 3, 2015 | 4:30 PM to 7:30 PM
 ABITA SPRINGS TOWN HALL | 22161 LEVEL STREET | ABITA SPRINGS, LA

State Project No. H.004985
 St. Tammany Parish, LA

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21 Brenda Archer	brenda.a.archer@usace.army.mil	504-862-2046	
22 Beth Warren	equarren@stpgov.org	985-276-6420	
23 LARRY SHARP	Larry.Sharp@LA.Gov	985-871-8519	
24 JOEL TILLERY	joel.tillery@tetratech.com	225-383-1780	
25 Christian Boutte	Christian.Boutte@la.gov	985-375-0226	



AGENCY

I-12 TO BUSH, LOUISIANA PROPOSED HWY 3241 – FEIS
 PUBLIC MEETING | AUGUST 3, 2015 | 4:30 PM to 7:30 PM
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State Project No. H.004985
 St. Tammany Parish, LA

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5	LANE HARGROVER	LANEH@FEENSTERMAKER.COM	-	-
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ELECTED OFFICIALS

I-12 TO BUSH, LOUISIANA PROPOSED HWY 3241 – FEIS
 PUBLIC MEETING | AUGUST 3, 2015 | 4:30 PM to 7:30 PM
 ABITA SPRINGS TOWN HALL | 22161 LEVEL STREET | ABITA SPRINGS, LA

State Project No. H.004985
 St. Tammany Parish, LA

NAME	EMAIL	TELEPHONE	ADDRESS
1 Gloria Kates	wilkatgda@gmail.com		City Council Distist A - City of Bogalusa, LA
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3 Kristin Tortorich w/Rep. Simon's	simons@legis.la.gov	985-893-6246	71067 Leveson St. Abita Springs, LA 70420
4 Mike Cooper	mayorcooper@covla.com	985.966.2024	317 N Jefferson Ave, Covington 70433
5 Greg Lemon (Mayor)	Lemon_g@bellsouth.net	985.789.1537	Town of Abita Springs, LA 70420
6 Richard Tadden	ret1486@calanfor.net	985-379-8508	Parish Council - District 6 St. Tammany
7 Chuck Massauer Wash. Parish	starfirs@bellsouth.net	985-264-2392	Parish Council - Dist 3 Washington P.
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State Project No. H.004985
 St. Tammany Parish, LA

NAME	EMAIL	TELEPHONE	ADDRESS
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25 Vernon Talley		[REDACTED]	31549 Boyd Davis Rd, Talishook La.



PUBLIC

I-12 TO BUSH, LOUISIANA PROPOSED HWY 3241 – FEIS
 PUBLIC MEETING | AUGUST 3, 2015 | 4:30 PM to 7:30 PM
 ABITA SPRINGS TOWN HALL | 22161 LEVEL STREET | ABITA SPRINGS, LA

State Project No. H.004985
 St. Tammany Parish, LA

NAME	EMAIL	TELEPHONE	ADDRESS
1 Barbara Guilott	gguilott@aatt.net	[REDACTED]	80437 Railroad Ave - Bush - LA 70431
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PUBLIC

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State Project No. H.004985
 St. Tammany Parish, LA

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8	JOHNNY DESPEAUX	RJDJR44@hotmail.com	[REDACTED]	73645 MILITARY ROAD., COV, LA 70435
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11	C.L. BLACK	CLBLACK51@gmail.com	[REDACTED]	P.O. Box 336 Madisonville, LA 70447
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PUBLIC

I-12 TO BUSH, LOUISIANA PROPOSED HWY 3241 – FEIS
 PUBLIC MEETING | AUGUST 3, 2015 | 4:30 PM to 7:30 PM
 ABITA SPRINGS TOWN HALL | 22161 LEVEL STREET | ABITA SPRINGS, LA

State Project No. H.004985
 St. Tammany Parish, LA

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1 John Inez Hanson		[REDACTED]	P.O. Box 154 (Box Bar Ranch) Abita Springs 70427
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3 VICKIE KELLEY		[REDACTED]	23329 OSCAR ST. MANDEVILLE 70428
4 JOEL B GARRETT JR		[REDACTED]	32164 Hwy 435 PO Box 141 TALISHEEK, LA 70464
5 John & JoAnn Z. Caltonis			
6 Amanda Poynter		[REDACTED]	3114 Boyd Davis Rd. Talishreek, La. 70464
7 Eddie Bengas		[REDACTED]	31175 Boyd Davis Rd Talishreek 70464
8 SCOTT GIVENS		[REDACTED]	31151 Boyd Davis Rd Talishreek 70464
9 Melody Hassell		[REDACTED]	100 MARINERS MANDEVILLE 70428
10 Melody HASSELL	MHASSELL58@AOL.COM	[REDACTED]	32164 HWY 435 TALISHEEK 70464
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PUBLIC

I-12 TO BUSH, LOUISIANA PROPOSED HWY 3241 – FEIS
 PUBLIC MEETING | AUGUST 3, 2015 | 4:30 PM to 7:30 PM
 ABITA SPRINGS TOWN HALL | 22161 LEVEL STREET | ABITA SPRINGS, LA

State Project No. H.004985
 St. Tammany Parish, LA

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 PUBLIC MEETING | AUGUST 3, 2015 | 4:30 PM to 7:30 PM
 ABITA SPRINGS TOWN HALL | 22161 LEVEL STREET | ABITA SPRINGS, LA

State Project No. H.004985
 St. Tammany Parish, LA

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Meeting Handout And Comment Form

Table 1: Findings of the FEIS
Summary of Potential Physical, Natural, and Social Environmental Consequences

Resource Area	No Build Alternative		Alternative Q	
	Direct Impacts	Indirect Impacts	Direct Impacts	Indirect Impacts
Land Use	None	None	Long-term major adverse and short-term minor adverse	Long-term major adverse
Water Resources	None	None	Long-term major and moderate adverse	Long-term major and moderate adverse
Ecological Resources				
Land Cover	None	None	Long-term major adverse	Long-term moderate adverse
Wildlife	None	None	Long-term major adverse	Short-term minor adverse
Sensitive Habitats	None	None	Long-term major adverse	Short-term minor adverse
T&E Species	None	None	None	Long-term minor adverse
Wetlands	None	None	Long-term major adverse	Long-term moderate adverse
Geology & Soils	None	None	Long-term major adverse	Short- and long-term moderate adverse
Air Quality	None	None	Short- and long-term minor adverse	Short- and long-term minor adverse
Noise	None	None	Short-term minor adverse	Long-term moderate adverse
Recreational Resources	None	None	Long-term moderate adverse	Short- and long-term minor adverse
Traffic & Transportation	None	None	Long-term moderate beneficial	Long-term moderate beneficial
Utilities	None	None	Short-term negligible	Long-term negligible
Socioeconomics	None	None	Short-term minor beneficial	Long-term minor beneficial
Aesthetic & Visual Resources	None	None	Short-term minor adverse and long-term major adverse	Short-term minor adverse
Cultural Resources	None	None	None	None
Hazardous & Toxic Substances	None	None	Short-term minor adverse	Long-term minor adverse

For Information, please contact:

Noel Ardoin
ATTN: I-12 to Bush
Email: Noel.Ardoin@la.gov
or Dean Goodin
Email: Dean.Goodin@tetrattech.com



In addition to comments received during the public meeting, LADOTD will accept written comments on the FEIS through August 24, 2015. Comments should be directed to: Noel Ardoin, ATTN: I-12 to Bush, LADOTD, PO Box 94245, Baton Rouge, LA, 70804-9245 OR Noel.Ardoin@la.gov.

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PROJECT NEXT STEPS:

- Feasibility Study
- Environmental Impact Statement
- Preliminary Design - IN PROGRESS
- Final Design
- Right of Way Maps
- Acquisition of Right of Way
- Prepare for Letting
- Construction
- Open to Traffic



I-12 to Bush
Louisiana Proposed Highway 3241
Final Environmental Impact Statement
(FEIS)

PUBLIC MEETING

Monday, August 3, 2015
4:30 PM to 7:30 PM

Abita Springs Town Hall
22161 Level Street
Abita Springs, LA 70420

State Project No. H.004985
St. Tammany Parish, Louisiana

What is the Purpose of this Public Meeting?

FHWA is adopting the US Army Corps of Engineers' Final EIS which was approved in 2012. The FEIS has been updated to include a noise analysis in accordance with 23 CFR part 772, a de minimis Section 4(f) evaluation in accordance with 23 CFR part 774, and an analysis of the effects resulting from a change in the location of Alternative Q's connection with LA Hwy 434.

The public meeting is being held to receive public comments on the de minimis section 4(f) finding as well as on the FEIS.

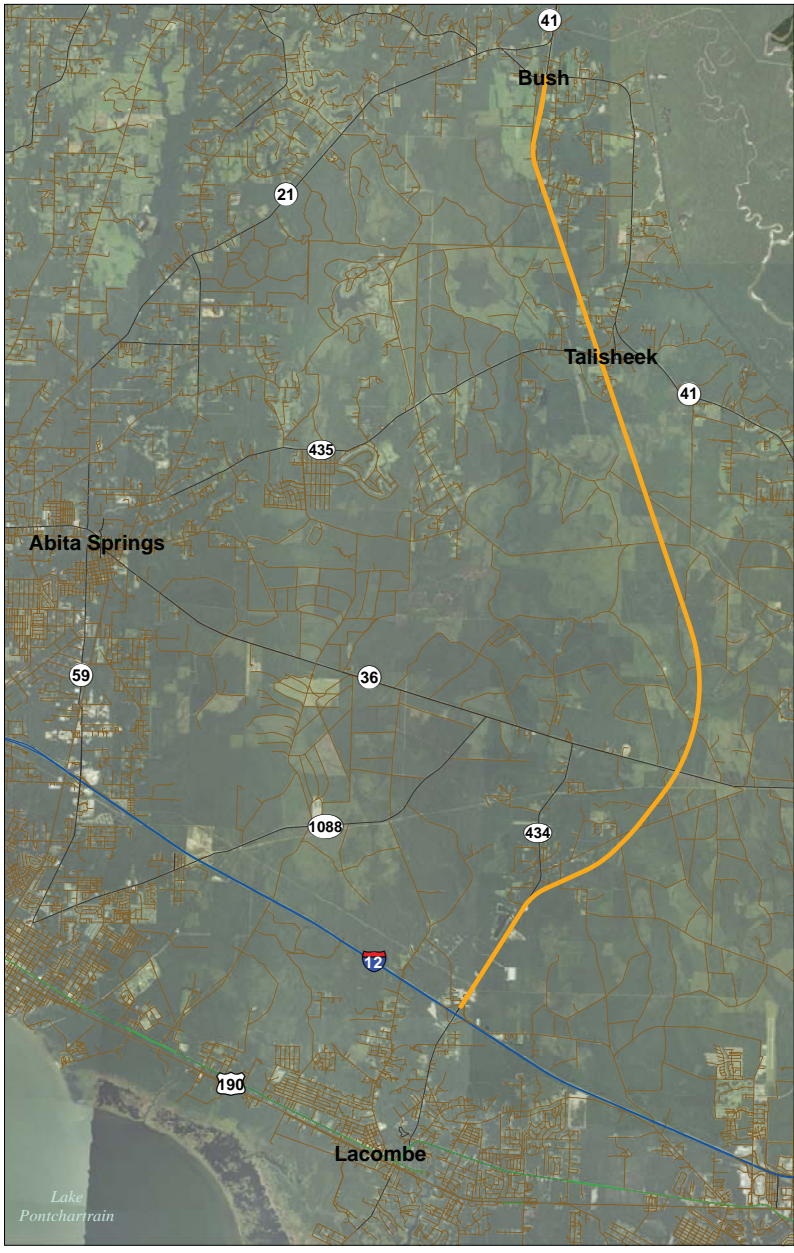
Tonight's meeting is an informal open-house format, which includes stations to:

1. SIGN IN and verify your contact information;
2. View the PROJECT PRESENTATION;
3. View EXHIBITS on the Findings of the FEIS as well as Alternative Q preliminary design plans;
4. Receive information regarding ROW/RELOCATION ASSISTANCE; and
5. Provide public COMMENT on Findings of the FEIS.

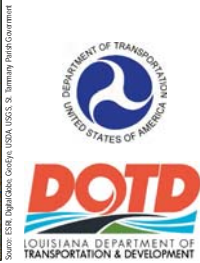
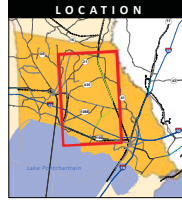
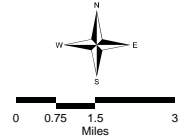
Comment forms are provided and can be mailed or emailed to the appropriate contact information shown on the comment form, or can be filled out and left with Team representatives.

www.i12tobush.com

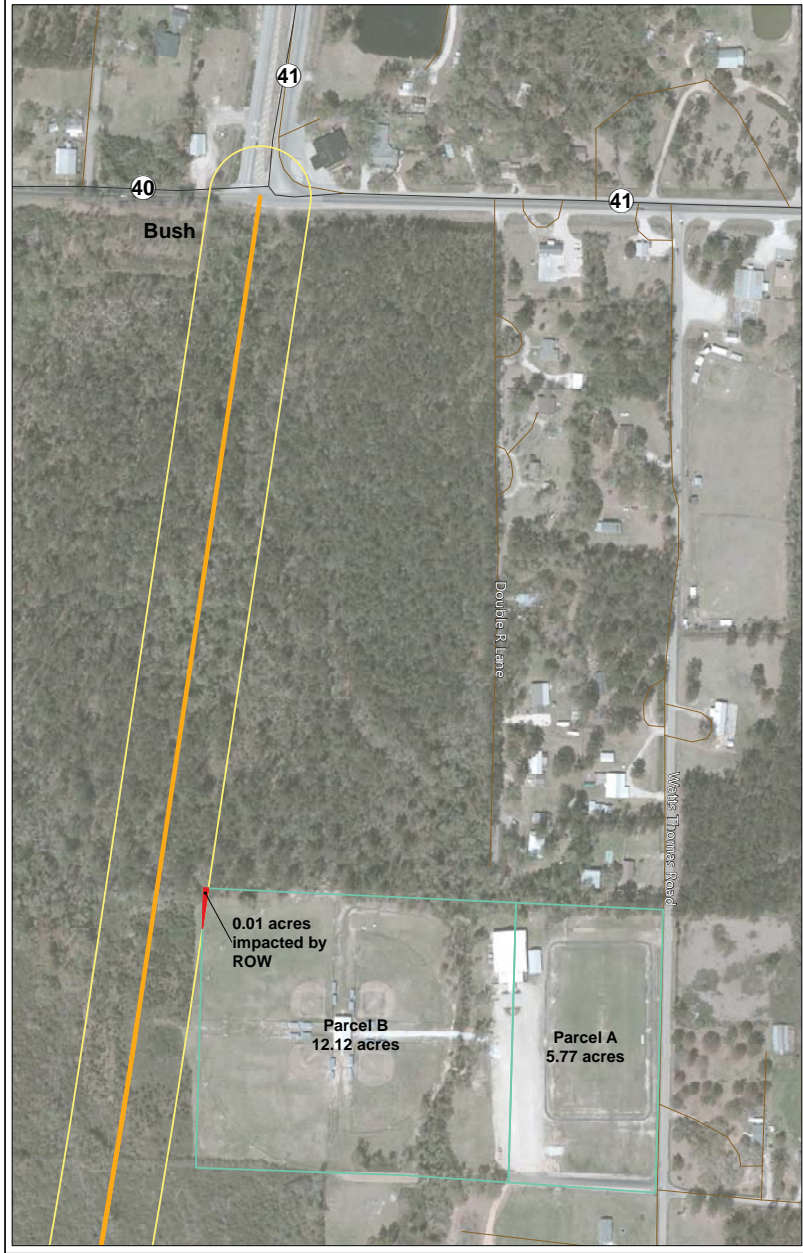
GENERAL SITE LOCATION



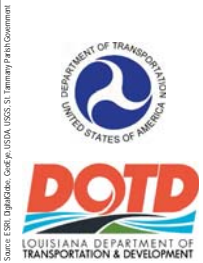
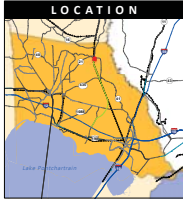
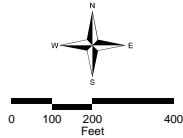
- LEGEND**
- Alternative Q
 - Interstate
 - US Highway
 - Highway
 - Local Street



BUSH RECREATIONAL CENTER



- LEGEND**
- Alternative Q
 - Alternative Q Right-of-Way
 - Bush Rec Center Parcel Boundary
 - Overlap with park
 - Highway
 - Local Street



Meeting Presentation



I-12 to Bush
Louisiana Proposed Highway 3241
State Project No. H.004985 (EIS)

Public Meeting

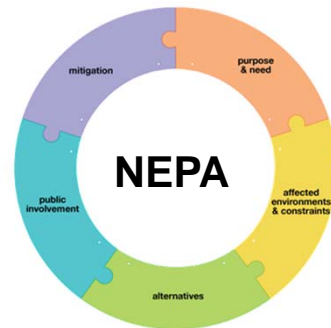
August 3, 2015
4:30PM to 7:30PM

I-12 to Bush | **PURPOSE OF TONIGHT'S MEETING**

- Seek comments from the public on the Adopted Final Environmental Impact Statement (FEIS);
- Allow the public time to review project exhibits; and
- Offer the public an opportunity to speak informally with representatives from the Project team.

I-12 to Bush | NATIONAL ENVIRONMENTAL POLICY ACT

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



I-12 to Bush | H.004985

Public Meeting

I-12 to Bush | PROJECT PURPOSE & NEED

PURPOSE

The *purpose* of this project is to construct a four-lane arterial highway from the southern terminus of LA 21 in Bush, Louisiana, to I-12.

NEED

The *needs* addressed by the proposed action:

1. Fulfill the legislative mandate, Louisiana Revised Statute 47:820.2B(e).

I-12 to Bush | H.004985

Public Meeting

I-12 to Bush | PROJECT PURPOSE & NEED

NEED continued

2. Provide a logical, direct, modern, high-speed, four-lane arterial to I-12 from the southern terminus of the current, modern, four-lane arterial portion of LA 21.
3. Divert traffic from Washington and northern St. Tammany Parishes onto a four-lane, modern, high-speed arterial to free capacity for local trips on segments of existing routes in southern suburban areas and reduce congestion during peak and some non-peak periods.

I-12 to Bush | H.004985

Public Meeting

I-12 to Bush | PROJECT PURPOSE & NEED

NEED continued

4. Support and enhance the existing and developing economic activities in Washington and northern St. Tammany Parishes that rely on the highway network to reach their markets by providing a travel time savings.

I-12 to Bush | H.004985

Public Meeting

I-12 to Bush | **WHY WE ARE HERE**

- US Army Corps of Engineers (USACE) Final EIS completed in 2012.
- Record of Decision identified Alternative Q as the least environmentally damaging practicable alternative.
- Federal Highway Administration (FHWA) adopting the Final EIS.
- Adopted Final EIS includes section 4(f) analysis, noise study, and impacts evaluation associated with an alignment modification.

I-12 to Bush | H.004985

Public Meeting

I-12 to Bush | **PROPOSED ACTION**



I-12 to Bush | H.004985

Public Meeting

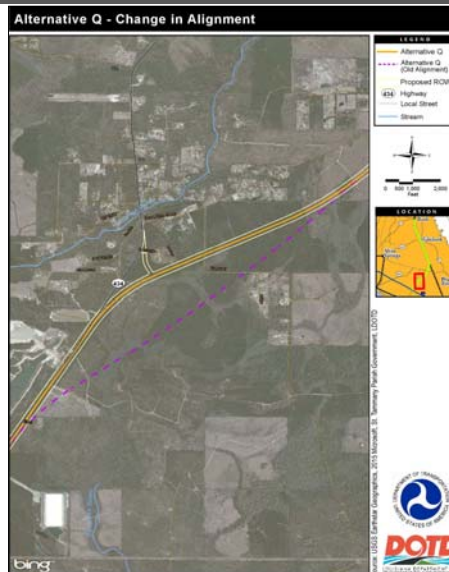
I-12 to Bush | **WHY WE ARE HERE**

- Alignment for Alternative Q shifted to avoid newly constructed Parish facilities.
- Changed the location where Alternative Q will connect with Highway 434.
- Shift in alignment resulted in modification to the USACE Section 404 permit application.
 - Wetland impacts increased from 305 acres to 330 acres.

I-12 to Bush | H.004985

Public Meeting

I-12 to Bush | **PROPOSED ACTION**



I-12 to Bush | H.004985

Public Meeting

I-12 to Bush | ADOPTION OF FEIS

- On June 7, 2012, USACE, New Orleans District issued a Record of Decision under the provisions of Section 404 of the Clean Water Act.
- On May 16, 2014, Corps published the joint public notice for modification of Alternative Q to avoid newly constructed Parish facilities.
- The FHWA intends to adopt the approved Final EIS in accordance with the CEQ regulations, 40 CFR 1506.3.

I-12 to Bush | H.004985

Public Meeting

I-12 to Bush | ADOPTION OF FEIS

- As a result, an adopted Final EIS has been prepared to include:
 - a noise analysis in accordance with 23 CFR part 772,
 - a de minimis section 4(f) evaluation in accordance with 23 CFR part 774, and
 - an analysis of the effects resulting from a change in the location of Alternative Q's connection with Louisiana Highway 434.
- All analysis associated with the USACE Final EIS is still valid and referenced.

I-12 to Bush | H.004985

Public Meeting

I-12 to Bush | WHAT IS CONTEXT SENSITIVE DESIGN?

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

The table on the next slide summarizes potential impacts to these features in the no build alternative and Alternative Q.

I-12 to Bush | SUMMARY OF POTENTIAL IMPACTS

Resource Area	No Build Alternative		Alternative Q	
	<i>Direct Impacts</i>	<i>Indirect Impacts</i>	<i>Direct Impacts</i>	<i>Indirect Impacts</i>
Land Use	None	None	Long-term major adverse and short-term minor adverse	Long-term major adverse
Water Resources	None	None	Long-term major and moderate adverse	Long-term major and moderate adverse
Ecological Resources				
Land Cover	None	None	Long-term major adverse	Long-term moderate adverse
Wildlife	None	None	Long-term major adverse	Short-term minor adverse
Sensitive Habitats	None	None	Long-term major adverse	Short-term minor adverse
T&E Species	None	None	None	Long-term minor adverse
Wetlands	None	None	Long-term major adverse	Long-term moderate adverse
Geology and Soils	None	None	Long-term major adverse	Short- and long-term moderate adverse
Air Quality	None	None	Short- and long-term minor adverse	Short- and long-term minor adverse
Noise	None	None	Short-term minor adverse	Long-term moderate adverse
Recreational Resources	None	None	Long-term moderate adverse	Short- and long-term minor adverse
Traffic and Transportation	None	None	Long-term moderate beneficial	Long-term moderate beneficial
Utilities	None	None	Short-term negligible	Long-term negligible
Socioeconomics	None	None	Short-term minor beneficial	Long-term minor beneficial
Aesthetic and Visual Resources	None	None	Short-term minor adverse and long-term major adverse	Short-term minor adverse
Cultural Resources	None	None	None	None
Hazardous & Toxic Substances	None	None	Short-term minor adverse	Long-term minor adverse

I-12 to Bush | SUMMARY OF POTENTIAL IMPACTS

Highway Traffic Noise Study

- Average noise levels during the peak traffic period would:
 - Exceed the Noise Abatement Criteria of 66 dBA for 4 receptors within approximately 200 feet of the highway.
 - Increase greater than 10 dBA for 67 receptors within approximately ½ mile of the highway.
- Analysis showed noise barriers would:
 - Not be feasible, as they would not provide at least a 5 dBA reduction for 75% of impacted first row receptors.
 - Not be reasonable, as the cost would be greater than \$35,000 per benefited receptor.



I-12 to Bush | H.004985

Public Meeting

I-12 to Bush | PUBLIC INVOLVEMENT

- Final EIS Adoption by FHWA – Fall 2015
- Public Meeting – Tonight
- Final EIS comments due August 24, 2015

I-12 to Bush | H.004985

Public Meeting

I-12 to Bush | WE WANT TO HEAR FROM YOU!

- Please view the exhibits for a closer look.
- Talk to a team member.
- Provide your comments tonight or send them in by August 24th.
- Presentation will be made available online.

I-12 to Bush | H.004985

Public Meeting

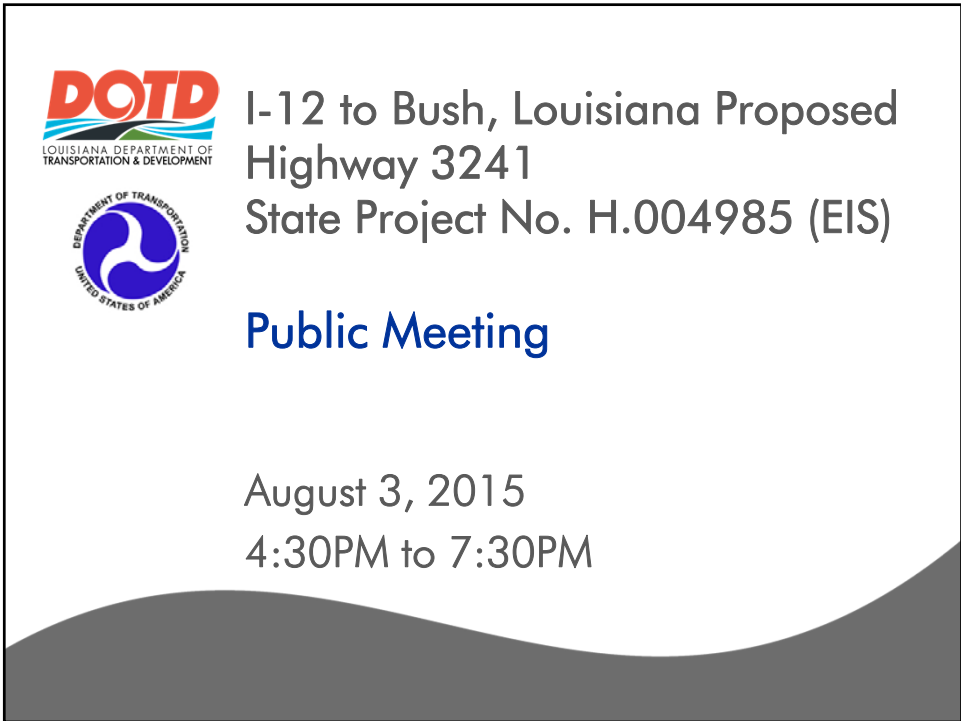
I-12 to Bush | PUBLIC MEETING SET-UP

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

If your property is affected, please visit the DOTD's Real Estate staff and pick up a brochure that provides information about DOTD's processes.

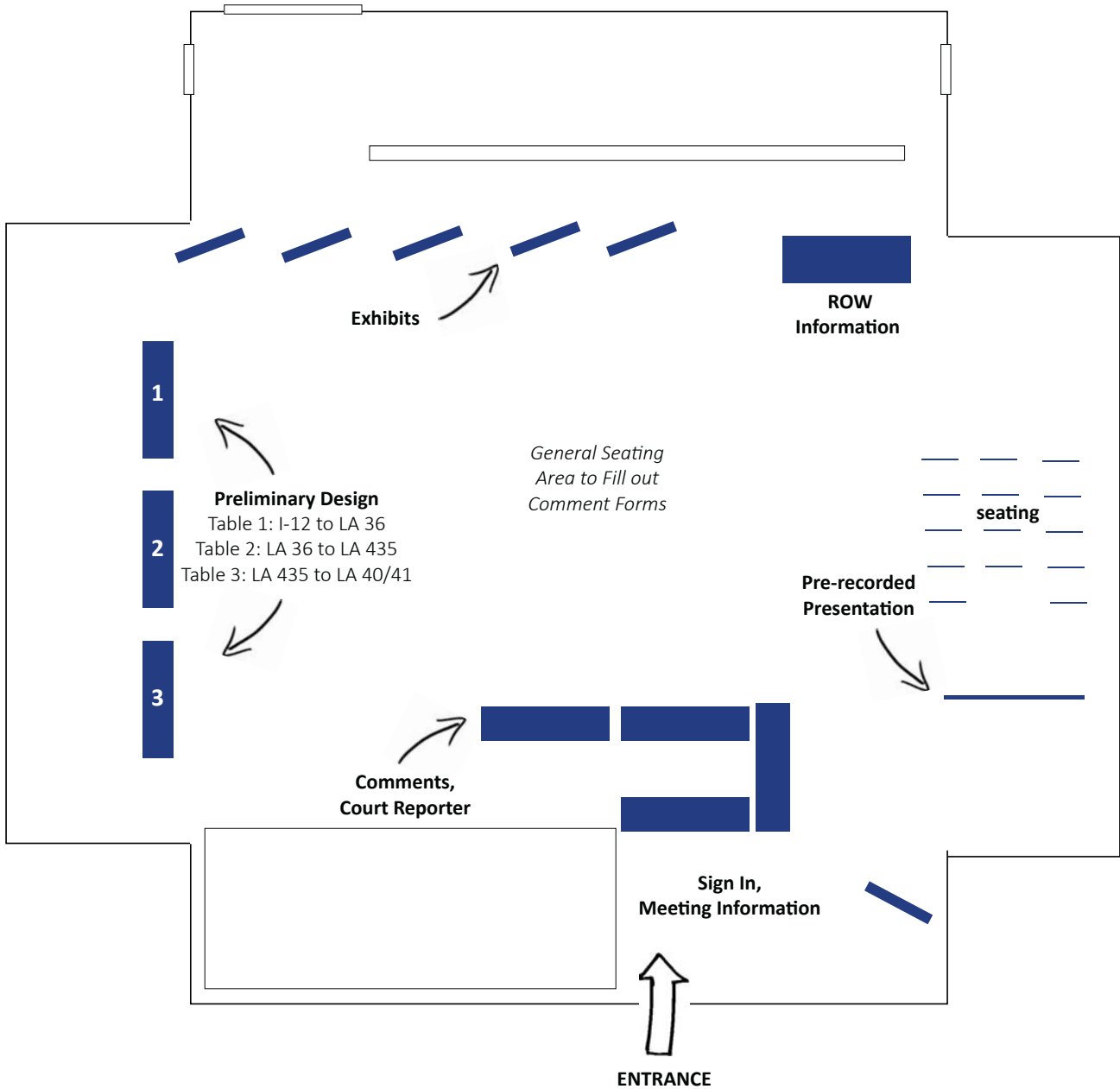
I-12 to Bush | H.004985

Public Meeting



Exhibits

MEETING LAYOUT



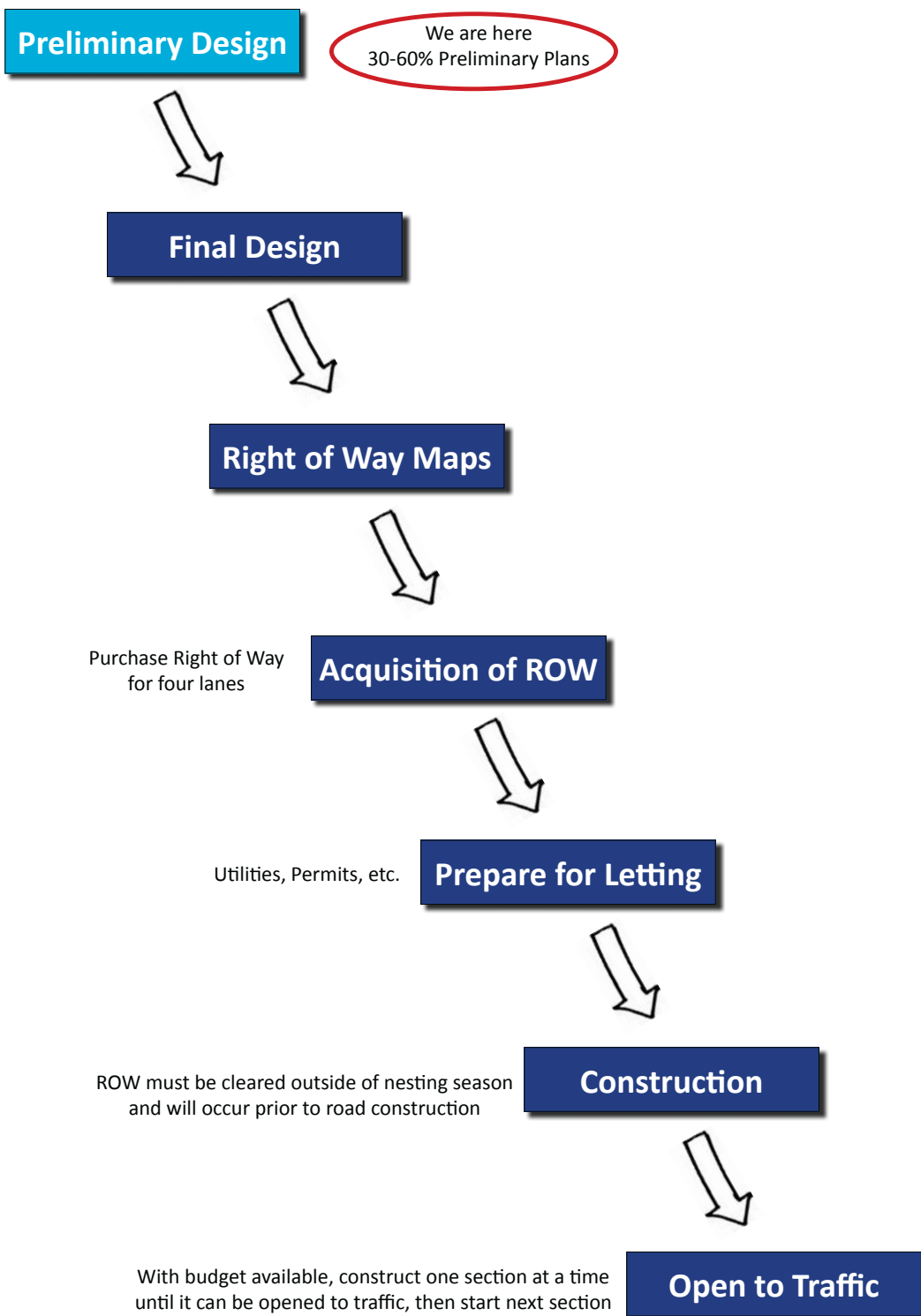
I-12 to Bush
Louisiana Proposed Highway 3241
Final Environmental Impact
Statement (FEIS)

PUBLIC MEETING EXHIBIT 1

State Project No. H.004985
St. Tammany Parish, Louisiana



NEXT STEPS



I-12 to Bush
Louisiana Proposed Highway 3241
Final Environmental Impact
Statement (FEIS)

PUBLIC MEETING EXHIBIT 2

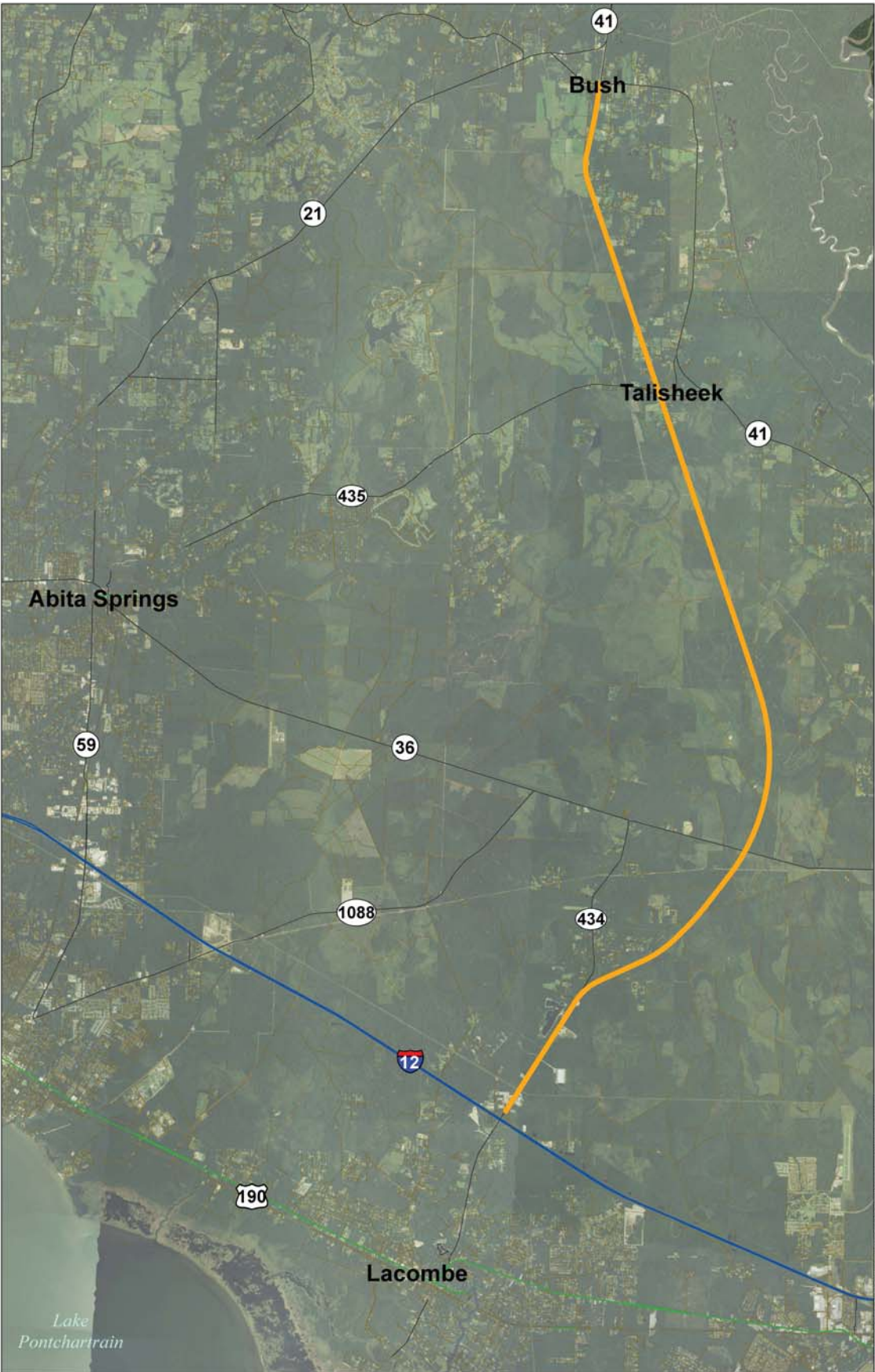
State Project No. H.004985
St. Tammany Parish, Louisiana



Summary of Potential Physical, Natural, and Social Environmental Consequences

Resource Area	No Build Alternative		Alternative Q	
	<i>Direct Impacts</i>	<i>Indirect Impacts</i>	<i>Direct Impacts</i>	<i>Indirect Impacts</i>
Land Use	None	None	Long-term major adverse and short-term minor adverse	Long-term major adverse
Water Resources	None	None	Long-term major and moderate adverse	Long-term major and moderate adverse
Ecological Resources				
Land Cover	None	None	Long-term major adverse	Long-term moderate adverse
Wildlife	None	None	Long-term major adverse	Short-term minor adverse
Sensitive Habitats	None	None	Long-term major adverse	Short-term minor adverse
T&E Species	None	None	None	Long-term minor adverse
Wetlands	None	None	Long-term major adverse	Long-term moderate adverse
Geology & Soils	None	None	Long-term major adverse	Short- and long-term moderate adverse
Air Quality	None	None	Short- and long-term minor adverse	Short- and long-term minor adverse
Noise	None	None	Short-term minor adverse	Long-term moderate adverse
Recreational Resources	None	None	Long-term moderate adverse	Short- and long-term minor adverse
Traffic & Transportation	None	None	Long-term moderate beneficial	Long-term moderate beneficial
Utilities	None	None	Short-term negligible	Long-term negligible
Socioeconomics	None	None	Short-term minor beneficial	Long-term minor beneficial
Aesthetic & Visual Resources	None	None	Short-term minor adverse and long-term major adverse	Short-term minor adverse
Cultural Resources	None	None	None	None
Hazardous & Toxic Substances	None	None	Short-term minor adverse	Long-term minor adverse

GENERAL SITE LOCATION



LEGEND

- Alternative Q
- Interstate
- US Highway
- Highway
- Local Street

North arrow and scale bar.

0 0.75 1.5 3 Miles

LOCATION

Source: ESRI, DigitalGlobe, GeoEye, USDA, USGS, St. Tammany Parish Government

DEPARTMENT OF TRANSPORTATION
UNITED STATES OF AMERICA

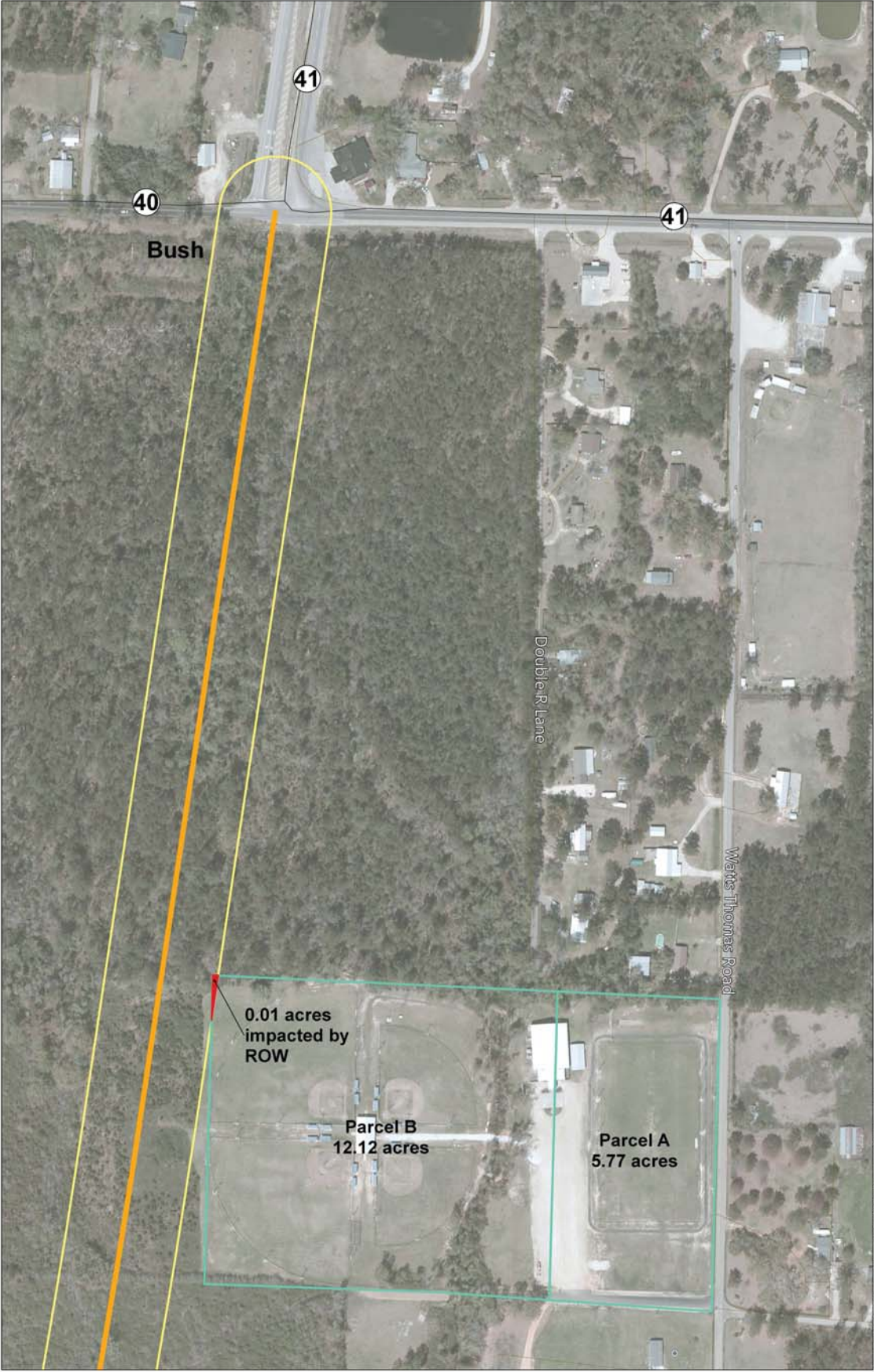
DOTD

LOUISIANA DEPARTMENT OF
TRANSPORTATION & DEVELOPMENT

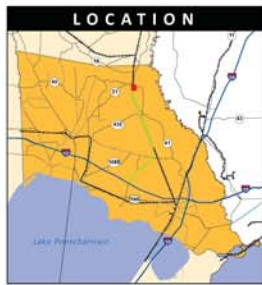
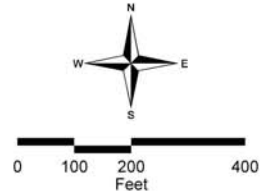
PUBLIC MEETING EXHIBIT 4 Alternative Q

I-12 to Bush
Louisiana Proposed Highway 3241
Final Environmental Impact
Statement (FEIS)
State Project No. H.004985
St. Tammany Parish, Louisiana

BUSH RECREATIONAL CENTER



LEGEND	
	Alternative Q
	Alternative Q Right-of-Way
	Bush Rec Center Parcel Boundary
	Overlap with park
	Highway
	Local Street



Source: ESRI, DigitalGlobe, GeoEye, USDA, USGS, St. Tammany Parish Government



PUBLIC MEETING EXHIBIT 5 De Minimis Impact Site

I-12 to Bush
Louisiana Proposed Highway 3241
Final Environmental Impact
Statement (FEIS)
State Project No. H.004985
St. Tammany Parish, Louisiana

ALTERNATIVE Q - CHANGE IN ALIGNMENT



LEGEND

- Alternative Q
- - - Alternative Q (old alignment)
- Proposed ROW
- 434 Highway
- Local Street

Scale and Orientation

0 625 1,250 2,500 Feet

LOCATION

Source: ESRI, USDA, USGS, Earthstar, Geographics, SIO, 2015, Microsoft, St. Tammany Parish Government



PUBLIC MEETING EXHIBIT 6 Alignment Change at LA 434

I-12 to Bush
Louisiana Proposed Highway 3241
Final Environmental Impact
Statement (FEIS)
State Project No. H.004985
St. Tammany Parish, Louisiana

Comment/Response Matrix

Note: phone numbers have been removed to protect the privacy of the public

Note: The comments were not edited for grammar and are copied as they were submitted to DOTD.

#	Format	Commenter	Comment	Response
1	Comment Form turned in at Meeting	Wendy Williams, Project: Save Bogalusa Zip: 70427 savebogalusa@gmail.com, [REDACTED]	The sooner we can begin construction the better. This road is vital to the economic revitalization of the city of Bogalusa. It would also provide a direct route (4-lane) to the interstate from Washington Parish. Our organization [Project: Save Bogalusa] is in full support of the highway being built.	Noted for the project record.
2	Comment Form turned in at Meeting	Lynne Renihan Zip: 70435 irishpr@bellsouth.net	Looks great, good route. Just don't mess it up!!!	Noted for the project record.
3	Comment Form turned in at Meeting	Zip: 70431 jcnland@att.net	What about safety at the intersection of Hwy 40-41 as it intersects with the 4-lane (proposed hwy). No shoulders on Hwy 40 – worried about the safety. No one stops now on the 4-lane (41) – Hwy 40 and Hwy 41 have right of way. 4-lane has stop sign and they do not stop most of the time. Why not put a roundabout at the intersection of the 4-lane and Hwy 40-Hwy 41. Need something to stop or slow the traffic – my main problem is safety at this interchange.	Noted for the project record. As part of the ongoing design efforts, DOTD will update the traffic study to ensure the appropriate type of traffic control for the LA40/41 and LA 3241 intersection (signal, stop conditions, roundabouts, etc.) is included in the construction plans.
4	Comment Form turned in at Meeting	Barbara Guillot Zip: 70431 [REDACTED]	When new Hwy meets Hwy 41 at Bush if stop signs are placed at Hwy 40 and 41 going to Talisheek how are we supposed to cross 4 lanes of fast moving cars – need better plan than this! Accidents will happen – also congestion of traffic.	Noted for the project record. As part of the ongoing design efforts, DOTD will update the traffic study to ensure the appropriate type of traffic control for the LA40/41 and LA 3241 intersection (signal, stop conditions, roundabouts, etc.) is included in the construction plans.
5	Transcribed by Court Reporter at Meeting	Mr. Julien Laine	All right. We've had the property in Talisheek for 35 years, got a house built, like a total like 36 acres. Fourteen of those acres are road property depending where the boundaries are on that road. My front door is going to be 250 feet from that road, 22, and two and a half acres are park-like surrounding. It will destroy everything. They're spending our taxpayers' money for a road that's really not needed. If they want to put half a road from Lacombe to 435, jump off of 435 onto 41, all of that is paid for. All of 41 is paid for. All of	Noted for the project record. Detailed analysis of alternative highway alignments and alternative project site plans were studied in the US Army Corps of Engineers' (USACE) Environmental Impact Statement (EIS). The alternatives development and

#	Format	Commenter	Comment	Response
			they've got to do is widen and improve it, and there's only one curve on 41. They would save all of that money and not disturb the people between 435 and Bush. That's it.	screening process is available in the USACE Final EIS.
6	Transcribed by Court Reporter at Meeting	Mrs. Judy Laine	And I am really up on nerve pills, you name it, since I first heard the news of this because we had lived in New Orleans before Katrina and we lost our home, we lost our business, everything. We came over here to get peace and end up right here for the storm. And I've been gradually getting peace over here, and now it's going to be totally disturbed, and I don't think it's fair of them to do that. It's not necessary, really. I mean, it's going to make too many roads too close together, like the 41, Boyd Davis, and then this big thing fixing to come in the middle of it. It's going to look terrible. Terrible. And wildlife is all going to be destroyed because they come to my property all of the time, and when they take the big trees down, those animals are going to get hit on the highway. And there's beautiful, all kinds of squirrels and all kind of things, foxes, deer, all of that. I can't see destroying that.	Noted for the project record. Detailed analysis of alternative highway alignments and alternative project site plans were studied in the USACE EIS. The alternatives development and screening process is available in the USACE Final EIS.
7	Transcribed by Court Reporter at Meeting	Mrs. Gloria Kates	I think this is very exciting, the 3124. And my only inquiry and request is that the exit itself from 12 would include Bogalusa on the exit, the Bogalusa exit to Bush/Bogalusa, something of that nature.	Noted for the project record. Placement of a directional sign to Bush and Bogalusa will be considered once the highway is constructed.
8	Transcribed by Court Reporter at Meeting	Mr. Thomas Kates	I think it's wonderful. My name is Thomas Kates. I think it's wonderful, and, well, it's overdue, you know. And I believe that it will contribute to economic development in Washington Parish. Thank you Washington. Thank you everybody involved in bringing it together.	Noted for the project record.
9	Transcribed by Court Reporter at Meeting	Mr. Vic Lasalle, Jr.	We live at 31190 Boyd Davis Road, which is, you know, in the right-of-way, basically, and we have two retarded sons. They're 46 and 44 years old. They don't have the capabilities of crossing the streets, so that's -- this road is in jeopardy. They won't be able to live in the house anymore because, right now, they have the freedom to ride their bikes and	Noted for the project record. The preliminary plans indicate that the roadway will be approximately 85 feet from the travel lanes to the property line. This is only an approximation based on current

#	Format	Commenter	Comment	Response
			<p>walk around like you and I. When this highway comes through, they take it almost -- they take it all of the way to our property line.</p> <p>And the structure is gravel trucks, they have had no respect for the highway. I traveled on 41 twice a day every day. They get behind 15 feet going 60 miles an hour. When they go 75 miles an hour, 10 feet off of my property, what do you think's going to happen to these kids? You know, they can't answer that up here. I want it moved as far east as possible to give us as big of a buffer zone as legally possible so that we can survive.</p> <p>We came here after Katrina. We bought the property, and now they're putting a road through it. We can live with the road if we got a 15 or 20-foot buffer zone between us and all of this traffic. As far as our kids, they cannot go on the street anymore because they won't survive.</p> <p>They go to school -- you want information, I'll give you more information. They get picked up every day by Council on Aging. All of that's going to have to be coordinated because they walk out on that street, they're dead. This is ridiculous. They should take care of the people that live there and move it as far as possible to give us a larger buffer zone to stop the traffic. If they have an accident, the trucks are going to be in our yard. Help. Give us help. Contact me. Do something and don't be -- they don't tell us anything. They come to our yard; they survey; they put little flags all over. They have no respect for the public. They just do what they want. This is the first time we're getting any information after three years or more. 2006 it all started.</p> <p>But, anyway, I can understand we need the road, but we've got to survive, too.</p>	<p>location of fence and preliminary plans, as property boundaries have not been mapped yet. Property maps will be developed once plans are complete.</p> <p>Acquisition of right of way will be performed in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended in 1987.</p>
10	Transcribed by Court Reporter at Meeting	Mr. John Dantonio	I feel that this highway is not necessary because there's not a lot of traffic. It's going to take cars from 22 down a new highway and drop them on I12. When the get to I12, they either got to go right to the Causeway or left the 41 again.	Noted for the project record. Detailed analysis of alternative highway alignments and alternative project site plans were


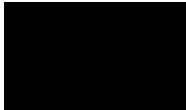
#	Format	Commenter	Comment	Response
			<p>Big trucks are going to go 41. They're not going to pay a toll to go across the Causeway that goes into New Orleans. They want to stay in I10. That's one thing.</p> <p>The other thing is, to have this highway useful, they have to go all of the way to the lake and tie it in with another bridge that can take people out of New Orleans, but that will never happen. And I understand we don't have the money for this highway right now. The whole thing just don't make a lot of sense. The same goes for 41. You cut a whole new highway right near 41. Don't make sense.</p> <p>I feel this project has been going on so long. I don't know how the State can hold their head up and say this is going to happen because they don't have the money. Somebody come out and stop spending money on all of this engineering and projects and studies since 1978. I would like to know what this costs. We could have put up two highways.</p> <p>That's about all I have to say. I just think it's a force to build this highway. Thank you.</p>	<p>studied in the USACE EIS. The alternatives development and screening process and traffic study are available in the USACE Final EIS.</p>
11	Transcribed by Court Reporter at Meeting	Mr. Scott Brewer	<p>The future intersection of Highway 41 and the new highway with the four lanes running into the four lanes, and then there's a two-lane highway that meets with it, I'd like to make sure there's some consideration for a traffic signal there or some other control device to possibly avoid really bad accidents. We'll have the potential for that if we don't look at this in the future.</p>	<p>Noted for the project record. As part of the ongoing design efforts, DOTD will update the traffic study to ensure the appropriate type of traffic control for the LA40/41 and LA 3241 intersection (signal, stop conditions, roundabouts, etc.) is included in the construction plans.</p>
12	Email, 7-31-2015	<p>Pastor Marcus Rosa Westside Emmanuel Baptist Church 1107 West 9th street Bogalusa, LA 70427 [REDACTED]</p>	<p>Mr. Noel, I am writing in support of the I-12 to Bush project and ask that construction begin immediately. My reasons are numerous, but as a pastor who frequently travels to Covington/Slidell/New Orleans/Lacomb from Bogalusa this type of access is extremely beneficial. Congestion through Covington and 2-lanes through Pearl River could be</p>	<p>Noted for the project record.</p>

#	Format	Commenter	Comment	Response
			alleviated by such ease of access to I-12. Thank you for your consideration.	
13	Letter, USPS, 8-3-2015	Ben Nevers, State Senator District 12, 724 Avenue F, Bogalusa, LA 70427 (985) 732-6863, neversb@legis.la.gov	<p>Dear Mr. Ardoin:</p> <p>I am writing in strong support of the Transportation Infrastructure Model for Economic Development (TIMED) project LA 3241 in St. Tammany Parish, as well as the change in location of Alternative Q's connection with Louisiana Highway 434. This project will provide a much-needed north-south link between Washington Parish and Interstate 12 in St. Tammany parish. The area, along the United States Highway 190 and Louisiana Highway 59 passageways between Mandeville and Covington, has [been] increasing traffic congestion which LA 3241 will greatly reduce. It will also provide access for commercial traffic from the Bogalusa area to Interstate 12, Interstate 10, the Lake Pontchartrain Causeway, the River Parishes industrial passage above New Orleans, and the proposed St. Tammany Parish Events Center.</p> <p>The LA 3241 project will greatly benefit our region's economy, improve safety, and provide improved conservation of fossil fuels. Economically, this project brings the highway as close as possible to the Greater St. Tammany Airport, resulting in ease of access and providing a catalyst for commercial development of the Airport. It will improve commercial access to and from Bogalusa and provide greater access to markets in the New Orleans metropolitan area.</p> <p>LA 3241 will relieve, reduce, and/or eliminate much of the increasing congestion in St. Tammany Parish, particularly to the United States Highway 190 and Louisiana Highway 59 passageways. The extent of the current congestion, along with flaring tempers and impatience, has [led] to more accidents during rush hours. By reducing this congestion and allowing traffic to flow at a more efficient rate on the existing roadways, safety will increase.</p>	This project has completed the EIS phase. The comments are noted for the project record.

#	Format	Commenter	Comment	Response
			<p>This project will also provide a better, more efficient route alignment, transferring access to Interstate 12 as far west as pragmatic, therefore, providing greater economy for shipments to and from Washington Parish. This shortest route reduces transport distance, provides greater economy for commercial transport, and saves fuel by allowing a more direct route for use by commercial traffic. Reducing the transport distance will also allow our citizens faster and safer access to health care facilities, such as the Louisiana Heart Hospital, St. Tammany Parish Hospital, Northshore Regional Medical Center, and Slidell Memorial Hospital. We have attended countless meetings about this highway and have spent hundreds of thousands of dollars to come up with a preferred route of which we submitted to the Corps of Engineers for approval. I am specifically requesting that alternative "P" and any others that are acceptable be carried forward into the Environmental Impact Statement. As you can see, the TIMED project for LA 3241 would definitely be a huge asset to our area. I cannot express to you in words the importance of this project to Washington and St. Tammany Parishes. I assure you that it will benefit all persons involved. This project would impact our community for the better, improving the economy, the safety of the roadway, and the environment. Please give this request every consideration possible.</p> <p>Sincerely, Ben Nevers</p>	
14	Email, 8-3-2015	Wendy O'Quin-Perrette, Mayor of City of Bogalusa, mayorperrette@bogalusa.org	<p>To Whom it May Concern:</p> <p>The citizens of Washington parish have been requesting this highway for more years than I can remember. BB Rayburn in the 1970's and 1980's felt it imperative the highway offer a safety valve for congestion in the St. Tammany corridor. Also, he always felt it would save lives. In 2015 the need has never been greater.</p>	Noted for the project record.

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			<p>The highway 3241 should be built to honor the numerous people who lost their lives on 21 and 41. These two lane roads never were meant for the traffic they receive on an annual basis. Their memory trumps any minor environmental concerns.</p> <p>Should another evacuation be required in the New Orleans area, again 3241 could aid in the process. The time is now. Please build the highway without further delay.</p> <p>Sincerely, Wendy O'Quin-Perrette</p>	
15	Email, 8-3-2015	Ardie Cesario, ardie@bernardins.com	<p>The citizens of Washington parish have been requesting this highway for more years than I can remember. BB Rayburn in the 1970's and 1980's felt it imperative the highway offer a safety valve for congestion in the St. Tammany corridor. Also, he always felt it would save lives. In 2015 the need has never been greater.</p> <p>The highway 3241 should be built to honor the numerous people who lost their lives on 21 and 41. These two lane roads never were meant for the traffic they receive on an annual basis. Their memory trumps any minor environmental concerns.</p> <p>Should another evacuation be required in the New Orleans area, again 3241 could aid in the process. The time is now. Please build the highway without further delay.</p> <p>Ardie Cesario</p>	Noted for the project record.
16	Email 8-4-2015	Scott Gilbert Weyerhaeuser Real estate Development Company 100 Mariner's Blvd. Suite 10 Mandeville, LA 70471 985-626-6022 office 985-626-9551 fax scott.gilbert@weyerhaeus er.com	<p>Noel, Please see attached, comments from Weyerhaeuser Real Estate Development Company regarding Alternate Route Q for the Highway 3241/Bush to I-12 project. We continue to request that the alignment be shifted slightly, to the north, so that there are no impacts to our project (Tamanend) that is currently under construction.</p> <p>Thank you for your review and consideration, Scott Gilbert Attachment/Comment Form:</p>	<p>Noted for the project record. DOTD will work with the developer on appropriate placement of driveways.</p> <p>DOTD is incorporating design elements to minimize impacts to the development to the extent possible.</p>

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			<p>No comment as to Bush Recreational Facility impact area. Weyerhaeuser Real Estate Development Company owns approximately 1,200 acres on the east side of La. Hwy. 434, directly abutting (to the north) the St. Tammany Parish Coroner's Complex. The southerly 800 acres was approved as a multi-use PUD development (known as "Tamanend") in 2007, and the Project received a wetlands permit (with payment of full mitigation) from the U.S. Army Corps of Engineers in 2009. At that time the preferred route for La. Hwy. 3241 was Alignment P, being an extension of La. Hwy. 1088 (far west of the current Alignment Q route), and accordingly our Company had no reason to believe that there would be a conflict between Alignment P and the design of Tamanend. At the time of the USCOE announced its preference for Alignment Q, we believe it should have taken Tamanend into consideration, as it was already approved and permitted as referenced above. Since then, we have attended numerous LADOTD meetings to discuss Alignment Q, and understood that LADOTD would take into account the existing Tamanend design. The current Alignment Q route cuts across the northwestern corner of Tamanend and requires relocation and/or redesign of significant portions of Tamanend and its two northernmost driveway connections to La. Hwy. 434. In light of the forgoing, we respectfully request that LADOTD reconsider the current proposed Alignment Q so that it will not encroach across the northwest corner of Tamanend, thereby allowing Tamanend's current design and two northernmost driveways to remain in place as per its PUD. I will be glad to address any questions that you might have concerning this request and these comments.</p>	
17	Email, 8-4-2015	Lorie Vernon 63122 Northwood Drive Bogalusa, La. 70427 [REDACTED]	I am a resident of Washington Parish. I live in Bogalusa , la. I am asking for full consideration of hwy 3241 that will link washington parish to st Tammany parish quicker to an interstate. I understand this was in the works as a proposal	Noted for the project record.

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			<p>for many, many, years Our parish (speaking on behalf of Bogalusa) needs this direct connection to increase jobs, transportation, and a better everything for the city of bogalusa and surrounding communities. Please give Bogalusa a chance for growth in all aspects just like its adjoining parish of St. Tammany. Thank you for your consideration in this matter. Lorie Vernon</p>	
18	Letter, USPS, 8-5-2015	Judy and Julian Laine Jr. 31050 Vernon Talley Road, PO Box 174 Talisheek, LA 70464 	<p>DODT has no (or little) money for La.3241 They will start at I-12 toward Highway 36 The 2nd. leg is Highway 36 to Highway 435 The 3rd. leg to Bush is where most of us (Talisheek Folks) get caught by Highway 435 to Bush (I-21) Since they (DODT) by then needs funds to complete this last leg of La.3241 Why not jump off the tracks around Highway 435 and hookup to Highway 41? It's paid for, wide enough, straight enough, high. enough to complete La.3241 Only problem I see possibly two cemeteries. DODT had no problem moving large parts of cemeteries for the I-10. Why not a small part of country cemeteries. This last leg change would provide so so many PEOPLE and WILD LIFE a chance to continue a peace-life in St. Tammany. Many thanks for your continuing help. <i>(photocopy of property photos included in letter, letter is included in appendix)</i></p>	<p>Noted for the project record. Detailed analysis of alternative highway alignments and alternative project site plans were studied in the USACE EIS. The alternatives development and screening process is available in the USACE Final EIS.</p>
19	Letter, USPS, 8-5-2015	Judy and Julian Laine Jr. 31050 Vernon Talley Road, PO Box 174 Talisheek, LA 70464 	<p>DODT has no (or little) money for La.3241 They will start at I-12 toward Highway 36 The 2nd. leg is Highway 36 to Highway 435 The 3rd. leg to Bush is where most of us (Talisheek Folks) get caught by Highway 435 to Bush (I-21) Since they (DODT) by then needs funds to complete this last leg of La.3241</p>	<p>Noted for the project record. Detailed analysis of alternative highway alignments and alternative project site plans were studied in the USACE EIS. The alternatives development and screening process is available in the USACE Final EIS.</p>

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			<p>Why not jump off the tracks around Highway 435 and hookup to Highway 41? It's paid for, wide enough, straight enough, high. enough to complete La.3241 Only problem I see possibly two cemeteries. DODT had no problem moving large parts of cemeteries for the I-10. Why not a small part of country cemeteries. This last leg change would provide so so many PEOPLE and WILD LIFE a chance to continue a peace-life in St. Tammany. Many thanks for your continuing help. <i>(photocopy of public meeting photos included in letter, letter is included in appendix)</i></p>	
20	Letter, USPS, 8-5-2015	Victor J. Lassalle, Jr 31190 Boyd Davis Road Talisheek, LA 70464	<p>Dear Senator Donahue, Thank you for taking the time to speak to me at the public meeting on Monday, August 3, 2015 about my concerns of the above project and its impact on my property and family residing at 31190 Boyd Davis Road, Talisheek, LA. As I spoke to you earlier, I have 2 Special Need sons in their mid forties. They have attended the Starc Program in Slidell, LA for the past 28 plus years. They will be entering and exiting our driveway onto this high speed traffic, which in my opinion will be a very dangerous situation. We now own part of the Old Railroad property which will be the new 3241 Highway Southbound. The engineers at the Public Meeting said the plans show a small buffer zone along the east side of our property parallel with the new highway. I am requesting that this buffer zone be a minimum of 20' feet deep along the property line to protect my family from the traffic and the extreme noise. The Spokeswoman at the meeting said there is no plan for any noise relief in our area. Nothing would be better than 20 feet of the existing trees and underbrush in the buffer zone and would not add any cost to this project. Remember I am trying to protect my sons that have no concept of the danger of this proposed high speed traffic</p>	<p>Noted for the project record. The preliminary plans indicate that the roadway will be approximately 85 feet from the travel lanes to the property line. This is only an approximation based on current location of fence and preliminary plans, as property boundaries have not been mapped yet. Property maps will be developed once plans are complete.</p> <p>Acquisition of right of way will be performed in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended in 1987.</p>

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			<p>and the noise pollution that will exist for the rest of our lives at this location. The peace and quiet of Talisheek will no longer exist. Sincerely, Victor J. Lassalle, Jr.</p>	
21	Letter, USPS, 8-7-2015	Merlin & Eleanor Duke 1318 Colorado Street Bogalusa, LA 70427 [REDACTED] merlinduke@aol.com	<p>Sir, we in Bogalusa have been waiting and paying gasoline taxes for decades to this highway and yet, we still do not have it. I am 74 years old and on my Bucket List, is to ride on the 4-lane highway to I-12. We need this highway if Bogalusa is to exist another 100 years. Trains were very important to our early years, along with river traffic, but now we need highways to accommodate our vehicle transportation needs. Please count my wife and I as two supporters for this highway. Sincerely, Merlin Duke</p>	Noted for the project record.
22	Letter, USPS, 8-7-2015	Charles Rimes 63139 Northwood Rd Bogalusa, LA 70427 [REDACTED]	<p>Mr. Ardoin: I am aware this letter and many more like it concerning the proposed LA 3241 will probably end up in a theoretical file 13. Anyway I just thought one more letter like this would help thicken that file and give all of you at the Louisiana Dept of Transportation another chuckle before you toss it. I personally knew and spoke often with Louisiana State Senator B.B. "Sixty" Rayburn. He was very passionate about his home Parish of Washington. He also had a lot of clout in the Senate chambers. When he proposed and had passed funding to make the highway now called 3241 possible we in Bogalusa and areas further north of here hoped it would be a reality. Near the end of his term and life when there were accusations about him (that didn't pan out), opponents of the highway took advantage of the situation to delay implementation of this highway.</p>	Noted for the project record.

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			<p>Personally, being partially retired, I don't travel to New Orleans often anymore and don't mind driving to Bush, then Waldheim, then Covington and across the Causeway. Living in Bogalusa is perfect for us. We are in the center of driving to Hattiesburg, Baton Rouge, New Orleans, Gulfport for additional places to shop.</p> <p>However getting back to the purpose of this letter which is to give advantages of making Highway 3241 a reality, here is one good reason. Driving through Covington at times is a nightmare of traffic congestion. We see in Bogalusa how many hundreds of vehicles come through here from Mississippi going to work in New Orleans or below and returning there that help clog Hwy 190 even without those added lanes on 190 that were funded.</p> <p>We were fortunate having Hwy 21 four-laned from Bogalusa to almost Bush in anticipation of Highway 3241. But it stopped there and now that all opponents used every plant, insect, frog or critter to justify trying to turn or delay the proposed highway and leaving it two-laned toward Slidell before theoretically again making it turn right and going south to the Interstate.</p> <p>To me it seemed like a dream come true with the original plan straight from Bush, LA south. We had a large State hospital here that physicians from Covington area came here and worked. Had the Hwy been built there originally we could have had one started on that new highway further south of Bogalusa and closer toward St. Tammany. (Of course that was before La Heart Hospital was created). We realize that spouses or Doctors and others who worked or still work in our hospital would rather stay in St. Tammany and not come to the so-called boondocks (by their definition) of Bogalusa.</p> <p>Many Bogalusans have realized that this highway proposal is a joke to politicians who can better siphon highway funds for their own areas. Highway funds are limited in the Southern</p>	

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			<p>states, but I worked insurance claims in northeastern states during catastrophes, like New Jersey and ones nearby and every highway, street, road and practically every cow-path is paved there using State and Federal funds.</p> <p>Here are a couple of Facebook entries made today that show the frustration and futility of thinking about this highway: <i>“I supported the highway when it was connected at Bush. The last map I saw showed that you will have to drive all the way to Talisheek, I think. Update me on this if they’ve changed again. I wanted to attend the meeting last week, but could not. I keep asking where the money from the gasoline tax, that we have been paying specifically for this road, has gone. We badly need that connection, but I fear it will take another 30 years.”</i></p> <p>And this one: <i>“I refuse to write another letter. I finally accepted there would never be 3241. That realization came, not with the last 50 or so studies of frog population but when Jindal’s boys announced there was no money, absolutely none put away for 3241 but by the most miraculous good fortune there was several millions available to clover leaf near Fountainbleau school. I gave thanks that no frogs were damaged there and made a vow not to let politicians or well meaning citizens, delude me in to even for a second thinking 3241 was ever anything but a scam.”</i></p> <p>Eventually with population growing and going the way it is predicted the area between Bush and the Interstate could one day be rich with businesses and subdivisions that would be valuable to those opponents of this new highway. Some people can’t see far enough into the future to understand how much of an asset that Highway 3241 would become.</p> <p>Anyway, I’m sorry to take so much of your time to read this, but we have been promised by every Governor, Senator and State Representative that something would be done about this highway and it has all come to naught, zero, nothing.</p> <p>We are not bitter. We can still go south, but this part of the</p>	

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			<p>State or Louisiana is missing a great opportunity to correct several transportation situations by not intensely trying to get this project started.</p> <p>Sincerely, Charles Rimes</p>	
23	Email, 8-9-2015	Lorraine Bourn 59537 Mt. Pleasant Rd. Bogalusa, LA 70427	<p>Dear Sir,</p> <p>Please, can we make some progress on the construction of Hwy 3241! We have waited long enough! We have prepaid! Not having a connection to the interstate is drastically limiting our economic growth. We continue to struggle while the State keeps putting off the construction for one reason or another. Surely having an evacuation route during hurricane season alone should be incentive. Please get things moving!</p> <p>Lorraine Bourn</p>	Noted for the project record.
24	Email, 8-12-2015	Linda M Hardy Technical Assistant to the Deputy Secretary Louisiana Department of Environmental Quality Office of the Secretary P.O. Box 4301 Baton Rouge, LA 70821-4301 Ph: (225) 219-3954 Fax: (225) 219-3971 Email: linda.hardy@la.gov	<p>Dear Ms. Ardoin:</p> <p>The Department of Environmental Quality (LDEQ), Business and Community Outreach Division has received your request for comments on the above referenced project.</p> <p>After reviewing your request, the Department has no objections based on the information provided in your submittal. However, for your information, the following general comments have been included. Please be advised that if you should encounter a problem during the implementation of this project, you should immediately notify LDEQ's Single-Point-of contact (SPOC) at (225) 219-3640.</p> <ul style="list-style-type: none"> • Please take any necessary steps to obtain and/or update all necessary approvals and environmental permits regarding this proposed project. • If your project results in a discharge to waters of the state, submittal of a Louisiana Pollutant Discharge Elimination System (LPDES) application may be necessary. 	All general comments are noted for the project record. DOTD will take necessary steps to acquire and/or update all necessary approvals and permits prior to construction.

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			<ul style="list-style-type: none"> • If the project results in a discharge of wastewater to an existing wastewater treatment system, that wastewater treatment system may need to modify its LPDES permit before accepting the additional wastewater. • All precautions should be observed to control nonpoint source pollution from construction activities. LDEQ has stormwater general permits for construction areas equal to or greater than one acre. It is recommended that you contact the LDEQ Water Permits Division at (225) 219-9371 to determine if your proposed project requires a permit. • If your project will include a sanitary wastewater treatment facility, a Sewage Sludge and Biosolids Use or Disposal Permit is required. An application or Notice of Intent will be required if the sludge management practice includes preparing biosolids for land application or preparing sewage sludge to be hauled to a landfill. Additional information may be obtained on the LDEQ website at http://www.deq.louisiana.gov/portal/tabid/2296/Default.aspx or by contacting the LDEQ Water Permits Division at (225) 219- 9371. • If any of the proposed work is located in wetlands or other areas subject to the jurisdiction of the U.S. Army Corps of Engineers, you should contact the Corps directly regarding permitting issues. If a Corps permit is required, part of the application process may involve a water quality certification from LDEQ. • All precautions should be observed to protect the groundwater of the region. • Please be advised that water softeners generate wastewaters that may require special limitations depending on local water quality considerations. 	

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			<p>Therefore if your water system improvements include water softeners, you are advised to contact the LDEQ Water Permits to determine if special water quality-based limitations will be necessary</p> <ul style="list-style-type: none"> Any renovation or remodeling must comply with LAC 33:III.Chapter 28, Lead-Based Paint Activities; LAC 33:III.Chapter 27, Asbestos-Containing Materials in Schools and State Buildings (includes all training and accreditation); and LAC 33:III.5151, Emission Standard for Asbestos for any renovations or demolitions. If any solid or hazardous wastes, or soils and/or groundwater contaminated with hazardous constituents are encountered during the project, notification to LDEQ's Single-Point-of-Contact (SPOC) at (225) 219-3640 is required. Additionally, precautions should be taken to protect workers from these hazardous constituents. <p>Currently, St. Tammany Parish is classified as attainment with the National Ambient Air Quality Standards and has no general conformity determination obligations.</p> <p>Please send all future requests to my attention. If you have any questions, please feel free to contact me at (225) 219-3954 or by email at linda.hardy@la.gov.</p> <p>Sincerely, Linda M. Hardy</p>	
25	Comment Form, USPS, 8-13-2015	Helen L Burdeaux Zip: 70427 [REDACTED]	Hwy 3241 is very important to us in the Bogalusa & Washington Parish area. We feel isolated from other parts of the state with decrease in our population and no growth. People commute from here to work as our community does not have jobs for the younger and other ages. A straight 4 lane Hwy would be much safer commute for all and save time, fuel for the vehicles and more time with their families. Please give us a chance for more industry and growth. We hope you will favor us desperate people here in this area of	Noted for the project record.

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			Wash. Parish with Hwy 3241 very soon. Thanks and Best Regards Helen L. Burdeaux.	
26	Comment Form, USPS, 8-13-15	Floyd R. Burdeaux Zip: 70427 208 Alabama Ave	Years ago Bogalusa was the 4 th largest city in Louisiana. The other towns around were much smaller. As 4 lane highways became important and other cities had access to them, their towns grew at a good rate. Bogalusa does not have access to a 4 lane highway so it became smaller. From 30,000 residents to 12,000. If we are to survive we must have 3241 Highway and as soon as possible. Also I feel that with 3241 completed, if another causeway is built it will go from Lacombe to Lakefront airport and where the first one was planned at first. Think what an evacuation route that would be for New Orleans. If needed, also it would help to develop New Orleans East. Think of the good it would do to lessen traffic on Hwy. 190.	Noted for the project record.
27	Letter, USPS, 8-17-2015	Jack L. "Jack" Donahue State Senator District 11 for Victor Lassalle, Jr PO Box 896 Mandeville, LA 70470 (985) 727-7949	Dear Mr. Ardoin: Please find enclosed comments and concerns from Mr. Lasalle regarding the proposed highway. Please include Mr. Lassalle's concerns in DOTD's Public Comments records for State Project No. H.004985. Also, please advise me as to what may be able to be done to help Mr. Lassalle handle his concerns. Sincerely, John L. "Jack" Donahue, Jr. PE Attached: Dear Senator Donahue, Thank you for taking the time to speak to me at the public meeting on Monday, August 3, 2015 about my concerns of the above project and its impact on my property and family residing at 31190 Boyd Davis Road, Talisheek, LA. As I spoke to you earlier, I have 2 Special Need sons in their mid forties. They have attended the Starc Program in Slidell, LA for the past 28 plus years. They will be entering and	Noted for the project record. The preliminary plans indicate that the roadway will be approximately 85 feet from the travel lanes to the property line. This is only an approximation based on current location of fence and preliminary plans, as property boundaries have not been mapped yet. Property maps will be developed once plans are complete. Acquisition of right of way will be performed in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended in 1987.

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			<p>exiting our driveway onto this high speed traffic, which in my opinion will be a very dangerous situation.</p> <p>We now own part of the Old Railroad property which will be the new 3241 Highway Southbound. The engineers at the Public Meeting said the plans show a small buffer zone along the east side of our property parallel with the new highway. I am requesting that this buffer zone be a minimum of 20' feet deep along the property line to protect my family from the traffic and the extreme noise.</p> <p>The Spokeswoman at the meeting said there is no plan for any noise relief in our area. Nothing would be better than 20 feet of the existing trees and underbrush in the buffer zone and would not add any cost to this project.</p> <p>Remember I am trying to protect my sons that have no concept of the danger of this proposed high speed traffic and the noise pollution that will exist for the rest of our lives at this location.</p> <p>The peace and quiet of Talisheek will no longer exist.</p> <p>Sincerely, Victor J. Lassalle, Jr.</p>	
28	Letter, USPS, 8-18-2015	Frank Reia 31524 Putt Moran Loop Lacombe, LA 70445	<p>Dear Mr. Ardoin,</p> <p>I am writing in regards to the proposed Hwy from Bush, LA to I-12. There are several highways into Bogalusa presently. Why does the state of Louisiana want another. The proposed route actually parallels Highway 41 at times. The real problem though is the juncture at Hwy 434. The congestion on Hwy 434 is going to get really bad. I believe the real solution is to fix Hwy 21 from Hwy 41 into Claiborne Hill. This is a much quicker route into I-12 and the causeway into New Orleans. I also think this proposed Hwy is a waste of taxpayer money that should be spent repairing more important problems. And not create another eyesore.</p> <p>Sincerely, Frank Reia</p>	<p>Noted for the project record.</p> <p>Detailed analysis of alternative highway alignments and alternative project site plans were studied in the USACE EIS. The alternatives development and screening process is available in the USACE Final EIS.</p>

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29	Email, 8-20-2015 Letter, USPS, 8-20-2015	Keith Hayden Environmental Scientist/NEPA Specialist Mail Code: 6EN-XP USEPA - Region 6 1445 Ross Ave. Dallas, TX 75202 e: hayden.keith@epa.gov p: 214.665.2133	<p>Thank you for the opportunity to review the I-12 to Bush Adopted Final EIS. A hard copy of this letter should arrive, by mail, in the next few days. If you have any questions please call me at your earliest convenience.</p> <p>Sincerely, Keith Hayden</p> <p>Follow-up Letter: Dear Ms. Ardoin,</p> <p>In accordance with our responsibilities under Section 309 of the Clean Air Act (CAA), the National Environmental Policy Act (NEPA), and the Council on Environmental Quality (CEQ) regulations for implementing NEPA, the U.S Environmental Protection Agency (EPA) Region 6 office in Dallas, Texas, has completed its review of the Federal Highway Administration (FHWA) and Louisiana Department of Transportation and Development (LADOTD) Adopted Final Environmental Impact Statement (Final EIS) for the I-12 to Bush, Louisiana proposed highway LA 3241. The purpose of the proposed action is to provide an alternative north-south connection that could reduce delays for motorists traveling from northern St. Tammany and Washington Parishes to I-12. EPA rated the Draft EIS as "EC-2" i.e., EPA had "environmental concerns and requested additional information" in the Final EIS. The EPA's Rating System Criteria can be found at http://www.epa.gov/compliance/nepa/comments/ratings.html. The Final EIS addressed the majority of our concerns, but did not address concerns to wetlands. In addition, there are 30 acres of new wetland impacts associated with the least environmentally damaging practicable alternative (LEDPA) that are not addressed. Detailed comments regarding our concerns are below.</p> <p><u>Impacts to Wetlands and Waters of the U.S.</u> The U.S. Army Corps of Engineers (USACE) determined in the Final EIS and its June 7, 2012 Record of Decision (ROD) for</p>	<p><u>Impacts to Wetlands and Waters of the U.S.</u> concerns will be addressed in the mitigation plan. DOTD</p>


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			<p>the Clean Water Act 404 permit for this project, that Alternative Q, as described in the Final EIS, is the LEDPA under the 404(b)(1) Guidelines (Guidelines) due to fewer direct impacts to wetlands, lesser impacts to higher quality wetlands, less disruption to surface hydrology, and fewer segmentations of habitat in comparison to other practicable alternatives. The original alignment of Alternative Q would impact approximately 305 acres of wetlands. Modifications proposed to Alternative Q would realign a portion of the highway near LA 434 and would directly impact an additional 30 acres of wetlands. The 2014 USACE 404 Joint Public Notice (JPN) for modification of Alternative Q states that the propose increase in wetland impacts includes 3.7 acres of bayhead/hardwood flats and 21.2 acres of pine flatwoods, for a total of approximately 25 acres of wetlands. The applicant has not adequately addressed why the original Alternative Q is no longer a practicable alternative, besides stating that the proposed changes in the route would avoid newly constructed parish facilities. The Guidelines require that only the LEDPA receive a 404 permit, and Executive Order 11990 for the Protection of Wetlands requires that federal projects minimize the destruction, loss or degradation of wetlands, and preserve and enhance the natural and beneficial values of wetlands. Without further explanation or analysis, it appears that the original alignment of Alternative Q remains the LEDPA.</p> <p>The final EIS does not address the proposed modifications and the resulting additional loss of wetlands, the condition, function, and location of these wetlands, or the potential for additional fragmentation of wetland habitat that may result specifically from this alignment modification. There is no further explanation or mention in the Final EIS of the additional 25 to 30 acres of wetland impacts. It is unclear from the Final EIS that the public benefits of not relocating parish facilities outweigh the public and environmental</p>	<p>looked at possible mitigation measures during the EIS with guidance from the Corps. DOTD is in the process of advertising for a consultant to develop the mitigation plan.</p> <p>The original Alternative Q is no longer practicable because it would run directly through the newly constructed St. Tammany Parish Coroner’s Office. It is not feasible or cost-efficient to demolish the new coroner’s office and rebuild it elsewhere.</p>

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			<p>benefits of avoiding permanent loss of wetlands and the function they provide, including floodwater storage, water quality maintenance and improvement, and wildlife habitat and biological productivity. As the USACE ROD emphasizes, these functions are very important to the public interest. IT is also unclear why this issue was not identified as a consideration in the USACE prepared Final EIS, and whether or not the facilities were constructed prior to or during the planning process for the project.</p> <p>The applicant has not included either conceptual or detailed information about compensatory mitigation that would fully offset adverse impacts to wetlands, in accordance with the Guidelines and the 2008 Final Mitigation Rule. The Final EIS acknowledges that the 2012 ROD states that the USACE would issue a Section 404 permit for Alternative Q contingent upon the applicant developing an approved comprehensive mitigation plan. The 2014 JPN states that the applicant is currently developing a mitigation plan to submit for agency review, however the Final EIS does not contain any additional information about how impacts to approximately 330 acres of aquatic resources of national importance will be mitigated. At this time, the EPA is not aware of a draft or conceptual mitigation plan that demonstrates the project will result in no net loss of wetland functions and habitat.</p> <p><u>2.2.4 Alternative P</u> Alternative P is identified as LADOTD’s preferred alignment on page 2-2. Later in the document, Alternative Q is identified as the proposed alternative. Only Alternative Q can be issued a Clean Water Act Section 404 permit by the USACE because alternative Q is identified as the LEDPA. Please clarify what alternative is the preferred alternative.</p> <p><u>Noise</u> There would be short term noise impacts from construction and long term impacts from traffic noise. Construction</p>	<p>Though requested by DOTD, the USACE did not take into account this new parish building during the original FEIS because the facility had not been constructed at that time.</p> <p>A list of mitigation options were prepared and reviewed by the USACE and LADOTD. This list was filtered to a list of acceptable options by both agencies. A RFQ to prepare the mitigation plan has been advertised, but not awarded yet.</p> <p><u>2.2.4 Alternative P</u> has been corrected to Alternative Q. Alternative P was LADOTD’s original preferred alternative. USACE identified Alternative Q as the LEDPA, and this alternative is the proposed alternative for this project as identified in the USACE FEIS.</p>

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			<p>equipment can generate noise levels of 80-90 decibels within 50 feet of the equipment, and the Final EIS states most construction will take place during the day. The Final EIS does not contain a description of potentially impacted noise sensitive receivers, or sound levels that these NSR will experience during construction, or later on from traffic. Of particular concern are the ball fields adjacent to the highway right-of-way. If it is determined that construction will generate unsafe noise levels, EPA recommends that FHWA and LADOTD consult the city to determine the best time for construction to occur, including limiting construction adjacent to the ball fields when in use.</p> <p>EPA appreciates the opportunity to review the Adopted Final EIS. Responses to EPA comments should be included in the record of decision (ROD). If you have any questions or concerns, I can be reached at 214-665-7451, or contact Keith Hayden of my staff at hayden.keith@epa.gov or 214-665-2133.</p> <p>Sincerely, Michael Jansky Acting Chief, Office of Planning and Coordination</p>	<p><u>Noise</u> was addressed in the USACE FEIS and FHWA FEIS per FHWA regulations (23 CFR Part 772). The St. Tammany Parish Recreation ball fields are impacted, but not to a significant level that they cannot be used as ball fields.</p>
30	Email, 8-20-2015	<p>Kyle F. Balkum Biologist Director Louisiana Department of Wildlife & Fisheries 2000 Quail Dr., B.R., LA 70808 225-765-2819 / kbalkum@wlf.la.gov</p>	<p>Noel, Attached is a copy of LDWF's comments on the Supplemental Final Environmental Impact Statement (SFEIS) for the I- 12 to Bush, Louisiana Proposed Highway. Please contact me if you have any questions.</p> <p>Thanks, Kyle Attachment: Dear Ms. Ardoin, The professional staff of the Louisiana Department of Wildlife and Fisheries (LDWF) has reviewed the Supplemental Final Environmental Impact Statement (SFEIS) for the I-12 to Bush, Louisiana Proposed Highway. The</p>	<p>Noted for the project record. <i>Note: the SFEIS mentioned in the comment is the Adopted FEIS.</i></p>

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			<p>following recommendations have been provided by the appropriate biologist(s):</p> <p>The SFEIS was prepared to include analysis of the effects resulting from a change in the location of Alternative Q's connection with Louisiana Hwy 434. In light of the circumstances requiring the change, we have no objection to this route now as proposed, provided that all impacts to aquatic habitat will be fully mitigated.</p> <p>LDWF looks forward to working with the applicant and other agencies to ensure that the project's Mitigation Plan is adequate and appropriate.</p> <p>The Louisiana Department of Wildlife and Fisheries appreciates the opportunity to review and provide recommendations to you regarding this proposed activity. Please do not hesitate to contact LDWF Permits Coordinator Dave Butler at 225-763-3595 should you need further assistance.</p> <p>Sincerely, Kyle F. Balkum</p>	
31	Email, 8-21-2015	<p>Julie Landry Communications Specialist St. Tammany Economic Development Foundation (985) 809-7874 phone (504) 261-7510 cell (985) 809-7596 fax www.stedf.org</p>	<p>Good morning, My name is Julie Landry, and I am the communications specialist for the St. Tammany Economic Development Foundation.</p> <p>Attached you will find our CEO Brenda Bertus's comments on the adopted Final Environmental Impact Statement (FEIS) for the I-12 to Bush proposed highway project in St. Tammany Parish.</p> <p>Thank you for your time and attention, Julie Landry, M.A.</p> <p>Attachment: Dear Ms. Ardoin, I am submitting these comments on behalf of the St. Tammany Economic Development Foundation, the leading economic development organization in our parish. St. Tammany is the</p>	Noted for the project record.

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			<p>fastest growing parish in Louisiana – to allow room for this growth and to alleviate the high traffic levels on Louisiana 21, U.S. 190, U.S. 11, and Louisiana 41, it is imperative that an additional transportation route connecting Interstate 12 and the unincorporated community of Bush be planned and executed.</p> <p>My organization speaks in support of the business community, which has historically supported the I-12 to Bush corridor along with St. Tammany residents. A sales tax has been dedicated for this purpose since 1989. The residents have paid toward this much-needed infrastructure improvement for over a quarter of a century, and now, we desire to move forward with its development.</p> <p>The TIMED Program was created to foster economic development opportunities, and this suggested route has been identified as favorable for future economic development in the New Directions 2025 St. Tammany Parish Comprehensive Plan. Alternative Q would be located near the middle of our parish and would benefit a significant majority of our citizens.</p> <p>Our organization feels a deliberate design would have a minimal impact on our environment while providing improved, safe roadways for our residents. The I-12 to Bush corridor would establish a much-needed north-to-south roadway, alleviating the growing traffic congestion and equipping the region with an additional avenue for storm evacuations.</p> <p>The St. Tammany Economic Development Foundation supports route Alternative Q, which would foster the most economic development opportunities for our parish, ensuring job creation that will benefit current residents, their children, and their grandchildren.</p> <p>We appreciate all the work the Louisiana Department of Transportation and</p>	

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			Development has done for our parish and look forward to further action on this matter. Sincerely, Brenda Bertus	
32	Email, 8-21-2015	Michelle Pichon Legislative Assistant to Senator Jack Donahue (985) 727-7949 o. (985) 788-1966 c. On behalf of Julian Laine, Jr. Jr.buzz@hotmail.com 	Mr. Ardoin, please include Mr. Laine's concerns to the public comments for the project. Thank you. Michelle Attachment: Dear Senator Jack Donahue, I am Julian Laine Jr. My property is 36 acres total. 14 acres which is railroad property. We have a home, park like surrounding. 35 years of ownership. Would be subject to a 4 lane hiway not 250 feet from our front door. Hope that you will be present Monday 3 rd . at the town hall. Sure would like to meet with you at that time to share my ideas.	Noted for the project record.
33	Email, 8-21-2015	Ryan Seal wedf@bellsouth.net	Dear Sir, I am writing to support the construction of Highway 3241. As part of the TIMED program the citizens of Louisiana have been paying a gas tax since 1989 to fund this project. This highway would create a safer and faster route from northern St. Tammany Parish and Washington Parish to Interstate 12. The new highway would serve as a catalyst for economic development and spur job growth. Sincerely, Ryan Seal	Noted for the project record.
34	Email, 8-23-2015	Kim and Lawrence Barrois 31196 Horseshoe Island Rd. Lacombe, LA. 70445 barroisk@gmail.com	Here are our comments on this project which will severely impact our neighborhood. This road is projected to come about 1000 ft behind our property on Horseshoe Island Rd. We are already being impacted with the construction of	Noted for the project record. As part of the design, the hydrologic floodplain will be analyzed so appropriate drainage

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			<p>Tammanend community and Tech village they are currently building?</p> <p>We cannot fathom the reasoning behind building a new road parallel to one that already exists on Hwy 36 – and why not using Hwy 434 from Hwy 36 - an already built roadway. We feel that this is an abuse of our tax money wasted.</p> <p>There will be moderate impact for this roadway to several areas - Water Resources, land cover (which is already affected by Tammanend); Geology/Salts; Traffic and Transportation.</p> <p>We have lived here for over 20 years, and moved here for the quiet country atmosphere, and have retired to remain in this community. The Barrois family has lived here since the 1960's and is very familiar with the land.</p> <p>We have lots of animals, birds that migrate to our land every season. We have seen an impact on this with the current construction, and are worried with several thousand more acres destroyed with this proposed new Hwy that this impact will be even worse.</p> <p>We are adamantly opposed to this project</p>	
35	Email, 8-23-2015	Karen Fontenot Karenise44@hotmail.com	We need this highway!! We have needed it for years for Washington Parish!! We have been left out too long!!! We need help for our parish, cities and towns. From: Daniel and Karen Fontenot Bogalusa, Louisiana	Noted for the project record.
36	Email, 8-24-2015	Scott Eustis, M.S. Coastal Wetland Specialist Gulf Restoration Network 504 237 0323 504-525-1528 x212 scott@healthygulf.org www.healthygulf.org 541 Julia St, Suite 300 New Orleans, LA, 70130	<p>Attached is our objection, due to lack of wetlands mitigation.</p> <p>Thanks for your work and your time,</p> <p>Attachment: The Gulf Restoration Network is submitting the following comments on the Final Environmental Impact Statement (EIS) for Louisiana Highway Project 700-52-0124, LA 3241. This project would construct a four-lane highway from the LA 21 in Bush, Louisiana to Interstate 12 in St. Tammany Parish. We reserve the right to use any and all comments submitted on this project.</p>	Wetlands mitigation concerns will be addressed in the mitigation plan. DOTD looked at possible mitigation measures during the EIS with guidance from the USACE. DOTD is in the process of advertising for a consultant to develop the mitigation plan.

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			<p>We have not, as yet, received any reply to comments sent in May of last year, and so are sending them directly to LADOTD.</p> <p>The I-12 to Bush highway is being proposed by the Louisiana Department of Transportation and Development (LADOTD) and would be funded by the state’s TIMED program. While the proposed project has been promoted by the state for some time, the question of whether it is or should in fact be a priority should be addressed, since the state has a backlog of highway projects and repairs estimated at \$14 billion. Each of the “Build” Options described in the EIS would result in near-term loss of wetlands and other habitats from construction, and longer-term fragmentation of existing habitats. The effects of development that would be fueled by this highway should also be considered, since these would likely radiate out from exits and intersections as they have in other areas, and add to the effects on local hydrology caused by actual construction of the highway. As the EIS notes, “Wetland functions and services and the plant and animal communities that inhabit it are largely determined by hydrology. [These] functions include water storage, transformation of nutrients, growth of living matter, and wildlife habitat. Construction of the roadway could impede channel and overland flow resulting in oversaturated and ponded areas or drought areas in adjacent wetlands.”(p. ES-4). These wetlands simply cannot be mitigated with available.</p> <p>We are concerned that the inordinate amount of wetlands fill across the waters of the state, and particularly in the Bayou Lacombe watershed have not been properly mitigated by LADOTD. Louisiana is subject to heavy rainfall in this area, and Louisiana is sheltered from overland flooding because of its wetland wealth in the Bayou Lacombe watershed. Just this May, torrential rains showered the state of Texas, resulting in catastrophic flooding that resulted in</p>	

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			<p>loss of life as well as roadways. Those same rains, as they moved east were absorbed by Louisiana's wetlands, as resulted in no deaths.</p> <p>We believe that LADOTD has not shown that the economic benefits justify the construction costs or environmental impacts. We remind LADOTD of its duties under Article IX of the Louisiana Constitution. LADOTD must follow the constitution while pursuing its directives.</p> <p>Under Alternative Q, "the economic impact of project-related activities would be expected to be very small... The economic impact in the ROI of the proposed project to the regional population, employment, GDP, and real personal income is positive, but not statistically significant." (pp. ES-7, 8, 10, and 11, respectively)</p> <p>LADOTD cannot follow its duties under the Constitution and pursue this project due to the vanishing benefits and excessive costs. We request that this project be withdrawn.</p> <p>[sent via e-mail]</p> <p>Scott Eustis, M.S., Coastal Wetland Specialist Cc: Matt Rota, Gulf Restoration Network Geri Davis, Tulane Environmental Law Clinic Rau Gutierrez, U.S. EPA, Region 6 Mary Lee Orr, LEAN</p>	
37	Comment Form, USPS, 8-24-2015	Janet Kesterson Zip: 70427 [REDACTED] Jkesterson72@gmail.com	Development of a road is badly needed for Washington Parish. It will help bring more companies and industry to Washington Parish and help Bogalusa revive.	Noted for the project record.
38	Comment Form, USPS, 8-24-2015	Gerald Kesterson Zip: 70427 Jerry.kesteron@gmail.com	Please note, access from Bogalusa to the interstate 12/10 has only 3 routes: 1.) Hwy 21 to Hwy 59 through Abita Springs – I-12. 2.) Hwy 21 to Covington to I-12 3.) Hwy 41 to Pearl River I-59 or thru Hwy 11 to I-12 at Slidell. Travel is thru HEAVY traffic, multiple school zones, and is two lane/two way traffic and 45 mph or less for long distances.	Noted for the project record.

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			Bogalusa is decreasing in population, and is being strangled to death due to lack of access to the interstate system, and HORRIBLE traffic volumes. Please make it a priority to complete the Hwy to Lacombe!	
39	Email, 8-24-2015	Richard Martin Director of Forest Programs The Nature Conservancy 721 Government St. Suite 200 Baton Rouge, LA 70802 P.O. Box 4125 Baton Rouge, LA 70821 rmartin@tnc.org (225) 338-1040 (office) (225) 921-2569 (mobile)	Noel, I have attached a scan of the letter that includes our comments on the SFEIS for the proposed Bush to I12 highway. The proposed highway passes through one of TNC's priority conservation areas, so we appreciate the opportunity to offer suggestions that can minimize the direct and indirect impacts of construction and use of the highway. The current letter only touches on a few highlights of our concerns and some of the remediation strategies we have proposed, so please ensure that our more detailed comments, which were presented in prior comment letters, are fully addressed in the SFEIS. Please contact Nelwyn should you have specific questions about our comments and concerns. Richard Attachment, Letter Dated 8/24/2015 <i>Note: Attachments are previous letters of response to solicitations of views from July 25, 2011, and October 24, 2011, as well as a new letter from August 24, 2015 in response to the July 24-August 24, 2015 comment period. The following comment is from the 8/24 letter. All comment letters are included in the appendix. The most recent comments continue to address The Nature Conservancy's concerns regarding Mitigation Bank Boundaries, Smoke Management, Hydrologic Issues, Invasive Species, Excessive Noise, Access, and also address Upland Migratory Bird Mitigation which was not addressed in previous letters.</i> Dear Ms. Ardoin, The purpose of this letter is to reinforce comments pertaining to the proposed I-12 to Bush Highway that The Nature Conservancy ("TNC") has previously provided and to	<i>Note: the SFEIS mentioned in the comment is the Adopted FEIS.</i>

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			<p>follow up on conversations we had with you and other Department of Transportation and development (“DOTD”) staff at the August 3, 2015 public meeting in Abita Springs. Comments on this project regarding probable significant impacts to mitigation banks were initially provided to Dr. James Barlow, Corps of Engineers, New Orleans District (“CEMVN”) in letters dated July 25 and October 24, 2011 (see attached).</p> <p>Our earlier comments focused primarily on the central and northern portions of the Alternative Q Route (hereinafter “Alternative Q”) where it is in close proximity, bisects and/or is adjacent to eight mitigation areas or wetland mitigation banks. TNC’s Talisheek Wetlands Preserve and Mitigation Bank (including McCulla mitigation area) and Abita Creek Unit of the Southeast Louisiana Pine Flatwood Wetland Mitigation Bank (including the Perino addition) are included in the complex of wetland functions and values that has resulted from permitted development in the region, primarily from projects in St. Tammany Parish where I-12 to Bush highway is exclusively located. In addition, these banks are a part of a premiere conservation site (known as Money Hill Conservation Area by TNC), which was identified because of its high ecological values, including the presence of globally rare plants and natural communities, important bird populations and rare and declining wildlife.</p> <p>The I-12 to Bush highway will have significant and long-term direct and indirect negative effects on the mitigation banks and areas within the Money Hill Conservation Area, yet very little mention of many of these impacts are found in the SFEIS. Primary impacts that were identified in our 2011 letters included constraints on bank operators to use prescribed fire, alteration of surface and sub-surface hydrology, spread of invasive species, and access limitations. The July 25, 2011 letter was written in response to a specific request from Dr. Barlow to provide information on effects of</p>	


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			<p>proposed routes on management, cost of management and wetland restoration value to our Talisheek Mitigation Bank. It does not appear as if our earlier comments have been adequately addressed in the SFEIS. Below are some excerpts from that letter, with some additional comments that we hope can be considered in the final version of the SFEIS.</p> <p>Mitigation Bank Boundaries Not all mitigation banks/areas that may be impacted have been included in the SFEIS. The Conservancy’s 115-acre Perino Bank Unit that is adjacent to the Abita Creek Bank is not shown on maps in the FEIS and SFEIS. Additionally, TNC’s Talisheek Bank, which includes the McCulla Tract, an 80-acre Permittee Responsible Mitigation Area, is incorrectly mapped. Attached are maps of the Perino Unit and McCulla Tract; shapefiles can be provided, if needed.</p> <p>Smoke Management Page 3-35 of the FEIS states that the U.S. Fish and Wildlife Service requested in their draft EIS comments that information be provided on primary and secondary effects of the proposed highway construction on fire management practices of wetland mitigation bank sites. However, other than mentioning that there would be an impact, no information is provided regarding anticipated impacts and how they might be addressed. Our 2011 letters outlined the many issues specific to wetland mitigation bank management that would arise if there are additional restrictions on prescribed fire and offered some remediation strategies for consideration. The SFEIS should address the implications to bank habitat restoration and management that would result from constraints on bank operators to use prescribed fire due to additional smoke management challenges that will inevitably arise once the highway is constructed. Additionally, the SFEIS should contain guidance on how to mitigate impacts to bank management and address issues</p>	<p><u>Mitigation Bank Boundaries</u> The figure was updated with the correct mitigation bank boundaries provided by TNC.</p> <p><u>Smoke Management</u> DOTD is considering implementation of technology that would allow for installation of electronic signage. If implemented, the system could be used for smoke advisories to drivers.</p>

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			<p>related to highway safety. Two ideas were proposed in our July 25, 2011, letter (excerpt below). We in particular recommend the placement of permanent signs that can alert drivers of actual or potential danger from fire and smoke adjacent to or near the highway. Those signs need to be activated quickly in case of emergencies or upon short notice, in the case of planned prescribed burns. TNC requests that staff from our office be involved with determining the protocols for establishment, location and operation of these signs. These protocols should be included in the SFEIS.</p> <p><u>Prescribed Fire and Smoke Management</u></p> <p>One of the most challenging aspects of prescribed burning is smoke management. In many respects, it is easier to control fire than smoke. Special care must be taken to avoid and minimize putting smoke on neighboring homes, businesses, communities and roadways. The Nature Conservancy has strict guidelines regarding conducting prescribed fire in a way to minimize smoke impacts, however extra precaution is required near roadways due to extreme safety hazards of smoke on highways. The presence of a roadway does not preclude burning on adjacent units, however, it can greatly constrain how and when those units are burned. A roadway can also affect our burning on units not directly adjacent to the highway, due to smoke issues and the possibility of a spot-over that could subsequently result in smoke on the roadway, and for other reasons. The following are prescribed fire related issues anticipated which will result in increased management costs or reduced mitigation quality. A summary of total expected impacts and estimated cost increases as a result of the proposed highway is also included.</p> <ul style="list-style-type: none"> • Install a digital warning system for potential smoke on the highway at strategic locations north and south of nearby mitigation banks. The digital 	

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			<p>warning system would be similar to that on the Causeway Bridge and would have flashing lights and be capable of warning drivers to slow down in the event of potential smoke from prescribed burning or wildfires. Such a system should be able to display a message such as, "Warning! Reduce speed – smoke on highway." This sign would be operated by the La Department of Transportation and Development or State Police, whichever agency would be available 24-hours a day to turn on the signs if needed.</p> <ul style="list-style-type: none"> • It would be beneficial to have more buffer area adjacent to or near existing mitigation banks. This may be accomplished by assigning a larger portion of the 250' highway right-of-way adjacent to these areas. In addition, landscaping with native vegetation to "screen" adjacent bank areas from view would help reduce "rubber-necking" while a prescribed fire is underway. Such rubber-necking would create significant traffic hazards and greatly increase the chances of accidents. <p>Hydrologic Issues We anticipate there will be direct and indirect impacts to hydrology on adjacent wetland mitigation banks – see comments below from our letter of July 25, 2011. We have suggested several ways to reduce anticipated impacts and limit barriers to surface water flow. We have also recommended constructing all drainage crossings adjacent to mitigation banks to accommodate unimpeded flow from a minimum 100-year flood event rather than the standard 50-yaer event. This may require larger and/or more numerous culverts, bridges and possibly elevated roadways. We request that these impact reduction measures, with locations of features exhibited on a map, be added to the SFEIS. Two such locations are adjacent to our Talisheek Bank</p>	<p><u>Hydrology</u> Drainage structures will be designed in accordance with DOTD standards and hydraulics manual. Equalizer culverts will be placed at 1000 to 1500 feet intervals. Typically these are 24-inch culverts used to distribute flow between roadside ditches and convey overland discharge. During design, the appropriate locations will be identified. The existing rail bed has impacted the overland discharges in this area. The project will mitigate some of these impacts by</p>

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			<p>and are indicated as “streams” on the Northern Access Map shown at the August 3, 2015 public meeting. Excerpt from July 25, 2011 letter: <u>Hydrologic Impact Issues for Routes P, J and Q</u></p> <ul style="list-style-type: none"> The immediate and long-term hydrologic impacts of the proposed alignments P, J and Q are not known. It is possible the immediate footprint of the 250-foot right-of-way may be addressed with mitigating steps, such as elevated sections of highway in critical areas and/or sufficiently sized and placed culvers to allow for surface sheet flow onto or away from the Bank that otherwise may be interrupted by the highway. Much of the water flow in the Talisheek bank flows in from north or west, then south into the Weyerhaeuser bank units. However in southeast Talisheek Bank, some flow enters from the northeast under an old railroad bridge into the Bank, and in another area, the water flows northeast out of Talisheek Bank (see attached flow pattern map). In addition to major drainages, much less is known about other hydrologic factors, such as the importance of surface sheetflow, which is widespread in flat pine wetlands during heavy rain events. Sheetflow is thought to enhance wetland conditions and seed and insect dispersal. The presence of the proposed highway will undoubtedly affect some sheet flow at the Talisheek ank but this may be minimal as the old railroad bed has already had some impact. However there may be an opportunity with the new highway to actually improve historic hydrologic connections if the portion near and adjacent to southeast part of our bank was elevated similar to a causeway. In addition to impacts on sheetflow, the excavation of surface soils and subsequent soil compaction to make a 	<p>adding the drainage structures and equalizer culverts which will benefit the immediate area.</p>

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			<p>suitable roadway foundation, plus the added compaction from the weight of fill material and prolonged use by vehicles may have deleterious effects on shallow groundwater movement.</p> <p>Invasive Species We previously expressed our concern regarding increased introduction of invasive species, particularly for cogon grass, one of the most invasive plant species in pineland systems in the southeast. Once cogon grass is present on adjacent road rights-of way it can easily spread into adjacent natural areas, either by vegetative spread or via wind-born seed. One way to help manage this problem is to require an aggressive invasive species management program on the roadway that includes aggressive chemical treatment of patches as they are identified, and mowing protocols to limit spread. This program should include the entire proposed highway corridor as seed can be spread long distances by mowing machines. We request this to be added to the SFEIS.</p> <p>Excessive Noise The only mention of impacts from noise from the proposed highway is to human communities, although we mentioned in our comments on the draft EIS that there could also be impacts to wildlife. Many species of wildlife have superior hearing to humans. Negative impacts to wildlife on wetland mitigation banks can contribute to the decrease in the value of mitigation provided at those sites. Some analysis of this should be included in the SFEIS.</p> <p>Access Access by bank operators to their mitigation banks should not be restricted by construction of the highway. Efficient management of mitigation lands will require that existing access points be maintained, which will necessitate installation of gates, access roads, etc. For example, should Alternative Q be constructed, TNC will request that DOTD install two twenty-foot wide farm gates on the northeast</p>	<p><u>Invasive Species</u> DOTD is aware of the difficulties required to control Cogon grass that encroaches into our state, and it is treated as is any other invasive weed species along our roadways. If it becomes a problem along our right of way, every effort will be made to control it.</p> <p><u>Excessive Noise</u> A noise study was performed in accordance with 23 CFR 772 for FHWA. Additionally, noise effects were considered by the U.S. Army Corps of Engineers in the FEIS and taken into consideration when determining the required mitigation.</p> <p><u>Access</u> TNC should discuss its needs for access with DOTD during the acquisition process.</p>

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			<p>and southeast boundaries of our Talisheek bank adjacent to the highway corridor. We request access be granted to TNC and that the gates be installed upon highway construction.</p> <p>Upland Migratory Bird Mitigation</p> <p>Although we have not commented on this previously, we are highly supportive of DOTD's intent to provide mitigation for impacts to upland migratory birds.</p> <p>Thank you for your consideration of these comments. Please contact Nelwyn McInnis, Mitigation Program Manager, at nmcinnis@tnc.org or (985) 809-1414 if we can provide additional information or assistance in this matter.</p> <p>Sincerely, Keith Ouchley, Ph.D. State Director</p>	<p><u>Upland Migratory Bird Mitigation</u> Noted for project record.</p>
40	Email, 8-25-2015	Elizabeth Hill Louisiana Department of Environmental Quality	<p>LDEQ issued the Water Quality Certification July 24, 2014. All issues were addressed and this issue is resolved.</p> <p><i>Attachment is previous letter from July 24, 2014, and is included in appendix.</i></p>	Noted for the project record.
41	Email, 8-25-2015	Michelle Pichon Legislative Assistant to Senator Jack Donahue (985) 727-7949 o. (985) 788-1966 c. On behalf of Judy and Julian Laine Jr. 31050 Vernon Talley Road, PO Box 174 Talisheek, LA 70464 	<p>Mr. Ardoin, please find attached Mr. and Mrs. Laine's comments and concerns.</p> <p>Thank you, Michelle</p> <p>Attachment cover letter: Dear Mr. Ardoin: Please find enclosed comments and concerns from Judy and Julian Laine regarding the proposed highway. Please include their concerns and suggestions in DOTD's Public Comments records for State Project No. H.004985. Also, please advise me as to what may be able to be done to help Mr. and Mrs. Laine handle their concerns. Thank you for your time and consideration.</p> <p>Sincerely, John L. "Jack" Donahue, Jr. PE</p> <p>Attachment Letter: DODT has no (or little) money for La.3241</p>	<p>Noted for the project record.</p> <p>Detailed analysis of alternative highway alignments and alternative project site plans were studied in the USACE EIS. The alternatives development and screening process is available in the USACE Final EIS.</p>

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			<p>They will start at I-12 toward Highway 36 The 2nd. leg is Highway 36 to Highway 435 The 3rd. leg to Bush is where most of us (Talisheek Folks) get caught by Highway 435 to Bush (I-21) Since they (DOT) by then needs funds to complete this last leg of La.3241 Why not jump off the tracks around Highway 435 and hookup to Highway 41? It's paid for, wide enough, straight enough, high. enough to complete La.3241 Only problem I see possibly two cemeteries. DOT had no problem moving large parts of cemeteries for the I-10. Why not a small part of country cemeteries. This last leg change would provide so so many PEOPLE and WILD LIFE a chance to continue a peace-life in St. Tammany. Many thanks for your continuing help. <i>(photocopy of property photos included in letter, letter is included in appendix)</i></p>	

Public Comments

Note: phone numbers have been removed to protect the privacy of the public

COMMENT FORM

COMMENTS

Please take a moment to document your comments or questions below.

You can turn in your comments to any Team member at the public meeting; or you can email your comments to Noel Ardoin at Noel.Ardoin@la.gov; or you can mail your comment form to Noel Ardoin, ATTN: I-12 to Bush, LADOTD, P.O. Box 94245, Baton Rouge, LA 70804-9245. Comments must be received by August 24, 2015.

Name: Project : Save Bogalusa Zip Code: 70427
Wendy Williams
E-mail address &/or phone #: savebogalusa@gmail.com [REDACTED]

PLEASE PROVIDE YOUR COMMENTS ON THE FOLLOWING ITEMS:

What is your opinion of the *de minimis* Section 4(f) Impact Area? (Bush Recreational Facility, see exhibit)

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

The sooner we can begin construction
the better. ^{economic}
This road is vital to the revitalization
of the city of Bogalusa.
It would also provide a direct
route (4-lane) to the interstate
from Washington Parish.
Our organization is in full support
of the highway being built.

COMMENT FORM

COMMENTS

Please take a moment to document your comments or questions below.

You can turn in your comments to any Team member at the public meeting; or you can email your comments to Noel Ardoin at Noel.Ardoin@la.gov; or you can mail your comment form to Noel Ardoin, ATTN: I-12 to Bush, LADOTD, P.O. Box 94245, Baton Rouge, LA 70804-9245. Comments must be received by August 24, 2015.

Name: Lynne Renihan Zip Code: 70435

E-mail address &/or phone #: irishpr@bell.south.net

PLEASE PROVIDE YOUR COMMENTS ON THE FOLLOWING ITEMS:

What is your opinion of the *de minimis* Section 4(f) Impact Area? (Bush Recreational Facility, see exhibit)

Looks great, good route

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

Just don't mess it up!!!

COMMENT FORM

What about safety at the Intersection
of Hwy-40-41-las ^{it intersects with} ~~it crosses~~ ^{of over}
the 4-lane (proposed Hwy) - No Shoulders on
Hwy-40 - Worried about the safety -
No one stops now - on the 4-lane (41)
Hwy-40 & Hwy 41 - Have right of way.
4-lane Has Stop Sign. and they do not
(Stop most of the time) -

Why not put a-roundabout at the intersection
of the 4-lane and Hwy 40 - Hwy 41 -
Need something to stop or slow the
~~traffic~~ traffic - my main ~~concern~~
Problem is Safety at this interchange

COMMENT FORM

COMMENTS

Please take a moment to document your comments or questions below.

You can turn in your comments to any Team member at the public meeting; or you can email your comments to Noel Ardoin at Noel.Ardoin@la.gov; or you can mail your comment form to Noel Ardoin, ATTN: I-12 to Bush, LADOTD, P.O. Box 94245, Baton Rouge, LA 70804-9245. Comments must be received by August 24, 2015.

Name: Barbara Guilott Zip Code: 70431

E-mail address &/or phone #: [REDACTED]

PLEASE PROVIDE YOUR COMMENTS ON THE FOLLOWING ITEMS:

What is your opinion of the *de minimis* Section 4(f) Impact Area? (Bush Recreational Facility, see exhibit)

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

When new Hwy meets Hwy 41 at Bush if stop signs are placed at Hwy 40 + 41 going to Taliskreek how are we supposed to cross 4 lanes of fast moving cars - Need better plan than this! Accidents will happen - also congestion of traffic.

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PUBLIC COMMENTS
FOR THE LOUISIANA DEPARTMENT OF
TRANSPORTATION & DEVELOPMENT
NOTICE OF AVAILABILITY AND PUBLIC MEETING
HELD AT
ABITA SPRINGS TOWN HALL
22161 LEVEL STREET
ABITA SPRINGS, LOUISIANA
ON THE 3RD DAY OF AUGUST, 2015
COMMENCING AT 4:30 P.M.



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New Orleans, LA
504.392.4791
504.392.4852 FAX

1 MR. JULIEN LAINE:

2 All right. We've had the property in
3 Talisheek for 35 years, got a house built, like a total
4 like 36 acres. Fourteen of those acres are road
5 property depending where the boundaries are on that
6 road. My front door is going to be 250 feet from that
7 road, 22, and two and a half acres are park-like
8 surroundance. It will destroy everything. They're
9 spending our taxpayers' money for a road that's really
10 not needed.

11 If they want to put half a road from
12 Lacombe to 435, jump off of 435 onto 41, all of that is
13 paid for. All of 41 is paid for. All of they've got to
14 do is widen and improve it, and there's only one curve
15 on 41. They would save all of that money and not
16 disturb the people between 435 and Bush.

17 That's it.

18 MRS. JUDY LAINE:

19 And I am really up on nerve pills, you
20 name it, since I first heard the news of this because we
21 had lived in New Orleans before Katrina and we lost our
22 home, we lost our business, everything. We came over
23 here to get peace and end up right here for the storm.
24 And I've been gradually getting peace over here, and now
25 it's going to be totally disturbed, and I don't think



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1 it's fair of them to do that. It's not necessary,
2 really. I mean, it's going to make too many roads too
3 close together, like the 41, Boyd Davis, and then this
4 big thing fixing to come in the middle of it. It's
5 going to look terrible. Terrible.

6 And wildlife is all going to be
7 destroyed because they come to my property all of the
8 time, and when they take the big trees down, those
9 animals are going to get hit on the highway. And
10 there's beautiful, all kinds of squirrels and all kind
11 of things, foxes, deer, all of that. I can't see
12 destroying that.

13 MRS. GLORIA KATES:

14 I think this is very exciting, the 3124.
15 And my only inquiry and request is that the exit itself
16 from 12 would include Bogalusa on the exit, the Bogalusa
17 exit to Bush/Bogalusa, something of that nature.

18 MR. THOMAS KATES:

19 I think it's wonderful. My name is
20 Thomas Kates. I think it's wonderful, and, well, it's
21 overdue, you know. And I believe that it will
22 contribute to economic development in Washington Parish.

23 Thank you Washington. Thank you
24 everybody involved in bringing it together.

25 MR. VIC LASSALLE, JR.:



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1 We live at 31190 Boyd Davis Road, which
2 is, you know, in the right-of-way, basically, and we
3 have two retarded sons. They're 46 and 44 years old.
4 They don't have the capabilities of crossing the
5 streets, so that's -- this road is in jeopardy. They
6 won't be able to live in the house anymore because,
7 right now, they have the freedom to ride their bikes and
8 walk around like you and I. When this highway comes
9 through, they take it almost -- they take it all of the
10 way to our property line.

11 And the structure is gravel trucks, they
12 have had no respect for the highway. I traveled on 41
13 twice a day every day. They get behind 15 feet going 60
14 miles an hour. When they go 75 miles an hour, 10 feet
15 off of my property, what do you think's going to happen
16 to these kids? You know, they can't answer that up
17 here. I want it moved as far east as possible to give
18 us as big of a buffer zone as legally possible so that
19 we can survive.

20 We came here after Katrina. We bought
21 the property, and now they're putting a road through it.
22 We can live with the road if we got a 15 or 20-foot
23 buffer zone between us and all of this traffic. As far
24 as our kids, they cannot go on the street anymore
25 because they won't survive.



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1 They go to school -- you want
2 information, I'll give you more information. They get
3 picked up every day by Council on Aging. All of that's
4 going to have to be coordinated because they walk out on
5 that street, they're dead. This is ridiculous. They
6 should take care of the people that live there and move
7 it as far as possible to give us a larger buffer zone to
8 stop the traffic. If they have an accident, the trucks
9 are going to be in our yard.

10 Help. Give us help. Contact me. Do
11 something and don't be -- they don't tell us anything.
12 They come to our yard; they survey; they put little
13 flags all over. They have no respect for the public.
14 They just do what they want. This is the first time
15 we're getting any information after three years or more.
16 2006 it all started.

17 But, anyway, I can understand we need
18 the road, but we've got to survive, too.

19 MR. JON DANTONIO:

20 I feel that this highway is not
21 necessary because there's not a lot of traffic. It's
22 going to take cars from 22 down a new highway and drop
23 them on I12. When the get to I12, they either got to go
24 right to the Causeway or left the 41 again. Big trucks
25 are going to go 41. They're not going to pay a toll to



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1 go across the Causeway that goes into New Orleans. They
2 want to stay in I10. That's one thing.

3 The other thing is, to have this highway
4 useful, they have to go all of the way to the lake and
5 tie it in with another bridge that can take people out
6 of New Orleans, but that will never happen. And I
7 understand we don't have the money for this highway
8 right now. The whole thing just don't make a lot of
9 sense. The same goes for 41. You cut a whole new
10 highway right near 41. Don't make sense.

11 I feel this project has been going on so
12 long. I don't know how the State can hold their head up
13 and say this is going to happen because they don't have
14 the money. Somebody come out and stop spending money on
15 all of this engineering and projects and studies since
16 1978. I would like to know what this costs. We could
17 have put up two highways.

18 That's about all I have to say. I just
19 think it's a force to build this highway. Thank you.

20 MR. SCOTT BREWER:

21 The future intersection of Highway 41
22 and the new highway with the four lanes running into the
23 four lanes, and then there's a two-lane highway that
24 meets with it, I'd like to make sure there's some
25 consideration for a traffic signal there or some other



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1 control device to possibly avoid really bad accidents.
2 We'll have the potential for that if we don't look at
3 this in the future.

4 ****

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1 REPORTER'S CERTIFICATE:

2

3 I, ELICIA H. WOODWORTH, Certified Court
4 Reporter in and for the State of Louisiana, as the
5 officer before whom this public meeting of the Louisiana
6 Department of Transportation & Development, do hereby
7 certify that this meeting was reported by me in the
8 stenotype reporting method, was prepared and transcribed
9 by me or under my personal direction and supervision,
10 and is a true and correct transcript to the best of my
11 ability and understanding;

12 That the transcript has been prepared in
13 compliance with transcript format required by statute or
14 by rules of the board, that I have acted in compliance
15 with the prohibition on contractual relationships, as
16 defined by Louisiana Code of Civil Procedure Article
17 1434 and in rules and advisory opinions of the board;

18 That I am not related to counsel or to the
19 parties herein, nor am I otherwise interested in the
20 outcome of this matter.

21

22 Dated this 18th day of August, 2015.

23

24

25

ELICIA H. WOODWORTH, CCR
CERTIFIED COURT REPORTER



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Noel Ardoin

From: Marcus Rosa <herosagain@icloud.com>
Sent: Friday, July 31, 2015 2:51 PM
To: Noel Ardoin
Subject: I-12 to Bush

Categories: Green Category

Mr. Noel,

I am writing in support of the I-12 to Bush project and ask that construction begin immediately. My reasons are numerous, but as a pastor who frequently travels to Covington/Slidell/New Orleans/Lacombe from Bogalusa this type of access is extremely beneficial. Congestion through Covington and 2-lanes through Pearl River could be alleviated by such ease of access to I-12. Thank you for your consideration.

Pastor Marcus Rosa
Westside Emmanuel Baptist Church
1107 West 9th street
Bogalusa, LA 70427
[REDACTED]

Love God... Love people... Pure and simple.



District 12 Office
724 Avenue F
Bogalusa, LA 70427
Telephone: (985) 732-6863
1-800-881-2749
Fax: (985) 732-6860
Email: neversb@legis.la.gov
Capitol Office: (225) 342-6192

STATE OF LOUISIANA
SENATE

BEN NEVERS
District 12

COMMITTEES

Judiciary A, Chairman
Health & Welfare
Transportation, Highways, and
Public Works
Joint Legislative Committee on
Capital Outlay

August 3, 2015

Mr. Noel Ardoin
ATTN: I-12 to Bush
LA DOTD
P O Box 94245
Baton Rouge, LA 70804

**RE: Supplemental Final Environmental Impact Statement
I-12 to Bush EIS, Louisiana Proposed Highway 3241, St. Tammany Parish
SPN H.004985 (EIS)**

Dear Mr. Ardoin:

I am writing in strong support of the Transportation Infrastructure Model for Economic Development (TIMED) project LA 3241 in St. Tammany Parish, as well as the change in location of Alternative Q's connection with Louisiana Highway 434. This project will provide a much-needed north-south link between Washington Parish and Interstate 12 in St. Tammany Parish. The area, along the United States Highway 190 and Louisiana Highway 59 passageways between Mandeville and Covington, has increasing traffic congestion which LA 3241 will greatly reduce. It will also provide access for commercial traffic from the Bogalusa area to Interstate 12, Interstate 10, the Lake Pontchartrain Causeway, the River Parishes industrial passage above New Orleans, and the proposed St. Tammany Parish Events Center.

The LA 3241 project will greatly benefit our region's economy, improve safety, and provide improved conservation of fossil fuels. Economically, this project brings the highway as close as possible to the Greater St. Tammany Airport, resulting in ease of access and providing a catalyst for commercial development of the Airport. It will improve commercial access to and from Bogalusa and provide greater access to markets in the New Orleans metropolitan area.

LA 3241 will relieve, reduce, and/or eliminate much of the increasing congestion in St. Tammany Parish, particularly to the United States Highway 190 and Louisiana Highway 59 passageways. The extent of the current congestion, along with flaring tempers and impatience, has led to more accidents during rush hours. By reducing this congestion and allowing traffic to flow at a more efficient rate on the existing roadways, safety will increase.

August 3, 2015
page 2

This project will also provide a better, more efficient route alignment, transferring access to Interstate 12 as far west as pragmatic, therefore, providing greater economy for shipments to and from Washington Parish. This shortest route reduces transport distance, provides greater economy for commercial transport, and saves fuel by allowing a more direct route for use by commercial traffic. Reducing the transport distance will also allow our citizens faster and safer access to health care facilities, such as the Louisiana Heart Hospital, St. Tammany Parish Hospital, Northshore Regional Medical Center, and Slidell Memorial Hospital.

We have attended countless meetings about this highway and have spent hundreds of thousands of dollars to come up with a preferred route of which we submitted to the Corps of Engineers for approval. I am specifically requesting that alternative "P" and any others that are acceptable be carried forward into the Environmental Impact Statement.

As you can see, the TIMED project for LA 3241 would definitely be a huge asset to our area. I cannot express to you in words the importance of this project to Washington and St. Tammany Parishes. I assure you that it will benefit all persons involved. This project would impact our community for the better, improving the economy, the safety of the roadway, and the environment. Please give this request every consideration possible.

Sincerely,

A handwritten signature in black ink, appearing to read "Ben Nevers", with a long horizontal flourish extending to the right.

Ben Nevers
State Senator District 12

BWN/lel

Noel Ardoin

From: Wendy Perrette <mayorperrette@bogalusa.org>
Sent: Monday, August 03, 2015 2:50 PM
To: Noel Ardoin
Subject: 3241 highway

Categories: Green Category

To Whom it May Concern:

The citizens of Washington parish have been requesting this highway for more years than I can remember. BB Rayburn in the 1970's and 1980's felt it imperative the highway offer a safety valve for congestion in the St. Tammany corridor. Also, he always felt it would save lives. In 2015 the need has never been greater.

The highway 3241 should be built to honor the numerous people who lost their lives on 21 and 41. These two lane roads never were meant for the traffic they receive on an annual basis. Their memory trumps any minor environmental concerns.

Should another evacuation be required in the New Orleans area, again 3241 could aid in the process. The time is now.

Please build the highway without further delay.

Sincerely,

Wendy O'Quin-Perrette
Mayor of City of Bogalusa

Noel Ardoin

From: Ardie <Ardie@bernardins.com>
Sent: Monday, August 03, 2015 3:47 PM
To: Noel Ardoin
Subject: FW: 3241 is an imperative

Categories: Green Category

From: Ardie [mailto:Ardie@bernardins.com]
Sent: Friday, July 31, 2015 2:33 PM
To: 'Noel.Ardoin@la.gov.Media'
Cc: mayorperrette@bogalusa.org; cesariolandco@yahoo.com
Subject: 3241 is an imperative

The citizens of Washington parish have been requesting this highway for more years than I can remember. BB Rayburn in the 1970's and 1980's felt it imperative the highway offer a safety valve for congestion in the St. Tammany corridor. Also, he always felt it would save lives. In 2015 the need has never been greater.

The highway 3241 should be built to honor the numerous people who lost their lives on 21 and 41. These two lane roads never were meant for the traffic they receive on an annual basis. Their memory trumps any minor environmental concerns.

Should another evacuation be required in the New Orleans area, again 3241 could aid in the process. The time is now.

Please build the highway without further delay.

Ardie Cesario

Noel Ardoin

From: Gilbert, Scott <Scott.Gilbert@weyerhaeuser.com>
Sent: Tuesday, August 04, 2015 3:59 PM
To: Noel Ardoin
Cc: Jeffrey Burst; Sherri LeBas; Gina Campo; Charles E. Williams; Mike Saucier; Jason Reibert; Frank J. Zemmer; Nick Ferlito; jds@jonesfussell.com
Subject: FW: Response Comments to DOTD re Highway 3241
Attachments: 20150804152236707.pdf

Categories: Green Category

Noel,
Please see attached, comments from Weyerhaeuser Real Estate Development Company regarding Alternate Route Q for the Highway 3241/Bush to I-12 project. We continue to request that the alignment be shifted slightly, to the north, so that there are no impacts to our project (Tamanend) that is currently under construction.
Thank you for your review and consideration,

Scott Gilbert
Weyerhaeuser Real estate Development Company
100 Mariner's Blvd. Suite 10
Mandeville, LA 70471

985-626-6022 office
985-626-9551 fax

scott.gilbert@weyerhaeuser.com

COMMENT FORM

COMMENTS

Please take a moment to document your comments or questions below.

You can turn in your comments to any Team member at the public meeting; or you can email your comments to Noel Ardoin at Noel.Ardoin@la.gov; or you can mail your comment form to Noel Ardoin, ATTN: I-12 to Bush, LADOTD, P.O. Box 94245, Baton Rouge, LA 70804-9245. Comments must be received by August 24, 2015.

Name: Scott Gilbert on behalf of Weyerhaeuser Real Estate Development Company
Zip Code: 70448

E-mail address &/or phone #: scott.gilbert@weyerhaeuser.com/985-237-9585

PLEASE PROVIDE YOUR COMMENTS ON THE FOLLOWING ITEMS:

What is your opinion of the *de minimis* Section 4(f) Impact Area? (Bush Recreational Facility, see exhibit)

No comment as to Bush Recreational Facility impact area

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

Weyerhaeuser Real Estate Development Company owns approximately 1,200 acres on the east side of La. Hwy. 434, directly abutting (to the north) the St. Tammany Parish Coroner's Complex. The southerly 800 acres was approved as a multi-use PUD development (known as "Tamanend") in 2007, and the Project received a wetlands permit (with payment of full mitigation) from the U.S. Army Corps of Engineers in 2009. At that time the preferred route for La. Hwy. 3241 was Alignment P, being an extension of La. Hwy. 1088 (far west of the current Alignment Q route), and accordingly our Company had no reason to believe that there would be a conflict between Alignment P and the design of Tamanend. At the time the USA COE announced its preference for Alignment Q, we believe it should have taken Tamanend into consideration, as it was already approved and permitted as referenced above. Since then, we have attended numerous LADOTD meetings to discuss Alignment Q, and understood

Noel Ardoin


From: lafrog2461@yahoo.com
Sent: Tuesday, August 04, 2015 9:30 PM
To: Noel Ardoin
Subject: Proposed hwy 3241

Categories: Green Category

I am a resident of Wasington Parish . I live in Bogalusa , la . I am asking for full consideration of hwy 3241 that will link washington parish to st Tammany parish quicker to an interstate . I understand this was in the works as a proposal for many, many, years Our parish (speaking on behalf of Bogalusa) needs this direct connection to increase jobs, transportation , and a better everything for the city of bogalusa and surrounding communities .

Please give Bogalusa a chance for growth in all aspects just like its adjoining parish of St. Tammany.

Thank you for your consideration in this matter .

Lorie Vernon
63122 Northwood Drive
Bogalusa, La. 70427


Sent from my iPad

August 5th., 2015

Attn: LADOTD
P.O.Box 94245
Baton Rouge, La. 708045

DODT has no (or little) money for La.3241

They will start at I-12 toward Highway 36

The 2nd. leg is Highway 36 to Highway 435

The 3rd. leg to Bush is where most of us (Talisheek
Folks) get caught by Highway 435 to Bush (I-21)

Since they (DODT) by then needs funds to complete
this last leg of La.3241

Why not jump off the tracks around Highway 435
and hookup to Highway 41?

It's paid for, wide enough, straight enough, high.
enough to complete La.3241

Only problem I see possibly two cemeteries. DODT
had no problem moving large parts of cemeteries
on Claiborne Avenue in New Orleans for the I-10.
Why not a small part of country cemeteries.
This last leg change would provide so so many
PEOPLE and WILD LIFE a chance to continue a
peace-life in St. Tammany.

Many thanks for your continuing help.

Judy & Julian Laine Jr.
31050 Vernon Talley Road
P.O.Box 174
Talisheek, Louisiana 70464

Judy Laine
Julian Laine Jr.

This is what we stand to LOSE by La.3241

Lathan Yewick



Photos taken from OUR FRONT PORCH



Photos taken from OUR FRONT PORCH



Back end of our road.....Our Front Gate

Please find a way to save our View with Peace & Quiet

August 5th., 2015

Attn: LADOTD
P.O.Box 94245
Baton Rouge, La. 708045

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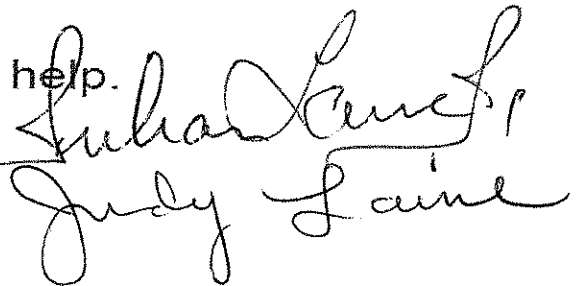
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Many thanks for your continuing help.

Judy & Julian Laine Jr.
31050 Vernon Talley Road
P.O.Box 174
Talisheek, Louisiana 70464

A handwritten signature in cursive script that reads "Judy Laine". The signature is written in black ink and is positioned to the right of the typed name and address.



Victor J. Lassalle, Jr.
31190 Boyd Davis Road
Talisheek, LA 70464

August 5, 2015

Senator Jack Dohanue
P.O. Box 896
Mandeville, LA 70470

Re: Proposed Highway 3241, I-12 to Bush, LA

Dear Senator Dohanue:

Thank you for taking the time to speak to me at the public meeting on Monday, August 3, 2015 about my concerns of the above project and its impact on my property and family residing at 31190 Boyd Davis Road, Talisheek, LA.

As I spoke to you earlier, I have 2 Special Need sons in their mid forties. They have attended the Starc Program in Slidell, LA for the past 28 plus years. They now ride the Coast Parish Transportation every day to Slidell. They will be entering and exiting our driveway onto this high speed traffic, which in my opinion will be a very dangerous situation.

We now own part of the Old Railroad property which will be the new 3241 Highway Southbound. The engineers at the Public Meeting said the plans show a small buffer zone along the east side of our property parallel with the new highway. I am requesting that this buffer zone be a minimum of 20' feet deep along the property line to protect my family from the traffic and the extreme noise.

The Spokeswoman at the meeting said there is no plan for any noise relief in our area. Nothing would be better than 20 feet of the existing trees and underbrush in the buffer zone and would not add any cost to this project.

Remember I am trying to protect my sons that have no concept of the danger of this proposed high speed highway traffic and the noise pollution that will exist for the rest of our lives at this location.

The peace and quiet of Talisheek will no longer exist.

Sincerely,

Victor J. Lassalle, Jr.

cc: Noel Ardoin
Attn: I-12 to Bush
LADOTD
P.O. Box 94245
Baton Rouge, LA 70804-9245

Merlin & Eleanor Duke
1318 Colorado Street
Bogalusa, LA 70427


merlinduke@aol.com

August 7, 2015

Dear Mr. Ardoin

Re: Hwy 3421 to I-12

Sir, we in Bogalusa have been waiting and paying gasoline taxes for decades to this highway and yet, we still to not have it.

I am 74 years old and on my Bucket List, is to ride on the 4-lane highway to I-12.

We need this highway if Bogalusa is to exist another 100 years. Trains were very important to our early years, along with river traffic, but now we need highways to accommodate our vehicle transportation needs.

Please count my wife and I as two supporters for this highway.

Sincerely,



Merlin Duke

August 7, 2015

Mr. Noel Ardoin
LATOD
P O Box 94245
Baton Rouge, LA 70804-9245

Mr. Ardoin:

I'm aware this letter and many more like it concerning the proposed LA 3241 will probably end up in a theoretical file 13. Anyway I just thought one more letter like this would help thicken that file and give all of you at the Louisiana Dept of Transportation another chuckle before you toss it.

I personally knew and spoke often with Louisiana State Senator B. B. "Sixty" Rayburn. He was very passionate about his home Parish of Washington. He also had a lot of clout in the Senate chambers. When he proposed and had passed funding to make the highway now called 3241 possible we in Bogalusa and areas further north of here hoped it would be a reality. Near the end of his term and life when there were accusations about him (that didn't pan out), opponents of the highway took advantage of the situation to delay implementation of this highway.

Personally, being partially retired, I don't travel to New Orleans often anymore and don't mind driving to Bush, then Waldheim, then Covington and across the Causeway. Living in Bogalusa is perfect for us. We are in the center of driving to Hattiesburg, Baton Rouge, New Orleans, Gulfport for additional places to shop.

However getting back to the purpose of this letter which is to give advantages of making Highway 3241 a reality, here is one good reason. Driving through Covington at times is a nightmare of traffic congestion. We see in Bogalusa how many hundreds of vehicles come through here from Mississippi going to work in New Orleans or below and returning there that help clog Hwy 190 even without those added lanes on 190 that were funded.

We were fortunate having Hwy 21 four-laned from Bogalusa to almost Bush in anticipation of Highway 3241. But it stopped there and now that all opponents used every plant, insect, frog or critter to justify trying to turn or delay the proposed highway and leaving it two-laned toward Slidell before theoretically again making it turn right and going south to the Interstate.

To me it seemed like a dream come true with the original plan straight from Bush, LA south. We had a large State hospital here that physicians from the Covington area came here and worked. Had the Hwy been built there originally we could have had one started on that new highway further south of Bogalusa and closer toward St. Tammany. (Of course that was before La Heart Hospital was created). We realize that spouses or Doctors and others who worked or still work in our hospital would rather stay in St. Tammany and not come to the so-called boondocks (by their definition) of Bogalusa.

Many Bogalusans have realized that this highway proposal is a joke to politicians who can better siphon highway funds for their own areas. Highway funds are limited in the Southern states, but I worked insurance claims in northeastern states during catastrophes, like New Jersey and ones nearby and every highway, street, road and practically every cow-path is paved there using State and Federal funds.

Here are a couple of Facebook entries made today that show the frustration and futility of thinking about this highway: *"I supported the highway when it was connected at Bush. The last map I saw showed that you will have to drive all the way to Talisheek, I think. Update me on this if they've changed again. I wanted to attend the meeting last week, but could not. I keep asking where the money from the gasoline tax, that we have been paying specifically for this road, has gone. We badly need that connection, but I fear it will take another 30 years"*.

And this one: *"I refuse to write another letter. I finally accepted there would never be 3241. That realization came, not with the last 50 or so studies of frog population but when Jindal's boys announced there was no money, absolutely none put away for 3241 but by the most miraculous good fortune there was several millions available to clover leaf near Fountainebleau school. I gave thanks that no frogs were damaged there and made a vow not to let politicians or well meaning citizens, delude me in to even for a second thinking 3241 was ever anything but a scam"*.

Eventually with population growing and going the way it is predicted the area between Bush and the Interstate could one day be rich with businesses and subdivisions that would be valuable to those opponents of this new highway. Some people can't see far enough into the future to understand how much of an asset that Highway 3241 would become.

Anyway, I'm sorry to take so much of your time to read this, but we have been promised by every Governor, Senator and State Representative that something would be done about this highway and it has all come to naught, zero, nothing. We are not bitter. We can still go south, but this part of the State or Louisiana is missing a great opportunity to correct several transportation situations by not intensely trying to get this project started.

Sincerely,



Charles Rimes
63139 Northwood Rd
Bogalusa, LA 70427

████████████████████

Noel Ardoin

From: Lorraine Bourn <lmbourn@gmail.com>
Sent: Sunday, August 09, 2015 9:48 AM
To: Noel Ardoin
Subject: Hwy 3241

Categories: Green Category

Dear Sir,

Please, can we make some progress on the construction of Hwy 3241! We have waited long enough! We have prepaid! Not having a connection to the interstate is drastically limiting our economic growth. We continue to struggle while the State keeps putting off the construction for one reason or another. Surely having an evacuation route during hurricane season alone should be incentive. Please get things moving!

Lorraine Bourn
59537 Mt. Pleasant Rd.
Bogalusa, LA 70427

Noel Ardoin

From: Linda (Brown) Hardy
Sent: Wednesday, August 12, 2015 10:05 AM
To: Noel Ardoin
Cc: Yasoob Zia
Subject: DEQ SOV 150717/1005 Adopted Final Environmental Impact Statement

August 12, 2015

Noel Ardoin
Environmental Engineering Administrator
LA DOTD
PO Box 94245
Baton Rouge, LA 70804-9245
noel.ardoin@la.gov

RE: 150717/1005 Adopted Final Environmental Impact Statement
for I-12 to Bush, LA Proposed Highway
FHWA and DOTD Funding
St. Tammany Parish

Dear Ms. Ardoin:

The Department of Environmental Quality (LDEQ), Business and Community Outreach Division has received your request for comments on the above referenced project.

After reviewing your request, the Department has no objections based on the information provided in your submittal. However, for your information, the following general comments have been included. Please be advised that if you should encounter a problem during the implementation of this project, you should immediately notify LDEQ's Single-Point-of-contact (SPOC) at (225) 219-3640.

- Please take any necessary steps to obtain and/or update all necessary approvals and environmental permits regarding this proposed project.
- If your project results in a discharge to waters of the state, submittal of a Louisiana Pollutant Discharge Elimination System (LPDES) application may be necessary.
- If the project results in a discharge of wastewater to an existing wastewater treatment system, that wastewater treatment system may need to modify its LPDES permit before accepting the additional wastewater.
- All precautions should be observed to control nonpoint source pollution from construction activities. LDEQ has stormwater general permits for construction areas equal to or greater than one acre. It is recommended that you contact the LDEQ Water Permits Division at (225) 219-9371 to determine if your proposed project requires a permit.
- If your project will include a sanitary wastewater treatment facility, a Sewage Sludge and Biosolids Use or Disposal Permit is required. An application or Notice of Intent will be required if the sludge management practice includes preparing biosolids for land application or preparing sewage sludge to be hauled to a landfill. Additional information may be obtained on the LDEQ website at <http://www.deq.louisiana.gov/portal/tabid/2296/Default.aspx> or by contacting the LDEQ Water Permits Division at (225) 219- 9371.
- If any of the proposed work is located in wetlands or other areas subject to the jurisdiction of the U.S. Army Corps of Engineers, you should contact the Corps directly regarding permitting issues. If a Corps permit is required, part of the application process may involve a water quality certification from LDEQ.
- All precautions should be observed to protect the groundwater of the region.
- Please be advised that water softeners generate wastewaters that may require special limitations depending on local water quality considerations. Therefore if your water system improvements include water softeners, you are advised to contact the LDEQ Water Permits to determine if special water quality-based limitations will be necessary.

- Any renovation or remodeling must comply with LAC 33:III.Chapter 28, Lead-Based Paint Activities; LAC 33:III.Chapter 27, Asbestos-Containing Materials in Schools and State Buildings (includes all training and accreditation); and LAC 33:III.5151, Emission Standard for Asbestos for any renovations or demolitions.
- If any solid or hazardous wastes, or soils and/or groundwater contaminated with hazardous constituents are encountered during the project, notification to LDEQ's Single-Point-of-Contact (SPOC) at (225) 219-3640 is required. Additionally, precautions should be taken to protect workers from these hazardous constituents.

Currently, St. Tammany Parish is classified as attainment with the National Ambient Air Quality Standards and has no general conformity determination obligations.

Please send all future requests to my attention. If you have any questions, please feel free to contact me at (225) 219-3954 or by email at linda.hardy@la.gov.

Sincerely,

Linda M. Hardy

Technical Assistant to the Deputy Secretary
Louisiana Department of Environmental Quality
Office of the Secretary
P.O. Box 4301
Baton Rouge, LA 70821-4301
Ph: (225) 219-3954
Fax: (225) 219-3971
Email: linda.hardy@la.gov

COMMENTS

Please take a moment to document your comments or questions below.

You can turn in your comments to any Team member at the public meeting; or you can email your comments to Noel Ardoin at Noel.Ardoin@la.gov; or you can mail your comment form to Noel Ardoin, ATTN: I-12 to Bush, LADOTD, P.O. Box 94245, Baton Rouge, LA 70804-9245. Comments must be received by August 24, 2015.

Name: Helen L. Burdeaux Zip Code: 70427

E-mail address &/or phone #: [REDACTED]

PLEASE PROVIDE YOUR COMMENTS ON THE FOLLOWING ITEMS:

What is your opinion of the *de minimis* Section 4(f) Impact Area? (Bush Recreational Facility, see exhibit)

Omit this one

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

Hwy 3241 is very important to us in the Bogalusa + Washington ^{parish} area. We feel isolated from the other parts of the state with decrease in our population + no growth.

People commute from here to work as our community does not have jobs for the younger + other ages. A straight 4 lane Hwy. would be much safer commute for all + save time, fuel for the vehicles + more time with their families.

Please give us a chance for more industry + growth.

We hope you will favor us desperate people here in this area of Wash. parish with Hwy 3241 very soon.

Thanks + Best Regards Helen L Burdeaux

COMMENTS

Please take a moment to document your comments or questions below.

You can turn in your comments to any Team member at the public meeting; or you can email your comments to Noel Ardoin at Noel.Ardoin@la.gov; or you can mail your comment form to Noel Ardoin, ATTN: I-12 to Bush, LADOTD, P.O. Box 94245, Baton Rouge, LA 70804-9245. Comments must be received by August 24, 2015.

Name: FLOYD R BURDETUX 208 ALABAMA AVE Zip Code: 70427

E-mail address &/or phone #: _____

PLEASE PROVIDE YOUR COMMENTS ON THE FOLLOWING ITEMS:

What is your opinion of the *de minimis* Section 4(f) Impact Area? (Bush Recreational Facility, see exhibit)

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

YEARS AGO BOGALUSA WAS THE 1ST LARGEST CITY IN LOUISIANA
THE OTHER TOWNS AROUND WERE MUCH SMALLER. AS 4 LANE
HIGHWAYS BECAME IMPORTANT AND OTHER CITIES HAD ACCESS TO
THEM, THEIR TOWNS GREW AT A GOOD RATE. BOGALUSA DOES NOT
HAVE ACCESS TO A 4 LANE HIGHWAY SO IT BECAME SMALLER.
FROM 30,000 RESIDENTS TO 12,000, IF WE ARE TO SURVIVE WE
MUST HAVE 3241 HIGHWAY AND AS SOON AS POSSIBLE
ALSO I FEEL THAT WITH 3241 COMPLETED, IF ANOTHER CRUISEWAY
IS BUILT IT WILL GO FROM LACOMBE TO LAKEFRONT AIRPORT WHERE
THE 1ST ONE WAS PLANNED AT FIRST, THINK WHAT AN EVACUATION
ROUTE THAT WOULD BE FOR NEW ORLEANS IF NEEDED, ALSO IT WOULD
HELP TO DEVELOPE NEW ORLEANS EAST, THINK OF THE GOOD IT WOULD
DO TO LESSEN TRAFFIC ON HWY. 190



Jack Donahue
State Senator
District 11

Senate
State of Louisiana

August 17, 2015

COMMITTEES:

Finance, *Chairman*
Education
Judiciary A
Senate & Governmental Affairs
Joint Legislative Committee
on the Budget, *Chairman*
Legislative Budgetary
Control Council
State Bond Commission

Mr. Noel Ardoin
LADOTD
P.O. Box 94245
Baton Rouge, LA 70804-9245

Re: I-12 to Bush
State Project No. H.004985

Dear Mr. Ardoin:

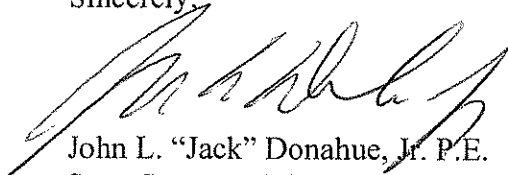
Please find enclosed comments and concerns from Mr. Lassalle regarding the proposed highway.

Please include Mr. Lassalle's concerns in DOTD's Public Comments records for State Project No. H.004985.

Also, please advise me as to what may be able to be done to help Mr. Lassalle handle his concerns.

Thank you for your time and consideration.

Sincerely,



John L. "Jack" Donahue, Jr. P.E.
State Senator - District 11

cc: Victor Lassalle, Jr.
Allison Schilling, DOTD Administrator - Dist. 62

Victor J. Lassalle, Jr.
31190 Boyd Davis Road
Talisheek, LA 70464

August 5, 2015

Senator Jack Dohanue
P.O. Box 896
Mandeville, LA 70470

Re: Proposed Highway 3241, I-12 to Bush, LA

Dear Senator Dohanue:

Thank you for taking the time to speak to me at the public meeting on Monday, August 3, 2015 about my concerns of the above project and its impact on my property and family residing at 31190 Boyd Davis Road, Talisheek, LA.

As I spoke to you earlier, I have 2 Special Need sons in their mid forties. They have attended the Starc Program in Slidell, LA for the past 28 plus years. They now ride the Coast Parish Transportation every day to Slidell. They will be entering and exiting our driveway onto this high speed traffic, which in my opinion will be a very dangerous situation.

We now own part of the Old Railroad property which will be the new 3241 Highway Southbound. The engineers at the Public Meeting said the plans show a small buffer zone along the east side of our property parallel with the new highway. I am requesting that this buffer zone be a minimum of 20' feet deep along the property line to protect my family from the traffic and the extreme noise.

The Spokeswoman at the meeting said there is no plan for any noise relief in our area. Nothing would be better than 20 feet of the existing trees and underbrush in the buffer zone and would not add any cost to this project.

Remember I am trying to protect my sons that have no concept of the danger of this proposed high speed highway traffic and the noise pollution that will exist for the rest of our lives at this location.

The peace and quiet of Talisheek will no longer exist.

Sincerely,

A handwritten signature in cursive script that reads "Victor J. Lassalle, Jr." The signature is written in black ink and is positioned to the right of the word "Sincerely,".

Victor J. Lassalle, Jr.

cc: Noel Ardoin
Attn: I-12 to Bush
LADOTD
P.O. Box 94245
Baton Rouge, LA 70804-9245

August 18, 2015

MR NOEL ARBOIN
LA DOTD
Re: I-12 to Bush Hwy

Dear Mr. Arboin,

I am writing in regards to the proposed Hwy from Bush LA to I-12. There are several highways into Bogalusa presently, why does the state of Louisiana want another.

The proposed route actually parallels Hwy 41 at times. The real problem though is the structure at Hwy 434. The congestion on Hwy 434 is going to get really bad. I believe the real solution is to fix Hwy 21 from Hwy 41 into Chalmette Mill. This is a much quicker route into I-12 and the causeway into New Orleans. I also think this proposed Hwy is a waste of taxpayers money that should be spent repairing more important problems and not create another eyesore.

Sincerely

Frank Reia

FRANK REIA
31524 Pott Morn Loop
Lacombe, LA 70001

Noel Ardoin

From: Hayden, Keith <Hayden.Keith@epa.gov>
Sent: Thursday, August 20, 2015 11:31 AM
To: Noel Ardoin; Carl.Highsmith@dot.gov
Cc: Jansky, Michael; Gavin, JamesG
Subject: EPA Region 6 comment letter for the I-12 to Bush Adopted Final EIS
Attachments: EPA comment letter for the I-12 to Bush Adopted FEIS.pdf

Categories: Green Category

Thank you for the opportunity to review the I-12 to Bush Adopted Final EIS. A hard copy of this letter should arrive, by mail, in the next few days. If you have any questions please call me at your earliest convenience.

Sincerely,

Keith Hayden
Environmental Scientist/NEPA Specialist
Mail Code: 6EN-XP
USEPA - Region 6
1445 Ross Ave.
Dallas, TX 75202
e: hayden.keith@epa.gov
p: 214.665.2133



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

Region 6

1445 Ross Avenue, Suite 1200

Dallas, TX 75202-2733

August 20, 2015

Noel Ardoin
Attn: I-12 to Bush
LADOTD
P.O. Box 94245
Baton Rouge, LA 70804-9245

Dear Ms. Ardoin:

In accordance with our responsibilities under Section 309 of the Clean Air Act (CAA), the National Environmental Policy Act (NEPA), and the Council on Environmental Quality (CEQ) regulations for implementing NEPA, the U.S. Environmental Protection Agency (EPA) Region 6 office in Dallas, Texas, has completed its review of the Federal Highway Administration (FHWA) and Louisiana Department of Transportation and Development (LADOTD) Adopted Final Environmental Impact Statement (Final EIS) for the I-12 to Bush, Louisiana proposed highway LA 3241. The purpose of the proposed action is to provide an alternative north-south connection that could reduce delays for motorists traveling from northern St. Tammany and Washington Parishes to I-12.

EPA rated the Draft EIS as "EC-2" i.e., EPA had "environmental concerns and requested additional information" in the Final EIS. The EPA's Rating System Criteria can be found at <http://www.epa.gov/compliance/nepa/comments/ratings.html>. The Final EIS addressed the majority of our concerns, but did not address concerns to wetlands. In addition, there are 30 acres of new wetland impacts associated with the least environmentally damaging practicable alternative (LEDPA) that are not addressed. Detailed comments regarding our concerns are below.

Impacts to Wetlands and Waters of the U.S.

The U.S. Army Corps of Engineers (USACE) determined in the Final EIS and its June 7, 2012 Record of Decision (ROD) for the Clean Water Act 404 permit for this project, that Alternative Q, as described in the Final EIS, is the LEDPA under the 404(b)(1) Guidelines (Guidelines) due to fewer direct impacts to wetlands, lesser impacts to higher quality wetlands, less disruption to surface hydrology, and fewer segmentations of habitat in comparison to other practicable alternatives. The original alignment of Alternative Q would impact approximately 305 acres of wetlands. Modifications proposed to Alternative Q would realign a portion of the highway near LA 434 and would directly impact an additional 30 acres of wetlands. The 2014 USACE 404 Joint Public Notice (JPN) for modification of Alternative Q states that the proposed increase in wetland impacts includes 3.7 acres of bayhead/hardwood flats and 21.2 acres of pine flatwoods, for a total of approximately 25 acres of wetlands. The applicant has not adequately addressed why the original Alternative Q is no longer a practicable alternative, besides stating that the proposed changes in the route would avoid newly constructed parish facilities. The

Guidelines require that only the LEDPA receive a 404 permit, and Executive Order 11990 for the Protection of Wetlands requires that federal projects minimize the destruction, loss or degradation of wetlands, and preserve and enhance the natural and beneficial values of wetlands. Without further explanation or analysis, it appears that the original alignment of Alternative Q remains the LEDPA.

The Final EIS does not address the proposed modifications and the resulting additional loss of wetlands, the condition, function, and location of these wetlands, or the potential for additional fragmentation of wetland habitat that may result specifically from this alignment modification. There is no further explanation or mention in the Final EIS of the additional 25 to 30 acres of wetland impacts. It is unclear from the Final EIS that the public benefits of not relocating parish facilities outweigh the public and environmental benefits of avoiding permanent loss of wetlands and the functions they provide, including floodwater storage, water quality maintenance and improvement, and wildlife habitat and biological productivity. As the USACE ROD emphasizes, these functions are very important to the public interest. It is also unclear why this issue was not identified as a consideration in the USACE prepared Final EIS, and whether or not the facilities were constructed prior to or during the planning process for the project.

The applicant has not included either conceptual or detailed information about compensatory mitigation that would fully offset adverse impacts to wetlands, in accordance with the Guidelines and the 2008 Final Mitigation Rule. The Final EIS acknowledges that the 2012 ROD states that the USACE would issue a Section 404 permit for Alternative Q contingent upon the applicant developing an approved comprehensive mitigation plan. The 2014 JPN states that the applicant is currently developing a mitigation plan to submit for agency review, however the Final EIS does not contain any additional information about how impacts to approximately 330 acres of aquatic resources of national importance will be mitigated. At this time, the EPA is not aware of a draft or conceptual mitigation plan that demonstrates the project will result in no net loss of wetland functions and habitat.

2.2.4 Alternative P

Alternative P is identified as LADOTD's preferred alignment on page 2-2. Later in the document, Alternative Q is identified as the proposed alternative. Only Alternative Q can be issued a Clean Water Act Section 404 permit by the USACE because alternative Q is identified as the LEDPA. Please clarify what alternative is the preferred alternative.

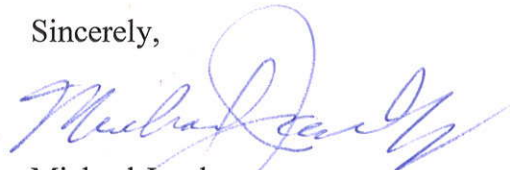
Noise

There would be short term noise impacts from construction and long term impacts from traffic noise. Construction equipment can generate noise levels of 80-90 decibels within 50 feet of the equipment, and the Final EIS states most construction will take place during the day. The Final EIS does not contain a description of potentially impacted noise sensitive receivers, or sound levels that these NSR will experience during construction, or later on from traffic. Of particular concern are the ball fields adjacent to the highway right-of-way. If it is determined that construction will generate unsafe noise levels, EPA recommends that FHWA and LADOTD

consult the city to determine the best time for construction to occur, including limiting construction adjacent to the ball fields when in use.

EPA appreciates the opportunity to review the Adopted Final EIS. Responses to EPA comments should be included in the record of decision (ROD). If you have any questions or concerns, I can be reached at 214-665-7451, or contact Keith Hayden of my staff at hayden.keith@epa.gov or 214-665-2133.

Sincerely,



Michael Jansky
Acting Chief, Office of Planning
and Coordination

Noel Ardoin

From: Kyle Balkum
Sent: Thursday, August 20, 2015 5:24 PM
To: Noel Ardoin
Cc: Matthew Weigel; Dave Butler
Subject: I-12 to Bush SFEIS (H.004985)
Attachments: SFEIS_I-12toBush_LDWFcomments_8-20-15.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Noel,

Attached is a copy of LDWF's comments on the Supplemental Final Environmental Impact Statement (SFEIS) for the I-12 to Bush, Louisiana Proposed Highway. Please contact me if you have any questions.

Thanks,
Kyle

Kyle F. Balkum
Biologist Director
Louisiana Department of Wildlife & Fisheries
2000 Quail Dr., B.R., LA 70808
225-765-2819 / kbalkum@wlf.la.gov



BOBBY JINDAL
GOVERNOR

State of Louisiana
DEPARTMENT OF WILDLIFE & FISHERIES

ROBERT J. BARHAM
SECRETARY

August 20, 2015

Ms. Noel Ardoin
Louisiana Department Transportation and Development
P.O. Box 92245
Baton Rouge, LA 70804-9245

RE: *Project Number: H.004985 (I-12 to Bush)*
Applicant: Louisiana Department of Transportation and Development
Release Date: July 14, 2015

Dear Ms. Ardoin,

The professional staff of the Louisiana Department of Wildlife and Fisheries (LDWF) has reviewed the Supplemental Final Environmental Impact Statement (SFEIS) for the I-12 to Bush, Louisiana Proposed Highway. The following recommendations have been provided by the appropriate biologist(s):

The SFEIS was prepared to include an analysis of the effects resulting from a change in the location of Alternative Q's connection with Louisiana Highway 434. In light of the circumstances requiring the change, we have no objection to this route as now proposed, provided that all impacts to aquatic habitat will be fully mitigated.

LDWF looks forward to working with the applicant and other agencies to ensure that the project's Mitigation Plan is adequate and appropriate.

The Louisiana Department of Wildlife and Fisheries appreciates the opportunity to review and provide recommendations to you regarding this proposed activity. Please do not hesitate to contact LDWF Permits Coordinator Dave Butler at 225-763-3595 should you need further assistance.

Sincerely,

Kyle F. Balkum
Biologist Director

mw

Noel Ardoin

From: Julie Landry <jl@stedf.org>
Sent: Friday, August 21, 2015 10:45 AM
To: Noel Ardoin
Subject: I-12 to Bush
Attachments: I-12 to Bush Corridor.pdf

Categories: Green Category

Good morning,

My name is Julie Landry, and I am the communications specialist for the St. Tammany Economic Development Foundation.

Attached you will find our CEO Brenda Bertus's comments on the adopted Final Environmental Impact Statement (FEIS) for the I-12 to Bush proposed highway project in St. Tammany Parish.

Thank you for your time and attention,

Julie Landry, M.A.
Communications Specialist
St. Tammany Economic Development Foundation
(985) 809-7874 phone | (504) 261-7510 cell
(985) 809-7596 fax | www.stedf.org



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August 21, 2015

Ms. Noel Ardoin
LA Department of Transportation and Development
PO Box 94245
Baton Rouge, LA 70804-9245

RE: I-12 to Bush Corridor Comments

Dear Ms. Ardoin,

I am submitting these comments on behalf of the St. Tammany Economic Development Foundation, the leading economic development organization in our parish. St. Tammany is the fastest growing parish in Louisiana – to allow room for this growth and to alleviate the high traffic levels on Louisiana 21, U.S. 190, U.S. 11, and Louisiana 41, it is imperative that an additional transportation route connecting Interstate 12 and the unincorporated community of Bush be planned and executed.

My organization speaks in support of the business community, which has historically supported the I-12 to Bush corridor along with St. Tammany residents. A sales tax has been dedicated for this purpose since 1989. The residents have paid toward this much-needed infrastructure improvement for over a quarter of a century, and now, we desire to move forward with its development.

The TIMED Program was created to foster economic development opportunities, and this suggested route has been identified as favorable for future economic development in the New Directions 2025 St. Tammany Parish Comprehensive Plan. Alternative Q would be located near the middle of our parish and would benefit a significant majority of our citizens.

Our organization feels a deliberate design would have a minimal impact on our environment while providing improved, safe roadways for our residents. The I-12 to Bush corridor would establish a much-needed north-to-south roadway, alleviating the growing traffic congestion and equipping the region with an additional avenue for storm evacuations.

The St. Tammany Economic Development Foundation supports route Alternative Q, which would foster the most economic development opportunities for our parish, ensuring job creation that will benefit current residents, their children, and their grandchildren.

We appreciate all the work the Louisiana Department of Transportation and Development has done for our parish and look forward to further action on this matter.

Sincerely,



Brenda Bertus
CEO

Noel Ardoin

From: Donahue, Sen. (District Office) <donahuej@legis.la.gov>
Sent: Friday, August 21, 2015 11:45 AM
To: Noel Ardoin
Cc: Allison Schilling
Subject: State Project No. H.004985
Attachments: image001.jpg

Categories: Green Category

Mr. Ardoin, please include Mr. Laine's concerns to the public comments for the project.

Thank you,
Michelle

Michelle Pichon
Legislative Assistant to
Senator Jack Donahue
(985) 727-7949 o.
(985) 788-1966 c.
www.legis.state.la.us
www.senatorjackdonahue.com

The screenshot shows the website for Senator Jack Donahue, District 11. At the top, there is a navigation bar with links for Senators, Officers, Session Information, Committees, Staff/Divisions, System/Services, and Documents. Below this, the page title is "Senator Jack Donahue District 11". On the left, there is a sidebar with links for Home, Biography, Committees, Legislation, District Map, and House Districts. The main content area features a letter from Julian Laine Jr. to Senator Donahue. The letter discusses a 36-acre property, 14 of which is railroad property, and requests a 4-lane highway. The letter is signed "Sincerely, Senator Jack Donahue" and includes the email address jr.buzz@hotmail.com. On the right side of the page, there is a photo of Senator Donahue and a contact information box listing his party (Republican), district office address (P.O. Box 896, Mandeville, LA 70470), district phone (985) 727-7949, fax (985) 727-9904, and email address donahuej@legis.la.gov. Below the contact information, it lists the legislative assistant as Michelle Pichon.

Senators Officers Session Information Committees Staff/Divisions System/Services Documents

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Senator Jack Donahue
District 11

I hope this website offers you useful information and links to provide you with the most current information about our State Senate. Please visit often and share with me what is important to you. Together we can build a stronger, brighter future for our state.

Sincerely,
Senator Jack Donahue

Dear Senator Jack Donahue,

I am Julian Laine Jr.
My property 36 acres total.
14 acres which is railroad property.
We have a home, park like surrounding. 35 years of ownership.
Would be subject to a 4 lane hiway not 250 feet from our front door.

Hope that you will be present Monday 3rd. at the town hall.
Sure would like to meet with you at that time to share my ideas.

jr.buzz@hotmail.com

Information:
Party: Republican
District Office
P.O. Box 896
Mandeville, LA 70470
District Phone
(985) 727-7949
Fax
(985) 727-9904
E-mail Address
donahuej@legis.la.gov
Legislative Assistant
Michelle Pichon

Noel Ardoin

From: Ryan Seal <wedf@bellsouth.net>
Sent: Friday, August 21, 2015 4:15 PM
To: Noel Ardoin
Subject: I12 to Bush
Attachments: Ryan Seal.vcf

Categories: Green Category

Dear Sir,

I am writing to support the construction of Highway 3241.

As part of the TIMED program the citizens of Louisiana have been paying a gas tax since 1989 to fund this project.

This highway would create a safer and faster route from northern St. Tammany Parish and Washington Parish to Interstate 12.

The new highway would serve as a catalyst for economic development and spur job growth.

Sincerely,

Ryan Seal

Noel Ardoin

Full Name: Ryan Seal
Last Name: Seal
First Name: Ryan

Business: 985-735-7565
Mobile: 985-516-1085

E-mail: wedf@bellsouth.net
E-mail Display As: Ryan Seal (wedf@bellsouth.net)

Noel Ardoin

From: Kim Barrois <barroisk@gmail.com>
Sent: Sunday, August 23, 2015 2:05 PM
To: Noel Ardoin
Subject: Attn: I-12 to Bush

Categories: Green Category

Kim and Lawrence Barrois 70445

Barroisk@gmail.com

Here are our comments on this project which will severely impact our neighborhood. This road is projected to come about 1000 ft behind our property on Horseshoe Island Rd. We are already being impacted with the construction of Tammanend community very close to us. We already have noise impact on our property from this construction and destruction of trees, movement of animals that are impacted. We already see impact of possible flooding problems on Hwy 434.

Horseshoe Island has a history of flooding at the intersection of Hwy 434 due to Bayou Lacombe. which is one exit out of our neighborhood. Our alternative when that occurs is to go out to Hwy 36 from the east side of Horseshoe Isl Rd.

There are several natural sloughs of water that are being destroyed. There is a massive destruction of trees, land cover and wildlife that will be impacted.

Now DOTD wants to build a 4-lane highway in parallel with an existing Hwy (Hw 36) and not even utilizing an existing connection alternative to Hwy 434

This makes no sense to us.

This new I-12 to Bush Highway will also dead end Horseshoe Island at Hwy 36. This will impact our neighborhood - giving us only one exit out in case of emergency. It will impact the several people that live in our neighborhood that use Horseshoe to Hwy 36 to get into Pearl River. Bus routes to school will be impacted. This will force people to use Hwy 434 to Hwy 36 causing several more miles of travel and cost to people and School Board. What happens when we are flooded at 434 and Horseshoe due to Bayou rising- then we can't get out of our neighborhood (normally we can use Horsehoe to 36 as secondary access.

What will happen when the new 4-lane Highway merges into the 2 lane bridge over I-12?? traffic will be backed up onto 434 in both directions. We have seen multiple times where DOTD does not think about these new Hwy"s merging into 2 lane bridges.

The buisness on 434 - LAHH, Chevron - Folgers all have busy in/out traffic and is already a dangerous intersection. How will this be controlled. and what is the plan for the new Tammanend community and Tech village they are currently building?

We cannot fathom the reasoning behind building a new road parallel to one that already exists on Hwy 36 - and why not using Hwy 434 from Hwy 36 - an already built roadway. We feel that this is an abuse of our tax money wasted.

There will be moderate impact for this roadway to several areas - Water Resources, land cover (which is already affected by Tammanend); Geology/Salts; Traffic and Transporation.

We have lived here for over 20 years, and moved here for the quiet country atmosphere, and have retired to remain in this community. The Barrois family has lived here since the 1960's and is very familiar with the land. We have lots of animals, birds that migrate to our land every season. We have seen an impact on this with the current construction, and are worried with several thousand more acres destroyed with this proposed new Hwy that this impact will be even worse.

We are adamantly opposed to this project

Kim and Lawrence Barrois
31196 Horseshoe Island Rd.
Lacombe, LA. 70445

Barroisk@gmail.com

Noel Ardoin

From: Karen Fontenot <karenise44@hotmail.com>
Sent: Sunday, August 23, 2015 12:10 PM
To: Noel Ardoin
Subject: I-12 toBush LABOTD

Categories: Green Category

We need this highway!! We have needed it for years for Washington Parish!! We have been left out too long!!! We need help for our parish, cities and towns. From: Daniel and Karen Fontenot Bogalusa, Louisiana

Sent from my Windows Phone

Noel Ardoin

From: Scott Eustis <scott@healthygulf.org>
Sent: Monday, August 24, 2015 11:50 PM
To: Noel Ardoin; Nguyen, May; Matt Rota; Marylee Orr; Elizabeth Hill
Subject: GRN objection to SPN H.004985 Highway 41 expansion
Attachments: GRN objection to SPN H.004985 MVN 2005 00037 Highway 41 alternative- Bush to I12.pdf

Categories: Green Category

Attached is our objection, due to lack of wetlands mitigation.

Thanks for your work and your time,

--

Scott Eustis, M.S.
Coastal Wetland Specialist
Gulf Restoration Network

504 237 0323
504-525-1528 x212
scott@healthygulf.org
www.healthygulf.org

541 Julia St, Suite 300
New Orleans, LA, 70130



UNITED FOR A HEALTHY GULF

541 Julia Street, Suite 300, New Orleans, LA 70130
Phone: 504.525.1528 Fax: 504.525.0833

24 August 2015

Noel Ardoin

I-12 to Bush

LADOTD

Po Box 94245

Baton Rouge, LA, 70804-9245

The Gulf Restoration Network is submitting the following comments on the Final Environmental Impact Statement (EIS) for Louisiana Highway Project 700-52-0124, LA 3241. This project would construct a four-lane highway from the LA 21 in Bush, Louisiana to Interstate 12 in St. Tammany Parish. We reserve the right to use any and all comments submitted on this project.

We have not, as yet, received any reply to comments sent in May of last year, and so are sending them directly to LADOTD.

The I-12 to Bush highway is being proposed by the Louisiana Department of Transportation and Development (LADOTD) and would be funded by the state's TIMED program. While the proposed project has been promoted by the state for some time, the question of whether it is or should in fact be a priority should be addressed, since the state has a backlog of highway projects and repairs estimated at \$14 billion.

Each of the "Build" Options described in the EIS would result in near-term loss of wetlands and other habitats from construction, and longer-term fragmentation of existing habitats. The effects of development that would be fueled by this highway should also be considered, since these would likely radiate out from exits and intersections as they have in other areas, and add to the effects on local hydrology caused by actual construction of the highway.

As the EIS notes, "Wetland functions and services and the plant and animal communities that inhabit it are largely determined by hydrology. [These] functions include water storage, transformation of nutrients, growth of living matter, and wildlife habitat. Construction of the roadway could impede channel and overland flow resulting in oversaturated and ponded areas or drought areas in adjacent wetlands."(p. ES-4). These wetlands simply cannot be mitigated with available.

We are concerned that the inordinate amount of wetlands fill across the waters of the state, and particularly in the Bayou Lacombe watershed have not been properly mitigated by LADOTD. Louisiana is subject to heavy rainfall in this area, and Louisiana is sheltered from overland flooding because of its wetland wealth in the Bayou Lacombe watershed. Just this May, torrential rains showered the state of Texas, resulting in catastrophic flooding that resulted in loss of life as well as roadways. Those same rains, as they moved east were absorbed by Louisiana's wetlands, as resulted in no deaths.

We believe that LADOTD has not shown that the economic benefits justify the construction costs or environmental impacts. We remind LADOTD of its duties under Article IX of the Louisiana Constitution. LADOTD must follow the constitution while pursuing its directives.



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Under Alternative Q, “the economic impact of project-related activities would be expected to be very small... The economic impact in the ROI of the proposed project to the regional population, employment, GDP, and real personal income is positive, but not statistically significant.” (pp. ES-7, 8, 10, and 11, respectively)

LADOTD cannot follow its duties under the Constitution and pursue this project due to the vanishing benefits and excessive costs. We request that this project be withdrawn.

[sent via e-mail]

Scott Eustis, M.S., Coastal Wetland Specialist

Cc: Matt Rota, Gulf Restoration Network
Geri Davis, Tulane Environmental Law Clinic
Rau Gutierrez, U.S. EPA, Region 6
Mary Lee Orr, LEAN



UNITED FOR A HEALTHY GULF

541 Julia Street, Suite 300, New Orleans, LA 70130
Phone: 504.525.1528 Fax: 504.525.0833

May 27, 2014

Ms. Brenda Archer
US Army Corps of Engineers
New Orleans District
Attention: Regulatory Branch
Post Office Box 60267
New Orleans, LA 70160-0267
Brenda.A.Archer@usace.army.mil

Ms. Elizabeth Johnson
Louisiana Dept. of Environmental Quality
Attention: Water Quality Certifications
PO Box 4313
Baton Rouge, LA 70821-4313
elizabeth.johnson@la.gov

RE: Corps 404 Permit Number MVN 2005-00037 / WQC Number JP-140515-02; Applicant: LA Department of Transportation & Development

Dear Ms. Archer and Ms. Johnson,

I am writing on behalf of the Gulf Restoration Network (GRN),¹ We have serious concerns about the application for a Section 404/401 permit submitted to the U.S. Army Corps of Engineers (Corps) and the Louisiana Department of Environmental Quality (LDEQ) by the Louisiana Department of Transportation and Development (LDOTD).

With no stated objective, LDOTD intends to modify plans to build a new 4-lane highway that will destroy 522 acres, 330 of which will be acres of wetlands; an increase of 25 acres from the previous plan. The GRN opposes LDOTD's request for a Section 404 permit and Water Quality Certification and we request that the Corps and LDEQ deny this request as proposed, based on the following concerns:

1. *The destruction of coastal wetlands directly conflicts with Louisiana's Master Plan and a 2007 Executive Order issued by Gov. Jindal.*

Filling in these wetlands directly conflicts with Louisiana's restoration and community protection goals. The *Comprehensive Management Plan for a Sustainable Coast*, clearly states that these valuable wetlands *must* be preserved.

For example, one of the key assumptions of the 2007 *Comprehensive Plan* makes is that "a sustainable landscape is a prerequisite for both storm protection and ecological restoration."²

¹ GRN is a diverse coalition of individual citizens and local, regional, and national organizations committed to uniting and empowering people to protect and restore the resources of the Gulf of Mexico.

² Coastal Protection and Restoration Authority of Louisiana, *Executive Summary*, in LOUISIANA'S COMPREHENSIVE MASTER PLAN FOR A SUSTAINABLE COAST 3 (2007).



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Additionally, in 2012, land use specifications were further clarified:

We do not want construction of new hurricane protection systems to encourage unwise development in high risk areas, as has occurred in the past. Such development increases overall levels of risk and diminishes the effectiveness of the protection structures themselves. This phenomenon is called “Induced Risk,” and it runs counter to the master plan’s objectives of sustaining wetland ecosystems and reducing the flooding risks borne by coastal communities. Similarly, wetland areas inside the hurricane protection system need to remain intact and undeveloped. [2012 SMP, page 159]³

Filling in these wetlands removes both the ecosystem and flood protection functions of these lands, thus placing this project in direct conflict with the state’s goals.

The Louisiana Legislature approved the latest iteration of the Coastal Master Plan during the 2012 Regular Session,⁴ with overwhelming public support.⁵

On January 23, 2008, Louisiana Governor Bobby Jindal gave even greater weight to the recommendations laid out in the 2007 Master Plan by issuing Executive Order No. BJ 2008-7 (“Executive Order”). This Executive Order requires that all state agencies “administer their regulatory practices, programs, contracts, grants, and all other functions vested in them in a manner consistent with the Master Plan and public interest to the maximum extent possible.”⁶ The Executive Order, in addition to ordering all state agencies to comply with the Master Plan, asserts that “state agencies must function in a manner that recognizes the vital importance of expediting hurricane and coastal protection and ensuring sustainable practices in our coastal zone.”⁷

While the Executive Order strives to implement the Master Plan’s goals to preserve wetland areas, LDOTD seeks to obtain a permit for a project that will increase wetland damage from 305 acres to 330 acres, which protect communities from localized flooding, in order to construct a highway. LDEQ cannot both follow the Executive Order and issue a water quality certification to LDOTD, given its impact on an additional 25 acres of wetlands, from 305 acres of wetland damage.

³ Coastal Protection and Restoration Authority of Louisiana, *2012 Comprehensive Master Plan for a Sustainable Coast*, p 159)

⁴ SCR No.62, 2012 Leg., Reg. Sess. (La. 2012)

⁵ Louisiana Coastal Master Plan Public Opinion Survey, Southern Media & Opinion Research, Inc. Online at <http://www.mississippiriverdelta.org/files/2012/04/2012-Louisiana-CMP-Opinion-Survey.pdf>

⁶ Exec. Order No. BJ 2008-7, available at <http://gov.louisiana.gov/assets/docs/OfficialDocuments/2008EO7SustainableCoast.pdf>.

⁷ *Id.*



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The Master Plan also states that “overall hydrology must be improved by minimizing impediments to water flow.”⁸ Allowing LDOTD to affect an additional 25 acres of wetland, for a total of 330 acres of wetlands, is obviously inconsistent with the mandate to improve hydrology and minimize impediments to water flow.

The destruction of water flow is contrary to the unequivocal language of the Master Plan. The loss of ecosystem services is contrary to the language of the Master Plan.

2. Direct, indirect, secondary and cumulative impacts must be considered.

Direct impacts—The proposed route will destroy 330 acres of wetlands and directly impact ten waterways. The highway will permanently alter hydrology and may have significant negative impacts to water quality in St. Tammany Parish. Most of the highway will be constructed slab on grade, which will create a 17- mile hydrological barrier in the center of the parish.

This project will also directly impact the Talisheek Pine Wetlands Preserve Unit of the Southeast Louisiana Pine Flatwoods Mitigation Bank, as the proposed highway passes along it’s boundary.

This project will directly impact Mossy Hill Mitigation Bank by removing approximately 35 acres of wetland pine savanna and this will fragment the bank into three parcels; the largest will be 2,073 acres, the second will be 536 acres and the third will be 108 acres. The smallest parcel is too small to effectively manage and any credit associated with that parcel will be lost.

The project will also directly affect the Dolly-T Mitigation Bank by removing 25 acres and by fragmenting 10 acres from the main parcel, reducing the bank to approximately 1,589 acres.

Indirect impacts—This project also has the potential to indirectly impact two more preservation areas/mitigation banks: Bayou Lacombe Wet Hardwoods Flats and Pine Flatwoods/Savannah Wetlands Mitigation Bank (0.5 miles from the project) and the Abita Creek Flatwoods Preserve (1.5 miles from the project).

Problems associated with this project could include increased storm water runoff and pollutant loading to local waterways, induced flooding as well as flooding events of greater frequency

⁸ *Id.*



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and intensity, and degradation of waterways, many of which are already impaired and do not meet their designated uses for swimming and fishing.

Secondary impacts— GRN is also concerned about new secondary development that is expected to follow along the highway corridor. Impacts from the highway could extend far beyond its footprint – the road could open up St. Tammany’s rural center to future development. Secondary development will result in further impacts to wetlands, wildlife habitat, water quality, flooding, and quality of life.

Over the past several decades St. Tammany Parish has experienced an explosive growth rate accompanied by increased residential and commercial development, which has and continues to destroy vast tracks of wetlands and wildlife habitat and created thousands of acres of impervious surface. Clearly, secondary development is a grave concern, the cumulative impacts of which must be considered by the Corps and LDEQ in their final permit decision.

Cumulative impacts— LDOTD has proposed an interchange at LA 1088 and I-12, which is where this preferred route terminates at its southern end. The interchange, known as State Project Number 700-26-0076, F.A.P. No. HP-12-1 (120) 068, is a federally-funded project, while the highway is a state-funded project. GRN believes that these two projects are not mutually exclusive of one another and regardless of their funding, should be considered together as a single project by the regulatory permitting agencies

Additionally, there is a proposed fracking project in St. Tammany Parish (see MVN 2013-02952-ETT). This plan proposes that Helis Oil & Gas Company, LLC will construct a 10.55 acre drilling well pad to be used for subsurface hydraulic fracturing. The project would discharge just under 29,000 cubic yards of material into roughly 9.46 acres of forested wetlands. GRN believes that the proposed highway and the fracking drilling pad would cause too much cumulative damage to the area, and St. Tammany Parish would not be able to sustain this level of wetland loss.

Since the public notice does not assess, or even recognize, the potential direct, indirect, and cumulative impacts that will result from the disruption of just fewer than 42 acres of wetlands, the Corps must not approve this permit as submitted.

2. We question that any mitigation for lost wetlands could completely replace the function and values lost.

If any impacts to wetlands occur during this project, mitigation is required. Given the history of failure of mitigation, particularly in the New Orleans District, we feel that it would be extremely difficult to



replace the function and values of this particular wetland if offsite mitigation takes place. Recent scientific literature reviews^{9,10} of wetland mitigation sites have described these kinds of failure in detail, but the failure is due partially to the fact that the functions of wetland soils are largely unaccounted for. Overall lack of recovery of biogeochemical functioning may have been driven largely by the low recovery of the carbon storage and the low accumulation of soil organic matter.¹¹

A recent LSU master's thesis has outlined the failure to replace ecological functions by the New Orleans District 404 regulatory branch.¹² Although, in the abstract, acreages were replaced around a 1:1 ratio, a functional analysis showed that the acreage of improved wetland needed to replace ecological functions was close to 2.4:1 for every acre destroyed.

Even if mitigation took place within the same hydrologic basin, we question if any amount of acreage offsite would be able to replace the function and values (local flood mitigation, local flora/fauna, etc.) that this tract of wetland currently performs. Furthermore, compensatory mitigation in distant ecosystems with no ecological interrelation with the parcel and locality at issue wholly removes any meaning behind the word "compensatory."

As the impacts from this project are not assessed, we request that the impacts from the project be assessed before a mitigation plan is submitted.

3. Any mitigation plan LDOTD could formulate would not be sufficient to effectively mitigate the permanent wetland damage.

The FEIS projects that for 305 acres of wetland damage, there would need to 4945.8 mitigation credits. Extrapolating upon these numbers, 330 acres of wetland damage would need 5351.2 mitigation credits. Between Abita Creek—Perino Tract, Dolly-T, Honey Island, Mossy Hill Wetland Mitigation Bank, Bayou Lacombe and Laurel Oak Mitigation Bank, there are only 2,900 credits available for mitigation. Even if LDOTD were to finally submit a mitigation plan, there is no possible way for the plan to be acceptable as the number of credits needed far exceed the credits available. An EIS that further examines the potential impact of the increased wetland destruction should be performed to more accurately assess the damage to the area.

⁹ Spieles, D. J. 2005. Vegetation Development in Created, Restored, and Enhanced Mitigation Wetland Banks of the United States. *Wetlands*. 25:51-63.

¹⁰ Moreno-Mateos D , Power ME , Comín FA , Yockteng R , 2012 Structural and Functional Loss in Restored Wetland Ecosystems. *PLoS Biol* 10(1): e1001247. [doi:10.1371/journal.pbio.1001247](https://doi.org/10.1371/journal.pbio.1001247)

¹¹ *Id.*

¹² WETLAND MITIGATION BANKS AND THE NO-NET-LOSS REQUIREMENT: AN EVALUATION OF THE SECTION 404 PERMIT PROGRAM IN SOUTHEAST LOUISIANA by Abbey Anne Tyrna http://etd.lsu.edu/docs/available/etd-04102008-141642/unrestricted/Tyrna_thesix.pdf



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Bank	Type	Available	Potential
Abita Creek-- Perino Tract	Pine Flatwoods/Savanna	0.4	100.5
Dolly-T	Wetlands	924.75	5357
Honey Island	Wetlands	259.4	438.1
Mossy Hill Wetland Mitigation Bank	Pine Flatwoods/Savanna	489.7	1999
Bayou Lacombe	Pine Flatwoods/Savanna	69.31	2884.3
Bayou Lacombe	Hardwood Flats	0	671.3
Laurel Oak Mitigation Bank (enhancement)	Bottomland Hardwoods	7.1	256
Laurel Oak Mitigation Bank (restoration)	Bottomland Hardwoods	0	39.3
	Minimum available credits	566.51	
	Maximum available credits	2941.91	

Table 1. Minimum and maximum available mitigation credits in St. Tammany mitigation banks

Due to the fact that there are not enough mitigation credits available, there is no possible way for the project to be mitigated.

We request that the permit be denied, as mitigation is impossible.

4. The mitigation plan was not submitted to the public notice.

LDOTD has not submitted a mitigation plan in the nine years they have known that they needed to, and so, no mitigation plan has been submitted to the public notice. The public should have fair opportunity to review and comment on any proposed mitigation plan. Without this ability to comment on any proposed mitigation, the spirit of the public notice is violated and should not be allowed to stand. LDOTD should submit a mitigation plan and the public notice should be reissued as to allow fully informed public comments on the proposed changes.

We request more information in the initial Public Notice (e.g., preliminary mitigation plans, efforts made to avoid impacts, etc.).

Due to the fact that this regulation is not followed, the public notice is incomplete and must be reissued with a mitigation plan.



UNITED FOR A HEALTHY GULF

541 Julia Street, Suite 300, New Orleans, LA 70130
Phone: 504.525.1528 Fax: 504.525.0833

5. We question that any mitigation plans could be finished before construction begins.

LADOTD did not submit a mitigation plan when the original permit was submitted in 2005 and nine years later, they still have not submitted a mitigation plan. LADOTD's past and current disregard for the regulations the Clean Water Act raises concerns that they will continue on this trajectory if their permit is granted. LADOTD has not shown any dedication to complying with the mitigation plan requirement of the permitting process and we believe that they will not be able to complete any mitigation plan before construction starts on the proposed highway.

As LADOTD has shown a blatant disregard for the requirements of the Clean Water Act, we request that their permit be denied.

6. Given the proposed modification, the costs of the project continue to outweigh the benefits to the public.

Appendix E to the FEIS stated that LA 41 did not need the relief that the Bush to I-12 highway is predicted to supply. The proposed route will divert 70% of the daily traffic on LA 41. The SELA transportation model identified LA 41 as not needing additional capacity. The proposed route will only redirect 18% of traffic on LA 21 and 6% on LA 59. While both LA 21 and LA 59 were shown to need traffic relief, this small reduction does not make building the highway worthwhile. The proposed route is utterly unnecessary as shown by SELA's own transportation model and goes against the public interest.

As the highway is unnecessary venture, that will not have statistically significant impacts to traffic reduction in the area, we request that the permit be denied



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Summary

1. Direct, indirect, secondary and cumulative impacts must be considered

a. Since the public notice does not assess, or even recognize, the potential direct, indirect, and cumulative impacts that will result this permit, the Corps must not approve this permit as submitted

2. We question that any mitigation for lost wetlands could completely replace the function and values lost.

a. We request more information in the initial Public Notice on efforts made to avoid impacts, necessity of project location, adequate alternative analysis, environmental assessments, and agency comments.

3. Any mitigation plan LDOTD could formulate would not be sufficient to effectively mitigate the permanent wetland damage.

a. We request that the permit be denied

4. The mitigation plan was not submitted to the public notice.

a. We request that the mitigation plan be submitted to the public notice before review of the permit has begun.

5. We question that any mitigation plans could be finished before construction begins.

a. We request that the mitigation plan be submitted with a timeline.

6. Given the proposed modification, the costs of the project continue to outweigh the benefits to the public.

a. We request that the permit be denied.



UNITED FOR A HEALTHY GULF

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Conclusion

We oppose the construction of this unnecessary highway with the specifications set out in the FEIS and now that the route has been changed. The highway was unnecessary in the first place, and with the proposed modifications, the additional environmental impact is unknown. The cost of building the highway exceeded the benefits to begin with, and now with the modification to the route, the costs vastly exceed the benefits. We strongly object to granting the permit.

For a healthy Gulf,
[sent via e-mail]

A handwritten signature in black ink, appearing to read "Scott Eustis", is positioned below the text "For a healthy Gulf, [sent via e-mail]".

Scott Eustis, M.S., Coastal Wetland Specialist

Cc: Matt Rota, Gulf Restoration Network
Geri Davis, Tulane Environmental Law Clinic
Rau Gutierrez, U.S. EPA, Region 6
Mary Lee Orr, LEAN

COMMENTS

Please take a moment to document your comments or questions below.

You can turn in your comments to any Team member at the public meeting; or you can email your comments to Noel Ardoin at Noel.Ardoin@la.gov; or you can mail your comment form to Noel Ardoin, ATTN: I-12 to Bush, LADOTD, P.O. Box 94245, Baton Rouge, LA 70804-9245. Comments must be received by August 24, 2015.

Name: JANET KESTERSON Zip Code: 70427

E-mail address &/or phone #: JKESTERSON72@GMAIL.COM

PLEASE PROVIDE YOUR COMMENTS ON THE FOLLOWING ITEMS: *Omit 1st Item*
What is your opinion of the *de minimis* Section 4(f) Impact Area? (Bush Recreational Facility, see exhibit)

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

DEVELOPMENT OF A ROAD IS BADLY
NEEDED FOR WASHINGTON PARISH.
IT WILL HELP BRING MORE COMPANIES
& INDUSTRY TO WASHINGTON PARISH
AND HELP BOGALUSA TO REVIVE.

COMMENTS

Please take a moment to document your comments or questions below.

You can turn in your comments to any Team member at the public meeting; or you can email your comments to Noel Ardoin at Noel.Ardoin@la.gov; or you can mail your comment form to Noel Ardoin, ATTN: I-12 to Bush, LADOTD, P.O. Box 94245, Baton Rouge, LA 70804-9245. Comments must be received by August 24, 2015.

Name: Gerald Kesterson Zip Code: 70427

E-mail address &/or phone #: jerry.kesterson@gmail.com

PLEASE PROVIDE YOUR COMMENTS ON THE FOLLOWING ITEMS: Omit 1st Item

What is your opinion of the *de minimis* Section 4(f) Impact Area? (Bush Recreational Facility, see exhibit)

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

Please note, access from Bogalusa to the interstate 12/10
has only 3 routes: 1.) Hwy 21 to Hwy 59 through
Abita Springs-I12 2.) Hwy 21 to Covington to I-12
3.) Hwy 41 to Pearl River I-59 or thru Hwy 11 to
I-12 at Slidell.

Travel is thru HEAVY traffic, multiple
school zones, and is two lane/two way traffic
and 45 mph or less for long distances.

Bogalusa is decreasing in population, and is being
strangled to death due to lack of access to the
interstate system, and HORRIBLE traffic volumes.
Please make it a priority to complete the Hwy to become!

Noel Ardoin

From: Richard Martin <rmartin@TNC.ORG>
Sent: Monday, August 24, 2015 4:46 PM
To: Noel Ardoin
Cc: Nelwyn McInnis; Karen Gautreaux; Lisa Creasman
Subject: TNC comments on SFEIS Bush to I-12 Highway
Attachments: LA 3241 072511 Letter to Barlow (4) final.pdf; Letter to Barlow LA 3241 22 Oct 11.pdf; Money_Hill_Conservation_Area_Banks_and PRMs 050313.jpg; TNC Comments SFEIS I-12 Bush.pdf

Categories: Green Category

Noel,

I have attached a scan of the letter that includes our comments on the SFEIS for the proposed Bush to I12 highway. The proposed highway passes through one of TNC's priority conservation areas, so we appreciate the opportunity to offer suggestions that can minimize the direct and indirect impacts of construction and use of the highway. The current letter only touches on a few highlights of our concerns and some of the remediation strategies we have proposed, so please ensure that our more detailed comments, which were presented in prior comment letters, are fully addressed in the SFEIS. Please contact Nelwyn should you have specific questions about our comments and concerns.

Richard

Richard Martin
Director of Forest Programs

rmartin@tnc.org
(225) 338-1040 (office)
(225) 921-2569 (mobile)

nature.org/louisiana

The Nature Conservancy

721 Government St.
Suite 200
Baton Rouge, LA 70802

P.O. Box 4125
Baton Rouge, LA 70821



25 July 2011

Dr. James Barlow
Chief, Special Projects and Policy Team
U.S. Army Corps of Engineers
P. O. Box 60267
New Orleans, LA 70160-0267

RE: I-12 to Bush Highway Proposed Routes P, J, Q and BO and Talisheek Pine Wetlands Mitigation Bank Unit

Dear Dr. Barlow:

This letter is in response to your request for information on how the proposed routes P, J, and Q for the I-12 to Bush Highway Project may directly or indirectly affect management (including cost) and the value of wetland restoration on the Talisheek Pine Wetlands Mitigation Bank Unit (hereafter Talisheek Bank), owned and operated by The Nature Conservancy. We understand that the information provided may be included in the Environmental Impact Statement that is being developed for these routes, herein after referred to as the proposed highway. The proposed routes you selected for comment were due to their close proximity to the Talisheek Bank where they are combined into a single route east of the Bank, however we feel that Route B/O's relatively close proximity to the northern portion of the Talisheek Bank warranted an analysis and comment as well, and those comments are included in this response but are clearly distinguished from comments on the other routes.

As you know, the Talisheek Bank is an approximately 3,000-acre wetland mitigation bank established in 1998 as part of the Southeast Louisiana Pine Flatwood Wetland Mitigation Bank. Not only does the Talisheek Bank provide quality wetland mitigation functions and values for the loss of pine wetland habitats in the region, it is part of a premiere conservation site with high ecological value, some of which include globally rare plants and natural communities, important bird populations, and rare and declining wildlife.

If located very near or adjacent to the Talisheek Bank, we believe the I-12 to Bush Highway would have significant and long-term effects on our bank. Primary impacts include effects on conducting of prescribed burns, a management activity required to maintain fire-dependent longleaf pine ecosystems and associated pine wetlands. Another primary impact involves potential effects on the hydrologic integrity of the bank site. Other potential impacts include increased air, water, and noise pollution, likelihood of increased invasive non-native species levels, impacts on wildlife, and access issues for TNC. Numerous secondary impacts are also anticipated, such as increased impacts from concomitant development and urban sprawl that accompanies new highways; however, since these secondary impacts are expected to increase with all proposed routes, including the B/O route, because they connect in nearby Bush, we will not comment on these impacts in this response. Primary

impacts are discussed below, followed by estimated added costs for management and reduced mitigation (value of wetland restoration) quality of the Talisheek Bank.

Prescribed Fire and Smoke Management

One of the most challenging aspects of prescribed burning is smoke management. In many respects, it is easier to control fire than smoke. Especial care must be taken to avoid and minimize putting smoke on neighboring homes, businesses, communities and roadways. The Nature Conservancy has strict guidelines regarding conducting prescribed fire in a way to minimize smoke impacts, however extra precaution is required near roadways due to extreme safety hazards of smoke on highways. The presence of a roadway does not preclude burning on adjacent units, however, it can greatly constrain how and when those units are burned. A roadway can also affect our burning on units not directly adjacent to the highway, due to smoke issues and the possibility of a spot-over that could subsequently result in smoke on the roadway, and for other reasons. The following are prescribed fire related issues anticipated which will result in increased management costs or reduced mitigation quality. A summary of total expected impacts and estimated cost increases as a result of the proposed highway is also included.

Smoke Management Related Issues for Routes P, J and Q

- The proposed project will require burning in smaller burn units, and there will be a cost to establish and maintain these smaller units, and an increase in the number of burn days needed to get the same acreage burned as in the past. Smaller burn units allow for quicker dispersal of smoke when lifting conditions are at their peak, greatly assuring no to minimal smoke hazard issues. Our current Talisheek burn units T3, T5, T6, T7, T8 and T9 (see attached map), due to close proximity to the proposed highway, relatively large size and/or fuels present, will need to be split into new smaller units to allow for smaller burns. Although we strive to utilize existing dirt roads or natural drainages as fire breaks, we estimate approximately 3.5 miles of new fire lines will need to be established to set up these smaller units. The added annual cost is estimated based on 2 man-hours per quarter mile. Based on a burn frequency of once every 3 years, that effectively amounts to a third of the 3.5 mile distance each year. That cost, plus annual equipment usage cost based on current local daily rental rates of 1 tractor and 1 blower, totals to an average added annual cost of \$1000/year. We estimate there will be 2 extra burns per year due to the smaller units. At a cost of \$4000 per burn, that total would be \$8000 annually. Burning in smaller units also is likely to affect the quality of the burns, as a greater percentage of the area to be burned will be burned with cooler backing and flanking fires for the first 100 feet or so that do not produce the fire effects of hotter heading fires (such as greater brush knock-down and kill).
- We anticipate we will not be able to combine adjacent burn units into one large burn on good weather days, as we have often been able to do in the past. Combining burn units results in fewer burn days, thus reducing management costs. TNC has calculated an average cost per burn of \$4,000 per burn, which includes planning, site and equipment preparation, equipment depreciation, fuel, staff time to conduct the burn, incidental supplies on burn day (food, drink, etc.), immediate post-burn mop-up, and next day follow-up. Over the past 6 years at Talisheek Bank, TNC has combined adjacent burn units into one large burn on good weather days on 6 occasions, eliminating the need for 9 additional burns that would have been required had all units been burned separately on different days. This has resulted in a savings

of approximately 1.5 burns per year, or \$6,000 per year that may no longer be saved and thus would be a new added cost.

- We anticipate added costs from aborted burn days. On occasion, our fire crew mobilizes to a site in the early morning and begins fire preparation only to have the weather conditions not match that predicted and the burn day must be aborted. Half of TNC's burn crew resides in Vancleave, MS and must travel approximately 90 miles to our Northshore Field Office to stage for burns in St. Tammany Parish. Weather conditions, such as wind direction and consistency, percent humidity, category day (discussed below), and percent thunderstorm prediction, must match that allowed in the fire prescription (written fire plan for each unit) or we cannot conduct the burn. The presence of the proposed highway will demand we use more precise weather conditions, and will reduce flexibility of burn conditions we can utilize. As a result, we estimate a 100% increase of aborted burns following mobilization, increasing from approximately 1 per year currently to 2 per year at the Talisheek Bank should the I-12 to Bush Highway be constructed adjacent to the Bank. Including mileage and staff time, this cost is approximately \$1,025 per burn.
- Given that there are already relatively few days that meet prescribed burn requirements, any further limitations to burning will have significant effects on bank management potential and habitat quality. Some specific reasons for reductions in available burn days are as follows:
 - Units T3, T5, T6, T7, T8, and T9 (actually the new smaller units that will need to be formed from these current units; about 50% of the Bank) will not be able to be burned with due west winds. Units T3 and T6 will not be able to be burned with any south-vector winds, the predominant winds in the growing season. In addition, burning on any of the more westerly units that can currently be burned with west vector winds will be restricted to excellent smoke clearing days, and days with a chance of thunderstorms of no more than 30 to 40 percent (current policy allows us to burn with a 50 percent chance of rain). This would be due to the danger of downdrafts during thunderstorms and the close proximity of the new roadway. This would affect the more westerly units T1, T1a, T2, T2a, T4, T5 and T7, that together comprise 1,340 acres of the preserve (approximately 45% of bank unit). Without a doubt, the proposed highway, should it be constructed adjacent to Talisheek Bank, would significantly increase the probability that we will not meet our burn objectives. We currently strive to burn each unit at least every 2 to 3 years. (Historic fire interval is thought to be every 1 – 3 years). Because there are already a limited number of days that are acceptable for conducting safe ecological burns, further restrictions on burning opportunity resulting in fewer burns would have a negative impact on the species and natural communities we are managing, and would result in a reduction in ecological value of the site. It is possible we may move from a 2- to 3-year return interval to something like 3- to 4- years or more, which would, without other treatment, result in significant increase in woody cover and concomitant reduction in herbaceous cover, reduction in flowering/fruitlet frequency by desirable ground cover species, and reduction in species richness. An example of effects of reduced burn frequency on pine savanna animal species is the possible effects to Henslow's Sparrows, a bird of conservation concern that winters in southeast U.S. grasslands. Research by Dr. Phil Stouffer of LSU-BR shows that Henslow's Sparrows will readily utilize a pine savanna area for the first 2 years or so after burning, however their numbers significantly decline 3 or more years after burning. Henslow's Sparrows feed on the

seeds of toothache grass and other grasses and sedges that are stimulated to flower and fruit following burning.

- The window of Category Days under which we could burn would be significantly reduced should the proposed highway be constructed adjacent to the Talisheek Bank. The National Weather Service provides special weather forecasts in regard to prescribed fire, one of which is the Fire Weather Forecast. In that forecast, one of the weather parameters provided is Category Day that relates directly to smoke dispersal potential. Smoke dispersal behavior is categorized into Category Days of 1 through 5. Simply stated, smoke dispersal conditions increase with the Category Day rating, with 1 being the worst day for dispersal, and 5 being the best (but it's usually too windy on a Cat 5 day for us to burn safely). We currently burn under Category Day ratings 2, 3 or 4. However for at least the eastern half of the Bank, we would be confined mainly to burning on Category 3 days in the event the highway is constructed.
- Another important factor will be when fog is predicted. Currently TNC does not burn under predictions of heavy fog. If light fog is in the forecast, we may burn in more remote burn units, but not near sensitive areas. With the proposed highway, we would not burn any units with even minimal fog predicted. The proposed highway would also affect the intensity in which we burn in some units under certain conditions.

For the reasons discussed above, the number of opportune burn days will be reduced significantly. These changes in our fire program (less frequency and lower intensity), will result in increased need to utilize herbicides and/or mechanical brush cutting to effectively control undesirable brush and trees that invade pine wetlands without appropriate fire regimes and conditions. Estimated average annual added cost is based on per acre contractual costs of \$700/acre for mechanical treatment and \$200/acre for chemical treatment. We estimate these treatments would be required every 10 years in each affected unit, assuming the units can be burned at least once in this period. Units affected would be in the eastern portion of the bank. Discounting bayhead swamp areas, we estimate a total of 100 acres annually will require treatment at a cost of \$400/acre for an annual total of \$4,000.

- We anticipate added staff costs for burn planning and smoke modeling. Time for “mop-up”, extinguishment of smoldering large fuels within a burn unit after the burn, will also increase over the entire preserve. This activity is performed after every burn to reduce smoke impacts and reduce the chance of fire escape after the crew has left the site. Mop-up would be especially important and time consuming on those units near the proposed highway. But as smoke can travel along low lying drains following evening atmospheric inversions, smoldering fuels on any unit in the entire Talisheek Bank will need to be more extensively mopped up. In addition, added overtime smoke patrol/monitoring by staff in the evenings following burns will be an added cost. Total cost for added staff time for these activities is estimated at \$400 per burn for at least 4 burns on the eastern half of the bank, for an annual added cost of \$1600.
- TNC policy is for at least one St. Tammany Parish Sheriff Deputy to be present during any burn likely to produce significant smoke on or near public highways. Highway placement as envisioned by the proposed routes P, J and Q will increase our need to call on Sheriff Department staff to assist with traffic control when burning nearby units of the Talisheek Bank. For a four-lane highway, we would need 2 patrol units, at a minimum cost of \$640 per burn (\$40/hr. x 8 hrs x 2 patrols)). We anticipate using this service an average of once per year.

Smoke Management Related Issues for Routes B/O

- Smoke management issues on the Talisheek Bank related to the B/O route would be minimal because a major highway already exists at that location near the Bank. Our current protocols could continue.

Hydrology of Pine Flatwood Wetlands

General Hydrology Overview of Pine Flatwood Wetlands:

While the hydrologic relationships of pine flatwood wetlands is relatively poorly understood, it is believed that the hydrologic regime and thus wetland status of these systems is driven by a variety of factors, including water sources, soil conditions, and artificial features that affect inflow and outflow. Sources of water in the systems include direct precipitation, surface sheet flow, and shallow ground water movement. Of these, direct precipitation may be the most important source of water, but movement of water onto sites via surface sheet flow and ground water movement may play important roles. The relative role of each of these sources may be intimately related to soil factors, including surface soil texture (fine textured vs. coarse textured) and subsurface soil conditions (presence or not of confining horizons such as clay pans that affect ground water movement). Artificial features, such as berms, levees, dikes, ditches and canals, that reduce or accelerate water inflow and outflow, obviously can play an important role in site hydrology and wetland status. Due to the uncertainty of the relative importance of different water sources, it is important that all potential sources of water for pine flatwood wetland habitats, including surface sheet flow and shallow ground water, be considered and accounted for in managing these habitats.

Hydrologic Impact Issues for Routes P, J and Q

- The immediate and long-term hydrologic impacts of the proposed alignments P, J and Q are not known. It is possible the immediate footprint of the 250-foot right-of-way may be addressed with mitigating steps, such as elevated sections of highway in critical areas and/or sufficiently sized and placed culverts to allow for surface sheet flow onto or away from the Bank that otherwise may be interrupted by the highway. Much of the water flow in the Talisheek Bank flows in from the north or west, then south into the Weyerhaeuser bank units. However in southeast Talisheek Bank, some flow enters from the northeast under an old railroad bridge into the Bank, and in another area, the water flows northeast out of Talisheek Bank (see attached flow pattern map). In addition to major drainages, much less is known about other hydrologic factors, such as the importance of surface sheetflow, which is widespread in flat pine wetlands during heavy rain events. Sheetflow is thought to enhance wetland conditions and seed and insect dispersal. The presence of the proposed highway will undoubtedly affect some sheet flow at the Talisheek Bank but this may be minimal as the old railroad bed has already had some impact. However there may be an opportunity with the new highway to actually improve historic hydrologic connections if the portion near and adjacent to southeast part of our bank was elevated similar to a causeway. In addition to impacts on sheetflow, the excavation of surface soils and subsequent soil compaction to make a suitable roadway foundation, plus the added compaction from the weight of the fill material and prolonged use by vehicles may have deleterious effects on shallow groundwater movement.

Hydrologic Impact Issues for Route B/O

Hydrologic impacts to the Talisheek Bank are anticipated to be minimal as the route is north of most of the immediate watershed that flows south to the Talisheek Bank. Most of the drainage north of the B/O route flows into the Bogue Chitto watershed.

Other Impact Issues for Routes P, J and Q

As with hydrologic impacts, the impacts discussed below, with the exception of access, are either difficult to quantify or would have greater impact on quality of restoration than monetary cost to TNC.

- Although difficult to quantify, increased air and water pollution is anticipated as a result of the proposed highway. Increased oil and grease runoff as well as other pollutants, such as exhaust from vehicles and wear on tires is likely. This is estimated to impact the eastern quarter or half of the Bank.
- Increased introduction of invasive non-native species, primarily plant species, is anticipated. Of special concern is cogon grass, one of the most problematic and difficult-to-eradicate invasive species in the southeast. This grass is often spread by mowing machines and vehicles moving along highways. This grass is abundant along LA. Highway 90 in St. Tammany Parish and I-10 in Mississippi, and is present in scattered localities along roadways throughout St. Tammany Parish. Once cogon grass is present on adjacent road rights-of-way, it inevitably spreads into adjacent lands either vegetatively or via wind-born seed, causing on-going and costly treatment to control the plant. Invasion by cogon would require regular chemical treatment to a 100 foot buffer along the eastern boundary of the Bank, and regular patrolling for and treating internal spots that invariably would become established. We estimate an added \$500 per year for invasive species monitoring and control, primarily for cogon grass. Should new non-native species enter the scene, then costs could rise substantially.
- Potential negative impacts on wildlife from excessive noise. Little is known about the negative impacts from excessive highway noise on wildlife, however some studies indicate there are some impacts (www.nonoise.org/resource/wildlife/wildlife.htm). The following is an excerpt from Noss 2002 (www.eco-action.org/dt/roads.html):
“Animals respond to noise pollution by altering activity patterns, and with an increase in heart rate and production of stress hormones. Sometimes animals become habituated to increased noise levels, and apparently resume normal activity. But birds and other wildlife that communicate by auditory signals may be at a disadvantage near roads. Highway noise can also disrupt territory establishment and defense. A study by Andrew Barrass found that toads and tree frogs showed abnormal reproductive behavior in response to highway noise.”
We do not expect noise to impact the cost of restoration at the Talisheek Bank, but it may affect mitigation quality somewhat. Noise can be abated with noise abatement walls often seen along major roadways in urban areas.
- Other impacts on wildlife by major highways include impacts to movement. Wildlife such as Louisiana Black Bear has been documented in the vicinity of the Talisheek Bank in the last decade. The 36,000-acre Bogue Chitto National Wildlife Refuge occurs approximately 2 miles east of the Talisheek Bank. With the juxtaposition of the Talisheek Bank adjacent to Money Hill and the Weyerhaeuser Bank, there are approximately 7,000 acres of potentially usable habitat west of Proposed Routes P, J and Q. With two other wetland mitigation banks

located nearby to the south, there are over 10,000 acres of conservation lands immediately west of Routes J and Q. There is a possibility of movement now or in the future of large mammals on conservation lands west of the proposed routes to those east of the routes.

- Primary access by TNC to the Talisheek Bank has been from the west, however on occasion we have requested permission from neighboring landowners for access from the east for various reasons such as timber management, tree planting, or fire management. We would like to ensure access should the proposed highway be placed to our east via installing two sixteen-foot wide farm gates on the northeast and southeast boundaries at a cost of \$1500 per gate including installation.

Other Direct Impacts Issues for Route B/O

- Because of the distance from the Talisheek Bank (over one mile) other impacts discussed above are thought to be minimal with the B/O Route, however some wildlife movement may be impacted.

Estimated Management Cost Increases for the Talisheek Bank – *Summary of costs discussed above*

Item	Cost
Extra Fire Lines (installation/maintenance cost)	\$1000
Added Burn Days (due to smaller units/no combining)	\$14000
Aborted Burn Days	\$1025
Extra Mechanical/Chemical Treatment	\$4000
Extra Staff Time (planning, mop-up, smoke monitoring)	\$1600
Sheriff Traffic Patrol	\$640
Invasives Species Control	\$500
Total Annual Costs	\$22,765
Access – (Two 16' gates x 1500)	\$3000
Total One Time Costs	\$3000

TOTAL ESTIMATED ANNUAL COST INCREASE AND ENDOWMENT NEED

TNC requests that should Routes P, J, or Q be selected, then TNC be provided funding to increase the endowment for the Talisheek Bank to cover the added annual costs. TNC bases their endowment amounts on a 5% return which is withdrawn annually for management needs. For the estimated total of \$22,765 above, we would need a payment of \$455,300 to add to our endowment. That plus the onetime costs of \$3000 listed above would be a total of **\$458,300**.

Estimated Impact to the Mitigation (Restoration) Quality of the Talisheek Bank

Given the difficulty of assigning hard numbers on changes to restoration or ecological quality of the bank, we defer to others such as the Corps or IRT to assign these values. We have however provided our best estimate on the percent of the Talisheek Bank impacted on each issue, however, we also provided added tasks TNC can do to help mitigate some of the loss, such as mechanical/chemical treatment. Should a number be determined for the average reduction in bank quality, for example such as 5% of the overall bank, then we suggest that 5% of the total 2830.7 wetland acres at the Talisheek Bank, or 141.5 acres be added to the wetland mitigation requirements for the proposed highway.

Other Potential Costs for Routes P, J or Q

In the event Route P, J, or Q is permitted as currently conceived, we request, at a minimum, the following actions be implemented to mitigate impacts to TNC's mitigation bank and other conservation areas. These will have added costs that need to be incorporated in the total project cost.

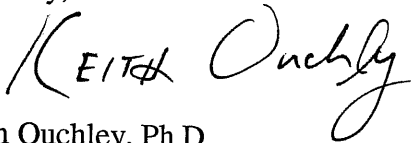
- Construct all drainage crossings adjacent to mitigation banks using natural ground elevations to accommodate unimpeded flow from a minimum 50-100 year flood event. This may require larger and/or more numerous culverts, bridges and possibly elevated roadways. This will assist in providing more adequate sheet flow, and help eliminate future use of channelization to reduce the flooding up stream.
- Install a digital warning system for potential smoke on the highway at strategic locations north and south of nearby mitigation banks. The digital warning system would be similar to that on the Causeway Bridge and would have flashing lights and be capable of warning drivers to slow down in the event of potential smoke from prescribed burning or wildfires. Such a system should be able to display a message such as, "Warning! Reduce speed – smoke on highway". This sign would be operated by the LA Department of Transportation and Development or State Police, whichever agency would be available 24-hours a day to turn on the signs if needed.
- It would be beneficial to have more buffer area adjacent to or near existing mitigation banks. This may be accomplished by assigning a larger portion of the 250' highway right-of-way adjacent to these areas. In addition, landscaping with native vegetation to "screen" adjacent bank areas from view would help reduce "rubber-necking" while a prescribed fire is underway. Such rubber-necking would create significant traffic hazards and greatly increase the chances of accidents.
- Required mitigation should be secured prior to issuing of permit, rather than at the time of construction, as many areas suitable for project-based mitigation areas may not be available at the current rate of development in St. Tammany Parish. Efforts should be made to buffer current mitigation banks by acquiring lands adjacent to those areas.
- Construction of the highway will cause inevitable hardship for TNC and other landowners who use prescribed fire as a land management tool. Thus, LA DOTD should work with St. Tammany Parish for the parish to designate a new zoning overlay classification that would recognize prescribed wildland burning for

ecological restoration, conservation, and timber and wildlife management purposes *prior to the issuing of the proposed project permit*. Such a zoning overlay would serve to notify all current and future landowners that prescribed fire will be used in nearby areas.

- Because highways are significant sources of invasive plant species, in particular cogon grass in our area, LA DOTD should be required to institute an aggressive invasive non-native species management program along the highway corridor.
- Filters, such as temporary holding ponds with planted vegetation, would be beneficial to minimize non-point source pollutants from entering mitigation areas.

Thank you for your consideration of these comments.

Sincerely,

A handwritten signature in black ink that reads "Keith Ouchley". The signature is written in a cursive style with a large, stylized "K" and "O".

Keith Ouchley, Ph.D
State Director

24 October 2011

Mr. James Barlow
c/o I-12 to Bush@usace.army.mil

RE: Draft Environmental Impact Statement, I-12 to Bush Highway, Permit No. MVN-2005-00037.

Dear Mr. Barlow:

Attached are comments in response to the request for public comment on the Draft Environmental Impact Statement (EIS) on the I-12 to Bush Highway. Comments focus primarily on the portions of the EIS that pertain to The Nature Conservancy's (TNC) Talisheek Wetland Mitigation Bank Unit (hereafter Talisheek Bank) and other wetland mitigation banks in the vicinity. While there is much information in this report, we are disappointed that information provided by The Nature Conservancy over the years on natural communities, rare species, and potential impacts were apparently not included. In fact, the only source reference from TNC was our website, which is not specific to this project and is written mostly in layman terms for the general public, unlike the very specific information we have provided on this project. Very few impacts to the Talisheek Bank were mentioned in this report despite 3 of the 4 alternatives being directly adjacent to the bank and the detailed information provided by TNC on the impacts. We strongly disagree that there will be minor and mostly short-term indirect impacts to our and other mitigation banks in the Talisheek area as stated in Table 4-51. This table is not consistent with other information provided in the document regarding potential indirect impacts on wildlife, threatened and endangered species, sensitive terrestrial and aquatic habitats, and wetlands (see examples given below). Regarding hydrology and wetland impacts, it seems appropriate, when adjacent to a wetland mitigation bank or other conservation area, for highway designs to be built to accommodate a minimum of 100-year events, rather than 50-year events as is standard policy by DOTD, or to at least utilize innovative techniques such as bottomless or three-sided culverts, and two-stage or uninterrupted floodplain flow under bridges. We hope that these and our comments below will be utilized to improve upon the accuracy and completeness of the final EIS.

Sincerely,



Nelwyn McInnis
Mitigation Program Manager

Nature Conservancy Comments on I-12 to Bush Highway EIS

Page 3-4 Existing Land Use

Approximately 11,000 acres in the path of 3 of the alternatives are pine wetland mitigation banks, however no mention was made of this land-use activity. These banks deserve mention as more than just pine timberland due to the legal obligations for their restoration and management, and inevitable impacts from the project on hydrology and wetland function. Northeastern St. Tammany Parish has been the primary region for mitigating the impacts of pine wetland and hardwood wetland loss on the Northshore region over the last fifteen years. The banks were located in relatively rural areas to allow for prescribed burning, among other restoration activities and the proposed highway project has a significant potential to impact these sites. For example, increased inundation and drought has the potential to change natural communities which have been restored for mitigation purposes. Increasing inundation from 3 to 5 or 7 days in some areas would have a significant effect on species composition and structure, which is more critical to a mitigation bank, as opposed to just timberland.

Page 3-8 Zoning

At least 2 of the mitigation areas discussed above are zoned as Parks or Public Facilities (PF-2). This includes the Abita Creek and Talisheek Banks, totaling about 4,000 acres. Again, a zoning of this size deserves special mention.

3-35 Federally listed species of potential occurrence

Louisiana Black Bear should be included in this list.

Page 3-41/42 Sensitive and Protected Areas

The addition of the Perino Tract to the Abita Bank needs to be mapped. This site is approximately 115 acres. Also, there are 2 permittee-responsible mitigation projects in the project area worth mentioning. The McCulla Tract is an 80-acre mitigation project adjacent to the Talisheek Bank, and is owned and managed by TNC. The approximate 320-acre Talisheek Swamp Mitigation Area is adjacent to the Dolly-T Bank, and is owned and managed by Weyerhaeuser. TNC can provide GIS shape files for these properties. The Bogue Chitto National Wildlife Refuge (NWR) is close enough to the project site to warrant mention due to potential wildlife corridors in the project area that may connect the mitigation banks to the NWR.

Page 3-44 Wetland Functions

Again, the existence of at least 11,000 of mitigation bank sites in the project area that serve to replace wetland functions and values lost from development deserves mention.

Page 3-45 to 47 Wetland Systems in the Project Area

The NWI wetland inventory greatly underestimates the amount of wetlands in the project area. Figure 4-5 is much more accurate. St. Tammany Parish has developed wetland maps with the assistance of TNC that is based on mapped soils and is a greater indicator of wetland systems in the area. Actual wetland delineations have been conducted on all of the mitigation bank sites and are available from the USACE.

Page 3-54 Hydric Soils in the Project Area

It has been noted by biologists and soil scientists in the area that the soils mapped as Stough silt loam in the eastern part of St. Tammany Parish are not actually Stough soils, but are probably Myatt or other local wetland soils (John Bruza, former Chief of Enforcement, Regulatory

Branch, personal communication, ca. 1998). This was the case on the Talisheek, Abita Creek, and Mossy Hill bank sites. The USACE botanists in the Regulatory Branch could probably verify this.

Page 4-41/4-44 Sensitive Terrestrial and Aquatic Habitats

This report only recognizes the direct impacts of the proposed Alternatives J and Q on wetland banks, although it has provided information on rare species, communities, hydrology and overland flow, and wildlife that would receive indirect impacts from the project. TNC has provided much information on how the Alternatives J, P, and Q would negatively impact the Talisheek Bank. Mention of these indirect impacts should be mentioned in this section under Alternatives J and Q as it is under Alternative P (Page 4-42).

Page 4-54 Increased Noise Levels

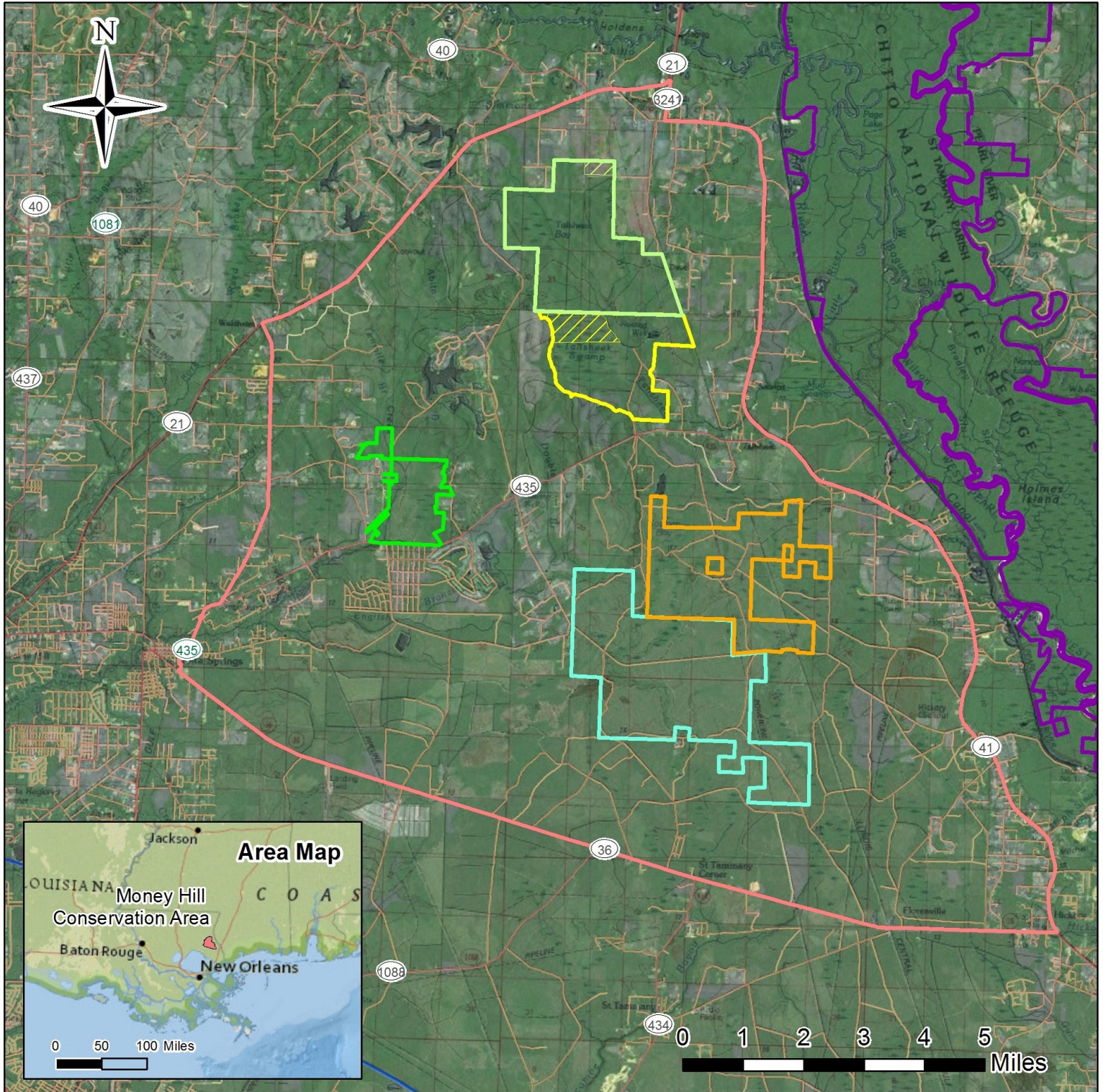
Figure 4-15 implies that noise levels will only increase significantly where permanent human receptors are present. Noise is noise, and may potentially affect a visiting human, such as on a nature preserve, as well as animal species. A significant increase in noise is expected within the first 1 mile from the proposed highway, and would be especially loud in the first one-half mile. The proposed routes, excluding B/O, will impact several mitigation bank conservation areas.

Page 4-101 Summary in Table 4-51

The conclusions in this table as to the indirect impacts by category are not consistent with information provided earlier in the text. More citations/references/explanations on how these determinations were derived are needed. Examples of where it is indicated that the impacts will be greater than that listed in the table are as follows with page number then line numbers listed: 4-4/14-17; 4-7/30-33 and 39-43; 4-16/14-27; 4-17/26-34; 4-21/1-5; 4-23/1-20; 4-31/1-34; 4-32/35-41; 4-33/5-9; 4-46/1-2 (Table 4-30).

Money Hill Conservation Area

Mitigation Banks and Permittee Responsible Mitigation



Legend

- USFWS Bouge Chitto NWR
- Money Hill Conservation Area
- TNC - Abita Creek Flatwoods Mitigation Bank
- TNC - Talisheek Pine Wetlands Mitigation Bank
- EIP - Mossy Hill Mitigation Bank
- Bayou Lacombe Mitigation Bank
- Weyerhaeuser - Dolly T Mitigation Bank
- Hatching Represents Permittee Responsible Mitigation Areas

24 August 2015

Ms. Noel Ardoin
Louisiana Department of Transportation
and Development
Environmental Section
1201 Capitol Access Rd.
Baton Rouge, LA 70802

RE: I-12 to Bush Highway Public Meeting on 3 August 2015 and Supplemental Final Environmental Impact Statement (“SFEIS”)

Dear Ms. Ardoin:

The purpose of this letter is to reinforce comments pertaining to the proposed I-12 to Bush Highway that The Nature Conservancy (“TNC”) has previously provided and to follow up on conversations we had with you and other Department of Transportation and development (“DOTD”) staff at the August 3, 2015 public meeting in Abita Springs. Comments on this project regarding probable significant impacts to mitigation banks were initially provided to Dr. James Barlow, Corps of Engineers, New Orleans District (“CEMVN”) in letters dated July 25 and October 24, 2011 (see attached).

Our earlier comments focused primarily on the central and northern portions of the Alternative Q Route (hereinafter “Alternative Q”) where it is in close proximity, bisects and/or is adjacent to eight mitigation areas or wetland mitigation banks. TNC’s Talisheek Wetlands Preserve and Mitigation Bank (including the McCulla mitigation area) and Abita Creek Unit of the Southeast Louisiana Pine Flatwood Wetland Mitigation Bank (including the Perino addition) are included in the complex of wetland mitigation areas/banks. All of these banks provide high-quality mitigation for lost wetland functions and values that has resulted from permitted development in the region, primarily from projects in St. Tammany Parish where I-12 to Bush highway is exclusively located. In addition, these banks are a part of a premiere conservation site (known as the Money Hill Conservation Area by TNC), which was identified because of its high ecological values, including the presence of globally rare plants and natural communities, important bird populations and rare and declining wildlife.

The I-12 to Bush highway will have significant and long-term direct and indirect negative effects on the mitigation banks and areas within the Money Hill Conservation Area, yet very little mention of many of these impacts are found in the SFEIS. Primary impacts that were identified in our 2011 letters included constraints on bank operators to use prescribed fire, alteration of surface and sub-surface hydrology, spread of invasive species, and access limitations.

August 24, 2015
I-12 to Bush – TNC Comments

The July 25, 2011 letter was written in response to a specific request from Dr. Barlow to provide information on effects of proposed routes on management, cost of management and wetland restoration value to our Talisheek Mitigation Bank. It does not appear as if our earlier comments have been adequately addressed in the SFEIS. Below are some excerpts from that letter, with some additional comments that we hope can be considered in the final version of the SFEIS.

Mitigation Bank Boundaries

Not all mitigation banks/areas that may be impacted have been included in the SFEIS. The Conservancy's 115-acre Perino Bank Unit that is adjacent to the Abita Creek Bank is not shown on maps in the FEIS and SFEIS. Additionally, TNC's Talisheek Bank, which includes the McCulla Tract, an 80-acre Permittee Responsible Mitigation Area, is incorrectly mapped. Attached are maps of the Perino Unit and McCulla Tract; shapefiles can be provided, if needed.

Smoke Management

Page 3–35 of the FEIS states that the U.S. Fish and Wildlife Service requested in their draft EIS comments that information be provided on primary and secondary effects of the proposed highway construction on fire management practices of wetland mitigation bank sites. However, other than mentioning that there would be an impact, no information is provided regarding anticipated impacts and how they might be addressed. Our 2011 letters outlined the many issues specific to wetland mitigation bank management that would arise if there are additional restrictions on prescribed fire and offered some remediation strategies for consideration.

The SFEIS should address the implications to bank habitat restoration and management that would result from constraints on bank operators to use prescribed fire due to additional smoke management challenges that will inevitably arise once the highway is constructed. Additionally, the SFEIS should contain guidance on how to mitigate impacts to bank management and address issues related to highway safety. Two ideas were proposed in our July 25, 2011, letter (excerpt below). We in particular recommend the placement of permanent signs that can alert drivers of actual or potential danger from fire and smoke adjacent to or near the highway. Those signs need to be activated quickly in case of emergencies or upon short notice, in the case of planned prescribed burns. TNC requests that staff from our office be involved with determining the protocols for establishment, location and operation of these signs. These protocols should be included in the SFEIS.

Excerpt from July 25, 2011 letter:

Prescribed Fire and Smoke Management

One of the most challenging aspects of prescribed burning is smoke management. In many respects, it is easier to control fire than smoke. Special care must be taken to avoid and minimize putting smoke on neighboring homes, businesses, communities and roadways. The Nature Conservancy has strict guidelines regarding conducting prescribed fire in a way to minimize smoke impacts, however extra precaution is required near roadways due to extreme safety hazards of smoke on highways. The presence of a roadway does not preclude burning on adjacent units, however, it can greatly constrain how and when those units are burned. A roadway can also affect our burning on units not directly adjacent to the highway, due to smoke issues and the possibility of a spot-over that could subsequently result in smoke on the roadway, and for other reasons. The following are prescribed fire related issues anticipated which will result in increased management costs or reduced mitigation quality. A summary of total expected impacts and estimated cost increases as a result of the proposed highway is also included.

- Install a digital warning system for potential smoke on the highway at strategic locations north and south of nearby mitigation banks. The digital warning system would be similar to that on the Causeway Bridge and would have flashing lights and be capable of warning drivers to slow down in the event of potential smoke from prescribed burning or wildfires. Such a system should be able to display a message such as, “Warning! Reduce speed - smoke on highway”. This sign would be operated by the La Department of Transportation and Development or State Police, whichever agency would be available 24-hours a day to turn on the signs if needed.
- It would be beneficial to have more buffer area adjacent to or near existing mitigation banks. This may be accomplished by assigning a larger portion of the 250’ highway right-of-way adjacent to these areas. In addition, landscaping with native vegetation to “screen” adjacent bank areas from view would help reduce “rubber-necking” while a prescribed fire is underway. Such rubber-necking would create significant traffic hazards and greatly increase the chances of accidents.

Hydrologic Issues

We anticipate there will be direct and indirect impacts to hydrology on adjacent wetland mitigation banks – see comments below from our letter of July 25, 2011. We have suggested several ways to reduce anticipated impacts and limit barriers to surface water flow. We have also recommended constructing all drainage crossings adjacent to mitigation banks to accommodate unimpeded flow from a minimum 100-year flood event rather than the standard 50-year event. This may require larger and/or more numerous culverts, bridges and possibly elevated roadways. We request that these impact reduction measures, with locations of features exhibited on a map, be added to the SFEIS. Two such locations are adjacent to our Talisheek Bank and are indicated as “streams” on the Northern Access Map shown at the August 3, 2015 public meeting.

Excerpt from July 25, 2011 letter:

Hydrologic Impact Issues for Routes P, J and Q

- The immediate and long-term hydrologic impacts of the proposed alignments P, J and Q are not known. It is possible the immediate footprint of the 250-foot right-of-way may be addressed with mitigating steps, such as elevated sections of highway in critical areas and/or sufficiently sized and placed culverts to allow for surface sheet flow onto or away from the Bank that otherwise may be interrupted by the highway. Much of the water flow in the Talisheek bank flows in from the north or west, then south into the Weyerhaeuser bank units. However in southeast Talisheek Bank, some flow enters from the northeast under an old railroad bridge into the Bank, and in another area, the water flows northeast out of Talisheek Bank (see attached flow pattern map). In addition to major drainages, much less is known about other hydrologic factors, such as the importance of surface sheetflow, which is widespread in flat pine wetlands during heavy rain events. Sheetflow is thought to enhance wetland conditions and seed and insect dispersal. The presence of the proposed highway will undoubtedly affect some sheet flow at the Talisheek Bank but this may be minimal as the old railroad bed has already had some impact. However there may be an opportunity with the new highway to actually improve historic hydrologic connections if the portion near and adjacent to southeast part of our bank was elevated similar to a causeway. In addition to impacts on sheetflow, the excavation of surface soils and subsequent soil compaction to make a suitable roadway foundation, plus the added compaction from the weight of fill material and prolonged use by vehicles may have deleterious effects on shallow groundwater movement.

Invasive Species

We previously expressed our concern regarding increased introduction of invasive species, particularly for cogon grass, one of the most invasive plant species in pineland systems in the southeast. Once cogon grass is present on adjacent road rights-of-way it can easily spread into adjacent natural areas, either by vegetative spread or via wind-born seed. One way to help manage this problem is to require an aggressive invasive species management program on the roadway that includes aggressive chemical treatment of patches as they are identified, and mowing protocols to limit spread. This program should include the entire proposed highway corridor as seed can be spread long distances by mowing machines. We request this be added to the SFEIS.

Excessive Noise

The only mention of impacts from noise from the proposed highway is to human communities, although we mentioned in our comments on the draft EIS that there could also be impacts to wildlife. Many species of wildlife have superior hearing to humans. Negative impacts to wildlife on wetland mitigation banks can contribute to the decrease in the value of mitigation provided at those sites. Some analysis of this should be included in the SFEIS.

Access

Access by bank operators to their mitigation banks should not be restricted by construction of the highway. Efficient management of mitigation lands will require that existing access points be maintained, which will necessitate installation of gates, access roads, etc. For example, should Alternative Q be constructed, TNC will request that DOTD install two twenty-foot wide farm gates on the northeast and southeast boundaries of our Talisheek bank adjacent to the highway corridor. We request access be granted to TNC and that the gates be installed upon highway construction.

Upland Migratory Bird Mitigation

Although we have not commented on this previously, we are highly supportive of DOTD's intent to provide mitigation for impacts to upland migratory birds.

Thank you for your consideration of these comments. Please contact Nelwyn McInnis, Mitigation Program Manager, at nmcinnis@tnc.org or (985) 809-1414 if we can provide additional information or assistance in this matter.

Sincerely,



Keith Ouchley, Ph.D.
State Director

August 24, 2015

I-12 to Bush – TNC Comments

Page 5

Cc:

Brenda Archer and Jacqueline Farabee, COE
Carl M. Highsmith, FHWA
Jesse McClendon and Jeffery Burst, LA-DOTD

Attachments:

25 July, 2011 letter to James Barlow, COE
24 October, 2011 letter to James Barlow, COE
Map of mitigation areas and banks within Money Hill Conservation Area

Noel Ardoin

From: Elizabeth Hill
Sent: Tuesday, August 25, 2015 9:21 AM
To: Traci T Johnson (DOTD)
Cc: Noel Ardoin; Robert Lott
Subject: RE: GRN objection to SPN H.004985 Highway 41 expansion
Attachments: 9394138.pdf

[LDEQ issued the Water Quality Certification July 24, 2014.](#)
[All issues were addressed and this issued is resolved.](#)

From: Traci T Johnson (DOTD)
Sent: Tuesday, August 25, 2015 9:01 AM
To: Elizabeth Hill
Cc: Noel Ardoin; Robert Lott
Subject: RE: GRN objection to SPN H.004985 Highway 41 expansion

Elizabeth,
Unfortunately, it's not already built. To the best of my knowledge, the USACE is still processing the decision document. I will continue to update you as I am updated.

Thanks,

Traci T. Johnson, B.Arch., NREMT

LaDOTD Federal Permit Coordinator
Environmental Section 28 - Gang 002

[Department of Transportation and Development](#)

Work: (225) 379-1317

Fax: (225) 242-4500

Email: traci.johnson@la.gov



From: Elizabeth Hill
Sent: Tuesday, August 25, 2015 7:54 AM
To: Traci T Johnson (DOTD)
Subject: FW: GRN objection to SPN H.004985 Highway 41 expansion

Isn't this already built?

From: Scott Eustis [<mailto:scott@healthygulf.org>]
Sent: Monday, August 24, 2015 11:50 PM
To: Noel Ardoin; Nguyen, May; Matt Rota; Marylee Orr; Elizabeth Hill
Subject: GRN objection to SPN H.004985 Highway 41 expansion

Attached is our objection, due to lack of wetlands mitigation.

Thanks for your work and your time,

--

Scott Eustis, M.S.
Coastal Wetland Specialist
Gulf Restoration Network

504 237 0323
504-525-1528 x212
scott@healthygulf.org
www.healthygulf.org

541 Julia St, Suite 300
New Orleans, LA, 70130

BOBBY JINDAL
GOVERNOR



PEGGY M. HATCH
SECRETARY

State of Louisiana
DEPARTMENT OF ENVIRONMENTAL QUALITY
ENVIRONMENTAL SERVICES

July 24, 2014

Ms. Traci Johnson
Louisiana Department of Transportation and Development
1201 Capital Access Road
Baton Rouge, Louisiana 70804

AI No.: 107173
Activity No.: CER20140001

RE: I-12 to Bush Highway - H.004985
Water Quality Certification WQC 140515-02
Corps of Engineers Permit MVN-2005-00037-MA
St. Tammany Parish

Dear Ms. Johnson:

The Louisiana Department of Environmental Quality, Water Permits Division (LDEQ), has reviewed the application to clear, grade, excavate and place fill material to construct a highway from Bush to Interstate 12 in St. Tammany Parish.

The information provided in the application has been reviewed in terms of compliance with State Water Quality Standards, the approved Water Quality Management Plan and applicable state water laws, rules and regulations. LDEQ has determined that the requirements for a Water Quality Certification have been met. LDEQ concludes the placement of fill material will not violate water quality standards as provided for in LAC 33:IX.Chapter 11. Therefore, LDEQ hereby issues the Louisiana Department of Transportation and Development Water Quality Certification, WQC 140515-02.

Should you have any questions concerning any part of this certification, please contact Elizabeth Johnson at (225) 219-3225, or by email at elizabeth.johnson@la.gov. To ensure all correspondence regarding this certification is properly filed into the Department's Electronic Document Management System, please reference Agency Interest (AI) number 107173 on all future correspondence to this Department.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Guilliams".

Scott Guilliams
Administrator
Water Permits Division

c: IO-W
Corps of Engineers – New Orleans District

**LOUISIANA DEPARTMENT OF ENVIRONMENTAL QUALITY
RESPONSE TO COMMENTS SUMMARY**

**LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
I-12 TO BUSH HIGHWAY
AGENCY INTEREST (AI) 107173
WATER QUALITY CERTIFICATION 140515-02
ST TAMMANY PARISH**

The Louisiana Department of Environmental Quality, Office of Environmental Services, (LDEQ) through this decision issues a water quality certification to the Louisiana Department of Transportation and Development. LDEQ's issuance of a water quality certification is a determination made that the project as proposed will not violate Louisiana's Water Quality Standards and is in accordance with Louisiana's Water Quality Management Plan and all applicable state water laws, rules, and regulations. LDEQ's approval does not authorize the applicant to perform the proposed activity. It is not a permit.

LDEQ received written comments during review of the applicant's Water Quality Certification application. Because of the nature of comments, the comments have been grouped and summarized.

- 1. The public notice fails to describe the mitigation plan adequately. The final plan, including a mitigation plan, should be made available to the public before any permits are granted, questioning whether any mitigation for lost wetlands could completely replace the function and values lost. The destruction of coastal wetlands directly conflicts with Louisiana's Master Plan and Executive Order BJ 2008-7 issued by Governor Jindal.**

Response

LDEQ recognizes these comments. LDEQ is responsible for the issuance of a water quality certification and confines its responses to issues directly to water quality.

- 2. Direct, indirect, secondary and cumulative impacts must be fully considered.**

Response

DOTD provided a final environmental impact statement (FEIS), considering all direct, indirect, secondary and cumulative impacts. Each state must enforce a statewide antidegradation policy aimed at maintaining and protecting instream uses and existing high-quality waters. States may not ordinarily downgrade a designated use if that action would result in less stringent water quality standards. All direct, indirect, secondary and cumulative impacts have been considered in the issuance of the water quality certification.



BOBBY JINDAL
GOVERNOR

PEGGY M. HATCH
SECRETARY

State of Louisiana
DEPARTMENT OF ENVIRONMENTAL QUALITY
ENVIRONMENTAL SERVICES

July 24, 2014

Scott Eustis
Gulf Restoration Network
Post Office Box 2245
New Orleans, Louisiana 70176

AI No.: 107173
Activity No.: CER20140001

RE: I-12 to Bush Highway - H.004985
Water Quality Certification WQC 140515-02
Corps of Engineers Permit MVN-2005-00037-MA
St. Tammany Parish

Dear Mr. Eustis:

The Louisiana Department of Environmental Quality, Water Permits Division (LDEQ), has reviewed the application to clear, grade, excavate and place fill material to construct a highway from Bush to Interstate 12 in St. Tammany Parish. The information provided in the application has been reviewed in terms of compliance with State Water Quality Standards, the approved Water Quality Management Plan and applicable state water laws, rules and regulations. LDEQ has determined that the requirements for a Water Quality Certification have been met. LDEQ concludes the placement of fill material will not violate water quality standards as provided for in LAC 33:IX.Chapter 11.

Therefore, LDEQ issued the Louisiana Department of Transportation and Development Water Quality Certification, WQC 140515-02. A Response to Comments Summary is attached.

Should you have any questions concerning any part of this certification, please contact Elizabeth Johnson at (225) 219-3225, or by email at elizabeth.johnson@la.gov. To ensure all correspondence regarding this certification is properly filed into the Department's Electronic Document Management System, please reference Agency Interest (AI) number 107173 on all future correspondence to this Department.

Sincerely,

Scott Guilliams
Administrator
Water Permits Division

c: IO-W
Corps of Engineers – New Orleans District

Noel Ardoin

From: Donahue, Sen. (District Office) <donahuej@legis.la.gov>
Sent: Tuesday, August 25, 2015 2:25 PM
To: Noel Ardoin
Cc: Allison Schilling
Subject: I-12 to Bush Comments & Concerns
Attachments: I-12 to Bush Public Comments and Concerns Laine.pdf

Mr. Ardoin, please find attached Mr. and Mrs. Laine's comments and concerns.

Thank you,
Michelle

Michelle Pichon
Legislative Assistant to
Senator Jack Donahue
(985) 727-7949 o.
(985) 788-1966 c.
www.legis.state.la.us
www.senatorjackdonahue.com



Jack Donahue
State Senator
District 11

Senate
State of Louisiana

August 21, 2015

COMMITTEES:

Finance, *Chairman*
Education
Judiciary A
Senate & Governmental Affairs
Joint Legislative Committee
on the Budget, *Chairman*
Legislative Budgetary
Control Council
State Bond Commission

Mr. Noel Ardoin
LADOTD
P.O. Box 94245
Baton Rouge, LA 70804-9245

Re: I-12 to Bush
State Project No. H.004985

Dear Mr. Ardoin:

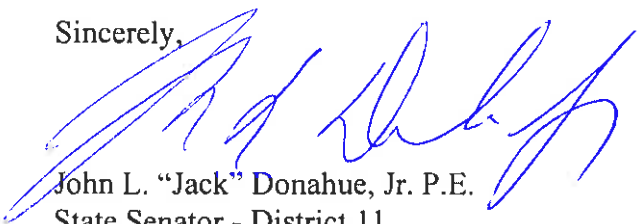
Please find enclosed comments and concerns from Judy and Julian Laine regarding the proposed highway.

Please include their concerns and suggestions in DOTD's Public Comments records for State Project No. H.004985.

Also, please advise me as to what may be able to be done to help Mr. and Mrs. Laine handle their concerns.

Thank you for your time and consideration.

Sincerely,



John L. "Jack" Donahue, Jr. P.E.
State Senator - District 11

cc: Mr. and Mrs. Julian Laine, Jr.
Allison Schilling, DOTD Administrator - Dist. 62

August 5th., 2015

Dear Senator Jack Donahue,

Regarding our talk of August 3rd. 2015

DODT has no (or little) money for La.3241

They will start at I-12 toward Highway 36

The 2nd. leg is Highway 36 to Highway 435

The 3rd. leg to Bush is where most of us (Talisheek Folks) get caught by Highway 435 to Bush (I-21)

Since they (DODT) by then needs funds to complete this last leg of La.3241

Why not jump off the tracks around Highway 435 and hookup to Highway 41?

It's paid for, wide enough, straight enough, high. enough to complete La.3241

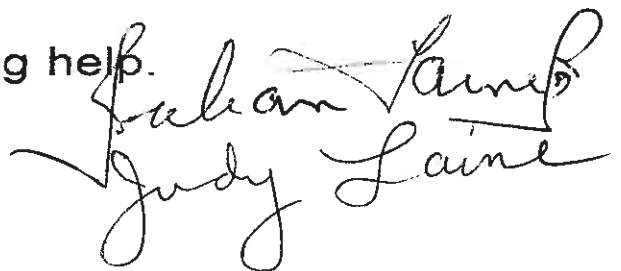
Only problem I see possibly two cemeteries. DODT had no problem moving large parts of cemeteries on Claiborne Avenue in New Orleans for the I-10.

Why not a small part of country cemeteries.

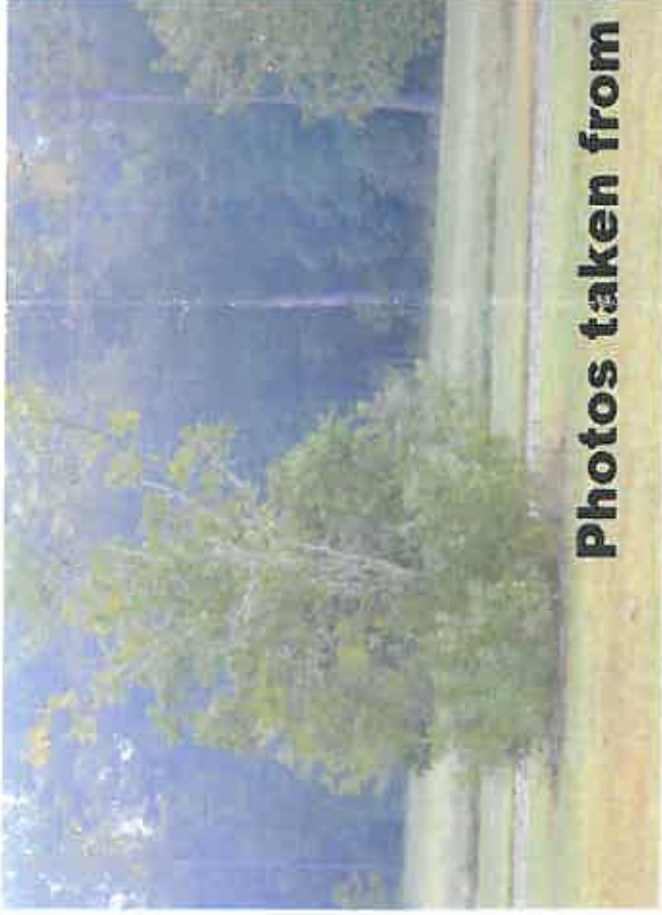
This last leg change would provide so so many PEOPLE and WILD LIFE a chance to continue a peace-life in St. Tammany.

Many thanks for your continuing help.

Judy & Julian Laine Jr.
31050 Vernon Talley Road
P.O.Box 174
Talisheek, Louisiana 70464

A handwritten signature in black ink that reads "Julian Laine" on the top line and "Judy Laine" on the bottom line. The signature is written in a cursive, flowing style.

This is what we stand to LOSE by La.3241



Photos taken from OUR FRONT PORCH



Back end of our road.....Our Front Gate

Please find a way to save our View with Peace & Quiet