

No.	Name	Date	Comment	Response
1	Lana Linderman	9-24-15	<p>Thank you so much for sending out this action plan. Many of us in the community would like to see last year's fiscal project come to a completion. We are seeking your help in funding and contacting (DOTD (Northeast Louisiana Area) to continue the state highway 622 in Richland Parish. The state contractors and workforce did an amazing job of working sections of this highway in Richland Parish. Last summer, I was told by the gentlemen working this area in July that the funds were over for the fiscal year.</p> <p>Please continue to find the funds to complete the remaining section of the state highway 622 in Richland Parish in fiscal year 2015. It seems that over 1/2 of this area is complete. The highway is 1/2 resurfaced and many sections not resurfaced. The community was pleased to see the road directly in front of Lone Cherry Baptist Church finished but the workforce indicated that funding was finished from FSC 2014. I greatly appreciate the information made to the public below. In certain areas, it can be dangerous driving for elementary school buses and citizens due to uneven areas in the total resurfacing of new sides.</p> <p>We have waited over 30 years or more for the total resurface of this section of highway. Last year, I submitted pictures to Senators Francis Thompson, Senator Neil Riser, and Representative Charles Chaney concerning this matter. I am cc'ing these gentleman again for their support in contacting your offices in completion of last year's highway 622 project concern. I support the best means for a better way of living and working in this area. I am hopeful with their resources for contacting LADOTD this project will be completed in 2015.</p> <p>Please add this item request of highway completion to the next meeting of LADOTD in FY2015.</p>	<p>Smaller rehabilitation projects are not specifically listed in the Statewide Transportation Plan. This particular project will be considered for inclusion in the next annual Highway Priority Program.</p> <p>Under the Statewide Plan Funding Scenarios 3 & 4, the level of investment in pavement preservation will increase substantially which would greatly increase the likelihood of this section of state highway being addressed.</p>
2	Peter Allain	9-29-15	<p>The planned Megaproject will not address the key congestion issues in Baton Rouge, namely the I-10 Mississippi River Bridge. The structure is more important to the Baton Rouge metropolitan traffic than the northern loop (Megaproject 57) or the new southern bridge (Mega Project 101). The 2014 ADT of 108,658 shows that this bridge is at capacity any future growth or removal of adjacent bottlenecks (Megaproject 29) will result in major congestion on the Bridge. It is possible to address this problem with Intermediate and Long Term solutions.</p> <p>Intermediate Term: Redirect traffic from the I-10 bridge to US 190 Mississippi with improvements such as: Improve Airline Highway for I-12 to I-110 to a fully controlled access facility with interchanges and frontage road access. Improve the US 190 Mississippi River Bridge and its approaches to a fully controlled access facility from I-110 to past LA 415. Build a fully controlled access connection between I-10 and US 190.</p> <p>Long Term: Build a second adjacent structure crossing the Mississippi in Baton Rouge similar to the New Orleans US 90 Crescent City Connection crossings.</p>	<p>A new Mississippi River Bridge is being considered as part of the ongoing I-10 Corridor Study.</p> <p>The upgrading of US 61 and US 190 is a Priority C megaproject (ID 77 – BUMP)</p> <p>One project alone will not fully address all of the highway congestion problems in the Baton Rouge area.</p>
3	Paul Fossier	10-05-15	<p>Dan, One important comment that I would like to add to Section 4.3.2, Bridges. It was noted that we rank 21st in number of bridges. What is more important is that Louisiana ranks 3rd in the nation in bridge area (length x width of bridge area) at 16,374,497 square meters (See attached NBI 2014 data). Can you please add this bullet in section 4.3.2. For a small state with limited funding this is important to know that we have a lot of bridge area to preserve. Many of our long interstate bridges will need to be rehabilitated in the upcoming years.</p>	<p>Text amended in Sec 4.3.2 to include the reference to deck area (similar to Table 4-1).</p>
4	Simone Ardoin	10-12-15	<p>Dan, Mark had one comment and one concern.</p> <p>The concern is that 46% of legislators think it is a good idea to outsource. (I know it is an opinion on their part but this is contradictory to the recent GEMS recommendation to do more in-house design to save money.)</p> <p>The comment is that the appendix sheets are difficult to follow. Recommend they put Appendix "x" at the top or bottom of each sheet.</p>	<p>The Appendix letter will be added at the top of each Appendix page.</p>
5	Christopher Pulaski	10-22-15	<p>Please move this project to Priority A for funding. It is important to our region's safety</p>	<p>Megaproject priorities were developed and established through an extensive process of analysis and consensus building. To include this project in the Megaprojects Priority A list would require the removal of a project from the Megaprojects Priority A list of equal value to maintain the Statewide Plan Scenario 3 funding constraint.</p> <p>Megaproject 4 (I-49 South, Raceland to Des Allemands) is the Priority A project in the area and considered to be a higher priority.</p>

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				The Department supports Priority B projects and will continue to advance them under available funding limits.
6	Rhoda Portier	10-22-15	Houma-Thibodaux to LA 3127 Connection Project. I feel that it is very important to move this project from Priority "B" to Priority "A". This project is very needed for this area.	Response is the same as Comment No. 5
7	Suzanne Nolfo Carlos	10-22-15	<p>The Houma-Terrebonne Chamber of Commerce has over 700 member businesses and organizations that represent more than 27,000 employees.</p> <p>At the regularly scheduled meeting on Tuesday, October 20, 2015 the Houma-Terrebonne Chamber of Commerce Board of Directors, concerning the Houma-Thibodaux to LA 3127 Connection Project, respectfully requests that this project be moved from Priority B back to Priority A.</p> <p>In addition the Board voted to support Alternative 2 (Western Alignment + North Alignment "B") as the most favored route due to the existing infrastructure improvement projects in the western side of the Parish, it has the least impact to the wetlands, it provides more Economic Development potential, it connects directly to the Gramercy bridge, and it is supported by Terrebonne Parish Consolidated Government.</p>	Response is the same as Comment No. 5
8	Daniel Walker	10-26-15	I support and urge Alternative 2 for the Houma-Thibodaux to LA 3127 Connection Project (North/South Hurricane Evacuation Route) and moving it from Priority B to Priority A.	Response is the same as Comment No. 5
9	Logan H. Babin, III	10-26-15	I support moving the Houma-Thibodaux to LA 3127 Connection Project (North/South Hurricane Evacuation Route) to Priority A.	Response is the same as Comment No. 5
10	Ryan P. Dupre	10-27-15	I support moving the Houma-Thibodaux to LA 3127 Connection Project (North/South Hurricane Evacuation Route) into Priority A.	Response is the same as Comment No. 5
11	Robert Hamilton	10-29-15	I support moving the Houma-Thibodaux to LA 3127 Connection Project (North/South Hurricane Evacuation Route) into Priority A.	Response is the same as Comment No. 5
12	Arthur A. De Fraites Jr.	11-3-15	<p>The Houma-Thibodaux to La 3127 Project has been in the Study Phase for more than 10 years. This roadway was not included in the State Police contraflow and evacuation route study because it was not in existence at that time. There are more than 250,000 people in the Terrebonne, Lafourche, Assumption and St Mary parishes that will benefit from this project. This project was included in the top ten projects to be accomplished in the Times Program of the State Legislature. It was a priority then, and it is still a priority today. Not only will it provide an accessible route for evacuation, but it will provide increased accessibility for the oil and gas industry of south Louisiana to I-10, I-55, I-59, and the northern part of the State.</p> <p>I support the selection of Alternate Route 2 by the Houma-Terrebonne Chamber of Commerce and call upon the DOTD to recognize the intent of the Louisiana Legislature in including this as a priority Times project, and request that it be provided Priority "A" funding at the present time.</p>	Response is the same as Comment No. 5
13	Suzanne Nolfo Carlos	11-5-15	The Houma-Terrebonne Chamber of Commerce respectfully requests that the Houma-Thibodaux to LA 3127 Connection Project be moved back to Priority A from Priority B within the Louisiana Statewide Transportation Plan. This corridor is extremely important for the current and future transportation needs of this entire region in regards to economic development and hurricane evacuation needs. Thank you for your consideration.	Response is the same as Comment No. 5
14	Mickey Thomas	11-6-15	The Houma-Thibodaux to LA 3127 Connection Project (North/South Hurricane Evacuation Route) needs to be moved from 'Priority B' in the Draft Louisiana Statewide Transportation Plan to 'Priority A'	Response is the same as Comment No. 5
15	Jennifer Ekal	11-6-15	Houma is no longer a small town and needs many changes to sustain a healthy, thriving city that could possibly earn a chunk of change from tourist if it were better maintained. Along with the frightening arrangement of Houma's MLK Blvd and the lack of sidewalks around town for pedestrians, of course this issue should be moved to the highest Priority. A suitable evacuation route to handle the possibility of city that has been ordered to evacuate is an absolute must.	Response is the same as Comment No. 5

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16	Sharon Bergeron	11-6-15	I was present at the meeting in Thibodaux in 1992 following Hurricane Andrew when Congressman Billy Tauzin announced that he had secured federal funds for a feasibility study of the best route for an evacuation route for Terrebonne and Lafourche parishes (200,000 people at risk). Almost 25 years later we have spent millions on studies of the same issues and are no closer to having an evacuation route that would work for this region. We have a bridge already in place that can get us across the Mississippi River. Now is the time to build the connecting highway. I am urging that the connecting route to Highway 3127 be moved to Priority A in the Statewide Transportation Plan.	Response is the same as Comment No. 5
17	Oneil Malbrough	11-6-15	Please move the N/S Hurricane Evacuation Route for Terrebonne and Lafourche Parish from Priority B to Priority A and build the alternative that was endorsed and recommended by the Houma Terrebonne Chamber of Commerce.	Response is the same as Comment No. 5
18	Bobby Williams	11-8-15	Leesville, La. Bypass (PITIFUL SITUATION) not listed (funding approved in 1988 (SHOULD BE A).....Also DERIDDER, LA. BY-PASS FUNDED-priority D---SHOULD BE B OR A. #72---B/ROUGE CONNECTOR --PITIFUL--SHOULD BE priority A---90/10 FUNDING... NOT LISTED: HWY 6 PROJECTS ---OLE HISTORIC TOWN OF NATCHITOCHE AND TOLEDO BEND LAKE (TOGETHER) IS --#3 TOURIST DESTINATION IN STATE OF LOUISIANA. SHOULD BE PRIORITY C. 31.5 BILLION MEGA PROJECTS LISTED. (REPORTED 12 BILLION--WILL NOT GO VERY FAR). UNDER THIS SCENARIO---OUR GREAT GRANDCHILDREN WILL NEVER SEE THESE PRIORITY PROJECTS COMPLETED. (SO MUCH FOR GOOD LOUISIANA GOVERNMENT)	Megaproject priorities were developed and established through an extensive process of analysis and consensus building. Priority A and B funding levels were based on reasonable revenue scenarios established at the beginning of the planning process.
19	LA 1 Coalition	11-9-15	The LA 1 Coalition respectfully requests that Louisiana DOTD prioritize LA 1 South into the Megaprojects-Priority A list of the 2015 Louisiana Statewide Transportation Plan. LA 1 South from Golden Meadow to Leesville poses a \$7.8 billion documented vulnerability to our state and national economy due to the 7.1 mile section of existing at-grade LA 1 south of the Golden Meadow levee system facing calculated wash-out probabilities (U.S.D.H.S. National Infrastructure Simulation Analysis Center study emailed to you separately today). Furthermore, a U.S.D.O.C. commerce study performed by NOAA estimates that at-grade LA 1 will be inundated 6% of the time by 2030 and 55% of the time by 2050. Just two weeks ago LA 1 was closed for 12 hours on Sunday October 24, 2015 in to Monday October 25, 2015 due to a remnant low pressure event from what was left of Hurricane Patricia that hit the western Mexican Coast. We had a constant wind from the south for 48 hours that caused water to build up and over top the road by about 8 inches during the high tide period. No other road in our state has such significant documented vulnerabilities to our coastal economies of oil & gas, fisheries and tourism. In the 2003 TIP LA 1 Improvements were divided into the Megaprojects A & B lists. Because the 7.1 miles of at-grade LA 1 between Golden Meadow and Leesville is at far more risk today to wash-out than it was in 2003, and because today 600+ freight vehicles and thousands of working citizens rely on this sole access highway for their jobs daily, and because the project will improve evacuation capacity for both Gulf of Mexico fly-in workers based our Port Fourchon/Grand Isle and 1200+ residents of Grand Isle where there are no alternate routes, we respectfully ask that all \$320M of the project cost be placed in the Megaprojects - Priority A list. Time and tide are not our side. Thank you for your most serious contemplation of this request.	Megaproject priorities were developed and established through an extensive process of analysis and consensus building. To include this project in the Megaprojects A list would require the removal of a project from the Megaprojects A list of equal value to maintain the State Plan funding constraint. The Department supports Priority B projects and will continue to advance them under available funding limits. Note: Phase A of the subject LA 1 upgrade received approximately \$150 Million of public funding for construction.
20	Susan Boudreaux	11-9-15	The Houma-Thibodaux to LA 3127 Connection Project (North/South Hurricane Evacuation Route) needs to be move from Priority B to Priority A	Response is the same as Comment No. 5
21	New Orleans Regional Planning Commission – Karen Parsons	11-9-15	Chapter 4 Page 4-2; Table 4-1 Non-motorized (Pedestrians and Bicycle modes) are not represented in the table. Surely there are some data highlights to share on each so they are not excluded. Below are some items that might fit the bill. <u>Federal or state funded bicycle and pedestrian friendly facilities installed:</u> <ul style="list-style-type: none"> • Miles of sidewalk facilities installed on State highways (72 miles between 2008 and 2012) • Number ADA compliant ramps installed (2843 between 2008 and 2012) • Number of push button ped-heads installed on State highways(74) (Above three bullet items provided by Peter Allain from notes of Complete Streets Advisory Committee meeting of October 4, 2012) <i>please get newest data</i> • Number of bike lane mileage installed • Total mileage of all bicycle facilities installed 	Chapters 4 and 5 address bike/pedestrian issues appropriate for a statewide transportation plan. Chapter 4 – Revisions to text made as recommended. Placing policy documents in a Statewide plan is not appropriate. Act 618 is adequately described. Chapter 5 – Existing text is adequate for a 30yr Statewide Transportation Plan.

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			sources and state agencies to improve specialized transit.” CDE No. 8: Recommend we drop “where ridership levels justify service.” Strictly speaking, passenger rail always needs a subsidy unless you live in NE Corridor. The state should be available to explore all new compacts because it will help the most viable compacts get over the goal line by gaining votes in the state legislature.	
22	Roger Bourgeois	11-10-15	Please move to Priority A. Thanks!	Response is the same as Comment No. 5