

## **SECTION 5.0 CONSULTATION AND COORDINATION**

### **5.1 PUBLIC INVOLVEMENT AND COMMENTS**

The CEMVN has made the Final EIS available for public review and comment, published a notice of availability of the Final EIS in the *Federal Register*, and sent copies of the Final EIS to individuals who requested copies and to state and federal cooperating agencies. In addition, CEMVN will provide copies of the Final EIS to local and statewide libraries (Table 1-3). Agencies, organizations, and individuals are invited to review and comment on the document. The Final EIS will be available for a period of 30 days for comments on the proposed action, the alternatives, and the adequacy of the analysis.

### **5.2 ENVIRONMENTAL COMPLIANCE**

This section documents the coordination and compliance efforts regarding statutory authorities including: environmental laws, regulations, executive orders, policies, rules, and guidance. Consistency of the Tentatively Selected Plan (TSP) with other Louisiana coastal restoration efforts is also described.

#### **5.2.1 Clean Water Act – Section 401 Water Quality**

Under provisions of the Clean Water Act (33 U.S.C. § 1251), any project that involves placing dredged or fill material in waters of the United States or wetlands, or mechanized clearing of wetlands would require a water quality certification from the Louisiana Department of Environmental Quality (LDEQ), Office of Environmental Services. Along with a copy of this EIS, an application for water quality certification has been provided to the LDEQ stating that the proposed placement of fill material into waters of the state will not violate established water quality standards.

#### **5.2.2 Clean Water Act – Section 404 (b)(1)**

The USACE is responsible for administering regulations under Section 404(b)(1) of the Clean Water Act. Potential project-related impacts subject to these regulations have been evaluated as in compliance with Section 404(b)(1) of the Clean Water Act. This evaluation is included in the EIS as Appendix K.

#### **5.2.3 Endangered Species Act of 1973**

Compliance with the ESA (7 U.S.C. 136; 16 U.S.C. 460 *et seq.*) has been coordinated with the USFWS for those species under their respective jurisdiction. Field surveys of all the alternatives were conducted to look for the presence of threatened or endangered species. The findings from the field survey can be found in the Threatened and Endangered Species Report (Appendix C). Based on results of the field surveys, implementation of the alternative alignments would not be expected to directly impact any federally-listed Threatened and Endangered species or critical habitats in the project area. LDWF and USFWS agreed with the findings of the Threatened and Endangered Species Report on March 11, 2011 and April 4, 2011, respectively.

#### **5.2.4 Louisiana State Threatened and Endangered Species and Rare and Unique Habitats Coordination**

The CEMVN reviewed the database maintained by the Louisiana Natural Heritage Program part of the LDWF that provides the most recent listing and locations for threatened and endangered species and rare unique habitats within the State of Louisiana. The proposed action would not adversely impact threatened or endangered species or rare and unique habitat.

### **5.2.5 Clean Air Act**

Compliance with the Clean Air Act (42 U.S.C.A. §§7401) has been fully coordinated with the Air Quality Section of the LDEQ. The Transportation Conformity Rules are applicable to highways and mass transit projects in nonattainment areas and establish the criteria and procedures for determining that transportation plans, programs, and projects that are funded under 23 U.S.C., or the Federal Transit Act, conform to the State Implementation Plan of the Clean Air Act. Projects adopted, accepted, approved, or funded by the FHWA or the Federal Transit Authority must be included in a conforming transportation improvement plan. St. Tammany Parish and all areas associated with the proposed action are in full attainment for all criteria pollutants. Therefore, the Transportation Conformity Rules do not apply [40 CFR 93.102(b)].

### **5.2.6 National Historic Preservation Act of 1966**

Section 106 of the National Historic Preservation Act of 1966, as amended, and under its promulgating regulation 36CFR Part 800, requires the head of any Federal agency having direct or indirect jurisdiction over a proposed Federal or federally assisted undertaking in any State and the head of any Federal department or independent agency having authority to license any undertaking shall, prior to the approval of the expenditure of any Federal funds on the undertaking or prior to the issuance of any license, as the case may be, take into account the effect of the undertaking on any district, site, building, structure, or object that is included in or eligible for inclusion in the National Register. The head of any such Federal agency shall afford the State Historic Preservation Officer a reasonable opportunity to comment with regard to such undertaking.

## **5.3 FINAL STATEMENT RECIPIENTS**

Hardcopies of the Final EIS were distributed to the following federal and state agencies:

- U.S. Environmental Protection Agency, Headquarters, 1200 Pennsylvania Avenue, Washington, DC
- U.S. Environmental Protection Agency, Region 6, 1445 Ross Avenue, Dallas, Texas
- U.S. Fish and Wildlife Service, 646 Cajundome Boulevard, Lafayette, Louisiana
- U.S. Army Corps of Engineers, New Orleans District, 7400 Leake Avenue, New Orleans, Louisiana
- Louisiana Department of Transportation and Development, 1201 Capitol Access Road, Baton Rouge, Louisiana
- Louisiana Department of Transportation and Development, District 62, 685 N. Morrison Boulevard, Hammond, Louisiana
- Louisiana Department of Wildlife and Fisheries, 2000 Quail Drive, Baton Rouge, Louisiana

In addition, hardcopies of the Final EIS were distributed to the public libraries listed in Table 1-3.

## 5.4 PUBLIC COMMENTS AND RESPONSES

Comment #	Commenter	Comment	Response
1 (e-mail)	Tammy Crain	On behalf of Highway 3241 I fully give my support. It will become part of the EIS and must be considered.	Comment noted.
2 (e-mail)	Alva Myers	The future of our city-Bogalusa is in your hands. The construction of this much awaited highway will bring progress to our communities and will ease the present congestion in the Northshore. Many people in our areas are hoping that all due consideration be given to the construction of this much needed highway. Our area has been neglected for a long long time now and we will appreciate your help.	Comments noted.
3 (e-mail)	Roy P.Lee III	Sir: The future of our city-Bogalusa is in your hands. The construction of this much awaited highway will bring progress to our communities and will ease the present congestion in the Northshore. Many people in our areas are hoping that all due consideration be given to the construction of this much needed highway. Our area has been neglected for a long long time now and we will appreciate your help.	Comments noted.
4 (e-mail)	Deborah M Lee	Sir: The future of our city-Bogalusa is in your hands. The construction of this much awaited highway will bring progress to our communities and will ease the present congestion in the Northshore. Many people in our areas are hoping that all due consideration be given to the construction of this much needed highway. Our area has been neglected for a long long time now and we will appreciate your help.	Comments noted.
5 (e-mail)	R.A. Casama, M.D.	Sir: The future of our city-Bogalusa is in your hands. The construction of this much awaited highway will bring progress to our communities and will ease the present congestion in the Northshore. Many people in our areas are hoping that all due consideration be given to the construction of this much needed highway. Our area has been neglected for a long long time now and we will appreciate your help.	Comments noted.
6 (e-mail)	Deborah (no other information provided)	The future of Bogalusa AND WASHINGTON PARISH is in your hands. The construction of this highway 3241 will bring progress to our communities and will ease the present congestion in the Northshore. Many people in our areas are hoping that all due consideration be given to the construction of this much needed highway. Our	Comments noted.

Comment #	Commenter	Comment	Response
		area has been neglected for a long long time now and we will appreciate your help.	
7 (e-mail)	Alison & Brian Fornea	Please consider going forward with this project. The money has been available to the State for over 20 years now. It would give Washington Parish a new "lifeline" which it so desperately needs and would also help with the congested traffic in St. Tammany Parish. It is a win-win situation for both parishes and residences alike.	Comments noted.
8 (e-mail)	Joseph I. Vincent	<p>Dr. Barlow:</p> <p>These comments are submitted in opposition to every option described in the DEIS on the "road to nowhere" I-12 to Bush project of the Louisiana Department of Transportation and Development, except the "no action" option, which is the only option available to the mentally sane. I have commented on this same project on at least three prior occasions over the years, and I have attended at least three public hearings in St. Tammany Parish over the years. The project has either not changed or changed in ways that leave the choice as simply "pick your poison".</p> <p>As I and innumerable others have pointed out time and time again, this project exists for the sole purpose of causing environmental destruction on a massive scale and forcing the expenditure of an unlimited amount of public funds by a State that claims to be in financial crisis, having cut some \$200,000,000 from higher education funding allegedly for said reason. Louisiana keeps trying to blow smoke up the nation's butt with it's "Louisiana's Wetland" campaign, yet has gonads large enough to push for the destruction of yet more wetlands through implementation of this project, while admitting that its only purpose is to put another 25,000 acres of wetlands, forests and agricultural lands under concrete.</p> <p>The people pushing for this project should be tried for treason and hung in public, and that includes our very Republican governor. Perhaps my ears were stopped up, or maybe my glasses had fallen off, but I have not seen or heard anywhere that even portions of the project planned to blast through wetlands, sensitive wildlife habitat or bottomland hardwoods were either tweaked to avoid such areas or proposed to be elevated to cause as little damage as possible to such areas.</p> <p>This project was not needed when dreamed up, is not now needed, and will undoubtedly never be needed in the future. Granting a permit for any of the proposed alignments would be a violation of the law and the Corps' own internal rules, would</p>	Comments noted.

Comment #	Commenter	Comment	Response
		<p>were quite explicitly put down in writing in 1989 by the Director of the Corps at the time in response to the New Orleans District's attempt to allow the unnecessary destruction of 125 acres on of all places Grand Isle.</p> <p>Scrap this garbage project once and for all, and start concentrating your resources on our country's needs and not on the wild desires of corrupt politicians, oil companies, cement factories and big landowners. We're not asking you to give us any money, just to not waste our money, air, water and soil.</p>	
9 (e-mail)	Deborah Messina Corsetti	<p>My full name is Deborah Messina Corsetti. I currently live at 6707 49th Avenue North, St Petersburg, FL 33709. My family lives at 764 Marshall Richardson Road, Bogalusa, LA 70427.</p> <p>I sure would like to move back home, but the drive to where jobs are is not a good one as I would likely have to work in either Covington or Slidell. If there was a better road, I would likely move back home. My brother, who currently lives in Rio, has to drive dangerous roads to go to work in Covington or Lacombe. Not for me. Sure hope they put that highway in. Who knows, Bogalusa might actually get some jobs for people if it were not so isolated. This highway sure would help.</p>	Comments noted.
10 (e-mail)	Dennis LaRavia, MD	<p>Dr. Barlow,</p> <p>I wholeheartedly support the proposed highway from I-12 to Bush, Louisiana. We don't know what the future holds, but additional hurricanes and other disasters are likely for our future. I believe that this road, when completed, could be a tremendous lifesaver and of benefit to all of the people in our region. I have lived in the Bogalusa area for the last 6 years and experienced the nightmare of evacuation on existing roads.</p> <p>Thanks for your consideration of this proposed highway.</p>	Comments noted.
11 (e-mail)	Clark Rory Davis	<p>I am a homeowner along the proposed Route Q. We occupy a house on a 5 acre parcel at 31228 Horseshoe Island Road between I-12 and LA36. How close to our property will the proposed highway be?</p> <p>The Times-Picayune (NOLA.COM) article of 21 Sep 2011 mentioned 19 families</p>	Approximately 0.4 miles from Alternative Q route.

Comment #	Commenter	Comment	Response
		<p>displaced if route Q is chosen. Is there an online map of where these dwellings are located? Is my house one of them?</p> <p>We are concerned greatly over the issue of noise and air pollution from the highway. We chose to live where we are because of its very quiet and relatively distant location from heavily traveled roads and very few neighbors, as well as being north of I-12 and storm surge flooding. My wife and I are greatly concerned how the highway will affect the resale value of our property when we choose to sell, or whether we will be able to sell at all.</p> <p>I commute to my place of employment in Pearl River via Horseshoe Island Rd to LA36 then to LA41. How will my route be affected if Route Q is selected?</p> <p>Understandably, this is literally a case of NIMBY and it stands that Route Q will have a negative impact on our quality of life. We would much prefer Route P be chosen instead.</p>	<p>No online map is available. This home will not be displaced by Alternative Q.</p> <p>May have to alter existing commute due to intersection of Horseshoe Island Rd and Alternative Q.</p>
12 (e-mail)	Rory Davis	<p>Dr. Barlow: Thank you for the quick reply.</p> <p>We located the alignment sheets for Alternative Q and found the proposed route comes within 0.1 mile of our property. We also found that it will cut off access from the east via Horseshoe Island Road and LA36. This will severely impact fire department response times as our neighborhood is in the fire district serviced by the fire station in Hickory. School bus routes will also be affected as our neighborhood is in the Pearl River school district.</p> <p>If Alternative Q is chosen, I certainly hope these issues can be addressed by St. Tammany Parish and that rerouting of Horse Shoe Island Road can be accomplished.</p> <p>Thank you very much for your time.</p>	<p>St. Tammany Parish Fire Protection District #3 provided further information regarding response times on November 14, 2011. Information incorporated in Section 4.9.3.4.4.</p> <p>No response from school board regarding bus route impacts.</p>

Comment #	Commenter	Comment	Response
13 (e-mail)	Nicole Romaine	<p>Dear Mr. Barlow,</p> <p>I am a resident of Golden Oaks Subdivision. After a year of building our house with our own hands, my family finally moved here two years ago to get away from the traffic and crime of the Westbank. We looked at a lot of property before choosing our 12 acres off of Peg Keller. We chose this area because it is quiet, full of wildlife and it gives our children freedom they never had. On any given day, you can find my children outside with my neighbor's children running back and forth playing between our combined 22 acres. On any given day, you can see wood peckers in the trees, rabbits, deer, turkeys, geese and owl roaming freely. The proposed route "P" will run right behind my neighbor's house and that will effect the safety of our children and the wildlife will disappear. It is ridiculous to put a four lane highway right through the middle of a neighborhood. Our neighborhood has one way in and one way out. This highway will divide the neighborhood in half. Also, Big Branch creek runs behind my house and it rises in my yard with a heavy rain. I am concerned about how the highway will impact the flooding issues that already exist. I have also been told by several people, that certain politicians stand to benefit substantially from route "P" due to the fact that they own the parcels of land that will have to be purchased by the State. This highway is supposedly to make travel easier for Bogalusa residents, not to make more money for politicians. There are other routes that can be used that will impact less people and not ruin our beautiful neighborhood. Mr. Barlow, don't take my word for it. Take a ride to our neighborhood and see the children playing carefree. Experience the quiet days, beautiful star filled skies at night and deer watch like my children so excitedly do. If you put this highway through my neighborhood ALL of that will be gone. Thank you for your consideration.</p>	Comments noted.
14 (letter)	Marilyn Bateman – Bogalusa Chamber of Commerce	<p>On behalf of the Board of Directors of the Bogalusa Chamber of Commerce, I would like to extend our thanks for the invitation to attend the public hearing scheduled for September 28 in Abita Springs concerning the 1-12 to Bush project. We have a long history of actively supporting our late Senator B.B. "Sixty" Rayburn in his efforts to connect Washington Parish to the interstate highways.</p> <p>The routes under discussion and printed in the New Orleans Times Picayune are all</p>	Comments noted.

Comment #	Commenter	Comment	Response
		<p>acceptable and we thank you for your efforts in this so far. I have been here at the Chamber since 1988 and saw the excitement locally when Sen. Rayburn in 1989 proposed this part of the TIMED program. We have weathered many set-backs since that initial proposal and yet we continue to hope for this corridor's completion. Please do not disappoint us; like "Sixty," I too would like to ride on that road, even if it takes another ten years!</p>	
15 (e-mail)	Milton R Saba & Betty J Saba	<p>My wife and i by means of this email are pleading with You to build this Highway. I have 3 children and 7 grandchildren plus my wife and i will use the heck out of this highway. Bogalusa Sun Bush, etc are cut off from the rest of the state as there is no decent highway to the interstate.</p> <p>There is almost no hope of getting any industry in this area with no decent highway. There is so much that i could say about why this highway is needed, but i will limit it to the following: 85% of the voters in St Tammany, Washington, and Tangipahoa Parish approved a self imposed 4 cent per gallon of gas tax on ourselves over 20 years ago. 98%+ of the persons that spoke at the 3 meetings held during the last round of meetings done to formally request the Highway were in favor of the Highway. Please Build it!!!!</p>	Comments noted.
16 (e-mail)	Wade Levy	<p>I would like to bring to the attention of the corp. that route P preferred by the state would effect many homes and subdivisions. Not to mention the drainage in this area of St. Tammany is from Northwest to southeast the highway would impact the drainage which would effect the wetland mitigation banks that were created to protect the habitat back in 2009. Also this route P connecting at 1088 puts traffic closer to the 190 causeway approach which can lead to real problem diverting all the traffic towards the Causeway which is only a two lane bridge that is handling a massive amount of traffic already. Route Q seems like the most reasonable route not only would it not impact as many homes but it would connect to I-12 at a half way point (434) between the 190 causeway approach to the West and halfway to the I-10 and I-59 junction to the east in Slidell, giving commuters the advantage to travel either way on Interstate 12.</p>	Comments noted.

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		<p>Also I am not sure that you are aware but several years ago there was a television station that filmed the gopher tortoise in St. Tammany Parish. On the land that you have proposed as route P where the new highway would leave the old abandoned railroad track above Highway 435 Just thought that I would bring this to the corps attention.</p> <p>Thanks for your time and consideration.</p>	Gopher tortoise survey in this area did not find any potential suitable habitat or evidence of gopher tortoise.
17 (e-mail)	April Nobles	I am in favor of this highway. Please help connect us to the interstate.	Comment noted.
18 (e-mail)	Brenda W. Coleman	I strongly support the proposed highway between I-12 and Bush. This highway is essential to the economic development of Washington Parish, and it will provide a safer route for the many citizens who must commute to St. Tammany Parish and other locations in order to find work.	Comment noted.
19 (e-mail)	Milton R Saba	I need an exact map that shows where Alternative "P" enters & exits Golden Oaks and crosses Peg Keller Rd and shows every house in Golden Oaks within 1/2 mile. I bought out the developer of Golden Oaks and developed Oak Knoll Estates and would like to know the exact impact on the residents of Golden Oaks. I Believe from looking at the rough map exhibited in Abita tonight that their will be little impact on housing in Golden Oaks and i would like to discuss it with the homeowners in golden Oaks near the proposed route "P". It seems that the amount the highway was moved North of the previously proposed route at Peg Keller Rd is much better than the old proposed crossing site. I certainly hope You have picked the best place to cross Peg Keller Rd that would effect housing the least. My son lives just south of the proposed route and He is in favor of the "P" route. Please send info requested or call me to set up an appointment so i can pick up map that shows exact info i requested.	This information is available in Appendix J (Line and Grade Study).
20 (e-mail)	Jay Schultz	Dear Mr. James Barlow, As a young professional in a dwindling community, I see an enormous amount of potential to the city of Bogalusa, LA. However, one main problem is the ease of accessibility to surrounding communities, as well as accessibility for businesses to	Comments noted.

Comment #	Commenter	Comment	Response
		<p>move to Bogalusa. There are many problems with this community including the public school system, drainage problems, and the lack of community support/feeling of worthiness. These are problems that I feel will be change over time by opening a corridor leading to I-12.</p> <p>With this corridor open, more quality, young families will be willing to move to Bogalusa that have jobs in Slidell, Covington, Bay St. Louis, New Orleans, or even Hammond because the housing market is significantly cheaper compared to those areas (yet there commute to work is not bad). On the other hand, more businesses will be willing to move towards Bogalusa due to the business owners not having to immediately live in a very industrial community, but operate a business there, because the people are there, and the commute is EASY.</p> <p>In a few years (5-10 years possibly), there may be significantly more amenities in Bogalusa gauged towards younger families and young, growing minds. This will keep kids and young adults occupied with healthy hobbies and make it more possible to keep these people away from illegal activities including drug abuse, vandalism, robberies, etc. Currently, there is very few if any things for this age group to do.</p> <p>Ultimately, this corridor would revitalize one of the most desperate communities in Louisiana and possibly renew it back to one of the nicest places in Louisiana (Bogalusa was in the Top 5 populated cities in Louisiana 50 years ago). Reminder: businesses moved due to negative changes. This is our opportunity to reemerge.</p> <p>For all the above reasons and others that words cannot express, I am asking you to please strongly consider carrying out this project of constructing the corridor connecting Bogalusa to I12.</p>	
21 (e-mail)	Jan and Valette Adams	<p>Dear Ms. Archer and Mr. James A. Barlow, Jr.</p> <p>My wife and I would like to encourage you to please hasten the approval and construction of Hwy 3241 from Bogalusa to I-12 in St Tammany Parish. This Highway</p>	Comments noted.

Comment #	Commenter	Comment	Response
		<p>has been approved for nearly 30 years. Because of people dragging their feet and politics nothing has happened. This corridor is absolutely necessary to the safety and survival of Bogalusa. Without this road Bogalusa will not be in existence in another 10 years.</p> <p>Please accept this email as our plea to you to do everything that you can to see that this Highway happens and happens SOON !!!</p>	
22 (letter)	Danny G. and Rhonda M. Silva	<p>Dear Dr. Barlow: Due to illness we were unable to attend the Draft EIS meeting held in Abita Springs on Wednesday, September 28th. However, we have read through the draft EIS and have many points we would like to address. Since we would like our thoughts and objections to become part of the permanent record, we have provided them in printed form for you to peruse at your leisure. We will address each point of contention individually below. We appreciate your time and efforts connected with this project.</p> <p>Regards, Danny G. and Rhonda M. Silva</p> <p><b>POINT 1: Cutting off the locals</b> In this section, we would like to address several shortcomings found in section 4, entitled <i>Environmental Consequences</i>. The first shortcoming we would like to address is the characterization of our Recreation District facilities as “a baseball field complex” by this report. We contend that labeling the Recreation facilities in this fashion does not grant its location adjacent to two of the favored alignments an appropriate level of gravity or importance. The sections to which we are referring, with the particular area highlighted: <b>4.8.2.2 Alternative J</b> 12 <i>Direct and Indirect Impacts to Recreational Resources</i> 13 <i>The abandoned railroad currently provides access to a large area with multiple land owners and</i> 14 <i>access to recreational resources in this area would be limited by construction of</i></p>	<p>Revised Section 3.8.3 (Recreation Districts) to include the following text, “Recreation District #2 operates a baseball field complex approximately 0.4 miles south of the LA 21/LA 41 intersection on the west side of Watts Thomas Road. This</p>

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		<p>Alternative J. A                      15 baseball field complex less than one-half mile south of LA 41 would be indirectly impacted by                      16 the proposed alignment. Alternative J would run adjacent to the east end of the outfields of the                      17 baseball field complex, but would not directly impact use of the complex.</p> <p><b>4.8.2.4 Alternative Q</b>                      26 <b>Direct and Indirect Impacts to Recreational Resources</b>                      27 The abandoned railroad currently provides access to a large area with multiple land owners and                      28 access to recreational resources in this area would be limited by construction of Alternative Q. A                      29 baseball field complex less than one-half mile south of LA 41 would be indirectly impacted by                      30 the proposed alignment. Alternative Q would run adjacent to the east end of the outfields of the                      31 baseball field complex, but would not directly impact use of the complex.</p> <p>What the report fails to state is the above referenced “baseball field complex” is in fact Recreation District #2’s complex. The “limited access” would mean limiting access to this facility to any family that lives on the west side of the proposed construction. If one were to look at the map of the parish’s Recreation Districts (figure 3-17) one would see that the largest portion of RCD02 is to the west of the proposed project: Meaning the majority of the RCD02 users would have to cross the new alignment to access the facility. Although not immediately impacted by construction, measurable interruptions and impacts would also certainly be felt by the Bush branch of the St. Tammany Parish library and the adjacent local senior center as well.</p> <p>Also, by positioning the new roadway directly adjacent to the outfield fences, it will cause increased noise and disturbances for our children and citizens as they attempt to play baseball and softball on these two fields. Our recreation center fully utilizes all four baseball/softball fields fully between practices and games. If the road is located too close to the back two fields, they will not be able to be used by the older children</p>	<p>complex consists of four baseball/softball fields and is used year-round.”</p> <p>The current access to the baseball field complex is via LA 41 to Watts Thomas Road. This access will not change. There will be an intersection (access point) at LA 41 and LA 3241 (new alignment) so the residents to the west of the alignment will still</p>

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		<p>or adults who are capable of hitting a home run beyond the fence. This would send the ball into the highway right of way where it would not be able to be retrieved and potentially cause a traffic disturbance. There is also the fact of the additional stress having this traffic visible will cause the younger children playing the game. All-in-all it would not be in anyone's best interest to do this.</p> <p>I believe that these points were not considered in the section titled Cultural Resources, and therefore would change the designation from no impacts to at the very least minor adverse (though personally I would term this long-term major adverse from the perspective of one who would be directly impacted by this).</p> <p>Additionally, since all crossings are to be at grade, I believe that this will set up a dangerous situation for locals attempting to cross this new alignment in an attempt to reach our library, senior center, and district recreation facilities. Not to mention that many locals use the LA 40-spur as a means of reaching LA-21 on a daily basis. Altering this area will not only add undesirable layers of peril to an already dangerous intersection, but will also increase the travel time and inconvenience the locals who use this route daily.</p> <p>Lastly, increasing any traffic flow in the current northbound lanes would create an unsafe situation when entering and exiting the Bush branch of the United States Post office. This office is located on the East Side of LA-41 approximately ¼ mile north of the new intersection: I do not recall seeing it mentioned in the draft EIS either.</p> <p><b>POINT 2: Noise Study and Abatement</b></p> <p>According to the US Department of Transportation, Federal Highway Division, the level of highway traffic noise depends on three things: (1) the volume of the traffic, (2) the speed of the traffic, and (3) the number of trucks in the flow of traffic. The loudness of traffic noise is generally increased by higher speeds, heavier traffic volumes, and greater numbers of trucks. Vehicle noise is a combination of the noises produced by the engine, exhaust, and tires and can also be increased by defective mufflers or other faulty equipment on vehicles.</p>	<p>be able access the ball fields via LA 41 from the west. The alignment is designated as "Limited Access" in this area, so direct access from the new highway would not be anticipated. Limited Access, unlike Controlled Access, does allow limited connection points to the highway through the DOTD permit process. The new highway alignment does bisect Recreation District #2, because the northern connection point is in the middle of the district, but as stated above, residents will still be able to traverse the District east to west via LA 41/ LA 40/ LA</p>

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		<p>Appendix D, titled <i>Highway Noise Technical Report</i> does not state what noise model was used, the base number of vehicles per day, percent of each type vehicle, or whether the source of the modeling information was obtained in an area with relatively similar topography and climate. Furthermore, it is not stated if actual information was taken from the traffic study for use in the noise modeling either. All of these factors are relevant and any significant change in any one criterion could severely skew the output information. For instance, the current amount of semi truck traffic northbound on LA 21/41 can be quite heavy: Mostly logging trucks inbound to the Temple Inland paper mill in Bogalusa. If the noise modeling employed to generate this report did not correctly identify the percent of semi traffic and instead figured a disproportionately high level of passenger vehicles, the computed Leq[1hr] would be artificially low.</p> <p>We believe that the use actual measurements could provide quantitative data from which realistic estimates could be derived: Modeling in this case is not appropriate. According to The European Union Road Federation’s position paper entitled, <i>Road Traffic Noise: The Road Sector’s Perspective</i> that , “Noise is generally described as unwanted sound and wholly subject to personal tastes and tolerance levels. In addition, the sensitivity of the human ear to noise depends on a number of contextual factors which typically include wind factor, humidity, temperature, traffic density, etc.”</p> <p>Our property is one of those that would be directly affected by alignment P, J, or Q. We are located approximately 1.4 miles from LA-41 and less than 1000’ from Watts Thomas Road. Despite our distance from LA 41, semi trucks, motorcycles of certain types, and vehicles with faulty exhausts can sometimes be heard on our property. Watts-Thomas Road has very light traffic volume and traffic is rarely heard. Our current daily sounds/noises are principally caused by wildlife and livestock and could be defined as pleasant, unlike the noise pollution caused by traffic. Our family moved into a rural area to escape the noise associated with highly populated areas. This peace is part of the value of the property we purchased and paid a premium for. Once gone it is destroyed and ruined forever...never to be replaced. According to the former interactive map feature that has since been removed from the i12tobush.com</p>	<p>21.</p> <p>The latest version of the FHWA Traffic Noise Model was used in the evaluation. Traffic volume information was taken from the traffic study.</p> <p>Because of the rural nature of the area, it is clear that existing noise levels at locations of interest are predominately from primary and secondary roadways; therefore, the existing noise levels were modeled. No other major sources of noise were identified.</p> <p>Noise modeling was conducted not</p>

Comment #	Commenter	Comment	Response
		<p>website, our front door is approximately 1000' from the centerline and therefore about 925' from the edge of the first lane of travel. However, due to the wedge-like shape of our property bordering the right of way, the roadway will be visible from the beginning of our driveway and therefore most likely louder due to the lack of existing vegetation. Not only is road noise an undesirable pollutant (not to mention the increase in air pollution, which has not been touched upon), it may also have adverse affects on the health of those exposed to it.</p> <p>A study performed by Institute of Cancer Epidemiology at the Danish Cancer Society in Copenhagen in 2010 investigated links between road traffic noise and stroke risk. In the study, researchers found that for every 10 decibel increase in noise, the risk of having a stroke increased 14% overall in a participant pool of 51,485 people, with the greatest increase in risk among those 64.8 years of age and older; they found no statistically significant increased risk of stroke caused by road noise in people under 65. The risk increased by 27% for every 10 decibels of higher road traffic noise in people aged 65 and older. A news release by researchers also says that they found indications of a threshold limit of about 60 decibels, above which the risk of stroke seemed to increase even more. Previous studies have linked traffic noise with raised blood pressure, heart attacks, stress, and disturbed sleep as well.<sup>1</sup></p> <p>Despite the fact that noise barriers were deemed too costly by the draft EIS authors, they failed to look at alternate means of noise reduction. Chiefly, native vegetations combined with selective other plants and</p> <p><sup>1</sup>  <a href="http://eurheartj.oxfordjournals.org/content/early/2011/01/08/eurheartj.ehq466.abstract">http://eurheartj.oxfordjournals.org/content/early/2011/01/08/eurheartj.ehq466.abstract</a>  <a href="http://www.scientificamerican.com/podcast/episode.cfm?id=traffic-noise-ups-elderlys-stroke-r-11-01-26">http://www.scientificamerican.com/podcast/episode.cfm?id=traffic-noise-ups-elderlys-stroke-r-11-01-26</a></p> <p>the use of "quiet pavement" on the road surface, which due to its material properties has a higher rate of acoustic absorption. Barring a few outliers, most noise attenuation studies have agreed that at least some reduction in noise level can be achieved by the use of roadside vegetation (Borthwick et al., 1978; Fang et al., 2005; Hendricks, 1989; Huddart, 1990; Ozer et al., 2007; Price, 1988)<sup>2</sup>. The greatest</p>	<p>taking vegetation into account. Noise levels outlined in the EIS can be considered a reasonable worst-case. The noise effects thresholds used in the EIS are the FHWA-established Noise Abatement Policy (LADOTD 2009; 23 CFR 772). The noise-abatement policy established Noise Abatement Criteria (NAC) that provide a benchmark to assess the level at which noise becomes a clear source of annoyance for different land uses. Based on the description of your residence it is expected that traffic noise will increase</p>

Comment #	Commenter	Comment	Response
		<p>reduction among the aforementioned studies was a 9 dB reduction with vegetation belts between 65 and 98 feet in width (Huddart, 1990). The findings of many studies are similar to those of a study supported by the Federal Highway Administration in which the researchers concluded that highway traffic noise was reduced on the order of 3 to 5 dBA by typical forest belts 32 to 98 feet in width (Borthwick et al., 1978) <sup>3</sup>. Due to the overall size restriction on the project (250' total width), a wall of vegetation of sufficient width could not be achieved. However, the overall noise reduction could be improved slightly in a smaller width barrier through the use of denser vegetation and employment of under story species such as bamboos that grow very densely. Not only would this offer some reduction in road noise, but it would also reduce visibility or even completely obscure the roadway. This in and of itself could have positive psychological effects on those receptors living closest to the proposed roadway as well as adding some security along the perimeter of their properties. The use of quiet pavement has been studied by many states departments of transportation: I will be using information obtained by Virginia's DOT <sup>4</sup> and the National Cooperative Highway Research Program (NCHRP) in this section. <sup>5</sup> Tests performed by the Virginia DOR found that the permeable friction course pavement sections tested, PFC for short, generally outperformed traditional pavement in all areas tested: Ride Quality, Noise Reduction, and Skid Resistance.</p> <p>As to noise reduction, the study found that the tire-pavement noise of the original pavement was improved considerably with the installation of the PFC: more than 6 dB(A) quieter on average. When coupled with the other considerations beyond superior skid resistance and improved ride quality, such as lower initial cost (Virginia saved \$.28/sq yd over traditional materials at the final application rate) this makes PFC the most suitable choice for this project should it need to be built. Additionally, the NCHRP found came to the following conclusion in their study, "PFC reduces hydroplaning, splash and spray, and pavement noise, and improves ride quality and the visibility of pavement markings in wet weather. Properly designed and constructed PFCs are durable and exhibit service lives of 10 to 14 years."</p>	<p>by approximately 11 dBA at you location, but not exceed the NAC for residential land use. Additional effects are outlined in Section 4.7.2 of the EIS.</p> <p>It has been discussed with LADOTD that vegetative barriers would not act as a sufficient noise reduction technique in this area.</p> <p>Abatement analysis was performed consistent with LADOTD and FHWA guidance and regulations. Mitigation to noise was not a reasonable option for this project.</p>

Comment #	Commenter	Comment	Response
		<p>It is our opinion that should the Corp unfortunately choose to grant the permit to construct this road, that they insist in some form of noise attenuation be done to preserve as much natural integrity as possible.</p> <p><b>POINT 3: Skewed Information</b></p> <p>Section 4 of the study indicates the number of families and business that will be relocated by building each of the alternatives. However, these numbers while possibly representing the current situation, by no means address the total impact because part of them are historical in nature.</p> <p><sup>2</sup> Borthwick, J., Halverson, H., Heisler, G.M., McDaniel, O.H., and Reethof, G. (1978). <i>Attenuation of Highway Noise by Narrow Forest Belts</i>. U.S. Department of Transportation, Federal Highway Administration.</p> <p><sup>3</sup> Huddart, L. (1990). <i>The Use of Vegetation for Traffic Noise Screening</i>. Research Report 238, Transport and Road Research Laboratory. Department of Transport. Berkshire, England.</p> <p><sup>4</sup> <a href="http://vtrc.virginia.gov/PubDetails.aspx?id=298063">http://vtrc.virginia.gov/PubDetails.aspx?id=298063</a></p> <p><sup>5</sup> <a href="http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_640.pdf">http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_640.pdf</a></p> <p>In anticipation of building LA 3241, the Louisiana Department of Transportation began acquiring properties in Bush in the early 1990's and relocating those living there. Point in case, the Louisiana Department of Transportation and Development purchased 3.693 acres from Edith Teressa Davis, the prior owner of our property via Deed # 2243998 on 6/13/1994. Additionally, parcels were also purchased from neighbors on both sides, as evidenced by the enclosed map file#E1788. A home owned by Clarence Guillot and occupied by a renter was thereafter demolished by the state: We do not know the total number of people displaced by these actions. However, we do know that by their actions, the State of Louisiana Department of Transportation has placed</p>	<p>Comment noted.</p>

Comment #	Commenter	Comment	Response
		<p>a bias toward the northernmost section of J, P, and Q alignments making it seem more appealing in that fewer families would need to be relocated.</p> <p>Additionally, the Conceptual Stage Relocation Plan- I-12 to Bush EIS was not included as an appendix to the draft EIS. So, we have no way of knowing what means were used to gather the information on the number of families and business that would need to be relocated. Judging by the description of the preferred alignments whether it be J, P, or Q they all follow the same path until diverging by Talisheek or afterwards. Fenstermaker estimates that under alternative J, 51 families and 14 businesses would be affected. I cannot tell if he includes the shared portion of J, P, and Q to calculate the remaining relocation needs.</p> <p>Using both visual means as well as the most up-to-date satellite maps available online, it is plain to see that in the section from the proposed starting point until the point where route P diverges from J, there are at least 8 mobile homes and 6-7 regular framed homes within the ROW: Two of these homes off Hands Drive are newly constructed. Unless an up-to-date aerial or satellite survey of the area was used, the numbers faced with relocation will be much higher than anticipated.</p> <p>Below are copies of both sides of my ROW map referenced above, as provided by the St. Tammany Parish Land Office. This shows the land currently owned by the Louisiana Department of Transportation, purchased well in advance of this project.</p> <p><b>POINT 4: Water Drainage</b></p> <p>Our objections to Section 3: Affected Environment, stem primarily from personal observation. According to the map copied below (labeled Image 3-6 in the report), our water drains to the east (I have highlighted the area to which I am referring with a red box for ease of understanding).</p> <p>However, prior to our runoff water ultimately exiting in the designated location, it immediately drains to the west on our property and those adjacent to ours: Directly toward the new highway. The Little Brushy Branch creek is supposed to catch our water, however we have physically observed the runoff and concluded that the greatest percent overflows the banks and continues down grade. At the current time,</p>	<p>LADOTD typically does not release this information to the public due to privacy issues.</p> <p>All alignments have been preliminarily designed to include bridges, culverts, and other engineering practices so that there will be no impact to existing</p>

Comment #	Commenter	Comment	Response
		<p>after any sizeable rain event, the last property on Railroad Avenue becomes inundated with water: Water that drains off the properties on the west side of Watts-Thomas Road in Bush. The new alignment is going to pass almost directly over this area and thereby block our drainage.</p> <p><b>POINT 5: Gopher Tortoise</b></p> <p>We have on no less than 5 occasions seen what we believe to be a Gopher Tortoise on our parcel of property closest to the LA 3241 ROW since moving here in 2008: The last sighting was June 2011. The section of the property where the possible tortoise has been seen is less than 1000 ft from the proposed center line of the highway.</p> <p><b>POINT 5: Time savings benefit does not outweigh environmental loss or project cost</b></p> <p>This road was proposed many years ago when it may have greatly benefited Bogalusa and northern St. Tammany parish. However, times have changed and the economy fallen on hard times. In all likelihood, Bogalusa faces many more complex challenges in its efforts to attract new business than one road can solve: A good local educational system, local appeal that would attract a company and entice it to relocate its staff, and a trained work force to staff any new business. A new road would solve none of these underlying issues.</p> <p>The draft EIS has made it clear that the greatest potential benefit of building any of the alignments would be to St. Tammany parish. St. Tammany parish is already suffering from overbuilding and lack of well thought out infrastructure to support its burgeoning population. However, we must ask ourselves what we are willing to sacrifice to gain a few more jobs, dollars, and citizens? How many acres of irreplaceable wetlands, lands that provide homes to wildlife, and the rural feel that makes St. Tammany parish appealing in the first place?</p> <p>We recall reading that this project was given a placeholder of \$150 million to build several years ago: In all likelihood that figure has increased and will continue to do so until building commences. Additionally, the greatest time savings was estimated to be between 2.8 and 26.6 minutes dependent upon the ending destination from Bush (or likewise point of origination with Bush being the terminus of the journey). However,</p>	<p>drainage upon construction of the roadway. See Section 4.21.2.2 regarding minimizing impacts to drainage and water resources.</p> <p>T&amp;E surveys did not identify this area as potential gopher tortoise habitat. T&amp;E Report has been reviewed and accepted by USFWS and LDWF.</p>

Comment #	Commenter	Comment	Response
		<p>this savings was tempered with the news that many improvements would be needed at existing intersections in order for these savings to be realized: Each of these improvements has a price tag of nearly half a million additional dollars. The draft EIS makes a contention that building this road would create local jobs, but we disagree. The state tends to use a small set of contractors to do all their roadwork, so it would have minimal impacts other than potentially increased sales at local gas stations and convenience stores. So, taking all this into consideration makes us wonder if the initial expenditure and environmental damage can be justified in the long-run.</p> <p>Nowhere in the study do we find information about any driver surveys in regards to potential usage. In other words, how many people that utilize LA 21 and LA 59, the two routes that are estimated to exceed capacity, were asked if they would even use the new road on any of the proposed alignments? From personal experience, it is very doubtful that we personally would use it if the on-ramp to I-12 is very far removed from the Covington area. Since most drivers on LA 21, our main route of travel, completely disregard the posted speed limits and drive well in excess of 65 mph anyway, the time savings would be minimal and nowhere near what the study found. The only problem we ever experience traveling on LA 21 southbound happens at the intersection of LA 36 when entering Covington: Traffic backs up well in advance of this intersection. Should this intersection be improved, the congestion could be drastically reduced for a fraction of the cost of building a road in hopes of diverting traffic. The main concerns Northbound on LA 21 are the 5<sup>th</sup> Ward School, which needs its own lane for "car line" and at the intersection of LA 21/41 which suffers from reduced visibility due to a hill.</p> <p>Also, the study estimates that the new alignments would divert between 8,170 to 13,020 vehicles per day by the year 2035 dependent upon the alignment chosen to build. Even using the 2035 traffic estimates, which by the way may be inflated given the current economic turmoil, this would put between 2,982,050 and 4,752,300 vehicles per year on the new road. If we were to simply divide the initial estimated cost of the project plus necessary improvements to existing intersections/roadways this would mean that at a \$1.00 per vehicle cost it would take between 31.67 and</p>	<p>No driver surveys were completed as part of the EIS. The Regional Transportation Model in Transcad is based on an origin/destination matrix. After origin/destinations are determined based on a multitude of socio-economic and land use data, the model assigns the trips to the defined highway network. Both local and regional o/d pairs are included in the model and therefore included in the model traffic</p>

Comment #	Commenter	Comment	Response
		<p>50.47 years for the new road to pay for itself: By this point in time the maintenance costs (resurfacing, mowing, trash collection) would have added to the overall cost and pushed the payoff date several more years into the future.</p> <p>Although it would not satisfy the legislative mandate a simpler and more cost effective means to ease traffic would be to first address all the changes recommended to existing roadways/intersections as made in the traffic report. Next, would be to widen LA 21 in selective locations to accommodate appropriate turn lanes for all intersecting roads requiring at minimum a left turn. This road already has a large berm area that could be incorporated, thereby reducing the work and costs to widen the roadway.</p> <p>CONCLUSION:</p> <p>At this point, these are the deficiencies we found with the draft EIS. Although benefits may coincide with the building of this new road, we believe the long-term adverse affects strongly outweigh any potential beneficial gains. We would ask the Corp of Engineers to please deny the application from the Louisiana Department of Transportation for LA 3241 and support the No Build Alternative.</p> <p>Thank you for your time.</p>	<p>projections. The model traffic projections were the main basis for the projected traffic demand on the proposed routes.</p>
23 (e-mail)	Danny M. Brown	<p>I am a resident of Bush La. and believe the obvious choice is and should be route B/O. It would be ridiculous to intersect I 12 any further east of Covington than this route and would not harm nearly as much to current residents of the existing Hwy 21 as any of the other routes. Even P which should be the second choice is bothersome to me since my farm backs up to the proposed road and am fearful this road may cause flooding to pasture land used for horses, cattle and farming.</p>	Comments noted.
24 (e-mail)	Kenneth Smith	<p>Dear Dr. Barlow:</p> <p>I am writing in support of the above referenced highway project. I am a lifelong resident of Bogalusa, Louisiana and have watched our economy decline due to isolation caused by lack of adequate transportation infrastructure. The proposed four-laning of a route from I-12 through Bogalusa into Mississippi would vastly improve our access to economic opportunity and end the isolation that currently</p>	Comments noted.

Comment #	Commenter	Comment	Response
		<p>exists.</p> <p>In addition to the above mentioned economic values, the use of this proposed highway would allow for additional evacuation in the case of an emergency such as we experienced during hurricane Katrina.</p> <p>I feel that with the technology that is available today, the Corp should be able to successfully achieve a plan that would be both beneficial to the environment and the existing residents of the proposed route. I know that the environment is important to the sustaining of life for animals as well as humans, but this highway is also important to the sustaining of life for the citizens of Bogalusa.</p> <p>I hope that as you make you decision on the study that you will take into consideration the impact the highway project will have on the City of Bogalusa and the lives of all of its citizens.</p> <p>Thank you for your consideration of these comments and your continuing effort toward this project.</p>	
25 (e-mail)	Ryan Seal	<p>Dear Sir,</p> <p>This highway was voted on by the citizens of Louisiana as part of a Constitutional Amendment. Post Hurricane Katrina growth has enhanced the need for the highway. The current highways in the area are dangerous and congested. The new highway would help the economic development of St. Tammany and Washington Parishes. Please expedite the permit process.</p>	Comments noted.
26 (letter)	John D'Antonio	<p>Following are my comments from the meeting held on Sept. 28, 2011 concerning the I-12 to Bush proposed Highway that affect Talisheek residents.</p> <p><b><u>Traffic Flow</u></b></p> <p>Any route selected will not reduce traffic a great deal on LA-21 or LA-41 because the proposed south exit at I-12 will cause drivers that want to go to I-59 to I-10 to the South Shore will still drive on La 41. The drivers that want to go to the Causeway will</p>	Comments noted.

Comment #	Commenter	Comment	Response
		<p>still drive on LA-21 because these are the shortest routes. This will save time and gas cost to drive on LA-41 and LA-21.</p> <p>I don't feel that the traffic relief mentioned in this meeting will be realized if the traffic is dumped on I-12.</p> <p>La 41 has most of the traffic in Pearl River area because of the concentration of the population in that area, the rest of La 41 to Bush is sparsely populated and traffic is very light.</p> <p>The reports of all the accidents and death traps on LA-21 stated in this meeting sadden me very much to think that the La. Dept. of Highways has not improved the traffic flow and speed limits to reduce the number of accidents and deaths on this highway. This problem on LA-21 has been discussed many times in previous meetings many years ago. This traffic problem should have been and must be corrected ASAP whether the new highway is built or not. We cannot wait for the proposed highway to be completed many years from today.</p> <p>An Interchange has been built at Hwy 1088 and I-12 to receive the new highway. The state will incur a large dollar lost for building this interchange at Hwy. 1088. If route Q or J is built a new interchange will have to be built. Route P is directed to merge with I-12 at Hwy. 1088.</p> <p><b><u>Concerns for the residents of St Tammany</u></b></p> <p>If route Q or J is built, St Tammany will have little area for growth and development. These routes are too far to the east and too close to Hwy 41 and the Mississippi border. Hwy 41 is too close to Q or J. Hwy 41 can be widened and routes Q and J options should be deleted.</p> <p>The proposed new highway routes can and will create a large water run off that will result in flooding because we do not have a pumping system or "levees". Our run off is</p>	

Comment #	Commenter	Comment	Response
		<p>controlled by creeks, rivers, ditches and ground saturation.</p> <p>Route P is to the center of the east side of St Tammany which will allow more room for growth and development in St Tammany.</p> <p><b><u>Concerns for the residents of Talisheek</u></b> Do not up-root any residents or alter the style and way of life that we have become accustomed to, primarily safety, peace and quiet. There is a lot of open land for this highway that will not affect our way of life. Route J and Q must be deleted from this project.</p> <p><b><u>Concerns for Bogalusa</u></b> The people of Bogalusa want their town to grow. The problem as I see it is Bogalusa is too far from any populated area. Until a population shift causes people to move further from New Orleans and St Tammany toward Bogalusa, Bogalusa will be a small town. The paper mill has shrunk in size and number of employees also has reduced Bogalusa's population. A problem that occurs in Bogalusa is the smells from the paper mill, which also discourages new comers to relocate to Bogalusa. Based on the traffic flow discussed in this memo a new highway will not help Bogalusa.</p> <p><b><u>Comments</u></b> If this highway was built in the 1970's, we would not have the problems today because the population was very small and cost could have been much less. The disruption for home and land owners would have been avoided. The cost for all these studies conducted over the years and the 2011 cost for this highway will require the states tax payers to put more money to a project that is not necessary. These delays were shameful.</p> <p><b><u>Recommendation Based on the information in this E-mail</u></b></p> <p>1. <b>No build.</b></p>	

Comment #	Commenter	Comment	Response
		<p>2. <b>Route P.</b> I recommend route P if this highway must be built and uses Hwy. 1088 interchange.</p>	
27 (e-mail)	Bennie Castagnetta	<p>TO WHOM IT CONCERNS, I KNOW IT WILL MEAN A LOT TO OUR CITY OF BOGALUSA LA TO HAVE THIS HIGHWAY BUILT. IT ALLOWS MORE TRAFFIC INTO OUR CITY THERFOR IT CAN BRING NEW HOME OWNERS TO OUR AREA, AND NOW WITH THE NEW SUPER WAL-MART BEING BUILT HERE AND READY TO OPEN DURING LATE NEXT SUMMER,IT WILL BE GREAT FOR ALL.....</p> <p>THANKING YOU FOR YOUR TIME....HOPE IT GETS STARTED IN DEC 2011 AS THEY HOPE IT WILL.....</p>	Comments noted.
28 (letter)	The League of Women Voters of St. Tammany	<p>Gentlemen:</p> <p>The League of Women Voters of St. Tammany continues to express its deep interest and concern regarding the the proposed construction of Highway 3241 in St. Tammany Parish. While we understand that this highway construction is embedded in the Louisiana Constitution, and the option of the "No Build" virtually does not exist, we strive to see that any route taken for this highway will be the least destructive of our resources, our environment and least disruptive of our residents' quality of life.</p> <p>We have looked at the options explained by the COE. We believe the best of those described on the map are Options J and Q which are closest to Highway 41 and the abandoned railroad bed route which we have supported for many years. It would appear that every route has impacts on wetlands, forests and habitat. Routes J and Q could best serve the needs of Washington Parish and St. Tammany Parish. Route J could be part of the Airport Road improvement project long needed by St. Tammany to relieve the congestion at this pivotal conjunction of highways and commercial enterprise. Route Q could provide access to the hospital on Highway 434 and to the planned educational center just north of the hospital. Regardless of which of these two routes is chosen, disruption of citizens' lives would be less than any of the others. <i>It is imperative that these routes be structured as limited access highways.</i> The other</p>	Comments noted.

Comment #	Commenter	Comment	Response
		<p>routes, regardless of DOTD preference, would be disastrous to St. Tammany. Its hydrology and quality of life would be seriously compromised. If this road must be built, the state is obliged to cause the least harm to its residents and minimize costs to the parish in terms of drainage and loss of wetlands and forested lands. The League appreciates the depth of the analysis done by the Corps. We sincerely hope that wisdom will overcome greed and that these least destructive routes will be chosen by both the Corps and LADOTD.</p> <p>We will continue to monitor this as we have for the past 20 years until a reasonable conclusion is reached.</p>	
29 (e-mail)	Trudy Campbell	<p>Hi folks,</p> <p>I was unable to attend the meeting in Abita Springs last Wednesday, and so I am emailing my comments. I refer to the impact of route B/O. I am concerned, in particular, with the impact on Lowe Davis Rd. Lowe Davis road is used for recreational purposes that are not reflected in the impact statement. It is in daily use by bicyclists, walkers, and joggers. Construction of a highway cutting across Lowe Davis at the proposed B/O route would decimate bicycle opportunities in Western St Tammany. It is part of nearly every bicycle loop that departs from Abita Springs. It is also perhaps the safest segment of any bicycle route that departs from Abita Springs. Its major advantages are that it's a long east-west stretch of gently rolling hills and a low speed limit (35 mph). It hooks up several opportunities for loops as it crosses Hwy 59, Allen Road and Downs, among others. Other east west stretches, such as Hwy 36 and Hwy 21, are heavy with vehicle traffic and very dangerous routes best avoided by the bicyclist.</p> <p>Most of the north south stretches also have higher speed limits of 55 mph, making Lowe Davis among the safest stretches available. Lowe Davis road is used extensively for those training for the MS Tour for Cure rides, and is a segment in the Tour de Covington ride as well. It's important to note that the bicyclists who use these routes are not just from Abita Springs, but also Covington, Mandeville, Madisonville, and in fact many come from across the lake. Someone who does not bicycle might argue</p>	<p>Updated Section 3.8.3 with the following text:  “Lowe Davis Road is often used as a recreational pathway for bicyclists, walkers, and joggers. Recreational users of the road cite its light traffic, good road conditions, and topography as reasons why it is a favorite route for training purposes. Lowe Davis Road is often used organized cycling</p>

Comment #	Commenter	Comment	Response
		that the Rails to Trails could be used instead, but it is straight and FLAT, and therefore not as desirable for training. If option B/O were to be constructed, I believe that it would have an adverse impact on a greater number of people than if the highway were to cut through the center of Money Hill Golf Course.	events, such as the Tour de Cure and various training rides.”
30 (e-mail)	Gene Hayman	<p>MR. BARLOW:</p> <p>PLEASE HELP US GET THE HIGHWAY WHICH HAS BEEN PROMISED FOR MANY MANY YEARS...AND NEEDED GREATLY FOR OUR CITIZENS OF BOGALUSA AND THE SURROUNDING AREAS,INCLUDING CONNECTING MISSISSIPPI TOWNS...WE ARE 30 MILES OR MORE FROM MEDICAL FACILITIES FOR SPECIALISTS ....MANY FOLKS USE THE HEART HOSPITAL AT LACOMB, OR COVINGTON, OR NEW ORLEANS, OR BATON ROUGE. NEW BUSINESS DONT WANT TO LOCATE HERE BECAUSE OF TRANSPORTATION FOR LARGE TRUCKS ON INTERSTATE HIGHWAYS...AND SHOPPING FOR ESSENTIALS IS IMPORTANT.. WE NEED INDUSTRY TO PROVIDE JOBS AS OUR UNEMPLOYMENT IS HORRIBLY HIGH.....OUR YOUNG FOLKS HAVE TO LEAVE BOGALUSA TO FIND WORK OR GO ON TO COLLEGE...AND NEVER COME BACK.</p> <p>PLEASE HELP US HELP OURSELVES...PLEASE DONT LET THE FOLKS DOWN SOUTH STOP THIS VERY NEEDED PROJECT....WE ARE PART OF NORTHSORE, TOO.....THANKS</p>	Comments noted.
31 (letter)	Mr. and Mrs. Richard R. Porter	<p>Mr. Barlow, Sir.</p> <p>Hwy. 3241 proposals have been on Washington Parish Residents Agendas far and Away for too long, too much on Our Minds, to not get those intentioned St. Tammians Minded Do Not Care, Do Not Want, or feel remotely inclined to Notice Our Northerly Direction goes on past, through St. Tammany to feel Neighborly. Or consider it is Our Money, Our Dollars being spend <u>there</u>, for Hospitals, Doctors, Clinics, Shops and Shopping, Food, Eateries, Entertainment, Auto buying, fuels, Vital life saving, and fun Activities, as well. To reach there, and leave Our Dollars, for them in St. Tammany’s exalted notions of Anyone else. Way off there, in seldom visited Washington Parish having traveled Narrow, Dangerously rutted Hwy 21 N-S to reach these stretches. Might reconsider What’s truth is St. Tammany’s northerly edge does not stop the</p>	Comments noted.

Comment #	Commenter	Comment	Response
		World's ending there. <u>We Need that route, Now. So Stop Stalling.</u>	
32 (letter)	JoAnn Inez Hanson	<p>This is in reference to Bush to I-12 highway. I have a beautiful 52 acre ole country farm in the heart of St. Tammany Parish – with a <u>abundance</u> of <u>wildlife</u> and <u>lore</u>. We took direct hit from Katrina – but, we're coming back, strong and <u>alive</u> – I raise cattle and timber, ect.</p> <p>My farm is located on Highway 435 and Keen Road.</p> <p><u>"Please"</u> <u>do not</u> put the road thru my farm – there is enough open woods elsewhere.</p>	Comments noted.
33 (letter)	T M Cahill	<p>Dear Corps of Engineers,</p> <p>Know you will be in Abita Springs at the Town Hall on Wednesday, September 28<sup>th</sup>. Cannot attend the meeting but would like to put my 2¢ in. Hope you are not going to destroy properties along Hwy 435 to put a super Hwy in. We need to take care of what we have and preserve the wildlife we have and what's left of the farm land and habitats for the animals.</p> <p>Please consider what people came here for. The ozone air – health – nature wildlife and the natural state of our beautiful state. What's left of it.</p>	Comments noted.
34 (e-mail)	Diane Moran	Please help Washington Parish survive by connecting us to the I-12 interstate.	Comment noted.
35 (letter)	Todd Williams	<p>To whom it may concern, I am a resident of Washington Parish and I would like to express my opinion on proposed Hwy 3241 that has been talked about for years.</p> <p>First and foremost it could be viewed as phase 2 of a great hurricane evacuation route for people living below I-12 (phase 3 would be from the Colburn Creek Bridge in Bogalusa to US Hwy 98 in Marion County, Mississippi).</p>	Hurricane evacuation is not part of the Purpose and Need of this

Comment #	Commenter	Comment	Response
		<p>Secondly the good people in Washington Parish deserve a safe, quicker, more convenient way to access I-12. It was voted on by the people of Louisiana and put on the list of TIMED projects. A no build option should not ever be an option; the people of Washington Parish have sat back and watched St. Tammany's growth and the watched the State Dept. of Transportation and Development fast tracks most of their projects. That is why I believe we should get the same consideration on this project. Our economic future depends on it; it's nothing more than we deserve.</p> <p>So please pick the shortest, quickest route and let's get this highway built before someone else builds another building in it's path or something else rears its ugly head.</p> <p>Thanks, Todd Williams</p> <p>(Please use your good judgement and treat us fairly in this matter.)</p>	project.
36 (e-mail)	Jim Hawkins	<p>Greetings,</p> <p>I feel the impact of the proposed construction (the B/O option) on Lowe Davis is overlooking the impact on recreational cyclers like myself, who makes use of Lowe Davis on a weekly basis, along with walkers and joggers. The light traffic and generally good road conditions on Lowe Davis make it a favourite for organized cycling events like the MS tour training rides and the Tour de Cure, including numerous club rides from the surrounding areas. I recognize the that 'progress' marches on and new roads will be built but I humbly ask that the impact on the area's cycling community be addressed.</p>	See response to Comment #29.
37 (e-mail)	Jim & Lorraine Reeves	<p>Attn: James A. Barlow, Jr., Project Manager, New Orleans District, Corps of Engineers</p> <p>Once again, we would like to express our thoughts that Washington Parish will certainly benefit from the Highway 3241 project. This long awaited transportation improvement will give this area better faster access to an interstate system. After years of traveling, we have personally noted that communities without quick and easy</p>	Comments noted.

Comment #	Commenter	Comment	Response
		<p>access to interstate systems suffer greatly and struggle to survive.</p> <p>Please help our area survive by immediately proceeding with this long-ago, voter approved project with no further delays.</p>	
38 (e-mail)	Wade Levy	<p>I would like to comment on the p-route the proposed route by the state. I attended the meeting at the Abita town hall and heard several comments that stated the p-route would only impact one home and four trailers along the route. It will impact many more homes than just the ones that have to move or relocate. There will be an impact to every home that this highway passes close to, a sound impact. Look at the interstate 10 system through Metairie, where 16' walls have been installed to try to divert some of the noise. Not to mention that route P would direct the traffic more towards the causeway, think of the impact that this will have on traffic on 190 and the causeway which is only two lanes. There are routes that would make an impact the residents of north St. Tammany and Washington parish as soon as the highway is built without having to count on economic development. Such as the routes going closest to the hospital already established.</p>	Comments noted.
39 (letter)	Lillian Gayle McCants	<p>Dear Dr. Barlow:</p> <p>I have lived long enough to see the results of transportation projects that connected communities to the rest of the surrounding areas. I have observed the results usually brought improvements to those communities.</p> <p>I truly feel that Highway 3241 could play an important part in Washington Parish growth. Washington Parish is a distress area with little job opportunity, a large number of low income residents, few professionals who live in here and few industries which effects our tax base. We have industrial parks but without good effective roads, companies can't transport their goods and services.</p> <p>I support Route P as the best possibility. I also feel that since this highway has been in the works for years. It had been approved by constitutional amendment with 85% approval of both Washington and St. Tammany Parishes. It is time for this project to</p>	Comments noted.

Comment #	Commenter	Comment	Response
		take place. Please consider this our lifeline to a better future. Please help us.	
40 (letter)	Mrs. Julian (Judy) Laine, Jr.	<p>Mr. James A. Barlow Jr.:</p> <p>Mr. Barlow we went to the meeting at the town hall on Wednesday 9/28/1. We have been very upset about the thought of a 4 lane highway coming through our property.</p> <p>In New Orleans for Katrina we lost everything. Our home and business and just about all our possessions. We had 10 feet of water in our home. I feel I need to tell you this. Please bear with me.</p> <p>The night of the storm we evacuated to Talisheek to an unfinished home. I broke both my ankles from a falling tree hitting the house and I fell down the steps. I had to wait two days before getting to a hospital due to so many trees and power lines down. This letter will be kind of long but I feel I had to explain. Sorry it is handwritten. I have no typewriter and don't use the computer. After breaking both ankles I needed three surgeries. One was an ankle fusion. The fall has given me severe back problems and many other health problems.</p> <p>I was completely depressed and upset after this storm. We had to settle in this house. We had started to build and we moved in and live on the 1<sup>st</sup> floor only. We still don't have floors yet and house is still not finished.</p> <p>A friend of my son in law was kind enough to give us some furniture which we are still using. Thanks to good friends and relatives we survived this ordeal. It took me many years to start living again and I finally found peace. Peace in this beautiful property. I planted all kinds of fruit trees and plants and it got my mind away from other problems. We worked all our life and saved for this property and thank God we had it when this disaster happened. We never took vacations or trips, not one since we were married. This year in October we will be married 50 years.</p> <p>I enjoy working in the yard and sitting on the porch looking at the beautiful row of</p>	Comments noted.

Comment #	Commenter	Comment	Response
		<p>pine and oak trees down the length of the railroad property. I don't think I can sit there and look at a 4 lane highway that close to our home. We have 35 acres and everyone who comes here says they feel like they are in heaven. Even my little granddaughters enjoy it. Its so different from the city.</p> <p>Coming down the railroad track to highway will not accomplish the objective of eliminating congestion. The purpose of the road from Interstate 12 to Bush was supposed to be built to ease the traffic from 190, Hwy. 59, Hwy 36 and Hwy. 21. If the proposed 4 lane highway comes completely down the railroad track through Talisheek it will destroy this town on its way to Hickory. As it goes through Talisheek it destroys 14 or more of our acres as the track runs the full length of our property.</p> <p>The railroad track route will not accomplish the development that St. Tammany Parish wishes to achieve; plus being a waste of money.</p> <p>There are many varieties of birds, deers, raccoons, red fox squirrels, and other wildlife. They all feel they have a home here in a peaceful place and all of this will be destroyed.</p> <p>There are also good neighbors this will hurt badly. The Lasalle family just bought their property and built a beautiful home. Their life long dream. They got a permit to build and no one told them about the highway. They have two special gifted wonderful sons and I know they will be afraid that one of them could go out toward the highway and get hit.</p> <p>There is also Mrs. Rosemary Gouzy. She is 82 years old and lost her husband six years ago. She is by herself. Her peace like myself lies in Goad and his mother. Her husband when he was alive built her a beautiful brick shrine with Jesus and Mary. She loves this shrine because of her great faith and that he built this for her. <u>Nothing</u> will replace it and it would be destroyed and torn down and her garage also. It will come dangerously close to her house. Should this lady have to deal with this?</p>	

Comment #	Commenter	Comment	Response
		<p>I have come to love this little town of Talisheek and this will be completely destroyed. This little grocery and our post office is very special. Its like living a little in the past.</p> <p>There are also many trailers down the track. I overheard someone at the meeting say – Oh its just a few trailers. <u>No its not! It is their homes!</u> One of them is a wonderful friend “Mary Singletary” who also just lost her husband. Its special good neighbors that don’t want to see a highway in front of their homes. I have come to know all these people and love them all. There are many other good neighbors who are a little further back off the tracks but they will still be impacted badly also. The D’antonio’s and McCune’s and many more.</p> <p>Please send someone out here and look at what this will do. Send a representative; not just people doing a survey. I will take them and show them just what this will do. We can either walk or ride. Please take this into consideration and I will pray that God direct you in the right way that will hurt the least people. I don’t want to see anyone hurt but I’m sure it will come to that. I just had to say what’s in my heart and hop you don’t disturb the peace of so many people and wildlife. One of my nine year old granddaughters said “I could sit out here all day and look at the beautiful woods”. She also said “Please tell those people with the highway that a little nine year old said – Please don’t do this”. Another granddaughter said to her daddy when she stayed here for the weekend “Daddy it sounds like the rain forest early in the mornings. Its so beautiful.” So many different birds singing. I feel God sent me here for a purpose after the devastation of Katrina. I found that peace! Please don’t take it away from all of us!</p> <p>God bless you!</p>	
41 (e-mail)	Deldon McNeely	<p>Dear Dr.Barlow,</p> <p>I bought 21 densely wooded acres on Oak Knoll Road years ago as a place of retirement. Now that I am retired I have built a home on it. Like my neighbors, I enjoy the quiet, peaceful, nature-friendly atmosphere.</p>	Comments noted.

Comment #	Commenter	Comment	Response
		<p>I am asking you to please refuse to permit the building of a 4 lane highway in our serene neighborhood, choice P.</p> <p>1) We don't need it, as there is very little traffic out here on 435.</p> <p>2) If it is built, many acres of wildlife and wetlands will be disturbed.</p> <p>3) A lot of suburban sprawl will encroach on this rural landscape, making way for pollution and crime.</p> <p>4) There are other routes already established to the proposed areas. We come here to escape the conveniences of city life, so please don't allow the state to impose them on us.</p>	
42 (e-mail)	Roland Higgins	<p>As a life long (36 years) resident of this wonderful area, I was taken back by the mention of this project. While growing up I heard of " B B" Rayburn's want to connect 21 to I 12 mainly to try to keep the town of Bougalusa from dying off. But there is a few things that trouble me. One is the fact that the proposed paths will be cutting through the "Talisheek Pine Wetlands" that harbor some great but endangered species of plants and animals not to mention, after hearing of this most of the residents that contacted me were more worried about the "peace" that they love so much about this area. Im not just talking about the retired and elderly that were upset. Its the hard working upper and middle class like myself that moved to the Talisheek, Bush, and other affected areas to raise our families in a quiet and safe as possible country setting away from traffic and such. As for Bougalusa. Its a lost cause. Not to be negative but in my profession I do some traveling and I have visited some great historic towns just like Bougaluse "use to be".</p> <p>Some were 30 mins. or more from any major roads or interstate but these towns used their history and what little industry they had to keep the heart of the town beating ( Lynchburg Tn for example). Bougalusa Is falling in on itself and after Katrina a good bit of the south shores' drug crime moved in. Thats not coming from me, I found out from</p>	Comments noted.

Comment #	Commenter	Comment	Response
		<p>life long residents, store managers' police and such that lived and worked in that area for 40 plus years and had to move because of petty crime and didn't like the way their town was heading after the hurricane. The last thing I want is a main HWY that will allow drug trafficking right through my front or back yard and make this quiet safe area another casualty of bad or outdated planning. As for traffic issues. I must be missing something because I see no congestion on 21, 41, or 40 it just takes us a little longer to get to Walmart. HWY 190 through Covington needs a lot of help but the area that is proposed for this is nothing more than a country setting that should be left alone.</p> <p>Thank you for your time. God Bless</p>	
43 (letter)	Ray Ann Wheat	<p>To Corp of Engineers I am writing in favor of Highway 3241. This highway is very important to the people of Washington Parish. I am urging that this road be approved as soon as possible. Thank you Ray Ann Wheat</p>	Comment noted.
44 (letter)	Sharon Wheat	<p>Dear Sir: I am writing you to encourage you to begin work on a highway to provide access from Washington Parish to Interstate 12. We have waited years and years for this highway to be built only to be put off each time. We have seen our parish decline in population because of the lack of a good highway. We have heard the outcries from St. Tammany parish from people who do not want the woods cut and yet at the same time we have seen this parish constantly cut wooded areas for subdivisions and stores. Please help us get this highway so we can improve our economic situation - so that trucks will have a decent road to drive on. Sincerely, Sharon Wheat</p>	Comments noted.
45 (letter)	Floyd R. Burdeaux	<p>I was unable to attend the public hearing September 29th on Hwy. 3241 held in Abita Springs. I am a Bogalusa business man with an Auto Parts store. I would like to have</p>	Comments noted.

Comment #	Commenter	Comment	Response
		<p>input of points which I have not seen in our newspaper.</p> <p>We probably lost our three new car dealerships because Chrysler, Ford, and GM want their dealerships located on four lane Highways going somewhere. These were on a four lane but not connected to an Interstate Highway and we now have No new car dealerships.</p> <p>A few years ago Mississippi offered to four lane the Highway from Columbia, MS. to the state line if LA. would four lane on to Bogalusa. LA. refused this offer at this time and I feel if Highway 3241 is completed, this offer would possible happen again. Imagine how this would help as a four lane evacuation route going north to the MS. Hwy 98. This might also relieve Hwy. 190 of some of it's daily heavy traffic.</p> <p>In 2008 the preferred route P was noted to impact only 7 buildings and 4 occupied residents. This was due to the fact it is going through wooded property and utilizing part of an old railroad right of way. Now it seems 2 subdivisions are voicing their objections. It appears the longer the Hwy. is delayed, the more opposition.</p> <p>It seems unfair to us, when approximately 22 years ago, Hwy. 3241 was a part of a program created by the legislature and approved by the citizens. In 1989 Hwy. 3241 was proposed by our then Senator BB "Sixty" Rayburn who stated, it would be completed in 5 years.</p> <p>Our district councilman, Ken Wheat, related at the Abita Springs public meeting, route P is now and previously the number one choice. Much of this right of way land has been purchased and would be the most economical and has been studied to have the least environmental impact. We hope and pray the decision for permitting will come as early as December 2011.</p> <p>A copy of our local paper's editorial is enclosed for you to read just in case you have not. I totally agree with everything expressed in this article and felt everything was</p>	

Comment #	Commenter	Comment	Response
		covered very well.	
46 (letter)	Gary Gouzy	If there has to be a new road, it should displace the least amount of people possible. Option "P" accomplishes this with just a little tweaking.	Comment noted.
47 (e-mail)	John Watzke	My name is John Watzke. I have lived in the Oak Knoll Golden Oaks Estates subdivison for the pass 24years. I'm against the highway going through the Alternate route "P" for a number of reasons. We already have a water flow problem in the area and with the road intersecting the area through Peg Keller road will add to these already major problems. Traffic is another major concern. We have several school busses that come down Peg Keller road each day both morning and evening. If the road would come through Peg Keller, the school busses will have to cross a 4 lane highway which will cause a very serious safety problem for our kids. The impact on the abundance of wildlife in the area would also suffer. I only pray that if this road is approved that there would be no development along the road that would only add more problems that this road would have when completed. There is so much land available around the "P" route that the road can easily be so very slightly moved over to completely miss the subdivision without impacting anyone's home or any subdivision. I hope that the people making these decisions would very much take into consideration that with a little thought the highway could be made without going through anyones property or subdivision. I hope you will consider my comments.	Comment noted.
48 (letter)	Ahmad Parandian	I'm thankful for freeway or 4-lane highway. I am glad for project and it's a great idea to hear about project and also it's a good investment. This note is for Mr. James and good luck with you and God bless you, always.	Comment noted.
49 (letter)	Catherine F. Schaefer	I was fortunate enough to attend the recent meeting in Abita Springs regarding the above referenced matter. As a resident of St. Tammany Parish I am in full support of this Highway. Obviously, as evidenced at the meeting, there are pros and cons as to which route for the Highway is actually chosen. I would like to request, however, that you give support to Route "Q," which ties into Highway 434, for the following reasons:  01 There would be fewer disruptions of homeowners along the route due to its very	Comments noted.

Comment #	Commenter	Comment	Response
		<p>rural route.</p> <p>02 It would provide a more direct route to the hospital in this area (especially in regards to the residents of Washington Parish).</p> <p>03 A drive through of the area where the Highway would intersect with 1-12 clearly shows that this is an area of economic growth (hospital, medical and surgical facilities, coffee distribution center, governmental offices, etc.) This additional roadway would only help the commercial development of the area.</p> <p>04 An additional bridge will eventually need to be built over Lake Pontchartrain. The work on the road to the new bridge could easily be extended from Highway 434 to Lake Road (which currently dead-ends at the shore of the Lake).</p> <p>Again, I request your careful consideration of Route "Q" for the "1-12 to Bush" Highway.</p> <p>Should you have any questions, feel free to contact me at (504) 833-0044, Extension 206.</p>	
50 (letter)	Cheryl M. Martin	<p>I was fortunate enough to attend the recent meeting in Abita Springs regarding the above referenced matter. As a resident of St. Tammany Parish I am in full support of this Highway. Obviously, as evidenced at the meeting, there are pros and cons as to which route for the Highway is actually chosen. I would like to request, however, that you give support to Route "Q," which ties into Highway 434, for the following reasons:</p> <p>01 There would be fewer disruptions of homeowners along the route due to its very rural route.</p> <p>02 It would provide a more direct route to the hospital in this area (especially in</p>	Comments noted.

Comment #	Commenter	Comment	Response
		<p>regards to the residents of Washington Parish).</p> <p>03 A drive through of the area where the Highway would intersect with 1-12 clearly shows that this is an area of economic growth (hospital, medical and surgical facilities, coffee distribution center, governmental offices, etc.) This additional roadway would only help the commercial development of the area.</p> <p>04 An additional bridge will eventually need to be built over Lake Pontchartrain. The work on the road to the new bridge could easily be extended from Highway 434 to Lake Road (which currently dead-ends at the shore of the Lake).</p> <p>Again, I request your careful consideration of Route "Q" for the "1-12 to Bush" Highway.</p> <p>Should you have any questions, feel free to contact me at (504) 833-0044, Extension 206.</p>	
51 (letter)	Helen Burdeaux	<p>In Bogalusa we want to get to the 1-12 for different reasons of concern to our citizens. I ask for route P which is reported to be the shortest and the most direct route to reach 1-12. It is said much of the land for the right of way has been purchased making it the most economical route. This route P has also been reported to have been studied more than other routes to have the least environmental impact.</p> <p>To reach 1-12 from Bogalusa would give us a safer travel and allow us to go East to Slidell or West to Covington. Another thing in this day and time the world is getting smaller and transportation is vital to our survival to prosper as a community like we see other communities doing. We live in a depressed area and my husband and I know from an experience when a bank would not loan to a person asking for a loan to purchase our business when it was known where the business was located.</p>	Comments noted.

Comment #	Commenter	Comment	Response
		<p>Our city has taxes decreased due to some of the reasons as follows; lost businesses such new car dealerships, our chemical plant moved to Ala., small business close their doors, some business located in our industrial park choose to leave, department stores close or leave, and our population census has decreased.</p> <p>We can see what being isolated without a connection to an interstate brings about today. Please issue the permit without delay for Hwy 3241 to begin construction. There will certainly be much gratitude in our hearts.</p>	
52 (e-mail)	Mr. & Mrs. Val Haydel	<p>I am a resident of golden oaks. I live on peg Keller rd. and this road runs thru two subdivisions golden oaks and oak knoll. I totally oppose the alternative P and having a highway cut thru my subdivision. we moved here because of the rural setting. if I wanted to have the noise of traffic , pollution in our air and a increase of crime in my neighborhood, I would of bought next to the I-10. I chose this area as my final home in my golden years. I don't understand why it has to be built at all. for Bogalusa? I don't think disrupting peoples lives who love this country setting should be penalized for a handful of those who want to make money and turn this peaceful area into another noisy speedway. not to say ,the trash and speeding on this highway will bring.</p> <p>We have approx. 110 homes on 5 or more acres which are valued from \$175,000 to \$300,000 who ride bikes, jog, walk the family dog, and horse owners who ride down our streets. We have school buses that frequently pass our home twice a day. my neighbors have become close friends . We are all very concerned of what this hwy. will bring to our peaceful, safe way of life.</p>	Comments noted.
53 (e-mail)	Roy O. Adcox – Rimkus Consulting Group, Inc.	As a regular traveler and commuter south on a daily basis from Washington Parish I would like to voice my support for construction of the highway. This project is long overdue. I have been observing the delays and red tape associated with this project since the early 80's. I travel the state of Louisiana through the course of my job duties and promise you there is not a more isolated area of the state than Washington Parish. I have seen highways and bridges constructed in other parts of the state under	Comments noted.

Comment #	Commenter	Comment	Response
		the same program that 3241 was a part. Those programs have aided the communities they were built in greatly. It is time to build the highway.	
54 (e-mail)	Christian Winslow	<p>I am not in favor of the proposed road as LA 41 already exists to the east and provides access from Bush to I-12, I-10, and I-59. Similarly, LA 21 already exists to the west. Maybe additional research into widening and/or straightening one or both of these existing highways should be conducted.</p> <p>This approach would likely be far less costly and more environmental friendly than the current alternatives. As for the existing alternatives, it appears that alternatives J and O would the least amount of environmental, social, and relocation impacts, as the majority of each follows the abandoned railroad corridor. I oppose alternatives P and B/O because each would cause the greatest impacts to residents and the environment.</p> <p>Thank you for your time and attention to these comments.</p>	Comments noted.
55 (e-mail)	Anthony Oddo	Please use the shortest route 1088 to bush.	Comment noted.
56 (e-mail)	Bobby Harper	In my opinion, route P would be the most environmentally friendly route because it saves fuel by eliminating traffic delays caused by residential driveways. Hwys 21 and 41 have become a rolling traffic jam with residents along the way exiting onto driveways and school buss stops bringing traffic to a complete halt.	Comments noted.
57 (letter)	George Gouzy	My first choice is "No Build", but realizing that this is not an option the best alternative for drivers, homeowners, and the state is Route P. Route P is not only the shortest, but is the best for all people. It can be constructed without anyone losing their home if the route is tweaked just a little. By tweaked I mean avoiding people's homes by routing the Hwy past Oak Knoll and Money Hill then turning left and continuing to Hwy 1088 which the newest and best outlet to I12. It would bring traffic to the approximate center of the parish with Mandeville to the south, Covington/Abita to the west and Lacombe to the east. This route would also provide faster access to more hospitals and tot the two main parish govt headquarters (Koop	Comments noted.

Comment #	Commenter	Comment	Response
		Drive and in Covington). A tweaked Route "P" is the best for all citizens.	
58 (letter)	Scott M. Simon, Sr.	<p>Mr. James A. Barlow, Jr., PhD Project Manager, New Orleans District U.S. Army Corps of Engineers P.O. Box 60267 New Orleans, Louisiana 70160-0267</p> <p>Dear Dr. Barlow</p> <p>Re: I-12 to Bush, Louisiana Proposed Highway</p> <p>Thank you for allowing for the community meeting to review and give public input on the proposed highway alternatives at the Abita Springs Town Hall. It was well attended and much good testimony was given. As a citizen of St. Tammany parish and a resident of Peg Keller Road I fully understand that the proposed highway, by legislative act and a vote of the people, is to be built. Given the proposed routes there will be issues either pros or cons regarding the final decision. Since the routes in debate today were decided over twenty years ago much has changed in that time period. It would be best if still yet another route is chosen other than those in the proposed study. In this case a new route could then be more considerate of the growth in the area since the original paths were chosen.</p> <p>With that said, though, and in working with what is at hand, I would request that the Corps of Engineers give support for Route "Q" for the following reasons:</p> <ul style="list-style-type: none"> <li>a) Less impact on homeowners along this path given its rural nature</li> <li>b) Opportunities for smart growth-anti sprawl, economic development on this route with existing commercial establishments and zoning at the crossroad of Hwy 435, Hwy 41 and Hwy 3241 in the community of Talisheek</li> <li>c) Least costly to the tax payers of Louisiana considering wetlands mitigations</li> <li>d) Utilization of the existing right of way of the abandoned Gulf Mobile and Ohio</li> </ul>	Comments noted.

Comment #	Commenter	Comment	Response
		<p>Railroad (another Green Building practice)</p> <p>e) Direct access to the Heart Hospitals and other vital services already established on Hwy 434 as well as the proposed Educational Complex already in the developmental stages for that area</p> <p>f) Creates a northerly path of travel for parts of Mandeville, Slidell and the community of Lacombe for economic development as well as hurricane evacuation purposes</p> <p>In addition to these considerations this path should only be allowed on a limited access basis.</p> <p>Though either route chosen will cause inconveniences and hardship on those in its path, route "Q" , in my opinion, offers the best solution for proven smart growth strategies, gives Washington Parish it connection to the Interstate system and connects to already established commercial corridor at Hwy 434 and I-12 with much development still to come in the near future.</p> <p>Again, I request you carefully consider route "Q" for the I-12 to Bush Highway.</p> <p>Please feel free to contact me at 985-630-0036 if any further is needed.</p> <p>Sincerely,</p> <p>Scott M. Simon, Sr.</p>	
59 (letter)	Richard F. Knight – Northshore Community Foundation	<p>Dear Dr. Barlow:</p> <p>In 2009, a small group of citizens and local landowners formed a committee through the Northshore Community Foundation with the sole purpose of ensuring that the long awaited road from I-12 to Bush was one day completed. Though the group all had small differences and desires for routes, it was decided early on that Route P was the most logical and acceptable for the greater good. Armed with a consensus on Route P, the group then began meeting local, state and federal policy makers to garner support</p>	Comments noted.

Comment #	Commenter	Comment	Response
		<p>for the road.</p> <p>As a brief history, The TIMED Program was established by Act 16 of the first extraordinary session of the Louisiana 1989 Legislature. Sixteen major projects were enumerated in Act 16. At that time, all projects included in the TIMED Program were planned for completion by December 31, 2005, using revenues from the dedicated four-cents-per-gallon gas tax.</p> <p>In 2000, it was determined that the Program could not be completed earlier than 2031 on the pay-as-you-go basis. As a result, the DOTD made the decision to accelerate completion of the projects through a bonding program. Through 2009, TIMED bond sales have totaled over \$2.6 billion for completion of these projects, and this is the last project of the program, languishing 22 years thus far.</p> <p>With that said, it is the strong and formal request of the undersigned that the Corps of Engineers select Route P, and allow the Louisiana Department of Transportation and Development to move forward immediately on the route that has been documented as preferred for years. Point to support this include:</p> <ul style="list-style-type: none"> <li>• Routes were reviewed, considered, and discussed in the past 22 years by the state, and the state determined Route P was the preferred route based on their determination of need an mission of the TIMED Program;</li> <li>• The state has already made a significant investment in the past based on Route P, and has acquired Right of Way for this Route since the late 1980's;</li> <li>• Nearly 60% of Route P is owned by one land owner, thus dramatically reducing human, economic and quality of life impact for land acquisition;</li> <li>• Route P is the obvious one that alleviates the most congestion from already overused thoroughfares including Highway 190, Highway 21 and Highway 59;</li> </ul>	

Comment #	Commenter	Comment	Response
		<ul style="list-style-type: none"> <li>• The new interstate interchange at Highway 1088 has the most current capacity to support the new route, thus, Route P;</li> <li>• Route P is the most logical and effective route to create an additional north bound hurricane evacuation route;</li> <li>• According to the Corps itself, Route P and Route Q have very similar environmental impact;</li> <li>• Route Q positions the road to be least useful to all. It is simply too far east to pull significant traffic from over congested routes to the west and it will drastically minimize the economic and quality of life benefits to the majority of citizens in Northern St. Tammany and Washington Parishes;</li> <li>• If the Corps issues a permit based on another new route, it could significantly increase the amount of time it will take to build a the highway</li> </ul> <p>We, the undersigned strongly request that the Corps of Engineers issue a permit to the Louisiana Department of Transportation and Development for Route P and allow this road to finally move forward as constitutionally mandated 22 years ago.</p> <p>Thank you for your time and attention to this matter.</p> <p>Sincerely,</p> <p>Richard F. Knight, Immediate Past Chair Northshore Community Foundation</p> <p>Peter M. McEnery, Member McEnery Properties, LLC</p> <p>Mimi Goodyear Dossett</p>	

Comment #	Commenter	Comment	Response
		<p>Money Hill Plantation, LLC</p> <p>Sally C. Goodyear Money Hill Plantation, LLC</p> <p>Shelby P. LaSalle, Jr.</p>	
60 (letter)	David Folse	<p>Mr. Barlow,</p> <p>My name is David Folse. I live on Peg Keller Road in Abita Springs. I live in a quite neighborhood with no traffic are crime. I would ask you please not use route P. Route Q that runs the railroad tracks has less impact to everyone.</p> <p>Thank you, David Folse</p>	Comments noted.
61 (letter)	Deldon McNeely	<p>Dear Dr. Barlow,</p> <p>Years ago I bought 20 acres of wooded land on Oak Knoll Rd for my retirement. When I retired 5 years ago, I sold 6 acres to a military couple who plan to retire here, and I built a house.</p> <p>Please do not permit highway choice P from I-12 to Bush to disturb the wildlife, wetlands, and residential property here. There are other less drastic choices. We need to preserve the quality of life that does not desire busy traffic and urban sprawl. This is a peaceful place for man and beast(?) – few places left around here. Thank you.</p> <p>Deldon McNeely</p>	Comments noted.
62	Paul Carroll – St. Tammany Parish, Department of	The St. Tammany Parish Department of Engineering has reviewed the LA 3241 (I-12 to Bush) Traffic Study Report of the Environmental Impact Statement prepared for the USACE by Urban Systems, Inc. dated June 2011, and offers the following comments.	

Comment #	Commenter	Comment	Response
	Engineering	<p>LADOTD proposes to construct a four-lane arterial highway from the southern terminus of the present four-lane arterial portion of LA 21 in Bush, Louisiana to I-12. This proposed highway is to fulfill the legislative mandate of Louisiana Revised Statute 47:820.2B(e) with one of the primary needs of reducing congestion and delays on the existing roadway network by providing a more direct route for those traveling from Washington Parish and northern St. Tammany Parish to the I-12 corridor. St. Tammany Parish is experiencing considerable strain and congestion on its existing highway system in the area and as a result, the St. Tammany Parish Department of Engineering strongly endorses and supports the purpose and need for this project.</p> <p>The Traffic Study Report assessed the alignment of four practical Alternatives (B/O, P, Q, and J) connecting LA 21 in Bush to the I-12 corridor for a design year of 2035, and their potential effect on reducing congestion and delays on existing nearby highway such as LA 21, LA 59, and LA 41. The report notes the considerable congestion currently experienced by motorists on heavily traveled LA 21 and LA 59 in particular, and the existing need for capacity improvements on these two corridors. LA 41 is noted to currently operate with excess capacity and will continue to do so in the future. After a thorough review of the report, and evaluation and analysis of the Parish's own traffic data, the parish Department of Engineering concurs with the findings of the Traffic Study Report that Alternative P will bring the greatest traffic benefit to the Parish and will best meet the purpose and need of the project as stated above. The Department of Engineering strongly endorses Alternative P as the preferred alignment.</p> <p>Following are brief remarks regarding the Parish's review of the four Alternatives considered.</p> <p><b><u>Alternative B/O</u></b>                      Alternative B/O would widen existing LA 21 to four-lanes from Bush to Waldheim, and then continue as a new four-lane arterial roadway southeast to a connection point at the recently completed I-12 @ LA 1088 interchange. It is estimated that in the design year 2035 this roadway will result in 11,535 vehicles per day (vpd) diverted away from</p>	

Comment #	Commenter	Comment	Response
		<p>the existing roadway network. Specifically, Alternative B/O is estimated to reduce daily traffic loads on LA 21, LA 59, and LA 41 of 35%, 20%, and 15%, respectively. While the Parish would see good benefit from this alignment in reducing traffic delays on heavily traveled LA 21 and LA 59, it does not reach the overall level of benefit provided by Alternative P as will be described next. Moreover, the impact to existing homes and developments, as well as wetland areas, makes this alignment less preferable as compared to Alternative P.</p> <p><b><u>Alternative P</u></b>                      Alternative P begins in Bush at the intersection of LA 41 and LA 40 and continues south as a new four-lane highway to a connection point with LA 1088 just north of its recently constructed interchange with I-12. It is expected that the roadway will result in 13,020 vehicles per day diverted away from existing highways and onto the new roadway. Reduction in daily traffic loads on LA 21, LA 59, and LA 41 are estimated at 40%, 16%, and 46%, respectively. This alignment will see the greatest traffic use and benefit of the four Alternatives considered. Reduction of traffic congestion and delays on heavily traveled LA 21 and LA 59 will be considerable. The projected benefits to the existing roadway network are particularly pronounced during the AM and PM Peak hours, with projected reduction in delay times in the range of 74%-81%. Moreover, the wetland impacts of Alternative P are less than Alternative B/O, and in line with Alternatives J and Q. As a result, the Department of Engineering strongly endorses Alternative P as the obvious and preferred alignment.</p> <p>St. Tammany Parish Government strongly supports this alignment. It has minimal impacts to existing housing, business, parish government operations, and proposed projects. It also provides by far the most traffic benefit which is the point of constructing the road to begin with. This alignment also minimizes impacts to potential endangered species habitat.</p> <p>If Alignment P is approved, St. Tammany Parish will revise our hurricane evacuation plan to show that many of the residents in the western part of St. Tammany Parish will use this road to evacuate to the North which will reduce traffic on other routes</p>	

Comment #	Commenter	Comment	Response
		<p>allowing shorter travel times for southshore residents. This is a benefit which is not possible for alignments Q, J, or no build.</p> <p><b><u>Alternative J</u></b>  Alternative J begins in Bush as a new four-lane highway and follows the abandoned railroad corridor southeast to a point due north of the Slidell Municipal Airport, and then continues south along the existing Airport Road corridor to connects with I-12 at the existing Airport Road/Northshore Boulevard interchange. It is projected that in this alignment will result in 8,170 vehicles per day (vpd) diverted from the existing roadway network in design year 2035. This Alternative is estimated to reduce daily traffic loads on LA 21, LA 59, and LA 41 of 16%, 6%, and 75%, respectively. Traffic use for this alignment (8170 vpd) is the smallest of the alternatives considered and notably less than that estimated for Alternatives B/O and P (11,535 vpd and 13,020 vpd, respectively). In addition, the existing highway that will see the most relief from this alignment is LA 41, which as noted earlier has existing excess capacity, whereas LA 21 and LA 59 are suffering from lack of capacity. Furthermore, this alignment will bring motorists to already one of the busiest and congested interchanges in the Parish (I-12 @ Airport Road/Northshore Boulevard). Overall wetland impacts of this alternative appear to be in line with Alternatives P and Q. Consequently, the cost of building this alignment compared to the minimal improvements it brings, if any, to the overall existing roadway network makes Alternative J difficult to justify, and the Department of Engineering recommends against its selection. Upgrading the I-12 intersection and right-of-way costs along Airport Road will be extremely expensive.</p> <p>This alignment impacts the National Weather Service office near Slidell. Would cause between \$2M and \$10M in impacts and may require a relocation and / or a 45 day downtime for their radar servicing the New Orleans area. The downtime would result in weather forecasts in the New Orleans area being of reduced accuracy which is especially problematic given the severe weather this area is subject to. St. Tammany also objects since there would be a risk of the NWS office relocating outside of St. Tammany Parish.</p>	

Comment #	Commenter	Comment	Response
		<p>This alignment would cross a tributary of Bayou Liberty which is proposed to be a floodway in the location of the crossing. St. Tammany Parish is concerned about possible increases in flooding at the Slidell Airport.</p> <p>This alignment severely encroaches into a retention pond north of Birdie Drive which would be expected to increase flooding for the nearby houses if not accounted for. Are there any plans to address this impact to existing drainage?</p> <p>This alignment encroaches into a golf course north of Birdie Drive. Are there plans to work with the golf course owner to maintain the quality and functionality of this golf course?</p> <p>This alignment would result in a significant loss of floodplain storage in the developed area along Airport Road where house and street flooding are already problematic. Will any measures be taken to ensure that there will be no flood rise on existing residences and streets in this area?</p> <p>This alignment requires the removal of a very large number of existing houses and businesses. This will be extremely disruptive to the hundreds of residents and businesses along Airport Road. Using alignment P would be much less disruptive to existing residents and businesses.</p> <p>Removal of these residences and retail businesses will also be detrimental to local tax revenue and remove businesses that local residents need.</p> <p>This alignment will not provide nearly as much traffic benefit to the highways in the western part of St. Tammany Parish leaving unacceptable levels of service. As a result, those highways will require substantial upgrades which will require encroachment into wetlands. This environmental impact should be in the final EIS and should be considered in the decision of which alignment to permit and construct.</p>	<p>All alignments have been preliminarily designed to include bridges, culverts, and other engineering practices so that there will be no impact to existing drainage upon construction of the roadway. See Section 4.21.2.2 regarding minimizing impacts to drainage and water resources.</p>

Comment #	Commenter	Comment	Response
		<p>There are a number of previously flooded structures off of Scenic Drive near this alignment. It appears that this alignment would further encroach into the floodplain increasing flooding. Are there any plans to mitigate this issue?</p> <p>The new proposed East-West corridor currently under construction between Airport Road and HWY 11 should be considered in the EIS. Will this result in a failing level of service for this new corridor? Also, what will be traffic impacts be at the intersections of this road (Airport Road Extension) and HWY 11 and at Robert road and HWY 11 as they are very close together.</p> <p>There are several slightly misaligned intersections along the existing Airport Road. At the higher traffic levels and speeds, these intersections could become much more hazardous. Are there plans to realign any intersections along Airport Road?</p> <p><b><u>Alternative Q</u></b>            Like Alternative J just described, Alternative Q starts in Bush as a new four-lane highway and follows the abandoned railroad corridor to a point just northeast of the LA 36 @ LA 434 intersection, and then continues south to follow along existing LA 434 where it connects to the I-12 @ LA 434 interchange. It is expected that the roadway will result in 8,220 vehicles per day (vpd) diverted away from existing highways and onto the new roadway. Reduction in daily traffic loads on LA 21, LA 59, and LA 41 are estimated at 18%, 6%, and 70%, respectively. Alternative Q share the same drawbacks as just described for Alternative J, with exception of the very negative impact at the existing I-12 @ Airport Road/Northshore Boulevard interchange. That is, traffic use for this alignment (8,220 vpd) is notably less than that estimated for Alternatives B/O and P (11,535 vpd and 13,020 vpd, respectively), and the existing highway that will see the most relief from this alignment is LA 41 which already has existing excess capacity, whereas LA 21 and LA 59 are presently suffering from lack of capacity and will see minimal benefit. Alternative Q also negatively impacts planned Parish roadways and developments adjacent to the LA 434 corridor. Moreover, the</p>	<p>LADOTD would address this during the design phase.</p> <p>LADOTD would address this during the design phase.</p>

Comment #	Commenter	Comment	Response
		<p>overall wetland impact of Alternative Q appears to be near similar to that of Alternative P. By comparison, the Departments prefer alignment of Alternative P will see much more traffic utilization and a greater reduction in congestion and delays to the existing roadway network. Therefore, the Department of Engineering recommends against Alternative Q.</p> <p>This alignment runs through the new Coroner’s facility which is currently under construction and scheduled to be completed in March 2012. This facility has a construction contract of about \$7.4M and a total cost of about \$9M. It would be very disruptive to the Coroner’s office to have to relocate as soon as they have moved in after years of planning and construction. This would also greatly add to the right-of-way and relocation expenses to LADOTD.</p> <p>This alignment would run right through the proposed Tammanend development in the area of the proposed university tech park. St. Tammany Parish has been working closely with the developer to create a university tech park which will help serve as an economic driver and an anchor to encourage development to move farther north outside of the hurricane surge risk area. St. Tammany Parish has acquired property to construct a high school, acquired property to construct a Learning Center, and for a Transportation Center all near or in this development which also near the new Coroner’s facility.</p> <p>This alignment would require the removal of a fire station. This fire station is critical to the safety and protection of property for residents and businesses in the area. If this alignment is constructed, a replacement fire station in the area must be completely constructed prior to the closing of this existing fire station. The new fire station would require a wide median cut to allow 2 way access to and from the station.</p> <p>If this alignment is selected for construction, LADOTD should work with St. Tammany Parish on the cross-culverts under the road slightly north of the Coroner’s facility as</p>	<p>LADOTD would address this during the design phase.</p>

Comment #	Commenter	Comment	Response
		<p>we have future drainage plans to tie drainage from the east side of HWY 434 into the sand pit on the west side of HWY 434.</p> <p>The draft EIS shows that this alignment crosses and runs near more potential endangered species habitat than alignment P which is preferred by St. Tammany Parish.</p> <p>This alignment appears to encroach severely into the parking area of the LA Heart Hospital, encroaches into the parking lots of other associated medical facilities. These impacts to this large and important medical center would be unacceptable. After discussing this with the hospital, it was determined that they don't own sufficient land to relocate the parking. The economic and public health impacts of losing this hospital should be considered in the EIS.</p> <p>The drainage plans for the developments along HWY 434 appear to be significantly impacted, especially where a large pond near the hospital would be filled in. What are the plans to address these impacts?</p> <p>Since this alignment does not provide nearly the traffic benefit that alignment P provides, there will still be a need for traffic upgrades to existing roads. The environmental impacts related to upgrading the additional highways should be considered in the total impacts of this project.</p> <p>In the recently acquired properties St. Tammany Parish is either building on or planning to build on, we have made an effort to and been successful in acquiring properties which are non-wet. Given the amount of wetlands in this vicinity, if we are forced to relocate these facilities, we are unlikely to find non-wet properties for all of these facilities. The additional likely wetland impacts due to the relocation of these facilities should be considered a direct impact in the EIS.</p> <p><b><u>No Build Alternative:</u></b></p>	<p>All alignments have been preliminarily designed to include bridges, culverts, and other engineering practices so that there will be no impact to existing drainage upon construction of the roadway. See Section 4.21.2.2 regarding minimizing impacts to drainage and water resources.</p>

Comment #	Commenter	Comment	Response
		<p>For the no build alternative, it's assumed in the EIS that there is no environmental impacts. This is not realistic. If none of the alternatives are constructed, upgrades to existing roads will be required. These upgrades will result in substantial environmental impacts, but would not achieve nearly as much traffic benefit. This should be reflected in the EIS.</p> <p><b><u>Conclusion</u></b></p> <p>In summary, after reviewing all of the proposed alternatives, St. Tammany Parish Government strongly supports Alignment P over the other proposed alignments. This alignment provides substantial improvements to several highways with the most benefit being provided to the highways which are most in need of relief (HWY 21 and HWY 59). This alignment would greatly reduce the near future need for upgrades to these alignments which minimizes environmental impacts from otherwise desperately needed upgrades. Alignments J and Q do not sufficiently reduce traffic on these 2 highways to eliminate the needs for these upgrades. If alignments J or Q are constructed, applications for new wetlands permits for additional traffic upgrades in western St. Tammany Parish should be anticipated because these alignments do not satisfy traffic demands. We strongly recommend that Alignment P be selected so that desperately needed traffic upgrades may be constructed which will reduce travel time, make the highways safer due to improved levels of service, reduce fatalities due to moving traffic from 2 lane undivided highways to 4 lane divided, and minimize impacts to existing businesses, medical facilities, and government infrastructure. Alignment P is the only alignment that adequately serves the purpose and need for this project.</p> <p>Several aerials showing impacts to alignments J and Q are attached. Please note that the fire station on HWY 434 is mislabeled "sleep center".</p> <p>Sincerely,</p> <p>Paul Carroll, P.E.</p>	

Comment #	Commenter	Comment	Response
		xc: Parish President Kevin Davis CAO Bill Oiler File Rebecca Lala, P.E. Johnny Bordelon, P.E. deEtte Smythe, PhD Eddie Williams, P.E. Christian Lee John Smith Brian Fortson <a href="mailto:strd300@yahoo.com">strd300@yahoo.com</a> <a href="mailto:mcroft@stpcorner.org">mcroft@stpcorner.org</a> Noel Ardoin [Noel.Ardoin@LA.GOV] Cameron Tipton [Cameron.Tipton@stpsb.org] Karl Warner [karl.warner@medcath.com]	
63 (e-mail)	Greg and Carolyn Harmeyer	As we live VERY near the intersection of this proposed roadway and Peg Keller Road, both my wife and I strongly oppose this, especially Option P. The quality of life we and our neighbors have here will be totally destroyed if this plan is taken. We located here many years ago to avoid this type of thing, and now we face the prospect of having this rammed down our throats. We WILL seek out any politicians who are up for election in this area and will actively lobby against any who favor this nightmare.	Comments noted.
64 (letter)	W.L. "Trey" Folse – Superintendent St. Tammany Parish School Board	The St. Tammany Parish School System Department of Administration has reviewed the Proposed Alternative Routes for a four lane highway from Bush, LA, to Interstate 12 (indicated to be LA Hwy 3241 in the Environmental Impact Statement dated June, 2011). It is our understanding that this will be a high speed four lane arterial highway and is proposed with the primary intent to reduce traffic congestion on the existing roadways by providing a more direct route from Northern St. Tammany and Washington Parishes to Interstate 12. The St. Tammany Parish School System strongly encourages this effort as our school system has over 370 school busses on the roads daily and has approximately 38,000 students that are transported daily to and from	Sent letter to St. Tammany Parish School Board on November 2, 2011 requesting further info regarding impacts to bus routes. No response was received.

Comment #	Commenter	Comment	Response
		<p>schools and school events. St. Tammany Parish School Board is St. Tammany Parish's largest employer with over 5,500 employees who travel to and from school sites daily throughout the school year.</p> <p><u>Regarding the Route Alternative B/O which runs from I-12 at LA Hwy 1088 to Bush by way of LA Hwy 21:</u> This route would four lane a portion of LA Hwy 21 which runs directly in front of Fifth Ward Junior High School (see attached aerial). It appears that the right of way for this route would go through the administrative/classroom building at this school and would place the gymnasium at the edge of the roadway. It would also encroach significantly into the parking areas and car and bus loops at this school. The increased noise and traffic at higher speeds would greatly impact this school facility. The additional noise would be significantly disruptive to the learning process and would increase construction costs due to requiring additional soundproofing for the buildings. The St. Tammany Parish School System requests that the sound impacts be evaluated in the final EIS. <b>The St. Tammany Parish School System is strongly opposed to Route Alternative B/O.</b></p> <p><u>Regarding the Route Alternative Q which follows LA Hwy 434 then follows a northeastern direction:</u> The St. Tammany Parish School Board has just in this month received the transfer of property for the purpose of building an Advanced Studies School (shown as Proposed High School on the attached aerial) to provide advanced and special curriculum opportunities for all of the students in the Parish. It appears that a large portion of the east property line of the land parcel for this facility is located in very near proximity to the proposed Route Alternative Q. The voters of St. Tammany Parish approved a bond issue in 2008 that includes funding for this new \$25M facility. It is anticipated that the facility could be under construction in approximately one year. This new educational facility is also slated to be coordinated and integrated with a planned college development on adjacent property. Route Alternative Q comes extremely close to the eastern property line of this planned facility location and cuts through the adjacent land that is slated for the college development. <b>The St. Tammany Parish School System opposes Route Alternative Q.</b></p>	

Comment #	Commenter	Comment	Response
		<p><u>Regarding the other Route Alternatives P and J:</u> These routes appear to provide some potential relief for traffic congestion on highly travelled roadways including LA Hwy 21, LA Hwy 59, and LA Hwy 41. Our understanding of these proposed alternative routes is that Route Alternative P has the potential to provide the most reduction of traffic from these corridors. The St. Tammany Parish School Board agrees with the Parish of St. Tammany that Route Alternative P is the most likely to provide a viable alternate route to alleviate the most traffic issues on LA Hwy 21, LA Hwy 59, and LA Hwy 41. The St. Tammany Parish School System would be positively affected by an alternate route to these traffic corridors which are often very congested with the amount of traffic that moves through these areas on a daily basis. <b>The St. Tammany School System supports the Route Alternative P selection.</b></p>	
65 (letter)	George J. Schaefer, Jr.	<p>Mr. Jack Donahue Senator, District #11 Louisiana State Senate Post Office Box 896 Mandeville, LA 70470-2896</p> <p>Dear Mr. Donahue:</p> <p>Re "I-12 to Bush" Highway</p> <p>Thank you for attending the recent meeting in Abita Springs regarding the above reference matter. As a resident of St. Tammany Parish I am in full support of this Highway. Obviously, as evidenced at the meeting, there are pros and cons as to which route for the Highway is actually chosen. I would like to request, however, that you give support to Route "Q," for the following reasons:</p> <p>01 There would be fewer disruptions of homeowners along the route due to its very rural route.</p> <p>02 It would provide a more direct route to the hospital in this area (especially in</p>	Comments noted.

Comment #	Commenter	Comment	Response
		<p>regards to the residents of Washington Parish).</p> <p>03 A drive through of the area where the Highway would intersect with 1-12 clearly shows that this is an area of economic growth. This additional roadway would only help the commercial development of the area.</p> <p>04 An additional bridge will eventually need to be built over Lake Pontchartrain. The work on the road to the new bridge could easily be extended from Highway 434 to Lake Road (which currently dead-ends at the shore of the Lake).</p> <p>Again, I request your careful consideration of Route "Q" for the "1-12 to Bush" Highway.</p> <p>Should you have any questions, feel free to contact me at (504) 833-0044, Extension 206.</p>	
66 (letter)	Marylee Orr – Executive Director LEAN LMRK	<p>Dear Mr. Barlow:</p> <p>The Louisiana Environmental Action Network (LEAN) is submitting the following comments on the Draft Environmental Impact Statement (EIS) for Louisiana Highway Project 700-52-0124, LA 3241. This project would construct a four-lane highway from LA 21 in Bush, Louisiana to Interstate 12 (I-12) in St. Tammany Parish.</p> <p>The I-12 to Bush highway is being proposed by the Louisiana Department of Transportation and Development (LDOTD) 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 needs be addressed as the state has a backlog of highway projects and repairs now estimated at \$14 billion.</p> <p>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</p>	Comments noted.

Comment #	Commenter	Comment	Response
		<p>existing habitats (p.30). 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.</p> <p>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). The state of Louisiana continues to undergo significant wetland loss and alteration, not just in the coastal zone but in all eco-regions.</p> <p>We believe that LDOTD has not shown that the economic benefits justify the construction costs or environmental impacts.</p> <p>Under Alternatives B/O, J, P, and 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>We request that the Corps selection the No Build Option for this project.</p>	
67 (letter)	Sherri LeBas, P.E. – Secretary Louisiana Department of Transportation and Development	<p>Dear Dr. Barlow:</p> <p>The Louisiana Department of Transportation and Development (Department) offers the following comments for the Corps’ consideration regarding the captioned project. The Department’s mission is to deliver transportation and public works systems that enhance quality of life and facilitate economic growth. Keeping this mission in mind, of the alignments studied in the Draft Environmental Impact Statement (DEIS), alignment P has the greatest benefit to the region while minimizing impacts to both the human and natural environments. For this reason, the Department maintains its</p>	

Comment #	Commenter	Comment	Response
		<p>preference for alignment P.</p> <p>The travel time savings that alignment P offers are significant to the traveling public and the flow of commerce within and through St. Tammany Parish. The majority of the current traffic problems are on the west side of the project area. The traffic study demonstrates that these problems will worsen in the future as the Parish continues to grow. Alignment P will provide some relief to this problem.</p> <p>Economic development is much broader than strip malls, fast food restaurants and gas stations along a route. Traffic congestion negatively impacts an area economically by delaying the flow of goods and services to and from businesses in the region. The Department feels that alignment P benefits the region economically by pulling traffic from existing congested routes thereby freeing capacity on these routes. More importantly alignment P provides a significant benefit in travel time savings (as much as 20 minutes) for those opting to use the new alignment. Travel time savings of this magnitude will not only benefit businesses but also consumers and commuters.</p> <p>The Department committed to control of access along portions of the alternatives on new alignment with intersections provided at existing state routes. This commitment was made to alleviate concerns that the road's purpose was to stimulate adjacent development. This commitment evidences the Department's position that the economic growth targeted by the project is much broader and regional in nature.</p> <p>The DEIS does not capture all the economic benefits of alignment P. The economic discussion in the DEIS focuses on the construction of the roadway which is an important factor to consider, but does not look at the impact beyond construction. The Department requests that the Corps include the economic benefits associated with the cost savings to existing and future businesses as well as other users resulting from travel time savings.</p> <p>The benefit of a safer infrastructure is another aspect that the Department would like developed in more depth in the EIS. The Department collects roadway safety data that</p>	<p>Travel demand variable analysis has been added in Section 4.11.4.</p> <p>Safety information provided by DOTD</p>

Comment #	Commenter	Comment	Response
		<p>may assist in further explaining the safety benefits of the project. The Department will share this data with the Corps to assist in better capturing this extremely important benefit.</p> <p>Further, the reduction in congestion resulting from the project may have a positive impact on air quality in the area through a reduction in ozone precursors. The Department is willing to assist the Corps in quantifying this and other benefits of the project.</p> <p>As the Corps is well aware, infrastructure projects can be very costly; therefore, as a steward of state resources, the Department desires a beneficial, cost effective project. I look forward to working with the Corps on future phases of this project such as developing an acceptable and viable mitigation plan. If you are in need of additional information, please to not hesitate to contact me at (225) 379-1200 or Ms. Noel Ardoin at (225) 242-4502.</p> <p>Sincerely,</p> <p>Sherri LeBas, P.E. Secretary</p> <p>pc: Dr. Eric Kalivoda Mr. Richard Savoie Ms. Noel Ardoin</p>	<p>has been included in Sections 3.9.3 and 4.9.4.</p> <p>The average speed of travel would be 42 mph under the existing conditions to between 65-66 mph depending on the alternative. On average the fuel economy would be approximately the same before and after regardless of the alternative – between 25 and 30 miles per gallon on average (USDOE, 2011). It is expected that the VOC emissions would remain approximately the same for each mile traveled; however, NOx emissions would increase approximately one</p>

Comment #	Commenter	Comment	Response
			<p>third from 0.42 to 0.57 grams per vehicle miles travel under 2020 conditions for vehicles that take the alternate route. St. Tammany Parish and all areas associated with the project are in full attainment for all criteria pollutants. Therefore, the Transportation Conformity Rules do not apply [40 CFR 93.102(b)]. It is not expected that these changes in mobile source emissions would interfere with ability of the state to maintain the NAAQS for ozone in the region. Notably, mobile source emissions would not be within the USACE's continuing program</p>

Comment #	Commenter	Comment	Response
			responsibility and the USACE cannot practicably control them.
68 (e-mail)	Oneita H. Graham	<p>Dear Mr. Barlow:</p> <p>I am looking forward to the beginning of the connection between Bush and I-12 in a short time. This project has been on the burner too long and too much has been spent in repeated studies for it not to finally come to a conclusion.</p> <p>Looking at the proposals, I agree with the Preferred Route. A route taking Washington Parish residents to the Slidell area would be of little value; however, taking the residents on a path to near the Covington/Mandeville/Causeway area would be a great blessing.</p> <p>Having driven LA. 21 to Covington to work for the past forty two years, I have been a witness to the increased volume of vehicles on the roadway. This creates safety issues, as well as overloads the intersections near Covington/Mandeville/Causeway. It causes traffic from Slidell, Mandeville, Covington, Mississippi, Tangipahoa Parish and Washington Parish to all merge, having long lines that are backed up, entering and exiting I-12 at this time. Highway 190, although it's been widened, is still currently overloaded at almost any time of the day. The intersections of Highway 21, Lee Road, Highway 25 and 190 are also overloaded.</p> <p>Once I could get to work at the courthouse in Covington in thirty minutes. Now it takes an hour to take the same trip, with 30 minutes to get to the stalled traffic near the Claiborne Hill area of Covington (usually out to the motel area or north of there) and another 30 minutes to get to the courthouse.</p> <p>Many people in the Washington Parish area use doctors and hospitals in the Covington area. Ambulances make several trips a day down to Lakeview Hospital or</p>	Comments noted.

Comment #	Commenter	Comment	Response
		<p>St. Tammany Hospital. Jammed up traffic makes it very difficult for the ambulances to get the critically ill to the hospitals for their care.</p> <p>St. Tammany Parish has many employees who reside in Washington Parish but must commute daily to their jobs in the hospitals, nursing homes, retail centers, etc. St. Tammany would be lost without the Washington Parish employees, and the employees lost without the jobs.</p> <p>Presently serving on the Bogalusa City Council, I am requesting that you implement your plan as quickly as possible. While it will be of benefit to our citizens personally, it would also help to support the businesses of our area by having better access. Our City is currently working on economic development plans and would be best served by a four lane highway to the interstate. By the time you complete the highway, we expect to have several large businesses located in our Industrial Park and our retail stores will be needing more deliveries from companies to meet the needs of our local shoppers.</p> <p>So I'm requesting that you implement your Preferred Route. This would benefit Bogalusa and Washington Parish greatly, as well as lessen some of the congestion and safety problems suffered by St. Tammany residents.</p>	
69 (e-mail)	Merwin and Sheila Stroup	<p>My wife and I question the need for this highway and think the millions of dollars it would cost could be better spent. No matter which route is chosen, it will affect many hundreds of acres of wetlands and will encourage overdevelopment, which we already have too much of in St. Tammany.</p> <p>The worst choice would be the B/O route. It would affect the most wetlands and destroy one of the prettiest areas of western St. Tammany.</p> <p>We live on Allen Road and have several reasons for opposing this route.</p>	Comments noted.

Comment #	Commenter	Comment	Response
		<p>We were at the first meeting in 1978 when there was a great public outcry against a Highway 1083-Allen Road route. Thirty-three years later, hundreds more houses have been built in this area, without letting it lose its charm.</p> <p>It is used by walkers, joggers and hundreds of cyclists from the New Orleans area, who come from all over to ride on Lowe-Davis Road and our other country roads. B/O would destroy the best biking route in the area, and that is not included in the impact statement.</p> <p>Our neighborhood is hilly and one of the safest routes left for walkers, joggers and bicyclers. If a four-lane highway is put through the heart of a neighborhood, it should have some value to that neighborhood. B/O would have no positive effect for people who live on Lowe-Davis, Downs Avenue, Allen Road, Sanders Road and the surrounding area. It would just be devastating.</p> <p>Our area includes a great variety of birds, wildlife and plants, including pileated woodpeckers, bluebirds, herons, Canada geese, deer, long-leaf pines and endangered pitcher plants.</p> <p>We have ancient live oaks, pecan orchards, 60-year-old camellias and huge cypress trees here.</p> <p>One thing you will not find on Lowe-Davis Road is trash. My wife and I walk our dogs on this road every morning, and she keeps it pristine. She says it is too beautiful an area to be covered with litter.</p>	
70 (e-mail)	David Schoen	Please find another route other than choice "P ". A route closer to Bush would be better and preserve more of the rural beauty of the area.	Comments noted.
71 (letter)	Donald Frederic – CEO, Louisiana Medical Center and Heart	<p>To Whom It May Concern:</p> <p>Louisiana Medical Center and Heart Hospital, LLC ("LMCHH") submits this letter in response to the U.S. Army Corps of Engineers' (the "Corps") September 2011 draft of</p>	

Comment #	Commenter	Comment	Response
	Hospital	<p>an Environmental Impact Statement ("EIS") for the proposed Interstate 12 to Bush highway project (the "Project") in St. Tammany Parish, Louisiana. The proposed highway would be a high-speed, four-lane arterial highway with a two hundred fifty foot right of way. Alternative Q is one of the four proposed alternatives for the Project and would connect Interstate 12 in Lacombe to a new construction highway to the north by using and dramatically modifying the existing Louisiana Highway 434. For the reasons set forth herein, LMCHH opposes Alternative Q as it would result in a complete taking of LMCHH's hospital complex (the "Hospital") and would essentially remove any viable use for the Hospital.</p> <p>The Hospital is a general acute care facility that offers round-the-clock emergency medical treatment and a range of first-class features with special emphasis on the diagnosis and treatment of heart disease as well as spine care. Open since 2003, the Hospital is now a 213,000 square foot facility with 137 beds, seven operating rooms, three catheterization laboratories, and a 24-hour heart attack intervention center. In fiscal year 2011, over 8,500 patients visited the Hospital's emergency room and approximately 2,275 patients were admitted. If Alternative Q is chosen, however, the future of the Hospital will be placed in jeopardy.</p> <p><b>I. Alternative Q Would Have a Severe and Debilitating Impact on Patient Safety.</b> Alternative Q would have a severe and debilitating impact on patient safety because it would affect the ability of doctors to perform safe procedures at the Hospital. The Hospital is not strictly a general care facility. Instead, patients at the Hospital frequently undergo open heart surgery and spine surgery - two extremely sensitive procedures that require completely controlled environments. Constructing a high-speed highway just feet from the Hospital would render it completely unfit for performing these procedures. In the best-case, Corps-researched scenario, Alternative Q would bring an "appreciable increase in the level of traffic noise (&gt; 10 dB A)" for the Hospital, which will be well within one-half mile of the proposed highway.<sup>1</sup> The list of increased noise levels displayed in Figure 4-17, however, does not show any adverse effects to the Hospital, even though the highway would literally be built in its front</p>	<p>A letter was sent to the hospital on November 2, 2011 requesting further info regarding impacts to patient safety. The hospital responded that they would need 120 days to conduct a thorough analysis.</p> <p>Based on the comment and additional</p>

Comment #	Commenter	Comment	Response
		<p>yard.<sup>2</sup> The noise and vibrations emanating from an interstate-quality highway would cause a complete disruption of the controlled environment required for open heart and spine surgeries, as well as the calibrations of the instruments and devices used to perform those delicate surgeries. Because of the dangers to patients caused by the Alternative Q location, the Hospital would no longer be able to conduct the surgeries that are its primary mission.</p> <p><b>II. Alternative Q Would Have a Negative Economic Impact on the Hospital.</b>                      In addition to the threat to patient safety and disruption of the Hospital's primary mission, Alternative Q would further jeopardize the Hospital's viability because it would remove regular access from Highway 434 and would remove two-thirds of the Hospital's parking spaces. Ambulances en route to the Hospital require rapid access to and from Highway 434 to safely deliver patients in a timely and medically efficient manner. Likewise, individuals facing medical emergencies must be able to quickly and easily access and enter the Hospital. Alternative Q essentially closes off current access from Highway 434; instead of being able to access the Hospital directly, Alternative Q will force ambulances and emergency patients to take longer and potentially life-threatening routes. Likewise, Alternative Q takes two-thirds of the Hospital's parking spaces, and there is no viable alternative for the relocation of those spaces.</p> <p>The Hospital employs over 330 people, including many high-paying jobs such as doctors, nurses, physicians' assistants, and administrators. Based on the Corps' own research, the health care industry employs approximately ten percent of both the population of Louisiana and St. Tammany Parish - 252,607 people in Louisiana and 11,565 in St. Tammany Parish.<sup>3</sup> The Hospital also anchors a rapidly growing part of St. Tammany Parish. Planned on property contiguous to and around the Hospital is an \$8 million forensics lab that will provide services to the entire state, an upscale hotel, a major distribution center, an entertainment and conference center venue, and a new high school / university collaboration for specialized studies. If Alternative Q is constructed, the inevitable closure of the Hospital will have a severe, adverse impact</p>	<p>information received, modeling for three locations along the front face of the Hospital for existing conditions, no build, and Alternative Q was performed. Traffic noise (i.e. Leq(1hr)) from Alternative Q at the hospital would be approximately 57.5 dBA at the closest face to the proposed roadway. This would not exceed the NAC for category C of 66 dBA, or increase the noise greater than 10 dBA compared to existing conditions.</p> <p>Future noise would be comparable to the existing noise from I-12 and Route 434, and it is expected that the overall noise at the</p>

Comment #	Commenter	Comment	Response
		<p>on St. Tammany Parish and surrounding areas.</p> <p><b>III. The Other Alternatives Do Not Affect Medical Facilities.</b> In contrast to the disruptive effects Alternative Q presents, the other alternatives studied in the EIS present no such complications to medical facilities. The area in which the Hospital is located is zoned MD-3, "Medical Facility."<sup>4</sup> None of the other alternatives in the EIS affect parcels zoned MD-3; only Alternative Q would take a medical facility. The EIS recognizes that health care is an important quality of life factor.<sup>5</sup> In fact, as the EIS notes, "12 of the 35 census tracts in the parish are considered to be medically underserved by the U.S. Department of Health and Human Services Health Resources and Services Administration."<sup>6</sup> With health care being such an important quality of life factor, and with St. Tammany Parish being medically underserved, the taking of the Hospital by Alternative Q would be severely detrimental to the citizens of St. Tammany Parish and surrounding areas. As the other alternatives would not affect any medical facilities, they all would be preferable to Alternative Q.</p> <p>For the foregoing reasons, LMCHH respectfully submits this opposition to Alternative Q and requests that the impact to the Hospital be considered in the final EIS.</p> <p>Respectfully submitted,            Donald Frederic            CEO            Louisiana Medical Center and Heart Hospital, LLC</p> <p><sup>1</sup> EIS, p. 4-56; pp. 3-61, 62 (Hospital area shown as noise receptor).  <sup>2</sup> EIS, p. 4-57 (the Hospital area is not shown on the map as facing increased noise levels).  <sup>3</sup> EIS, pp. 3-83, 84.  <sup>4</sup> EIS, p. 3-9.  <sup>5</sup> EIS, pp. 3-89, 90.  <sup>6</sup> EIS, pp. 3-99, 100.</p>	<p>hospital would increase by less than 3 dBA. This would be a barely perceptible change in the noise environment.</p>

Comment #	Commenter	Comment	Response
72 (letter)	Denise R. Wagner & John M. Wagner	No highway needed.	Comment noted.
73 (letter)	Rhonda Smith – USPEA, Region 6	<p>Dear Dr. Barlow,</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 Draft Environmental Impact Statement (DEIS) prepared by the U.S. Army Corps of Engineers (USACE). The Louisiana Department of Transportation and Development (LADOTD) is proposing to construct a new highway, the proposed LA 3241, between Interstate Highway 12 (I-12) and Bush, Louisiana in St. Tammany Parish.</p> <p>EPA rates the DEIS as "<b>EC-2</b>" i.e., EPA has "Environmental Concerns and Requests Additional Information in the Final EIS (FEIS)". The EPA's Rating System Criteria can be found here: <a href="http://www.epa.gov/oecaerth/nepa/comments/ratings.html">http://www.epa.gov/oecaerth/nepa/comments/ratings.html</a>. Detailed comments are enclosed with this letter which more clearly identify our concerns and the informational needs requested for incorporation into the Final EIS (FEIS). Responses to comments should be placed in a dedicated section of the FEIS, or its appendices, and should include the specific location where the revision, if any, was made. If no revision was made, a clear explanation should be included.</p> <p>EPA appreciates the opportunity to review the DEIS. Please send our office two copies of the FEIS and an internet link when it is sent to the Office of Federal Activities, EPA (Mail Code 2252A), Ariel Rios Federal Building, 1200 Pennsylvania Ave, N.W., Washington, D.C. 20004. Our classification will be published on the EPA website, <a href="http://www.epa.gov">www.epa.gov</a>, according to our responsibility under Section 309 of the CAA to inform the public of our views on the proposed Federal action.</p> <p>If you have any questions or concerns, please contact John MacFarlane of my staff at <a href="mailto:macfarlane.john@epa.gov">macfarlane.john@epa.gov</a> or 214-665-7491 for assistance.</p>	

Comment #	Commenter	Comment	Response
		<p>Sincerely,</p> <p>Rhonda Smith Chief, Office of Planning and Coordination</p> <p>Enclosure</p> <p><b>DETAILED COMMENTS ON THE U.S. ARMY CORPS OF ENGINEERS' DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR THE I-12 to BUSH, LOUISIANA, PROPOSED HIGHWAY PROJECT ST. TAMMANY PARISH, LOUISIANA</b></p> <p><b>BACKGROUND:</b> The Louisiana Department of Transportation and Development (LADOTD) proposes to construct a high-speed, four-lane arterial highway from the southern terminus of the current, modern four-lane arterial portion of Louisiana Highway (LA) 21 in Bush, Louisiana, to Interstate Highway 12 (I-12), a distance between 17.4 and 21 miles. Because the project proposes work in wetlands and structural crossings of various waterways in the project area, a Department of Army permit pursuant to section 404 of the Clean Water Act (CWA) is required before any construction activities.</p> <p>The following comments are offered for your agency's consideration in completing the FEIS:</p> <p><b><u>DETAILED COMMENTS</u></b></p> <p><b>EXECUTIVE SUMMARY</b> Table ES-1 should include quantitative values, i.e., acres, feet, etc.</p> <p><b>1.0 PROJECT PURPOSE AND NEED</b></p>	<p>Referenced specific sections where this</p>

Comment #	Commenter	Comment	Response
		<p>The project's Purpose and Need should be well-established and well-justified. Section 1.4 states the project needs, but does not properly support or justify them. As written, some of the need statements may be flawed and not fully supported in the DEIS. Below are the stated project needs and an explanation of how they may be flawed or how they can be improved.</p> <p>1. Fulfill the legislative mandate, Louisiana Revised Statute 47:820.2B(e).</p> <p><i>Impacts to the human and natural environment may preclude even a "legislatively mandated" project from being constructed if a national environmental standard is violated or significant environmental degradation occurs.</i></p> <p>2. Provide a logical, direct, modern, high-speed, four-lane arterial to I-12 from the southern terminus of the current, modern, four-lane arterial portion of LA 21.</p> <p><i>This statement should be part of the purpose.</i></p> <p>3. Divert traffic from Washington and northern St. Tammany Parishes onto a four-lane, modern, high-speed arterial to free capacity for local trips on segments of existing routes in southern suburban areas and reduce congestion during peak and some non-peak periods.</p> <p><i>No through traffic data is included for analysis. An origin/destination study is necessary to improve the analysis as it would ascertain the underlying travel characteristics of the region of influence (ROI) and would help determine if there is a real need to separate local traffic from through traffic.</i></p> <p>4. Support and enhance the existing and developing economic activities in Washington and northern St. Tammany Parishes that rely on the highway network to reach their markets by providing a travel time savings.</p>	<p>information is located in the EIS.</p> <p>Revised Section 1.4 to make clear that the EIS is prepared according to Corps' purpose and need, not DOTD's purpose and need.</p> <p>"CEMVN defines the overall project purpose as to construct a four-lane arterial highway from the southern terminus of LA 21 in Bush, Louisiana, to I-12. The need for the project is to meet a legislative mandate in Louisiana Revised Statute 47:820.2B(e), which requires, "[t]he Louisiana Highway 3241 project from Interstate 12 to Bush...shall be</p>

Comment #	Commenter	Comment	Response
		<p><i>The EIS must demonstrate how the proposed project will enhance economic development.</i></p> <p><i>It must demonstrate how business investment and product movement is being adversely affected by the current transportation network or how it will improve with the proposed project. In addition, the analysis must demonstrate that the project would substantially increase employment and gross domestic product in the region and be a catalyst for growing the economies of the municipalities and parishes in the ROI.</i></p> <p><i>The economic analysis in Section 4.11 does not substantiate the need for the project. The analysis confirms that there are only minor, insignificant beneficial impacts to employment, regional GDP, and real personal income for the ROI. In addition, the projected time savings are relatively minor, ranging from 4 to 23 minutes for Alternative P, the preferred of the LADOTD alternative. The analysis should prove that the travel time savings shown in Table 2-1 would enhance regional GDP, business investment, and product movement.</i></p> <p>EPA recommends the Purpose and Need statements be re-evaluated and thoroughly defined, justified, documented, and established so as to justify why significant adverse environmental impacts identified in the document are acceptable.</p> <p><b>3.0 AFFECTED ENVIRONMENT</b></p> <p><u>3.3 Water Resources</u></p> <p>The DEIS effectively assesses watersheds, groundwater, and impaired waters. However, this section should also characterize waterways, which include rivers, streams, and tributaries. Depending on the alternative, there are 25-35 stream or river crossings. EPA recommends that all waterways affected by the proposed project be characterized by constancy of flow (ephemeral, intermittent, perennial), ordinary high water mark (OHWM), and acreage within right of way (ROW). It would also be advantageous to include the relative health of the waterway, which would include an</p>	<p>constructed as a [four]-lane or more highway.” This EIS has been prepared based on CEMVN’s defined purpose and need.”</p> <p>EIS is not prepared to justify impacts, but to be used as a tool during the permit decision-making process.</p> <p>This level of detail is beyond the scope of work, but was considered. All alignments have been preliminarily</p>

Comment #	Commenter	Comment	Response
		<p>evaluation of riffle/pool complexes, erosion, headcutting, and sinuosity.</p> <p>3.4.4.4 Sensitive and Protected Sites, Mossy Hill Mitigation Bank</p> <p>Description of location of Mossy Hill should be revised to state that it is adjacent to the Bayou Lacombe Mitigation Bank, not the Talisheek Pine Wetlands Mitigation Bank.</p> <p><u>3.6 Air Quality</u></p> <p>3.6.2 Climate and Greenhouse Gases</p> <p>By statutes, Executive Orders, and agency policies, the Federal government is committed to the goals of energy conservation, reducing energy use, and eliminating or reducing greenhouse gas (GHG) emissions. Due to the proposed project's long-term utility, EPA recommends the Final EIS (FEIS) include a more detailed discussion of GHG emissions and climate change. For guidance, please see CEQ's "Draft NEPA Guidance on Consideration of the Effects of Climate Change and Greenhouse Gas Emissions" dated February 18, 2010.</p> <p>By removing up to approximately 600 acres of southern pine forests and other vegetation, a natural carbon sink is also being removed. According to some studies, a mature evergreen forest can sequester 6,000 pounds of carbon per acre per year.<sup>1</sup> The FEIS should include an analysis of the natural carbon removal process that would be lost if the proposed project is constructed and how that would contribute to the overall greenhouse gas emissions for the life of the project.</p> <p><sup>1</sup> Johnsen, Kurt, et. al. "Carbon sequestration and southern pine forests." Journal of Forestry (2001). Online.</p> <p><u>3.9 Traffic and Transportation</u></p> <p>The EIS should assess the effectiveness of transportation improvements such as bypasses, intersection improvements (interchanges), signalization improvements,</p>	<p>designed to include bridges, culverts, and other engineering practices so that there will be no impact to existing drainage upon construction of the roadway. See Section 4.21.2.2 regarding minimizing impacts to drainage and water resources. Also see Appendix G (H&amp;H Study) for further detail.</p> <p>Sections 3.6.2 and 4.6.2 were updated to address the CEQ Draft NEPA Guidance on Consideration of the Effects of Climate Change and Greenhouse Gas Emissions.</p>

Comment #	Commenter	Comment	Response
		<p>and/or improving the existing infrastructure/upgrading existing roadways as a way to address the congestion problems at issue. While such actions would not address all elements of the basic project purpose, this analysis would provide the public and decision makers with information to support a more informed decision on this project. In addition, no through traffic data is included for analysis. An origin/destination study is necessary to improve the analysis as it would ascertain the underlying travel characteristics of the ROI and would help determine if there is a real need to separate local traffic from through traffic.</p> <p><b>4.0 ENVIRONMENTAL CONSEQUENCES</b></p> <p><u>4.2 Land Use</u> In Chapter 3, land use is classified into 14 categories. However, Tables 4-2 through 4-5 only classify the affected land use into the 'developed' category. The area of directly affected land use should be calculated by multiplying the alternative length by the ROW width. For example, Alternative B/O affects 590 acres (19.5 miles x 250ft) of land, thus, would include impacts to more than 'developed' land. In fact, according to the map on page 3-6, Alternative B/O would also affect 'barren land', 'mixed forest', and 'forested wetlands', among several others. Direct impacts to land use should be revised for each alternative to include the entire roadway footprint and its impacts to land use types.</p> <p><u>4.3 Water Resources</u> This section should include impacts to streams and tributaries. Data should include name of waterway, acres and linear feet of impacts, type of structure (culvert, bridge), and if there will be a channel modification. Indirect impacts should also be included.</p> <p><u>4.4 Ecological Resources</u> 4.4.2 Sensitive Terrestrial and Aquatic Habitats The proposed project has significant adverse impacts to pine flatwoods, longleaf pine savannah, bayhead swamp, and slash pine-pondcypress/hardwood forest</p>	<p>The Regional Transportation Model in Transcad is based on an origin/destination matrix. After origin/destinations are determined based on a multitude of socio-economic and land use data, the model assigns the trips to the defined highway network. Both local and regional o/d pairs are included in the model and therefore included in the model traffic projections. The model traffic projections were the main basis for the projected traffic demand on the proposed routes.</p> <p>The 14 categories</p>

Comment #	Commenter	Comment	Response
		<p>communities. These communities are listed as state rare and/or imperiled natural communities. EPA recommends impacts to S2 (imperiled) and S3 (rare) state ranked natural communities be mitigated. EPA suggests LADOTD contact the Louisiana Department of Wildlife and Fisheries' Natural Heritage Program to discuss appropriate mitigation measures. In addition, Tables 4-23 through 4-30 should include the state rank for each community type.</p> <p><b>4.4.2 Wetlands</b></p> <p>The DEIS effectively assesses the direct and indirect wetland impacts that could occur with any of the four alternative highway alignments reviewed in detail. Based on this analysis, EPA concurs with the U.S. Army Corps of Engineers (USACE) finding that Alternative Q is the least environmentally damaging practicable alternative (LEDPA), pursuant to the Clean Water Act Section 404(b)(1) Guidelines. Once a LEDPA is identified, the remaining wetland impacts must be minimized and offset such that the adverse effects of the proposed project do not cause or contribute to significant degradation of waters of the United States. In the case of this proposed highway, even the LEDPA has the potential for significant adverse impacts to wetlands. Thus, extensive minimization and mitigation measures will be needed to avoid significant degradation of aquatic resources. Once impacts have been avoided, minimized, and offset to the maximum extent practicable, the USACE will need to determine whether remaining environmental risks are justified in light of any transportation benefits that are projected to accrue from construction of this proposed highway. These matters are discussed in greater detail below.</p> <p>As noted above, Alternative Q appears to be the least environmentally damaging alternative. A substantial portion of Alternative Q would be built on an existing hydrologic barrier, and much of the direct and indirect wetland impacts would affect intensively managed pine areas. Alternative Q has the lowest overall direct wetland impact of all four build options (including Alternatives B/O, J, and P). Alternative Q would result in the lowest amount of direct wetland impacts to forested wetlands, pine savannah, and bayhead or hardwood flats. Alternative P has less direct impact to</p>	<p>identified in Section 3 include Land Use and Land Cover. However, in Section 4 – Land Use and Land Cover were separated where Land Use only includes developed land uses and Land Cover only includes undeveloped land types. Land Cover is addressed under Ecological Impacts in Section 4.4. Tables 4-19, 4-22, 4-25, and 4-28 include impacts to Land Cover for each alignment.</p>

Comment #	Commenter	Comment	Response
		<p>pine flatwoods than Alternative Q. This difference, however, is offset by the fact that the impacts of Alternative P are to less intensively managed pine flatwoods, whereas Alternative Q would affect intensively managed areas, which presumably have less wetland functional value on an acre-by-acre basis.</p> <p>Alternative Q is also the least damaging of the four routes in terms of indirect wetland impacts to pine savannah and bayhead or hardwood flats. Alternative P would have less indirect impact to pine flatwoods than Alternative Q. Here again, however, the flatwood areas indirectly impacted by Alternative P are likely to be of higher functional value than the more intensively managed flatwoods that would be impacted by Alternative Q. Moreover, Alternative P would result in greater indirect impacts to slash pine/pond cypress flats, bayhead or hardwood flats, and pine savannah, which also tend to be of higher ecological value than intensively managed pine flatwoods. While estimated hydrologic impacts for Alternative P are below those for Alternative Q in some categories, this analysis should be balanced against the fact that Alternative P would be a new hydrologic barrier on substantially more miles of land. Thus, there appears to be a greater overall risk of adverse indirect hydrologic impacts for Alternative P. This is consistent with the analysis in Appendix G, which ranks Alternative Q as posing the least risk to natural channel systems due to factors summarized below:</p> <p>"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."</p> <p>In sum, we concur with the finding in Appendix G, which ranks Alternative Q as the most environmentally favorable route, considering both the direct and indirect wetland impacts of all four proposed highway alignments.</p> <p><u>4.11 Socioeconomics</u></p>	

Comment #	Commenter	Comment	Response
		<p>4.11.3 Summary of Build Alternatives</p> <p>The Functional Replacement Program first mentioned on page 4-94 should be defined and explained.</p> <p>EPA recommends the FEIS include a map and table which identify displacements per alternative and if those displacements occur in a census tract containing minority and/or low income populations. Please cite if the acquisitions of property, including homes and businesses, will adhere to Title VIII of the Civil Rights Act of 1968, Title VI of the Civil Rights Act of 1964, and the Housing and Urban Development Amendment Act of 1974. Relocation assistance should be in accordance with all federal and state laws. Relocation benefits and assistance are available to persons without regard to race, color, religion, national origin, sex, age, or handicap.</p> <p><u>4.12 Environmental Justice</u> Environmental Justice</p> <p>Although this project will have significant impact on wetlands, the DEIS reveals that the proposed project will not disproportionately and adversely impact low-income and minority communities in this area of St. Tammany Parish in eastern Louisiana. The project may "foster economic development and enhanced quality of life" in the affected area; however the research provided shows that the economic benefit for the area will be positive, but it will be extremely small (at the high point of direct benefit of the construction project, the local economy will benefit by only 0.14%). The analysis of negative affects (loss of wetlands and pine forests) does not show that low-income or minority residents will be appreciably affected. Although St. Tammany Parish on the whole has a smaller percentage of minority residents (15.9% compared with the State's 35.4%), or residents below the poverty line (11.2% compared with Louisiana's 18.8%), two census tracts do have higher percentages of minority and low-income residents. However, those census tracts are not expected to be impacted by highway construction.</p>	<p>A description of the Functional Replacement Program has been included in Section 4.11.3 .1.</p> <p>LADOTD does not include actual locations of property for privacy purposes.</p> <p>Comment noted.</p>

Comment #	Commenter	Comment	Response
		<p>Tribal Considerations</p> <p>The DEIS showed no efforts to provide information to or conduct consultation with any Native Americans tribes. Louisiana has four federally recognized tribes and state-recognized tribes and descendants of many of the tribes that inhabited Louisiana long ago that still live in the state. The project area was inhabited by the Acolapissa, who eventually diminished by the end of the 1700's. The Choctaw Indians also lived in the area until the early 1800's, when they were forced to move to Oklahoma on the "Trail of Tears." As of the 2010 U.S. Census, 0.5% of the population of St. Tammany Parish is American Indian. EPA recommends that the applicant consult with the Choctaw Nation of Oklahoma (P.O. Box 1210, Durant, OK 74702-1210) about this project to learn if they have comments or recommendations to offer about this DEIS and to include consultation information in the FEIS.</p> <p><u>4.18 Cumulative Impacts</u></p> <p>EPA recommends the FEIS include temporal and geographic boundaries for analyzing the cumulative impacts on all resources of concern. Please refer to the Council on Environmental Quality's "Considering Cumulative Effects Under the National Environmental Policy Act" for assistance with identifying temporal and geographic boundaries and identifying past, present, and reasonably foreseeable future projects to include in the analysis.</p> <p><u>4.21 Mitigation Summary</u></p> <p><u>4.21.2 Minimization</u></p> <p>4.21.2.2 - Water Resources - The DEIS describes best management practices (BMPs) that would be utilized as part of the Louisiana Pollutant Discharge Elimination System (LPDES) General Permit for Construction. BMPs are standard operating procedures for complying with LPDES permits; thus, cannot be claimed as mitigation for proposed project impacts.</p>	<p>The Choctaw Nation of Oklahoma was contacted and responded that they concur with the findings in the Cultural Resources Survey Report and have no additional comments.</p> <p>See Section 4.18 for a description of all future projects planned within the project area.</p> <p>Minimization is part of mitigation as stated in the MOA between the EPA and Corps dated</p>

Comment #	Commenter	Comment	Response
		<p>4.21.2.5- Air Quality- BMPs are also discussed for minimizing impacts to air quality. However, these BMPs are usually offered as standard operating procedures for complying with the Clean Air Act. Thus, these BMPs cannot be claimed as mitigation for proposed project impacts.</p> <p>4.21.2.9- Children's Environmental Health and Safety Risks- The DEIS describes mitigation measures to be applied for work areas near Fifth Ward Junior High School if Alternative B/O is selected. These measures to protect children are standard operating procedures for construction worksites near schools and other places where children congregate; thus, cannot be claimed as mitigation for proposed project impacts. The FEIS should also include provisions that signs will also be installed in other languages for children who may have limited English proficiency.</p> <p>4.21.3 Compensation</p> <p>4.21.3.1- Wetlands- The DEIS correctly states that with appropriate and practicable avoidance, minimization, and compensatory mitigation measures, significant degradation of aquatic resources could be prevented. Yet far more detail on the proposed compensatory mitigation would be needed to support such a finding in this case, given the extent of potential direct, indirect, and cumulative wetland impacts. The preliminary compensatory mitigation credit need estimates shown in Table 4-57 account for both direct and indirect impacts, and clearly indicate that a substantial amount of wetland restoration would be needed to effectively offset unavoidable wetland impacts. However, EPA would need to review the details of a proposed mitigation plan before we could concur with a finding that unavoidable adverse wetland impacts would be effectively offset and the risk of significant degradation of aquatic resource has been addressed, consistent with the Clean Water Act Section 404(b)(1) Guidelines.</p> <p>According to the 2008 Department of Defense and EPA regulations regarding compensatory mitigation for losses of aquatic resources, a final mitigation plan must</p>	<p>February 6, 1990. As stated in the MOA "The types of mitigation enumerated by the CEQ are compatible with the requirements of the [404(b)(1)] Guidelines; however, as a practical matter, they can be combined to form three general types: avoidance, minimization and compensatory mitigation."</p> <p>The MOA defines minimization by referring to Section 230.10(d) which describes the appropriate and practicable steps to minimize adverse impacts and that "Subpart H of the Guidelines describes several (but not all)</p>

Comment #	Commenter	Comment	Response
		<p>be approved by the District Engineer prior to issuance of a permit in this case. This mitigation plan must address mitigation objectives, performance standards, monitoring, long-term management, financial assurances, and other factors critical to the success of compensatory mitigation projects. The detail of such a mitigation plan should be commensurate with the magnitude of the potential adverse wetland impacts from this proposed project. Pursuant to the 2008 compensatory mitigation regulations, the public should have an opportunity to review information regarding the amount, type, and location of the proposed compensatory mitigation, again in a level of detail commensurate with the scope and scale of the potential adverse impacts. Such public notice would provide Federal agencies, state and local government, and the public an opportunity to provide timely input on the proposed compensatory mitigation, while also providing the USACE additional information needed to determine whether the proposed project is in the public interest.</p> <p>4.21.3.1- Vegetation- As stated above, EPA recommends impacts to S2 (imperiled) and S3 (rare) state ranked natural communities be mitigated. LADOTD should initiate coordination with LDWF's Natural Heritage Program.</p> <p>4.21.3.2- Socioeconomics - To provide uniform and equitable treatment for persons whose property is acquired for public use, Congress passed the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and amended it in 1987. This law is called the Uniform Act. As an owner of real property that is being acquired for a state or federally funded project, it is that landowners' right to be fairly compensated. In the Socioeconomic section, relocation assistance is being claimed as compensatory mitigation; however, fair compensation for acquisition of property is required under the law and cannot be claimed as mitigation for project related displacements.</p> <p><b>5.0 CONSULTATION AND COORDINATION</b></p> <p><u>5.2 Environmental Compliance</u></p>	<p>means for minimizing impacts of an activity.”</p> <p>Subpart H effectively outlines best management practices as “Actions to Minimize Adverse Effects” for aquatic life, plant and animal populations, and human use.</p> <p>A full mitigation plan will be prepared by LADOTD if a permit is granted. The plan will be made available for public review and comment. Preliminary information regarding LADOTD’s mitigation plan is included in Section 4.21.3.1.</p> <p>Comment regarding Section 4.21.3.2 is noted.</p>

Comment #	Commenter	Comment	Response
		<p>Section 5.2.5 Clean Air Act                      This section indicates that project emission levels were calculated for volatile organic compounds (VOCs) to compare with the established VOC de minimis level (50 tons/year) for serious ozone nonattainment areas. Please incorporate a comparison of NOx emission levels to de minimis as well, since both pollutants are precursor compounds to ozone formation.</p>	<p>Section 5.2.5 was inaccurate and updated to read:                      “Compliance with the Clean Air Act (42 U.S.C.A. §§7401) has been fully coordinated with the Air Quality Section of the LDEQ. The Transportation Conformity Rules are applicable to highways and mass transit projects in nonattainment areas and establish the criteria and procedures for determining that transportation plans, programs, and projects that are funded under 23 U.S.C., or the Federal Transit Act, conform to the</p>

Comment #	Commenter	Comment	Response
			<p>State Implementation Plan of the Clean Air Act. Projects adopted, accepted, approved, or funded by the FHWA or the Federal Transit Authority must be included in a conforming transportation improvement plan. St. Tammany Parish and all areas associated with the proposed action are in full attainment for all criteria pollutants. Therefore, the Transportation Conformity Rules do not apply [40 CFR 93.102(b)]. “</p> <p>Notably, the average speed of travel would be 42 mph based on the existing conditions</p>

Comment #	Commenter	Comment	Response
			<p>and between 65-66 mph depending on the alternative. On average the fuel economy would be approximately the same before and after regardless of the alternative – between 25 and 30 miles per gallon on average (USDOE, 2011). It is expected that the VOC emissions would remain approximately the same for each mile traveled; however, NOx emissions would increase approximately one third from 0.42 to 0.57 grams per vehicle miles travel under 2020 conditions for vehicles that take the alternate route. It is not expected that these changes</p>

Comment #	Commenter	Comment	Response
			in mobile source emissions would interfere with ability of the state to maintain the NAAQS for ozone in the region. Notably, mobile source emissions would not be within the USACE's continuing program responsibility and the USACE cannot practicably control them.
74 (letter)	Stephen R. Spencer – U.S. DOI, USFWS	<p>Dear Dr. Barlow:</p> <p>The U.S. Department of the Interior has reviewed the Draft Environmental Impact Statement (DEIS) for the I-12 to Bush, Louisiana Proposed Highway, USACE Permit No. MVN-2006-0037, State Project No. 700-52-0124, in St. Tammany Parish, Louisiana. The following comments are submitted in accordance with the National Environmental Policy Act of 1969 (83 Stat. 852, as amended; 42 U.S.C. 4321 et seq.), the Endangered Species Act (ESA) of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.), and the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.).</p> <p>The Louisiana Department of Transportation and Development (LDOTD) has consulted with the U.S. Fish and Wildlife Service's Louisiana Ecological Services Office on this project and the FWS has provided concurrence with the LDOTD that the proposed project is not likely to adversely affect federally listed species in the project vicinity. Because the project will not be constructed for several years, further consultation</p>	Comments noted.

Comment #	Commenter	Comment	Response
		<p>with the FWS prior to project construction will be necessary to ensure that currently listed species or species that could be listed in the future will not be adversely affected by the project.</p> <p>As a cooperating agency, the FWS has consulted with the U.S. Army Corps of Engineers in the development of the subject DEIS and finds that it is well written and effectively addresses the direct and indirect wetland impacts that could occur with the four alternative highway alignments that were evaluated. We concur with the finding in Appendix G and the Corps' conclusion that Alternative Q is the least environmentally damaging practicable alternative. A large portion of Alternative Q follows an existing abandoned railroad corridor and much of the new alignment is located in areas of managed pine. Alternative Q has the lowest amount of overall direct and indirect impacts to higher quality wetlands (pine/savanna, bayhead swamps and hardwood flats).</p> <p>Although Alternative Q has less overall impact than the other build alternatives, including the LDOTD's preferred alternative (Alternative P), the impacts associated with Alternative Q still represent a significant degradation of aquatic resources. Ultimately, the Corps will have to determine whether the environmental impacts are justified in light of the overall public benefit of the new highway.</p> <p>The DEIS states that significant degradation of aquatic resources could be prevented with appropriate avoidance, minimization, and compensatory mitigation measures. Some of the project's inherent cumulative impacts have been avoided via controlled access design features and some of the hydrologic impacts have been minimized via culverts and elevated spans; however, the compensatory mitigation plan has not been detailed at this time. Table 4-57 estimates the amount of compensatory mitigation credit needed. As indicated in that table, a substantial amount of compensatory mitigation would be needed in order to ensure that the I-12 to Bush, Louisiana highway project effectively offsets unavoidable direct and indirect wetland impacts. Another mitigation need that is not detailed in the DEIS is the need to offset impacts</p>	<p>Added the following in Section 4.21.3.1: "In addition, it</p>

Comment #	Commenter	Comment	Response
		<p>associated with adjacent mitigation banks. The new highway would essentially remove mitigation bank acreage from management capability. Those affects, and measures to offset them, will need to be addressed in the final EIS.</p> <p>We appreciate the opportunity to provide these comments and looks forward to our continued participation in the project evaluation process. If you need further assistance, please contact Patti Holland with the FWS's Louisiana Ecological Services Office (337/291-3121).</p>	<p>should be noted that indirect impacts to adjacent wetland mitigation banks as described in Section 4.4.2 have not been quantified at this time. Once final design of the project is complete, the indirect impacts will be quantified, and mitigation of these impacts will be required as part of the compensatory mitigation plan."</p>
75 (e-mail)	Larry and Donna Thom	<p>As a resident of Abita at 73412 Peg Keller Road, I oppose the proposed 4 lane Highway coming through our neighborhood. NO TO ROUTE P. In short I oppose the Highway altogether, however, if it had to be done, the railroad rightway is the only route that makes sense. I also believe that existing hwy's could be improved on instead of building a new road. This hwy completely destroys our way of life and the very reason we moved here. It will destroy the animal life, including bald eagles that frequent my property. How can you destroy even one home or one familys way of life, when there are alternatives. Even those homes that do not have this hwy coming through their property, the mere proximity of this hwy to our property would be devistating. We are not going to let this happen!</p>	Comments noted.
76 (e-mail)	Richard J. Cook, Jr. & Cheryl Moulin	<p>Hello,</p> <p>We attended the community meeting in Abita Springs this month to discuss the construction of Highway 3241 and its proposed roadways. We reside at 30312 Dickie</p>	Comments noted.

Comment #	Commenter	Comment	Response
		<p>Lloyd Road in Talisheek.</p> <p>My family has requested maps and other information about how near the proposed alternative roadways would come to the our property, our street, our town of Talisheek and the community along Peg Keller Road. Thus far, we have encountered politeness but no assistance. We would like to know, for instance, how many yards from our property the roadway "P" could be constructed and how roadway "J" would affect the entire community of Talisheek.</p> <p>My family is not necessarily against the construction of Highway 3241 and we know that progress created winners and losers. However, because we haven't received the information we've requested we are unconvinced that everything has been done to avoid either the taking away of property or, perhaps worse, having the highway encroach so close as to destroy the community's peaceable investment in this parish and receive no compensation. Our family invested everything to move to St. Tammany from the South shore as an antidote to the sprawl of Jefferson Parish. We choose to raise our children here. Many of my neighbors' families have been here for generations. At the community meeting we observed speakers opposing the various alternative routes that affected them most, but they seemed oblivious to the consequences of other routes on other families.</p> <p>Thus, it is the U.S. Corps of Engineer's responsibility to design a route for Highway 3241 that avoids as many homes, communities, cemeteries and mitigation banks as possible, no matter how many angles and doglegs the route must take to accomplish this, and to provide everyone involved with the information they seek. It is the responsibility of our elected officials to behave as statesmen to make sure that the Corps fulfills these responsibilities.</p>	<p>This information is available in Appendix J (Line and Grade Study).</p> <p>The LADOTD is responsible for designing the road, not the Corps.</p>
77 (letter)	Nelwyn McInnis – The Nature Conservancy	<p>RE: Draft Environmental Impact Statement, 1-12 to Bush Highway, Permit No. MVN-2005-00037.</p> <p>Dear Mr. Barlow:</p>	

Comment #	Commenter	Comment	Response
		<p>Attached are comments are in response to the request for public comment on the Draft Environmental Impact Statement (EIS) on the I -12 to Bush Highway. Comments focus primarily on the portions of the EIS that pertain to The Nature Conservancy's (TNC) Talisheek Wetland Mitigation Bank Unit (hereafter Talisheek Bank) and other wetland mitigation banks in the vicinity. While there is much information in this report, we are disappointed that information provided by The Nature Conservancy over the years on natural communities, rare species, and potential impacts were apparently not included. In fact, the only source reference from TNC was our website, which is not specific to this project and is written mostly in layman terms for the general public, unlike the very specific information we have provided on this project. Very few impacts to the Talisheek Bank were mentioned in this report despite 3 of the 4 alternatives being directly adjacent to the bank and the detailed information provided by TNC on the impacts. We strongly disagree that there will be minor and mostly short-term indirect impacts to our and other mitigation banks in the Talisheek area as stated in Table 4-51. This table is not consistent with other information provided in the document regarding potential indirect impacts on wildlife, threatened and endangered species, sensitive terrestrial and aquatic habitats, and wetlands (see examples given below). Regarding hydrology and wetland impacts, it seems appropriate, when adjacent to a wetland mitigation bank or other conservation area, for highway designs to be built to accommodate a minimum of 100-year events, rather than 50-year events as is standard policy by DOTD, or to at least utilize innovative techniques such as bottomless or three-sided culverts, and two-stage or uninterrupted floodplain flow under bridges. We hope that these and our comments below will be utilized to improve upon the accuracy and completeness of the final EIS.</p> <p>Sincerely,</p> <p>Nelwyn McInnis Mitigation Program Manager</p>	<p>All alignments have been preliminarily designed to include bridges, culverts, and other engineering practices so that there will be no impact to existing drainage upon construction of the roadway. See Section 4.21.2.2 regarding minimizing impacts</p>

Comment #	Commenter	Comment	Response
		<p><b>Nature Conservancy Comments on 1-12 to Bush Highway EIS</b></p> <p><u>Page 3-4 Existing Land Use</u>            Approximately 11,000 acres in the path of 3 of the alternatives are pine wetland mitigation banks, however no mention was made of this land-use activity. These banks deserve mention as more than just pine timberland due to the legal obligations for their restoration and management, and inevitable impacts from the project on hydrology and wetland function. Northeastern St. Tammany Parish has been the primary region for mitigating the impacts of pine wetland and hardwood wetland loss on the Northshore region over the last fifteen years. The banks were located in relatively rural areas to allow for prescribed burning, among other restoration activities and the proposed highway project has a significant potential to impact these sites. For example, increased inundation and drought has the potential to change natural communities which have been restored for mitigation purposes. Increasing inundation from 3 to 5 or 7 days in some areas would have a significant effect on species composition and structure, which is more critical to a mitigation bank, as opposed to just timberland.</p> <p><u>Page 3-8 Zoning</u>            At least 2 of the mitigation areas discussed above are zoned as Parks or Public Facilities (PF-2). This includes the Abita Creek and Talisheek Banks, totaling about 4,000 acres. Again, a zoning of this size deserves special mention.</p> <p><u>3-35 Federally listed species of potential occurrence</u>            Louisiana Black Bear should be included in this list.</p> <p><u>Page 3-41/42 Sensitive and Protected Areas</u>            The addition of the Perino Tract to the Abita Bank needs to be mapped. This site is approximately 115 acres. Also, there are 2 permittee-responsible mitigation projects in the project area worth mentioning. The McCulla Tract is an 80-acre mitigation project adjacent to the Talisheek Bank, and is owned and managed by TNC. The approximate 320-acre Talisheek Swamp Mitigation Area is adjacent to the Dolly-T</p>	<p>to drainage and water resources. Also see Appendix G (H&amp;H Study) for further detail.</p> <p>USFWS and LDWF agreed to the findings in the T&amp;E Report that did not include Louisiana Black Bear.</p>

Comment #	Commenter	Comment	Response
		<p>Bank, and is owned and managed by Weyerhaeuser. TNC can provide GIS shape files for these properties. The Bogue Chitto National Wildlife Refuge (NWR) is close enough to the project site to warrant mention due to potential wildlife corridors in the project area that may connect the mitigation banks to the NWR.</p> <p><u>Page 3-44 Wetland Functions</u> Again, the existence of at least 11,000 of mitigation bank sites in the project area that serve to replace wetland functions and values lost from development deserves mention.</p> <p><u>Page 3-45 to 47 Wetland Systems in the Project Area</u> The NWI wetland inventory greatly underestimates the amount of wetlands in the project area. Figure 4-5 is much more accurate. St. Tammany Parish has developed wetland maps with the assistance of TNC that is based on mapped soils and is a greater indicator of wetland systems in the area. Actual wetland delineations have been conducted on all of the mitigation bank sites and are available from the USACE.</p> <p><u>Page 3-54 Hydric Soils in the Project Area</u> It has been noted by biologists and soil scientists in the area that the soils mapped as Stough silt loam in the eastern part of St. Tammany Parish are not actually Stough soils, but are probably Myatt or other local wetland soils (John Bruza, former Chief of Enforcement, Regulatory Branch, personal communication, ca. 1998). This was the case on the Talisheek, Abita Creek, and Mossy Hill bank sites. The USACE botanists in the Regulatory Branch could probably verify this.</p> <p><u>Page 4-4114-44 Sensitive Terrestrial and Aquatic Habitats</u> This report only recognizes the direct impacts of the proposed Alternatives J and Q on wetland banks, although it has provided information on rare species, communities, hydrology and overland flow, and wildlife that would receive indirect impacts from the project. TNC has provided much information on how the Alternatives J, P, and Q would negatively impact the Talisheek Bank. Mention of these indirect impacts should</p>	

Comment #	Commenter	Comment	Response
		<p>be mentioned in this section under Alternatives J and Q as it is under Alternative P (Page 4-42).</p> <p><u>Page 4-54 Increased Noise Levels</u>                      Figure 4-15 implies that noise levels will only increase significantly where permanent human receptors are present. Noise is noise, and may potentially affect a visiting human, such as on a nature preserve, as well as animal species. A significant increase in noise is expected within the first 1 mile from the proposed highway, and would be especially loud in the first one-half mile. The proposed routes, excluding B/O, will impact several mitigation bank conservation areas.</p> <p><u>Page 4-101 Summary in Table 4-51</u>                      The conclusions in this table as to the indirect impacts by category are not consistent with information provided earlier in the text. More citations/references/explanations on how these determinations were derived are needed. Examples of where it is indicated that the impacts will be greater than that listed in the table are as follows with page number then line numbers listed: 4-4/14-17; 4-7/30-33 and 39-43; 4-16/14-27; 4-17/26-34; 4-2111-5; 4-23/1-20; 4-3111-34; 4-32/35-41; 4-33/5-9; 4-46/1-2 (Table 4-30).</p>	<p>Figure 4-15 shows human receptors that would encounter a greater than 10 dBA increase in noise levels under Alternative B/O. As outlined in Section 4.7.2, traffic noise would be audible within one mile, and would increase by &gt;10 dBA within approximately ½ mile of the proposed Control of Access highways regardless of which alternative is ultimately selected. This would have a minor effect on wildlife in the area adjacent to the proposed highway, including areas within the</p>

Comment #	Commenter	Comment	Response
			mitigation bank conservation areas. Effects on wildlife, including those from noise, are outlined in Section 4.4.2.
78 (letter)	Matt Rota – Director of Science and Water Policy, Gulf Restoration Network	<p>RE: I-12 to Bush Draft Environmental Impact Statement</p> <p>Dear Mr. Berger,</p> <p>On behalf of the Gulf Restoration Network (GRN), I am submitting the following comments on the Draft 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. GRN is a diverse coalition of individual citizens and local, regional, and national organizations committed to uniting and empowering people to protect and restore the resources of the Gulf of Mexico. Members of GRN are located in each of the states along the Gulf of Mexico, including Louisiana. GRN reserves the right to rely on all public and agency comments submitted, request a written response to our comments, and request written notification when any action is taken on this Draft EIS (approval, denial, modification, etc.).</p> <p>1. No Build Alternative Must be Fully Considered The Draft EIS does not justify the need for this highway. Just because there is state legislation for a project does not mean that it does not have to abide by the full letter of NEPA and section 404 (b)(1) guidelines. The environmental damage does not justify any of the alignments. LADOTD has not shown that the economic benefits justify the construction costs or environmental impacts. Therefore, the No Build alternative must be selected as the preferred alternative.</p>	Comments noted.

Comment #	Commenter	Comment	Response
		<p>2. Induced Development is not Adequately Investigated.</p> <p>The building of this road will induce development, which will impact water resources, as well as uplands. This development has the potential to increase the number of vehicles on the road and might actually make traffic worse. This induced development must be more intensely looked at.</p> <p>3. If any routes other than “no build” are selected, the most environmentally favorable route must be used.</p> <p>The Corps identified a most environmentally favorable route that does not agree with LADOTD’s preferred alignment. While we do not feel that this road is justified in the Draft EIS, the more damaging LADOTD route should not move forward</p> <p>Conclusion</p> <p>In conclusion, the Draft EIS simply does not justify the selection of any Alternative other than the “No Build” alternative. LADOTD and the Corps have not taken a hard look at the environmental impacts in relationship to the benefit of this project.</p> <p>For a healthy Gulf,</p> <p>Matt Rota Director of Science and Water Policy</p> <p>CC: EPA LEAN</p>	
79 (e-mail)	Donnas E. Landry,	Dr. Barlow:	Comments noted.

Comment #	Commenter	Comment	Response
	Cynthia Roddy Landry, Linda Roddy, Thomas J. Roddy	<p>My family and I have been long term residents of Peg Keller Rd in the Oak Knoll/Golden Oaks subdivision. We believe, as do many of our neighbors, that the proposed highway will radically effect our quality of life. We have been told that two large oaks at the front of our property would be removed as Peg Keller is "improved." The increased noise and traffic will further destroy the ambience of our our neighborhood, as well as endanger our children. Please consider options that would protect our neighborhood.</p> <p>Thank you for your consideration.</p>	
80	Patrick Sicard – St. Tammany Fire Protection District # 3	<p>To whom it may concern:</p> <p>The comments in this letter pertaining to the [Alignment Q] construction proposal of a four-lane highway in Lacombe, LA, extending from Interstate 12 in a North bound direction along Hwy 434, are being submitted by St. Tammany Fire Protection District 3 (STFD3) following notification of said Hwy. proposal by Paul Carroll, P.E. with St. Tammany Parish Government Department of Engineering.</p> <p>The notification regarding [Alignment Q] was received as quite disturbing to the St. Tammany Fire Protection District # 3 administration.</p> <p>The proposed route for [Alignment Q] would require the demolition of a seven year old fire station located at 64110 LA Hwy 434. This fire station provides vital Fire/EMS protection to the LA Medical Center and Heart Hospital, numerous residential and commercial structures, Interstate 12, and Hwy 434. The estimated cost to relocate and rebuild a replica of the fire station (Station 33), which would have to be relocated in the nearby vicinity of the present location, would cost approximately one million dollars. This estimated cost would include the building and its surrounding one acre of land as Station 33 now exists.</p> <p>If [Alignment Q] were to be approved, the fire station would have to be replaced and in operation prior to the closing and subsequent demolition of the existing Station 33. This station and its location are required by the Property Insurance Association of</p>	St. Tammany Parish Fire Protection District #3 provided further information regarding emergency response times on November 14, 2011. Information was incorporated into Section 4.9.3.4.4.

Comment #	Commenter	Comment	Response
		<p>Louisiana (P.I.A.L.) to maintain the fire district's present insurance fire rating of a three [3].</p> <p>After reading the various Alignments, it appears that [Alternative / Alignment P] would result in the greatest traffic use and benefit of all of the alternatives proposed, according to the St. Tammany Parish (STP) Department of Engineering. <b>Refer to the [Alternative P] data attached.</b></p> <p>Along with the [Alternative P] research provided, some additional data is provided on [Alternative / Alignment Q] for the purposes of this commentary by STFD3. The research was provided to STFD3 by the STP Department of Engineering. This research will provide the facts about the major disruption and costs that would likely result if [Alignment Q] were to be chosen. Not only would [Alignment Q] affect STFD3, it would seriously affect the newly-built LA Medical Center and Heart Hospital (approximately 7 years old), the new State-of-the-Art Coroner's Office / Forensics Lab (presently under construction), the proposed university tech park (approved by the State of Louisiana), other existing and/or planned commercial and residential structures along Hwy 434, as well as the existing infrastructure and natural habitat. The costs to accept [Alignment Q] would be astronomical and unnecessary to the Lacombe area and Louisiana tax payers, especially since there are alternatives such as [Alignment / Alternative P]. <u>Alignment P</u> would result in less cost and disruption to the infrastructure, commerce, emergency services, medical services (both hospital and physician offices), etc. compared to other alternatives.</p> <p>St. Tammany Fire Protection District # 3 understands the need for infrastructure improvements within St. Tammany Parish due to the continuous growth within the parish. With this said, improvements and additions to the parish infrastructure needs to be discussed in detail and well planned by all essential personnel, i.e. LADOTD, STP Administration, STP Department of Engineering, the construction company awarded the contract, etc. The report submitted to STFD3 by the STP Department of Engineering has been very well written for all essential planning divisions to seriously consider. STFD3 strongly opposes the alternative [Alignment Q] for the obvious</p>	

Comment #	Commenter	Comment	Response
		<p>reasons mentioned by Paul Carroll, P.E. and reiterated in this letter by STFD3 and the attached section titled "Alternative Q". <b>Refer to the [Alternative Q] data attached.</b></p> <p><b><u>Alternative P (Preferred)</u></b></p> <p>Alternative P begins in Bush at the intersection of LA 41 and LA 40 and continues south as a new four-lane highway to a connection point with LA 1088 just north of its recently constructed interchange with I-12. It is expected that the roadway will result in 13,020 vehicles per day diverted away from existing highways and onto the new roadway. Reduction in daily traffic loads on LA 21, LA 59, and LA 41 are estimated at 40%, 16%, and 46%, respectively. <u>This alignment will see the greatest traffic use and benefit of the four Alternatives considered.</u> Reduction of traffic congestion and delays on heavily traveled LA 21 and LA 59 will be considerable. The projected benefits to the existing roadway network are particularly pronounced during the AM and PM peak hours, with projected reduction in delay times in the range of 74% - 81%. Moreover, the wetland impacts of Alternative P are less than Alternative B/O, and in line with Alternatives J and Q. <u>As a result, the Department of Engineering strongly endorses [Alternative P] as the obvious and preferred alignment.</u></p> <p><u>St. Tammany Parish Government strongly supports this alignment. [Alternative / Alignment P] has minimal impacts to existing housing, businesses, parish government operations, and proposed projects. It also provides by far the most traffic benefit which is the point of constructing the road to begin with. This alignment also minimizes impacts to potential endangered species habitat.</u></p> <p>If [Alignment P] is approved, St. Tammany Parish will revise its hurricane evacuation plan to show that many of the residents in the western part of St. Tammany Parish will use this road to evacuate to the North which will reduce traffic on other routes allowing shorter travel times for south shore residents. This is a benefit which is not possible for Alignments "Q", "J", or "no build".</p> <p><b><u>Alternative Q</u></b></p>	

Comment #	Commenter	Comment	Response
		<p>Like [Alternative J], Alternative Q starts in Bush as a new four-lane highway and follows the abandoned railroad corridor to a point just northeast of the LA 36 @ LA 434 intersection, and then continues south to follow along existing LA 434 where it connects to the I-12 @ LA 434 interchange. It is expected that the roadway will result in 8,220 vehicles per day (vpd) diverted away from existing highways and onto the new roadway. Reduction in daily traffic loads on LA 21, LA 59, and LA 41 are estimated at 18%, 6%, and 70%, respectively. [Alternative Q] share the same drawbacks as described for Alternative J, with exception of the very negative impact at the existing I-12 @ Airport Road/Northshore Boulevard interchange. That is, traffic use for this alignment (8,220 vpd) is notably less than that estimated for Alternatives B/O and P (11,535 vpd and 13,020 vpd, respectively), and the existing highway that will see the most relief from this alignment is LA 41 which already has existing excess capacity, whereas LA 21 and LA 59 are presently suffering from lack of capacity and will see minimal benefit. [Alternative Q] also negatively impacts planned Parish roadways and developments adjacent to the LA 434 corridor. Moreover, the overall wetland impact of [Alternative Q] appears to be near similar to that of [Alternative P]. By comparison, the Department prefers alignment of [Alternative P] will see much more traffic utilization and a greater reduction in congestion and delays to the existing roadway network. <u>Therefore, the Department of Engineering recommends against Alternative Q.</u></p> <p>[Alternative / Alignment Q] runs through the new Coroner's facility which is currently under construction and scheduled to be completed in March 2012. This facility has a construction contract of about \$7.4M and a total cost of about \$9M. It would be very disruptive to the Coroner's office to have to relocate as soon as they have moved in after years of planning and construction. This would also greatly add to the right-of-way and relocation expenses to LADOTD.</p> <p>This alignment would run right through the proposed Tammanend development in the area of the proposed university tech park. St. Tammany Parish has been working closely with the developer to create a university tech park which will help serve as an economic driver and an anchor to encourage development to move farther north</p>	

Comment #	Commenter	Comment	Response
		<p>outside of the hurricane surge risk area. St. Tammany Parish has acquired property to construct a high school, acquired property to construct a Learning Center, and for a Transportation Center all near or in this development which also near the new Coroner’s facility.</p> <p><u>[Alternative / Alignment Q] would require the removal of a fire station. This fire station is critical to the safety and protection of property for residents and businesses in the area. If this alignment is constructed, a replacement fire station in the area must be completely constructed prior to the closing of this existing fire station. The new fire station would require a wide median cut to allow 2 way access to and from the station.</u></p> <p>If [Alternative / Alignment Q] is selected for construction, LADOTD should work with St. Tammany Parish on the cross-culverts under the road slightly north of the Coroner’s facility as we have future drainage plans to tie drainage from the east side of HWY 434 into the sand pit on the west side of HWY 434.</p> <p>The draft EIS shows that this alignment crosses and runs near more potential endangered species habitat than [Alignment P], which is preferred by St. Tammany Parish.</p> <p>This alignment appears to encroach severely into the parking area of the LA Heart Hospital, encroaches into the parking lots of other associated medical facilities. These impacts to this large and important medical center would be unacceptable. After discussing this with the hospital, it was determined that they don’t own sufficient land to relocate the parking. The economic and public health impacts of losing this hospital should be considered in the EIS.</p> <p>The drainage plans for the developments along HWY 434 appear to be significantly impacted, especially where a large pond near the hospital would be filled in. What are the plans to address these impacts?</p> <p>Since [Alignment Q] does not provide nearly the traffic benefit that [Alignment P]</p>	

Comment #	Commenter	Comment	Response
		<p>provides, there will still be a need for traffic upgrades to existing roads. The environmental impacts related to upgrading the additional highways should be considered in the total impacts of this project.</p> <p>In the recently acquired properties that St. Tammany Parish is either building on or planning to build on, STP has made an effort toward, and has been successful in, acquiring properties which are non-wet. Given the amount of wetlands in this vicinity, if we are forced to relocate these facilities, we are unlikely to find non-wet properties for all of these facilities. These additional impacts on the wetlands, due to the relocation of these facilities, should be considered as a direct impact in the EIS.</p> <p>Refer to the STP Department of Engineering data for additional information on the various Alternatives / Alignments.</p> <p>Thank you for contacting STFD3 regarding this important decision.</p> <p>Professionally yours,</p> <p>Patrick F. Sicard Assistant Chief St. Tammany Fire Protection District # 3 Lacombe, LA 70445 W: 985.882.5977 C: 985.677.4060</p>	
81 (Public Hearing – court reporter)	Rosemary Gauzy	Rosemary Gauzy, a widow of eight years, lives at 13000 Vernon Talley Road in Talisheek, Louisiana, right along the railroad tracks of which this proposed highway lies. She has built with her own hands two beautiful shrines along those railroad tracks on her property and also has a double garage that sits along the tracks as well. She wishes to express her concern of these precious monuments being torn down with this proposed highway.	Comments noted.

Comment #	Commenter	Comment	Response
82 (Public Hearing – court reporter)	David Merlin Duke	David Merlin Duke, and that's M-E-R-L-I-N, last name Duke, 326 Austin Street, Bogalusa, Louisiana. My telephone number is 985-735-8811. I'm here tonight to speak in favor of one of the routes. St. Tammany currently has no four-lane access through it's parish north and south or east and west, except for the interstate system. There are pieces and parts of Highway 190 that's four lanes, but none of which traverse the parish, other than the interstate system. This additional roadway is needed to provide greater access north and south within the parish and access to other parishes. The environmental impact concern could be alleviated by having traffic moving in a quicker fashion, rather than stalling on the interstate system or overcrowding the two-lane roadways. I would ask for consideration for specifically Option P, as in Paul, be considered as being the shortest route, at least by appearances, from the Bush Extension through Interstate 12 with connection at 1088, I-12's newest interchange. In addition, this roadway would allow for better evacuation routes in the event of a hurricane. It would allow the only four-lane access through the middle of the parish, where I-55 covers the western part of the parish and I-12 and I-10 cover the eastern parish. It would also provide an economic stability to the areas north of St. Tammany Parish, specifically Washington Parish, Bogalusa and Franklinton. I urge you to approve Option P and thank you for your attention.	Comments noted.
83 (Public Hearing – court reporter)	Donna Kilpatrick	Donna Kilpatrick, Abita Springs, Louisiana. My concern is with Route P, as in Paul. I'm concerned with the drainage and the wildlife and the wetlands. Where they have it coming out on Highway 36 in Red Bird Alley, there's a lot of water that comes down through there, and that's one of my biggest concerns with this road is the drainage. Thank you.	Comments noted.
84 (Public Hearing – court reporter)	Julian Lane	Name is Julian Lane. I live in Talisheek, Louisiana. We own almost a mile of railroad property. Twelve acres of it comes down the track going to Q. We're the first ones it's going to hit. The sad part about it, somebody's going to get hurt. What I believe we should get is the option that gives us the most tax base to make this. If they would have did this 30 years ago, we wouldn't be going through all of this because it wasn't developed. The way it comes out, it goes down the track, it will destroy the Town of	Comments noted.

Comment #	Commenter	Comment	Response
		Talisheek. It goes right down our main road, everything gone when it crosses. And if they go down the track, they're not going to obtain the purpose that it was originally intended. Way back 27 years ago, they were trying to catch the traffic flow from 190 and alleviate some of that for a hurricane evacuation route. If it comes down the track, it's not going to do anything. It's going to be just gravel trucks. It's too far over. People is not going to come that far to go up. If they're going to do anything, widen 41. 41 is there. Put that area there. We need a tax base, and we're not going to get it going down the railroad track. All of that is developed. We need to go more over into the center of this area either B/O or P. It's more into the middle. It's going to cause development if it goes in that area, and the parish is going to reap the benefits of it. That's it.	
85 (Public Hearing – court reporter)	Robert Baumgartner	My name is Robert Baumgartner. I reside at 75002 Woodland Road, Abita Springs. I believe after looking at the executive summary of the Environmental Impact Statement that everything but a no-build has major environmental impacts. All of the routes, there may be environmental impact, no-build is the way to go. But if they're determined to build a road, then I think for sure that they ought to disturb as few families, as few homesteads as possible; therefore, I think if they're going to go with a build route, it ought to be J going down the railroad tracks as far as possible before going over and that will disturb less than the tracks that didn't already have the railroad line going through it. And at the very least, Q. Definitely P and B/O should not be considered at all. Thank you.	Comments noted.
86 (Public Hearing – court reporter)	George Antonio	I'm George Antonio, and I live about four or five miles outside of Abita Springs and Downs Boulevard. Two things I really wanted to say: I don't think there's many people who live on any of the projected road -- projected paths where this road is projected that want this road because we all live here. This is our home. I don't want the downs, and I can tell you there's a lot of people that live there, and everybody I know is against it. And the other thing -- and I'm sure it's the same for all of the other potential passage roads projected. The other thing I wanted to say is that living here or traveling in these roads for years now, I know that Highway 41, which is the road	Comments noted.

Comment #	Commenter	Comment	Response
		that currently goes to Bogalusa, is not frequently traveled. There's not a whole lot of travel; therefore, my opinion, there's no reason for us to spend our taxpayers' dollars on building a new highway that the residents don't want it there. Now, maybe the people that live further in Bogalusa want it, but there already is an existing highway that is really underutilized as it is. So, again, I feel that it's a waste of my taxpayer's money to build this new highway, something that most of the people that live on that part of the highway do not want.	
87 (Public Hearing – court reporter)	Charles Mizell	I'm Charles Mizell. I'm the Mayor of Bogalusa, and I just wanted to come by tonight with a few comments, mostly in favor of Route P. But I want to thank the Corps of Engineers and all that have worked throughout the years to put this on the front burner and really study it and maybe come up with the perfect routing, the best routing. I believe that this being one of the original programs currently should be in the forefront of everybody's thoughts for expansion in Louisiana, not only for Bogalusa, to benefit from the economic engine and industry, if you would, or some opportunity that's not there for us now. Also, we have to take into consideration the evacuation routing from St. Tammany Parish, which I believe is very important. I think that Katrina taught us some things. Our good neighbors in the State of Mississippi has rejected the idea of flowing on their Highway 59. I understand that certainly this would give us an additional routing to the north for evacuation. I believe that we've studied it. I believe that permitting should be voted up or down so that we can move forward with this special project. Thank you.	Comments noted.
88 (Public Hearing – court reporter)	AG Crowe	My name is AG Crowe, State Senator, District 1. I live in Pearl River. I represent Eastern St. Tammany Parish and part of the south shore of St. Bernard, Plaquemines and part of eastern New Orleans. We have watched this issue evolve over the years, or not evolve over the years, and we're very, very much concerned about a number of issues. One being an evacuation route to get people out of St. Tammany Parish and/or a storm for people up north of us to come down, and also, we -- well, I haven't finally decided on a particular routing. I kind of favor Route Q, as in queen, simply because of the fact that there's a railbed there that's going to save millions of	Comments noted.

Comment #	Commenter	Comment	Response
		<p>taxpayers' dollars and very little mitigation to have to go through. And also, the southern tip of that route is a hospital so that anybody on that route could be within lifesaving distance for getting help in a wreck or whatever as far up as Bush to be quicker to get to that hospital in an emergency. And also, I'm concerned about the fact that if these routes were chosen more toward Highway 41, we already have a major congestion problem and heavy growth of the Slidell/Pearl River areas, population growth, especially in the Pearl River area, which is already congesting our highways, particularly 41. And so routing back that way would be a very, very compounded flow of traffic. And, lastly, the routing over toward Covington down 21, it's one of the state's most dangerous highways already. From the citizens that I've spoken with, even though it's not in my district, they already feel pretty much that this is not a good route to go. Thank you.</p>	
89 (Public Hearing – court reporter)	Ken Wheat	<p>Ken Wheat, Bogalusa. I'm on the Parish Council and I'm familiar with this project from day one because with the public utility company that I work with, I had to do abstract work for all of the property with the Lincoln Savings &amp; Loan, which was a TL James tract, of which the property is going through. And I'm familiar with the fact that in the '80s, the early '80s, the State bought all of the right-of-way through that property and had a permit issue. I have a document of that and it was actually -- the highway was actually put out for public but and was zoned the DOTD to be bud out after environmental studies were completed back then. And why after a change in senate it went from being at the top of the list to the bottom of the list? It doesn't make sense to me. That's something I feel like political squandering went on and changed our position. All I'm asking is that the two parishes, St. Tammany and Washington Parish, work together on this. It would benefit both parishes. Thank you.</p>	Comments noted.
90 (Public Hearing – oral)	AG Crowe	<p>Good evening. Thank you for putting this meeting together. I think this is very nice to see all of the folks out here, many of which are very, very concerned about where these roadways are being projected. I'm here primarily tonight to listen and to try to get a good idea of exactly what is going to be the final and best solution for this area. Me, personally, I live in the Pearl River area. My senate district covers the eastern St.</p>	Comments noted.

Comment #	Commenter	Comment	Response
		<p>Tammany Parish, eastern New Orleans, St. Bernard and Plaquemines about 150 yards down the road, but primarily living here and seeing this issue debated from some 30 years plus and not seeing something happen just yet, I guess is an exercising futility in terms of government progress. But at any rate, the primary comments I want to make are those comments relative to the future growth of St. Tammany Parish. Hurricane Katrina was somewhat of an anomaly that created 30 years of growth in the last four or five years, and so if you have had a study on this project, it pretty much, you know, is obsolete now anyway because starting over, I guess, for that reason is a good idea. The Slidell/Pearl River area where I live, Highway 41, those areas, as well as -- and I really can't speak on behalf of the folks that live on the western side of the parish -- are probably the least desirable in my personal opinion. And I'm not an engineer and no means an expert, but somewhere along the middle part of the parish, keeping in mind evacuation routes getting out of New Orleans area, out of St. Tammany Parish, is the reason for the whole project in the first place. And also for people in Washington Parish having direct access to I-12.</p> <p>And, secondly, of all routes discussed -- again, my personal feeling, not on behalf of my contingencies, but me personally -- the fact that there is a hospital in the middle of the parish and one of those options is a direct route to that hospital, in case anyone gets hurt or in an accident or whatever anywhere between that point of I-12 and Bush, the chances of saving a life, you know, would be enhanced. But, again, that's just my personal opinion. There are a lot of people here with lots of different ideas and concerns, and it's just good to be a part of this. And I'm just going to sit back in the back and listen, and thank you for the opportunity to comment.</p>	
<p>91 (Public Hearing – oral)</p>	<p>Harold Ritchie – State Representative</p>	<p>Thank you. I think Scott and I got out of order, and I don't want to make him mad. I apologize. That's all right. We'll catch him in just a few minutes. I won't take long. I'll be real quick, but I do support the project, and, you know, I support it with the folks in Washington Parish. I don't want to come down here to St. Tammany Parish and tell folks where to put this road. You know, I have my ideas, you know, as far as me personally, you know, the closer to Covington I would get to an entrance on the interstate would be fine with me; but when I look at the map and what I've always</p>	<p>Comments noted.</p>

Comment #	Commenter	Comment	Response
		<p>wondered is why we didn't go right down the old railroad track. I'm sorry for saying that. Maybe I should run in St. Tammany, not in Washington Parish. I don't have a problem with J. You know, Q would get me closer to the Heart Hospital, and when I think of Washington Parish and our folks, you know, we come down here for healthcare and we come down here for the Heart Hospital. My thing is, I'm going to go in New Orleans across the Causeway. So that would be my preference for getting a little bit further into the west because I know we got folks that go to East Jefferson, we got folks that go to Ochsner. And whenever I look at the maps, we've got two to four miles difference in that stretch, you know, once I hit the interstate, boom, I'm doing another 70 miles an hour, you know. I want folks in St. Tammany to know that Washington Parish folks are for this project. I don't necessarily want to tell you where to build it, but we do want to build it. Thank you.</p>	
92 (Public Hearing – oral)	Scott Simon – State Representative	<p>Thank you, sir, and if y'all would be indulged and I'll speak to y'all from the back just like a word from God or something. Now, first, I want to thank you everybody for putting this together tonight. Everybody that had anything to do with putting this on because looking around the room, even considering the weather that we had, the turnout here tonight is a testament to the importance and the reason for having public input, so I do appreciate everybody taking to the weather and coming out. This is an important issue and this is something that's been around for quite a while now. And I guess that's why I'm sitting here. No matter where this route crosses, I'm looking at what looks like to be spaghetti strings hanging across this map here that's chosen. I don't know what the origin of these routes were chosen. I don't know when it was chosen, but something tells me it was 25 or 30 years ago, and I don't know the premise of why or what, but the bottom line is, I'm here tonight putting my input in, I'm looking at, you know, the impact. I know the whole thing behind this thing is environmental impact. I'm just waiting and wondering and hoping that when we talk environmental impact we're not just talking natural environmental, we're talking built environmental. Everyone in here has a home, everyone in here has a purpose and everyone in here has a life they live somewhere on this route, and one of these routes is going to affect them. So when we talk environmental impact, it's not strictly the</p>	Comments noted.

Comment #	Commenter	Comment	Response
		<p>natural environment, but we do put weight behind these people's names, behind these people's testimony, behind these people's story because they all have a story to tell and they're important. It is important to have their word be heard. So we look at these maps and these routes, and my question is, are they all etched in stone? Is there not a better route that we can take today that we can come up with 25 years after these routes were chosen and come up with one that people can live with? That's my biggest question.</p> <p>We're sitting here like these routes are the routes that we have to go with that, but is there an opportunity for another additional route someplace that is less impacted on the environment and on people's lives. That would be one issue. And I also would like to take the opportunity to invite people to write to the public comment part. We do have time to -- I think it was October 24th is the time on the public input to write it in. Let them know if it does impact your property. This is the time to get the word out that we have to, you know, stand behind your positions. If you feel you are going to be impacted, put the word out and contact the authorities and let them know your position. But overall, if I could get an answer, please, on the routes, when we get this impact -- I don't know if it will come with the environmental impact or if it would come with a letter, we would like to know if there would be an alternative route. Thank you very much.</p>	
93 (Public Hearing – oral)	Jack Donahue – Senator	Jack Donahue. I'm Senator District 11, which is Covington, Mandeville, Abita Springs, so the route this goes affects the district that I live in. I'm here because I want to hear what the people who are affected by whatever the route is, I want to hear what they have to say. No matter what way it goes, it affects someone, so I just want to hear what they all have to say. I filled a card out, so I'll be real quiet. I just want to hear what all you have to say. So, thank you.	Comments noted.
94 Public Hearing –	Ben Nevers – Senator	Thank you very much. Certainly, I too would like to thank all of these that come out and have been part in this meeting. Let me tell you, there's no one that is more important to the people that live in the pathway of where this highway might go, and I think we all should be very considerate of that. Certainly, I support this project	Comments noted.

Comment #	Commenter	Comment	Response
		<p>wholeheartedly. What I don't want to do is go through people's homes that we can avoid. And I can tell you, I've met with the meet people in Oak Knoll, in that area, and they're very concerned about the route. I think it could be tweaked and worked around some of the those areas that would allow them to maintain their residence where it is. So I'm certainly interested in working with that. But this project will relieve congestion on the other highways. It will take the trucks and the emergency vehicles north off of 21 and 41 and it will help that congestion and the safety of the roadways here in St. Tammany and it will provide a better access to I-12. It will also provide an evacuation route in the case of a storm or some other natural disaster. It will create an economic development impact on our region, and let me say that the legislature has passed legislation that mandates the road to be built, and not only did the legislature pass it, the people of the great State passed it. It was a constitutional amendment that was listed on a ballot and the people of this great State voted to build these projects. The St. Tammany people by majority voted on this constitution amendment voted positively for it and so did the people of Washington Parish. I think all of us want to come together and we want to find a route that affects the environment as least as possible and we want to be sure that the route that we take impacts the resident of this great parish the least. And I'll tell you, unfortunately, there's been a lot of growth in St. Tammany over the last 20 years, and if we would have built this project 20 years ago, many of us would not be here today. But it's unfair to hold these people hostage not to know where we're going with this highway so the future generations and future families do not invest in an area that we're going to build a highway. I want to protect those that have built and they have certainly my word that I will do so. So I hope as we have this meeting, we will work together, and I want to commend certainly the Department of Transportation and Development and also the Corps of Engineers. This has been a long, long process. This has been one that has preyed many of our feelings and has caused men of us of us to be on opposite pages sometimes; but I can tell you, I think we're closer than we've ever been, and I hope that we have a permit issued at least by December of this year. Thank you very much.</p>	

Comment #	Commenter	Comment	Response
95 (Public Hearing – oral)	Rebecca Crawford-Howell – Council District 6	Rebecca Crawford-Howell, and I'm Council District 6. And if you look at Council District 6, it looks like half of St. Tammany Parish. I've had a lot of meetings here. I've had a lot of meetings with different people along these proposed routes, and I'm for opening up this road. And it's going to help not only the Bush area to get to I-12, but it will also help our adjoining parish, Washington Parish, because I think this is going to be crucial for Washington Parish. I'm not in favor of going through people's homes. I believe and I agree with some of the senators and representatives that have spoken that if you can tweak some of the these routes to go around some of these developed areas, because I know one fellow mentioned that he lost his home in a hurricane in New Orleans. He went through Katrina and now he's moved over here and it looks like one of the routes will go almost right through his home. So, you know, I'm for it, but I want it to be done the right way. And I want the money to be allocated as soon as they can because people have been waiting for 30 years. They're saying "We're probably going to be dead and gone before you start," and I sure hope not. I thank everybody for coming out. I've told everybody that I could to come out to this meeting tonight, and I think that's one of the reasons that you see that. Our senators and representatives have also gotten these people out. I'm anxious to gain the knowledge to bring out these people, and that's why I'm here tonight. So, thank you.	Comments noted.
96 (Public Hearing – oral)	Rich Thomas – Washington Parish President	Hello. I'm Rich Thomas, Parish President of Washington Parish. I just thank y'all so much for what y'all are doing now and I appreciate what the senators and the representatives have said and especially the council lady. I really appreciate that. We've been waiting a long time. We are sure that the people here in St. Tammany Parish have. And I'm just like everyone else, I don't want to put a road through someone's house or home or anything. If there's anyway to tweak these things, I would like to see that done, but economically, we feel this would help Washington Parish. So from the people of Washington Parish, thank you all again.	Comments noted.
97 (Public Hearing – oral)	Charles Mizell – Mayor of Bogalusa	Thank you, sir. I'm Charles Mizell, the Mayor of the City of Bogalusa, and, certainly, we want to thank you all your for your countless hours and years now of working on this routing. We in Bogalusa just want to let you know that you're welcome to bring it	Comments noted.

Comment #	Commenter	Comment	Response
oral)		right on through Bogalusa. We've been waiting a long time for a little economic impact from this. I think one of the great senators from our City kind of co-authored the bill to start this some 30 years ago. We certainly don't want to impact anybody to the south of us in any way that's not safe. We feel that you've studied this. You've come up with the alternative routings that's necessary and I know that you and all of the other public officials will make the right decisions on the routing. But we're really looking forward to a route that we can -- instead of a proposed route -- at some point in time that we can start working toward. We appreciate you. Just to let you know that we're on board and we support you. Thank you.	
98 (Public Hearing – oral)	Barbara Dodds	<p>Good evening. My name is Barbara Dodds and I'm here representing the League of Women Voters of St. Tammany Parish and we have a prepared statement that we'll give to you tonight and we'll e-mail to you. The League of Women Voters of St. Tammany continues to express its deep interest and concerns regarding the proposed construction of Highway 3241 in St. Tammany Parish. While we understand that this highway construction is embedded in the Louisiana Constitution and the option of the No-Build virtually does not exist, we strive to see that any route taken for this highway will be the least destructive of our resources, our environment and the least destructive of our residents' quality of life. We've looked at the options explained by the Corps. We believe the best of those described on the map are options J and Q, which are closest to Highway 41 and the abandoned railroad bed route, which we have supported for many years. It would appear that every route has impact on wetlands, forests and habitat. Routes J and Q would best serve the means of Washington Parish and St. Tammany Parish. Route J could be part of the Airport Road Improvement Project, long needed by St. Tammany to relieve the congestion at its pivotal conjunction of highway and commercial enterprise. Route Q could provide access to the hospital on Highway 434 and to the plant educational center just north of the hospital.</p> <p>Regardless of which of these two routes is chosen, disruption of citizens' lives would be less than any of the others. It is imperative that these routes be structured as limited-access highways. The other routes, regardless of DOTD preference, would be</p>	Comments noted.

Comment #	Commenter	Comment	Response
		<p>disastrous to St. Tammany. Its hydrology and quality of life would be seriously compromised. If this road must be built, the State is obliged to cause the least harm to its residents and minimize cost to the parish in terms of drainage, loss of wetlands and forested land. The League appreciates the depth of the analyses done by the Corps and we sincerely hope that wisdom will overcome greed and that these least destructive routes will be chosen by both the Corps and LA DOTD. We will continue to monitor this as we have for the past 28 years until a reasonable conclusion is reached. Thank you very much.</p>	
99 (Public Hearing – oral)	Jason Lumpkin	<p>Well, you kind of shocked me because I thought I was going to be number five. I was trying to get prepared, but I really appreciate the people, the Corps for inviting the Washington Parish people and the St. Tammany Parish people down here. We all need to all work together. And, really, I don't want to see nobody's house get torn down. I really don't. It's been a long, drawn situation we're talking about infrastructure problems. This thing -- if the Causeway wasn't built to the Northshore -- it got built in the '50s -- look what the North shore has gotten. Y'all have gotten anything y'all want. And Washington Parish has spent a lot of money for y'all down here. Now, we had four dealerships, car dealerships, in Washington Parish. We have lost every one of them, and the problem is, Mack just said -- he said what it was, he said that the infrastructure was we thought we was going to get the highway. This highway, we've been talking about for 30 years. I'm in business for Bogalusa. I don't get no grants. Thank God I got good bankers. But Washington Parish has really gotten left out, and it was a done project. Senator Rayborn instituted this project back in '89, got it on the ballot, we voted for it. It passed. He took it to his grave. He tried. 2004, he started coming to meetings again. 2006-2008 it started getting back on the deal again. I certainly have been really trying hard. I think all of our public service has tried hard. But, you know, we're on the Northshore. Tangipahoa, Livingston, St. Tammany and Washington Parish, we want to with y'all too. We want some of the action, and, you know, Bogalusa has had tough times. And if we voted for the highway and it passed by the Louisiana voters, we should get it also.</p> <p>Number two, I had a standing deal at the Washington Parish Courthouse that</p>	Comments noted.

Comment #	Commenter	Comment	Response
		<p>Governor Jindal promised me if the Corps would pass this permit the State would get this highway built. Do you know something, I think he will get it built. I like Route P. I like P. I like P. And I wish all of you well. I don't want to see nobody's home -- but I want the shortest route. But you know what, if I can get out of Bogalusa, I can come back to Bogalusa; but don't get me wrong, any route -- I think our Washington Parish delegation will take any route we can get because I think we've earned our route. Thank you very much.</p>	
<p>100 (Public Hearing – oral)</p>	<p>John "Bill" Calcote</p>	<p>What I want to talk about, this gentleman just left up here, he's for route P. I am totally against route P. I'm going to tell you why: It's going to pass right in front of my house. I lived in Metairie over there for 35 years and they put Interstate 10 in the back of my house, and that's why I moved. I moved over here with the understanding that there wouldn't be an interstate around us and we get over here, been living here five years now, and I understand now they're thinking about putting Route P, which will come right across the front of my home. I've got lot of money invested in this place. I am retired. I enjoy living here, and I don't want the Route P coming through here. Another thing, the people in Bogalusa, they talking about getting a highway over there. I don't know how many people travel Highway 41, but that's a beautiful highway that goes to Bogalusa. I think that's all they need. They don't need this interstate they're talking about going through. They haven't finished up 45, which connects to Highway 41, and that should be a savings fund right there. But my vote is no P Route going through Peg Keller. It's going to mess up the whole neighborhood. We've got a nice, quiet neighborhood back there. Everybody is happy back there, and if they run a damn interstate across Peg Keller, it's going to totally ruin our whole subdivision. Thank you.</p>	<p>Comments noted.</p>
<p>101 (Public Hearing – oral)</p>	<p>Michael Landry</p>	<p>My name is Mike. I live on Downs. The past 15 years, this project has impacted me because the road was developed either on my house, back yard, front yard, whatever. I'm against it. I know Washington Parish needs a road, but at least they want the road. If we bring the road here, should we build a higher road, drainage and all of that? They thought about that, but developers will come and they build houses on</p>	<p>Comments noted.</p>

Comment #	Commenter	Comment	Response
		<p>swampland and what's the future going to happen 20, 30, 40, 50 years from now? We made a mistake. Let's think about that. We've got to look way in advance what impact that's going to have in the future. Do we want another New York City up here in St. Tammany Parish? It's going to cut right through the wetlands. If you look at the map back there, most of it is in the red, which is wetlands. Look at it, think about it, wetlands. Now, they did say about evacuating to the north. Now, I stayed for Katrina. I saw what was on the roads. Most people take the interstates. If you go up to Bogalusa, there's not that many motels. If you go past Bogalusa, it takes you to Gloster and Columbia -- I traveled that road a lot and I use to work up that way a lot -- and it's a single-lane road again. So is it really an evacuation route? I don't think so. You know, well, maybe 50 years, 100 years from now, they might build a four-lane highway up on 26 up through Mississippi. We don't know what's going to happen 100 years from now. I mean, if you look at the Twin Span happening right now, they built it bigger and wider and it's going to be a 100-year bridge. What's going to happen 200 years from now? In my area, most people don't want No-Build. And if I'm a truck driver -- which I'm not -- if you're coming from the west, everybody is going to take the shortest way to go to the store. Well, they're going to take 21 to go instead of going all the way east to come up this new road. I can promise you, everybody takes the shortest route. Truck drivers do it and I do it and I'm sure all of y'all do too. And the good thing is, we get to see all of your neighbors today, but there's no food or drink. Thank you.</p>	
102 (Public Hearing – oral)	Vernon Talley	<p>Good evening. My name is Vernon Talley and I live in Talisheek. And this road they're talking about coming through here, the J and Q are the best two routes where it's proposed to go through and benefit Washington Parish coming down from Bush. It benefits us, and it's going to be a main route. It's not going to be a little two-way street like most of the people think here going through the town. It's going to be an interstate road. It's going to be a 60-70-mile-an-hour road. So I was told way back, some years back, when they pulled the railroads up from there, that right-of-way was offered to the State, and they turned it town, but now that is the route that they should have bought. It's there and they can build a road on it and not disturb no one,</p>	Comments noted.

Comment #	Commenter	Comment	Response
		open the gate and tell you to drive on it. You can come off of it to any part of the Parish over there, nor come down to any subdivision or any areas that are already developed. It's an old railroad driveway that's all through there. It wouldn't take nothing to open it back up and just have roads and streets to wherever you want to go to relieve traffic in subdivisions without going through subdivisions. And that's about my opinion on it, but those two routes are the most reasonable, most sensible of the routes possible.	
103 (Public Hearing – oral)	Lee Black	I'm Lee Black. I grew up in Bogalusa, and I you can see, it's been a while since I was living there at my age, but I've been driving that highway -- it's a safety issue I want to talk about. I've been driving that Highway 21 all of my life and I've had close calls left and right depending on the weather, the time of day or night and we need a highway. Everybody else has talked about economic issues, the legal issue, the law with the legislation that was passed. And I do like the J path because it's a little closer to Covington. Y'all don't have to move me. But any path will do anything that will get us a safer route from I-12 the to Bush would be my goal here. Thank you.	Comments noted.
104 (Public Hearing – oral)	George Faust	My name is George Faust. I live in Slidell, Louisiana. I was born and raised in New Orleans. I moved to St. Tammany Parish 41 years ago. Two and a half years I've lived on my piece of property out in Slidell, and I found it 15 years ago. I've been working on my place and I'm as proud of it probably as anybody in this room is are theirs. My seven acres is all manicured. It looks like a park. The thing I'm disappointed about is the State and the Corps -- I don't know which one I've talked to -- but they said they would notify me and wanted to come on my property and look for artifacts, and I told them all of the digging I've done out there, there is no artifacts, but they were welcome to come. They also told me they were going to survey I think 21. They were going to come out there and notify me both times. That didn't happen. I get out and I find all kinds of pink ribbons on my property. I got 820 feet on the highway. They came and took the curb out and I'm a little bit disappointed in them. I was born and raised in Louisiana. I'm proud of Louisiana. I'm even proud of St. Tammany Parish. It's a great place to live, and I hate to lose what they would take away. But what	Comments noted.

Comment #	Commenter	Comment	Response
		<p>disappointed me when they came out there was they left no me room to pull out the highway according to their flags. They had taken down all of the shrubbery and trees that I've put down in the past 15 years. And that's why I'm a little disappointed that they didn't take the time to call me like they said they would. So whatever route they take, if they've got to take my property, that's the way it goes. I hate to see them go through someone's residence to do it, but I just wanted to say I'm a little bit disappointed in them. And if they're going to do something, I would appreciate it if they would at least take the time the call me. Thank you, sir.</p>	
105 (Public Hearing – oral)	David Folse	<p>Good afternoon. My name is David Folse. I live in Oak Knoll Subdivision on Peg Keller Road. I was born and raised in Slidell, and nine years ago, I bought 11 acres on Peg Keller and I love it over here. And I really don't believe that we need an interstate or a highway at all, to be honest with you, but if we do have to have one, I'm definitely against P and I'll be fairly okay with Q. And I just don't understand why Washington -- why we need to build at all because Washington -- what has really Washington Parish done for St. Tammany Parish? All I figure they've done is have black liquor from the paper mill, sending it down from our river and killing all of our fish. That's all I feel that Washington Parish has done for St. Tammany. Thank you.</p>	Comments noted.
106 (Public Hearing – oral)	Claude Bloom	<p>I'm Claude Bloom. I'm from Bogalusa. I've lived there about 18 years now. Originally from New Orleans. I use to come here to Abita to visit my aunt from New Orleans regularly as a kid, so I've kind of seen the tremendous growth that has happened from the Northshore. As a member of the Washington Economic Development Foundation and the Washington Parish Planning Commission, I can tell you that we need a road. We need a road that will allow our existing businesses to compete with not just people in this area, but all over the country. We need a road -- as the gentleman earlier said, I've driven 21 for the last 14 years and had numerous close calls and seen a lot of accidents. When someone mentioned the railroad -- well, I didn't come prepared to talk about that route because I've focused on the five that were in the announcement. I'm assuming that was probably one of the original ones that was considered. If not, maybe it would be worth considering. But just looking at the</p>	Comments noted.

Comment #	Commenter	Comment	Response
		<p>alternatives as they are presented, it looks to me that the widening 41 doesn't do much for you because if folks are traveling from the east, certainly they would come up 41, the four-lane highway to get the Bogalusa, but if they're coming from the west -- I mean, if it were me, I would still come up 21 because it saves me a lot of miles. So that doesn't really relieve the entire congestion problem that we have with 51, and, therefore, the safety aspects. So that option might only take care of half of the problem. You know, if you look at Route P, it's the shortest length. It should be the least expensive to build. I too would not want to see anyone's home impacted if it could be avoided, but I want to say that we really need this road and it's wonderful that we've finally gotten to this point and I hope we can proceed forward and build the road. Thank you.</p>	
107 (Public Hearing – oral)	Kathleen Pattan	<p>My name is Kathleen Pattan. My family lives on Lowe Davis Road, which is right on this side of town. (Inaudible). I just want to get clarification for the record that No-Build is an option; correct? And I think No-Build is the strongest option that we have. The reason that I say that is that I know some of you are pushing this project. I think that the economic model of the times has changed. I think the political movement has changed. I wish the people in St. Tammany Parish the best. I wish that also for the people in Washington Parish and for our entire area, but I don't think we're in the bricks and mortar era anymore. And I think that economic road does not depend necessarily on roads. I also think if you're talking about public safety and a way to convey people from one point to another, you don't necessarily have to talk about it in terms of building roads. I think you need to create the usage of shared vehicles, of increased public transportation and others, and I think this is essentially make-port project that came from a bioengineer and although I can honor the memory of the people that put it in place, I don't think that it's a 20th-century, model, which I think is what our parish needs. Thank you.</p>	Comments noted.
108 (Public Hearing –	Forrest Davis	<p>First, I want to thank you for the opportunity to come and voice my opinion. But, real quick, I want to let you know that in the past I've had experience with the NEPA process. I use to work for an agency involved with the Coastal Restoration. The</p>	Comments noted.

Comment #	Commenter	Comment	Response
oral)		<p>biggest frustration that I had was when I came on board I came to notice that there was a lot of studies being performed where entire careers in departments in agencies, Federal and State, all revolved around a single project. That became so frustrating for me that when I began to voice my opinions at meetings with Senate, with Congress with other agencies, multi-agency task force, I started to really irritate a lot of people and became frustrated and left that position. I was really good at what I did, but now I find myself in a very similar position where entire departments, entire groups of people who are building entire careers doing a study about something that should have been done 30 years ago. With that said, I live just off of 21. I went to look at buying a piece of property on Peg Keller, and I said, "No, they're going to build a highway through it," so I backed away from that piece of property. Another piece of property I looked at that I wanted to buy and I really fell in love with it, but built a road that goes through that piece of property too. So I bought another piece of property, but now that they've combined B and O, then I'm being told that this is going to run right through my property. All I'm saying right now is, do I agree we need the road? You know I do. Highway 21 is a death trap. I get on 21 and I see every day at least 10 or more cars every single day. Anyone who drives 21 in the mornings between 6:30 and 8 o'clock and in the evenings, say, between 3:30 and 6 o'clock knows that there's a disaster that occurs every day. I've watched vehicle get in wrecks on 59 going back up towards other side of 59, Military Road. There's always a wreck there. I see it all of the time. They pull out into traffic and you go head on with someone that's passing something else in both lanes. So, yes, it is a hazard. It needs to be done. My point right now is, make a decision. If you're coming through my property, say "Hey, I'm coming through your property." I'll go move somewhere else. I'll buy the piece of property on Peg Keller I really, really like. I need to know where. There's three different locations. I want a piece of property and I can't have it because there might be a road. "Well, go ahead, Mr. Davis, buy the piece of property because it may be another 20 years." That's insanity. I would really love to say this to the Corps of Engineers in front of the City Parish, I say, "Please, can I see how much money was spent on doing this study? How many people have retired while this study</p>	

Comment #	Commenter	Comment	Response
		has been ongoing?" It should have been finished by now. That's all I've got to say.	
109 (Public Hearing – oral)	Milton Saba	I'm Milton Saba. I developed Oak Knoll Estates and I've sold almost over piece of property in Golden Oaks Estates. And I looked at the map that is now being proposed on Route P and it doesn't go through Oak Knoll Estates at all. It doesn't touch the property known as Oak Knoll Estates. It goes through Golden Oaks and will affect one house. It's going to pass about two-tenths -- one-tenth to two-tenths of a mile north of English Branch. English Branch is where my son's house is. He lives on seven and a half acres just south of where this Route P is proposed to be. And this route is going to go in front of one house and it goes across a half of mile strip of Golden Oaks and going into TJ James' -- Hillcrest and TL James' property. It goes on down south of there. I really don't see where this is going to have any negative effect for the people that live in Oak Knoll. That shouldn't have one iota of negative effect for people that live in Oak Knoll. It shouldn't have hardly any effect on people that live in Golden Oaks because it's only going to pass in front of one existing house according to the maps back there. There's been a lot of opposition because of a lot of routes -- this route is not going down Peg Keller Road. It's going to cross straight across it. And I just don't see why there's such an objection to this. It's going to be the shortest route to the interstate for people coming from Washington Parish. I live in Bush, my son lives, like I said just now, less than two-tenths of a mile from where this road is going through. He's on a deer hunting trip in Kansas and really wanted to be here and say he's in favor of this, and he's going to be the second closest house to this -- no, not the second, maybe the third or fourth closest house where the highway comes across. Now, there's a couple of other things I would like to say: One, is Senator Rayborn worked hard to get this approved. He was in charge of the financial committee for the State of Louisiana and the City, and he co-authored this bill to build about 15 highways in the State, and the only one that Washington, St. Tammany and Tangipahoa Parish was going to even be close to was this highway. It was proposed about like it is right now in this newspaper and everybody to vote for it. Eighty-five percent of the people in Washington, St. Tammany and Tangipahoa Parish voted at four cents per gallon -- per gallon, now -- four cents per 1gallon of taxes on	Comments noted.

Comment #	Commenter	Comment	Response
		<p>themselves. We voted for it. We haven't been able to get it built. Thirty years we've been trying to get it built. Anyway, I'm in favor of it. I've wanted it for years and years, and I know that the Route P is the best route.</p>	
<p>110 (Public Hearing – oral)</p>	<p>Vic Lasalles</p>	<p>My name is Vic Lasalles. I live in Talisheek on Boyd Davis Road. I've been there nine months in a new house. I was told by everybody that I could find and talk to six years ago when we bought the property that this highway was going to 1088. That's why we wanted it, so I'm not in favor of anything that touches the railroad track. J and Q is out, out for us and out for our neighbors sitting in these two front rows. Secondly, P is a good move. It comes very close to us, but it's only about 1,000 yards from one of our neighbors sitting right here, and I think we can live with that. That allows us to stay together. All of us are over 60. Like I said, I've been there nine months. I lived in Slidell. We got moved by Katrina. On a personal note, if this was going to happen, you should have given me a permit. I don't know if there's any Parish people here, but there are none in the permit office and I don't see the Parish President here either. But there should have been a flag in the computer that they rely on, the -- what do you call it -- the satellite, that they said, "Okay, you've got a bond, you've got this, you got this, you can have a permit," but they didn't tell me I had a highway. So it will wind up about 60 feet off the railroad track. On another note, it's supposed to go through the Parish to increase the economic development. 41 has been there since I was born. It hasn't done nothing for development. I can't even get gas in Pearl River. I've got to go to Bush. So how is the new highway that's going to be 1,000 feet off of 41 going to help the economic development? Besides, it's on the east side of the Parish, one mile from the Parish -- from the State line. So what were they all thinking about? You know, it would be less than a mile from Pearl River. Okay. Economic development? Bull. That's not going to happen. It's got to go -- the only place it could possibly go is P, and that's not going to help everybody. Now, I really feel sorry for somebody that's going to be wiped out because I'm the person that's going to be wiped out by the railroad track. This other lady before me said what she's talking about, and I'm in favor of P and all of us sitting here. Anything else, we're going to fight it. Thank you.</p>	<p>Comments noted.</p>

Comment #	Commenter	Comment	Response
111 (Public Hearing – oral)	Bradley Lewis	<p>My name is Brad Lewis. I want to thank you, Corps of Engineers, for holding this hearing. Thirty-Six years ago I got out of the United States Army and I moved to Bogalusa in my adult civilian life. The nature of my work required me to leave Bogalusa on a regular basis -- not a daily basis, but on a regular basis because it's necessary for me to work in Baton Rouge and New Orleans. I frequently have to travel Highway 21. We're not here talking about whether we take somebody's house. We're here talking about whether you take somebody's life. The years that I have traveled Highway 21, I have passed -- not read in the newspaper, but passed accidents where at least 22 people have died. The reason that I know that is there was an estimate one time when I was traveling on a Saturday morning leaving my home real early to get to New Orleans to run a Crescent City Classic -- you can probably tell that was a number of years ago. When I passed dead man's curve -- and they call it "dead man's curve" for a reason -- there had been an accident. Five girls that works at TG&amp;Y in Bogalusa -- and there are people here from Bogalusa that don't even remember TG&amp;Y, but there were five girls that worked at TG&amp;Y that died in an accident. As we were passing, an EMT was covering a young girl laid out on the stretcher, was covering her face with a sheet. My five-year-old, who was going to the race with me, said "Daddy, why are they covering that lady's face with a sheet?" I don't know if you've ever had to explain why they do that to a five-year-old, but I did, and that five-year-old is 38 years old today. We have talked about building a highway too long. People have died. And I was counting the people that I passed that were dead, somewhere between 22 and 25. It's time to build the road. What route to take? Easy. Take the shortest route. It will be the cheapest. Do not -- anybody who loses their home, anybody who loses their property will be compensated. The United States Constitution requires that they be compensated. In addition, I've seen the economy decline in these 36 years in Bogalusa. As he mentioned we lost four car dealerships. The economy has been going down. Every community around us, whether it's a county in Mississippi or a parish in Louisiana, has increased where Bogalusa has been going down. Thank you very much.</p>	Comments noted.
112	Ken Wheat	Thank you for this opportunity and I thank everyone for coming out and expressing	Comments noted.

Comment #	Commenter	Comment	Response
(Public Hearing – oral)		<p>their opinions. Being from Washington Parish, I'm speaking as a citizen. I am on the Parish Council, District 1. This highway dissects my district from north to south. I already have a four-lane all the way through it, but it dead-ends. It dead-ends to basically nowhere. So being a representative from Washington Parish, I would appeal St. Tammany as a neighbor for your compassion, but I'm going to talk about something else. Economic impact and what it would do to Washington Parish has already been talked about. I'm going to try to appeal to logic instead of your compassion and make a couple of points, and those are: When I think about logic, I have to lean toward a different side of the coin when we think about economic impact. I'm from Washington Parish and we do not have the revenue base Amite Parish has at all. We have been living in the government by means, just by sheer means alone, so long, I'll be honest with you, I would have no idea if we had that revenue base, I would not know how to act. In the same sense, you guys would not know how to act if you had Washington Parish's revenue base. So the point I'm going to try to make is this: One thing about the Government, we all can agree with, is spending money wastefully. And one of the points I will make with that is environmental studies that have been done time and time and time again. There is one route -- and before I do, I'm going to qualify myself. I am an elected official, and to those that have already spoken about the highway going through your home, I certainly -- you have my compassion, and I think that there's got to be a way to avoid that, but in the same sense, there is a route that has been studied more than any other route environmentally. You see over there on that map tons of money has been spent, and time and time again, that route has been proven to be the most environmentally less impacted route. There is another route -- I'm sorry -- the same route, whether a lot of people know this or not, the right-of-way was purchased for that route, the majority of it, back in the '80s at '80s price for land. Am I correct? Is there a route that a good bit of the right-of-way has already been purchased?</p> <p>The DOTD and the records here at St. Tammany Parish will validate that, but I would think that right-of-way was already purchased, that a number of these property owners have agreed that that highway coming through that property is okay. But I do</p>	

Comment #	Commenter	Comment	Response
		<p>know there are sections, as some of you have already spoken about, have not been purchased along that particular route and maybe tweaking that route to avoid your home and that can happen possibly. That same route, 60 percent of it goes through one property owner's property. Sixty percent of it. What used to be the TL James tract, we're talking about 9,000 acres, which now Abita Land Tiber Company. The shortest route is the least costly route through the tax payers today. That only makes sense. The fastest route process to make this thing happen is the same route, and the route I'm talking about is Route P. Being from Washington Parish, I'll be honest with you, you've already heard me qualify this statement, I told a lot of people, the landowners are not losing their property, in the same sense, I am going to appeal to your compassion. You should have been there 20 years ago and seen Washington Parish and look at it today, and it has already been mentioned, businesses there are closing, people's homes, property values, et cetera, health issues, you name it. I could go on, but, anyway, thank you.</p>	
113 (Public Hearing – oral)	Robert Levy	<p>How are you doing? My name is Rob Levy. If you look at some of the land down in Talisheek down there, it's taken over. All my it was my grandfather's, and we haven't lived here nine months or 15 years. We've had this property since 1953. I know there's been environmental studies and everything else done to this, but let me tell you something, the way I feel, this highway is going to come 50 feet in front of my home. I've seen it marked. I've seen it marked since I was 12 years old. I've seen it marked several occasions. I have family that lives on the other side of Bob Levy Road. This highway is going to come in between me and the rest of my family, and I just want to -- you know, I want people to know that this -- I understand we need a highway, but this is impacting families. This is impacting people's lives, you know, and I want people to understand that, you know, this is -- I understand we need a highway, but we need to look at what's the best route and what doesn't affect -- that affect the least amount of people. And that's all I have to say.</p>	Comments noted.
114 (Public	John Romaine	<p>My name is John Romaine. I moved here two years, and I live in Golden Oaks/Oak Knoll. I agree with everybody from Bogalusa. Y'all need a highway. I have a cousin</p>	Comments noted.

Comment #	Commenter	Comment	Response
Hearing – oral)		<p>that was killed on Highway 21 about 18 years ago by a drunk driver. Not because the highway is too small, but because he was drunk. I guarantee you most of the accidents today are because of this right here (indicating). It ain't got nothing to do with how small the highway is. Would it be a good impact for Bogalusa? Yeah, I think it would, but I don't think Route P is the best option because I don't care what Mr. Saba says back there. He may have developed it. I just purchased two years ago, and I'm going to be closer to the highway than his son. Mr. Jack, it's going to be real close to him. Mr. Steve Schuler back there, it's going to be right in his back yard and right in my front yard, so, yeah, it will impact people. It will impact me. I grew up on the Westbank in Harvey. I wanted away from all of the that. I moved out here to be in the peace and quiet, enjoy the wildlife and enjoy my neighbors, and I am doing that. I didn't know about the highway when I purchased it, but I do now. But I am totally opposed to Route P. I don't want to see a highway. I understand we need one. I agree with a couple of the other people, you know, the one closest to say the hospital would be a good route. Now, everybody in favor of Route P because it's the shortest, if you think about it, what's the difference in time that it's going to take from Route Q to Route P? What's it going to be? Maybe five minutes? What you going to save? Not that much, especially when you're going 70 miles an hour. That's all I've got to say.</p>	
115 (Public Hearing – oral)	Tracy Lee	<p>I live off of Peg Keller on Azalea Drive. John is my neighbor. I'm neighbors with the Calcotes and a bunch of other people here. We moved out there several years ago. We built there for a reason, because it's out in the country, because it's beautiful. We have quite. We have big skies at night, you see the stars and the moon. We're out there for a reason, like a lot of people here that are on these routes that they're proposing. We live in the country for a reason. We don't live in the city. We don't want highways in our back yard. This highway, Route P is going to be in my back yard. I don't want the noise. I don't want the traffic. I don't want the crime that's going to be coming through. It's going to affect everybody immensely. I really don't want that for any of the people on these proposed routes. My feeling is it should be a No-Build route, and why don't you take the money and widen Highway 25, 21 or 41? Those people already have the noise and the traffic. Put the money there.</p>	Comments noted.

Comment #	Commenter	Comment	Response
116 (Public Hearing – oral)	Jason Walters	Hi, I'm Jason Walters. I'm glad these people stole some of my wind out of my sails, but I want everyone to know that I'm not without compassion for Bogalusa. This thing was proposed 32 years ago. I think it was more economically driven at the time, and I'm really not convinced that we need it now. Anybody who thinks this thing is just going to pass by their back yard needs to know about the threat of the situation and how wide this thing is. I believe it's 250 wide from treeline to treeline, roughly. I think there are four lanes with a neutral lane between. I think a lot of these people have said "We moved away from Talisheek 17 years now to get away from the climate of western civilization, crime and noise of the traffic and such," and I know a lot of my neighbors living out there do not want this thing. And I'm also curious if there is a No-Build alternative, how is it Federally mandated and there's also a No-Build alternative? And, also, over the last 32 years, how much money has been spent studying this? If anyone can answer that, I would appreciate it. Thank you.	Comments noted.
117 (Public Hearing – oral)	Allyson McMahon	Hi, I'm Allyson McMahon, and I hear everybody talk about the road going past their house or in front of their house. Well, it's taking up all 10 acres that I bought right whenever I turned 21. So we made the wise decision with our family not to build there until you make a decision. So we would just hope that you would hurry up and make the decision so we could either move out there or get rid of the land for you guys. So as far as like being angry for it to come through or not, we just want a decision, and, on ours, I feel like people need to talk to the people that it's directly affecting. The fact that it's taking all 10 acres of mine -- it's not taking my house because we chose not to build there, but it's still my property that I'm paying a mortgage on. So we would like to be talked to since it is all 10 of my acres, but we would also like the consideration of just getting it over with. Thanks.	Comments noted.
118 (Public Hearing – oral)	Adrienne Baumgartner	My name is Adrienne Baumgartner, and if I could count how many times I've been to these meetings since 1983 when I moved to Talisheek, and I live on the last hill before Talisheek. And even at that time, they were saying "It's coming your way. It's coming your way." Well, look at Highway 59. Look at 190. Look at what's going to happen to this area when you put a road through it. You will destroy the drainage. You will	Comments noted.

Comment #	Commenter	Comment	Response
		<p>destroy everything habitat and wildlife we have. This is the drainage bowl of St. Tammany Parish, and we should not have the burden of the economic development in Washington Parish in our homes and the way of life that we have sought and moved to almost 30 years ago. We need to protect what we have because if we open this gate, then the developers are going to come in and destroy it. And a number of my friends from Washington Parish say "We can't elect your local officials." I've been to more zoning meetings over the years and find out the zoning was such and such, and the next thing we know they've changed it behind our backs. We are not protected if this road comes through, and they are going to destroy the drainage bowl of St. Tammany Parish. We go with the League of Women Voters. We believe that those routes are the best routes are the right-of-ways that's easily accessible to all people of Bogalusa and Washington Parish, and we bring them down to the opportunities that are available along 435 with the hospital and get to 1088. Thank you.</p>	
119 (Public Hearing – oral)	Steven Ball	<p>My name is Steven Ball. I'm the President of the Oak Knoll and Golden Oaks Subdivisions. People who believe that a road, a four-lane highway coming through your subdivision has no impact is ludicrous. You've got property values, environmental values and just basic quality of life, which everybody here has been talking about. Now, when this road first came to light again, David Goodyear had talked to a lot of the Parish Council members and everybody else and he had a plan and we supported his plan between his homeowners association and ours, where the new highway on Route P is the supposed to intersect 435, run it concurrent with 435 until it passes Oak Knoll and Money Hill Subdivisions and then turn it south and follow the rest of the P Route. It would not affect anybody in the Oak Knoll Subdivision or Golden Oaks. It wouldn't affect the people on Route Q, and it wouldn't affect any of the subdivisions on Route J. And you've heard several elected officials tell you when did the route become -- when were the routes picked? You know, they were picked in the late '80s, 20, 30 years ago when Oak Knoll Subdivision wasn't as populated as it is now, when route Q wasn't as populated as it is now. And if we can just tweak the route to run concurrent with 435 until it passes these subdivisions then turns south, you wouldn't affect anybody's homes at all. None. And I don't see why we don't do that and keep</p>	Comments noted.

Comment #	Commenter	Comment	Response
		everybody's homes and everybody's families together. And, like I said, if it runs concurrent with 435 and then turns south, you don't affect anybody. Thanks.	
120 (Public Hearing – oral)	Dustin Kirkland	Good evening, everyone. I'll be very brief. I moved here from outside of Morgan City. I moved to the Northshore to work because I didn't want to travel. I did like everyone else that lives in the north part of St. Tammany. I moved there because it was out of the way. It was in the woods. It was -- you know, nothing was there except trees and your neighbors. I don't want to see that go away. But I believe that we're putting the cart before the horse in that we're saying "Oh, you can build a highway going to Bush or Bogalusa or wherever, and all of a sudden, it's going to start growing." I just completely disagree with that. You know, routes, trade routes in Asia and India and all of those areas, they got put there because there was commerce in that area in a substantial area to trade silk or whatever else. You learn that in basic history class in high school, and so I just disagree with the premise that if you build a highway to Bogalusa, all of a sudden you're going to have a Macy's and a mall. I disagree with that. Thank you.	Comments noted.
121 (Public Hearing – oral)	Julian Laine	I was the first one to sign up, but then I declined because I said there were fair people in this world. I'm not looking to hurt anybody. I have friends in all of the subdivisions. I own one acre -- No. I own 12 acres, one mile of railroad track. I will be the first person it touches if you allow it to come down to nowhere, which is 36. There's nobody on 41 but gravel trucks. I've had this property for 28 years. I've come to these meetings. They said the purpose was to catch the traffic flow. Well, you all are putting the faucet a hell of a lot out of the way from where the traffic flow is. The traffic flow should be closer to Covington. People have said this. If you let it come down the track, you're wasting your money and my money because the gentleman says "My other acreage is going to go down the tube." My house will be 50 feet from the fence. Fifty feet. My neighbor, they're going to take her garage and half a house because it's coming down a railroad track. The rest of them said to tweak it. It can be done. It can be done. One gentleman said the property was purchased. It was. I've heard it. I've had friends that they had the tags up where they surveyed and surveyed. They've	Comments noted.

Comment #	Commenter	Comment	Response
		<p>surveyed the railroad property twice. I took them by the hand and led them through the property. Yes, it's high ground, but on each side of that railroad property, there's a six-foot ditch where they dug the sides and built the railroad. Somebody else said it's a cesspool. When it rains, like tonight, all of my railroad property fills up. It's going to drain for two weeks because it's a bowl. I've got to get the Parish to pull it and let it drain down to the creek. "We can't do it. It's wetlands involved." Now they can build a railroad or take the railroad and build a four-lane highway, 260 feet. My railroad property is 200 feet. So where does the other 60 come? It takes my wife's fruit trees. We've lived here. The Corps of Engineers -- and I'm only saying this to make a point -- they built Orleans town, 10 feet of water. That's why we finally moved here. So if you want to put it somewhere, put it in the middle of the Parish. Get the growth rings. Growth rings are like ripples in a pond; if you throw a rock close to the shore, it only ripples one way. If you go the railroad property, that growth ring is going one way. If you wait 10 more years, this road will be in Mississippi because you all keep moving east, and it's all going to go one way, east.</p>	
122 (Public Hearing - written)	Ron Bettencourt	I prefer Route P.	Comments noted.
123 (Public Hearing - written)	Will Knight	<p>After carefully reading the entire EIS, it seems that only 2 of the proposed routes make sense: Routes "P" or "J." It saves no one any time to come to I-12 at Lacombe ("Q"), nor does it make any sense to interrupt traffic along Hwy 21 ("B-O"). "B-O" should definitely not be considered because 10 years ago, the 4-lane section that goes to the "T" intersection was constructed (a couple of million dollars) and route "B-O" makes this 4-lane obsolete and wasted. "B-O" is more costly and will displace too many of Bushes local businesses with 250' right away.</p>	Comments noted.
124 (Public Hearing -	The Cook-Moulin Family	<p>The residents in the areas of the proposed roadways need to know with specificity which streets, neighborhoods, properties and homes will be affected. Maps with street overlays would be very helpful.</p>	Comments noted.

Comment #	Commenter	Comment	Response
written)			
125 (Public Hearing - written)	Dennis Lee	This may have been a good idea 20 years ago, but not now. The vehicle traffic is not bad, nor does the roads need to be expanded for a hurricane exit route. Take the money set aside for this project and put it to better use. Look what is going on in the world now, this project makes no sense now. I read all your impact studys. And if it must happen, plan. Is the best option. Q is the only one	Comments noted.
126 (Public Hearing - written)	Donna Kilpatrick	My concern has to do with Route P between Hwy 435 and Hwy 36. There is a lot of drainage in the area that Route P is coming through. My biggest concern is if Route P comes through Red Bird Alley off of Hwy 36. There is a rebreak that a lot of water flows through and a lot of wild life. Not only are drainage issues a problem but wetlands are too.	Comments noted.
127 (Public Hearing - written)	Don Schaneville	I prefer Route P because: a) It better serves the population of West St. Tammany. B) It offers better access to the new Lakeshore H.S. for Washington Parish educators to see the state of the art facility. C) It offers safer travel to/from athletic events anticipated between Lakeshore H.S. teams and Washington Parish Schools. D) It is much more likely to relieve congestion on highway 59 than more eastern routes. E) I will travel the new route over 150 times per year and Route P is much better for me (won't have to get on) while I'd choose Route P, I admit Route Q's use of an old RR right of way sounds better economically. My request is choose a route and get started.	Comments noted.
128 (Public Hearing - written)	Steve Schule	What politician will benefit based on the route picked for example "Stranco" and local politicians who have purchased property along Routes "P", "B/O". Also Blossman off of 434? Is this road going to benefit the people of this area or line the pockets of politicians?	Comments noted.
129 (Public Hearing - written)	Tracy Lee	We do not want the "P" route chosen. In fact I feel there is no current need for this highway to Bogalusa. Bogalusa is a dying city and it's time has past. We need to stop putting so called progress ahead of quality of life. We citizens chose to live in the country for the peace and solitary. We are not concerned with time travel. This	Comments noted.

Comment #	Commenter	Comment	Response
		money should go to upgrading Hwy 25 or Hwy 21. We want to keep our areas "as is."	
130 (Public Hearing - written)	Fae Hamby	Do Not Want I-12 Corridor to intersect Peg Keller Rd. Our reason for living where we live is to have the quality of life that we have become accustomed. We also want that same quality for our 8 year old daughter. This road would go through the backside of our property on Azalea Dr. Safety to our neighborhood and our children is our first priority. As it stands we have limited traffic in and out of our neighborhood. The additional traffic brings additional dangers for our children. Strangers. If we wanted to live in New Orleans we would. That is not how we want to live.	Comments noted.
131 (Public Hearing - written)	Brandon Bean	My wife and I live along proposed rouge B/O and feel this path for a new highway to be the least attractive option because of development/residential areas. A 4 lane highway would, in our minds, no doubt all but completely decimate property values and displace people from their homes, a far more devastating impact (economically speaking) than any perceived environmental impact!!	Comments noted.
132 (Public Hearing - written)	Gina Kilpartick	Please explain why and how route P could be chosen over route J or Q which has less residential impact... I understand that the Hwy is already financed and in some opinion needed. My family happens to live on route P and have lived on this land since the 1900's. We are thankful that the route has been adjusted to the left of our driveway 0.25 of a mile. I ask that the decision makers please choose another route with less residential, wetlands, wildlife, and drainage impacts.	Comments noted.
133 (Public Hearing - written)	Chris Pinto	Route B/O makes the most sense because of 2 main reasons: 1.) Limited amounts of new road construction 2.) Closer to the larger population centers of Abita Springs and Covington making the most of our resources – helping Washington Parish and St. Tammany. Q & J seem to benefit Washington Parish only, not to mention drop Washington Parish commuters to close to where existing Hwy 41 delivers commuters. B/O delivers the most bang for the buck for all constraints. P is very contentious with the homeowner – politically risky.	Comments noted.

Comment #	Commenter	Comment	Response
134 (Public Hearing - written)	Iris Burnthorne	My house is located at 70079 Oakridge Lane off Hwy 36. This property has been in my family since 1948. For a four lane highway to come through this area it will destroy drainage, wildlife not to mention my concern of noise and air quality. My quiet and sain area will be destroyed with traffic noise and air will be smogged with traffic fumes and possible chemical leaks from trucks traveling. There are wildlife such as red fox, eagles, and different species of woodpeckers, that live in this area. You don't know how much damage this could cause.	Comments noted.
135 (Public Hearing - written)	Donna Kilpatrick	After sitting and listening to comments tonight I have thought about my peaceful, quiet homesite that I go home to. I feel for the people along any route. Route P has a lot lot of opposition. Route P will effect me even if it does not come directly through my property. The drainage I am most concerned with, the wildlife that is going to be lost, the traffic noise that will be generated, the air quality from all the vehicles estimated to take this route. I believe if this road has to be built it can be tweaked one way or another.	Comments noted.
136 (letter)	Margie Brown	Dear Corp of Engineers:  I writing to you to ask you to please move forward with the four lane from Bush to I-12. I have lived in Bogalusa all my life and I watched die a lot, they tell me this highway will breathe new life into our little town. I can respect how important the wetlands are to the environment.  We need to worry about economic impact on people here. And there is the safety issue for people traveling 2 lane highway 21, as well as people living below I-12 during a hurricane evacuation.  Thanks, Margie Brown	Comments noted.
137 (letter)	Steve Marshall	Dear Corp of Engineers	Comments noted.

Comment #	Commenter	Comment	Response
		<p>I support the building of highway 3241 to connect Bush, LA to I-12. This road is long overdue and would be a win win situation for the people of both St. Tammany and Washington Parish. And if the economic impact study is correct the state of Louisiana would benefit from it as well though safer travel for her residents and broader tax base from the industries that would be willing to move into an area that now has access to the interstate highway system.</p> <p>Yours truly Steve Marshall</p>	
138 (letter)	Cindy Stewart	<p>Dear Sir:</p> <p>I'm writing to you today to discuss my view of proposed Highway 3241. I think that proposed route P being the shortest and most direct one of the proposed routes naturally would have the least impact on the environment. I also feel this project is so important to the eastern half of Washington Parish that a No Build option should not be an option at all. This one high will help commerce improve safety for the motoring public and residents who live along LA 21. Also it could serve as a hurricane evacuation route for residents living below I-12.</p> <p>In any other state of the union a highway that could do all of that would have been build years ago the impact to the environment would have been kept to a minimum. So for the sakes of the people who have waited patiently please move forward with proposed Highway 3241. With the shortest and most direct route possible.</p> <p>Thank you, Cindy Stewart</p>	Comments noted.
139 (letter)	Jud Mayes	<p>Dear Sirs:</p> <p>I'm writing to you in regard to proposed Highway 3241 which when finished would connect Bush, LA to I-12. I live in Bogalusa, LA and I know the entire project lies in St.</p>	Comments noted.

Comment #	Commenter	Comment	Response
		<p>Tammany Parish, but I feel this project would positively impact my city as well as the eastern side of Washington Parish and the northeastern portion of St. Tammany.</p> <p>It is time to put Bogalusa back on the Louisiana map and stop treating us like we are part of Mississippi. After all we could come in handy like when a category 2 hurricane heads for the lake, we are approx. 107' above sea level. We could house some evacuees from below I-12, and this new highway would get here in a hurry and safely.</p> <p>Thank you, Jud Mayes</p>	
140 (letter)	Terry Kern	<p>Sir:</p> <p>I would like to ask you to please consider making Highway 3241 a reality it has been talk about for so long. I think it would be very beneficial to the vast majority of the people in the region as an economic stimulant, and our kid would not have to leave to make a living.</p> <p>Thank, Terry Kern</p>	Comments noted.
141 (letter)	Brian Mizell	<p>Dear Sir,</p> <p>I'm writing to you, asking that you please consider going through with the building of proposed highway 3241 from Bush to I-12 this road would be a blessing to the good people who travel congested highway 21 there have been studies and this is as far as we have gotten, please don't let this very worth while project die on the vine that all I have to say and I pray you will see fit to move this project forward.</p> <p>Thanks Brian Mizell</p>	Comments noted.

Comment #	Commenter	Comment	Response
142 (letter)	Anna Penton	<p>Dear Sir:</p> <p>I would like to take this time to as you to please consider moving forward with Highway 3241. It would help the north portion of St. Tammany and the eastern half of Washington Parish.</p> <p>Thank you, Anna Penton</p>	Comments noted.
143 (letter)	Eric Dressner	<p>Dear Sir:</p> <p>The good people of Washington Parish have a very big interest in proposed highway 3241. We have no 4 lane access to the Interstate Highway System, and it is really holding us back. I know the wetlands are important, but it seems to reason that the shortest most direct route would minimize the impact to the wetlands while fasttracking this project. Sounds funny saying fasttrack when talking about this project.</p> <p>Thanks Eric Dressner</p>	Comments noted.
144 (letter)	Pat Pounds	<p>Dear Sirs:</p> <p>Please, Please, Please give careful consideration to moving forward with highway 3241 the people of Washington parish very future depends on it. Even though it lies entirely in St. Tammany parish. I cannot tell you the number of people who have to get on congested highway 21 and risk their lives every day to go to work. So please don't make the good people of Washington parish continue to wait while the people of St. Tammany get road project after road project in other areas of their parish. I can't help but think this is within reach this time.</p> <p>Thank you</p>	Comments noted.

Comment #	Commenter	Comment	Response
		Pat Pounds	
145 (letter)	Pam Corckran	<p>Yes, I would like to express my concern for the need for a four lane highway from Bogalusa to I-12 this road is more than a good idea it has become a nessisity for the people of Bogalusa and Washington parish.</p> <p>Thanks, Pam Corckran</p>	Comments noted.
146 (letter)	Jean Moss	<p>Dear Sir</p> <p>My name is Jean Moss. I'am a resident of Bogalusa, LA (lifelong) and I have watched my home town dwindle down from 28,000 down to 12,700 people. My son in law tells me that this new highway 3241 will help Bogalusa attract new residents and businesses and if ever a place needed that we do, for the sake of my kids and grand kids please allow this highway to be built.</p> <p>Thank you, Jean Moss</p>	Comments noted.
147 (letter)	Bill E. Brown & Beverly A. Brown	My wife and I support the Hwy between I 12 and Bush, La. – this is much needed in this area.	Comment noted.
148 (letter)	Jerrold and Debra Kern	<p>Dear Mr. Barlow:</p> <p>We were among the nearly 200 residents that attended the meeting September 228 at the Abita Springs Town Hall for the latest update on the plans for the proposed Louisiana Hwy 3241. We have been attending meetings and listening to proposed routes and ideas for over 30 years.</p> <p>We have waited again for another impact study. And over the past years our government has spent money surveying three different right a ways around our</p>	Comments noted.

Comment #	Commenter	Comment	Response
		<p>home, spent money buying property, doing study, after study, survey after, survey. We have included a map showing where our home is located and showing where we would like the alignment to be moved. Move the alignment to the EAST about 200 feet to <b>take our house</b>.</p> <p>Washington Parish President, Richard Thomas said, “ I don’t want the road to cut through someone’s home.” Don’t do us any favor by saving our home. We don’t want to live on this major highway. And after all, after all the money the government has wasted we don’t feel this is too much to ask. If the government can’t accommodate our request – We are for the NO BUILD OPTION!!!</p> <p>Respectfully,</p> <p>Jerrold and Debra Kern</p>	
149 (letter)	Capt. Richard McNeely	<p>Dear Sir:</p> <p>I am writing to express my concern and my opposition to the proposed routes of the 4 lane highway from Bogalusa to I-12. Alternatives B/O and P are certainly the worst possible routes, causing the most damaging effects to environment and population. If any route has to be considered, it must be Q.</p> <p>Thanks for your consideration,</p> <p>Richard McNeely</p>	Comments noted.

## 5.5 PUBLIC COMMENTS CORRESPONDENCE



REPLY TO  
ATTENTION OF

Operation Division  
Regulatory Branch

Subject: MVN-2006-0037

DEPARTMENT OF THE ARMY  
NEW ORLEANS DISTRICT, CORPS OF ENGINEERS  
P.O. BOX 60267  
NEW ORLEANS, LOUISIANA 70160-0267

November 2, 2011

St. Tammany Parish School Board  
P.O. Box 940  
Covington, LA 70434  
ATTN: W.L. "Trey" Folse, III

Dear Mr. Folse;

This is in regard to your letter dated October 24, 2011 providing comments on the I-12 to Bush Draft Environmental Impact Statement (EIS).

We would like to request additional information on possible impacts to St. Tammany Parish schools as a result of the proposed I-12 to Bush road project. It has been brought to our attention that impacts to bus routes could be associated with one or more of the proposed alignments. We are requesting any information available on possible impacts to the school bus routes in the project area due to any of the proposed roadway alignments. This information will be beneficial as the USACE prepares the Final EIS and continues with the permit decision-making process.

We anticipate completing the Final EIS this month. To properly address your comments we must receive any additional information before November 15, 2011. Please send any information or comments regarding the above request to my attention at the address above or you may e-mail me at [James.A.Barlow@usace.army.mil](mailto:James.A.Barlow@usace.army.mil).

Regards,

James A. Barlow, Jr., Ph.D.  
Chief, Special Projects and Policy Team

cc:  
Dean Goodin – Tetra Tech

St. Tammany Parish School Board did not provide any additional information regarding possible impacts to bus routes in the project area.



REPLY TO  
ATTENTION OF

DEPARTMENT OF THE ARMY  
NEW ORLEANS DISTRICT, CORPS OF ENGINEERS  
P.O. BOX 60267  
NEW ORLEANS, LOUISIANA 70160-0267

November 2, 2011

Operation Division  
Regulatory Branch

Subject: MVN-2006-0037

St. Tammany Fire Protection District # 3  
P.O. Box 849  
Lacombe, LA 70445  
ATTN: Patrick F. Sicard

Dear Mr. Sicard;

This is in regard to your letter dated October 24, 2011 providing comments on the I-12 to Bush Draft Environmental Impact Statement (EIS).

We would like to request additional information on possible impacts to St. Tammany Parish Fire Protection District #3 as a result of the proposed I-12 to Bush road project. It has been brought to our attention that impacts to emergency response times could be associated with one or more of the proposed alignments. We are requesting any information you could provide on possible impacts to response times by fire protection services within St. Tammany Fire Protection District #3 due to any of the proposed roadway alignments. This information will be beneficial as the USACE prepares the Final EIS and continues with the permit decision-making process.

We anticipate completing the Final EIS this month. To properly address your comments we must receive any additional information before November 15, 2011. Please send any information or comments regarding the above request to my attention at the address above or you may e-mail me at [James.A.Barlow@usace.army.mil](mailto:James.A.Barlow@usace.army.mil).

Regards,

James A. Barlow, Jr., Ph.D.  
Chief, Special Projects and Policy Team

cc:  
Dean Goodin – Tetra Tech



## St. Tammany Parish Fire Protection District # 3

P.O. Box 849  
Lacombe, Louisiana 70445-0847  
(985) 882-5977 Office (985) 882-6664 Fax  
[stfd3@charter.net](mailto:stfd3@charter.net)

Charles A. Flynn, III

Department of the Army  
New Orleans District, Corps of Engineers  
P.O. Box 60267  
New Orleans, Louisiana 70160  
ATTN: James A. Barlow, Jr.

Dear Mr. Barlow,

In response to your recent letter, STFD#3 in Lacombe would have increased response times to any areas north of the Interstate-12 if construction were to begin on the proposed highway through the Northern area of Lacombe.

The construction would dictate from day to day on the extent of any delayed response to areas north of the Interstate. For example, if the construction on a particular day made the road impassible, then the question arises; how is the Fire Department [fire trucks and/or ambulances] to respond to the Northern area of STFD#3? An alternate route to the Northern area of the fire district is Fish Hatchery to Krentel Rd., but even this route terminates at Krentel Rd. and Hwy 434, which would place the responding units at the road construction just North of Interstate-12. Other alternative routes exist but the delayed response times would be extreme, which makes the other routes irrelevant.

The next question to determine estimated prolonged response times is; where would the new station be built? If the existing fire station, [Station 33], were to be demolished because of the proposed highway that is projected to pass through the existing station, where will it be built and how will the emergency units respond to all of the businesses and residences that exist off of Hwy 434 north of Interstate 12?

Hypothetically, if there were no detours or total blockades north of I-12, and Station 33 were to be demolished, the time delay for STFD#3 units to respond from the southern end of the district (Station 31), would be approximately [5] minutes for the units to arrive at the northern side of the Interstate at the intersection of Hwy 434 and Krentel Rd.

If the units were to respond from Station 31 (off of Hwy 190), a [9]-minute response time would occur in arriving at the northern district line near Vortisch Rd @ Hwy 434 compared to a [4]-minute response time from Station 33. A delay of [1-to-4] minutes would be added from Vortisch Rd @ Hwy 434 to the residences and/or businesses off of Hwy 434. For example, if a residence is 2 miles to the East of Hwy 434 near Vortisch Rd, then you would have to add another [4] minutes to the response time.

With Station 33 at its present location and without delay, the units can respond to Krentel Rd @ Hwy 434 in [1] minute [45] seconds (this includes a one minute "preparation time" at the

station). From Station 33 to Vortisch Rd @ Hwy 434, the trucks can arrive in [4] minutes (this includes a one minute “preparation time” at the station). Compare Station 33’s rapid response time of less than 2 minutes to Krentel Road @ Hwy 434 with that of Station 31’s delayed response time to this intersection at five [5] minutes. Compare Station 33’s response of four [4] minutes to Vortisch Rd @ Hwy 434 to Station 31’s delayed response time of nine [9] minutes. Again, one-to-four additional minutes is added to the response when responding to addresses off of Hwy 434 north of the Interstate-12.

If Station 33 were to be demolished, it would affect the fire district’s fire rating for the community and would delay emergency response times to the district north of the Interstate and to all calls on the Interstate. Additionally, the proposed Hwy construction would directly affect all ambulance services in the area in their attempts to transport patients to the LA Medical Center and Heart Hospital. Also, the construction would delay the response of any fire trucks that would respond to the hospital, either by road construction or the elimination of the nearby Station 33.

Residential and commercial insurance may be denied or more costly in the area if Station 33 were not in existence. Around the time of Station 33’s construction (approximately 7 years ago), one resident in the area (off of Hwy 434 near Vortisch), actually contacted STFD#3 to advise the fire district that their insurance was being denied until the completion of Station 33.

Obviously, with the construction of a new fire station, prior to the demolition of Station 33, the response times would be improved compared to a non-existent fire station in the area. The actual response times of a newly constructed and relocated Station 33 [compared to the existing Station 33], would not be known until the new fire station location was made known.

The response times documented in this letter regarding the existence and non-existence of a fire station north of I-12 along the Hwy 434 corridor are for analysis purposes. This letter is not intended to state that if Station 33 were to be demolished for the construction of the newly-proposed Hwy, that there would not be a new fire station relocated in the area.

Mr. Barlow, I hope that this information will assist you. If you have any further questions, please contact me at STFD#3 at [parapat3@gmail.com](mailto:parapat3@gmail.com), 985.677.4060 or 985.882.5977.

Regards,

Patrick F. Sicard  
Assistant Chief



REPLY TO  
ATTENTION OF

Operation Division  
Regulatory Branch

Subject: MVN-2006-0037

DEPARTMENT OF THE ARMY  
NEW ORLEANS DISTRICT, CORPS OF ENGINEERS  
P.O. BOX 60267  
NEW ORLEANS, LOUISIANA 70160-0267

November 2, 2011

Louisiana Medical Center and Heart Hospital, LLC  
64030 Louisiana Highway 434  
Lacombe, LA 70445  
ATTN: Donald Frederic

Dear Mr. Frederic:

This is in regard to your letter dated October 24, 2011 providing comments on the I-12 to Bush Draft Environmental Impact Statement (EIS).

We would like to request additional information on possible impacts to the Louisiana Medical Center and Heart Hospital as a result of the proposed I-12 to Bush road project, specifically Alternative Q. As stated in your letter, "The noise and vibrations emanating from an interstate-quality highway would cause a complete disruption of the controlled environment required for open heart and spine surgeries, as well as the calibrations of the instruments and devices used to perform those delicate surgeries." We are requesting any supporting information you may have available in regards to this comment, such as studies citing increases in noise and vibrations impacting patient care due to similar roadway projects. This information will be beneficial as the USACE prepares the Final EIS and continues with the permit decision-making process.

We anticipate completing the Final EIS this month. To properly address your comments we must receive any additional information before November 15, 2011. Please send any information or comments regarding the above request to my attention at the address above or you may e-mail me at [James.A.Barlow@usace.army.mil](mailto:James.A.Barlow@usace.army.mil).

Regards,

James A. Barlow, Jr., Ph.D.  
Chief, Special Projects and Policy Team

cc:  
Dean Goodin – Tetra Tech



November 14, 2011

Department of the Army  
New Orleans District, Corps of Engineers  
Operation Division/Regulatory Branch  
P.O. Box 60267  
New Orleans, LA 70160  
ATTN: James A. Barlow, Jr., Ph.D.  
Chief, Special Projects and Policy Team

Dear Mr. Barlow:

This is in regard to your letter dated November 2, 2011 requesting additional information on possible impacts to the Louisiana Medical Center and Heart Hospital (LMCHH) as a result of the proposed I-12 to Bush highway project Alternative Q. As stated in LMCHH's initial letter of concern, LMCHH has great concern that both the construction and traffic noises generated by the proposed highway causes a complete disruption of the controlled environment required for open heart and spine surgeries. These noises would further disrupt the controlled environment needed for the calibration of the instruments and devices used to perform these types of surgeries. Kyle Associates has been retained in the past for various services at the hospital consisting of civil and structural designs of their facilities. Our firm's review of the DRAFT Environmental Impact Statement (EIS) found on the Corps of Engineers (Corps) website proved the hospital's concerns to be worthy of further consideration by the Corps.

First and foremost, the physical building structures on the hospital's campus lie within 95 feet of the proposed right of way (ROW) needed for the type of highway being proposed for the corridor. Not only does this ROW occupy a large amount of LMCHH's available parking on the limited site, but it also removes the detention pond for the drainage water from the site that was required by St. Tammany Parish. Being this close to the proposed ROW proposes further problems such as disruption to the access to and from the site. We realize that no preliminary design work has been completed but the hospital would like additional information on how the Department of Transportation plans to lay out the access points for the roadway. Clearly this positioning and its proximity to LMCHH's buildings should alone warrant consideration when evaluating noise levels from the proposed roadway.

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**Kyle Associates, LLC**  
Planning, Engineering, and Landscape Architecture

Next, the LMCHH was not included as a receptor in the Appendix D, Highway Noise Technical Report portion of the EIS. In both Figures 2-1 and 3-4 of Appendix D, LMCHH was not indicated by the appropriate symbol on those maps identifying possible receptors who would experience certain levels for noise based on the criteria used. It is difficult to understand how a hospital located within 100 feet of the proposed ROW could be overlooked in a document so carefully constructed by the Corps. Furthermore, Table 3-2 associated with proposed option B/O in Appendix D shows construction phase noise ranging in sound levels from 78-89 dBA (A-weighted decibel) within 50 feet of a construction zone. As stated above, LMCHH's facilities are located within 95 feet of the proposed zone which would not provide very much reduction from the 50 feet in the table.

Furthermore, Appendix D states that "it would be possible for residences and other noise-sensitive receptors closer than 800 feet to experience appreciable amounts of construction noise." Kyle Associates does not agree with the statement found in the same section that says, "Due to the limited amount of noise and their temporary nature, these activities would have a minor effect on the noise environment." According to the Louisiana Department of Transportation and Development's (DOTD) Highway Traffic Noise Policy developed in July 2011, LMCHH falls within Activity Category A for its exterior areas and Activity Category D for its interior categories. Category A's acceptable range for impact noise levels is 56 dBA and Category B's is 51 dBA. Clearly this puts the hospital's facility well within the sound levels generated from construction zones.

Finally, our firm would like to call attention to the Activity Category previously mentioned which the Corps used and can be found in the DOTD Highway Traffic Noise Policy. The EIS states that none of the noise predictions for representative receptors near roadways of interest were equal to or exceeded the Noise Abatement Criteria (NAC) for category B because of the areas rural conditions. The LMCHH feels that because of their facilities proximity to the proposed ROW for Alternative Q and the fact that the site was left off the various receptor tables in the EIS, the Corps should reconsider its position on the category the site was placed in. LMCHH is the only medical facility located directly on any of the proposed alternatives. Even other noise sensitive sites outlined in Activity Category B such as schools, churches and libraries do not fall within 100 feet of the ROW's as LMCHH does.

In conclusion, your EIS clearly states that noise may interfere with communication, produce awakenings from sleep or in some cases, damage hearing. Based on the proximity of the hospital's facility to the proposed ROW and the sensitive noise free nature they require at LMCHH, we feel the interference from the I-12 to Bush highway would greatly affect the quality of life and work environment which are essential to the activities at the site. Additionally, the EIS states that because of the existing conditions in the area throughout the study and the fact that it is primarily rural; vehicles on the roadways are likely audible for a mile or more particularly during quiet periods. The hospital's proximity to the ROW, which is well within a mile, puts them in a unique position to experience high levels of noise from both construction equipment and future traffic flow.

**Kyle Associates, LLC**

Planning, Engineering, and Landscape Architecture

Should you or your team have any questions regarding the information compiled in this response letter, please feel free to contact this office at your convenience.

Sincerely,



James E. Powell, Jr., P.E., P.L.S.

Vice President – Engineering Operations

Cc: Donald Frederic – LMCHH  
Karl Warner – LMCHH  
Quin Breland – Baker, Donelson, Bearman, Caldwell & Berkowitz, PC

December 6, 2011

James A. Barlow, Jr., Ph.D.  
U.S. Army Corps of Engineers  
New Orleans District  
Operation Division  
Regulatory Branch  
P.O. Box 60267  
New Orleans, LA 70160-0267  
[James.A.Barlow@usace.army.mil](mailto:James.A.Barlow@usace.army.mil)



Re: Interstate 12 to Bush, Louisiana - Noise Impact on Patient Care

Dear Dr. Barlow:

I am a cardiovascular surgeon at the Louisiana Medical Center and Heart Hospital (the "Hospital"). I recently reviewed the noise analysis by Kyle & Associates and have grave concerns about the impact the proposed highway will have on my practice at the Hospital. I am specifically concerned about my ability to perform surgeries during the construction phase of the Alternative Q highway, as well as the impact of highway traffic noise on patient care post-construction.

As I understand from the Kyle & Associates ANALYSIS, the construction phase noise levels will range from 78 to 89 decibels, while the acceptable range for normal activities inside the Hospital is closer to 51 decibels. I also understand that the Corps stated "it would be possible for residences and other noise-sensitive receptors closer than 800 feet to experience appreciable amounts of construction noise." The Hospital is located very close to the proposed highway, and therefore will be highly impacted by the highway noise.

Studies show that "noise pollution makes errors in a surgical environment more probable" and is one of the risk factors for negative outcomes for patients.<sup>1</sup> As a result, the Environmental Protection Agency recommends that the acceptable noise level in a hospital should not exceed 40 decibels.<sup>2</sup> Likewise, the World Health Organization recommends that continuous background noise in hospital patient rooms should not exceed 35 decibels, with nighttime peaks in wards not to exceed 40 decibels.<sup>3</sup>

Increased noise levels can severely degrade operating room performance. Recent studies suggest that noise degrades surgical performance, even when such surgeries are robot-assisted.<sup>4</sup> Another study found that there is "a significant association between the sound level in the

<sup>1</sup> THORNELL ET AL., NOISE IN THE ED, *Am J Emerg. Med.* 23(3):332-5 (May 2005).

<sup>2</sup> *Id.*

<sup>3</sup> ULRICH ET AL., THE ROLE OF THE PHYSICAL ENVIRONMENT IN THE HOSPITAL OF THE 21ST CENTURY: A CONCERN-A LIFETIME OPPORTUNITY, Report to The Center for Health Design (2004).

<sup>4</sup> SUI ET AL., THE IMPACT OF ENVIRONMENTAL NOISE ON ROBOT-ASSISTED LAPAROSCOPIC SURGICAL PERFORMANCE, *Surgery* 2010 Jan;147(1):107-13 (Oct. 30, 2009).

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[www.LMCHH.com](http://www.LMCHH.com)



## Choctaw Nation of Oklahoma

P.O. Box 1210 • Durant, OK 74702-1210 • (580) 924-8280

Gregory E. Pyle  
Chief

Gary Batton  
Assistant Chief

January 6, 2012

Department of the Army  
New Orleans District, Corps of Engineers  
Brenda Archer  
P.O. Box 60267  
New Orleans, Louisiana 70160-0267

Dear Brenda Archer:

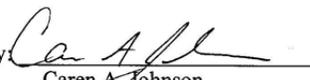
We have reviewed the following proposed project (s) as to its effect regarding religious and/or cultural significance to historic properties that may be affected by an undertaking of the projects area of potential effect.

**Project: *Permit Application No. MVN-2006-00037-MJ*  
*St. Tammany Parish Louisiana***

**Comments:** The Choctaw Nation of Oklahoma has reviewed the above project (s) and based on the information provided we concur with the archeological survey report that site (16ST167) be avoided and if not data recovery excavations are necessary. Also should construction expose buried archaeological or building materials such as chipped stone, tools, pottery, bone, historic crockery, glass or metal items, or should it uncover evidence of buried historic building materials such as rock foundations, brick, or hand poured concrete, this office should be contacted immediately @ 1-800-522-6170 ext. 2216.

Sincerely,

Ian Thompson PhD, RPA  
Director Historic Preservation Department  
Tribal Archaeologist, NAGPRA Specialist  
Choctaw Nation of Oklahoma

By   
Caren A. Johnson  
Administrative Assistant

*Choctaws...rowing with pride, hope and success!*