

APPENDIX F
COMMENTS: TRANSCRIBED

PRESENTATION AND PUBLIC HEARING

RE: INTERSTATE 49

INNER CITY CONNECTOR

STAGE 1, ROUND 3

STATE PROJECT NO. H. 003915
FEDERAL AID PROJECT NO. H 003915
CADDO PARISH

PUBLIC HEARINGS

HELD ON JANUARY 19, 20, 21, 2016

IN SHREVEPORT, LOUISIANA

REPORTED BY: LUANNE GREGORY, CCR

1 I N D E X

2 PRESENTATION:

3 VERBAL COMMENTS FROM THE FOLLOWING DAYS:

4 JANUARY 19, 2016, A.M. - GREATER SHREVEPORT

5 CHAMBER OF COMMERCE 3

6 JANUARY 19, 2016, P.M. - HAMILTON/SOUTH CADDO

7 BRANCH LIBRARY 17

8 JANUARY 20, 2016, A.M. - GALILEE MISSIONARY

9 BAPTIST CHURCH 24

10 JANUARY 20, 2016, P.M. - SHREVEPORT CONVENTION

11 CENTER. 33

12 JANUARY 21, 2016, A.M. - LOUISIANA TECHNICAL

13 COLLEGE 44

14 JANUARY 21, 2016, P.M. - MOUNT CANAAN BAPTIST

15 CHURCH 49

16 CERTIFICATION STATEMENT 53

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1 HELD ON TUESDAY, JANUARY 19, 2016
2 11:00 A.M. TO 1:00 P.M.
3 AT THE
4 GREATER SHREVEPORT CHAMBER OF COMMERCE
5 400 EDWARDS STREET
6 SHREVEPORT, LOUISIANA 71101
7 VERBAL COMMENTS

8 1. BILL WIENER:

9 This is Bill Wiener. I live at No. 2 Longleaf
10 Lane near Betty Virginia Park. I have no
11 financial interest in any of the land around what
12 is being proposed for the alternative, but I'm
13 here as a citizen. I have a degree in
14 architecture and city planning from Cornell
15 University, and I've been interested in this issue
16 for years. I'll try to be as brief, but I do want
17 to give information. First of all, the
18 presentation in the other room, the audio visual,
19 was terribly flawed. It was a conclusion that
20 apparently has been made and then trying to
21 support it. It mentions that the various 1
22 through 4 alternatives go through an oil and gas
23 field. You did not mention that this is a
24 wetlands and it cannot go through a wetlands.
25 This will be challenged in court, I am sure. And

1 then you went on to talk about the economic
2 advantages of various interchanges versus other.
3 You never discussed the quality of life. You
4 know, you have to think about what it does to the
5 community as a whole, not just this bogus
6 conclusion that one way will be more economics
7 versus the other. If it's more economics and it
8 destroys the character of the city, maybe it
9 should be discussed. And you talked about your
10 GIS statement. I believe you can get-- I can
11 find out more about that at table No. 2. The
12 economic analysis of alternative No. 5 is so bogus
13 versus the other four that it just shouldn't even
14 be there. If you're going to make these kind of
15 statements, back it up with specific facts, not
16 just conclusions. Now, that's my statement from
17 what I saw in the other room, but here is my
18 general statement. Traffic on interstates is of
19 two types, thru traffic and local traffic. Most
20 modern cities separate the thru traffic from the
21 traffic going to and from the community. You can
22 see on a Texas map where they have put these loops
23 in most of the communities to keep the thru
24 traffic out. The maps are available at the Texas
25 Tourist Bureau right over the state line.

1 But going back to separating the traffic,
2 traffic that's going from the south to the north
3 does not need to go through the community unless
4 it's going to the community, so it should be taken
5 off as a loop or bypass using existing 3132 to go
6 up and loop around Shreveport. We've got the
7 screwiest system in Shreveport, unplanned. I
8 blame NLCOG for much of it. We have an inner
9 loop; we have an outer loop; we have a southern
10 loop; and none of these are loops. They're just
11 streets. We need one continuous loop. Anyway,
12 getting back to the point, the thru traffic will
13 go around. We separate them at 3132. And the
14 local traffic will continue on the existing I-49
15 using the various interchanges until it gets to
16 the end right beyond I-20. There it should come
17 off to a road, a boulevard, an entry, a grand
18 entry into the City of Shreveport, and businesses
19 can be developed along the boulevard. It will be
20 lower speed limit. It will access the Civic
21 Center, Convention Center, the river front, North
22 Market, Highway 1, and downtown. So it'll have
23 access to Sci-Port, the theatre, the convention
24 hall, and City Hall and the courthouse.

25 Now, the second main element of my comments is

1 this will not be built as being proposed in 1
2 through 4 in any of our lifetime because there's
3 the possibility of three lawsuits probably filed
4 by national organizations, one involving going
5 over the wetlands, two, social injustice, and the
6 third has to do with historic preservation. This
7 will delay the project. But during this time
8 until there's a resolution, 1 through 4, as long
9 as they're still on the books as a line on a map,
10 that area will deteriorate. People near it or in
11 it will not be able to get loans to repair their
12 houses because of this threat of a line on a map,
13 and they will not be able to sell their property
14 and move on because the buyer cannot get
15 financing. The whole area will be redlined until
16 1 through 4 is killed and replaced with a viable
17 loop for thru traffic and a improvement at the end
18 to allow the local traffic to get off and access
19 the CBD.

20 The third item-- Excuse me. Stop for a
21 second. I'm trying to remember. Basically, what
22 we're saying in summary, loop the thru traffic--
23 excuse me--loop the thru traffic, yes, from coming
24 through our community and use the built part of I-
25 49 at the north end as a local road for local

1 domestic travel or people coming in or out, and
2 get rid of the 1 through 4 as shown because it is
3 redlining a district and destroying it, and this
4 will go on forever. If we want a solution, we can
5 do it now by using 3132 and improving it as the
6 contractor has said, but they will not give us the
7 details. They say it doesn't meet interstate
8 traffic--interstate standards, but they won't tell
9 us, you know, "This is wrong here." "This has to
10 be improved there." It's just all bullshit. They
11 need to give us a list of what they see needs to
12 be done to make it a loop with an I-49 sticker on
13 it or just call it a business bypass and use it as
14 it's being used now. There are signs at both ends
15 south on I-49 telling people, thru traffic, to
16 turn off at 3132, and also on I-20 telling people
17 coming from the west to turn off to 3132. It's
18 using-- It's working. Improve it as needed and
19 don't destroy a neighborhood and get the massive
20 congestion that you will have with both local
21 traffic and thru traffic. It'll be intolerable.
22 Thank you.

23 2. DR. PHILLIP ROZEMAN, PRESIDENT OF GREATER
24 SHREVEPORT CHAMBER OF COMMERCE:

25 I'm Phillip Rozeman. I'm a physician. I'm

1 chairman of the Greater Shreveport Chamber of
2 Commerce, and we certainly support the completion
3 of the I-49 corridor through our city. The
4 completion of I-49 for us is one of the greatest
5 economic development opportunities we have. It's
6 on the same scope as that of I-20 years ago. The
7 medical school, General Motors, and other really
8 big economic development opportunities. So this
9 means a great deal to our community and to our
10 business community especially. Our city has a
11 great transportation system, but as we complete
12 this, and if we do it right, we'll truly be a
13 transportation hub. That's a big difference,
14 because it turns a great transportation system
15 into really an economic development engine, a
16 place for people to store products, for trucks to
17 go, in a very heavily traveled corridor.

18 The connector makes sense when you think about
19 the axiom that the best way between two points is
20 a straight line. And so we support the
21 alternatives 1 through 4 and do not believe
22 alternative 5 makes much sense in terms of this
23 construction.

24 As far as economic revitalization, which is
25 very important to the chamber and also our city as

1 a whole, I heard once in a trip that we took to
2 Birmingham, Alabama, to look at what they had done
3 over the last few years to build their city, and
4 one thing that struck me is a man talking about
5 economic revitalization, essentially said that
6 peninsulas work, islands don't. And as it relates
7 to this area that we're talking about of our city,
8 the important thing is to have something that it
9 can be connected to. These interchanges that will
10 go with connections 1 through 4 will be economic
11 development drivers in that community. It's the
12 same thing as we look in our community at places
13 that we could have economic revitalization. We
14 can have it in Queensboro because we have the
15 Willis-Knighton Hospital. We can do it in the
16 area around the medical school because the medical
17 school is there. So the idea that peninsulas work
18 and islands don't is to have economic development
19 it has to be connected to something. In this case
20 it's going to be connected to interchanges related
21 to I-49 as it goes through the inner city.

22 Lastly, I think we can't forget that what we
23 do here has an impact not only in this community,
24 but it has an impact all the way down from
25 Texarkana to Alexandria to Lafayette to New

1 Orleans. If we do the right thing here, it's
2 going to make a big difference to those cities,
3 too. So we have to always keep in mind that not
4 only are we talking about impact on Shreveport-
5 Bossier, but also the impact that we have in
6 making these decisions all the way down the I-49
7 path. Thank you for the time you've given me and
8 attention to express my thoughts. Thank you very
9 much.

10 3. RAY FENTON:

11 My name is Ray Fenton. I work with
12 Southwestern Electric Power Company in the
13 customer service and marketing group, and I just
14 wanted to say that recently I've been working with
15 Tesla Motor Company, and the Tesla Motor Company
16 has chosen a location for their local charging
17 station. It's a super charging station to be at
18 Mall St. Vincent along the I-49 corridor. This
19 site selection was made to facilitate cross-
20 country traffic and charging opportunities for
21 Tesla car owners and they picked that because of
22 the close proximity of both I-49 for the north and
23 south traffic and I-20 for the east and west
24 traffic. And I think they picked that with the
25 assumption that the I-49 corridor will continue on

1 through the downtown corridor. So I think it
2 would be wise to follow up and put that corridor
3 in that location. Thank you.

4 4. DAVID LANGSTON:

5 My name is David Langston, L-A-N-G-S-T-O-N.
6 And my comment is I'm glad to this presentation
7 today because I was able to see that something
8 that concerns me is the closure of the Linwood
9 interchange--Linwood Road interchange if they were
10 to build the LOOP It alternative. That area is
11 already somewhat depressed, and to close that
12 interchange would just create more depression and
13 not give any possibility of economic resurgence in
14 that area. So that right there seems to me that
15 why would you spend more money to actually have
16 potential economic loss when you've got four other
17 alternatives that only make sense that would
18 increase property values in the downtown area,
19 shorten travel distances for people, and give an
20 economic boom to the area for tourism and
21 everything else. So I just-- I think one of the
22 four options. I'm not settled on which one would
23 be best. I'll leave that to more of the experts.
24 But I do think that the downtown option should be
25 definitely pursued and completed.

1 5. EDMAN "SKIP" JAMES:

2 I'm in favor of Route No. 4, the Gold Graph.
3 It goes through an area of the town that needs to
4 be revitalized. It appears to be a shorter route
5 than the rest of them are, and it looks to be more
6 economical if you look at the overall cost for the
7 project.

8 I'm not in favor of the no-build. I think the
9 cost for the no-build seemed to be at least half
10 of what the figures should really be. And that's
11 all I've got to say.

12 6. VERNON CHANCE:

13 My name is Vernon Chance. I live in
14 Shreveport. I favor one of the four build
15 alternatives in the direct route corridor from I-
16 20 and I-49 extending for the three and a half
17 mile segment to the intersection with I-220. And
18 the cost estimates and environmental impact
19 statement results should define which of these
20 four routes is best. The build alternative route
21 selected and designated should be one of the four
22 alternatives in this direct route corridor based
23 on the lowest cost, lowest environmental impact,
24 minimum destruction/disruption of the
25 neighborhood, and the greatest ability for

1 relocation assistance for those who are displaced.
2 I believe this corridor contains the most feasible
3 route for the remaining segment of I-49, which is
4 only three and a half miles.

5 The LOOP It alternative is not feasible,
6 that's alternative 5, because of the cost and
7 environmental impact, which also adds too many
8 additional miles to the uncompleted segment. I
9 have personally experienced my property being
10 impacted unfavorably by the earlier location of I-
11 220 in Shreveport involving the bridge over Cross
12 Lake. I have managed a manufacturing company
13 whose employees and businesses will be affected by
14 selecting the best route for this I-49 connector,
15 and I have been involved with the Committee of 100
16 business organization in considering the I-49
17 inner city connector alternatives, which this
18 organization has expressed similar feelings about
19 the best route for I-49. Also, I have observed at
20 this particular public meeting that the cost
21 figures presented for alternate 5 are too low and
22 are not realistic, and they need to be
23 reevaluated, because they are obviously needing to
24 be raised to a higher, more realistic figure.
25 Thank you.

1 7. FRED KENT:

2 Hello. My name is Fred Kent. I was actually
3 commenting on the I-49 and I believe in 1 through
4 4. 5 is not an alternative for Shreveport, as it
5 is the worst thing that could happen to
6 Shreveport. When you look at 1 through 4, it has
7 so much economic development opportunity, and the
8 actual speed-- This is a billion dollar decision,
9 and with that No. 5 takes out all the economic
10 development opportunities that there are. So when
11 you look at 1 through 4, I could go with any of
12 the 1 through 4. 2 is probably the best
13 alternative, but I can go with 2, 3, 4, or 1, and
14 I'm flexible in that area. Thank you very much
15 for listening to our comments.

16 8. KENNETH MARTIN:

17 My first comment is that I like option 3.
18 That goes a little east of Allen Avenue. I think
19 it saves newer home development north of Ford
20 Street that's there. They're affordable homes.
21 And I think even though it goes through a historic
22 district, there's not a lot of structures there.

23 And No. 2, I think there should be an
24 interchange at Ford Street and not Hearne. Ford
25 Street gives you access to downtown Shreveport.

1 And I really see that as a bright spot for
2 economic development from about Allen Avenue east
3 going towards downtown. Then those businesses
4 would need to have access to Interstate 49.

5 Do not need interchange at Hearne Avenue. I
6 still think that's wetland. There's not a lot of
7 development there. It's very close to I-220, so
8 that shouldn't be there. So I can't--

9 And No. 4, they'd want to widen the bridge
10 across I-220 because of environmental concerns.
11 They have a water plant there for our drinking
12 water. That should not, you know, be something
13 that we need to deal with. So you would not have
14 that construction across the river. You'd have
15 construction with option 3 moves it a little bit
16 east. Probably, you know, you would save a few
17 churches in there, even though most of them
18 probably have membership that's moved out.

19 I just think option 3 would be the best
20 option, closer to town, should be an interchange
21 there, and I think it allows for economic
22 development downtown.

23 Last concern I have is if you take it around
24 3132 and that I-49 designation comes off of what's
25 from probably Bert Kouns north of I-220, what

1 becomes of maintenance support for that going past
2 St. Vincent Mall and all of that? Does that
3 revert to the city as a city thoroughfare? Does
4 the state maintain that? I'm concerned about the
5 upkeep of that. That needs to be maintained.
6 That's a viable economic area getting to the
7 hospital area, Centenary College, places like
8 that. And so if I-49 is removed, I have a concern
9 about that. If I-49 stays where it is and goes to
10 option 3, you still have as part of the interstate
11 system. It's maintained from a functionality
12 standpoint, and, you know, just going forward,
13 maintaining infrastructure. And I think that was
14 about all we had on it.

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1 HELD ON TUESDAY, JANUARY 19, 2016

2 6:00 P.M. TO 8:00 P.M.

3 AT THE

4 HAMILTON/SOUTH CADDO BRANCH LIBRARY

5 2111 W. BERT KOUNS INDUSTRIAL LOOP

6 SHREVEPORT, LOUISIANA 71118

7 VERBAL COMMENTS

8 1. MICHAEL O'NEAL:

9 I'm Michael O'Neal, and I am for the inner
10 city route, not the alternative going around using
11 3132. And I like the idea of the elevated because
12 it will allow the community to cross-section. I
13 don't know whether you have finished the final
14 design, but if there is some changes that could be
15 done in the final design, I prefer use of service
16 roads on each side allowing traffic to be able to
17 see from the freeway development and how easy the
18 access is to whatever development occurs on either
19 side of the freeway. That's my main argument for
20 it, but I have some secondary arguments which
21 includes the fact that if you run the traffic
22 straight through the city, the people that's
23 traveling that are thru travelers will be able to
24 see downtown and they will know that they will be
25 in a city.

1 Another reason I prefer the center route is it
2 would encourage more hotel building in that area.
3 Right now, if you head down 49 and you went around
4 on the loop and headed south, unless you had GPS
5 or something, you would never see a hotel. So
6 somebody that was at the spur of the moment
7 deciding that they needed to spend the night
8 because they was going to drive all the way to the
9 coast or Lake Charles or Fort Polk or if they were
10 going on south towards New Orleans, they would
11 never see a hotel and they'd end up out of town to
12 the south side with no place to stay. Because of
13 that I'm sure there will be incentives for hotels
14 to be built somewhere along I-49. Right now
15 there's only one, which is the Comfort Inn at the
16 intersection of Bert Kouns.

17 2. TOM TRACEY:

18 Tom Tracey. I believe that the extra money
19 spent and the extra thirteen miles spent on going
20 making 3132 become the new I-49 corridor is
21 ridiculous. I think it's more practical and cost
22 effective to use any one of the four routes,
23 either route alternative 1 or alternative 4, go
24 straight up north on I-49, do a three-mile
25 connection to the rest of I-49 north of the 220.

1 It just makes sense.

2 3. SUSAN TURK:

3 I'm Susan Turk and I live in Southern Hills
4 very close to 3132. I don't mind the interstate
5 coming through 3132 except there's down sides:
6 Crossing our water reservoir, if hazardous
7 chemicals happen to be wrecked and go in the
8 water, then we'll end up like Flint, Michigan, and
9 I don't want to jeopardize our drinking water.
10 And besides that, it's a hundred million more to
11 go that route. I do think alternative 4 seems to
12 be the best route, the shortest and most direct,
13 and that's the one I will go for. I'm sorry that
14 some people would lose their homes, but it's going
15 to affect some people in any direction that it
16 goes. And that's how I feel. Thank you.

17 4. FRANK DAHLBERG:

18 My name is Frank Dahlberg. I live in
19 Keithville. I use I-49 to come into Shreveport
20 each day. Unfortunately, it stops off at I-20. I
21 think that any of the direct routes are certainly
22 feasible. The one that goes--Route 5 is not
23 feasible at all. It's just not logical. But any
24 of the others would certainly be feasible. The
25 property that it would take or destroy or

1 certainly most of it is not worth saving in the
2 first place. The churches, I've talked to several
3 of the church people that belong to that down
4 there, and they say if they're paid for the
5 buildings they'd be glad to move. So I support
6 that a hundred percent.

7 5. ART SCHEFLER:

8 My name is Art Scheffler, and I was reviewing
9 the maps they have of the alternatives, and it
10 seems totally obvious to me that the option 5 has
11 the least impact on communities and would be the
12 fastest way up to the North 49 intersection.

13 6. DR. BRIAN SALVATORE:

14 My name is Dr. Brian Salvatore, and I have a
15 comment. I'm in favor of not building the
16 interstate through the inner city. I could go
17 along with option No. 5 or a no-build option if it
18 includes a business boulevard going through our
19 city. What we really need through the city is a
20 business boulevard. We need more north/south
21 access. We do have Hearne Avenue, of course, but
22 that's over too far to the west side of the city.
23 What we should do is make use of Pierre, or we
24 could make use of Pete Harris and connect it
25 directly into Common Street and bridge the bayou

1 that way, and both those routes could be built, as
2 well. You'd have two parallel boulevards that
3 would take the traffic from the North Market area
4 and bring it down into a housing and business
5 district in Allendale. That's what we really need
6 in the heart of our city. There are some people
7 here who have the notion that the more interstates
8 you put through a city, somehow the better that
9 city is going to be, and that is just not the
10 case. There are so many factors there. You're
11 going to devastate the housing in the area.
12 You're going to pollute the area. You're going to
13 cause a barrier. People will come here for
14 conventions and they'll be told by their
15 convention leaders, "Don't go past the
16 interstate." That'll be your new barrier for
17 Shreveport, and none of us should really want to
18 create that. Some of us are unintentionally
19 moving down that pathway and it's a mistake that
20 the people will regret here for a hundred years.
21 You'll have the new East St. Louis and you'll have
22 the new Gary, Indiana. You'll have the new
23 Oakland, California. None of those cities are
24 proud of their inner cities. In fact, a lot of
25 them are taking down interstate expressways.

1 So the other thing I wanted to say is that the
2 SWEPCO Power Plant is being misrepresented. They
3 do not need that approximately eighty acres that
4 they're sitting on. That new high-tech plant that
5 they built is not even referred to in your video.
6 You're still calling it the Arsenal Hill Plant.
7 That is the Lamar Stall Combined Cycle Natural Gas
8 Plant over on Common Street, and that's what
9 they're currently using to generate 95 percent of
10 the power on that site. They do not need a
11 retention pond. They do not need eighty acres.
12 They could get by with twenty. And the rest of
13 that acreage could be used to provide access to
14 Cross Bayou for citizens of the area, people that
15 live in the neighborhood. You could have
16 boardwalks going off into the wetlands that
17 continue all the way downtown and people would
18 enjoy the natural amenities of the city rather
19 than avoid them and drive over them and plugging
20 their nose. We do not want to turn Cross Bayou
21 into a runoff ditch. We want to value it for the
22 beauty that it has, the natural beauty, and we
23 want to live there. We don't want to avoid the
24 area. Thank you.

25 7. MICHAEL JOHNSON:

1 My name is Michael Johnson and I am a resident
2 of Shreveport, and I am for the either No. 1
3 alternative or No. 2 alternative. Those are the
4 best, I think. It gives opportunity, economic
5 opportunity, for Shreveport to grow and expand
6 outside. I used to live north of town and it
7 would definitely help to have a corridor that goes
8 straight through all the way to New Orleans--to
9 Lafayette and then New Orleans.

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1 HELD ON WEDNESDAY, JANUARY 20, 2016

2 11:00 A.M. TO 1:00 P.M.

3 AT THE

4 GALILEE MISSIONARY BAPTIST CHURCH

5 C&C BEAIRD FAMILY LIFE CENTER

6 1500 PIERRE AVENUE

7 SHREVEPORT, LOUISIANA 71103

8 VERBAL COMMENTS

9 1. ARLENE ROSE:

10 I'm Arlene Rose, and my comment is in relation
11 to the presentation on the Power Point. I think
12 it would be very helpful to the people watching
13 the Power Point if there was actually a person
14 standing there with a pointer indicating what is
15 being described. We saw the maps, but we really
16 couldn't tell one area from the other. So someone
17 with a laser or with a pointer, just to go along
18 with the description, would have been very
19 helpful.

20 2. JOANNE CARTER:

21 2. I'm Joanne Carter at 1731 Weinstock
22 Street. I've looked at all of the initiatives and
23 I definitely appreciate No. 5. No. 5 already
24 takes up a lot that would be involved with 49. It
25 won't uproot a whole lot of living areas. It

1 seems to me that it would be much easier and it's
2 not much left to do. So, to me and what I'm
3 looking at on these maps, 49 would be very, very
4 economical, very feasible. You don't have a lot
5 in the way and you have a lot of open areas to
6 work with. So I appreciate No. 5.

7 3. MAMIE ROBINSON:

8 Mamie Robinson. I would like to say that No.
9 5 would be more feasible for our area, far as the
10 initiative that we'll be able to rebuild our
11 community, for I-49 to go around our neighborhood,
12 and it will be more better for us to be able to
13 live where we're at instead of, you know, cutting
14 through the city. It will be more better for it
15 to go around. So No. 5 would be my best
16 alternative.

17 4. ESTHER CRINER:

18 My name is Esther Criner. I live in the
19 Allendale section, and I am for 49 coming through
20 our area if we are being, you know, treated right.
21 If we have to move, that we would be provided a
22 home for us, because our home is paid for. And
23 I'm for that, you know, if it's, you know,
24 possible.

25 5. TIFFANY CARR:

1 My name is Tiffany Carr. I think that the
2 best option would be option 1. It has the best
3 economic impact on the city, and it's just really
4 common sense. It cuts down on travel time. You
5 know, a lot of people leave the city because
6 there's nothing here. And if you build option 5
7 outside of the city, nothing's going to change.
8 Common sense is to bring it downtown. You'll
9 bring businesses. If not, that area is basically
10 the ghetto, and it's going to stay the same if,
11 you know, I-49 doesn't come through that part of
12 the city. I have many friends that are graduating
13 college and thinking of moving because there's
14 nothing here for us to do. There's no downtown
15 economy, nothing, you know. Most cities have
16 businesses downtown. Nobody's going to come here
17 if we don't change.

18 6. LEON GRAHAM:

19 My name is Leon Graham, and I want to make a
20 comment on about the interstate. Instead of
21 coming down through Mount Canaan, all of that
22 where they're building, and going on up there, new
23 development, why not bring it across Ford Street,
24 Perrin Street, Garden Street, and connect into the
25 interstate. That would be the best option because

1 all them houses in there on Perrin where I'm at is
2 all boarded up, someone's setting them on fire,
3 and they done tore--tear it down pretty real--a
4 whole lot of them in that area. So it should come
5 through there, and I can move on the other side
6 where they're doing the developing in there.
7 Because it look nice on that end over there, real
8 nice. In that area where I'm at, it just--it's
9 bad. Houses being broked in. Now they're setting
10 them on fire. So they're all boarded up and they
11 need tore down anyway.

12 7. CRAIG LEE:

13 My name is Craig Lee. I am a business owner
14 of Creole Soul Louisiana Meat Pies and a
15 Grassroots advocate in Shreveport since 1996.
16 Twenty years ago we started this battle to bring
17 I-49 through the inner city corridor,
18 Allendale/Lakeside, with our Tuesday Morning
19 Breakfast Group. I am 100 percent for I-49 coming
20 through the inner city corridor. Whether it is
21 Route 1 through 4 is irrelevant to me, as long as
22 it is one of those particular routes. It is very
23 unfortunate that a lot of poor people in
24 Allendale--now, I'm not going to say a lot--some
25 are being used as pawns in this game to try to

1 stop progress. But the Coalition of Business
2 Owners--black business owners that I have been in
3 concert with with the African-American Chamber of
4 Commerce, the NAACP, the Tuesday Morning Breakfast
5 Group, we are all definitely in favor of this
6 particular development coming through to stimulate
7 economic development in the Allendale/Lakeside
8 community. And that is my take, and any time I
9 can be of assistance, definitely you can reach me.

10 8. JAYE KING:

11 Hello. My name is Jaye King. I reside in
12 Shreveport, Louisiana. I do not have a preference
13 as far as a route is concerned, but I do have
14 objections. I object to Routes 1 and 4, and I
15 would prefer a ground grade or interstate system
16 as opposed to an elevated interstate system due to
17 concerns I see in other metropolitan areas of
18 blight and being unkept and transients and things
19 of that nature under bridge and various crimes and
20 things of that nature. I'm sure the intent would
21 be to provide some type of park or some type of
22 nice facility of that nature, but due to
23 uncertainty of fundings for something like that or
24 the time span it will be kept up, I think having a
25 ground grade system would just alleviate those

1 concerns. Thank you very much.

2 9. DR. W. GABRIEL TAYLOR:

3 I'm Dr. W. Gabriel Taylor, and one of the most
4 recent residents of the Allendale area. And of
5 course, I am against I-49 coming through Allendale
6 because on some of the proposals the routes would-
7 - I am a direct hit. My house would be a direct
8 hit. And I have become satisfied with being there
9 after spending six years there, and actually using
10 the ax to cut grass off of the curbs, because I do
11 not even have a sidewalk in front of my house, and
12 I have probably the best house in the block, brick
13 house, and well manicured. And I've taken upon
14 myself to help others out, the elderly in the
15 area, and I manicure their property. And I've
16 been very displeased for the years that I've been
17 over there that where broken sidewalk, sidewalk in
18 some places, and no sidewalk in front of my house
19 at all. And the promise that the money that was
20 allocated for Allendale has not surfaced or been
21 utilized to help bring those properties up to par.
22 So, at this interval, I am not with the idea of
23 moving. I have to relocate. Although I taught in
24 Shreveport back in the '90s, J. S. Clark and Oak
25 Park Elementary School, I never had an inkling

1 that I'd ever move over here, but I'm here now,
2 and I'm just not ready to move. But I am resigned
3 to the will of God that whatever is best for our
4 city that--and maybe even best for me. It's just
5 that I do not see it now. And that is my stand.

6 10. LUEBURDA MYERS:

7 I'm Lueburda Jamison Myers, and I'm in
8 attendance at the public meeting at Galilee
9 Baptist Church, and I really want to express my
10 concern for the Allendale/Lakeside area. I'm a
11 member of St. Paul United Methodist Church, so I'm
12 interested in whether or not it would impact my
13 church, which is on the corner of Looney and
14 Pierre Avenue. And of course, in the Ford Street
15 area, I have a nonprofit business there, the
16 Jamison-Myers Alpha Lifelong Learning Center. And
17 so from conversation with one of the workers with
18 this project said that it will not be affected.

19 Another concern that I have that if at all
20 possible aerial views should be primary, that will
21 be least disruptive. But then we also need to
22 consider economic impact, how will it help to
23 improve the economics of some of our very low
24 income areas where people are either unemployed or
25 they're under-employed. Want to see how this

1 highway project will help to improve the economics
2 of the area.

3 11. SHONDALE COLEMAN:

4 Shondale Coleman. My comment in brief is I do
5 prefer the inner city connector for the I-49
6 structure. My personal opinion is using the
7 existing route, if I'm not mistaken, Route 5, the
8 option 5, would take it around the city, and I
9 think that the economic impact would be more
10 beneficial through the city.

11 I do not live personally in the areas that are
12 affected, but I do work in the area, and I think
13 the benefit of having the structure come through
14 the city would again make for that better economic
15 impact for education, for, of course, financial
16 resources, and the economy, for the real estate
17 market in the area, just an overall advantage to
18 the City of Shreveport if we did not miss out on
19 the additional fundings that the I-49 inner city
20 connector could benefit us with.

21 12. FRANK ROSS:

22 Frank Ross. My comment on project 2 is more
23 economy for it to come down right in that area.
24 You got the projects. You got a lot going on in
25 that area. When you get off the freeway you want

1 to go and do what you--see what you see, get back
2 on. You've got more--that's where your economy
3 make more money than being out where nothing is
4 around. You got Louisiana building not too far.
5 You got a lot of sightseeing. You got a lot of
6 historical buildings, close to downtown, and plus
7 they can be remodeling downtown. Going to have
8 the river goes out. So you'd be close to a lot of
9 sightseeing that's going on.

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1 HELD ON WEDNESDAY, JANUARY 20, 2016
2 6:00 P.M. TO 8:00 P.M.
3 AT THE
4 SHREVEPORT CONVENTION CENTER
5 400 CADDO STREET
6 SHREVEPORT, LOUISIANA 71101
7 VERBAL COMMENTS

8 1. DAVID GOODMAN:

9 David Goodman. I've been around Shreveport
10 all my life. I'm sixty-six years old. And I've
11 been waiting for this to be completed, because it
12 doesn't just affect the people of Shreveport. It
13 affects everybody across the nation. And I think
14 even the route--the alternative routes that have
15 been selected, I think, is a little bit
16 complicated because of it's possibilities of
17 environmental impact or it's possibly impossible
18 to do. But I think the shortest distance between
19 two points is a straight line. Even the ones that
20 you have selected are a little bit conflicted.
21 But taking it around Shreveport is the most
22 expensive and the most cost ineffective method
23 that I've ever heard of, and I think it's the most
24 disgusting and insulting suggestion I've ever
25 seen, because two hundred people in town think

1 it's going to ruin their neighborhood. It's not
2 going to ruin their neighborhood. It didn't ruin
3 the other neighborhoods that came through
4 Shreveport. It came through Cedar Grove. It came
5 through Caddo Heights. It came through all the
6 towns south of here, and it didn't ruin those
7 neighborhoods. How could it ruin the
8 neighborhood? It can only improve it.

9 Now, my thought is build the road and get it
10 behind us so we can go on to build I-69 that
11 everybody wants to use. It's not just the people
12 of Shreveport use these roads. These roads are
13 used by everybody in the United States that do
14 traveling. And I think it's a smart thing to do
15 it, get it over with before the price goes up,
16 because if we wait ten years from now the price is
17 going to be much more expensive. So that's my
18 thoughts on the project.

19 2. DOROTHY WILEY:

20 My name is Dorothy Wiley, and my concern is
21 the alternative 5 build. First, I'd just like to
22 know who chose that build and when did it come to
23 be an alternative 5. I have been--or my group has
24 been looking at a no-build, and that has not been
25 put on the agenda, because what I understand is

1 that through the Federal Highway Administration,
2 Louisiana DOTD, Providence Engineering, when we
3 met back in June of 2015, Carl Highsmith said, or
4 Charles Bollinger, who he was representing, said
5 that it was not in the EIS scope. The alternative
6 build 5 was not in the EIS scope, and now today
7 it's appearing here, and I just wanted to know
8 when did they have time to do a scope for the
9 alternative build 5 and why has not one been done
10 for the boulevard, which we have been requesting
11 for over two years now. That's it.

12 3. CHARLES B. WILEY:

13 My name is Charles B. Wiley. I am with the
14 group LOOP It, and which we voted for a no-build
15 and we still stand for the no-build, but now they
16 have alternative Route No. 5 on there, and it's
17 listed under our name, and which we did not
18 request a Route 5. So someone is lying on LOOP
19 It.

20 4. THOMAS G. CARMODY, JR.:

21 Thomas Carmody. I live at 440 Albert Avenue
22 in Shreveport, 71105, and have been involved with
23 looking at the most feasible way to extend I-49
24 North from its intersection at I-20 to its
25 junction at I-220. And what it appears to me is

1 that alternative 4 is the shortest distance
2 between the two points and the least expensive of
3 the options, and that would be the one that I
4 would hopefully be able to get behind and support
5 completion of. Thank you.

6 5. STEVEN HILL:

7 Steven Hill. Looking at the different build
8 alternatives, it appears to me that build options
9 1 and 4 seem to be the most feasible to me and
10 maybe have the least impact on any historical
11 districts within the city. Build option 5 using
12 existing I-220 and 3132 makes no sense to me at
13 all and would seem to be very cost prohibitive, as
14 well. Thank you.

15 6. DR. BRIAN SALVATORE:

16 My name is Dr. Brian Salvatore. I'm a
17 resident of Shreveport. And I'm continuing a
18 comment that I made yesterday with new things that
19 I've thought about since. These are very
20 important things and need to be considered by
21 NLCOG. The first thing we need to consider, and I
22 was reminded of this on my drive in this evening,
23 is that we have already a traffic problem on I-20,
24 especially at the interchange with I-49, and yet
25 on I-49 we have largely car traffic today because

1 it's really a local commuter interstate. When we
2 make the connection however we make it, we're
3 going to have a lot more heavy diesel traffic
4 that's going to be coming through the city, and
5 this diesel traffic will be interstate traffic
6 that really has very little interest in stopping
7 in our city. Trucks are not paid to stop and
8 peruse the area. Trucks are paid to get from
9 destination A to destination B as fast as
10 possible. And I really doubt that the connection
11 that's going to be made through the inner city,
12 even though it's going to be four point seven
13 (4.7) miles shorter, is going to be the fastest
14 route possible because of the traffic that I see
15 on a daily basis already on I-20. As soon as we
16 make the connection through with I-49, we're going
17 to face that traffic north and south on I-49,
18 which is going to further impede I-20 because of
19 the interchange that's there. This is something
20 that needs to be taken into serious consideration.
21 And it will slow down traffic. You'll still see
22 trucks preferring to take the loop anyway, and the
23 trucks that do come to our city are going to
24 impede us. And when diesel traffic stops and
25 goes, stops and goes, it's highly polluting,

1 diesel soot. I'm a chemist by training. I have a
2 Ph.D. and post-doctoral training in chemistry, and
3 I've led environmental efforts related to other
4 areas that have helped people's lives, and I can
5 tell you that diesel soot is a definite
6 carcinogen. It's classified that way by the World
7 Health Organization. It's in the same category as
8 asbestos, as an example, and it's not something
9 that you want to have running through your city.

10 The other thing I want to say is we've heard
11 from the Committee of 100. We know what their
12 position is by and large. They've advocated to
13 put this interstate through our city. What we are
14 not advocating for is community. Community is not
15 an interstate. Community is not an access road.
16 Community is not concrete. Community is people.
17 It's not diesel soot. And what we need to build a
18 community is good housing, and we need a business
19 district, not a heavy diesel district, a district
20 that's going to consist of small businesses along
21 a boulevard. So, along with a no-build or a loop
22 option, we need to inquire and find the funding--
23 Because the federal government I know will provide
24 this. I've spoken with John Norquist personally.
25 He's a former president of the Congress for New

1 Urbanism, and he has said that we can obtain the
2 funding for a business route boulevard through the
3 city.

4 What we also need to do is recognize that the
5 people that are opposing putting I-49 through the
6 city are not opposing Allendale or the future of
7 Allendale. We could think of ourselves as the
8 community. Call us the Community of 500. What we
9 need to do is park some money in an endowment.
10 This money could be raised by churches. It could
11 be contributed by individuals. It could be
12 contributed by corporations, such as SWEPCO or
13 Calumet, that have a large footprint in our city.
14 When money is parked in an endowment, it can
15 generate interest. If we could park five hundred
16 one hundred thousand dollar contributions in an
17 endowment for fifteen years, we could generate
18 about three million dollars a year off of that
19 fifty million dollars, and that three million
20 dollars a year could provide renovations to
21 housing in Allendale. We would give foundation
22 work, roofing work, siding work, new linoleum
23 inside, carpeting, could even put some renewable
24 energy on the houses. We could make those houses
25 desirable. And anybody who says there's not

1 desirable housing in Allendale doesn't realize the
2 potential there with a little tender loving care.
3 So I want us to think not only about the attitude
4 of the Committee of 100. I want to think about
5 the activity of a foundation that could consist of
6 the community, the Community of 500, and an
7 endowment of fifty million dollars. After fifteen
8 years they can take their endowment back. It
9 could be returned to the donors. But we will have
10 benefitted by three million dollars a year and a
11 lot of appreciated property values. There's a lot
12 of other ways to save the community besides paving
13 it over with concrete. That's going to destroy
14 it.

15 7. RUDOLPH GLASS, JR.:

16 Rudolph Glass, Jr. I was looking at the
17 proposals coming down Pete Harris Drive on the
18 understanding it's going to try to do it to the
19 left of Pete Harris Drive and go that way. On the
20 right side, come off I-49 going down Pete Harris,
21 the only structures you have is what used to be
22 the old Pete Harris Caf, and on up you have a
23 church, and that's the only thing you have until
24 you get to the ponds by SWEPCO. So coming that
25 way would be less structures instead of to the

1 left of Pete Harris when you come up to the
2 neighborhood where you have all the new houses
3 that they've built, as well as the new grocery
4 store. And basically, what all the people are
5 complaining about, you went further to the right,
6 you would eliminate bothering those structures.

7 8. JOHNNY MYLES:

8 My name is Johnny Myles. I live in the
9 Fairfield Historic District of the City of
10 Shreveport. I-49 comes through the Fairfield
11 Historic District. The interstate itself has not
12 caused any blight to the area. As a matter of
13 fact, it has brought improvement to the area.
14 It's brought economic development. Citizens are
15 moving into the area, restoring homes and
16 refurbishing homes. I am for the interstate going
17 through the city. Any of the four routes I agree
18 with, preferably the fourth route because--I'm
19 sorry--the third route because it's closer to
20 downtown Shreveport. The interstate going through
21 the city would bring development, economic
22 development to a depressed area. It would be a
23 great asset to the city. It would be a great
24 benefit for the City of Shreveport to have the
25 interstate to go through the city. It would

1 revitalize the Allendale and the Ledbetter Heights
2 area. It would bring businesses into those areas.
3 It will also bring people into those areas. So I
4 am most definitely for the interstate going
5 through the city as opposed to looping around the
6 city, which is too much time, takes too long to
7 get from one part of the city to the other part of
8 the city. Thank you very much.

9 9. LOUISE BURTON:

10 Louise Burton, 714 Elvis Presley Avenue, the
11 James Burton Foundation. I'd like to say I'm in
12 favor for 49 coming through Allendale. It would
13 be a lifeline for Allendale. We love it. My
14 husband grew up on Madison in Allendale and we've
15 seen it deteriorate over the years, and if we
16 don't get this freeway through Allendale,
17 Allendale is on a dead-end road. We need an off
18 ramp on Ford Street to give us service stations,
19 to give us McDonald's, Taco Bells, Circle K's, a
20 lifeline for Allendale that they do not have now.
21 And if we don't get this under control, because
22 time is of the essence for truck drivers, they're
23 going to go another route that they're already
24 planning out by south of Southern Trace in
25 Frierson through Arcadia, and they will cut

1 Shreveport out completely within five years.
2 We've got to step up. We've got to take advantage
3 of this. Any business minded person will know
4 this is the best decision for Shreveport. Thank
5 you.

6 10. HAROLD GRANT:

7 My name is Harold Grant. I am a resident of
8 Shreveport, and I believe that the No. 4
9 alternative would be the best with exits at Ford
10 Street. I think the worst one is 5 around the
11 city. It doesn't benefit the city at all. The
12 raised highway, it looks like it would give less
13 impact on the footprint of the city there, and
14 those are my comments. No. 4 raised and exit at
15 Ford Street. Thank you.

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1 HELD ON THURSDAY, JANUARY 21, 2016

2 11:00 A.M. TO 1:00 P.M.

3 AT THE

4 LOUISIANA TECHNICAL COLLEGE

5 SHREVEPORT-BOSSIER CAMPUS

6 2010 N. MARKET STREET

7 SHREVEPORT, LOUISIANA 71107

8 VERBAL COMMENTS

9 1. RUDY CARLEY:

10 My name is Rudy Carley, and my comment is that
11 I would just like to suggest that the route would
12 go through the bottoms area, because I feel like
13 that is more feasible and wouldn't disturb as many
14 people. That's it.

15 2. BOB R. BASS:

16 My comment is to finish I-49 from where it
17 dead-ends at Murphy Street to 220 and build it--
18 elevate it all the way so the streets down below,
19 as many of them as possible, can continue
20 underneath the I-49 as it does on the rest of I-49
21 that comes from south, north, to where it dead-
22 ends. And they say that the funding-- Cedric
23 Glover said that he had secured full funding to
24 construct I-49 North.

25 And my other comment is don't add onto 220 and

1 build another four lanes across Cross Lake, which
2 are two miles or two and a quarter miles when they
3 could build two and eight-tenths miles of
4 Interstate 49 from Murphy Street to 220 and
5 complete it and let 220 remain as it is. That's
6 my comment.

7 3. JOHN GLASSELL:

8 John Glassell. And my comments are we need to
9 build the inner city connector mainly to give us
10 residents in north Caddo Parish a direct access to
11 downtown Shreveport and points south of downtown
12 Shreveport all the way to Baton Rouge. And we
13 will not have to-- That way we will not have to
14 fight the red lights on North Market or Blanchard
15 Highway or Ford Street or Allen Avenue on the way
16 to get to 49 South. That build alternative 5 loop
17 is too long and out of the way for us to-- It
18 will not save us travel time at all. In fact, it
19 would increase it going that way.

20 And I think the interchange for the ICC should
21 be at Ford Street rather than Hearne. If that's
22 the only one that can be built, go ahead and have
23 it at Ford Street. And like I said before, the
24 main reason we need this inner city connector is
25 to give us a direct access to points south from

1 the north. It just makes sense. Thank you.

2 4. RAMONA GREEN:

3 Ramona Green. I am highly in favor of Route
4 5. I think that this route would provide the
5 proper maintenance that we need for streets and
6 interstates. There was no one here to provide me
7 any information on the impact of personal economic
8 development with any of the other routes. Having
9 visited the Family Dollar, I went there and
10 couldn't even have a basket to shop because all of
11 the baskets had been taken from the premises. So
12 I'm really concerned about the economic
13 development. I'm also concerned about the
14 churches affected specifically in Routes 1, 4, and
15 3. But what most concerns me is other residents
16 who were gifted homes through the Fuller Center.
17 Everybody deserves a home, and a gift of a home is
18 a wonderful thing. I myself helped build on some
19 of those homes. And loop this around the city and
20 allow people to go to wherever they want to go in
21 this country. Let it be of benefit to people, not
22 a way to remove people from their spiritual homes
23 and remove people from their residential homes
24 without any real proven economic success. Thank
25 you.

1 5. ROSS BARRETT:

2 Hi. My name is Ross Barrett. I am highly in
3 favor of alternative 1, 2, 3, or 4. I think that
4 we should do whatever we possibly can do to
5 minimize the real life impact to residences and
6 businesses in Allendale, in particular the Fuller
7 Center for--grocery center. To the extent that
8 that can be avoided, we should do that. However,
9 I am highly against the LOOP It alternative for
10 several reasons. First of all, I think the costs
11 are extremely low. I don't see how a twelve-mile
12 loop that has massive interchange construction and
13 demolition only costs 20 percent more than a two-
14 mile loop that's a straight shot.

15 Secondly, I would ask the experts at DOTD to
16 look at whether or not an elevated highway through
17 Allendale is necessary, in particular over the
18 wetlands, because wetlands mitigation is possible,
19 and that could potentially lower the cost.

20 I also am in favor of the inner city route,
21 and again, I would rely on the experts to tell me
22 No. 1, 2, 3, or 4, because of the positive
23 economic impact to downtown. I guess some other
24 things that have been on my mind are the increased
25 carbon emission from a longer driving distance

1 with the LOOP It option, and plus our water safety
2 concerns. That's where our community gets its
3 drinking water. As I mentioned to one of the
4 engineers that Cross Lake is to Shreveport what
5 the LSU lakes are to Baton Rouge. And so I would
6 ask you to think hard about the quality of life
7 and the security issues surrounding building over
8 the Cross Lake.

9 I also would be concerned on the LOOP It
10 option that it would be an increased yearly
11 maintenance cost outside of the up front cost.
12 That tied with the increased carbon emissions, I
13 just don't see how, if that is an option, that's a
14 viable option, and my gut instinct tells me that
15 it's not--it's an option because of that very
16 fact, that it's not an option whatsoever. So, at
17 any rate, I guess my final concerns would be
18 around environmental and just the overall
19 aesthetic view to Cross Lake. I think that it
20 would be a degradation to the quality of life to
21 the residents on Cross Lake. And I guess that's
22 it. Thank you.

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1 HELD ON THURSDAY, JANUARY 21, 2016

2 6:00 P.M. TO 8:00 P.M.

3 AT THE

4 MOUNT CANAAN BAPTIST CHURCH

5 1666 ALSTON STREET

6 SHREVEPORT, LOUISIANA 71101

7 VERBAL COMMENTS

8 1. LATONYA JOHNSON:

9 My name is LaTonya Johnson. My mother and
10 father are deceased. I don't have any family.
11 I'm all alone. I have a five-year-old daughter,
12 and it's just me and her. We don't have too much
13 and we don't--we don't have nowhere to go, and all
14 I have is my mother and father's house left.
15 That's all I have. And it's in bad condition, but
16 it's a roof over my head. And right now I'm in
17 between jobs and I'm making it from day to day.
18 So if this project takes my house, I'll probably
19 be in the street or be homeless. I don't want to
20 lose my home and I'm not going to let myself be
21 homeless, but I don't have no family. And I wish
22 that you would take that under consideration, and
23 I hope y'all have a blessed day.

24 2. WILLIE MYERS:

25 My name is Willie Myers and I have been living

1 in this community for most of my life, and I would
2 prefer alternate 5.

3 3. BARRY SMITH:

4 My name is Barry Smith. I work for the City
5 of Shreveport, and I'm up and down these roads all
6 the time. And 220 is already hooked into-- You
7 know, 220 already running through 3132. I feel
8 it'd be best that you running 49 and run it off
9 into 3132 which runs right back into 49. That's
10 my opinion. I just-- I figure why uproot
11 families that--you know, that's been building a
12 family, that has been here for a long time, why
13 uproot them to move them to someplace else. You
14 know, our neighborhood is just getting built.
15 It's trying to rebuild now. Why tear it down?
16 You know, why displace peoples from their homes
17 and their families? That's all I have to say.

18 4. HOLLIS AUBREY:

19 Hollis Aubrey, 324 Allen Avenue, Shreveport,
20 71101. I raised-- I likes to be-- Let's see.
21 How do you pronounce that? Choose for Ford
22 Street? For the ramp to come at Ford Street,
23 interchange at Ford Street. Yeah. Because
24 that'll be easier and better, because if I'm
25 going-- I got to go anyhow, so I rule for it to

1 come to Ford--on Ford Street.

2 5. ERIC S. THOMAS:

3 My name is Eric Thomas. I was born and raised
4 at 1828 Garden Street, which is in the Allendale
5 section of Shreveport, Louisiana. And I came to
6 the meeting tonight because we had five
7 alternative routes that they was thinking about
8 building the I-49 connector. And I'm going to go
9 with either the no-build or they should use the
10 3132, because I think that we have a beautiful
11 neighborhood over here and we want to keep our
12 neighborhood the way it is or we can beautify it
13 some more. And if anything, they can build a
14 boulevard through here, you know, where we--if
15 it's something I want to set up some shops or
16 anything like that, they--they can set up some
17 shops. But I don't want 49 coming through our
18 neighborhood.

19 6. DENNIS SELLS:

20 I was going to simply state that I thought
21 that the alternative of No. 3 would probably have
22 the biggest economic impact on the Allendale
23 community, and it would be my recommendation that
24 we take that route to construct the I-49
25 interchange connection. And those are my

1 comments .
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1 CERTIFICATION STATEMENT

2 This certification is valid only for a
3 transcript accompanied by my original signature
4 and original seal on the second page of this
5 certification statement.

6 I, LUANNE GREGORY, Certified Court Reporter in
7 and for the State of Louisiana, as the officer
8 before whom these verbal comments were taken, do
9 hereby certify that the public hearings verbal
10 comments as hereinbefore set forth in the
11 foregoing 52 pages were reported by me in the
12 stenomask reporting method, was prepared and
13 transcribed by me or under my personal direction
14 and supervision, and is a true and correct
15 transcript to the best of my ability and
16 understanding; that the transcript has been
17 prepared in compliance with transcript format
18 guidelines required by statute or by rules of the
19 board, and that I am informed about the complete
20 arrangement, financial or otherwise, with the
21 person or entity making arrangements for
22 deposition services; that I have acted in
23 compliance with the prohibition on contractual
24 relationships as defined by Louisiana Code of
25 Civil Procedure Article 1434 and in rules and

1 advisory opinions of the board; that I have no
2 actual knowledge of any prohibited employment or
3 contractual relationship, direct or indirect,
4 between a court reporting firm and any party
5 litigant in this matter, nor is there any such
6 relationship between myself and a party litigant
7 in this matter. I am not related to counsel or to
8 the parties herein nor am I otherwise interested
9 in the outcome of this matter.

10 Rayville, Louisiana, this 25th day of January
11 2016.

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LUANNE GREGORY, CCR
CERTIFICATE NO. 28005

