

**PUBLIC HEARING SUMMARY
LA 1088 CORRIDOR STUDY
ST. TAMMANY PARISH, LOUISIANA**

State Project No. H.010116

Federal Aid Project No. H010116

Prepared for:



**State of Louisiana
Department of Transportation and Development
1201 Capitol Access Road
Baton Rouge, Louisiana 70802**

September 2019

Prepared By:

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1.0 INTRODUCTION

A Stage 1 public hearing for the LA 1088 Corridor Study was held on October 11, 2018. The Louisiana Department of Transportation and Development (LADOTD) initiated Stage 1 studies in early 2015 for proposed project improvements along the LA 1088 corridor between LA 59 (Girod St.) and the I-12 westbound ramps. The total length of the proposed project is approximately 3.5 miles. Proposed improvements include constructing roundabouts, highway widening, sidewalks, and medians. An Environmental Assessment (EA) is being prepared in accordance with the National Environmental Policy Act (NEPA) to determine the environmental impacts of the proposed project. The purpose of the public hearing was to update the public on the status of the Stage 1 studies and seek public input on the EA and proposed improvements to the LA 1088 corridor.

1.1 Hearing Format

The meeting was conducted in an open house format. Information about the project was made available for public review at five stations. The stations are described in the following paragraphs.

Station 1: Sign-in Table

At this station, there were sign-in sheets, an information handout, and comment forms. There were sign-in sheets for the General Public, Elected and Other Officials, Agency Personnel, and News Media. The handout provided details of the meeting format, purpose of the meeting, and project information. The comment form included one question asking if you are in favor of the project, and there was space on the form for any other comments/views to be offered on the proposed project/EA.

Station 2: Continuous PowerPoint Presentation

This short presentation provided an overview of the LA 1088 Corridor Study. It was a continuous, voice-over presentation that lasted approximately 10 minutes and re-started automatically after a one-minute intermission.

Station 3: Exhibits

This station consisted of information related to the preferred alternative. It included maps that illustrated the potential limits of construction super-imposed over aerial photographs, graphics of the typical design sections, and general information about the environmental impacts of the preferred alternative. Members of the consultant team as well as the LADOTD guided attendees through the exhibits and hearing materials and answered questions.

Station 4: Real Estate Information

This station included information about the Louisiana Department of Transportation and Development (LADOTD) Acquisition of Right-of-Way and Relocation Assistance Program, which is administered under Louisiana law in compliance with the federal laws outlined in

the “Uniform Relocation Assistance Act” as amended. Attendees were directed to the LADOTD’s District 62 Real Estate Office, located at 685 North Morrison, Hammond, LA 70401. Phone Number: (985) 375-0250 for more information.

Station 5: Comment Table

At this station, attendees were given the opportunity to submit their comments orally or in writing. A tape recorder was available at this table for oral comments. A member of the consultant team recorded the oral comments. Comment forms could be turned in at this table or mailed to Volkert, Inc. Comments postmarked no later than October 21, 2018 were included as part of this public hearing summary.

The public hearing handout, PowerPoint presentation, sign-in sheets, and comment form are contained in **Appendix A**. Station 3 exhibits are provided in **Appendix B**.

1.2 Hearing Location and Time

The hearing location and time were scheduled to maximize public involvement participation. The St. Tammany Parish Council Chambers was chosen due to its proximity to LA 1088 and its successful use for other public meetings for the LA 1088 Corridor Study. The public was invited to attend the hearing anytime during the scheduled hours of 5:30 to 7:30 p.m. This provided flexibility in arrival time at the hearing and provided a time when most people would be off from work.

2.0 HEARING ANNOUNCEMENTS

2.1 Public Notice

The public notice below was published twice in local newspapers, the *St. Tammany Farmer* on September 5 and October 3, 2015, and the *New Orleans Advocate* on September 5 and October 3, 2018. An announcement and copy of the EA were also available on the LADOTD’s website. A public service announcement was sent to television and radio stations in the area. The television stations included *Fox 8 WVUE*, *WWL-TV Channel 4*, *WGNO Channel 7*, and *WWL News Channel 15*. The radio stations included *The Lake 94.7 FM WYLK*, *WGSO 990 AM*, *WWNO 89.9 FM*, *WWL 870 AM*, and *105.3FM*. The public notice affidavits, newspaper clippings, and public service announcement are included as **Appendix C**.

Open House Public Hearing Notice

LA 1088 Corridor Study
State Project No. H.010116
Federal Aid Project No. H010116
St. Tammany Parish, Louisiana

The Louisiana Department of Transportation and Development (LADOTD) and the Federal Highway Administration (FHWA) are conducting an Environmental analysis for proposed improvements to LA 1088 between LA 59 and the I-12 interchange west bound ramps. The total length of the proposed project is approximately 3.5 miles. The Preferred Alternative includes constructing roundabouts, highway widening, sidewalks, and medians. The LADOTD encourages the public to attend a Public Hearing at the following time and Place:

**October 11, 2018
5:30 – 7:30**

**St. Tammany Parish Council Chambers
21490 Koop Drive
Mandeville, LA 70471**



Informational handouts, maps and graphic displays will be available at the hearing. A looping presentation will be shown describing the project, impacts, and acquisition of right-of-way. This meeting also serves as an additional opportunity for coordination with Section 106 Consulting Parties. Representatives from LADOTD, FHWA, and the consultant team will be present to receive comments and discuss issues. Verbal comments will be recorded. Written statements will be received at the hearing and can also be mailed to the address shown below. Written statements received at the hearing or mailed to the address below, if post-marked by October 21, 2018 will become part of the record of this hearing.

Detailed information about the project is available in the Environmental Assessment (EA). Copies are available for review at the following St. Tammany Parish Libraries: Covington, 310 W. 21st AVE.; Mandeville, 844 Girod St.; Lacombe, 28027 US-190; Causeway, 3457 US-190; Abita Springs, 71683 Leveson St. The EA can be reviewed and/or purchased at the LADOTD District 62 Office, 685 N. Morrison Blvd. Hammond, LA. The EA is also available for review on the LADOTD website at http://www.sps.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Environmental/Pages/default.aspx

Should you require special assistance due to a disability to participate in this public hearing, please contact Volkert at the address below, or by telephone at (225) 218-9440 at least five working days before the hearing.

Volkert Inc., Attn: Ms. Jan Evans
7967 Office Park Blvd.
Baton Rouge, LA 70809

2.2 Hearing Invitations

The public hearing was announced through the St. Tammany Parish Public Relations Social Media Site. The public notice was also mailed to the LADOTD Solicitation of Views mailing list, attendees at the previous Stage 1 public meeting, and Home Owner Association representatives. Copies of the mailing lists are contained in **Appendix D**.

2.3 Hearing Signage

Directional signs were posted outside the building housing the St. Tammany Parish Council Chambers. Signs were also posted inside the meeting room identifying the stations and available information.

3.0 PUBLIC HEARING

3.1 Attendance

Attendees completed information on the sign-in sheets at the entrance to the hearing room. The attendance record is contained in **Appendix E**. **Table 1** provides a summary of the hearing attendance. A total of 48 people signed in to the meeting, excluding the consultant team. Agency personnel included the LADOTD. There were three media representatives including two people from Southeast Louisiana University, and one person from the Times Picayune newspaper. Six individuals from the consultant team were present to guide attendees through the series of exhibits, to explain the proposed project, and to answer questions. Hearing photographs are included as **Appendix F**.

TABLE 1: PUBLIC MEETING ATTENDANCE SUMMARY

Public	Elected Officials	Agencies	Media	Consultant Team	Total
34	0	11	3	6	54

3.2 Public Input

During the public hearing the attendees were given the opportunity to submit oral and written comments. Oral comments were recorded by the consultant with a tape recorder at the comment table. Written comments were collected in a drop box at the comment table or were mailed in after the meeting. No oral comments were received during the hearing. Fifteen written comments were received as a result of the public involvement effort. Copies of all comments are contained in **Appendix G**.

3.3 Responses

A summary of the Public Hearing comments and complete responses are provided in the following paragraphs.

Comment 1: Are you in favor of the project? Yes.

- *Impressed with effectiveness of roundabouts at Hammond and I-12.*
- *Proposed roundabouts would benefit safety and traffic flow.*
- *If you need an advocate let me know*

Response: Comment noted no response is necessary.

Comment 2: Are you in favor of the project? *Yes with changes.*

- *Four lane from I-12 to Highway 59.*
- *No median.*

Response: As discussed in the EA, the traffic study considered numerous lane concepts, intersection alternatives, as well as medians or no medians to accommodate projected traffic demand. Based on the analysis, the recommended alternative from an operational stand point included the four lane segment from west of Forest Brook Blvd to the I-12 interchange, roundabouts and a new median. Additional four lane segment is not considered necessary to accommodate projected traffic demand.

Comment 3: Are you in favor of the project? No.

- *Enjoy traveling existing LA 1088 much more than Highway 59 or 190 which are more congested and constant accidents.*
- *Should consider improvements to Highway 59 and 190 or even I-12.*
- *Please leave what little peace is undisturbed.*
- *In favor of roundabout at Sault.*

Response: The purpose of the proposed project is to reduce existing congestion and accommodate future traffic demand on LA 1088 from the Highway 59 intersection to the I-12 interchange. The project is anticipated to be constructed in phases. Phase I would include a roundabout at Trinity Drive and Sault Street.

Comment 4: Are you in favor of the project? No preference provided

- *The draft Assessment does not consider the fact that the Woodlands is a private gated subdivision. The proposed roundabout at the intersection of Highway 1088 and Spring Blvd. does not take into account the need for gates, a u-turn, and traffic staging prior to the gates.*
- *Section 3.4.4.2 of the Draft Assessment incorrectly states that the “build alternatives will not require the relocation of any existing community facilities”.*
- *Recommend shifting the Spring Blvd roundabout to the north.*

- *The Woodlands owns Spring Blvd. Does the 9.9 acres of required right-of-way include any portion of Spring Blvd.*
- *Recommend sound barriers be through adequate green space and plantings, not massive concrete walls*
- *Recommend consideration of less intrusive and less costly alternatives to the Spring Blvd. roundabout.*
- *The Draft Assessment does not adequately factor the predominantly residential nature of the Highway 1088 corridor. Recommend green space in the medians as opposed to all concrete medians*

Response: The following response is based on the Public Hearing comments provided by the Woodlands Property Owner Association (POA) and their subsequent correspondence and coordination with the LADOTD.

The subdivision entrance features will have to be located in an area such that they will not affect the functionality of the roundabout and also accommodate the needs for entering and exiting the Woodlands subdivision. The LADOTD performed a traffic analysis and determined the roundabout will operate properly with relocation of the gate and U-Turn closer to the Sweet Bay Drive intersection.

The POA also stated that Section 3.4.4.2 of the EA was incorrect because the relocation of the subdivision's gate was a relocation of a community facility. To clarify, community facilities refer to resources that are valuable to the entire community (for example nursing homes, hospitals, churches, schools, recreation centers, etc.). Community facilities identified in the project area are listed in the first paragraph of Section 3.4.4 of the EA. As the gate is a feature for a private subdivision, the gate does not qualify as a community facility.

The POA asked whether the roundabout could be shifted north to avoid impacts on the Woodlands entrance entirely. The roundabout cannot be shifted north due to the retention ponds located on both sides of the school entrance. Since the ponds are in the hydraulic system, removing them would increase the flood risk in the community. In addition, this may affect the school entrance, which would be an impact to a community facility.

The POA also asked whether the roundabout at Spring Blvd. could be removed and replaced with an alternative intersection. Discussions with the LADOTD traffic section were held to determine whether a right-in/ right-out intersection at Spring Blvd was feasible. However, this type of intersection would not only restrict turning volumes for the Woodlands, but for Magnolia Trace Elementary as well. Implementing the right-in/right out would cause the restricted volumes from both the Woodlands and Magnolia Trace Elementary to be rerouted to the adjacent roundabouts at Jackson St. and Soult St. Both of these roundabouts already have heavy volumes and adding more traffic would only deteriorate their operations. As such, removing the roundabout would only heavily increase traffic in the area.

Another concern from the POA was that the amount of ROW and cost of ROW was incorrect because Spring Blvd was assumed to be a public roadway. Since the St. Tammany Tax Assessor Site does not show the property of the roadway as private, it was incorrectly calculated in the report. The calculation of ROW acquisition acreage and cost will be amended in the EA.

The POA also expressed concern over whether the cost of the landscaping, new sign, and new gate for the Woodlands entrance was included in the cost of the project. As this is a preliminary design, those factors are not calculated directly but are accounted as part of contingency costs of the project. Once the project is in final design, the cost of those features will be incorporated.

The POA requested green space buffer and planting instead of noise barriers. There are a couple problems with this suggestion. First, undeveloped land as a buffer zone is only an acceptable form of noise abatement if land development has not yet occurred next to the highway, which is not the case. The noise analysis report determined that some of the residents of the Woodlands already have noise impacts from the highway, so acquiring land from residences to create an area for a sound buffer is not practical. Second, LADOTD policy states that landscaping is not a viable noise barrier. All noise barriers in the state are built using federal funds with material approved by LADOTD for barrier construction. Using federal funds to construct walls out of other materials would be a violation of state policy.

Additionally, the noise abatement measures were evaluated using the FHWA's guidelines as promulgated by title 23 CFR part 772 and the LADOTD's highway traffic noise policy. Results of this evaluation indicate noise barriers are feasible at several locations along the corridor. Where noise barriers are considered to be feasible, a reasonableness analysis must be conducted. According to the policy, noise barriers are only considered reasonable if they meet the noise reduction design goal, are cost effective, and have concurrence by a majority of the benefitted receptors. The noise barriers were found to be both cost reasonable and meet the reasonableness reduction goal criteria. Viewpoints of the community is the third criteria. Comments from the Public Hearing indicate some residents in the Woodlands subdivision are opposed to the noise barriers. LADOTD conducted a follow-up survey with the benefitted receptors as required to determine if over 50% of them desire the noise barriers. If less than 50 percent of the benefitted receptors are in favor of the noise barriers, then the barriers are no longer considered reasonable. Results of the survey indicate that none of the noise barriers received more than 50% negative responses. As such all the proposed noise barriers are still considered reasonable.

The POA asked about green areas in the roundabouts and medians in the corridor. The center of the roundabouts will be green areas; however, they will also include truck aprons surrounding the green areas. This is because there needs to be adequate turning radius for the trucks that utilize this highway. The medians in the corridor are planned to be concrete because the grass is considered a maintenance issue. The medians centers could be grass if the parish requested it and agreed to pay and maintain the landscaping. In addition, the POA's opinion of the visual impacts analysis is noted.

Comment 5: Are you in favor of the project? Partial.

- *As a resident of the Woodlands, the proposed roundabout at Spring Blvd. does not have provisions for the neighborhood to retain it's private/gate status. The effect of that issue will have a dramatic negative effect on the aesthetic appeal and most importantly property value of the 374 home neighborhood.*
- *The current proposed plan of expropriating our entire entrance road and gates needs to be revised considerably*
- *The concept of a noise barrier would be an eyesore, and reduce the visual appeal of our neighborhood*

Response: See response to comment 4.

Comment 6: Are you in favor of the project? Yes.

- *Recommended a roundabout to a new back entrance to Pelican Park from Quail Creek.*
- *Recommend four lane where there are more houses.*

Response: The recommended roundabout is beyond the scope of this study. LADOTD will consider the recommendation. See response to comment 2 concerning the four lane segment.

Comment 7: Are you in favor of the project? Yes.

- *Too many roundabouts. Roundabout at Trinity is extraneous. Roundabout at Soult St. will help flow of traffic.*
- *Why four lanes to two? There will not be any significant amount of traffic exiting Highway 1088 to the residential streets in the four lane zone. Either make all two lane or all four lane.*
- *Focus on more important projects such as Highway 190/I-12 interchange, and Highway 190 at Bogue Falaya Bridge/Claiborne Hill*
- *Back entrance to Pelican*

Response: As discussed in the EA, the number and location of the proposed roundabouts is based on the results of a traffic study completed in 2014. It included analysis of traffic volumes, traffic signals, intersections, and roadway segment operations. The analysis focused on weekday AM (7:00 a.m.-8:00 a.m.) and PM (5:00 p.m.-6:00 p.m.) peak hour traffic conditions for 2013(base year) and 2033 (design year) at 18 intersections from LA 59 to the I-12 interchange. The traffic study recommended roundabouts be constructed at a total of eight intersections by 2033 to meet the design year traffic demands. The roundabouts will likely be constructed in phases over time and as traffic conditions warrant them. Traffic observations will continue between phases. See response to comment 2 relative to two lane and four lane sections. Your recommendations for other projects are beyond the scope of this study, but they will be considered by LADOTD.

Comment 8: Are you in favor of the project? No.

- *Comments on not using proper turning signals, improper merging and yielding, and distracted driving.*
- *Forrest Brook will still have hard time going into town at five PM.*

Response: Comments noted, see response to comments 2 and 7 for the proposed project operational improvements.

Comment 9: Are you in favor of the project? No.

- *Considers the project not necessary.*
- *Hurts homes all along LA 1088 near I-12.*
- *Need wider bridges on Highway 190N first.*
- *Need center stripe down Parrileaux Rd.*
- *Need infrastructure in West parish far more than this proposed project.*

Response: As discussed in the EA the purpose of the proposed project is to reduce existing congestion and accommodate future traffic demand on LA 1088 from the Highway 59 intersection to the I-12 interchange. The proposed project will not result in any residential relocations. The project is being designed to minimize additional right-of-way required for construction. Recommendations for other projects are beyond the scope of this study. LADOTD will consider the recommendations.

Comment 10: Are you in favor of the project? No preference provided.

- *Add one multi-purpose bike/walk path separated from the 1088 roadway.*
- *Integrate this into the St. Tammany Trace system.*
- *Correct bicycling safety issues with I-12 overpass.*
- *Extend the multi-purpose path to Lake Shore High School.*
- *Signage for any alternative needs to be sufficient to meet Current Best Approach.*
- *Any pedestrian path needs shade, resting points, and trash cans.*
- *Consider using the roundabouts for community space in addition to functional. Make them distinct, much like river communities (i.e. Cincinnati) color their bridges for visual appeal.*
- *How about designating the LA 1088 path part of a park (albeit narrow), connect it to the Trace, and sell the naming rights. Call it the CVS Spur.*
- *Speed limit: Currently the LA 1088 speed limit is 45 mph transitioning to 55 mph west of Loretha/Oak. From a bicyclist safety perspective maintaining the 45 mph until east of the I-12 overpass would be better.*
- *What is the process for deciding on selected plan.*
- *How do outside agencies participate in the process.*
- *What is the projected timing for final design?*

Response: The LA 1088 Corridor study included consideration of vehicle, pedestrian, and bicycle traffic along LA 1088 between LA 59 and the I-12 interchange west bound ramps. Proposed improvements incorporate the latest LADOTD *Design Guidelines and Complete Streets Policy* as well as the LADOTD's *Roundabout Sidewalk Policy*. The process also included coordination with Tammany Trace.

Safe and reasonable speed limits are established by the LADOTD based on engineering and traffic studies. Your prospective on the speed limit is noted.

After consideration of the Public Hearing comments the LADOTD and FHWA will make a decision regarding an alternative to move forward through the NEPA and design process. At the conclusion of the NEPA process, if the EA has shown the project will not have significant impacts to the human or natural environment, the FHWA will issue a Finding of No Significant Impact (FONSI). The FONSI will allow Federal funding to be used in the engineering and construction of the LA 1088 project.

Federal and State agencies participate in the process in a number of ways. Among these include "a solicitation of Views" early in the project process, coordination required by law such as the Endangered Species Act, coordination related to Federal and State permit requirements such as Section 404/10 permits related navigable waters and wetlands, and coordination of the NEPA documentation.

As discussed in the EA the project may be constructed in Phases. Phase I would include the roundabouts at Trinity Dr. and Soutl St. and a portion of the two-lane divided section. Timing will depend upon funding.

Comment 11: Are you in favor of the project? Yes.

- *Need to address immediate needs like roundabout at LA 1088 and Soutl St.*
- *Significant improvements were made with the light at Forrest Brook and the right turn lane off Highway 59 onto LA 1088 northbound.*
- *Recommend less roundabouts and no median*
- *Low need for roundabout at Garon/Jackson.*
- *Also, eliminate consideration for bike paths and sidewalks*

Response: The roundabout at Soutl Street is expected to be in the Phase I design and construction. Also, see response to comment 7 concerning the need for recommended project features.

Comment 12: Are you in favor of the project? Yes.

- *Support Alternative 2A.*
- *Recommend construction priority for roundabout at Soutl/Viola Streets.*

Response: Comments noted. The roundabout at Sault/Viola streets is included in the Phase I recommendation for design and construction.

Comment 13: Are you in favor of the project? No.

- *Reconsider a turn lane for the Fountains Subdivision which has 56 homes. Without turn lane, EMS and Fire rescue vehicles will have to drive additional mile to roundabout to enter the subdivision.*
- *Strongly disagree with median on Highway 1088 in front of Fountains subdivision without turn lane for residents and emergency vehicles.*

Response: The proposed project will reduce congestion which will allow for quicker emergency response. Traffic going toward I-12 will utilize the roundabout at Jackson St. and Garon Drive to access the Fountains Subdivision. The roundabout is approximately 1,300 feet from the entrance to the Fountains Subdivision.

Comment 14: Are you in favor of the project? No.

- *The project will increase through traffic in a primarily residential area. Would be more appropriate to widen LA 59.*
- *People are not accustomed to roundabouts and there will be an increase in accidents*
- *Roundabouts are only effective in low to medium traffic patterns and this project will result in an increase in traffic flow beyond this point.*
- *Living on Trinity Drive in the Quail Creek subdivision we already see an increase in traffic avoiding the Sault/1088 cross road.*

Response: The proposed project provides improvements to reduce existing congestion and accommodate future traffic demand on LA 1088 from the Highway 59 intersection to the I-12 interchange. Roundabouts are designed to improve safety. Most significantly, roundabouts reduce the types of crashes where people are seriously hurt or killed by 78-82% when compared to conventional stop-controlled and signalized intersections, per the AASHTO Highway Safety Manual. See response to comment 7 concerning the results of traffic studies and the effectiveness of the roundabouts.

Comment 15: Are you in favor of the project? No.

- *The proposed changes to 1088 are an overkill. Need a stop light at Sault Road.*
- *Exit to I-12 took away a lot of greenspace and barriers to noise. Also, more clearing for development has allowed more traffic noise to reach further off 1088.*
- *Changes will bring more traffic to our area and roundabouts will only serve to confuse drivers and slow traffic.*

Response: Comments noted, see response to comments 2 and 7 for the proposed project operational improvements.

APPENDIX A

(Handout/Power-Point Presentation/Sign-In-Sheets/Comment Form)



LA 1088 CORRIDOR STUDY OPEN HOUSE PUBLIC HEARING



**STATE PROJECT NO. H.010116
FEDERAL AID PROJECT NO. H010116
ROUTE LA 1088
ST. TAMMANY PARISH, LOUISIANA**

St. Tammany Parish Council Chambers and Office
21490 Koop Drive
Mandeville, LA 70471
October 11, 2018
5:30 p.m. – 7:30 p.m.

Thank you for attending this Open House Public Hearing for proposed improvements to LA 1088, St. Tammany Parish, Louisiana. In this handout you will find information about the LA 1088 Corridor Study, the Preferred Build Alternative, project area maps on aerial photography, and typical cross sections. Also included is a comment form.

Project team members are stationed throughout the room to discuss the project and answer your questions. These individuals are easily identified by their name tags. Please take this opportunity to discuss the project with team members. **There will be no formal presentation.**

As you enter the room, you will see five stations:

Station 1: Sign-in Table

At this station, there are sign-in sheets for the General Public, Elected and Other Officials, Agency Personnel, and News Media. Please sign in on the appropriate sheet.

Station 2: Continuous PowerPoint Presentation

This short presentation provides an overview of the LA 1088 Corridor Study. The presentation lasts approximately 10 minutes and re-starts automatically after a one-minute intermission. **The continuous PowerPoint presentation and the exhibits shown tonight are available on the DOTD website at:**

http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Environmental/Pages/default.aspx

Station 3: Exhibits

This station consists of maps that illustrate the potential limits of construction super-imposed over aerial photographs, graphics of the typical design sections for the Preferred Alternative, and general information about the environmental impacts of the proposed project. Project team members are available to answer your questions about the proposed improvements to LA 1088.

Station 4: Real Estate Information

At this station, you will find information about the Louisiana Department of Transportation and Development (DOTD) Acquisition of Right-of-Way and Relocation Assistance Program, which is administered under Louisiana law in compliance with the federal laws outlined in the “Uniform Relocation Assistance Act” as amended. If you do not have the brochure explaining the Acquisition of Right-of-Way and Relocation Assistance Program, it is available at this station or you can obtain one from **District 62 Real Estate Office, 685 North Morrison, Hammond, LA 70401. Phone Number: (985) 375-0250.**

Station 5: Comment Table

At this station, comments can be made orally or in writing. A tape recorder is available at this table for oral comments. The last page of this handout is a comment form that you may use. Comments can be turned in at this hearing or mailed to the address on the back of the form. Additional comment forms are also available to be taken with you. **Please note that comments mailed after this hearing must be postmarked no later than October 21, 2018, to be included as part of the hearing transcript.**

We hope you will take advantage of this opportunity to provide input to the LA 1088 Corridor Study. Thank you for attending this hearing and for providing input.

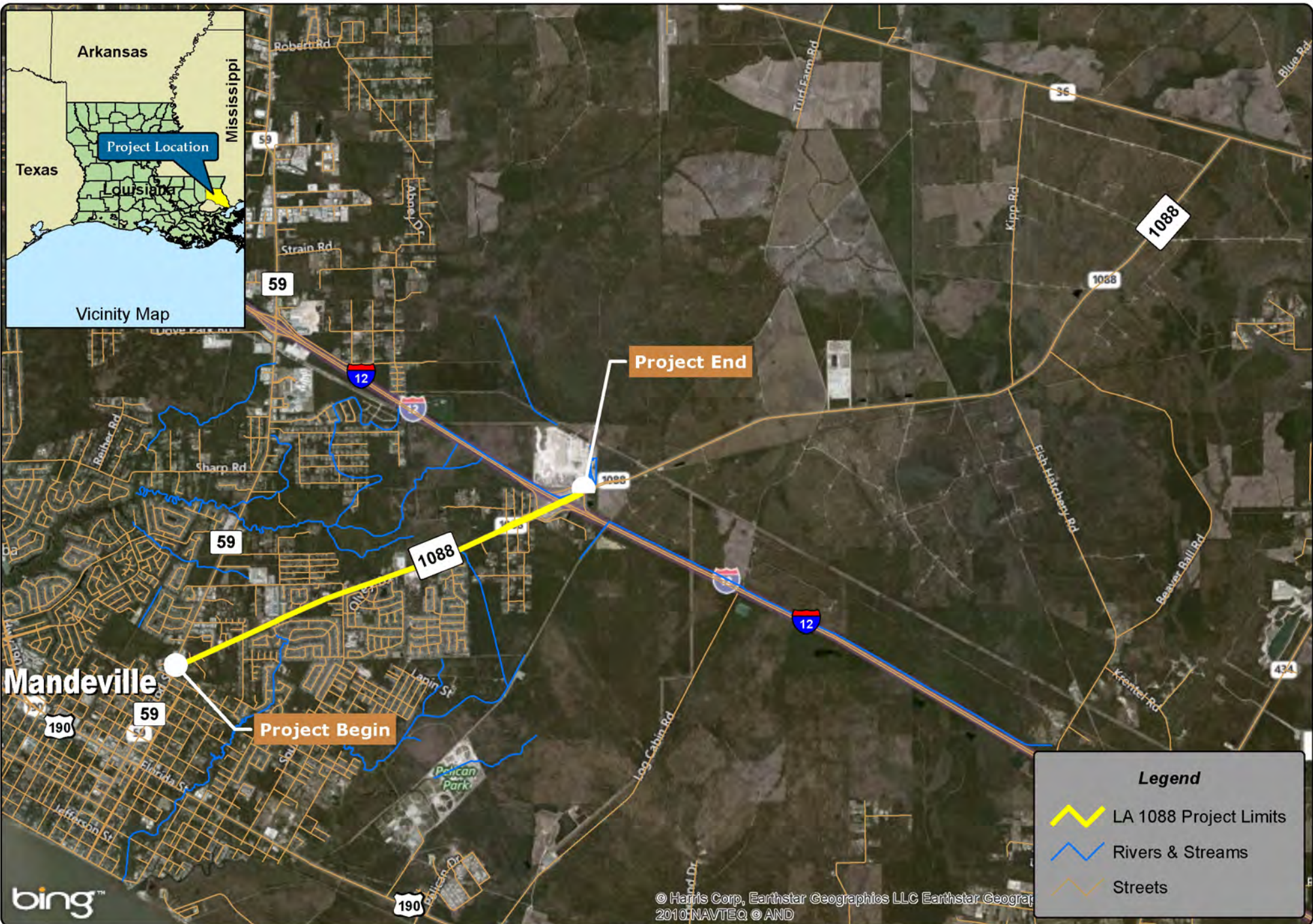
LA 1088 Corridor Study Description
State Project No. H.010116
Federal Aid Project No. H010116
Route LA 1088
St. Tammany Parish, Louisiana

The Louisiana Department of Transportation and Development (LADOTD) in cooperation with the Federal Highway Administration (FHWA) propose to make improvements to LA 1088, St. Tammany Parish Louisiana. The purpose of the proposed improvements is to reduce existing congestion and accommodate future traffic demands. LA 1088 is a suburban highway which runs generally in a northeasterly direction from the intersection of LA 59 north of Mandeville to an intersection at LA 36 east of Abita Springs. The proposed project improvements address vehicle, pedestrian, and bicycle traffic along the LA 1088 corridor between LA 59 and the I-12 interchange westbound ramps. The total length of the proposed project is approximately 3.5 miles (**Figure 1**).

As this project is anticipated to receive funding assistance from the FHWA, it is subject to the requirements of the National Environmental Policy Act (NEPA). As such an Environmental Assessment (EA) is being prepared in accordance with NEPA to determine if the proposed project will cause any significant environmental impacts. This Public Hearing is being held to seek comments on the EA. Comments received from the public hearing will be considered and responses will be included in the EA. After public comments are received and considered, a determination of the significance of the impacts is made. If it is determined that there will be no significant impacts a Finding of No Significant Impact (FONSI) will be prepared to conclude the process and document the decision. The EA is available for review on the LADOTD website referenced earlier in this handout.

Detailed evaluations included consideration of constructing roundabouts, highway widening, and the possibility of sidewalks and bike paths. A public involvement meeting was held for the project on July 23, 2015. The purpose of the public meeting was to update the public on the status of the studies, including the preparation of an EA, and seek public input on the proposed improvements to the LA 1088 corridor. A summary of the comments and responses are provided in the EA.




Based on the detailed evaluations and public input, the EA identifies a Preferred Alternative. The Preferred Alternative includes a new two-lane segment with roundabouts, a new median, four-foot shoulders and a sidewalk. It also includes a new four-lane divided section from west of Forest Brook Boulevard to the I-12 interchange with roundabouts replacing the interchange intersections and a sidewalk on both sides of the four-lane. Sidewalks or berms will also be added through all roundabouts in accordance with the LADOTD's *Roundabout Sidewalk Policy*. The Preferred Alternative incorporates the latest *LADOTD Design Guidelines and Complete Streets Policy*. Attached are aerial maps with an overlay of the Preferred Alternative, typical cross sections, and a table providing a summary of impacts based on studies to date.



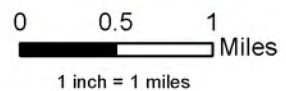
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Legend

-  LA 1088 Project Limits
-  Rivers & Streams
-  Streets

VOLKERT



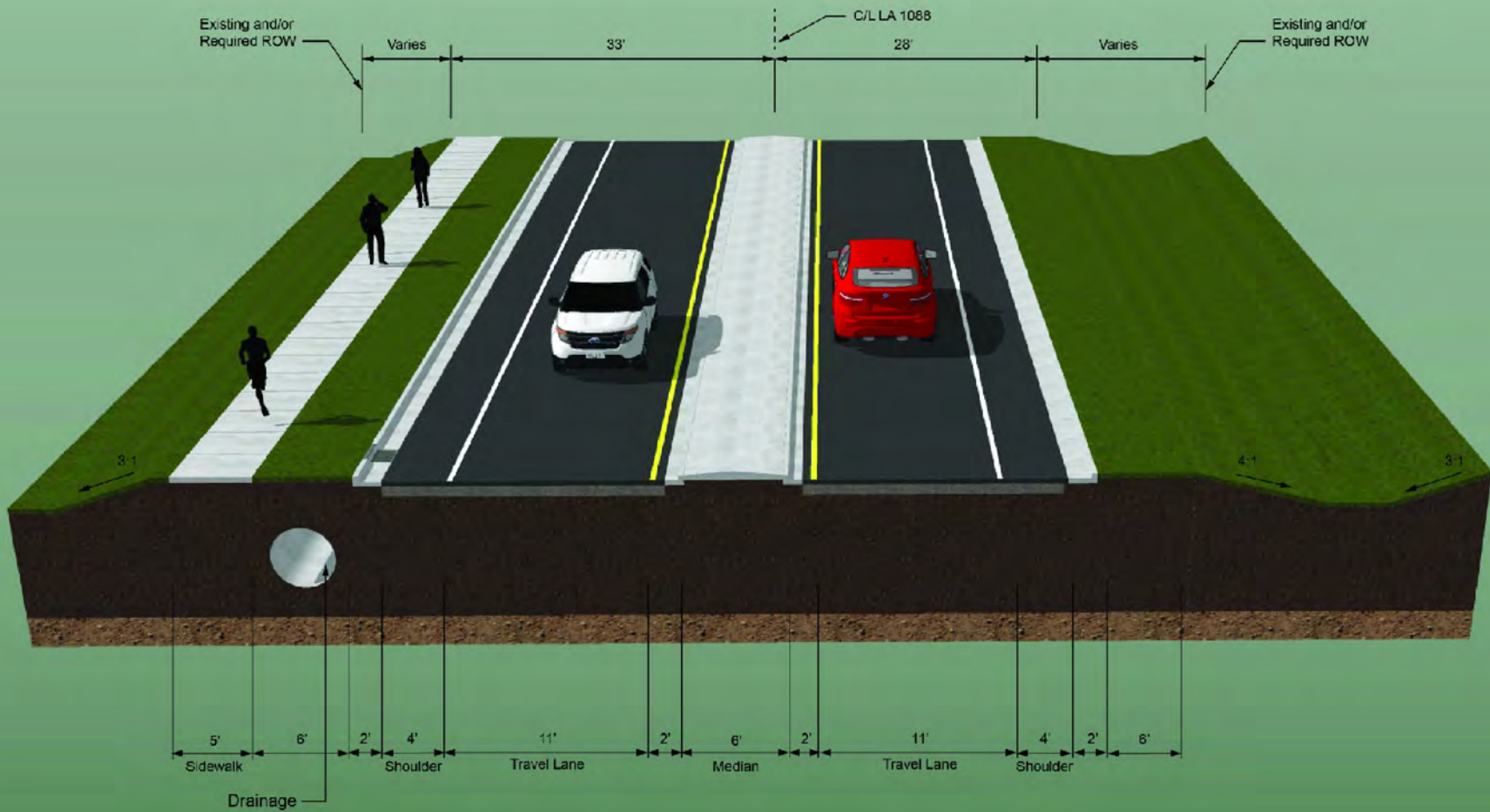
Note: This map is for presentation use only and not to be used for construction purposes.

**LA 1088 Corridor Study
St Tammany Parish
Figure 1 Location Map**

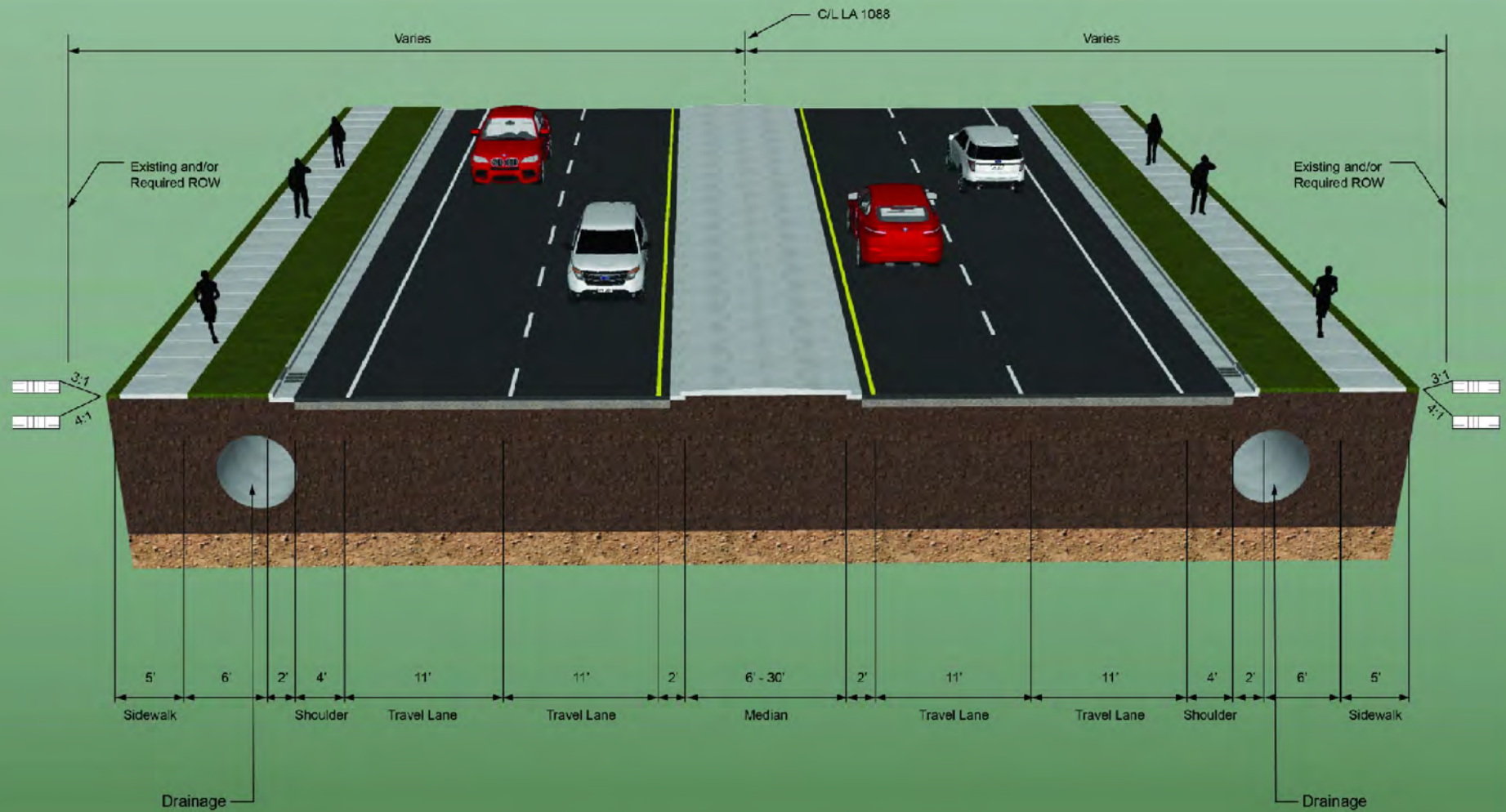
LA 1088 Improvements Summary of Impacts

FEATURE OR RESOURCE	PREFERRED ALTERNATIVE 2A
Real Estate / Additional Right-of-Way Required	Yes (9.9 acres)
Relocations	No
Cultural and Section 106 Resources	
Section 4(f) or 6(f) Properties	No
Historic Sites	No
Archeological Sites	No
Natural Resources	
Wetlands (Right-of-way) ¹	Yes (12.4 Acres)
Waters of the US (Streams in right-of way)	Yes (0.02Acre)
Other Waters of the US (Ditches in right-of-way)	Yes (6.1 Acres)
Endangered/Threatened Species/Habitat	No
Within 100- Year Floodplain ²	Yes (11.8Acres)
Within Coastal Zone ³	Yes
Coastal Barrier Island	No
Farmland	No
Sole Source Aquifer (Southern Hills Aquifer)	No
Natural or Scenic Stream	No
Navigable Waterway	No
Physical Impacts	
Noise ⁴	Yes
Air Quality ⁵	No Long-term
Water Quality ⁵	No Long-term
Hazardous sites	No
Water/oil/gas Well	No
Social Impacts	
Land Use Change	No
Title VI Environmental Justice	No
Hospitals, Medical Facilities, Fire, Police	No
Transportation Pattern Changes	No
Community Cohesion ⁶	No
Community Impact during Construction ⁷	Yes

1. Preliminary determination of Wetlands within the existing and required right-of-way. Formal wetlands jurisdictional determination of acres will be made during permitting process
2. 100-year floodplain within the existing and required right-of-way as obtained from Flood Insurance Rate Maps (FIRMS) published by the Federal Emergency Management Agency (FEMA).
3. The project is located within the State Coastal Zone boundaries.
4. Based on Noise Analysis Technical Report.
5. Minor localized short-term during construction
6. Alternative 2A provides sidewalks and a four-foot shoulder which would enhance pedestrian mobility.
7. Considerations to reduce impacts include phased construction, construction times, detour routes, Construction Best Management Practices

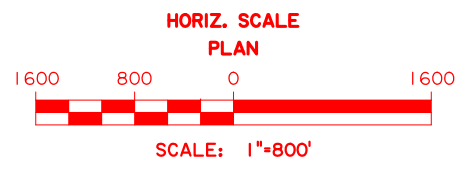
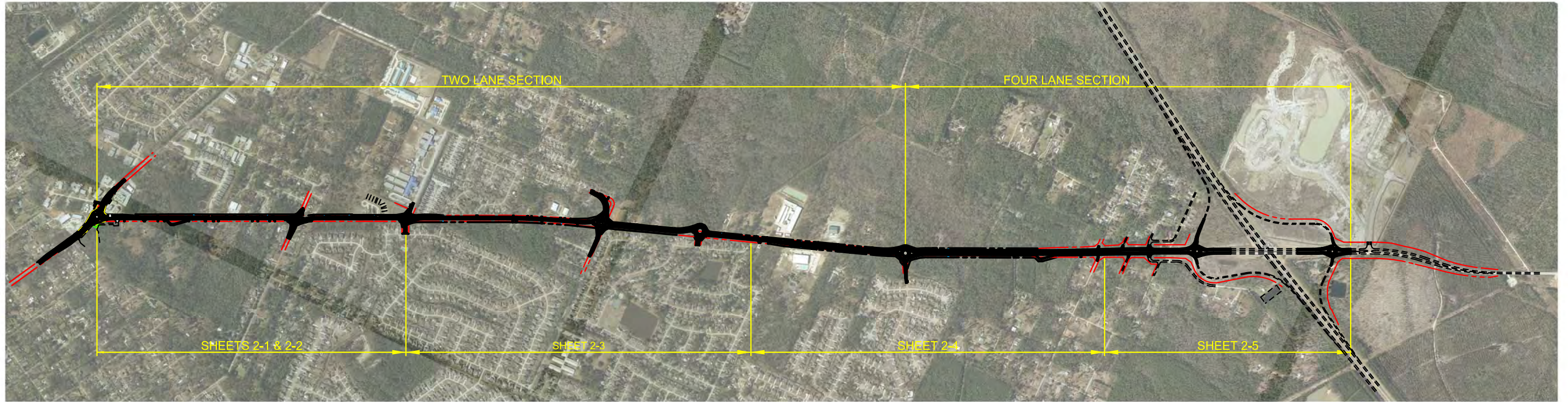
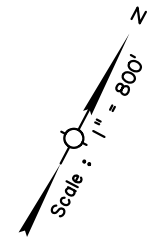


ALTERNATIVE 2A
 U A
 2 - LANE BLVD. TYPICAL SECTION
 LA 1088 CORRIDOR STUDY

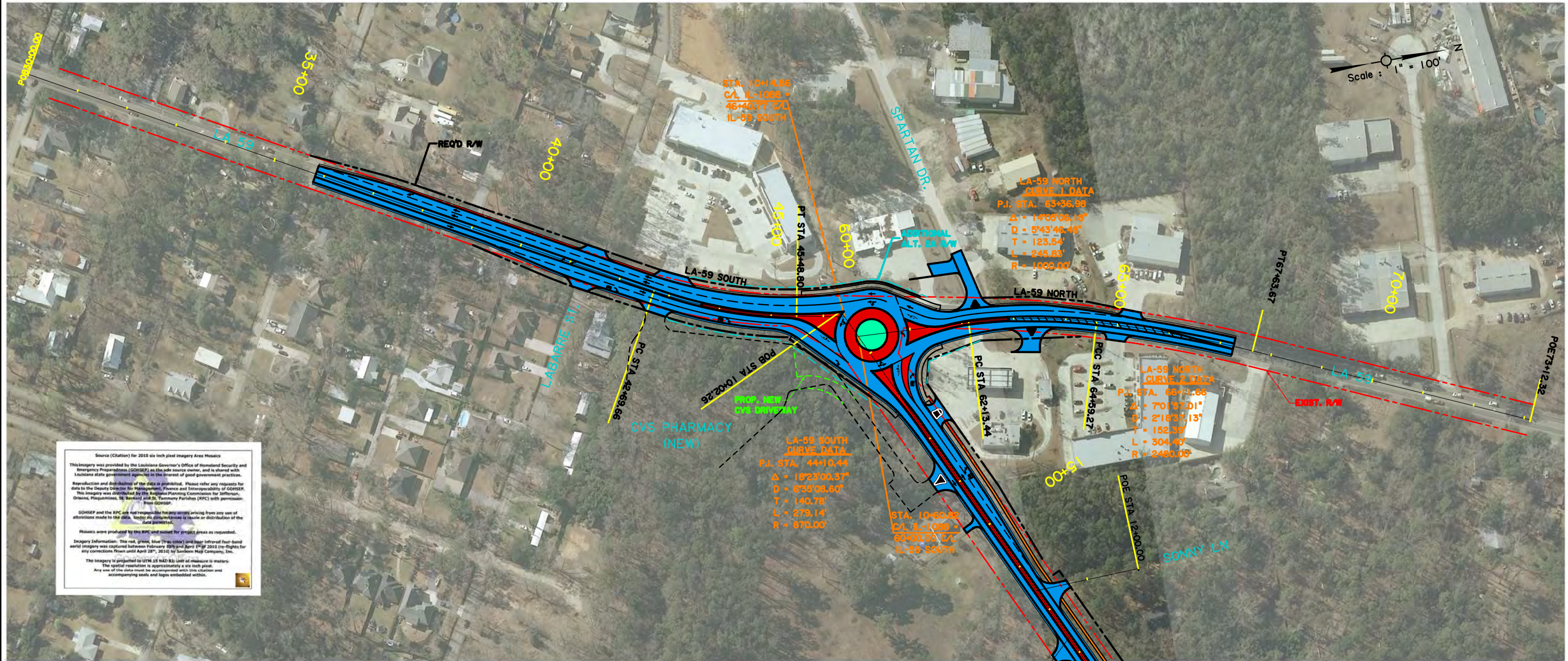


4 - LANE BLVD. TYPICAL SECTION
 ALTERNATIVE 2A
 U A
 LA 1088 CORRIDOR STUDY

Source (Credit): For 2010 six inch grid imagery Area Mosiac
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 The imagery is projected in UTM 15 NAD 83; Unit of Measure is meters. The spatial resolution is approximately 4 to 6m per pixel. Any use of the data must be accompanied with this citation and accompanying scale and logos embedded within.

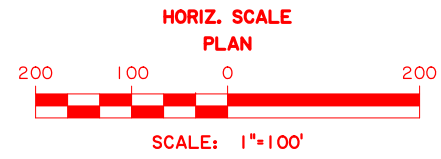


	SHEET NUMBER	2
	PARISH	ST. TAMMANY
	CONTROL SECTION	852-11
	STATE PROJECT	H.010116
	DESIGNED BY	A. EVETT
	CHECKED BY	K. ROTHERMEL
	DETAILED BY	J. DAVIS
	CHECKED BY	A. EVETT
	REVIEWED BY	
	SERIES #	
	NO.	
	DATE	
	BY	
	REVISION DESCRIPTION	
BUILD ALTERNATIVE 2A CONCEPT PLAN		
L.A. 1088 CORRIDOR STUDY		

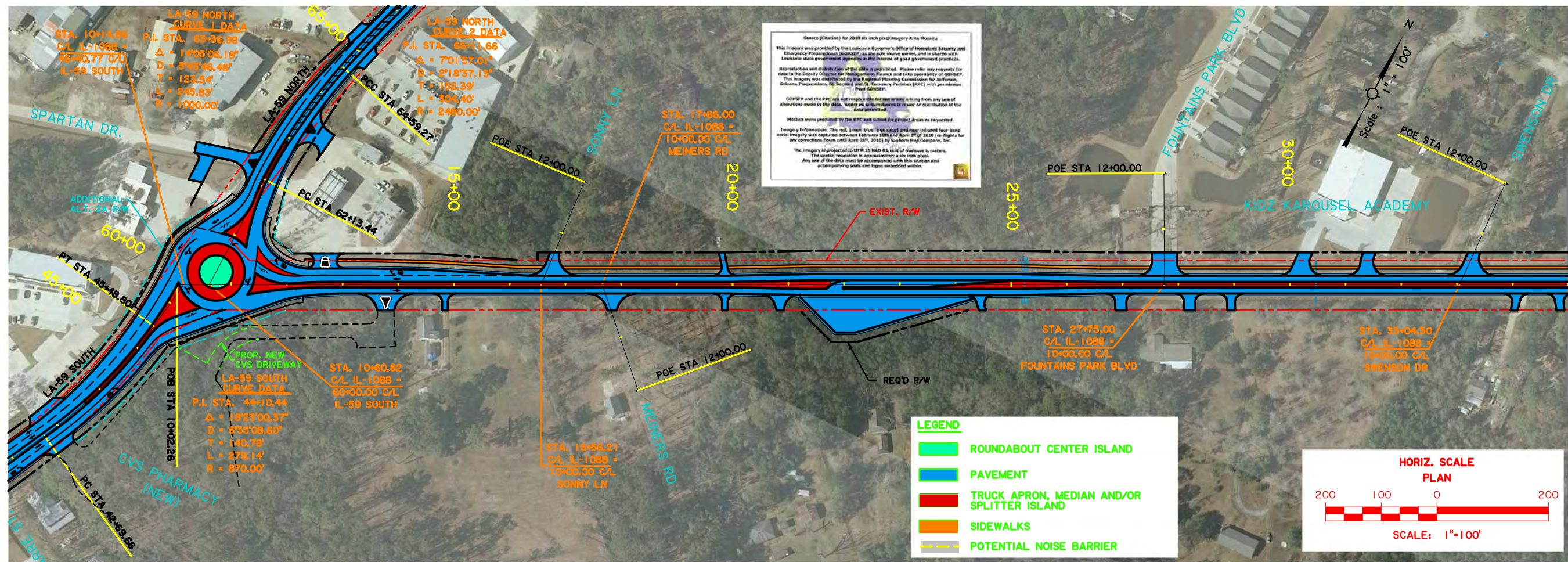


Source (Citation) for 2016 six inch plan Imagery Area Mexico
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 Imagery was produced by the RPC and sourced for project areas as requested.
 Imagery Information: This red, green, blue (true color) and near infrared four-band aerial imagery was captured between February 2015 and June 17th 2016 (the rights for any corrections from until April 28th, 2016) by Sanborn Map Company, Inc.
 The imagery is projected to UTM 18 NAD 83. Unit of measure is meters.
 The spatial resolution is approximately a six foot pixel.
 Any use of the data must be accompanied with this citation and accompanying scale and logo embedded within.

- LEGEND**
- ROUNDABOUT CENTER ISLAND
 - PAVEMENT
 - TRUCK APRON, MEDIAN AND/OR SPLITTER ISLAND
 - SIDEWALKS

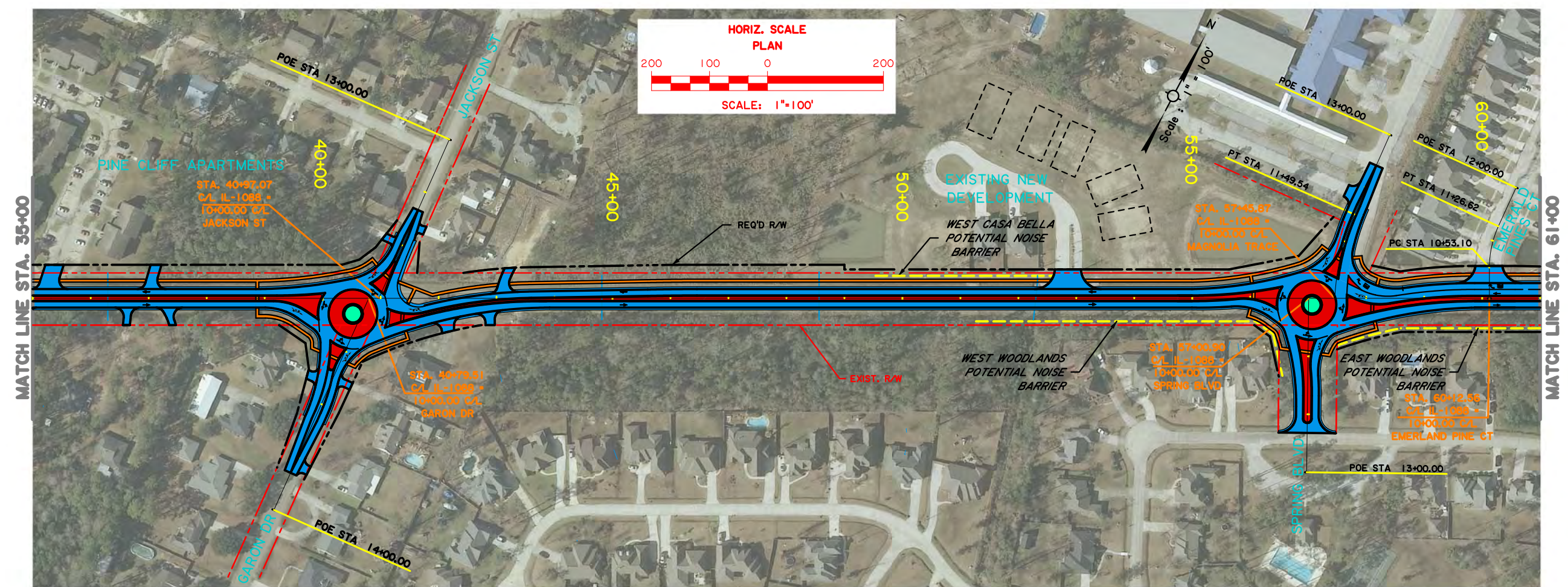


SHEET NUMBER	2-1	DESIGNED	A. EVETT	PARISH	ST. TAMMANY
CHECKED	K. ROTHERMEL	CONTROL SECTION	852-11	STATE PROJECT	H.010116
REVIEWED	J. DAVIS	CHECKED	A. EVETT	REVISION DESCRIPTION	BY
NO.	DATE				
BUILD ALTERNATIVE 2A CONCEPT PLAN					
LA 1088 CORRIDOR STUDY					
VOLKERT					




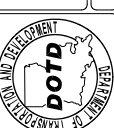

Source (Citation) for 2010 six inch pixel imagery Area Photos
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 Notices were produced by the RPC and named for project areas as requested.
 Imagery Information: The red, green, blue (true color) and near infrared four-band aerial imagery was captured between February 10th and April 1st of 2010 (re-flights for any corrections from until April 28, 2010) by Sanborn Map Company, Inc.
 The imagery is projected to UTM 18 NAD 83 Unit of measure is meters.
 The spatial resolution is approximately a six inch pixel.
 Any use of the data must be accompanied with this citation and accompanying notes and logos included within.

MATCH LINE STA. 35+00

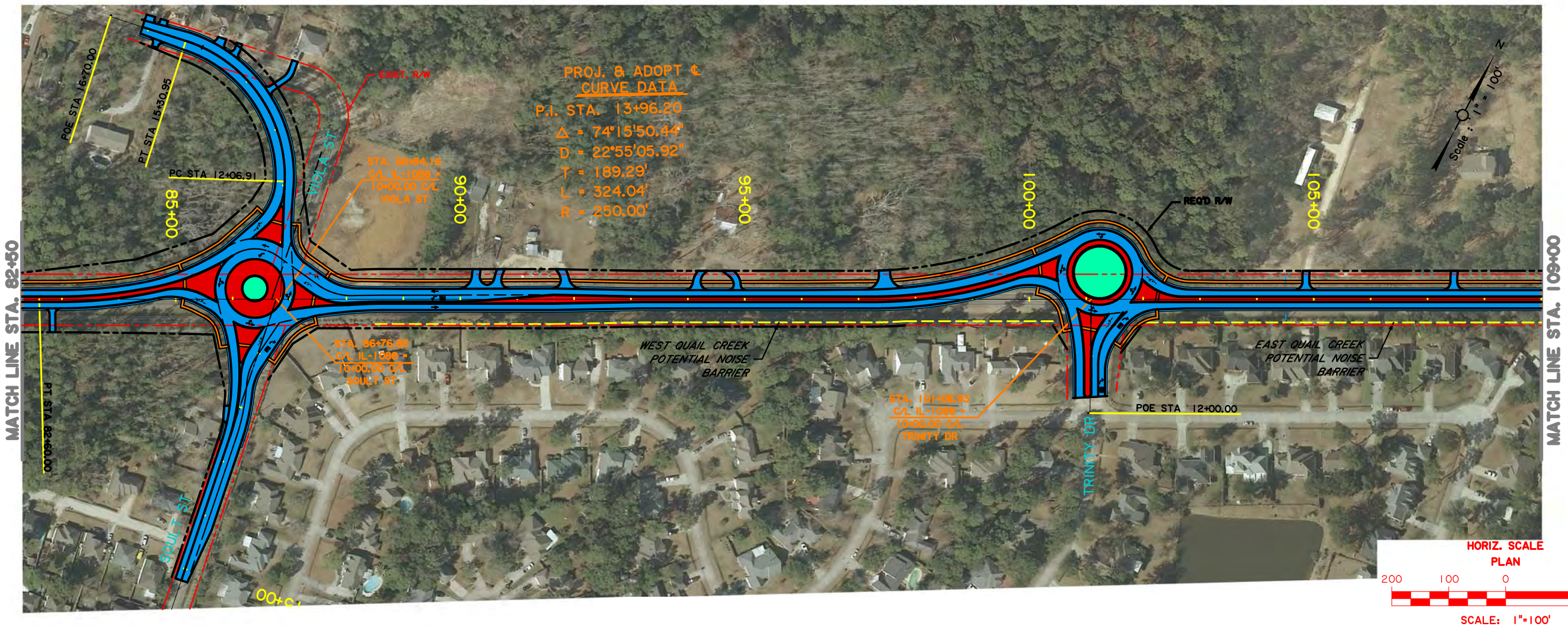
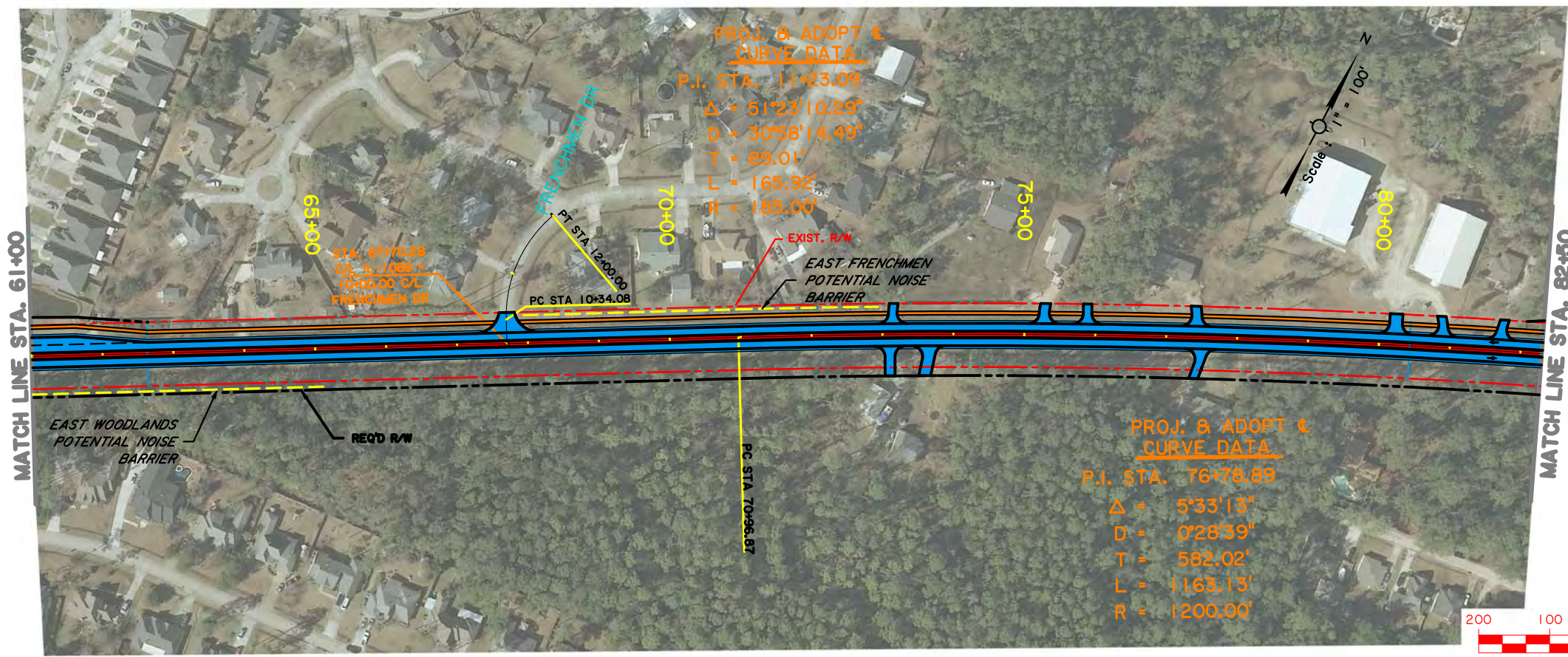


MATCH LINE STA. 35+00

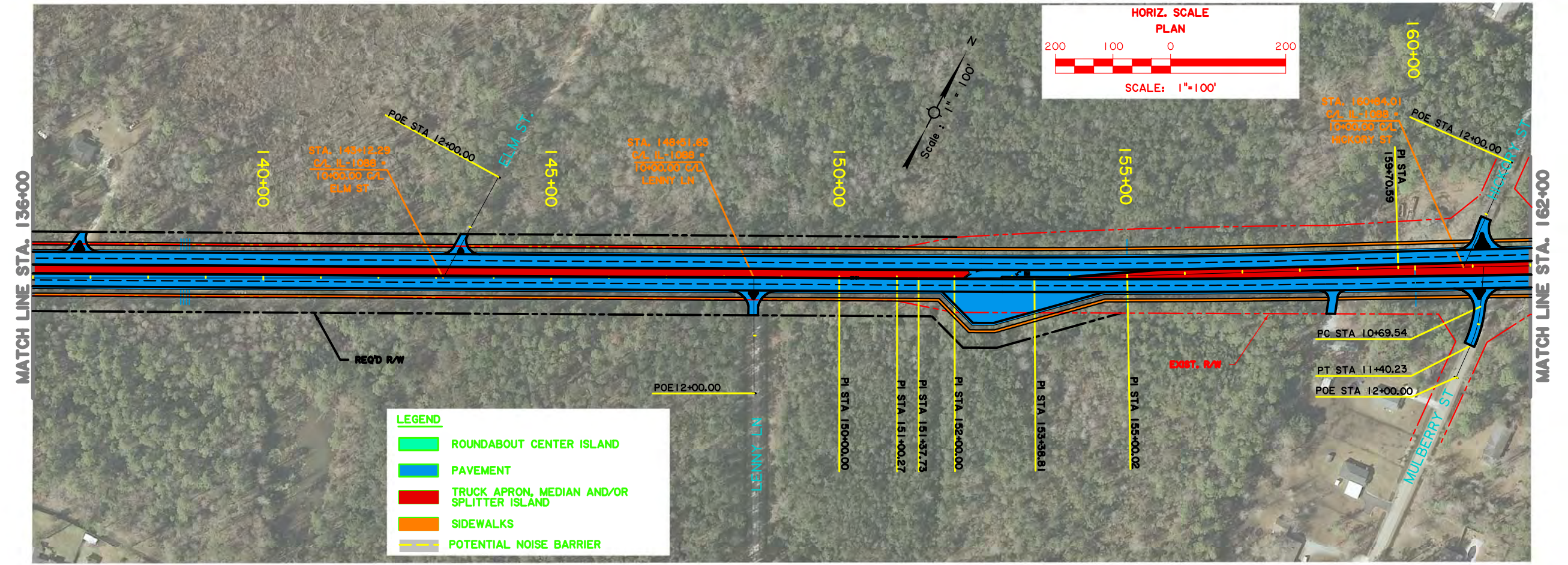
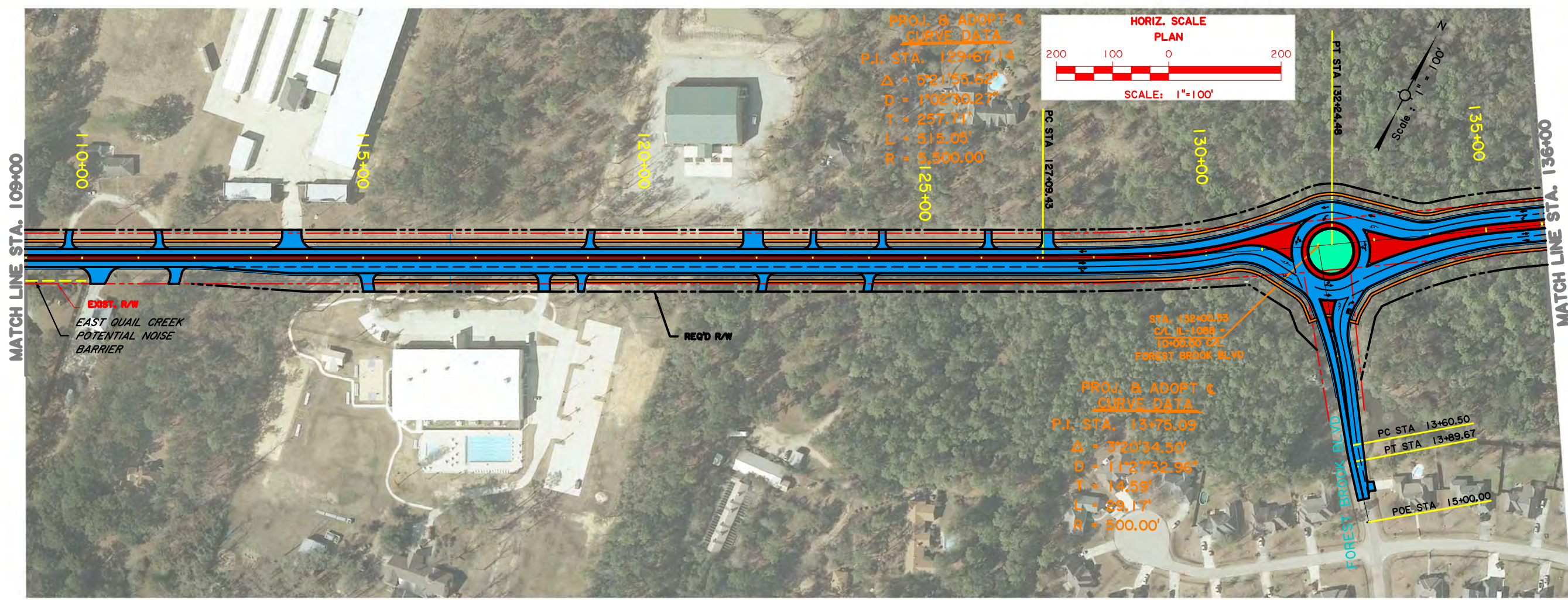
MATCH LINE STA. 61+00


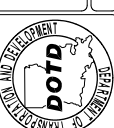
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DESIGNED	A. EVETT
CHECKED	K. ROTHERMEL
PARISH	ST. TAMMANY
CONTROL SECTION	852-11
REVIEWED	J. DAVIS
STATE PROJECT	H.010116
BY	
NO.	
DATE	
REVISION DESCRIPTION	
	
BUILD ALTERNATIVE 2A CONCEPT PLAN	
	
LA 1088 CORRIDOR STUDY	
	

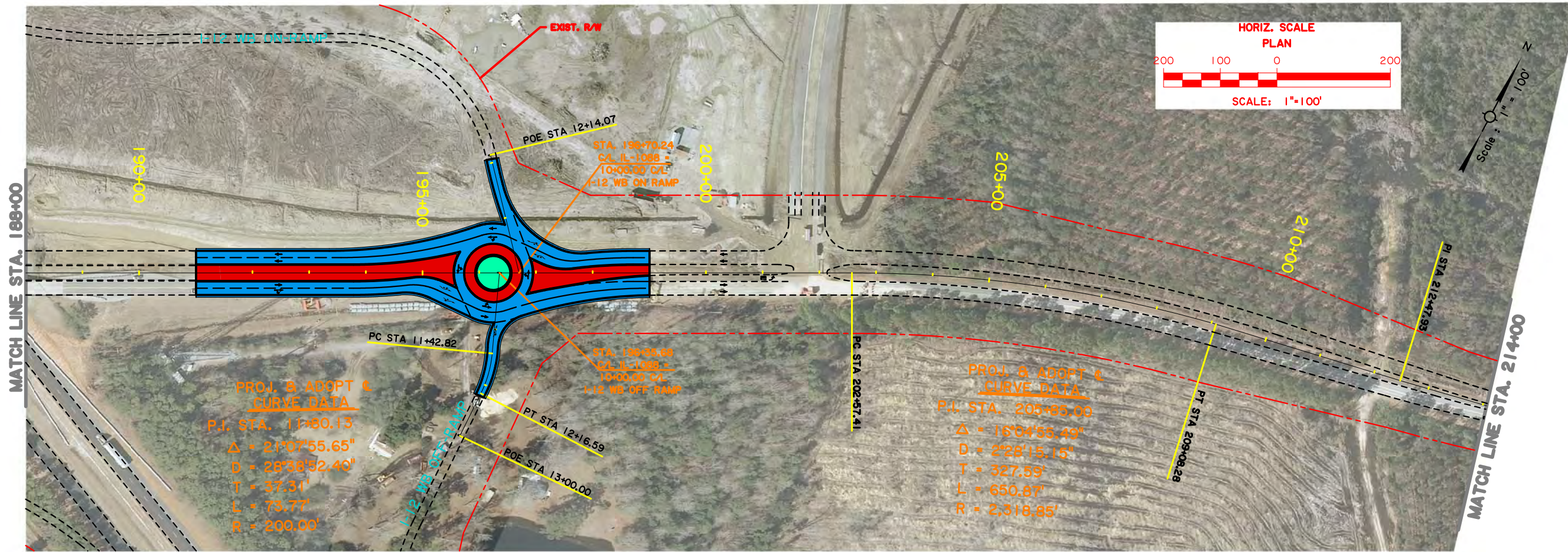
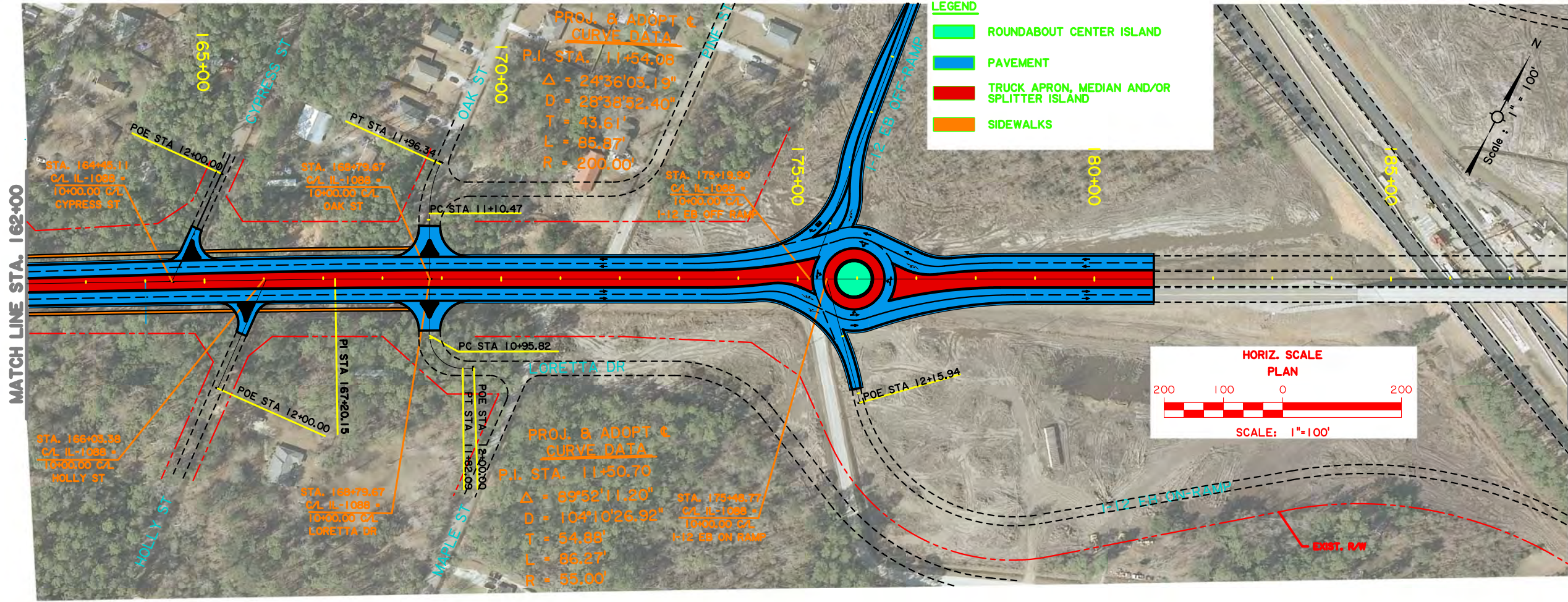
- LEGEND**
- ROUNDABOUT CENTER ISLAND
 - PAVEMENT
 - TRUCK APRON, MEDIAN AND/OR SPLITTER ISLAND
 - SIDEWALKS
 - POTENTIAL NOISE BARRIER


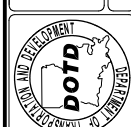



SHEET NUMBER	2-3	DESIGNED	A. EVETT	PARISH	ST. TAMMANY
CHECKED	K. ROTHERMEL	CONTROL SECTION	852-11	STATE PROJECT	H.010116
REVIEWED	J. DAVIS	REVIEWED		BY	
DATE		REVISION DESCRIPTION			
BUILD ALTERNATIVE 2A CONCEPT PLAN					
LA 1088 CORRIDOR STUDY					
VOLKERT					



SHEET NUMBER	2-4
DESIGNED	A. EVETT
CHECKED	K. ROTHERMEL
REVIEWED	J. DAVIS
DATE	
NO.	
BY	
REVISION DESCRIPTION	
PARISH	ST. TAMMANY
CONTROL SECTION	852-11
STATE PROJECT	H.010116
 BUILD ALTERNATIVE 2A CONCEPT PLAN LA 1088 CORRIDOR STUDY	
 VOLKERT	



SHEET NUMBER	2-5
DESIGNED	A. EVETT
CHECKED	K. ROTHERMEL
DATE	
REVISION DESCRIPTION	
BY	
NO.	
DATE	
PARISH	ST. TAMMANY
CONTROL SECTION	852-11
STATE PROJECT	H.010116
REVIEWED	J. DAVIS
CHECKED	A. EVETT
SERIES #	
 BUILD ALTERNATIVE 2A CONCEPT PLAN  LA 1088 CORRIDOR STUDY 	

Fold Here Second and Tape Edge (DO NOT STAPLE)

Name _____

Place Stamp Here

Address _____

**Ms. Jan Evans
Volkert, Inc.
7967 Office Park Blvd.
Baton Rouge, Louisiana 70809**

Fold Here First

**OPEN HOUSE PUBLIC HEARING
LA 1088 CORRIDOR STUDY
State Project No. H.010116
St. Tammany Parish, Louisiana
October 11, 2018**

GENERAL PUBLIC

(Including business, industry, civic and non-profit organizations)

Name (Please Print): _____

Mailing Address: _____

Name (Please Print): _____

Mailing Address: _____

Name (Please Print): _____

Mailing Address: _____

Name (Please Print): _____

Mailing Address: _____

Name (Please Print): _____

Mailing Address: _____

Public Hearing

LA 1088 Corridor Study

St. Tammany Parish

State Project No. H.010116

Federal Aid Project No. H010116

October 11, 2018



Welcome

- ▶ Thank you for coming!
- ▶ Please sign-in and collect the Public Hearing materials at the sign-in table.
- ▶ Public Hearing materials include:
 - Project Handout





Purpose of this Public Hearing

- ▶ Update the public on status of LA 1088 Corridor Study.
- ▶ Seek public input on proposed improvements to LA 1088.



LADOTD Project Delivery Process

- ▶ Stage 0: Feasibility Analysis of the Proposed Project (2014)
- ▶ Stage 1: Detailed Planning and Environmental Analysis  
- ▶ Stage 2: Funding Allocation for Design and Construction
- ▶ Stage 3: Development of Final Plans and Specifications
- ▶ Stage 4: Bid Letting Process
- ▶ Stage 5: Construction of Project
- ▶ Stage 6: On-going Monitoring and Operation and Maintenance



Stage 1 Planning / Environmental

- ▶ Refinement of Stage 0 Concepts.
- ▶ Evaluation of Environmental Effects of Alternatives.



National Environmental Policy Act

- ▶ This study is guided by the National Environmental Policy Act (NEPA) of 1969.
- ▶ Requires evaluation of environmental effects prior to implementation of improvements with federal funding.
- ▶ An Environmental Assessment has been prepared and is available for public review.

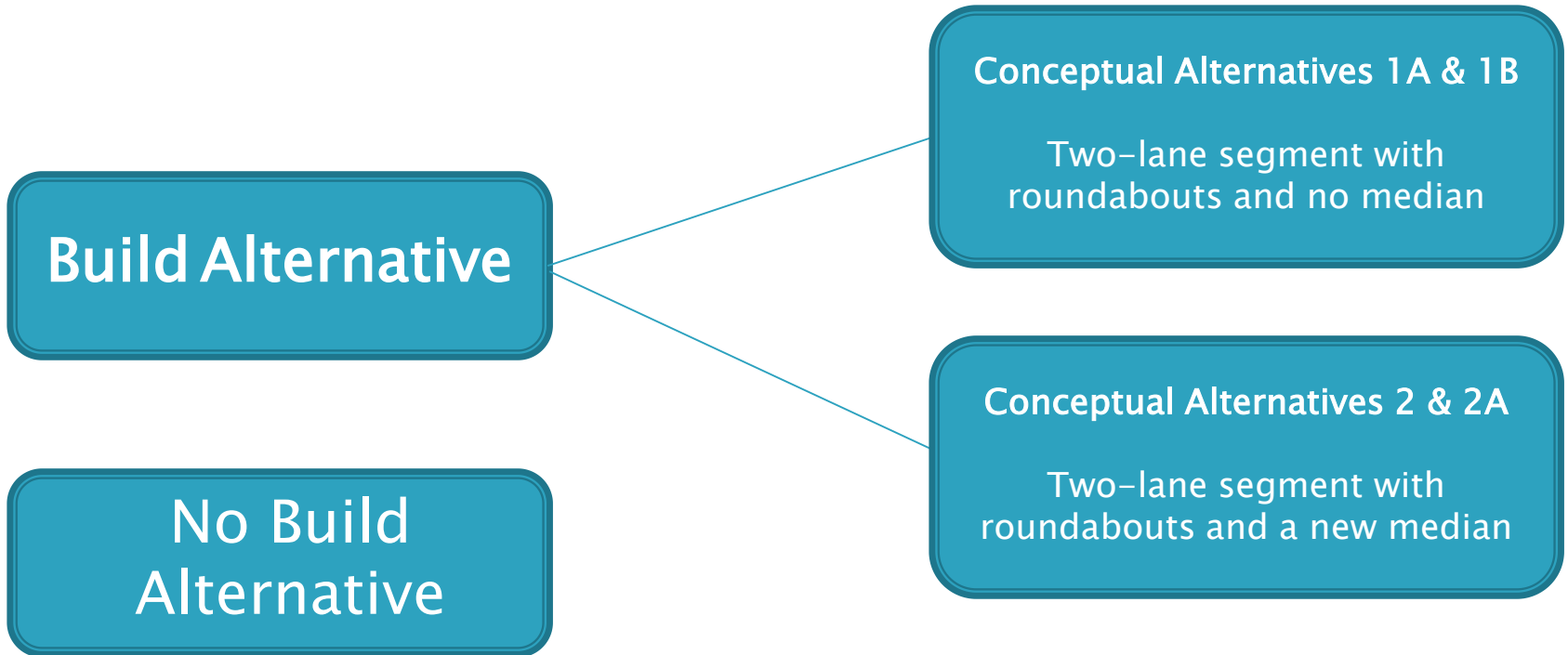


Project Purpose and Need

- ▶ Reduce existing congestion and accommodate future traffic demands.
- ▶ The proposed project improvements address vehicle, pedestrian, and bicycle traffic along the LA 1088 corridor between LA 59 and the I-12 westbound ramps.



Conceptual Alternatives Being Considered



All Build Alternatives include a new four-lane divided section from Forest Brook Boulevard to the I-12 interchange.

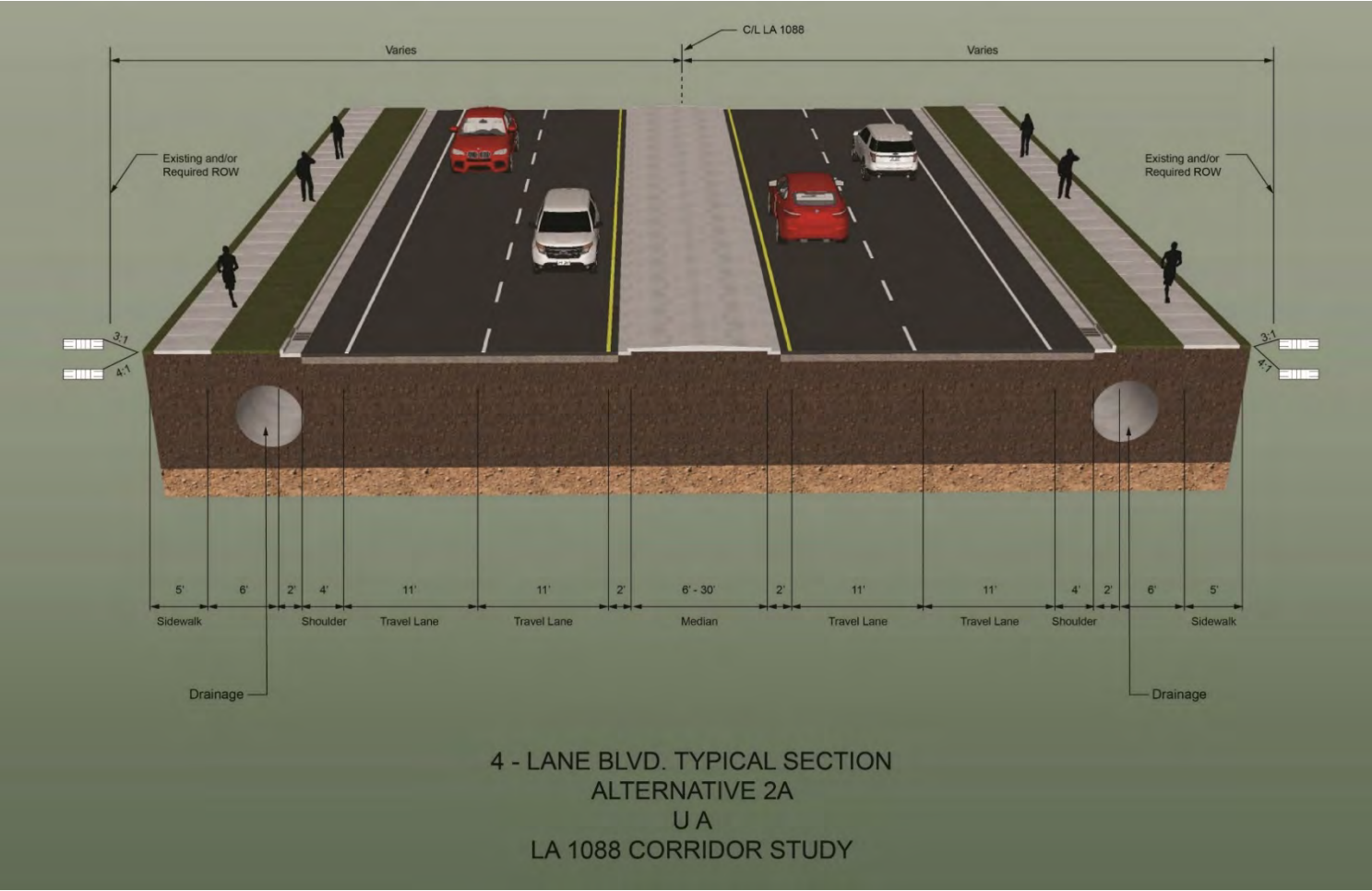
Alternative 2A is the Preferred Alternative



Project Location Map



Preferred Alternative 2A Four Lane Section (Forest Brook Blvd. to I-12 interchange)



Environmental Resources Evaluated in the Environmental Assessment

▶ Human Environment

Demographics

Land Use

Community Services
and Facilities

Traffic Circulation,
Operations, and
Safety

Residential and
Business Relocations

Visual Impacts

Cultural Resources
and Historic
Properties

Utilities

Environmental Justice



Environmental Resources Evaluated in the Environmental Assessment

▶ Physical Environment

Geology and Prime and Unique Farmland

100-Year Floodplain

Hydrology and Surface and Groundwater Quality

Hazardous Material Sites

Air Quality

Traffic Noise Impacts



Environmental Resources Evaluated in the Environmental Assessment

▶ Natural Environment

Upland, Wetland, and Aquatic Communities

Threatened and Endangered Species

Coastal Zone Management



Overview of Preferred Alternative 2A Impacts

FEATURE OR RESOURCE	PREFERRED ALTERNATIVE 2A
Real Estate / Additional Right-of-Way Required	Yes (9.9 acres)
Relocations	No
Natural Resources	
Wetlands (Right-of-Way)	Yes (12.4 Acres)
Waters of the US (Streams in Right-of-Way)	Yes (0.02 Acre)
Other Waters of the US (Ditches in Right-of-Way)	Yes (6.1 Acres)
Within 100- Year Floodplain	Yes (11.8 Acres)
Within Coastal Zone	Yes
Physical Impacts	
Noise	Yes (see Noise Analysis)
Air Quality	Minor localized short-term during construction
Water Quality	Minor localized short-term during construction
Social Impacts	
Community Impact during Construction	Yes (Considerations to reduce impacts include phased construction, construction times, detour routes, Construction Best Management Practices)



Right-of-Way Acquisition and Relocation Information

A representative of the LADOTD Real Estate Section has a table here tonight and is available to answer any questions pertaining to LADOTD's Right of Way Acquisition and Relocation Assistance Program.

The LADOTD Brochure explaining Acquisition of Right of Way and Relocation Assistance Program is available tonight at that table or can be obtained later from:

**District 62 Real Estate Office
685 North Morrison
Hammond, Louisiana 70401
(985) 375-0250**

We suggest you read the brochure carefully. If you have any questions regarding your individual situation, consult with the agent when s/he meets with you, or contact the Region Real Estate Office.



Steps in the Acquisition Process

It is the DOTD's objective to pay just compensation for all properties required for the project.

- Owners of required properties may be contacted by an appraiser or appraisers and given the opportunity to go with them on the inspection of the property.
- This will provide owners an opportunity to point out things that may be important to the evaluation of the property.
- All evaluations will be reviewed by a review appraiser and approved by DOTD.
- After review and approval, a Real Estate Agent will contact each property owner, and present a letter setting forth the amount of the DOTD's cash offer for the purchase of the property. He also will explain the property value and discuss any alternate offers including possible options to keep and move any buildings, fencing, etc.



Relocation Assistance

➤ Relocation Advisory Services

- Current and continuing information on:
 - Availability and prices of comparable, decent, safe, and sanitary dwellings for displaced residents
 - Comparable commercial properties and locations for displaced businesses
 - Finance charges
 - Federal and State programs offering assistance to displaced persons



Relocation Assistance

➤ Relocation Assistance Payments

- Relocation assistance payments are separate and in addition to payments for the purchase of your property. They are made for:
 - Moving expenses
 - Replacement housing
 - Business re-establishment expense
- Moving expense payments will be made to any individual, family, or business, in legal occupancy of the property either at the start of negotiations or at the time of purchase.



Relocated Businesses

Displaced businesses, farms and non-profit organizations may be paid the actual, reasonable expenses of moving, together with certain eligible costs incident to the move.

Some businesses may also be eligible for certain actual costs incidental to re-establishing their businesses.

Instead of payment for moving expenses, some business owners may be eligible to receive a payment based on the average annual net earnings of the business. If the business meets the qualifications, this payment shall not be less than \$1,000.00 nor more than \$40,000.00.

Moving payment information for businesses may be found beginning on Page 22 of the brochure.



Replacement Housing Payments

Replacement housing payments are also available to qualifying owners and tenants:

- Must occupy property at start of negotiations.
- Must have been there at least 90 days.
- Must move into decent, safe, and sanitary replacement housing.

The amount of your maximum supplemental payment will be given to you in writing. Additional requirements and payment limits may be found beginning on Page 14 of the brochure.

Certain owners and tenants not in occupancy for at least 90 days or who become occupants after negotiations have started may qualify for replacement housing payments:

- Must have been in occupancy at the time the property was acquired by the Department.
- Must move into decent, safe, and sanitary replacement housing.



Right to Appeal

Applicants for a relocation payment have the right to appeal the DOTD's Determination of their eligibility for payment and/or the amount of payment.

- Appeals must be submitted to the Real Estate District Manager within 60 days after the applicant has been notified that his claim has not been approved.
- Final decisions on eligibility and payments will be made by the DOTD's Real Estate Administrator in Baton Rouge.
- Additional information on appeals may be found on Page 26 of the brochure.



Other Terms and Conditions

To the greatest extent practicable, no person lawfully occupying real property shall be required to move without at least 90 days written notice from DOTD.

The notice will indicate the specific date the property must be vacated.

No person lawfully occupying a dwelling will be required to move unless, and until, comparable, decent, safe and sanitary replacement housing is made available within the general area of the project.

The replacement housing must be available within a reasonable time prior to the scheduled move of the occupants, and must be within the occupants' financial means.

Replacement housing must be fair, open and offered to all persons regardless of race, color, religion, sex or national origin.



Other Terms and Conditions

Prior to negotiating for purchase of your property, a District Real Estate Specialist will personally contact and interview all persons who will be required to relocate. The benefits will be explained and a determination made of individual needs and intentions for relocating.

A SPECIAL WORD OF CAUTION

Before moving or purchasing replacement housing, contact DOTD to assure your eligibility and the prompt payment of your relocation benefits. If you move without prior notification to DOTD, you risk losing all possible benefits provided by the Relocation Assistance Program.



Roundabouts Phased Construction

1. Trinity Drive and Soutl Street
2. Forest Brook Boulevard
3. I-12 North and I-12 South
4. LA 59, Jackson Street, and Spring Boulevard

Time frame for construction of roundabouts is dependent on funding.



Public Input and Comments

- ▶ Comments received will help decision-makers choose the Selected Alternative. Your comments will influence the final decision.
- ▶ Your comments will be evaluated and responses will be included in the Environmental Assessment.



Public Input and Comments

- ▶ Please provide written comments on the comment form and return completed forms to the comment table.
- ▶ Comments will also be accepted by:
 - U.S. Mail
 - Verbally via tape recorder at this Public Hearing.
- ▶ Comments post marked by October 21, 2018 will become part of the Public Hearing transcript.



This is the end of the Presentation.

**Thank you for your time. Please visit
the remaining stations to view the
exhibits and provide comments.**



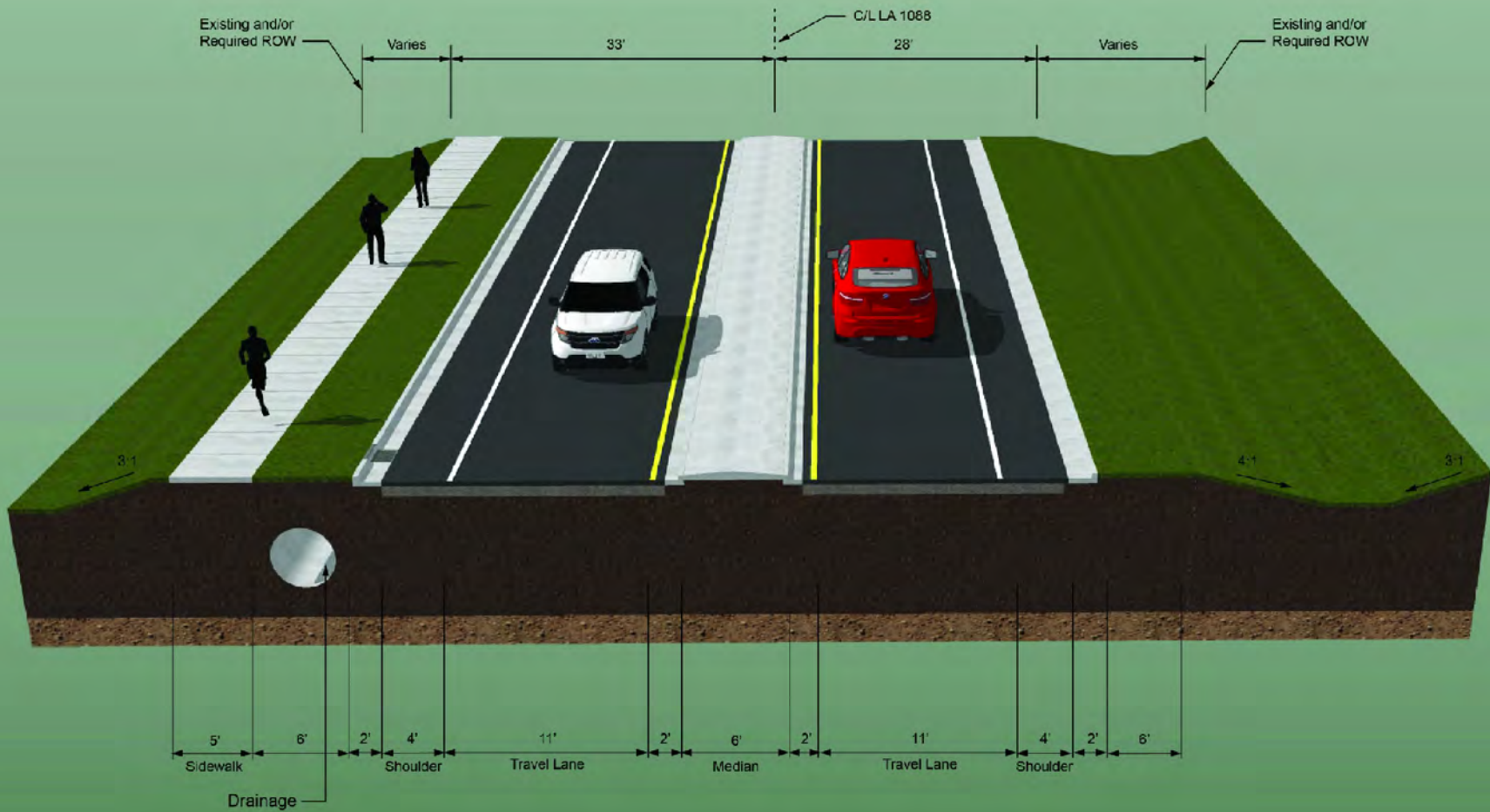
APPENDIX B

(Exhibits)

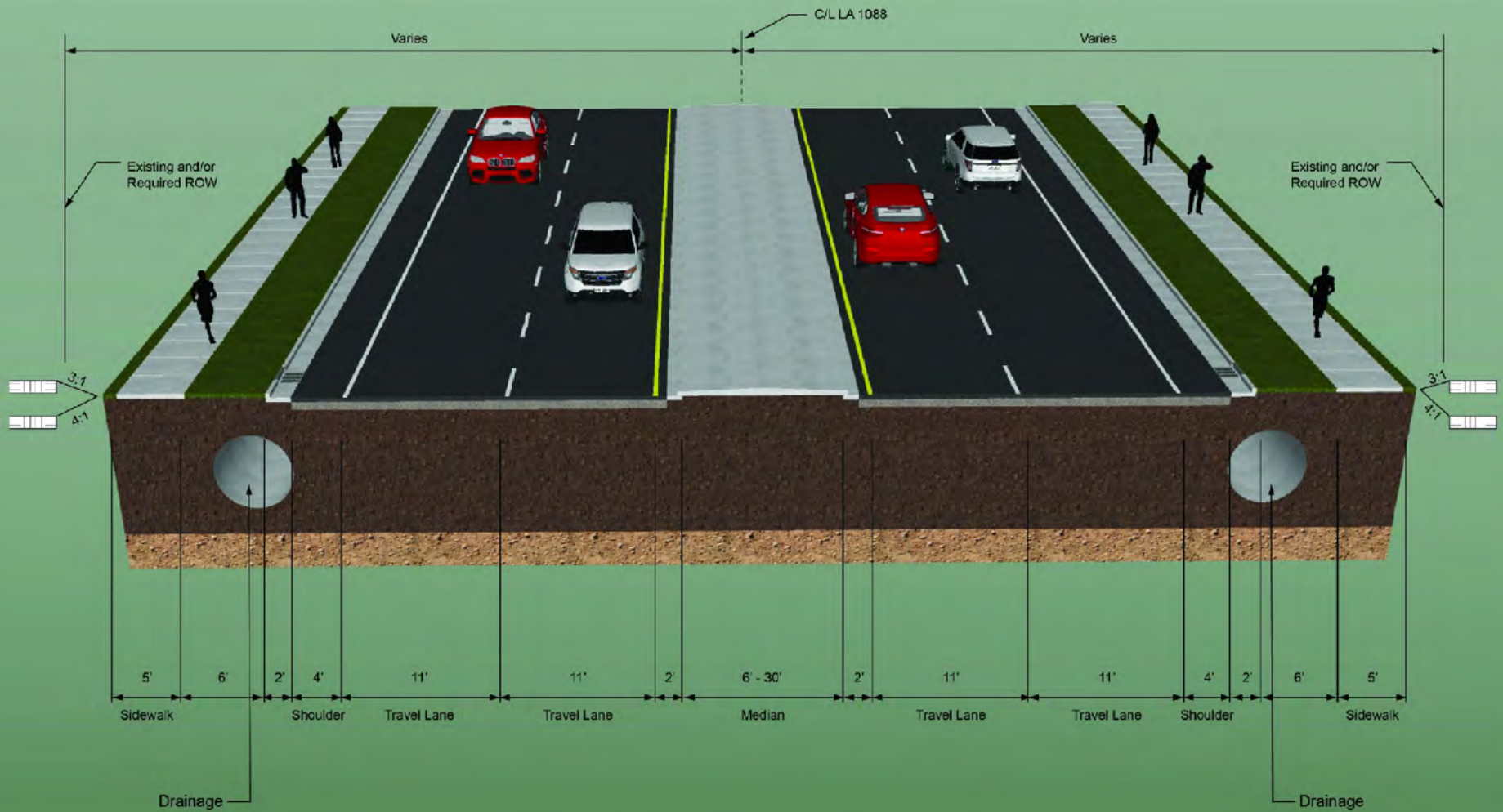
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Other Waters of the US (Ditches in right-of-way)	Yes (6.1 Acres)
Endangered/Threatened Species/Habitat	No
Within 100- Year Floodplain ²	Yes (11.8Acres)
Within Coastal Zone ³	Yes
Coastal Barrier Island	No
Farmland	No
Sole Source Aquifer (Southern Hills Aquifer)	No
Natural or Scenic Stream	No
Navigable Waterway	No
Physical Impacts	
Noise ⁴	Yes
Air Quality ⁵	No Long-term
Water Quality ⁵	No Long-term
Hazardous sites	No
Water/oil/gas Well	No
Social Impacts	
Land Use Change	No
Title VI Environmental Justice	No
Hospitals, Medical Facilities, Fire, Police	No
Transportation Pattern Changes	No
Community Cohesion ⁶	No
Community Impact during Construction ⁷	Yes

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2. 100-year floodplain within the existing and required right-of-way as obtained from Flood Insurance Rate Maps (FIRMS) published by the Federal Emergency Management Agency (FEMA).
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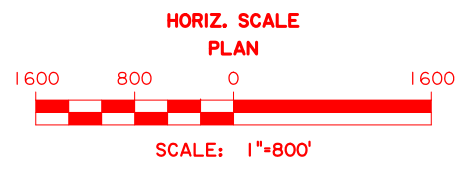
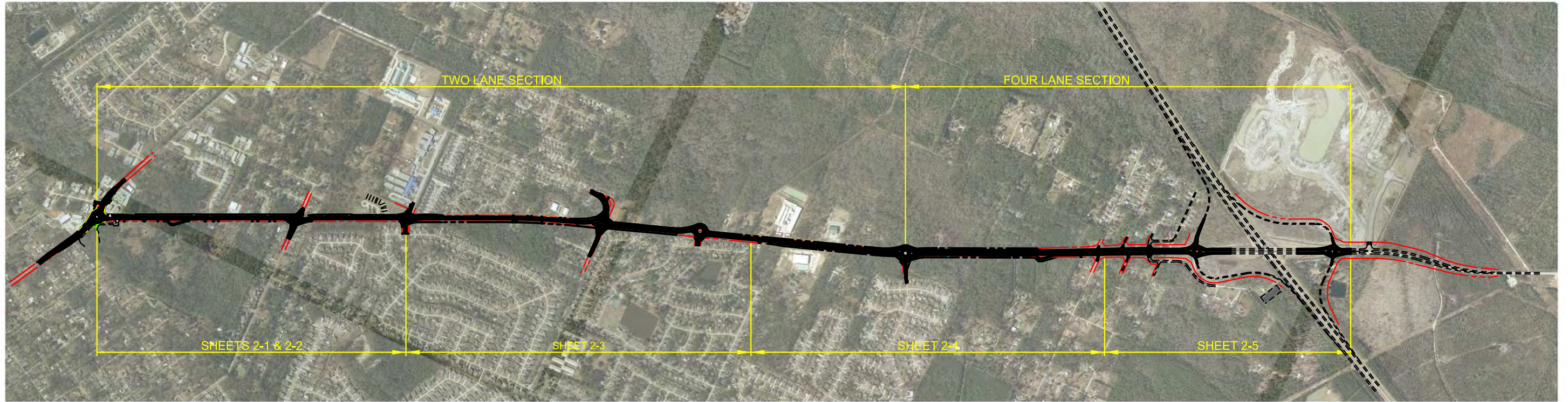
ALTERNATIVE 2A
 U A
 2 - LANE BLVD. TYPICAL SECTION
 LA 1088 CORRIDOR STUDY



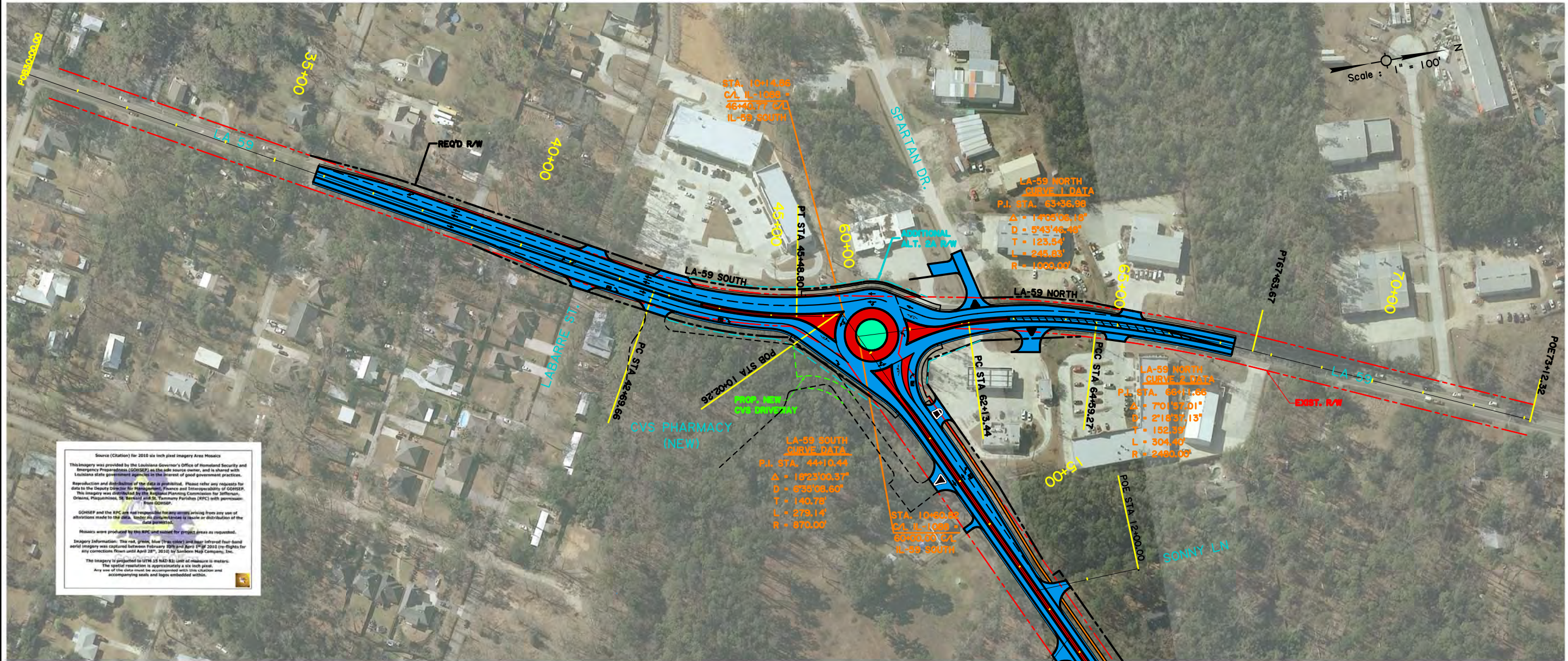
4 - LANE BLVD. TYPICAL SECTION
 ALTERNATIVE 2A
 U A
 LA 1088 CORRIDOR STUDY

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 The imagery is projected in UTM 15 NAD 83; Unit of Measure is meters. The spatial resolution is approximately 4 to 6m pixel.
 Any use of the data must be accompanied with this citation and accompanying scale and logos embedded within.

Scale: 1" = 800' N

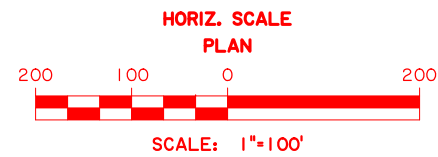


SHEET NUMBER		2	
DESIGNED	A. EVETT	PARISH	ST. TAMMANY
CHECKED	K. ROTHERMEL	CONTROL SECTION	852-11
DETAILED	J. DAVIS	STATE	H.010116
CHECKED	A. EVETT	PROJECT	
REVIEWED			
SERIES #			
NO.	DATE	REVISION DESCRIPTION	BY
BUILD ALTERNATIVE 2A CONCEPT PLAN			
L.A. 1088 CORRIDOR STUDY			

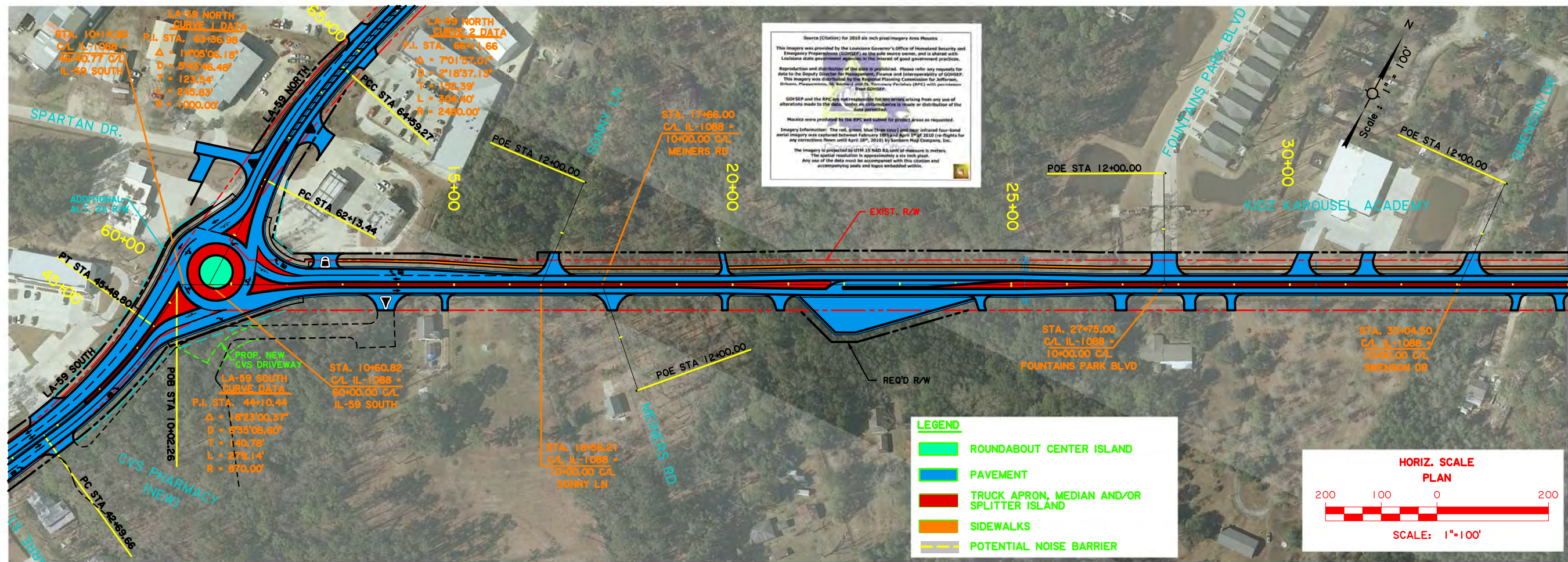


Source (Citation) for 2016 six inch plan Imagery Area Mexico
 This imagery was provided by the Louisiana Governor's Office of Homeland Security and Emergency Preparedness (GOHSEP) as the sole source owner, and is shared with Louisiana state government agencies in the interest of good government practice. Reproduction and distribution of the data is prohibited. Please refer any requests for data to the Deputy Director for Management, Finance and Interoperability of GOHSEP. This imagery was distributed by the Regional Planning Commission for Jefferson, Orleans, Plaquemine, St. Bernard and St. Tammany Parishes (RPC) with permission from GOHSEP.
 GOHSEP and the RPC are not responsible for any errors arising from any use of alterations made to the data. Under no circumstances is resale or distribution of the data permitted.
 Imagery was produced by the RPC and sourced for project areas as requested.
 Imagery Information: This red, green, blue (true color) and near infrared four-band aerial imagery was captured between February 2015 and June 17th 2016 (the rights for any corrections from until April 28th, 2016) by Sanborn Map Company, Inc.
 The imagery is projected to UTM 18 NAD 83. Unit of measure is meters.
 The spatial resolution is approximately a six foot pixel.
 Any use of the data must be accompanied with this citation and accompanying scale and logo embedded within.

- LEGEND**
- ROUNDABOUT CENTER ISLAND
 - PAVEMENT
 - TRUCK APRON, MEDIAN AND/OR SPLITTER ISLAND
 - SIDEWALKS

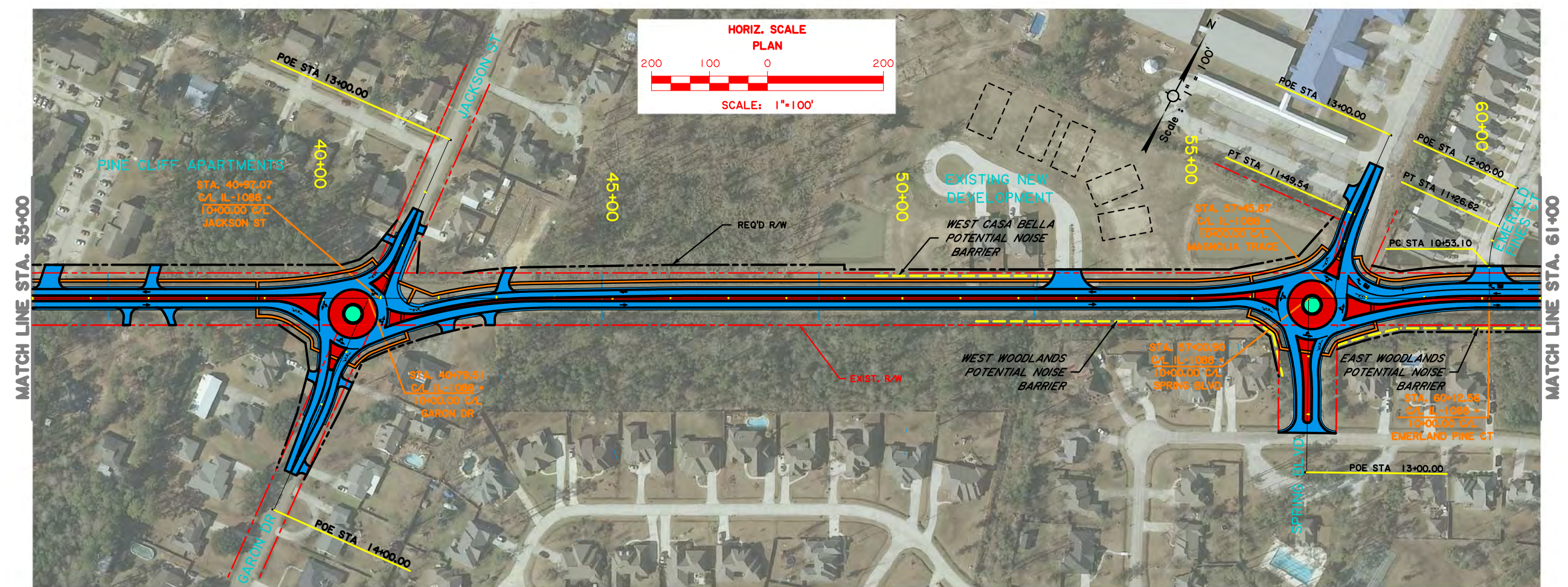


SHEET NUMBER	2-1	DESIGNED	A. EVETT	PARISH	ST. TAMMANY
CHECKED	K. ROTHERMEL	CONTROL SECTION	852-11	STATE PROJECT	H.010116
REVIEWED	J. DAVIS	CHECKED	A. EVETT	REVISION DESCRIPTION	BY
NO.	DATE				
BUILD ALTERNATIVE 2A CONCEPT PLAN					
LA 1088 CORRIDOR STUDY					
VOLKERT					



Source (Citation) for 2010 six inch pixel imagery Area Photos
 This imagery was provided by the Louisiana Governor's Office of Homeland Security and Emergency Preparations (GOHSEP) as the sole source owner, and is shared with Louisiana state government agencies in the interest of good government practices. Reproduction and distribution of the data is prohibited. Please refer any requests for data to the Deputy Director for Management, Finance and Interoperability of GOHSEP. This imagery was distributed by the Regional Planning Commission for Jefferson, Orleans, Plaquemine, St. Bernard and St. Tammany Parishes (RPMC) with permission from GOHSEP.
 GOHSEP and the RPMC are not responsible for any errors arising from any use of alterations made to the data, logos, or other markings in the interest of good government practices.
 Notices were produced by the RPMC and not for public use as requested.
 Imagery Information: The red, green, blue (true color) and near infrared four-band aerial imagery was captured between February 10th and April 1st of 2010 (re-flights for any corrections from until April 28, 2010) by Sanborn Map Company, Inc. The spatial resolution is approximately a six inch pixel.
 Any use of the data must be accompanied with this citation and accompanying notes and logos embedded within.

MATCH LINE STA. 35+00

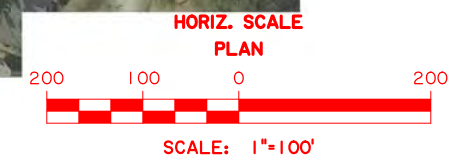
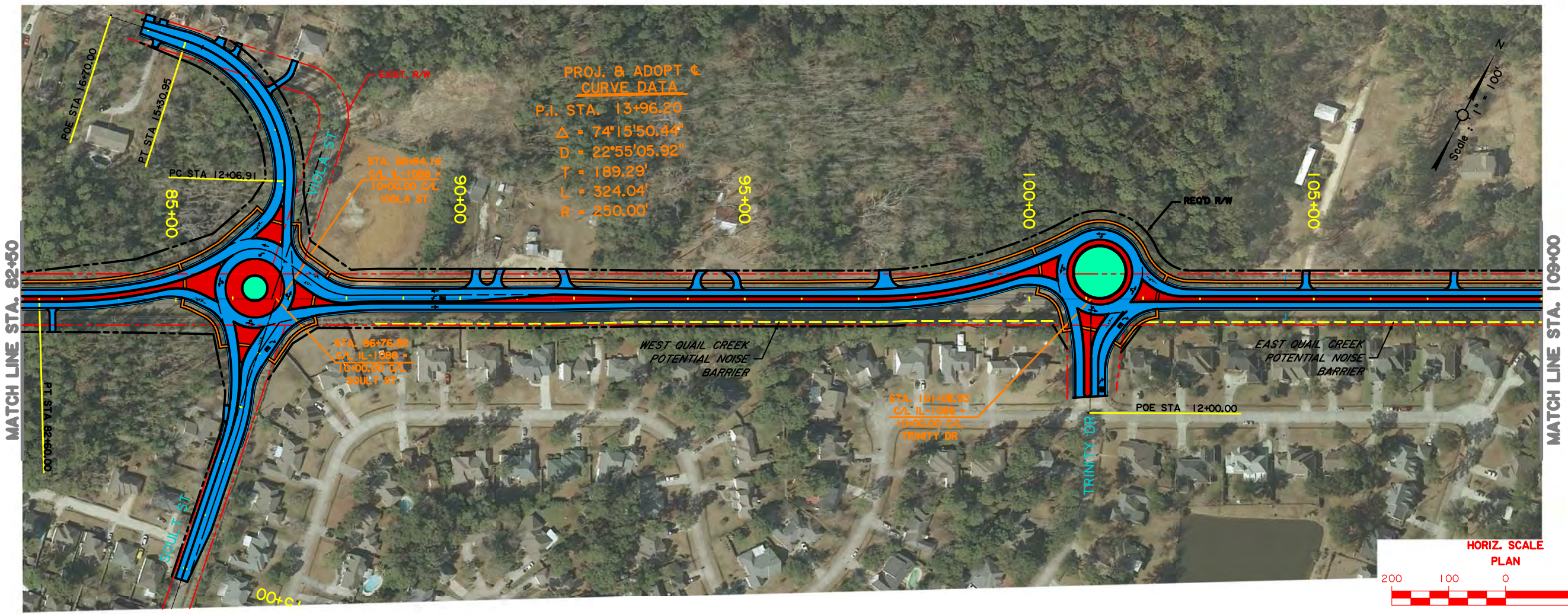
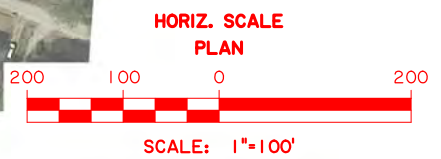
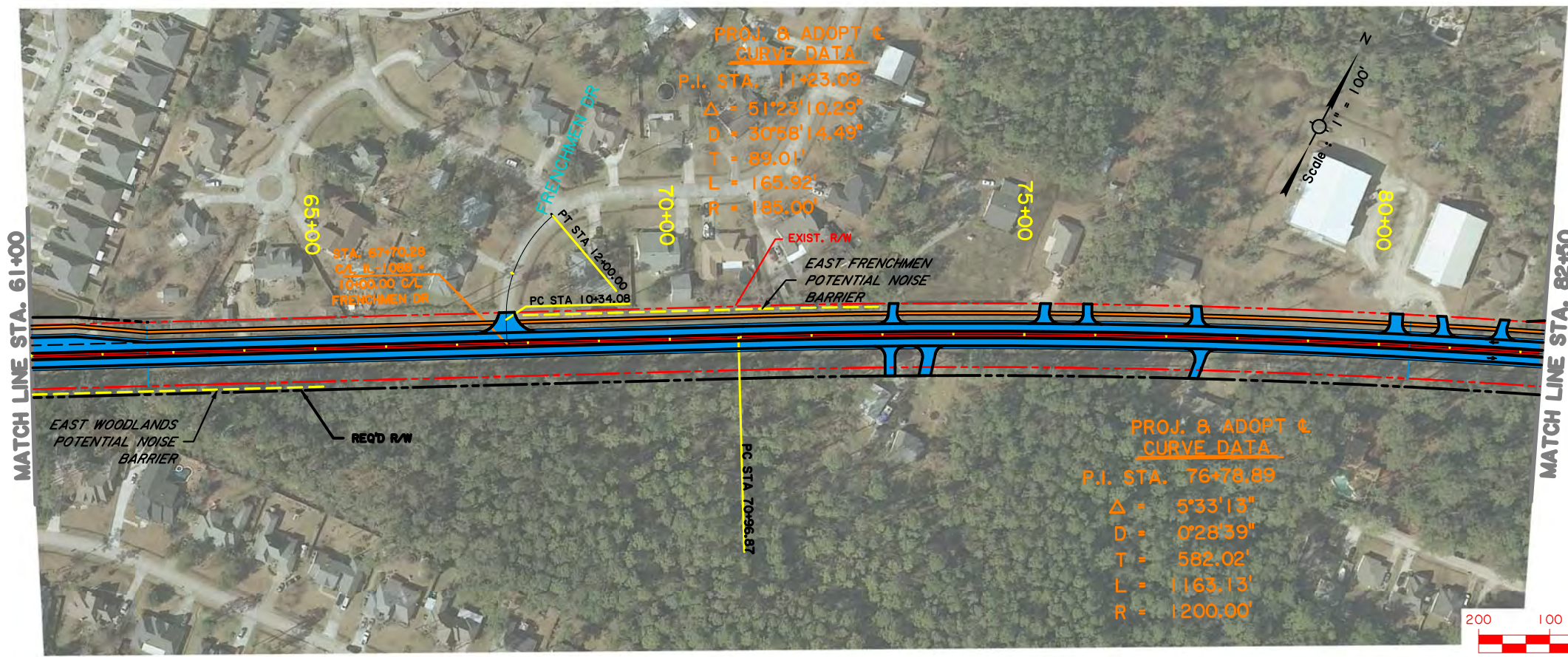


MATCH LINE STA. 35+00

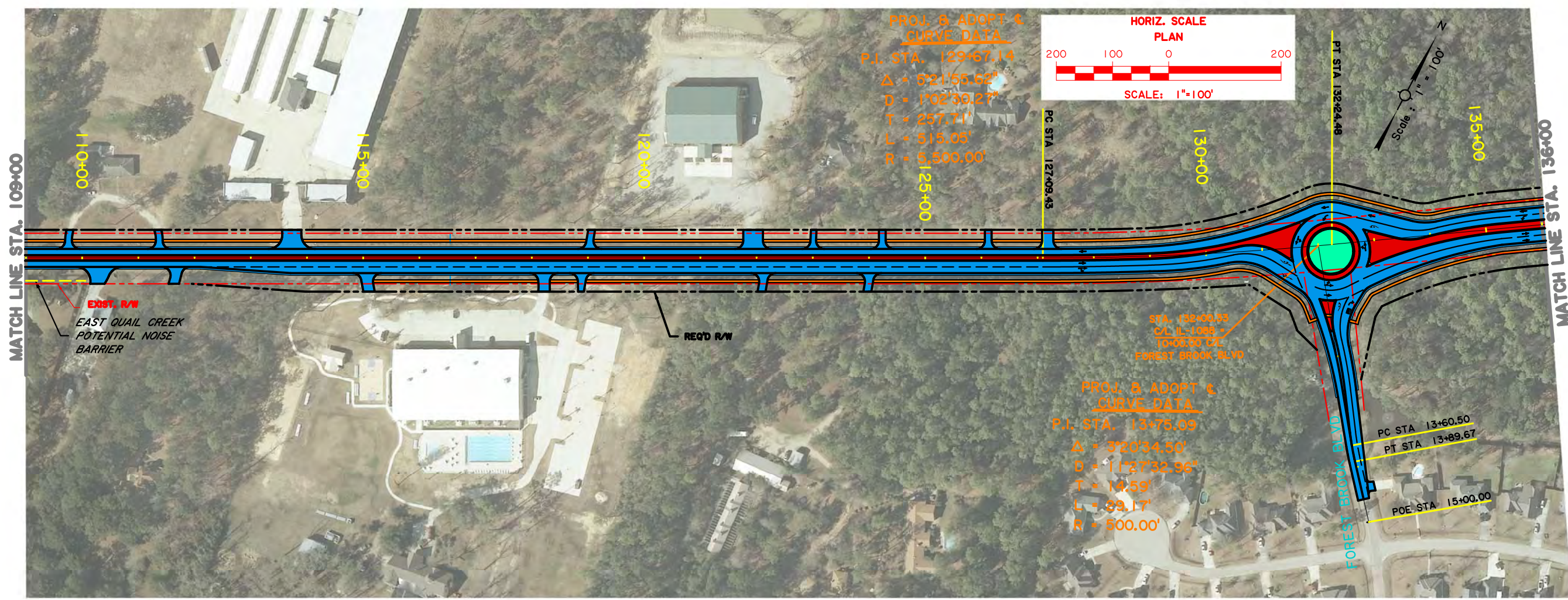
MATCH LINE STA. 61+00

SHEET NUMBER	2-2
DESIGNED	A. EVETT
CHECKED	K. ROTHERMEL
PARISH	ST. TAMMANY
REVIEWED	J. DAVIS
CONTROL SECTION	852-11
CHECKED	A. EVETT
STATE PROJECT	H.010116
REVISION DESCRIPTION	
NO.	DATE
BUILD ALTERNATIVE 2A CONCEPT PLAN	
LA 1088 CORRIDOR STUDY	

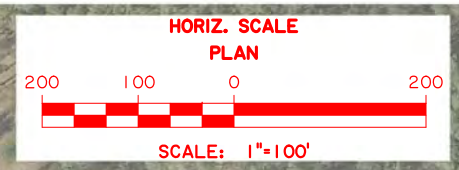
- LEGEND**
- ROUNDABOUT CENTER ISLAND
 - PAVEMENT
 - TRUCK APRON, MEDIAN AND/OR SPLITTER ISLAND
 - SIDEWALKS
 - POTENTIAL NOISE BARRIER



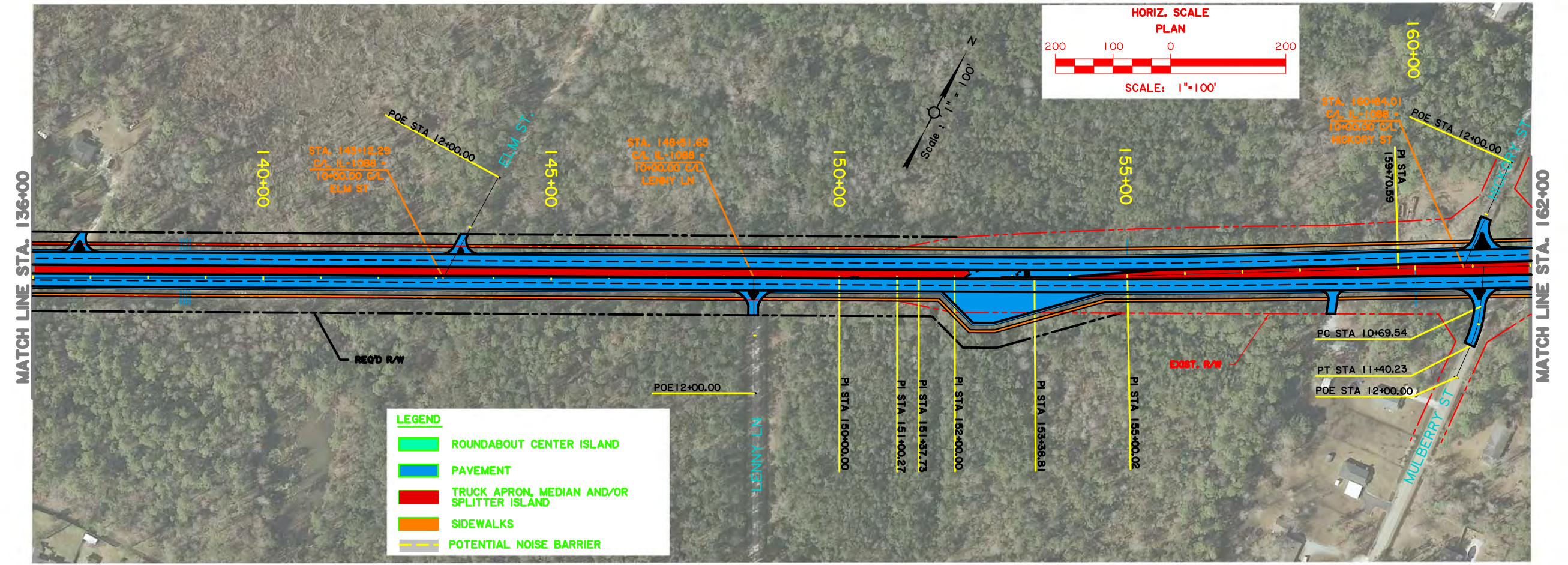
SHEET NUMBER	2-3	DESIGNED	A. EVETT	PARISH	ST. TAMMANY
CHECKED	K. ROTHERMEL	CONTROL SECTION	852-11	STATE PROJECT	H.010116
REVIEWED	J. DAVIS	CHECKED	A. EVETT	REVIEWED	
BY		REVISION DESCRIPTION		NO.	DATE
BUILD ALTERNATIVE 2A CONCEPT PLAN					
LA 1088 CORRIDOR STUDY					
VOLKERT					



PROJ. & ADOPT &
 CURVE DATA
 P.I. STA. 129+67.14
 $\Delta = 52^\circ 1' 55.62''$
 $D = 1' 02' 39.27''$
 $T = 257.71'$
 $L = 515.05'$
 $R = 5,500.00'$



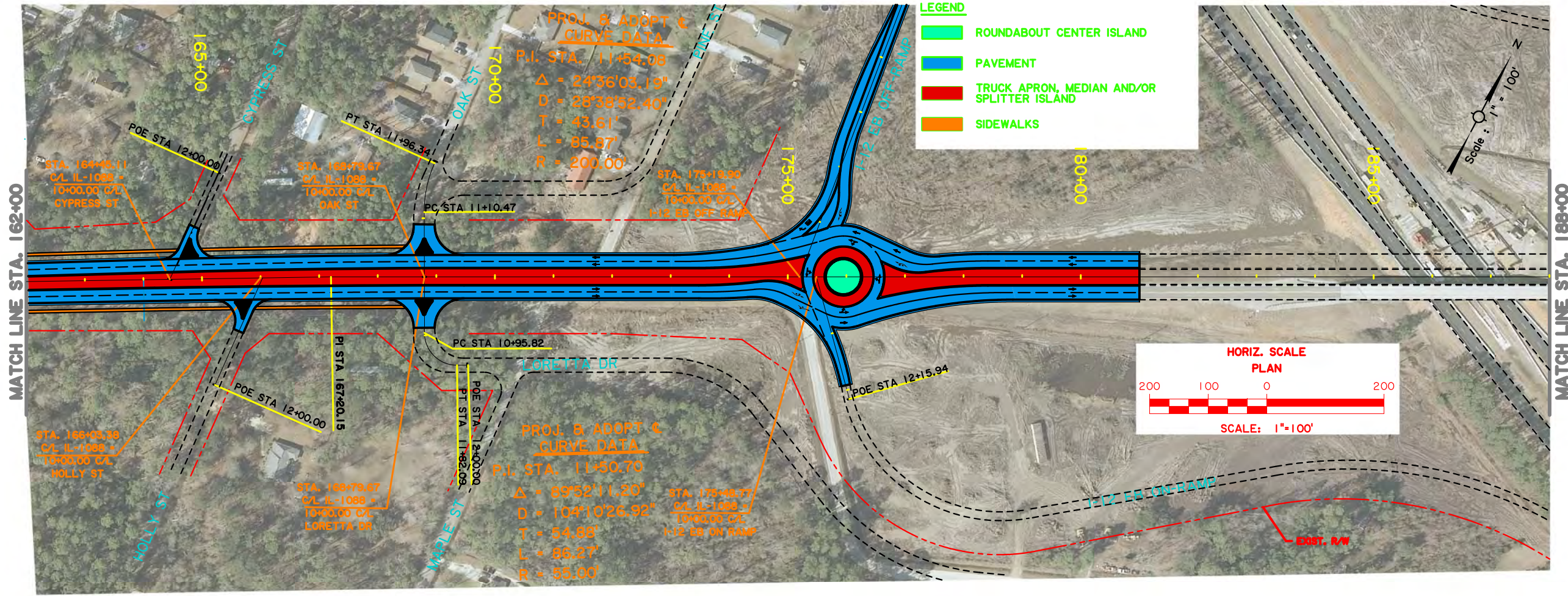
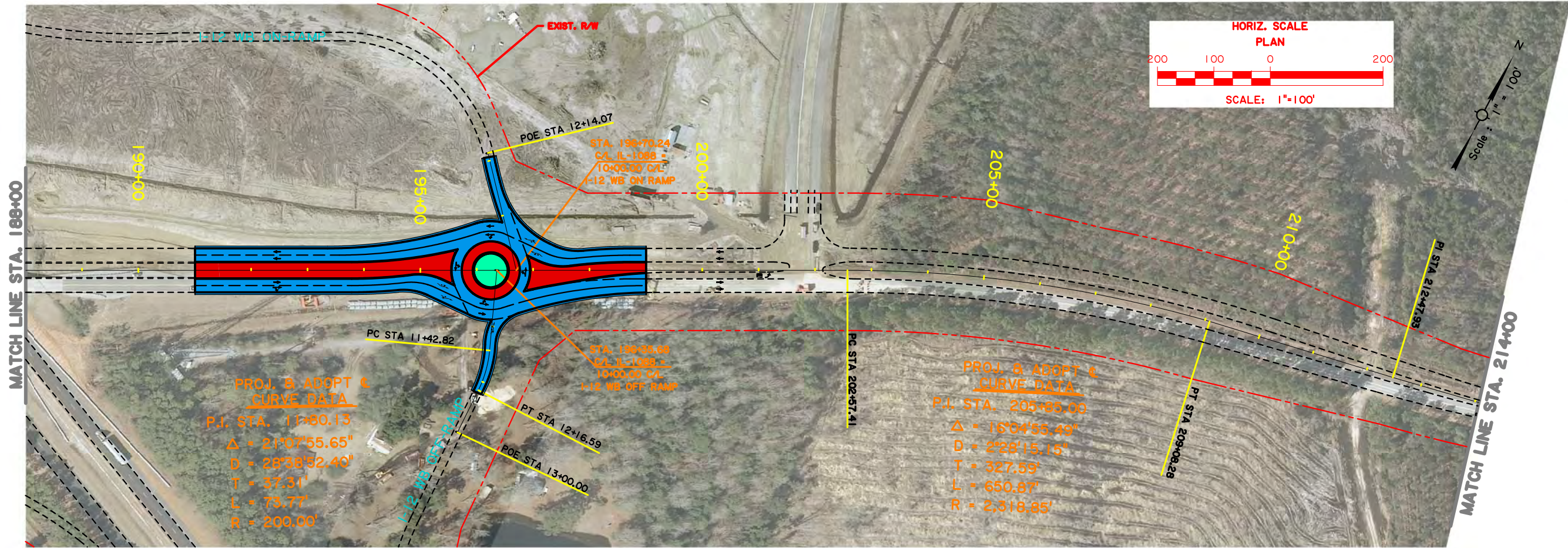
PROJ. & ADOPT &
 CURVE DATA
 P.I. STA. 13+75.09
 $\Delta = 3^\circ 20' 34.50''$
 $D = 11' 27' 32.96''$
 $T = 14.59'$
 $L = 29.17'$
 $R = 500.00'$


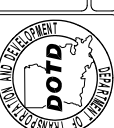



LEGEND

■	ROUNDABOUT CENTER ISLAND
■	PAVEMENT
■	TRUCK APRON, MEDIAN AND/OR SPLITTER ISLAND
■	SIDEWALKS
■	POTENTIAL NOISE BARRIER

SHEET NUMBER	2-4	DESIGNED	A. EVETT	PARISH	ST. TAMMANY
CHECKED	K. ROTHERMEL	CHECKED	J. DAVIS	CONTROL SECTION	852-11
CHECKED	A. EVETT	REVIEWED		STATE PROJECT	H.010116
REVISION DESCRIPTION	NO.	DATE	BY		
BUILD ALTERNATIVE 2A CONCEPT PLAN					
LA 1088 CORRIDOR STUDY					
VOLKERT					



SHEET NUMBER	2-5
DESIGNED	A. EVETT
CHECKED	K. ROTHERMEL
DATE	
REVISION DESCRIPTION	
BY	
NO.	
DATE	
PARISH	ST. TAMMANY
CONTROL SECTION	852-11
STATE PROJECT	H.010116
REVIEWED	J. DAVIS
CHECKED	A. EVETT
SERIES #	
 BUILD ALTERNATIVE 2A CONCEPT PLAN  LA 1088 CORRIDOR STUDY 	

APPENDIX C

**(Public Notices/Affidavits/Newspaper
Clippings/Announcements)**

ST. TAMMANY FARMER

STATE OF LOUISIANA PARISH OF ST. TAMMANY PROOF OF PUBLICATION

The hereto attached notice
was published in
THE ST. TAMMANY FARMER,
a weekly newspaper of general
circulation within the Parish of
St. Tammany, in the
following issues:

09/05/2018, 10/03/2018



Shelley Calloni, Public Notices Representative

Sworn and subscribed before me by the person
whose signature appears above

10/3/2018



M. Monic McChristian,
Notary Public ID# 88293
State of Louisiana
My Commission Expires: Indefinite



Open House Public Hearing Notice LA 1088 Corridor Study State Project No. H.010116 Federal Aid Project No. H010116 St. Tammany Parish, Louisiana

The Louisiana Department of Transportation and Development (LADOTD) and the Federal Highway Administration (FHWA) are conducting an Environmental analysis for proposed improvements to LA 1088 between LA 59 and the I-12 interchange west bound ramps. The total length of the proposed project is approximately 3.5 miles. The Preferred Alternative includes constructing roundabouts, highway widening, sidewalks, and medians. The LADOTD encourages the public to attend a Public Hearing at the following time and Place:

October 11, 2018
5:30 – 7:30
St. Tammany Parish Council Chambers
21490 Koop Drive
Mandeville, LA 70471



Informational handouts, maps and graphic displays will be available at the hearing. A looping presentation will be shown describing the project impacts, and acquisition of right-of-way. This meeting also serves as an additional opportunity for coordinating with Section 106 Consulting Parties. Representatives from LADOTD, FHWA, and the consultant team will be present to receive comments and discuss issues. Verbal comments will be recorded. Written statements will be received at the hearing and can also be mailed to the address shown below. Written statements received at the hearing or mailed to the address below, if post-marked by October 21, 2018 will become part of the record of hearing.

Detailed information about the project is available in the Environmental Assessment (EA). Copies are available for review at the following St. Tammany Parish Libraries: Covington, 310 W. 21st AVE.; Mandeville, 844 Girod Lacombe, 28027 US-190; Causeway, 3457 US-190; Abita Springs, 71683 Leveson St. The EA can be reviewed, or purchased at the LADOTD District 62 Office, 685 N. Morrison Blvd. Hammond, LA. The EA is also available for review on the LADOTD website at http://www.sp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Environmental/Pages/default.aspx

Should you require special assistance due to a disability to participate in this public hearing, please contact Volkert Inc. at the address below, or by telephone at (225) 218-9440 at least five working days before the hearing.

Volkert Inc., Attn: Ms. Jan Evans
7967 Office Park Blvd.
Baton Rouge, LA 70809

290674-sep 5-oct 3-2t

VOLKERT INC STP	290674-01
CHRISTY OVERSTREET 1110 MONTLIMAR DRIVE STE 1050 MOBILE, AL 36609	

CAPITAL CITY PRESS

Publisher of
THE ADVOCATE

PROOF OF PUBLICATION

The hereto attached notice was published in THE ADVOCATE, a daily newspaper of general circulation published in Baton Rouge, Louisiana, and the Official Journal of the State of Louisiana, City of Baton Rouge, and Parish of East Baton Rouge or published daily in THE NEW ORLEANS ADVOCATE, in New Orleans Louisiana, or published daily in THE ACADIANA ADVOCATE in Lafayette, Louisiana, in the following issues:

09/05/2018, 10/03/2018



Kristi Bunch, Public Notices Representative

Sworn and subscribed before me by the person whose signature appears above

10/3/2018



M. Monic McChristian,
Notary Public ID# 88293
State of Louisiana
My Commission Expires: Indefinite



VOLKERT INC 290886-01
1110 MONTLIMAR DR STE 1050
MOBILE, AL 36609

PUBLIC NOTICE

OPEN HOUSE
PUBLIC HEARING NOTICE
LA 1088
CORRIDOR STUDY
STATE PROJECT
NO. H.010116
FEDERAL AID PROJECT
NO. H010116
ST. TAMMANY PARISH,
LOUISIANA

The Louisiana Department of Transportation and Development (LADOTD) and the Federal Highway Administration (FHWA) are conducting an Environmental analysis for proposed improvements to LA 1088 between LA 59 and the I-12 interchange west bound ramps. The total length of the proposed project is approximately 3.5 miles. The Preferred Alternative includes constructing roundabouts, highway widening, sidewalks, and medians. The LADOTD encourages the public to attend a Public Hearing at the following time and Place:

October 11, 2018
5:30 pm- 7:30 pm
St. Tammany Parish
Council Chambers
21490 Koop Drive
Mandeville,
Louisiana 70471

Informational handouts, maps and graphic displays will be available at the hearing. A looping presentation will be shown describing the project, impacts, and acquisition of right-of-way. This meeting also serves as an additional opportunity for coordination with Section 106 Consulting Parties. Representatives from LADOTD, FHWA, and the consultant team will be present to receive comments and discuss issues. Verbal comments will be recorded. Written statements will be received at the hearing and can also be mailed to the address shown below. Written statements received at the hearing or mailed to the address below, if post-marked by October 21, 2018 will become part of the record of this hearing.

Detailed information about the project is available in the Environmental Assessment (EA). Copies are available for review at the following St. Tammany Parish Libraries: Covington, 310 W. 21st AVE.; Mandeville, 844 Girod St.; Lacombe, 28027 US-190; Causeway, 3457 US-190; Abita Springs, 71683 Leveson St. The EA can be reviewed and/or purchased at the LADOTD District 62 Office, 685 N. Morrison Blvd. Hammond, LA. The EA is also available for review on the LADOTD website at

http://www.sp.dotd.la.gov/Inside_LADOTD/Divisions/Engineering/Environmental/Pages/default.aspx

Should you require special assistance due to a disability to participate in this public hearing, please contact Volkert at the address below, or by telephone at (225) 218-9440 at least five working days before the hearing.

Volkert Inc.,
Attn: Ms. Jan Evans
7967 Office Park Blvd.
Baton Rouge, LA 70809

Public Service Announcement

LA 1088 Corridor Study
Stage 1 – Environmental Assessment
State Project No. H.010116
St. Tammany Parish, Louisiana

Public Hearing Notice

The Louisiana Department of Transportation and Development in cooperation with the Federal Highway Administration will conduct a Public Hearing to discuss proposed corridor improvements to LA 1088 from the intersection of LA 59 to the I-12 westbound ramps in St. Tammany Parish. The Preferred Alternative includes constructing roundabouts, highway widening, sidewalks, and medians.

The public hearing will be Thursday, October 11, 2018 from 5:30 to 7:30 p.m. at the St. Tammany Parish Council Chambers and Office, 21490 Koop Drive, Mandeville, Louisiana 70471.

This will be an “open house” style meeting with no formal presentations. The public is invited to visit anytime during the scheduled hours to view exhibits, ask questions, and offer comments.

This has been a message from the Louisiana Department of Transportation and Development and “Station Name”.

Public Service Announcement

LA 1088 Corridor Study
Stage 1 – Environmental Assessment
State Project No. H.010116
St. Tammany Parish, Louisiana

Public Hearing Notice

(30 seconds)

The Louisiana Department of Transportation and Development in cooperation with the Federal Highway Administration will conduct a Public Hearing to discuss proposed corridor improvements to LA 1088 from the intersection of LA 59 to the I-12 westbound ramps in St. Tammany Parish. The Preferred Alternative includes constructing roundabouts, highway widening, sidewalks, and medians.

The public hearing will be Thursday, October 11, 2018 from 5:30 to 7:30 p.m. at the St. Tammany Parish Council Chambers and Office, 21490 Koop Drive, Mandeville, Louisiana 70471.

This will be an “open house” style meeting with no formal presentations. The public is invited to visit anytime during the scheduled hours to view exhibits, ask questions, and offer comments.

This has been a message from the Louisiana Department of Transportation and Development and “Radio Station Name”.

APPENDIX D

(Mailing Lists)

8th Coast Guard District (NO)
District Commander
Hale Boggs Federal Building
500 Poydras St
New Orleans, Louisiana 70130

Bogue Chitto Pearl River Soil
Soil & Water
Conservation District off Louisiana
1111 Washington Street
Franklinton, Louisiana 70438
Chamber of Commerce
Slidell
1808 Front Street
Slidell, Louisiana 70458

Dept Of Public Works
Attn: Mr. Shannon Davis, Director
620 N. Tyler St.
Covington, Louisiana 70434

Honorable Beth Mizell
Louisiana State Senate - District 12
1051 Main Street
Franklinton, Louisiana 70438

Honorable Gregory Cromer
La House of Representatives - District 90
Post Office Box 2088
Slidell, Louisiana 70459

Honorable J. Kevin Pearson
La House of Representatives - District 76
1349 Corporate Square, Suite 6
Slidell, Louisiana 70458

Honorable Jack Donahue
Louisiana State Senate - District 11
Post Office Box 896
Mandeville, Louisiana 70470

Honorable John M. Schroder, Sr.
La House of Representatives - District 77
522 N. New Hampshire St.
Covington, Louisiana 70433

Honorable Malinda B. White
La House of Representatives - District 75
116 Georgia Avenue, Ste. 40
Bogalusa, Louisiana 70427

Honorable Paul Hollis
Louisiana House of Representatives - District 104
600 N Highway 190
Suite 202A
Covington, Louisiana 70433

Honorable Reid Falconer
Louisiana House of Representatives - District 89
4990 Highway 22
Suite E
Mandeville, Louisiana 70471

Honorable Scott M. Simon
La House of Representatives - District 74
Post Office Box 1297
Abita Springs, Louisiana 70420

Honorable Sharon Hewitt
Louisiana State Senate - District 1
Post Office Box 94183
Baton Rouge, Louisiana 70804

Louisiana State Police
Troop L
2600 North Causeway
Mandeville, Louisiana 70471

New Orleans Bicycle Club
18405 Reeves Drive
Covington, Louisiana 70435

National Marine Fisheries Services
Habitat Conservation Division
LSU Ctr. For Wetland Restoration
LSU Military Science Building, Room 266
South Stadium Drive
Baton Rouge, Louisiana 70803-7535

Regional Planning Commission
Attn: Mr. Jeff Roesel
10 Veterans Memorial Blvd
New Orleans, Louisiana 70124-1162

Slidell City Council
Atten: Mr. Shawn McManus
Council Administrator
Post Office Box 828
Slidell, Louisiana 70459-0828

St. Tammany Parish Council
Post Office Box 628
Covington, Louisiana 70434

St. Tammany Parish
Floodplain Administrator
Post Office Box 628
Covington, Louisiana 70434

St. Tammany Parish
Police Jury
Post Office Box 628
Covington, Louisiana 70434

St. Tammany Parish School Board
Post Office Box 940
Covington, Louisiana 70434

Coalition to Restore Coastal Louisiana
Kimberly Reyher, Exec. Dir.
1110 River Road S.
Suite 222
Baton Rouge, Louisiana 70802

Department of Agriculture & Forestry
Office of Soil/Water Conservation
5825 Florida Blvd.
Suite 7000
Baton Rouge, Louisiana 70806

Department of Culture, Recreation & Tourism
Office of State Parks
Post Office Box 44426
Baton Rouge, Louisiana 70804

Federal Transit Administration, Region
819 Taylor Street
Room 14A02
Fort Worth, Texas 76102

Department of Economic Development
Office of Business Development
Post Office Box 94185
Baton Rouge, Louisiana 70804

Division of Administration
Facility Planning & Control
Post Office Box 94095
Baton Rouge, Louisiana 70804

Environmental Protection Agency
Source Water Protection (6WQ-S)
1445 Ross Ave
Dallas, Texas 75202-2733

St. Tammany Parish
Sheriff
Post Office Box 1120
Covington, Louisiana 70433

Tammany Trace
21490 Koop Drive
Mandeville, Louisiana 70471

Carolyn Michon
Louisiana Natural Heritage Program
Dept Of Wildlife & Fisheries
Post Office Box 98000
Baton Rouge, Louisiana 70898

Department of Agriculture & Forestry
Office of Forestry
5825 Florida Blvd.
Suite 6000
Baton Rouge, Louisiana 70806

Department of Culture, Recreation & Tourism
Division of Archaeology
Post Office Box 44247
Baton Rouge, Louisiana 70804

Department of Public Safety
Highway Safety Commission
Post Office Box 66336
Baton Rouge, Louisiana 70896

Department of Health and Hospitals
Attn: Chief Sanitarian Direct
Post Office Box 629
Baton Rouge, Louisiana 70821-0629

Dept. Of Health and Hospitals
OPH Engineering Services (Bin 10)
Attn: Yuanda Zhu
628 North 4th Street
Baton Rouge, Louisiana 70802

Division of Administration
State Land Office
Post Office Box 44124
Baton Rouge, Louisiana 70804

FEMA, Region Vi
FRC 800 North Loop 288
Denton, Texas 76209

US EPA - Region 6
1445 Ross Ave
Ste 1200
Dallas, Texas 75202-2733

Louisiana Department of Natural Resources
Office of Mineral Resources
Post Office Box 2827
Baton Rouge, Louisiana 70821

Louisiana Forestry Association
Attn: Executive Director
Post Office Box 5067
Alexandria, Louisiana 71307

National Park Service
Southeast Region
Attn: Environmental Compliance
100 Alabama St, SW, 1924 Bldg.
Atlanta, Georgia 30303

U.S. Geological Survey
3535 S Sherwood Forest Ste 120
Baton Rouge, Louisiana 70806

U.S. House Of Representatives – District 3
Honorable Clay Higgins
600 Jefferson Street
Suite 808
Lafayette, Louisiana 70501

U.S. House Of Representatives – District 4
Honorable Mike Johnson
Post Office Box 6075
Bossier City, Louisiana 71171

U.S. House Of Representatives – District 1
Hon. Steve J. Scalise
110 Veterans Blvd.
Suite. 500
Metairie, Louisiana 70005

United States Senate
Senator John Kennedy
Post Office Box 80418
Baton Rouge, Louisiana 70898

Louisiana Department of Natural Resources
Office of Conservation
Post Office Box 94275
Baton Rouge, Louisiana 70804-9275

Louisiana Good Roads Association
Post Office Box 3713
Baton Rouge, Louisiana 70821

Louisiana State University
Sea Grant Legal Advisory Svc.
Attn: Director Louisiana Sea
227B Sea Grant Building
Baton Rouge, Louisiana 70803

Natural Resources Conservation
Attn: State Conservationist
3737 Government St
Alexandria, Louisiana 71302

U.S. House Of Representatives – District 2
Honorable Cedric Richmond
2021 Lakeshore Dr.
Suite 309
New Orleans, Louisiana 70122

U.S. House Of Representatives – District 6
Honorable Garret Graves
2351 Energy Drive
Suite 1200
Baton Rouge La 70808

U.S. House Of Representatives – District 5
Honorable Ralph Abraham
426 Desiard Street
Monroe, Louisiana 71201

United States Senate
Senator Bill Cassidy M.D.
5555 Hilton Avenue
Suite 100
Baton Rouge, Louisiana 70808

OPEN HOUSE PUBLIC MEETING
LA 1088 CORRIDOR STUDY
State Project No. H.010116
ST. TAMMANY PARISH
JULY 23, 2015

GENERAL PUBLIC

(Including business, industry, civic and non-profit organizations)

Name (Please Print):

Jacki Schneider
20545 Mildred Drive
Lacombe, La. 70445

Mailing Address:

Name (Please Print):

Brian Schneider
same as above

Mailing Address:

Name (Please Print):

Linda + Norman Meniers
1700 Hwy 1088
Mandeville, La. 70448

Mailing Address:

Name (Please Print):

Eric Dietrich
1016 Trail Court
Mandeville, La 70448

Mailing Address:

Name (Please Print):

David Franks
3501 Stream Ct
Mandeville, LA 70448

Mailing Address:

Name (Please Print): Scott + Judy BAlius
Mailing Address: 23298 Ocean St
Mandeville LA 70448

Name (Please Print): William B. Matthews
Mailing Address: 386 Red Maple Dr
Mandeville, LA 70448

Name (Please Print): Ron Linsten
Mailing Address: 3136 Grove Court
MANDEVILLE LA 70448

Name (Please Print): Charles Jefferson, Jr
Mailing Address: 780 Sweet Bay Dr
Mandeville LA 70448.

Name (Please Print): Linda Lewis
Mailing Address: 66096 Cypress St.
Mandeville LA 70448

Name (Please Print): CARLO HERNANDEZ
Mailing Address: 2818 MESA COURT
MANDÉVILLE, LA 70448

Name (Please Print): Lori Chapin
Mailing Address: 242 DeVal Dr
Mandeville, LA 70448

Name (Please Print): Scott Gerace
Mailing Address: 3043 Hill Ct
Mandeville, LA 70448

Name (Please Print): Bruce Bybee
Mailing Address: _____

Name (Please Print): Bruce D. Cox
Mailing Address: 143 Remington Dr
MANDEVILLE LA 70448

Name (Please Print): Claire R Pizzuto
Mailing Address: 4008 Ridgeway Dr
Met, LA 70002

Name (Please Print): Carol + David Rodriguez
Mailing Address: 1204 Sycamore Place
Mandeville, LA 70448

Name (Please Print): John Siner
Mailing Address: jsiner@bullseye.net

Name (Please Print): Stephen LaLonde
Mailing Address: 65555 Corolla Dr. Mandeville,

Name (Please Print): Paul Boatright
Mailing Address: 206. w Ridge Dr
Mandeville 70448

Name (Please Print): Colleen & WAYNE Toye
Mailing Address: 1105 Torrence Dr.
Mandeville, LA 70448

Name (Please Print): Albert J. Derbes IV
Mailing Address: 140 Chestnut Oak Drive
Mandeville LA 70448

Name (Please Print): KENNETH L. BLACK
Mailing Address: 247 CHESTNUT OAK DR.
MANDEVILLE, LA 70448

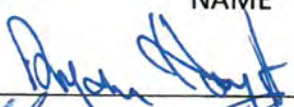
Name (Please Print): David Butler
Mailing Address: 2033 W. Ridge Dr
Mandeville, LA. 70448

Name (Please Print): Richie Zitzmann
Mailing Address: 2110 Ridge Ct
Mandeville LA 70448

Name (Please Print): Christine Temples
Mailing Address: 144 Frenchmen Dr
Mandeville LA 70448

**OPEN HOUSE PUBLIC MEETING
 LA 1088 CORRIDOR STUDY
 State Project No. H.010116
 ST. TAMMANY PARISH
 JULY 23, 2015**

DOTD, FHWA, AND OTHER AGENCY PERSONNEL
 (Federal, State, Parish, and Local)

NAME	AGENCY
	LA DOTD
Christian East	LA DOTD
Johanna Perry	LA DOTD
Penny Lala	LA DOTD
Jennifer Brandon	LA DOTD
Erin Stair	STPG
Gina Campa	STPG
Beth Warren	STPG
Robert Lott	DOTD
Joseph Brown	DOTD
Paul Bradley	Volkert, Inc.
Hannah Leumas	Volkert
Jhamaal Davis	Volkert
Anthony Everett	Volkert
Dustin Richards	Volkert
Christy Quiststreet	Volkert

APPENDIX E

(Attendance Record)

OPEN HOUSE PUBLIC HEARING
LA 1088 CORRIDOR STUDY
State Project No. H.010116
St. Tammany Parish, Louisiana
October 11, 2018

GENERAL PUBLIC

(Including business, industry, civic and non-profit organizations)

Name (Please Print): KAREN HELMER

Mailing Address: 66068 OAK ST
MANDEVILLE, LA 70448

Name (Please Print): Vicki Kelly

Mailing Address: 23329 Oscar St.
Mandeville 70448

Name (Please Print): Linda Libert

Mailing Address: 2053 W. Ridge Dr
Mandeville LA 70448

Name (Please Print): MICHAEL PETERSEN & BETTY

Mailing Address: 2057 W. RIDGE DR
MANDEVILLE, LA 70448

Name (Please Print): Eric Louko

Mailing Address: 985 Bald Cypress Dr
Mandeville, LA 70448

Name (Please Print): William B. Matthews
Mailing Address: 386 Red Maple Dr
Mandeville, LA 70448

Name (Please Print): Denise Metiva Hernandez
Mailing Address: 2818 Mesa Court
Mandeville 70448 U

Name (Please Print): SCOTT D. OWENS, SR
Mailing Address: 1796 GAROD DR.
MANDÉVILLE, LA 70448

Name (Please Print): ALBERT BALIWI
Mailing Address: 23298 OSCAR ST.
MANDÉVILLE 70448

Name (Please Print): Adam B. Zuckerman
Mailing Address: 961 Bald Cypress Dr.
Mandeville, LA 70448

Name (Please Print): Virginia Williams
Mailing Address: 66019 OAK ST
Man La 70448

Name (Please Print): J C JONES
Mailing Address: 66085 CYPRESS
70448

Name (Please Print): Beth Berthon + Maury Berthon
Mailing Address: 845 University Court
Mandeville, LA 70448

Name (Please Print): Chuck Kirby
Mailing Address: 605 TANAGH Dr
Mandeville, LA 70448

Name (Please Print): Trey Lape
Mailing Address: 1966 N. Highway 190 Ste B
Covington, LA 70433

Name (Please Print): Barry Potter
Mailing Address: 2044 Trinity Drive
Mandeville 70448

Name (Please Print): CARLO HERNANDEZ
Mailing Address: 2818 MESA COURT
MANDEVILLE, LA 70448

Name (Please Print): Mike Frederick
Mailing Address: 1349 Fairfield Dr.
Mandeville, LA 70448

Name (Please Print): Rita T. Dowdy
Mailing Address: 23313 Oscar St.
Mandeville, LA 70448

Name (Please Print): Alexander Tepper
Mailing Address: 1408 Nelson Ct.

Name (Please Print): David D'Angelo
Mailing Address: 2542 Bluff Ct
Mandeville, LA 70448

Name (Please Print): Tiffany Hawkins
Mailing Address: 201 St. Charles
NOLA 70170

Name (Please Print): Joseph C. MEINERS
Mailing Address: 1850 Hwy 1088
MANDENVILLE, LA. 70448

Name (Please Print): Lori Chopin
Mailing Address: 242 DeVal Dr.
Mandeville 70471

Name (Please Print): Bruce D. Cox
Mailing Address: 143 Remington Dr
MANDENVILLE, LA 70448

Name (Please Print): Linda + Norman Meiners
Mailing Address: 1700 Hwy 1088
Mandeville, La 70448

Name (Please Print): Richard Longley

Mailing Address: 1580 Hwy 1088
Mandeville LA 70448

Name (Please Print): LYNN GURTNER

Mailing Address: 328 FOUNTAINS PARK Blvd
MANDEVILLE, LA 70448

Name (Please Print): Claire Pizzoto

Mailing Address: 4008 Ridgeway Dr
Metairie, LA 70002

Name (Please Print): Linda L. Lewis

Mailing Address: 66096 Cypress St.
Mandeville, LA 70448

Name (Please Print): Andy Dalton

Mailing Address: 315 Vireo Dr
Mandeville, LA 70448

Name (Please Print): _____

Mailing Address: _____

Name (Please Print): _____

Mailing Address: _____

**OPEN HOUSE PUBLIC HEARING
LA 1088 CORRIDOR STUDY
State Project No. H.010116
St. Tammany Parish, Louisiana
October 11, 2018**

DOTD, FHWA, AND OTHER AGENCY PERSONNEL

(Federal, State, Parish, and Local)

NAME	AGENCY
Jena Milliner	DOTD - Environmental
Jacob Fuslier	DOTD - Project Management
Elnur Musa	DOTD - Project Management
Robert Lott	DOTD - Environmental
Paul Bradley	Volkert, Inc.
Thomas Lee	Volkert, Inc.
Dani Courtney	Volkert, Inc.
Johnathan Perry	POTD - District 62
Melissa Stephens	DOTD - Sect. 23 - Real Estate
ADAM GULINO	Volkert, Inc.
Hannah Leumas	Volkert, Inc.
Penny Lala	DOTD - District 62
Vertie Gary	DOTD - Road Sect 24 - Road Design
Danielle Langford	DOTD - Sect 24 - Road Design
Brandie Richardson	POTD - Sect. 09 - Public Affairs
Cristine Gowland	DOTD. D62
Julia Kottro	Volkert

APPENDIX F

(Hearing Photos)



Photo 1: Public Hearing sign at intersection of Highway 59 and Koop Drive.



Photo 2: Public Hearing sign at entrance on Koop Drive to St. Tammany Parish Council Chambers.

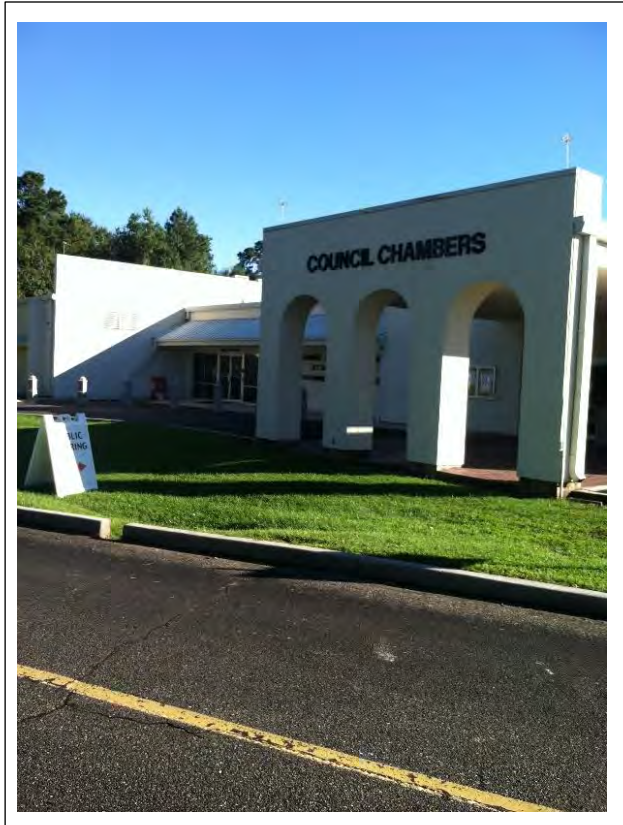


Photo 3: Public Hearing sign at front entrance to the St. Tammany Parish Council Chambers.



Photo 4: Public Hearing Station 3 - Exhibits.



Photo 5: Public Hearing Station 2 – Continuous PowerPoint Presentation.



Photo 6: Public Hearing Station 5 – Comment Table.

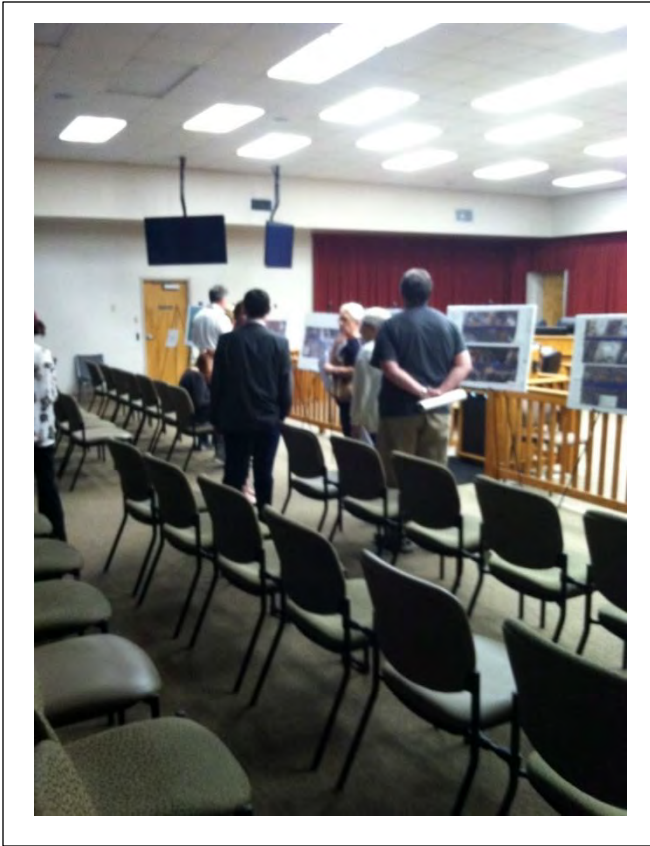


Photo 7: Public Hearing attendees at Station 3 – Exhibits.

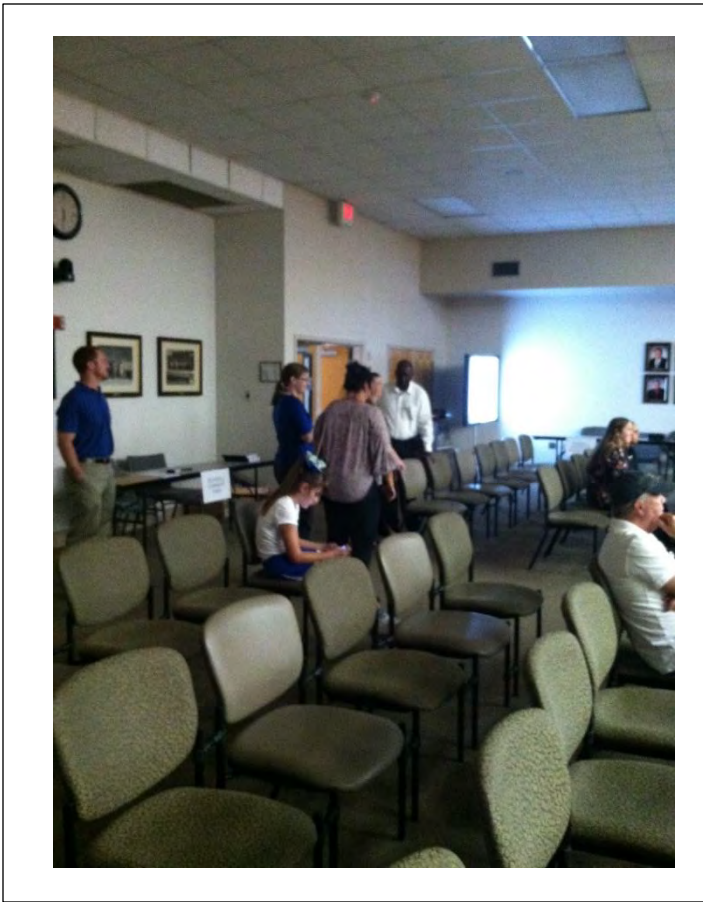


Photo 8: Public Hearing attendees in hearing room.

APPENDIX G

(Public Comments)

**PUBLIC HEARING
STATE PROJECT NO.: H.010116
LA 1088 CORRIDOR STUDY
ST. TAMMANY PARISH, LOUISIANA**

Name: Andrew Dalton
Address (Street, Apt. #, City, State, Zip): 315 Vireo Dr Mandeville 70448

Telephone Number: 985-373-8023 E-mail: asdaltan96
asdaltan96@gmail.com

Interest in Project:

- Property Owner/Tenant
- Local Business Owner
- Public Official
- Other

Are you in favor of the project?

Yes No

Please provide your comments/views on the proposed project/Environmental Assessment.

Extremely impressed with the effectiveness
of traffic circles at Hammond & I-12. I'm
convinced the proposed circles would benefit
1088 from a safety & traffic flow standpoint.
If you need an advocate - please let me know!
Andy Dalton

Please return this form to the registration desk or mail to the following address by October 21, 2018:

**Ms. Jan Evans
Volkert, Inc.
7967 Office Park Blvd.
Baton Rouge, LA 70809**

PUBLIC HEARING
STATE PROJECT NO.: H.010116
LA 1088 CORRIDOR STUDY
ST. TAMMANY PARISH, LOUISIANA

Name: Lori Chopin

Address (Street, Apt. #, City, State, Zip):

Mailing: 242 DeVal Dr. Landowner: 29475 Hwy 1088 Mand. LA

Telephone Number: 985-685-0196 E-mail: NOTARY LADY 2018@gmail.com 70471

Interest in Project:

- Property Owner/Tenant
- Local Business Owner
- Public Official
- Other

Are you in favor of the project?

Yes [w/ changes] No []

Please provide your comments/views on the proposed project/Environmental Assessment.

4 LANE from I-12 to Hwy 59
NO MEDIAN

Please return this form to the registration desk or mail to the following address by October 21, 2018:

Ms. Jan Evans
Volkert, Inc.
7967 Office Park Blvd.
Baton Rouge, LA 70809

**PUBLIC HEARING
STATE PROJECT NO.: H.010116
LA 1088 CORRIDOR STUDY
ST. TAMMANY PARISH, LOUISIANA**

Name: Linda Lewis

Address (Street, Apt. #, City, State, Zip):

66096 Cypress St Mandeville LA 70448

Telephone Number: 504-621-8304

E-mail: lindaevronlewis@gmail.com

Interest in Project:

- Property Owner/Tenant _____
- Local Business Owner _____
- Public Official _____
- Other _____

Are you in favor of the project?

Yes []

No []

Please provide your comments/views on the proposed project/Environmental Assessment.

The reason I'm not in favor is because I enjoy travelling 1088 right now much more than 59 or 190 both of which I travel. Both are so congested with constant accidents blocking travel. I cannot understand why 1088 instead of 59 or 190 or even I-12 would be considered. I believe it is targeted for some reason I am unfamiliar with and would welcome enlightenment on that.

Please leave what little peace is left undisturbed. Thank you. I am in favor of roundabout at 50vt.

Please return this form to the registration desk or mail to the following address by October 21, 2018:

**Ms. Jan Evans
Volkert, Inc.
7967 Office Park Blvd.
Baton Rouge, LA 70809**



The Woodlands

Property Owners Association

www.woodlandspoa.com

October 19, 2018

VIA CERTIFIED MAIL,
RETURN RECEIPT REQUESTED

Ms. Jan Evans
Volkert, Inc.
7967 Office Park Blvd.
Baton Rouge, LA 70809

VIA CERTIFIED MAIL,
RETURN RECEIPT REQUESTED

VIA E-MAIL
Mr. Robert L. Lott
Assistant Environmental Engineer
Louisiana Department of Transportation and
Development
P.O. Box 94245
Baton Rouge, LA 70804-9245
robert.lott@la.gov

VIA CERTIFIED MAIL,
RETURN RECEIPT REQUESTED

VIA E-MAIL
Ms. Jena N. Milliner
Noise/Air & Site Assessments
Louisiana Department of Transportation and
Development
P.O. Box 94245
Baton Rouge, LA 70804-9245
jena.milliner@la.gov

VIA CERTIFIED MAIL,
RETURN RECEIPT REQUESTED

VIA E-MAIL
Ms. Melissa W. Stephens
Right of Way Agent 4
Louisiana Department of Transportation and
Development
685 N. Morrison Blvd.
Hammond, LA 70401
melissa.stephens@la.gov

VIA CERTIFIED MAIL,
RETURN RECEIPT REQUESTED

VIA E-MAIL
Ms. Cristine G. Gowland, P.E.
District Traffic Operations Engineer
Louisiana Department of Transportation and
Development
685 N. Morrison Blvd.
Hammond, LA 70433
cristine.gowland@la.gov

Re: July 2018 Draft Environmental Assessment regarding the LA 1088 Corridor
Study, St. Tammany Parish, Louisiana
State Project No. H.010116
Federal Aid Project No. H010116

Dear Sir/Madam:

We are writing as officers and directors of, and on behalf of, The Woodlands Property Owners Association, Inc. ("WPOA") to follow up on our recent discussions advising of concerns about the July 2018 Draft Environmental Assessment for the LA 1088 Corridor Study (the "Draft Assessment") prepared by Volkert, Inc. ("Volkert") for the Louisiana Department of

Transportation and Development (“LADOT”) and the U.S. Department of Transportation Federal Highway Administration. By way of background, WPOA is the governing body for the Woodlands subdivision located along Highway 1088 in Mandeville, Louisiana. The Woodlands is a private, gated community. WPOA’s members include over 700 owners of 374 residences located within the subdivision. WPOA also owns the common property located within the Woodlands, including, among other things, the streets, green spaces, recreational areas and ditches within the subdivision. Assuming an average value of \$425,000 for each residence and further considering the value of WPOA’s property, the Woodlands subdivision has a collective value well in excess of \$160,000,000.

With the foregoing in mind, we ask that you consider the following comments regarding the Draft Assessment:

1. The Draft Assessment Does Not Consider the Fact that the Woodlands is a Private, Gated Subdivision.

It is critical to the members of WPOA that the subdivision remain a private, gated subdivision with an entrance that is aesthetically appropriate. However, the Draft Assessment, respectfully, does not appear to have accounted for this. In this regard, we note the following:

- a. The proposed roundabout at the intersection of Highway 1088 and Spring Boulevard (the “Spring Boulevard Roundabout”) does not take into account the need for gates, a u-turn, and traffic staging prior to the gates. Indeed, in the Draft Assessment’s conceptual proposals involving the Spring Boulevard Roundabout, these features of the Woodlands have been omitted entirely and without analysis or other discussion about the effect on our community. In that regard, Section 3.4.4.2 of the Draft Assessment incorrectly states that the “build alternatives will not require the relocation of any existing community facilities.”
- b. The Draft Assessment does not take into account the fact that the Spring Boulevard Roundabout would be located at the main entrance to the Woodlands. As the main entrance for members, invitees and prospective buyers, it is important that the entrance appear welcoming and be aesthetically appropriate to preserve the \$160,000,000-plus collective value of the subdivision. In this regard, significant landscape architecture fees as well as the cost of new signage, gates, landscaping and potentially street and other modifications and improvements will be necessary. However, the Draft Assessment does not appear to factor the costs of these features, let alone the necessity and location of these features.
- c. The Draft Assessment does not analyze whether the Spring Boulevard Roundabout can be shifted to the North into green space located between Highway 1088 and Magnolia Trace Elementary School. While some portion of a pond may need to be acquired, this would be more appropriate than dramatically altering the Woodlands entrance and taking property from the residences located adjacent to the proposed Spring Boulevard Roundabout and generally reducing setbacks between those homes and traffic features.

- d. The Woodlands owns Spring Boulevard. This does not appear to have been considered in the Draft Assessment. At the October 11, 2018 public meeting at the St. Tammany Parish Council Chambers (the “Public Meeting”), representatives of the LADOT and Volkert were unable to answer questions about this, including whether the 9.9 acres of required right-of-way included any portion of Spring Boulevard.
- e. The Draft Assessment lacks sufficient details regarding the proposed sound barrier between the Woodlands and Highway 1088. At the Public Meeting, representatives of LADOT and Volkert suggested it could be an 8’ to 12’ concrete wall that wraps into the entrance of The Woodlands and down Spring Boulevard. Such a sound barrier obviously would dramatically and negatively affect the aesthetics of the Woodlands. We request that sound barriers along Highway 1088 be through adequate green space and plantings—not massive concrete walls more befitting an industrial complex.
- f. Assuming just a 10% drop in property value, WPOA and its members could suffer damages in excess of \$16,000,000 if the Spring Boulevard Roundabout and related changes, including the proposed sound wall, are implemented as proposed.
- g. The Draft Assessment does not adequately analyze whether less intrusive or less costly alternatives to the Spring Boulevard Roundabout will have less impact on the environmental criteria discussed in the Draft Assessment.

2. The Draft Assessment Does Not Adequately Factor the Predominantly Residential Nature of the Highway 1088 Corridor.

- a. We feel strongly that the proposed Highway 1088 median and roundabout centers in the vicinity of the Woodlands should be green space—not concrete or other pavement. The Highway 1088 Corridor is largely a residential area with some light, restricted commercial uses at the intersections of Highway 59 and potentially Interstate 12. This could not be any more true particularly near the Woodlands, where the following residential areas overwhelmingly predominate Highway 1088:
 - Airfield
 - Casa Bella
 - Cliff Apartments
 - Emerald Pines
 - The Fountains
 - Forest Brook
 - Grand Terre
 - Quail Creek
 - The Woodlands; and
 - Numerous private residences along Jackson Street, Meiners Street, Sout Street, Viola Street, Sonny Lane and Swenson Street.

Indeed, there are essentially no commercial facilities located in the vicinity of the Woodlands with the exception of a small daycare and a gymnastics facility used by area residents. The other main features in the vicinity of the Woodlands are two schools (Magnolia Trace Elementary School and Lake Harbor Middle School) and three churches (Mandeville Christian Fellowship, Redeemer Lutheran Church, and Cornerstone Christian Church). Figure 4 in the Draft Assessment illustrates that the area is overwhelmingly residential. Section 3.4.2 of the Draft Assessment also acknowledges that the “LA 1088 corridor is **primarily a suburban area** near the City of Mandeville. The area from LA 59 to the I-12 interchange is the **most highly developed with residences including subdivisions and apartment complexes.**” (emphasis added).

Notwithstanding the foregoing, at the Public Meeting, we were told that the proposed conceptual designs are similar to recent construction along Highway 21 in Covington, Louisiana, which includes concrete medians. Highway 21 is bounded by significant commercial development—not residences, a local daycare, churches and elementary and middle schools. Thus, the Draft Assessment’s conceptual proposals are out of character and will unnecessarily detract from the aesthetics of the Highway 1088 residential corridor, as well as the quality of life of the many thousands of residents that access their subdivisions and homes directly from Highway 1088. Indeed, many residential properties are located directly along Highway 1088.

Traffic safety concerns can still be addressed *while* taking into account the residential nature of the area. We note that other divided roads in and around Mandeville residential areas (some with more commercial development than the residential Highway 1088 corridor) contain green space in the medians. For example, Highway 190 near Cherry Creek subdivision and Wisteria subdivision (as well as a church and Liberty Self Storage) contains a grassed median:



Similarly, Highway 22 (west of Highway 190) contains grassed medians (in an area with residences but more commercial development along the highway):



East Causeway Approach also contains grassed medians. The following photograph was taken in front of Golden Shores subdivision and the Rouse's shopping center:



West Causeway Approach similarly contains green space in the medians. The following photograph was taken near a middle school and Fontainebleau subdivision:



In sum, there are numerous medians (many narrower than 6') with grass located throughout the Mandeville area. Indeed, there are no divided roads that we located in the Mandeville area with any significant paved medians. There is no reason to treat the Highway 1088 residential corridor differently than the other roadways in and around Mandeville.

- b. For the same reasons, massive concrete sound barriers are not appropriate for the residential environment for which they have been proposed. Again, any sound mitigation along Highway 1088 should be accomplished through adequate green space and plantings—not massive concrete walls more befitting an industrial complex. Further, with no change in the capacity for Highway 1088 near the Woodlands, with no change in the speed limit, and with the addition of roundabouts which will presumably slow some traffic, it is unclear why sound mitigation beyond green space with natural plantings would be necessary. Indeed, we have not located any similar concrete sound mitigation walls in residential (or commercial) areas in and around Mandeville.
- c. As demonstrated by the foregoing, the Draft Assessment's cursory analysis in Section 3.18.2 that "no short-term or long-term adverse visual impacts are anticipated as a result of the project's construction" is in our opinion, respectfully, not premised on a thorough consideration of the residential nature of the area and a robust analysis of the impact of the proposed build alternatives on the Woodlands and the many other residential areas bordering Highway 1088.

October 19, 2018

Page 7

We thank you for your time at the Public Meeting and for your consideration of the foregoing. We are available to discuss the above at your convenience, and hope that you will continue a dialogue with us regarding the Highway 1088 residential corridor proposed modifications. Indeed, we request an opportunity to review and discuss with you further revisions to the Draft Assessment in an effort to reach a proposal that meets traffic safety concerns *and* factors and preserves the aesthetics and functionality of the main entrance to the Woodlands and the overwhelmingly residential nature of the areas affected by the proposed work. We may be contacted at the below e-mail addresses and look forward to hearing from you.

Sincerely,



Erick Lewko
President/Director
ericklewko@gmail.com

/s/ Kyle Hagan

Kyle Hagan
Treasurer/Director
khagan@lopa.org



Jimmy Julfers
Director
julfers@yahoo.com



Desiree Forsyth
Director
dbennettforsyth@gmail.com
[m](mailto:dbennettforsyth@gmail.com)



David Molitor
Director
molitod@yahoo.com



Adam B. Zuckerman
Secretary/Director
woodlands.abz@gmail.com
[m](mailto:woodlands.abz@gmail.com)

cc: Daniel Camp, Pelican Management Group (Daniel@pelicanmanagement.org)
Grant LaGrange, Pelican Management Group (Grant@pelicanmanagement.org)

PUBLIC HEARING
STATE PROJECT NO.: H.010116
LA 1088 CORRIDOR STUDY
ST. TAMMANY PARISH, LOUISIANA

Name: Eric Lewko

Address (Street, Apt. #, City, State, Zip):

985 Bald Cypress Dr, Mandeville, LA 70448

Telephone Number: 985-373-6113

E-mail: ericklewko@gmail.com

Interest in Project:

- Property Owner/Tenant
- Local Business Owner
- Public Official
- Other

Are you in favor of the project?

Yes []

No []

partial

Please provide your comments/views on the proposed project/Environmental Assessment.

As a resident of The Woodlands, the proposed roundabout that encompasses our neighborhood and Magnolia Trace Elementary does not have provisions for the neighborhood to retain its private/gated status. The effect of that issue will have a dramatic negative effect on the aesthetic, appeal, and most importantly property value of this 374 home neighborhood. The current proposed plan of expropriating our entire entrance road and gates needs to be revised considerably. Additionally, the concept of a wall for sound reduction would be not only an eyesore, it would also reduce the visual appeal of our neighborhood.

Please return this form to the registration desk or mail to the following address by October 21, 2018:

Ms. Jan Evans
Volkert, Inc.
7967 Office Park Blvd.
Baton Rouge, LA 70809

**PUBLIC HEARING
STATE PROJECT NO.: H.010116
LA 1088 CORRIDOR STUDY
ST. TAMMANY PARISH, LOUISIANA**

Name: Alexander Tepper

Address (Street, Apt. #, City, State, Zip): 1408 Nelson Ct., Mandeville, LA, 70448

Telephone Number: 985-789-3579

E-mail: xander.tepper@gmail.com

Interest in Project:

- Property Owner/Tenant _____
- Local Business Owner _____
- Public Official _____
- Other ✓ ✓

Are you in favor of the project?

Yes []

No []

Please provide your comments/views on the proposed project/Environmental Assessment.

Wouldn't it better to, along with the expansion, make another entrance to pelican park. The ~~entrance~~ roundabout at Quail Creek seems rather useless because it already has 3 entrances. A roundabout to a back entrance to pelican park seems more useful. Also wouldn't it be more useful to put the ~~4~~ 4 lane road where there is more houses.

Please return this form to the registration desk or mail to the following address by October 21, 2018:

**Ms. Jan Evans
Volkert, Inc.
7967 Office Park Blvd.
Baton Rouge, LA 70809**

PUBLIC HEARING
STATE PROJECT NO.: H.010116
LA 1088 CORRIDOR STUDY
ST. TAMMANY PARISH, LOUISIANA

Name: Gregg Tepper

Address (Street, Apt. #, City, State, Zip): 1408 Nelson Ct. Mandeville, LA 70448

Telephone Number: 985-789-8717

E-mail: gteppers@gmail.com

Interest in Project:

- Property Owner/Tenant
- Local Business Owner
- Public Official
- Other

Are you in favor of the project? ~~ABSOLUTELY~~ MAYBE, BUT ONLY ON A LIMITED SCALE
Yes [] No [] (2-3 ROUNDABOUTS)

Please provide your comments/views on the proposed project/Environmental Assessment.

TOO MANY ROUNDABOUTS. ROUNDABOUT FOR TRINITY DR SEEMS
EXTRANEOUS ONCE SOULT ST IS PUT IN, TRAFFIC WILL
FLOW BETTER & WILL FREE UP THE 3 ENTRANCES/EXIT
TO QUAIL CREEK.

WHY 4 LANES TO 2? THERE WILL NOT BE ANY SIGNIFICANT
AMOUNT OF TRAFFIC EXITING HWY 1088 ~~TO~~ INTO THE
RESIDENTIAL STREETS IN THE 4 LANE ZONE. EITHER MAKE
IT ALL 2 LANE OR ALL 4 LANE.
(MY CHOICE)

FOCUS ON THE MORE IMPORTANT PROJECTS FOR WST - 190/I-12
INTERCHANGE HWY 190 @ BOGUE FALAYA BRIDGE/CLAYBURN HILL.

Please return this form to the registration desk or mail to the following address by October 21, 2018:

Ms. Jan Evans
Volkert, Inc.
7967 Office Park Blvd.
Baton Rouge, LA 70809

ALSO BACK ENTRANCE TO PELICAN PARK IS NOT ACCOUNTED
FOR. THAT CAN BE 100'S TO 1000'S OF CARS A DAY DEPENDING
ON DAY OF WEEK.

PUBLIC HEARING
STATE PROJECT NO.: H.010116
LA 1088 CORRIDOR STUDY
ST. TAMMANY PARISH, LOUISIANA

Name: KAREN HELMER
Address (Street, Apt. #, City, State, Zip):
66068 OAK ST MANDEVILLE LA 70448
Telephone Number: NO CALL PLEASE E-mail: I HAVE NO COMPUTER

Interest in Project:
 Property Owner/Tenant
 Local Business Owner
 Public Official
 Other

Are you in favor of the project?
Yes [] No []

Please provide your comments/views on the proposed project/Environmental Assessment.

ELDERLY & YOUTH DO NOT EITHER COMPREHEND OR
USE TURNING SIGNALS CORRECTLY. MERGING & YIELDING
ARE NOT RESPECTFUL. EVERYONE SEEMS TO BE ADDICTED
TO CELL PHONES & TEXTING.
FORREST BROOK WILL STILL HAVE HARD TIME GOING INTO TOWN
@ 5PM±

Please return this form to the registration desk or mail to the following address by October 21, 2018:

Ms. Jan Evans
Volkert, Inc.
7967 Office Park Blvd.
Baton Rouge, LA 70809

**PUBLIC HEARING
STATE PROJECT NO.: H.010116
LA 1088 CORRIDOR STUDY
ST. TAMMANY PARISH, LOUISIANA**

Name: J C JONES

Address (Street, Apt. #, City, State, Zip): 66085 CYPRESS
MANDREVILLE 70448

Telephone Number:

E-mail:

Interest in Project:

Property Owner/Tenant

Local Business Owner

Public Official

Other

Are you in favor of the project?

Yes []

No []

Please provide your comments/views on the proposed project/Environmental Assessment.

1. NOT NECESSARY

2. HURTS HOMES ALL ALONG 1088 NEAR I-12.

3. NEED WIDER BRIDGES ON 190N FIRST

4. NEED CENTER STRIPE DOWN PARRILEAUX RD.
TREACHEROUS AT NIGHT

5. NEED INFRASTRUCTURE IN WEST PARISH FAR
MORE THAN THIS PROPOSAL

Please return this form to the registration desk or mail to the following address by October 21, 2018:

**Ms. Jan Evans
Volkert, Inc.
7967 Office Park Blvd.
Baton Rouge, LA 70809**

A Bicyclist Assessment of the LA DOTD 1088 Corridor Study

Submitted: October 10, 2018 at Public Comment Session, St Tammany Parish Council Chambers



CC: St Tammany Trace

Author: Chuck Kirby
605 Tanager Dr
Mandeville, LA 70448
kirby.da.ce@gmail.com

Comments: LADOTD Study of Alternatives for the 1088 Corridor Improvement

This response deals with the bicycle related scope and design proposals in the LADOTD 1088 Corridor Study.

Top Line Recommendations: "Alternative 3" (discussed below)

1. Add one multi purpose bike/walk path separated from the 1088 roadway
2. Integrate this into the St Tammany Trace system
3. Correct bicycling safety issues with I-12 overpass
4. Extend the multipurpose path to Lake Shore HS
5. 1088 roadway improvements as needed and approved

Background:

Highway 1088 is a bicycle corridor for serious recreational bicyclists in the Mandeville area riding from the St Tammany Trace and Highway 59 towards Lake Shore High School, Fish Hatchery Road, and to the "T" at Highway 36, a total length of about 10 miles. From 59 eastward on 1088 to about I-12 (about 6 miles) the roadway has a 1-2 foot shoulder separated by a line for bicyclists to navigate (see Figure 1). This is generally insufficient for most bicyclists to maintain control and results in some riding on the 1088 roadway. There is no signage alerting motorists to potential bicyclist traffic. Motorist speed limits are 45-55 mph in this area.

For bicyclists heading eastward from Mandeville on 1088 the I-12 interchange and overpass is about 6 miles from Highway 59. The overpass was completed in 1974, most likely without considering bicycling usage. It is, for reasons detailed below, seriously problematic for bicyclists, not the least of which is a danger of being struck by a motorist and falling from the overpass onto I-12 below.

1088 from the I-12 overpass to Lake Shore HS is about 2.5 miles. This portion of 1088 all the way to Highway 36 has no appreciable shoulder and requires bicyclists to ride in the roadway.

The St Tammany Trace is an approximately 30 mile long, about 10 foot wide, heavily used multiuse recreational path in St Tammany Parish from Slidell to Covington, part of the National Rails to Trails system. The Trace is an important part of the Parish's commitment to the high quality of life. This is the heaviest single bicycle/multiuse facility in St Tammany and is maintained and patrolled by dedicated staff. A spur was constructed about 2015 to connect Pelican Park on US 190 east of Mandeville to the Trace. This provides ready (about 3 miles) and safe bicycle access to Pelican Park for Mandeville bicyclists. Figure 2 shows the Trace at the Mandeville Trailhead.

Discussion:

The following will address the bicycling issues with the various proposed Alternatives:

There are no designated bicycling paths for Alternatives 1A, 1C, and 2A. Any option that perpetuates the current 1088 design principle of requiring bicyclists to ride on the shoulder adjacent to traffic is not a principle improvement in bicycling safety vs. current. I will note that characterizing (as in 1B) an adjacent 7 foot (in effect) shoulder a “bike lane” may meet technical requirements for such designation but at the end of the day a bicyclist is not that incrementally further away from being hit by a distracted motorist wondering off the road whether the adjacent shoulder be 4 feet or 7 feet wide.

Where alternatives exist, embracing the adjacent to the roadway bikeway design is not very forward looking; certainly there are Current Best Approach (CBA) alternatives to this design. While it may be the easiest and least costly construction alternative for road engineers to incorporate, it is not the safest. Therefore I do not support these Alternatives.

Alternatives 1B and 2 have both 5 foot wide sidewalks and bike paths on east and westbound: this is overdesign. I will note that pedestrian traffic on 1088 is currently almost non-existent along this stretch of road so a 5 foot sidewalk on both sides of the roadway would seem to be, while somewhat admirable, overdesign, costly, and unnecessary. Even if the thinking is “build it and they will come” how many Forest Brook or Quail Creek residents are going to walk the 4-5 miles round trip for a treat at the Donut King on 59? Not many I would submit.

Alternative 1B also includes a section with both a 5 foot sidewalk and an adjacent 5 foot bikepath, both separated from the roadway. Assuming that pedestrians, rollerbladers, strollers, etc. and bicyclists will follow the rules and refrain from using the non appropriate path is wishful thinking. And a 5 foot bike path is insufficient for a bicyclist to safely pass a mom and stroller. A much more realistic approach is to combine usages and provide sufficient space. See Alternative 3 below.

I would suggest that a better use of space for reasons further developed below and a better model to accomplish the design objectives would be the existing St Tammany Trace, at about 10 feet wide. It is a single, heavily used, bidirectional, bike/multiuse path. On any given day it is frequented by runners, walkers, rollerbladers, moms with strollers and tricycles, and serious adult bicyclists. The design seems to work satisfactorily, both in St Tammany and in other Rails to Trails projects. The St Tammany Parish government regularly touts the Trace as a key component supporting St Tammany’s quality of life.

Why wouldn’t the 1088 Corridor Alternative shamelessly copy the Trace design?

All the Alternatives fail to provide for complete bicycle travel from 59 to the 1088 Corridor North Study Limit. As noted in background, 1088 is a bicycle corridor for

Mandeville bicyclists to Lake Shore HS, Fish Hatchery Road and Highway 36. While some of the designs would provide ready bicycle access for residents westward to businesses on 59, for bicyclist heading eastward towards Lake Shore HS and beyond, ending bike path construction at Oak/Loretha is only slightly better and slightly less problematic than using current 1088. Note that even though the Northern Study Limits of this project extend to the west side of the I-12 overpass, all the proposed designs seem to imply that, for bicyclist heading eastward on 1088 the bicycle world ends abruptly at Oak/Loretha, creating a "path to nowhere". Extending the path to the study limits, the north side I-12 means having to deal with the I-12 overpass.

None of the alternatives deal with the 1-12 overpass bicycle safety Issues. A list of the significant safety issues associated with bicycling over the I-12 overpass, starting from Loretha and heading East/North:

1. The shoulder at Loretha is about 7 feet wide and continues until the east on ramp for I-12 where the protected shoulder abruptly ends and a bicyclist has to then cross the on ramp and deal with turning motorists entering the ramp from a roadway speed of 55mph. This is shown in Figure 3.
2. Then a bicyclist must navigate a short protected triangle section filled with accumulated roadway and auto detritus: glass, trash, etc..
3. Past the trash the shoulder widens to about 7 feet until the actual overpass at which point the shoulder completely disappears, forcing the bicyclist onto the 55 mph roadway. This shown in Figure 4.
4. Because of elevation differences, for motorists heading eastwards on 1088 at 55 mph past the eastbound I-12 on ramp I will note that there is no clear line of sight enabling motorists to see a bicyclist on the overpass roadway. For the right lane motorist cresting the overpass any bicyclist in the right lane is unexpected....especially if they are the least bit "distracted". This is shown in Figure 5.
5. A bicyclist riding over the 2 lane I-12 overpass should use the right side of the right lane. On the overpass this means the bicyclist will be next to the about 36-38" high retaining wall. The saddle height for a 6 foot high adult bicyclist will be about 40", with their center of gravity about 6" higher, as shown in Figure 6. Thus while riding the I-12 overpass roadway a bicyclist could easily pass over the existing retaining wall onto I-12 below under certain conditions such as:
 - a. Both lanes occupied by 55 mph motorists while passing the bicyclist. This will force the bicyclist towards the retaining wall. Any miscalculation by either motorist will create a serious problem for the bicyclist

- b. A single distracted 55 mph motorist surprised by the appearance of a bicyclist in the right lane due to a prior limited line of sight
 - c. A bicycle striking a roadway object (lumber, empty beer cans, rocks, shredded and even roadkill) and losing control and swerving and striking the retaining wall.
 - d. A distracted bicyclist (yes unfortunately these do exist)using the overpass as a chance to answer their latest text message or make that urgent phone call. Swerving right and striking the retaining wall could be fatal.
6. The over the retaining wall safety risk can be mitigated by riding in the middle of the roadway but this then increases the risk of a motorist striking the bicyclist riding mid lane.

[A savvy Mandeville bicyclist will confine whenever possible their 1088 eastbound ride to Lakeshore HS and beyond to low traffic times so as to minimize risk. However, low traffic does not mean no risk. For example, the line of sight issue applies also to bicyclists looking west for approaching traffic. It is not possible to see all approaching traffic because of the “blind spot” due to elevation/slope configuration. A bicyclist on the overpass may not see a motorist as they check behind but they may nonetheless be approaching. Indeed, every time I ride on the 1088 I-12 overpass, no matter the traffic, no matter the extra focus on bicycle handling, road position, road condition, alertness, etc. I think about the risk of being hit by a surprise auto, flying over that seeming low retaining wall, and hitting the I-12 roadway below.]

7. Eastbound, on the north side of the I-12 overpass, the relative safety of a 7 foot shoulder resumes. The I-12 westbound exit ramp must be crossed but this is relatively safe because of the ramp stop signs and the clear line of sight for the motorists to the descending bicyclist.

8. East of the exit ramps the 7 foot shoulder disappears, the 4 lane ends, and a bicyclist must share the roadway with 55 mph motorists all the way to Highway 36. I will note that while this section of 1088 has noticeably less traffic compared to further west, there is a higher concentration of younger, less experienced drivers heading to and from Lake Shore HS.

Recommended: Alternative 3 Integrating all of the above bicycle safety considerations plus other relevant “Social Connection” St Tammany Parish issues , the following alternative, call it Alternative 3, is proposed:

1. Add one multi purpose, bi-directional bike/walk path, similar to the St Tammany Trace, separated from the 1088 roadway. Add safe crossovers for pedestrians and bicyclists as possible. Similar to the Trace include rest kiosks, benches, trash receptacles, as well as usage rules and regulations.
2. Integrate this into the St Tammany Trace system so that the facility does not become an organizational orphan with no agency responsible for regular maintenance, cleaning, safety

patrolling, emergency assistance. The current Trace staff have all the skills, experience, equipment and, importantly, aptitude to accomplish this with a high quality outcome.

Connect this to the St Tammany Trace so that it becomes a Trace Spur. A 1088 spur connected to the Trace would maximize the community utility of any 1088bike/multiuse path for anyone using either the Trace or the 1088 Spur. Consider also that businesses on 59 at 1088 would see increased traffic from bicyclists, not unlike the Old Mandeville area.

While there is currently no St Tammany Bicycle Master Plan the author is aware of, this connected design would certainly be preferred. There are challenges to create this connection but I'm certain motivated, smart people can find a viable way to make this happen. If we can put a man on the moon, surely....

3. Extend the multipurpose path to Lake Shore HS. I recognize this is beyond the scope of the Northern Study Limit, but, again this should be part of any St Tammany Bicycle Master Plan and is a "build it and they will come" forward thinking item. It would provide a logical terminus for the path (vs. the "path to nowhere"), increase utility to the 1088 Spur, and allow, for example, teacher and students from Forest Brook, Quail Creek, and other 1088 adjacent subdivisions and Mandeville to ride bicycles to Lake Shore HS. This is certainly consistent with enhancing "community cohesion", a impact evaluation for this project (see: Table ES-6-1, "LA 1088 Summary of Improvement Impacts" in the 10/11/2018 Public Meeting Notice)
4. Correct I-12 overpass bicycle safety issues: Undeniably this is a heavy lift. But there are models across the country to examine. For example, on the high end there are separate multiuse path bridges (i.e. Longleaf in Hattiesburg, MS) over interstates. There are separated extensions cantilevered off the main roadway (1-279 Pittsburg). There are adjacent to the roadway paths separated by concrete "jersey barriers(I-494 Wakota Bridge, Minneapolis).

Less safe but lower on the cost scale, creatively relining the 2 lanes of the 1088 I-12 overpass could provide an adjacent rideable shoulder. The design principle of reducing the lane widths to 10 feet and allocating space to create a right shoulder is discussed in the 2009 "Louisiana Statewide Bicycling and Pedestrian Master Plan", page A-6. I would add that this option (and any bikepath adjacent to roadway option) should have sufficient motorist signage and "rumble strips" to help provide some sort of "distracted driver" warning (both to the driver and for the bicyclist).

Regardless of the Alternative selected for I-12 overpass, the current retaining walls need to be updated: the current 36-38" retaining walls are insufficiently small for safe bicycle usage. Higher, 60" barriers would be better. Chain link fencing is commonly used for pedestrian walkways and that would suffice as well. More elegantly, decorative iron is sometimes used

to both provide a retaining function as well as broadcast a community's location and demonstrate a pride of place. "Mandeville", "Abita Springs", or " St Tammany Parish" would seem to be possible for this approach.

5. As this is a bicycling assessment, the 1088 roadway improvements for Alternative 3 should be as needed and agreed upon. I would request that considerations be given to the design at the intersection of 1088 and 59 such that connecting the bikepath to the Trace be kept in mind.

Other Considerations:

- Signage for any alternative needs to be sufficient to meet CBA
- Paint selection for bicycle path designation needs to be serviceable in wet weather to avoid bicycle crash risk.
- Any pedestrian path needs shade, resting points, and trash cans.
- Consider using the roundabouts for community space in addition to functional. Make them distinct, much like river communities (i.e. Cincinnati) color their bridges for visual appeal.
- How about designating the 1088 path part of a park (albeit narrow), connect it to the Trace, and sell the naming rights? Call it the CVS Spur ?
- Speed limit: Currently the 1088 speed limit is 45 mph transitioning to 55 west of Loretha/Oak. From a bicyclist safety perspective maintaining the 45 mph until east of the I-12 overpass would be better.

Email if questions.

Chuck Kirby

10/11/2018

About the Author: Retired engineer and avid St Tammany bicyclist

Figure 1: 1088 Roadway at Quail Creek



Figure 2: St Tammany Trace at the Mandeville Trail Head



Figure 3: Approaching the I-12 eastbound on-ramp



Figure 4: Overpass Shoulder Disappears



Figure 5: Line of Sight



Figure 6: 1088 I-12 Overpass Retaining Wall



From: [Gulino, Adam](#)
To: [Bradley, Paul](#)
Cc: [Evans, Jan](#)
Subject: FW: 1088 Corridor Comment Report
Date: Friday, October 19, 2018 2:54:57 PM
Attachments: [image001.jpg](#)
[image002.jpg](#)
[image003.jpg](#)
[image004.jpg](#)
[image005.jpg](#)
[1088 Alternatives Comments.pdf](#)

Paul

Please add these to the list of questions for 1088.

Thanks,

Adam Gulino, P.E.

Volkert, Inc.

3801 Canal Street, Suite 210

New Orleans, LA 70119

Office 504-488-8002, ext. 226

Cell 985-960-6318

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From: Kirby <kirby.da.ce@gmail.com>
Sent: Friday, October 19, 2018 6:07 AM
To: Gulino, Adam <adam.gulino@volkert.com>
Cc: lisa maddox <lmaddox@stp.gov>
Subject: Fwd: 1088 Corridor Comment Report

Adam:

Just wanted to make sure you got this. Please confirm receipt.

Also, some questions about process:

1. How does Volkert now converge on one 1088 option? What is that process like?
2. How do outside agencies (i.e. St Tammany Trace) participate in that process to influence the final design?
3. What is the projected timing for the freezing of the design?

Thanks,

Chuck :)

----- Forwarded message -----

From: Kirby <kirby.da.ce@gmail.com>

Date: Fri, Oct 12, 2018 at 6:23 AM

Subject: 1088 Corridor Comment Report

To: <adam.gulino@volkert.com>

Adam:

Good to talk with you last night.

Attached below is a pdf of the hard copy report I gave you last night.

Lemme know if questions.

Thanks,

Chuck :)

PUBLIC HEARING
STATE PROJECT NO.: H.010116
LA 1088 CORRIDOR STUDY
ST. TAMMANY PARISH, LOUISIANA

Name: SCOTT D. OWENS
Address (Street, Apt. #, City, State, Zip): 1796 GARON DR, MANDEVILLE, LA 70448

Telephone Number: 985 778-0015 E-mail: scott.douglas.owens@gmail.com

Interest in Project:
Property Owner/Tenant
Local Business Owner _____
Public Official _____
Other _____

Are you in favor of the project?
Yes No

Please provide your comments/views on the proposed project/Environmental Assessment.

WHILE A "LONG TERM" COMPLETE PROJECT PLAN IS REQUIRED, THE IMMEDIATE NEEDS OF THIS ROADWAY SHOULD BE IDENTIFIED TOO WITH A TIMELINE. SEVERAL EASY FIXES HAVE BEEN COMPLETED ON 1088 WITH SIGNIFICANT IMPROVEMENTS. THE LIGHT AT FOREST BROOK AND THE RIGHT TURN LANE OFF 59 ONTO 1088 NORTHBOUND HAVE GREATLY HELPED. HUGE IMPROVEMENTS CAN BE ACCOMPLISHED WITH THE ROUNDABOUT AT 1088 SOULT. GET THAT PROJECT SCHEDULED NOW. MY PREFERENCE WOULD BE FOR LESS ROUNDABOUTS AND NO MEDIAN. GARON/JACKSON INTERSECTION ONLY HAS 70 HOMES SOUTH OF 1088 AND ABOUT THAT NUMBER OF HOMES ON THE NORTHSIDE. I WOULD ALSO ELIMINATE ANY CONSIDERATION FOR BIKE PATHS OR SIDEWALKS.

Please return this form to the registration desk or mail to the following address by October 21, 2018:

Ms. Jan Evans
Volkert, Inc.
7967 Office Park Blvd.
Baton Rouge, LA 70809

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OCT 18 2018
VOLKERT, INC.

**PUBLIC HEARING
STATE PROJECT NO.: H.010116
LA 1088 CORRIDOR STUDY
ST. TAMMANY PARISH, LOUISIANA**

Name: CARLO HERNANDEZ
Address (Street, Apt. #, City, State, Zip): 2818 MESA COURT
MANDEVILLE, LA 70448
Telephone Number: 985 626-7578 **E-mail:** CHCARLOHERNANDEZ@GMAIL.COM

Interest in Project:
Property Owner/Tenant
Local Business Owner _____
Public Official _____
Other _____

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VOLKERT, INC.

Are you in favor of the project?
Yes No

Please provide your comments/views on the proposed project/Environmental Assessment.

I SUPPORT THE PREFERRED ALTERNATIVE 2A.
I RECOMMEND CONSTRUCTION PRIORITY TO THE
ROUNDAABOUT AT SOULT/VIOLEA STREETS.

Please return this form to the registration desk or mail to the following address by October 21, 2018:

**Ms. Jan Evans
Volkert, Inc.
7967 Office Park Blvd.
Baton Rouge, LA 70809**

PUBLIC HEARING
STATE PROJECT NO.: H.010116
LA 1088 CORRIDOR STUDY
ST. TAMMANY PARISH, LOUISIANA

Name: LYNN F. GURTNER

Address (Street, Apt. #, City, State, Zip):

328 FOUNTAINS PARK Blvd MANDEVILLE, LA 70448
Telephone Number: 985-787-9773 E-mail: LYNN.GURTNER@Bellsouth.net

Interest in Project:

Property Owner/Tenant OWNER
Local Business Owner _____
Public Official _____
Other _____

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OCT 11 2018

VOLKERT, INC.

Are you in favor of the project?

Yes []

No [X]

Please provide your comments/views on the proposed project/Environmental Assessment.

LA 1088 CORRIDOR STUDY - STATE PROJECT H.010116
ST. TAMMANY PARISH - CONTROL 852-11

PLEASE RECONSIDER A TURN IN LANE FOR THE "FOUNTAINS
SUBDIVISION," WHICH HAS 56 HOMES, WITHOUT A TURN-IN
LANE DIRECTLY AT THE ENTRANCE ON HWY 1088, ALL
EMTS AND FIRE RESERVE PERSONAL WILL HAVE TO DRIVE
ADDITIONAL MILE TO ROUNDABOUT TO ENTER THE SUBDIVISION.
THIS WILL PLACE THE RESIDENTS AND PROPERTY AT A
DISADVANTAGE FOR 911 CALL FOR HELP. I STRONGLY
"DISAGREE" WITH PLACING A MEDIAN ON HWY 1088
IN FRONT OF THE FOUNTAINS SUBDIVISION AND NO
TURN-IN LANE FOR RESIDENTS AND EMTS AND FIRE RESERVE.

Please return this form to the registration desk or mail to the following address by October 21, 2018:

Ms. Jan Evans
Volkert, Inc.
7967 Office Park Blvd.
Baton Rouge, LA 70809

PUBLIC HEARING
STATE PROJECT NO.: H.010116
LA 1088 CORRIDOR STUDY
ST. TAMMANY PARISH, LOUISIANA

Name: DR. BARRY POTTER
Address (Street, Apt. #, City, State, Zip): 2044 TRINITY DRIVE, MANDEVILLE LA 70448

Telephone Number: 985-674-4225 E-mail: bpottella@bellsouth.net

Interest in Project:

Property Owner/Tenant
Local Business Owner
Public Official
Other

Are you in favor of the project?

Yes []

No []

Please provide your comments/views on the proposed project/Environmental Assessment.

1. This project will increase through traffic in a primarily residential area. It would be more appropriate to widen LA 59, which had a far lower density of homes.
2. Having lived in the U.K. for many years I know that American drivers are not accustomed to the use of traffic circles & I anticipate an increase in accidents as a result. Furthermore, roundabouts are only effective in low-medium traffic patterns & this project will result in an increase in traffic flow beyond this point.
3. Living on Trinity Drive in the Quail Creek subdivision, we already see an increase in traffic avoiding the South/1088 crossroad & I foresee an increase in this unwanted traffic.

Please return this form to the registration desk or mail to the following address by October 21, 2018:

Ms. Jan Evans
Volkert, Inc.
7967 Office Park Blvd.
Baton Rouge, LA 70809

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PUBLIC HEARING
STATE PROJECT NO.: H.010116
LA 1088 CORRIDOR STUDY
ST. TAMMANY PARISH, LOUISIANA

Name: MARIAN BICKENBACH
Address (Street, Apt. #, City, State, Zip):
23390 OSCAR ST., MANDEVILLE, LA 70448
Telephone Number: 504-939-2099 E-mail: ANOVELIDEA.WICKEN1@gmail.com

Interest in Project:
Property Owner/Tenant
Local Business Owner _____
Public Official _____
Other _____

Are you in favor of the project?
Yes [] No []

Please provide your comments/views on the proposed project/Environmental Assessment.

The changes proposed for 1088 are overkill. What we need, and have needed for years, is a stop light at South Rd. There is not enough traffic to warrant the expansions proposed. We bought property in this area for its "country feel." The exit to I-12 was convenient, but took away a lot of green space and barriers against traffic noise. You allowed more clearing along 1088 for possible development, which has, thank gully, never materialize, but which has allowed more traffic noise to reach us farther off of 1088. Your changes will only bring more traffic to Bur area, and traffic circles only serve to confuse drivers and slow traffic. We don't need them.

Please return this form to the registration desk or mail to the following address by October 21, 2018:

Ms. Jan Evans
Volkert, Inc.
7967 Office Park Blvd.
Baton Rouge, LA 70809

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