

Record of Decision

I-12 to Bush, LA 3241
St. Tammany Parish, Louisiana
Adopted Final Environmental Impact Statement

April 2016

U.S. Department of Transportation
Federal Highway Administration

and

Louisiana Department of Transportation and Development

State Project No. H.004985.2



Contents

Summary of Permits, Mitigation, and Commitments..... iii

SECTION 1.0 Decision..... 1

SECTION 2.0 Compliance with FHWA Environmental and related Procedures 2

 2.1 Compliance 2

 2.2 Purpose and Need..... 2

SECTION 3.0 Alternatives Considered..... 3

 3.1 The No Build Alternative..... 3

 3.2 Alternative B/O 3

 3.3 Alternative J 3

 3.4 Alternative P..... 4

 3.5 Alternative Q..... 4

SECTION 4.0 Environmental Consequences..... 6

 4.1 Wetlands 6

 4.2 Ecological and Biological Resources..... 6

 4.3 Water Quality..... 7

 4.4 Historic, Cultural, and Scenic values 7

 4.5 Consideration of Property Ownership 7

 4.6 Floodplain Management..... 8

 4.7 Water Supply and Conservation 8

 4.8 Economics 8

 4.9 Traffic 9

 4.10 Safety 9

 4.11 Noise 9

 4.12 Air Quality 10

 4.13 Land Use..... 10

 4.14 Aesthetics..... 10

 4.15 Mitigation..... 10

SECTION 5.0 Section 4(f) and 6(f) Compliance..... 12

SECTION 6.0 Comments on Adopted FEIS 13

SECTION 7.0 Record of Decision Approval..... 14

SECTION 8.0 References 15

SECTION 9.0 Acronyms 16

SUMMARY OF PERMITS, MITIGATION, AND COMMITMENTS

The Louisiana Department of Transportation and Development (LADOTD) will implement the following permits, mitigation measures, and commitments to ensure that adverse environmental impacts associated with the project are avoided or minimized to the extent practicable.

Permits and Certifications

The following permits and certifications are required for the proposed project:

- A U.S. Army Corps of Engineers (USACE) Section 404 Permit for temporary and permanent impacts from construction of the proposed project for wetlands and Other Waters of the US determined to be jurisdictional.
- A Water Quality Certification (WQC) under Section 401 of the Clean Water Act (CWA) will be required for any dredge or fill activities that may occur. The WQC will be obtained in conjunction with the USACE Section 404 permit process.
- A Louisiana Pollutant Discharge Elimination System Permit and Storm Water Pollution Prevention Plan will be required. The contractor will be required to implement and maintain best management practices to reduce and/or eliminate any potential impacts to surface water quality in the immediate area due to discharges associated with construction activities.

Commitments and Mitigation Measures

The following commitments and mitigation measures are required for the proposed project:

- An approved mitigation plan will be prepared to offset losses of wetland acres. A USACE District Engineer will approve final mitigation plan before issuance of the Department of the Army Permit. LADOTD will prepare and submit the plan to USACE.
- As part of its mitigation plan, LADOTD will include habitat enhancements for mitigation of approximately 100 acres of upland habitat for migratory birds.
- Waterway impacts will be minimized through proper specification and construction techniques, as listed in the Louisiana Standard Specifications for Roads and Bridges, latest edition.
- Implementation of Best Management Practices during construction to mitigate nonpoint source pollution.
- If archaeological remains are discovered during construction, construction should be stopped and LADOTD will contact the State Historic Preservation Office immediately and contact the State Archaeologist, (225) 219-4598.
- All construction equipment, such as pumps, compressors, generators, bulldozers, cranes, trucks, etc., will be properly muffled and all motor panels will be closed to minimize the construction noise impacts to nearby areas.
- Acquisition of right-of-way and relocations will be handled in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.
- LADOTD will coordinate with St. Tammany Parish and the Bush Recreational Center to minimize impacts to Parish facilities and park property.
- Portions of this highway will be designed as “controlled access” to further minimize impacts by restricting access to the proposed roadway. Any future consideration for connections must be evaluated in accordance with LADOTD’s Engineering Directives and Standards I.4.3.2 “Request for new or modified access on control of access facilities” revised July 2014 and must include coordination with the USACE, U.S. Environmental Protection Agency and U.S. Fish and Wildlife Service.

- LADOTD will update the traffic analysis during design to ensure the use of appropriate intersection controls at state highway crossings.
- During design, LADOTD will consider the possible installation of Intelligent Traffic Systems (variable message signs) which would enhance safety and mobility.

SECTION 1.0 DECISION

This Record of Decision (ROD) approves the Selected Alternative (Alternative Q) for the Interstate 12 (I-12) to Bush, Louisiana Highway project as described in the Adopted Final Environmental Impact Statement (FEIS) issued July 24, 2015 for this project. The Adopted FEIS was prepared in response to the Federal Highway Administration (FHWA) adoption of the U.S. Army Corps of Engineers (USACE) FEIS for the same project, which was issued on March 9, 2012. The USACE FEIS was prepared as part of a Section 404 permit application number MVN-2005-00037. This ROD incorporates by reference the USACE FEIS (USACE 2012a) and USACE ROD issued on June 7, 2012 (USACE 2012b).

This decision is based on analyses contained in the USACE FEIS issued in March 2012; the ROD issued by the USACE in June 2012; the FHWA Adopted FEIS issued in July 2015; and the comments of federal and state agencies, members of the public, and elected officials. Sections of the USACE FEIS and ROD that are unchanged are still valid and summarized and referenced herein. Following the approval of this ROD, the project will continue into the design and construction phases as funding becomes available.

SECTION 2.0 COMPLIANCE WITH FHWA ENVIRONMENTAL AND RELATED PROCEDURES

2.1 COMPLIANCE

This ROD and the Adopted FEIS were prepared in accordance with the policies and procedures of the FHWA for implementing the National Environmental Policy Act (NEPA) (23 Code of Federal Regulations [CFR] parts 771–772 and 774) and supplements the NEPA regulation of the Council on Environmental Quality (CEQ) (40 CFR parts 1500–1508). It is the policy of the FHWA that, to the fullest extent possible, all environmental investigations, reviews, and consultations be coordinated as a single process, and compliance with all applicable environmental requirements be reflected in the environmental review.

The Adopted FEIS was prepared to include a noise analysis in accordance with 23 CFR part 772, a 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 the proposed highway's connection with Louisiana Highway (LA) 434.

2.2 PURPOSE AND NEED

The Louisiana Department of Transportation and Development (LADOTD) has stated that the proposed highway would provide an alternative north-south connection that could reduce congestion and delays for those traveling from northern St. Tammany Parish and Washington Parish to I-12. The proposed highway could increase safety by reducing the amount of traffic and congestion on existing routes (LA 41 and LA 21/LA 59/US 190), and thereby reduce the potential for accidents. In addition, travel time savings could help support and enhance potential economic development in northern St. Tammany and Washington Parishes. In addition, LADOTD is obliged to construct the proposed highway to comply with Louisiana Revised Statute 47:820.2B(e), which requires “[t]he Louisiana Highway 3241 project from Interstate 12 to Bush...shall be constructed as a [four]-lane or more highway.”

As stated by LADOTD, the proposed action is needed to:

- Fulfill the legislative mandate, Louisiana Revised Statute 47:820.2B(e);
- Provide a logical, direct, modern, high-speed 4-lane arterial to I-12 from the southern terminus of the current, modern 4-lane arterial portion of LA 21;
- Divert traffic from Washington and northern St. Tammany Parishes onto a 4-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 nonpeak periods; and
- 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.

SECTION 3.0 ALTERNATIVES CONSIDERED

A detailed discussion of the alternatives development and screening process is provided in section 2.1 of the FEIS (USACE 2012a). In addition to the No Build Alternative, a range of reasonable alternatives to meet the purpose and need of the proposed action was formulated. Those alternatives were composed of a number of alternative alignment corridors for the proposed highway, as detailed in section 2.1.1 of the FEIS (USACE 2012a). The alternatives screening analysis consisted of two stages. Stage I screening involved a fatal-flaws approach, as detailed in section 2.1.2.1 of the FEIS (USACE 2012a). Any alternative that was determined to be fatally flawed was not carried forward to the second alternative screening stage. Stage II screening evaluated the remaining alternatives against screening criteria developed during the alternatives development process, as described in section 2.1.2.2 of the FEIS (USACE 2012a).

On the basis of the information and evaluation presented in section 2.1 of the FEIS, the following alternatives were selected for detailed impacts analysis: No Build Alternative, and Alternatives B/O, J, P, and Q.

3.1 THE NO BUILD ALTERNATIVE

The existing roadway network in the region would remain in its current condition and continue to serve as the transportation network to travel between Bush and I-12. LADOTD could implement future roadway projects in the project area that could improve the transportation network, but those projects might not necessarily fully meet the purpose and need of this project. The No Build Alternative ensures that there would be no direct or indirect impacts to threatened and endangered (T&E) species, wetlands, environmentally sensitive areas, aquatic resources, or historic sites. Including the CEQ-required No Build Alternative serves as a benchmark against which build alternatives can be evaluated. If the proposed highway is not constructed, project-related impacts would be avoided. Other alternatives would have to be developed to provide anticipated project benefits.

3.2 ALTERNATIVE B/O

Alternative B/O would widen LA 21 to a four-lane highway from Bush to just north of Waldheim, then continue as a new four-lane roadway about halfway between Alternatives B and O before capturing Alternative O just north of LA 435, terminating at LA 1088 near I-12. This alternative would use as much of existing highway alignments and non-wetland areas as possible to minimize impacts to the human and natural environment. The alternative would be approximately 19.5 miles long, with 7.0 miles on existing alignment and 12.5 miles on new alignment. The majority of the alignment would consist of a rural arterial (RA)-3 typical cross section, which would have a typical right-of-way (ROW) width requirement of 250 feet. Control of access could be provided except where the highway follows existing LA 21 and highway crossings at LA 435 and LA 36, and the connection to LA 1088.

3.3 ALTERNATIVE J

Alternative J would be new construction of a four-lane highway following the abandoned railroad corridor from Bush to a point due north of the Slidell Municipal Airport. From that point, the proposed route would connect to Airport Road, which ties into I-12 at an existing interchange (Exit 80). This proposed route would be approximately 21.1 miles long, with 14.2 miles using the abandoned railroad embankment, 5.4 miles on new alignment, and 1.5 miles of existing roadway. The majority of the route (17.5 miles) would consist of an RA-3 typical cross section, which would have a typical ROW width of 250 feet. The northern

0.7 mile of the route would consist of an RA-2 cross section, while the southern 1.9 miles would have suburban arterial (SA)-1 cross section. Control of access to the route could be provided for the section of highway classified as RA-3 (17.5 miles), except for the segment through Talisheek (2.0 miles) and where the highway crosses LA 435 and LA 36.

3.4 ALTERNATIVE P

Alternative P would begin at the intersection of LA 41 and LA 40 in Bush and proceed southward for approximately 17.4 miles to LA 1088. The majority of the project (15.2 miles) would consist of an RA-3 typical cross section, which has a typical ROW width requirement of 250 feet. The northern 0.7 mile of the project would consist of an RA-2 cross section, which also has a ROW width of 250 feet. The exception to that design would be at the southern end of the project area. The last 1.5 miles would be designed as an SA-1 typical section, which has a ROW width of approximately 180 feet. The proposed route would use an abandoned railroad corridor from Bush to Talisheek, a distance of approximately 2.5 miles, before turning southwesterly for approximately 13.3 miles on a new alignment to connect with LA 1088 north of I-12. Access for this route would be provided in Bush, at LA 435, at LA 36, and at the intersection with LA 1088. Crossings of existing highways would be at grade.

3.5 ALTERNATIVE Q

Alternative Q would include new construction of a 4-lane highway following the abandoned railroad corridor from Bush to a point approximately 1.7 miles north of LA 36. From that point, the proposed route would leave the railroad corridor and connect to LA 434, which ties into I-12 at an existing interchange (Exit 74). This alternative would be approximately 19.8 miles long, with 9.8 miles using the abandoned railroad embankment, 8.7 miles on new alignment, and 1.3 miles on existing roadway. The majority of the alternative (17.2 miles) would consist of an RA-3 typical cross section, which would have a typical ROW width of 250 feet. The northern 0.7 mile of the route would have an RA-2 cross section, with a ROW width of 250 feet. Control of access to the route could be provided for the section of highway classified as RA-3 (17.3 miles), except for the segment through Talisheek (2.0 miles) and where the highway crosses LA 435 and LA 36, and connects to LA 434.

Alternative Q, as shown in Figure 1, was identified as the least environmentally damaging practicable alternative (LEDPA) in sections 1.2 and 2.8 of the USACE ROD (USACE 2012b). The USACE ROD states that USACE will issue a Section 404 permit under the provisions of the Clean Water Act (CWA) for Alternative Q once LADOTD meets special conditions, including developing an approved comprehensive mitigation plan and obtaining a Section 401 Water Quality Certification (WQC) issued by the Louisiana Department of Environmental Quality (LDEQ).

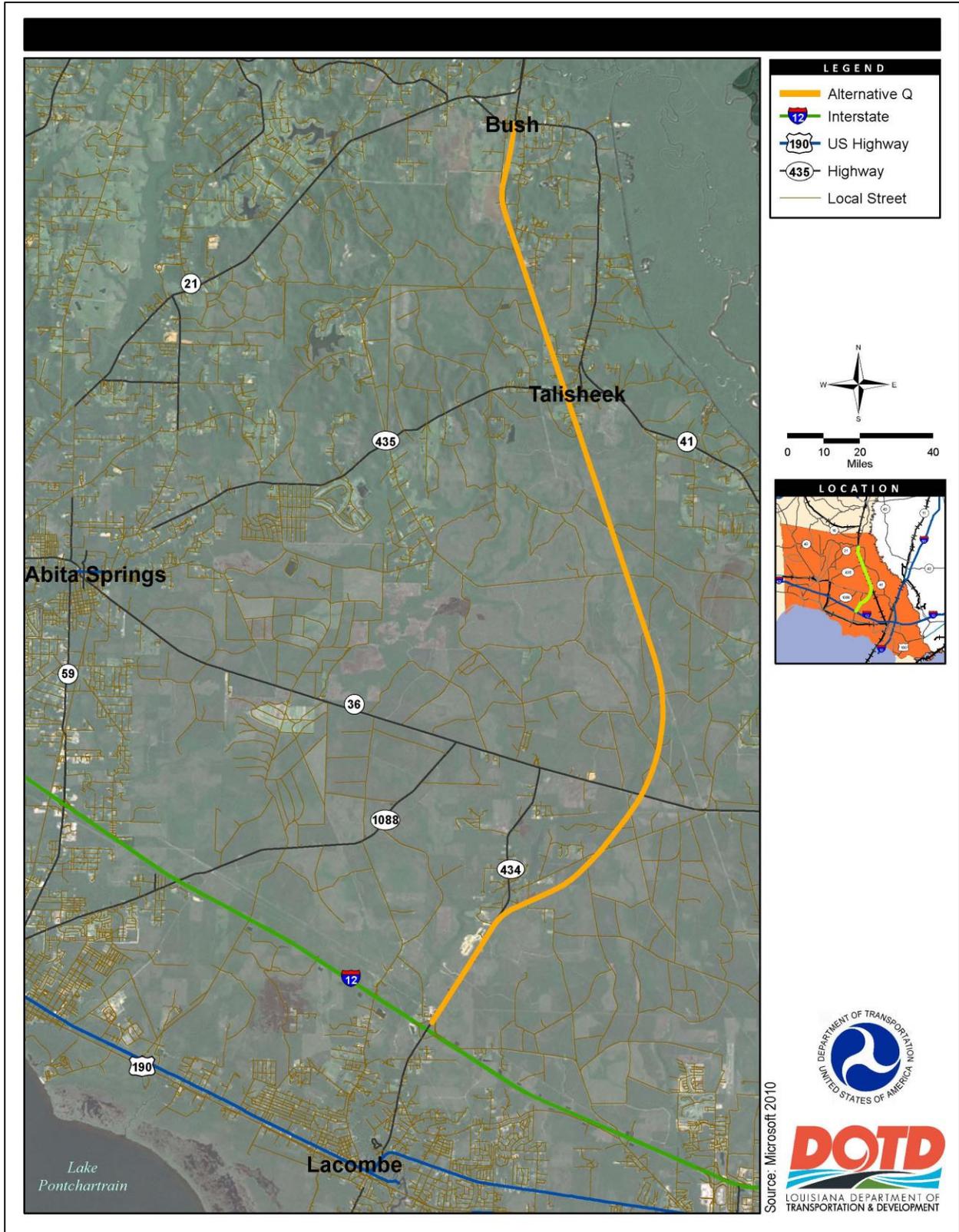


Figure 1. Alternative Q Alignment

SECTION 4.0 ENVIRONMENTAL CONSEQUENCES

The study area for this project includes the entire 250-foot ROW for the approximately 20-mile Alternative Q alignment. Direct, indirect, and cumulative environmental, cultural, and socioeconomic effects that would likely occur upon implementation of the proposed alternative were analyzed. Cumulative effects were analyzed taking into account past, present, and reasonably foreseeable future actions in the project area.

This section provides a summary of the additional analyses required by FHWA to adopt the USACE FEIS and a summary of the impacts associated with the change in the connection with LA 434 to avoid relocating newly constructed parish facilities.

4.1 WETLANDS

Alternative Q was identified as having the least amount of direct wetland impacts, least impacts to quality wetlands, less of a disruption to surface hydrology, and fewer segmentation of habitats. Because Alternative Q impacts fewer wetland acres of lower functional quality, Alternative Q has less of an impact on the functions and values determined important to public interest. Although wetlands impacted by Alternative Q provide important functions, the level at which they function has been somewhat affected by previous and existing land use. Wetlands impacted by Alternative Q provide for storm/flood water storage, natural biological functions (including food chain production, provide habitat and nesting areas, spawning, rearing and resting sites for aquatic or land species), and serve significant water purification functions but not to the extent as those wetlands impacted by the other alternatives. This shift in vegetative complex could directly impact the pine flatwood wetlands throughout the project area. Pine flatwoods in the area could decline in coverage and be replaced with bayhead swamp species.

Alternative Q would directly impact approximately 335 acres of wetlands within the alignment. Additional details on impacts to wetlands can be found in section 4.3 of the Adopted FEIS and section 4.1 of the USACE ROD. Mitigation measures required by the USACE are listed in section 4.1.2 of the USACE ROD.

4.2 ECOLOGICAL AND BIOLOGICAL RESOURCES

Construction of Alternative Q would result in fragmentation of existing habitats, causing direct and indirect impacts to wildlife. Clearing the ROW would cause localized and temporary dispersal impacts, but wildlife would be expected to return to adjacent areas after construction is complete and the area is revegetated. Aquatic species could be impacted as a result of changes in hydroperiod, an increase in sediment and/or pollutants, and alteration of aquatic habitats. An increase in light and noise as a result of increased traffic could affect migration, breeding, and nesting of wildlife in the vicinity of the roadway. Impacts to threatened or endangered species would not be expected.

Wetland functions and services and the plant and animal communities that inhabit the wetland are largely determined by hydrology. Wetland 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. A vegetative shift could be observed with increased duration of ponding or drought conditions. This change in vegetative complex could reduce the amount of wetlands throughout the study area, especially those located in the vicinity of the new roadway. This shift in vegetative complex could directly impact the pine

flatwood wetlands throughout the project area. Pine flatwoods in the area could decline in coverage and be replaced with bayhead swamp species.

No direct impacts to any T&E species would be expected under the build alternatives. Field surveys conducted for T&E species identified as potentially occurring in the project area included: red-cockaded woodpecker, Louisiana quillwort, gopher tortoise, and ringed map turtle. Additional details on impacts to ecological and biological resources can be found in section 4.4 of the Adopted FEIS and section 4.2 of the USACE ROD.

To mitigate the loss of unavoidable impacts to wildlife and fisheries resources, LADOTD would restore/enhance/preserve wetlands of a similar habitat type within the watershed. Development, implementation, and completion of an approved mitigation plan must be included as special conditions to the Department of the Army permits (DA) issued for this project.

4.3 WATER QUALITY

Significant degradation of water quality is not likely to occur if avoidance and minimization measures as incorporated into project design and required by special conditions to the DA permit, and the WQC and National Pollutant Discharge Elimination System (NPDES) permits issued for this proposed project are incorporated into the design. A WQC has been issued for this proposed project and special conditions will be incorporated by reference by attaching the WQC to the DA permit. Section 401 WQC conditions will become special conditions to the authorization pursuant to Section 404 of the Clean Water Act.

Additional details on impacts to water quality can be found in section 4.3 of the Adopted FEIS and section 4.3 of the USACE ROD.

4.4 HISTORIC, CULTURAL, AND SCENIC VALUES

Direct and indirect impacts would not be expected to cultural resources under the proposed action. The only site identified as being affected by this alignment is the New Orleans Great Northern Railroad. The railway was abandoned in the late twentieth century. The majority of the railroad has been destroyed and most of the alignment is now used as a logging road.

If any archaeological cultural resources are encountered during project activities, work would cease and the State Historic Preservation Office would be consulted immediately.

The content of the Adopted FEIS and additional survey for the revised portion of the new alignment indicates the proposed project would not be contrary to the public interest with regard to historic, cultural, recreation, and scenic values and resources. Additional details on impacts to historic, cultural, and scenic values can be found in sections 4.14 and 4.15 of the Adopted FEIS and section 4.4 of the USACE ROD.

4.5 CONSIDERATION OF PROPERTY OWNERSHIP

Acquisition of property for the proposed highway ROW from residential properties and landowners would be required. For Alternative Q, the project would require acquisition of 601 acres for a permanent ROW. Additionally, access to properties from the new roadway would not be permitted along those sections identified as controlled access. Alternative Q, has controlled of access along 14.9 miles of the ROW.

Acquisition of properties will be performed in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act. Additionally, the Louisiana laws provide that compensation must be paid for the value of real property or rights taken. The value of the real property or rights taken must be based on the premise of the highest and best use or the most profitable, legal and likely use for which a property may be utilized. The opinion of such use may be based on the highest and most profitable continuous use for which the property is adapted or likely to be used for a reasonable future time. Families, businesses and other persons displaced by a public project are entitled to reimbursement for their moving costs, incidental expenses, and in many cases are entitled to receive a supplemental replacement housing payment to enable them to purchase a comparable replacement home.

4.6 FLOODPLAIN MANAGEMENT

Based on the drainage impact analysis, Alternative Q would pose the least amount of impact to the natural channel systems. This alternative includes the least number of major structure crossings (25 crossings) and only three bridge crossings. Much of the alignment also follows existing roadway and railroad alignments. Thus, many of the structures for this alternative will be replacements of existing structure crossings.

Floodplain impacts have been minimized to the extent practicable by incorporating design criteria for structures crossing streams and other waterbodies and eliminating ditching through wetlands in the preliminary project design. Special conditions would be required to assure final project design minimizes adverse impacts. Additional details on floodplain management can be found in section 4.3 of the Adopted FEIS and section 4.11 of the USACE ROD.

4.7 WATER SUPPLY AND CONSERVATION

Only short-term fluctuations of groundwater levels are expected during roadway construction, and recharge is expected to occur in a short period after construction. Water use will not be a significant factor in construction or operation of the roadway. The proposed project would have no appreciable effect on water supply or water conservation.

4.8 ECONOMICS

The economic impact in the region of influence of the proposed project to the regional population, employment, gross domestic product, and real personal income is positive, but not statistically significant. Improved transportation access to Washington Parish, and Bogalusa in particular, would not hurt these economically ailing communities. However, improved transportation access provided by a new 4-lane highway alone would not be the sole driving force needed to bring new economic development and growth opportunities.

The proposed project could have a small but insignificant economic benefit in the region of influence and therefore is not contrary to the public interest. Additional details economics can be found in section 4.11 of the Adopted FEIS and section 4.16 of the USACE ROD.

4.9 TRAFFIC

The proposed project would provide moderate benefits to motorists using the new roadway. Construction of the proposed roadway would be expected to provide travel time savings between I-12 and Bush when compared to existing travel routes. Once the new roadway is constructed, it would be expected that traffic would be diverted from the existing routes improving the level of service and delay conditions on these routes. Those benefits would come as reduced travel times to reach their destination. As more traffic begins using the new route and existing routes crossing the new highway, motorists would likely see a reduction in these benefits. Additional details on traffic can be found in section 4.9 of the Adopted FEIS and section 4.18 of the USACE ROD.

4.10 SAFETY

A safety analysis was performed by LADOTD to assist in quantifying the safety benefits provided by the proposed project. The analysis assumed that traffic diverted from existing roadways with lesser design standards to one of the proposed alternative alignments with higher design standards would result in a reduction in traffic accidents. The proposed project does not pose a threat to public safety if constructed and operated within guidelines established by LADOTD and FHWA. Additional details on safety can be found in section 4.19 of the USACE ROD.

4.11 NOISE

The proposed project is expected to have short-term, moderate construction and long-term, moderate operational noise impacts to existing structures along the route.

An analysis of the effects of the proposed action on ambient noise levels was performed following the procedures of LADOTD and FHWA. The analysis consisted of the evaluation of effects on potentially noise-sensitive sites along the project corridor extending from Bush, Louisiana to I-12. The general procedure used to assess these effects include determining highway traffic noise levels through computer modeling and assessing effects by comparing future modeled noise levels to the LADOTD and FHWA criteria.

The proposed roadway would have short- and long-term adverse effects to the noise environment. Short-term effects would be due to construction activities. Long-term effects would be due to changes in traffic noise throughout the study area, and specifically increase noise along the proposed highway. These areas are rural in nature and currently do not support high levels of through traffic; subsequently, they would have the greatest increase in noise when compared to current levels.

A relatively small number of receptors were identified that would approach the Noise Abatement Criteria or experience a greater than 10 dBA in noise during peak traffic periods under future conditions. All receptors identified along the proposed highways are in low-density areas and the distance between the proposed highway and the receptors is relatively large. Noise barriers would either (1) not be feasible, as they would not provide at least a 5 dBA reduction for 75% of impacted first row receptors, or (2) would not be reasonable, as the cost would be greater than \$35,000 per benefited receptor.

Additional details on noise can be found in section 4.7 of the Adopted FEIS and section 4.20 of the USACE ROD.

4.12 AIR QUALITY

Short- and long-term minor adverse impacts to air quality would be expected from implementing the proposed action. Short-term impacts would be primarily caused by construction of the proposed highway. Long-term impacts would be caused by the increase in traffic in the study area and rerouting of traffic to areas where previously there was none. St. Tammany Parish is in attainment for all National Ambient Air Quality Standards (NAAQS). Additional details on air quality can be found in section 4.6 of the Adopted FEIS and section 4.21 of the USACE ROD.

4.13 LAND USE

The proposed project would commit minor roads, an abandoned transportation corridor and adjacent predominantly forested areas to a four lane divided highway. The long-term commitment of lands to a transportation project would not be contrary to public interest if unavoidable impacts were compensated. Additional details on land use can be found in section 4.2 of the Adopted FEIS and section 4.22 of the USACE ROD.

4.14 AESTHETICS

Construction of highway through predominantly undeveloped areas, especially the mitigation banks, would provide motorists with a scenic view of undeveloped areas initially. Loss of management capabilities on wetland mitigation banks would alter views from the park-like vistas to a shrub dominated area to a dense forest over time due to the inability to manage areas with fire. The long-term aesthetic impacts would not be contrary to public interest. Additional details on aesthetics can be found in section 4.14 of the Adopted FEIS and section 4.23 of the USACE ROD.

4.15 MITIGATION

Direct and indirect impacts are minimized with the selection of Alternative Q. Additionally, designing the highway as “controlled access” further minimizes impacts by restricting access to the proposed roadway. “Controlled Access” as defined in Louisiana Revised Statute 32:1(12) means “every highway, street, or roadway in respect to which owners or occupants of abutting lands and other persons have no legal right of access to or from the same except at such points only and in such manner as may be determined by the public authority having jurisdiction over such highway, street, or roadway”. The line and grade study prepared as part of the USACE FEIS provides at grade crossings access only at LA 435 and LA36 along the length designated as “controlled access”. No other access points are provided except along those portions between Bush and Talisheek, Louisiana, designed as a suburban arterial and where the new highway transitions again into a suburban arterial prior to connecting with LA 434. The resources agencies and the USACE gave great weight to this design consideration when evaluating potential cumulative impacts and consider it an integral component of the project. Should the final design not include “controlled access”, it will be necessary to suspend the permit and evaluate a new permit application for the revised project.

Any future consideration for connections must be evaluated in accordance with LADOTD’s Engineering Directives and Standards 1.4.3.2 “Request for new or modified access on control of access facilities” revised July 2014 and must include coordination with the USACE, EPA and U.S. Fish and Wildlife Service. Some adverse impacts to aquatic resources can be minimized through project design by minimizing ROW requirements and increasing cross drainage to minimize impacts to surface flow. These design considerations could reduce direct adverse impacts and minimize indirect adverse hydrology impacts.

A mitigation plan that compensates for unavoidable direct and indirect impacts to wetland functions has not been submitted by LADOTD to USACE for approval. LADOTD is in the process of developing the plan which is required to obtain the CWA, Section 404 permit from the USACE. The fundamental objective of a mitigation plan is to assure replacement of the lost wetland functions (no net loss) with an adequate margin of safety to ensure success. The mitigation plan must be consistent with the mitigation preference as outlined in 33 CFR part 332.

SECTION 5.0 SECTION 4(F) AND 6(F) COMPLIANCE

A Section 4(f) evaluation was conducted as required by Section 4(f) of the U.S. Department of Transportation (USDOT) Act of 1966 (23 *United States Code* [U.S.C.] Section 138 and 49 U.S.C. Section 303 and implementing regulation Title 23 CFR 774). The Section 4(f) Evaluation for the proposed project indicates *de minimis* impacts (0.041 acres) to the Bush Recreational Center. This is the only Section 4(f) feature identified along proposed route and is adjacent to the northern end of Alternative Q.

Alternative Q would be expected to have a *de minimis* impact on the Bush Recreational Center in St. Tammany Parish. The ROW for the alignment for Alternative Q is adjacent to the northwest end of the outfields of the baseball field complex, but would not directly impact use of the complex. The recreation center is less than one-half mile south of LA 41 and would be indirectly impacted by the proposed alignment. Approximately 0.041 acres of the northwest corner of the property would be used for the proposed ROW; however, the acquired ROW would not require any alterations to the baseball fields or the facility. Fences delineating the outfields would not require relocation, and a 60-foot strip of ROW would be maintained for Alternative Q between the right of way line and edge of roadway. In e-mail correspondence dated March 30, 2016, from the St. Tammany Parish Department of Engineering, officials with jurisdiction over the Bush Recreation Center agreed with the *de minimis* findings under Section 4(f).

Visual impacts to the Bush Recreational Center would be moderate. Some trees would be removed and the highway would be visible. LADOTD's plans call for leaving in place the vegetation between the ditch and the right of way line to serve as a buffer at the request of the park officials. Moderate noise impacts would be expected during construction and with use of the proposed highway.

Additional details on Section 4(f) can be found in Appendix C of the Adopted FEIS.

No Section 6(f) of the Land and Water Conservation Fund Act of 1965 eligible properties are on or near the proposed alignment.

SECTION 6.0 COMMENTS ON ADOPTED FEIS

This portion of the ROD includes comments received by the LADOTD on the Adopted FEIS for the I-12 to Bush Project. The Adopted FEIS was approved by the FHWA on July 2, 2015. A Notice of Availability requesting comments on the Adopted FEIS was published in the Federal Register on July 24, 2015 with a comment due date of August 24, 2015.

Comments on the Adopted FEIS were received from federal, state, and local agencies, private organizations, elected officials, businesses and local residents. To a great extent, these comments reflect issues previously raised on the USACE FEIS. Copies of the comments received on the Adopted FEIS are included in Appendix A.

A total of 41 public comments were received during the 30-day comment period from the public meeting and general circulation of the Adopted FEIS. Comments were submitted at the August 3, 2015 public using the comment form provided or via the court reporter. Other comments were submitted through e-mail correspondence or written letters sent via the U.S. Postal Service. Many comments approve of the project and anticipate its construction. Some voice concerns regarding personal property and natural habitat, and propose an alternative to the alignment.

LADOTD and FHWA have carefully reviewed all comments received on the Adopted FEIS and it has been determined that the substantive environmental issues raised in the comments have been fully responded to. FHWA has considered all Adopted FEIS comments in reaching the decisions documented in this ROD.

A summary of the August 3, 2015 public meeting is available on LADOTD's website at the following link: http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Environmental/Pages/default.aspx?RotFolder=%2FInside_LaDOTD%2FDivisions%2FEngineering%2FEnvironmental%2FDocuments%2FLa%2E%203241%20%28I-12%20to%20Bush%29&FolderCTID=0x012000C055341479DCD84E95C80E77E7755A9A&View={993143B3-FC7F-4567-86C2-C8EE52788C8D}.

SECTION 7.0 RECORD OF DECISION APPROVAL

Based on the analysis and evaluation contained in the Adopted FEIS; after careful consideration of all the identified social, economic, and environmental factors and input received from other agencies, organizations, and the public; and the factors and project commitments and mitigation measures outlined above, it is the decision of the FHWA to approve the selection of Alternative Q as the selected alternative for the I-12 to Bush project.

Date Approved

signed 4/12/16

Charles Bolinger, P.E.
Louisiana Division Administrator
Federal Highway Administration

SECTION 8.0 REFERENCES

USACE (U.S. Army Corps of Engineers). 2012a. *Final Environmental Impact Statement, I-12 to Bush, Louisiana Proposed Highway*. U.S. Army Corps of Engineers, New Orleans District.

USACE (U.S. Army Corps of Engineers). 2012b. *Record of Decision and Permit Evaluation, Highway 3241, between Interstate 12 and LA Highway 21 in Bush, Louisiana, in St. Tammany Parish*, U.S. Army Corps of Engineers, New Orleans District.

SECTION 9.0 ACRONYMS

CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CWA	Clean Water Act
DA	Department of Army Permits
EPA	U.S. Environmental Protection Agency
FEIS	Final Environmental Impact Statement
FHWA	Federal Highway Administration
LA	Louisiana Highway
LADOTD	Louisiana Department of Transportation and Development
LEDPA	least environmentally damaging practicable alternative
LDEQ	Louisiana Department of Environmental Quality
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NPDES	National Pollutant Discharge Elimination System
RA	rural arterial
ROD	Record of Decision
ROW	right-of-way
SA	suburban arterial
SHPO	State Historic Preservation Office
T&E	Threatened and Endangered
U.S.C.	United States Code
USACE	United States Corps of Engineers
USDOT	U.S. Department of Transportation
WQC	Water Quality Certification

Appendix A

Summary of Comments and Responses

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, (985) 516-2005	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 (985) 516-0802	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 985-732-9602</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/Lacombe 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.</p> <p>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.

#	Format	Commenter	Comment	Response
			<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</p> <p>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>

#	Format	Commenter	Comment	Response
			<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 985-735-5804	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.

#	Format	Commenter	Comment	Response
			<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.</p> <p>Please give Bogalusa a chance for growth in all aspects just like its adjoining parish of St. Tammany.</p> <p>Thank you for your consideration in this matter.</p> <p>Lorie Vernon</p>	
18	Letter, USPS, 8-5-2015	Judy and Julian Laine Jr. 31050 Vernon Talley Road, PO Box 174 Talisheek, LA 70464 (985) 886-9414 (985) 635-1440 (504) 858-3525	<p>DODT has no (or little) money for La.3241</p> <p>They will start at I-12 toward Highway 36</p> <p>The 2nd. leg is Highway 36 to Highway 435</p> <p>The 3rd. leg to Bush is where most of us (Talisheek Folks) get caught by Highway 435 to Bush (I-21)</p> <p>Since they (DODT) by then needs funds to complete this last leg of La.3241</p> <p>Why not jump off the tracks around Highway 435 and hookup to Highway 41?</p> <p>It's paid for, wide enough, straight enough, high. enough to complete La.3241</p> <p>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.</p> <p>Many thanks for your continuing help.</p> <p><i>(photocopy of property photos included in letter, letter is included in appendix)</i></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>
19	Letter, USPS, 8-5-2015	Judy and Julian Laine Jr. 31050 Vernon Talley Road, PO Box 174 Talisheek, LA 70464 (985) 886-9414 (985) 635-1440 (504) 858-3525	<p>DODT has no (or little) money for La.3241</p> <p>They will start at I-12 toward Highway 36</p> <p>The 2nd. leg is Highway 36 to Highway 435</p> <p>The 3rd. leg to Bush is where most of us (Talisheek Folks) get caught by Highway 435 to Bush (I-21)</p> <p>Since they (DODT) by then needs funds to complete this last leg of 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>

#	Format	Commenter	Comment	Response
			<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>

#	Format	Commenter	Comment	Response
			<p>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>	
21	Letter, USPS, 8-7-2015	Merlin & Eleanor Duke 1318 Colorado Street Bogalusa, LA 70427 (985) 732-2366 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.</p> <p>I am 74 years old and on my Bucket List, is to ride on the 4-lane highway to I-12.</p> <p>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.</p> <p>Please count my wife and I as two supporters for this highway.</p> <p>Sincerely, Merlin Duke</p>	Noted for the project record.
22	Letter, USPS, 8-7-2015	Charles Rimes 63139 Northwood Rd Bogalusa, LA 70427 (985) 732-2809	<p>Mr. Ardoin:</p> <p>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.</p> <p>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.

#	Format	Commenter	Comment	Response
			<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>	

#	Format	Commenter	Comment	Response
			<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>	

#	Format	Commenter	Comment	Response
			<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.

#	Format	Commenter	Comment	Response
			<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. 	

#	Format	Commenter	Comment	Response
			<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 (985) 735-5683	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.

#	Format	Commenter	Comment	Response
			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.

#	Format	Commenter	Comment	Response
			<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>

#	Format	Commenter	Comment	Response
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>

#	Format	Commenter	Comment	Response
			<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>

#	Format	Commenter	Comment	Response
			<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>

#	Format	Commenter	Comment	Response
			<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>

#	Format	Commenter	Comment	Response
			<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.

#	Format	Commenter	Comment	Response
			<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>	

#	Format	Commenter	Comment	Response
			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 (985) 635-1440 (504) 858-3529	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

#	Format	Commenter	Comment	Response
			<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	Attached is our objection, due to lack of wetlands mitigation. Thanks for your work and your time, 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.	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.

#	Format	Commenter	Comment	Response
			<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>	

#	Format	Commenter	Comment	Response
			<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 (985) 24-5266 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	<p>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.</p> <p>Travel is thru HEAVY traffic, multiple school zones, and is two lane/two way traffic and 45 mph or less for long distances.</p>	Noted for the project record.

#	Format	Commenter	Comment	Response
			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>

#	Format	Commenter	Comment	Response
			<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>	

#	Format	Commenter	Comment	Response
			<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>

#	Format	Commenter	Comment	Response
			<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 	

#	Format	Commenter	Comment	Response
			<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>

#	Format	Commenter	Comment	Response
			<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>

#	Format	Commenter	Comment	Response
			<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>

#	Format	Commenter	Comment	Response
			<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 (985) 886-9414 (985) 635-1440 (504) 858-3525	<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>

#	Format	Commenter	Comment	Response
			<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>	