



FHWA-La-EIS-85-1-F
FEDERAL HIGHWAY ADMINISTRATION
REGION 6, FORT WORTH, TEXAS 76102

STATE PROJECT NO. 737-02-81
FEDERAL AID PROJECT NO. IR-10-5(249)262
EDEN ISLES INTERCHANGE
INTERSTATE HIGHWAY 10
ST. TAMMANY PARISH

FINAL

ENVIRONMENTAL IMPACT STATEMENT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

AND

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
OFFICE OF HIGHWAYS



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SUMMARY

The proposed project provides for an interchange at Interstate 10 and Eden Isles in southeast St. Tammany Parish, Louisiana. Potential locations for interchanges are located along I-10 in a study area between Gause Boulevard on the north and Lake Pontchartrain on the south (Figure S-1).

The proposed interchange at Eden Isles will be a full-diamond type interchange. A bridge structure of four travel lanes, two shoulders eight feet wide, and one turning lane, having a length of approximately 1137 ft, will provide for travel across the interstate. Minimum clearance over I-10 is 16 ft, 6 in, which will extend over a possible additional lane.

The connection to U.S. 11 will be via a new limited access road built in phases as traffic demands increase. Initial construction will consist of a two-lane high type facility with provisions for two additional lanes when warranted by traffic conditions. Traffic to the east will be directed onto a planned arterial system.

The estimated construction cost of the proposed project is \$7.84 million. Right-of-way is being donated, and the primary connector road is being built by the private sector. The service road east of I-10 will be relocated to accommodate the interchange and to maintain existing and future service.

Several significant government actions are occurring in the same geographic area as the proposed project: a levee maintenance program to continue providing flood protection and facilitate development of all of St. Tammany Drainage District No. 2; a Planned Unit Development (PUD) on part of the land west of I-10; and a study of an interchange on I-10 at Fremaux Road.

The alternative to the proposed project is to do nothing. Fremaux Avenue is scheduled by the Louisiana Department of Transportation and Development (LDOTD) for widening to four lanes in FY 1985-86 and the interchange is scheduled for engineering in the same fiscal year. An interchange at Fremaux Road would be an addition to, but not a substitute for, the proposed project because it would serve areas along U.S. 190 on both sides of I-10 and would not conveniently serve the southeastern areas of the parish. An access point for the Fremaux interchange project has been approved by

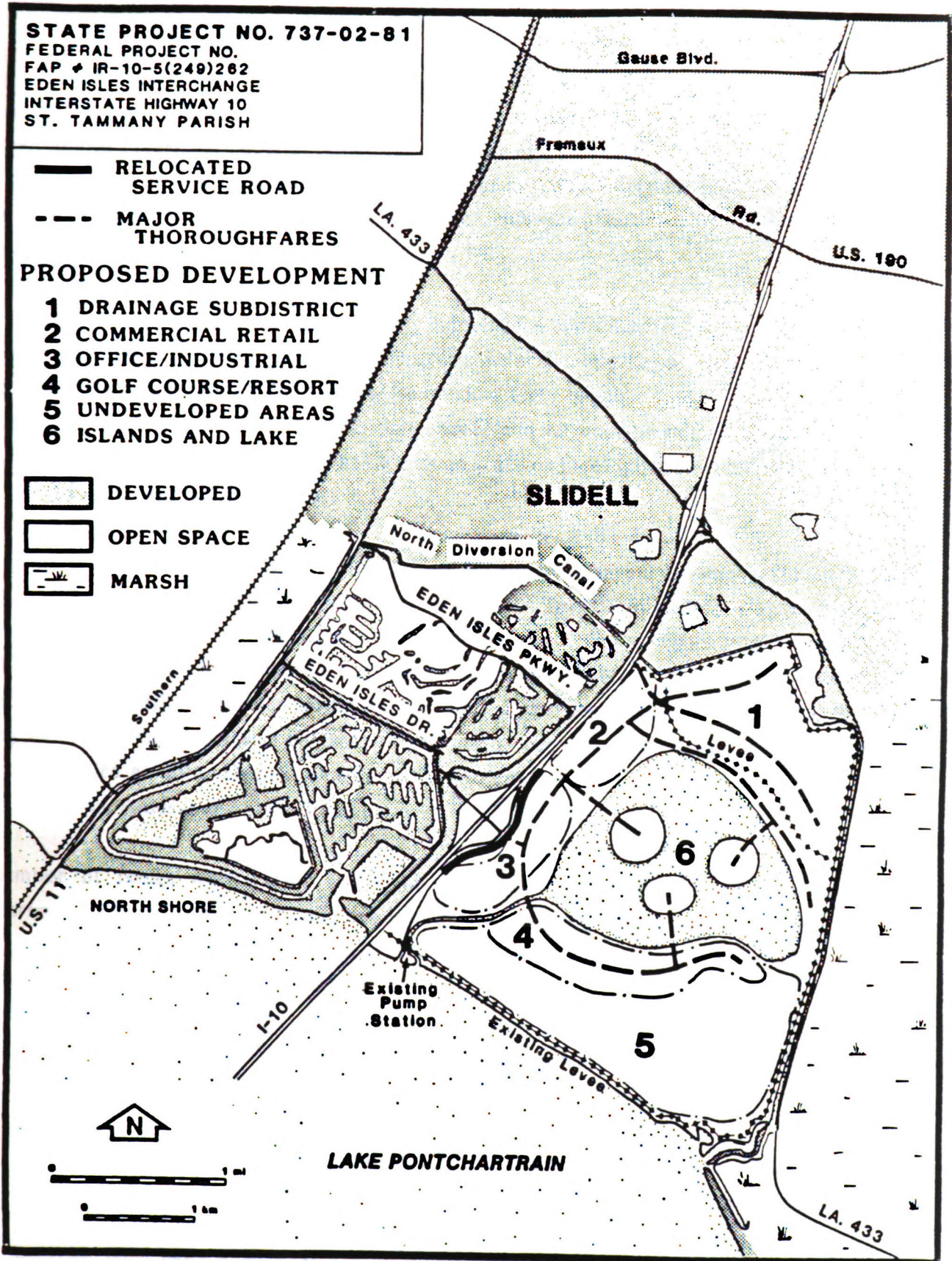


Figure S-1. The proposed project in relation to existing and possible land uses. Final design will be in response to market conditions at time of sale.

FHWA subject to the project being in compliance with all applicable regulations, Fremaux Road being upgraded to handle design-year traffic using the interchange, and environmental clearance being obtained for the project. Moreover, the interchange at LA 433 is not a viable alternative to construction of an interchange at Eden Isles. The area to be served by the proposed project is south and east Slidell and the North Shore area.

Beneficial impacts from the proposed project include a redistribution of existing and projected traffic from the LA 433 interchange; a safer transportation network in this part of St. Tammany Parish for the traffic demand from ongoing development; aid to early hurricane evacuation of the Eden Isles area; and an east-to-west arterial from U.S. 11 to the interchange provided at no cost to state or local governments because it will be funded by the private sector.

The proposed project will provide additional access to the 100-year floodplain (Section IV.B, 4.b). However, most of the Slidell area is in the floodplain and development is now underway, and all ongoing development will be required by law to comply with applicable Federal Emergency Management Agency (FEMA), state, and local standards. Any fill activity relating to wetlands under the jurisdiction of the U.S. Army Corps of Engineers will require a Section 404 permit. Discharges from point sources require an EPA permit. Both permits are subject to review and coordination with numerous Federal and state agencies.

A number of issues were raised when this project was proposed in 1973. Other concerns have been expressed by various interests when evaluating projects similar to this one in the Pontchartrain Basin. Those earlier concerns were addressed in connection with this permit application:

- (1) In a letter to DOTD, it is stated that the interchange will solely benefit the developer of Eden Isles by enhancing sales of Eden Isles properties.

The interchange benefits south and east Slidell and not just a single landowner or developer. Connecting roads to the interchange permit through traffic from adjacent subdivisions ready access to the interstate network. Sales of properties in Eden Isles have been constant during the past ten years, available lots are being sold, and homes are being built. Large portions of Eden Isles west I-10 are

Planned Unit Developments, and blocks of land are being sold to developers. Eden Isles Marina is operational and multifamily housing is located in the vicinity of the marina. The southwest corner of Eden Isles, known as the Moonraker tract, has been sold and housing is under construction. Conceptual plans have been prepared for the area east of I-10 and the area will be developed. Final plans for the east side development will depend upon market demand.

(2) Another comment suggests that the development of land east of I-10 will lead to pollution and further degradation of Lake Pontchartrain. Also, wetlands adjacent to Eden Isles will be subject to pollution and development pressures. Finally, the comment suggests that any further loss of Lake Pontchartrain wetlands will seriously threaten the lake and lead to its death.

Development of land east of I-10 will continue whether the interchange is constructed or not. The construction of the interchange will accelerate this development. All point and non-point sources of pollution should comply with applicable Federal and state guidelines and standards. The Coastal Management Division, Department of Natural Resources, has classified portions of the study area as "fastlands." Wetlands within Eden Isles east are not tidally connected to the lake and do not directly interact with the estuarine system.

(3) One comment implies that traffic does not justify the need for an interchange at Eden Isles.

Traffic studies reflecting future growth indicate an interchange is in order to maintain a satisfactory transportation network.

(4) North of Lake Pontchartrain the westbound lanes are reduced from three to two in order to enter the bridge. One comment stated that adding merging lanes from the Eden Isles interchange would significantly raise traffic hazards and lower safety margins.

The interchange as designed is not a traffic hazard, and conforms to American Association of State Highway and Transportation Officials (AASHTO) standards; that is, the merging distance provided is adequate as designed. Applicable Federal and state standards do not allow a facility to be constructed that creates

traffic hazards and lowers safety margins. Traffic studies indicate that with or without the Eden Isles Interchange, the 20 year level of service will be "F" in this area. Attention to the lane reduction problem will need to be addressed as a separate state project. Studies indicate that the development of Eden Isles will generate additional westbound volume whether the interchange is built or not. Additional volume of traffic will produce an unacceptable level of service where the three lanes become two. Sometime in the future, the lake bridge will have to be widened to provide an acceptable level of service.

(5) The issue of how an interchange is accepted into the interstate system was raised, in particular, whether anyone can tie into the system at any time and at any place if he is willing to pay for the interchange.

No one can randomly tie into an interstate system. State and Federal authorities control interchange placement.

(6) Financing of the operations and maintenance costs of the interchange once it was accepted into the interstate system was concern of one reviewer. He was of the opinion that the developer should be responsible for all long- and short-term costs.

The interchange will be built with Federal funds with the matching funds from the state. Once accepted into the interstate system the state government assumes responsibility for maintenance, signage, and associated costs. The interchange serves the general public and is not a restricted, private facility. Anyone using the interstate or who resides in the Slidell area has full and unlimited access to the interchange.

The developer is responsible for providing right-of-way for the interchange, funding permit related activities, financing of the engineering design, and construction of a four-lane connector road between the interchange and U. S. 11.

(7) A request was made for an environmental assessment of the proposed interchange before a decision is made.

The direct and indirect environmental impacts of this proposed project are described in this Environmental Impact Statement. The EIS complies with the National Environmental Policy Act as a full disclosure evaluation of the long-and short-term, direct and indirect, beneficial and adverse impacts of the project. FHWA Technical Advisory, T 6640.8 (February 24, 1982), Guidance Material for the Preparation of Environmental Documents was used to compile the EIS.

(8) One comment suggests that the development on the east side will be unduly subject to flooding.

Structures should be built to comply with FEMA, state, and local standards where appropriate and/or will be within a leveed and pumped drainage district.

Numerous Federal and state agencies as well as local government authorities have permitting and review responsibilities for activities related to the proposed project. These agencies and their responsibilities are listed in Table S-1.

FHWA has coordinated activities with the U. S. Army Corps of Engineers. The Corps has identified wetlands under their jurisdiction and has reviewed the document.

FHWA is the lead Federal agency and is responsible for monitoring implementation of Federal guidelines and regulations within the interstate system right-of-way, including compliance with the National Environmental Policy Act, and coordination with other Federal, state, and local agencies and with the private sector.

The Louisiana Department of Transportation and Development is the state agency responsible for highways and is coordinating all engineering, financial, and environmental activities related to this project. LDOTD is responsible for activities within the interstate right-of-way, including maintenance, operation, signs, and other costs for the facility once it is accepted into the interstate system.

Names, addresses and telephone numbers of individuals at the La. Department of Transportation and Development and the Federal Highway Administration who can be contacted for additional information are as follows:

Table S-1. Responsibilities of Various Agencies for Activities Related to this Project.

<u>Agency</u>	<u>Action</u>	<u>Activity</u>
U.S. Army Corps of Engineers	Section 404 Permit	Discharge or fill material placed in wetlands and waters of the United States.
U.S. Army Corps of Engineers	Section 10 Permit	Obstructing navigable waters.
U.S. Environmental Protection Agency	Section 402 Permit	Effluent limitations of point sources of pollution.
U.S. Soil Conservation Service	Review	Concern for Prime and Unique Farmland.
U.S. Fish and Wildlife Service	Coordination & review	Integrates concern for fish and wildlife into permit process.
Flood Insurance Administration	Review & regulation	Flood plain management.
National Marine Fisheries Service	Coordination & review	Integrates concern for marine fisheries resource into permit process.
Coastal Management Division La. Department of Natural Resources	Coastal Use Permit	Concerned with activities in state coastal zone.
La. Department of Environmental Quality	Water Quality Certification	Discharge of polluting substances.
La. Department of Culture, Recreation, and Tourism	Review for cultural resources	Concern for National Register sites or other cultural resources.
La. Department of Wildlife and Fisheries	Coordination & review	Protection of biological resources.
La. Department of Urban and Community Affairs	Review	Compliance with FEMA standards.
Parish government	Zoning Subdivision plan evaluation	Zoning of parish. Approval or denial of plan.
Drainage District	Drainage system	Provides drainage for district.

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On November 19, 1985 a Public Hearing was held in Slidell, La. as part of the NEPA process. Approximately 120 people attended the Hearing. Speakers voiced concern about the access road connecting Eden Isles Parkway and the Eden Isles Subdivision, security within the subdivision, and completion of Eden Isles Parkway. As a result of these issues, a Public Meeting in Slidell was held on April 21, 1986. The purpose of the Public Meeting was first, to explain how the Federal government and the state took into consideration the issues identified at the Public Hearing, and second, to listen to comments and respond to questions from the general public. A majority of the speakers favored the construction of the interchange and access to the Eden Isles subdivision from Eden Isles Parkway (Country Club Boulevard). As a result of the Public Meeting process, a recommendation will be made to St. Tammany Parish that Pebble Beach Drive be closed at its northern end and not intersect with Eden Isles Parkway. A connector road will be constructed from Eden Isles Parkway to Marina Drive as it was proposed in the DEIS because it is the most effective connector design for traffic. The developer will provide for a guard station in the vicinity of Marina Drive and Eden Isles Drive. Finally, an agreement has been signed by the developer, the parish, FHWA, and DOTD that provides for the ultimate completion of Eden Isles Parkway.

CHAPTER L. PURPOSE OF AND NEED FOR ACTION

St. Tammany Parish has rapidly grown during the last 30 years from a population of 26,988 in 1950 to 110,869 in 1980, and is projected to grow to 214,353 (Maruggi and Fletes 1983) by the year 2000. Most of this growth is occurring in the southwest and southeast part of the parish, especially in the Slidell area, which serves as a bedroom community for New Orleans (Table 1-1). The transportation system has evolved as a reaction to the needs of this part of the parish.

The regional highway network serving the Slidell urbanized area is shown in Figure 1-1. Four principal east-west arterials (I-12, U.S. 190/Gause Boulevard, Fremaux Road and LA 433/Old Spanish Trail) and three principal north-south arterials (U.S. 11/Pontchartrain Drive, I-10 and U.S. 190) form a modified grid-street system serving southeastern St. Tammany Parish (Figure 1-1).

I-10 is a multi-lane interstate highway extending across southern Louisiana, serving Lake Charles, Lafayette, Baton Rouge, and New Orleans. Existing interchanges in St. Tammany Parish are located at LA 433 (Old Spanish Trail), U.S. 190 (Gause Boulevard), and I-12/I-59. I-10 currently is a six-lane highway north of Lake Pontchartrain carrying 33,600 vehicles per average weekday. The Regional Planning Commission (RPC) has engaged a consultant to conduct a traffic study of the Interstate and state highway systems and a thoroughfare study for St. Tammany Parish.

The City of Slidell is currently analyzing the Gause Boulevard interchange to identify current capacity deficiencies and improvements needed to alleviate existing and expected future traffic congestion. The Louisiana Department of Transportation and Development will widen Fremaux Boulevard to four lanes during Fiscal Year 1985-86 and will begin the engineering for the interchange during the same fiscal year. Their objective in proposing a Fremaux interchange is to provide additional east-west roadway capacity and access to I-10, thus potentially diverting traffic from Gause Boulevard and relieving congestion at the Gause Boulevard/I-10 interchange.

U.S. 11 is presently the only north-south route serving southern St. Tammany Parish west of I-10. U.S. 11 is a two-lane roadway with wide gravel shoulders, frequent

Table 1-1. Community Characteristics for the Traveller in the Slidell Area

	Census tract (See Figure 3-6)											
	408.01	408.02	408.03	409.00	410.02	411.04	408.01	408.02	408.03	409.00	410.02	411.04
Total Population	3632.00	893.00	5181.00	3714.00	3286.00	3813.00	In*	Out**	In	Out	In	Out
Persons/family	3.33	3.57	-	3.11	-	3.30	3.33	3.57	-	3.11	-	3.30
Persons/household	3.04	3.37	-	2.50	-	2.99	3.04	3.37	-	2.50	-	2.99
Families	842	165	-	243	-	1425	842	165	-	243	-	1425
Journey to work	1326	211	-	430	-	2216	1326	211	-	430	-	2216
Carpool	333	54	-	166	-	719	333	54	-	166	-	719
Mean travel time minutes	22.10	33.50	-	29.80	-	29.70	22.10	33.50	-	29.80	-	29.70
Work in NO, CBD	114	13	-	14	-	255	114	13	-	14	-	255
NO, other	192	64	-	127	-	562	192	64	-	127	-	562
Kenner	-	18	-	-	-	53	-	18	-	-	-	53
Remainder of Jefferson Parish	51	15	-	-	-	151	51	15	-	-	-	151
Slidell	674	45	-	104	-	505	674	45	-	104	-	505
St. Bernard	40	15	-	11	-	47	40	15	-	11	-	47

* inside incorporated limits of Slidell
 ** within St. Tammany Parish, outside incorporated limits of Slidell

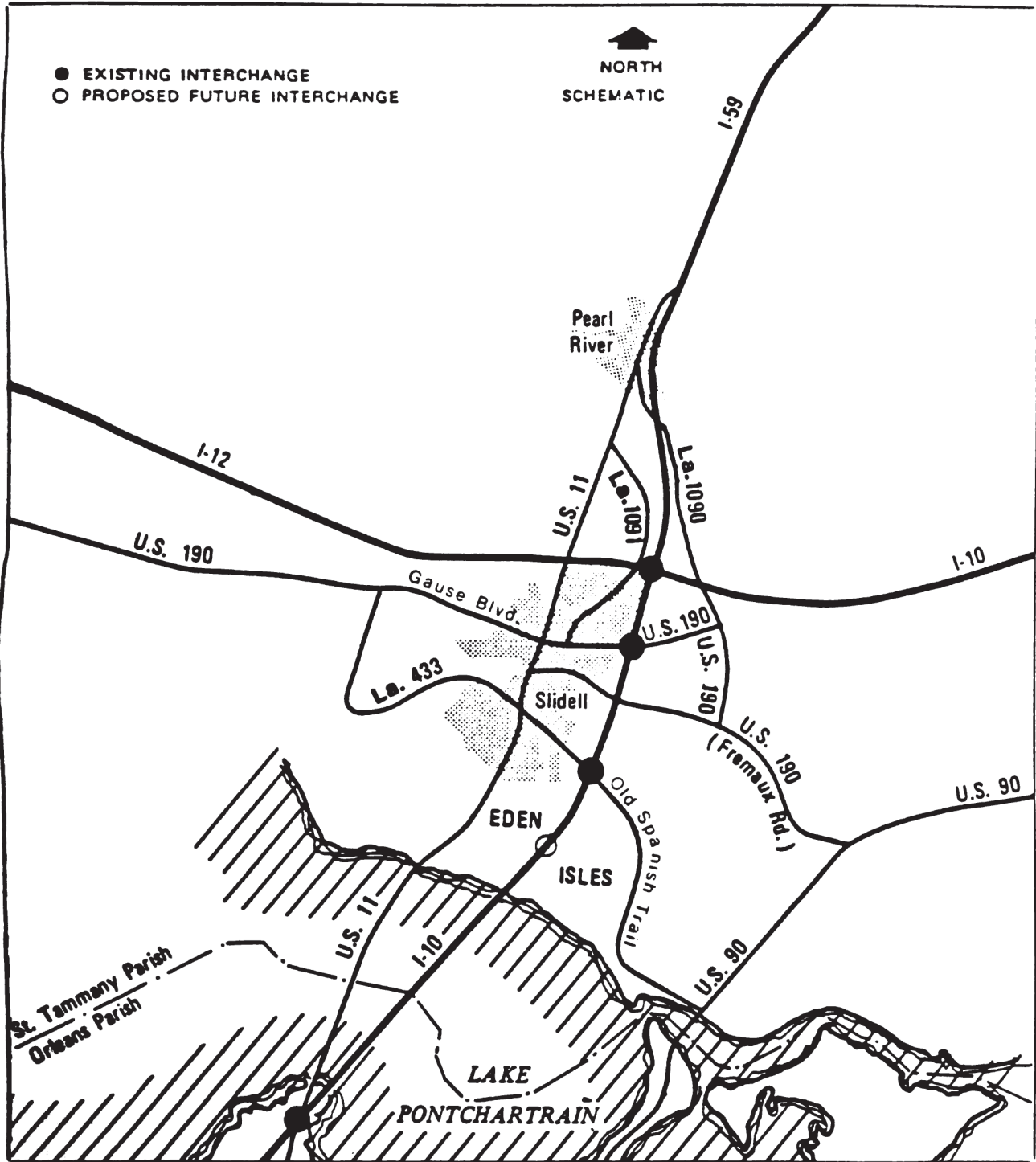


Figure 1-1. Highway transportation network in southeast St. Tammany Parish (Gorove/Slade Associates, Inc. 1984).

driveways, and a 45 mph speed limit in the vicinity of Eden Isles. The Eden Isles Drive/U.S. 11 intersection is signalized. Within the Slidell city limits south of LA 433, U.S. 11 is five lanes wide, including a continuous left turn lane. This five-lane cross section would be extended southward to the North Diversion Canal according to the City's Year 2000 Major Thoroughfare Plan. U.S. 11 presently carries approximately 8,700 vehicles per average weekday in the vicinity of Eden Isles, and 11,100 to 20,100 vehicles within the Slidell city limits.

Safety statistics for the section of US 11 from the Lake Pontchartrain Bridge to the City limits of Slidell where US 11 becomes four lanes show this stretch of highway to be very dangerous.

Statistics for the past four years show this section of road to be much more hazardous than other 2 lane urban highways in the state. Average accidents per million vehicle miles for the period are:

Year	State 2 Lane Urban	U.S.11 Slidell Area 2 Lane Urban
1980	2.77	5.26
1981	2.10	5.40
1982	2.17	4.21
1983	2.02	2.71

U.S. 11 intersects I-10 south of Lake Pontchartrain and I-59 north of Pearl River. The capacity of the U.S. 11/I-10 interchange is limited in the eastbound direction by a one-lane, stop-sign-controlled, at-grade intersection of the I-10 off-ramp and U.S. 11.

LA 433 is a four-lane boulevard west of the interstate with a center median and exclusive left-turn lanes. LA 433 is the southernmost east-west roadway serving southeastern St. Tammany Parish, intersecting I-10 approximately 3.5 mi north of Lake Pontchartrain. LA 433 carries approximately 7,600 to 11,100 vehicles per day west of I-10 and 3,700 vehicles east of I-10 and adjacent to Eden Isles. Limited traffic moves east on La. 433 because it is rural with few homes. The roadway east of the interstate is two lanes to U.S. 90.

U.S. 190 (Gause Boulevard) is the most heavily travelled east-west arterial street serving the Slidell urbanized area. It carries between 13,800 and 22,700 vehicles per day in four through-lanes between U.S. 11 and I-10. The Gause Boulevard/I-10 interchange is located approximately 3 mi north of the existing LA 433 interchange, and approximately 1 mi north of a potential future interchange at Fremaux Road.

Analysis of Existing Highway Network

An analysis of the existing peak hour traffic volumes indicates that the existing interchange system is experiencing traffic congestion. The U.S. 190 interchange currently operates at level of service C during the PM peak hour (Table 1-2). The eastbound off-ramp is two lanes wide to carry the heavy traffic volumes exiting I-10 during the peak hour of 4:30 to 5:30 PM. In addition, the number of vehicles waiting to turn left from eastbound Gause Boulevard onto the frontage road east of I-10 currently exceeds the capacity of the existing left-turn lane during the evening peak hour, resulting in backups onto the eastbound I-10 off-ramp. The LA 433 interchange currently operates at level of service A. Additional traffic generated by population growth in the Slidell urbanized area will cause the Gause Boulevard and LA 433 interchanges to operate at lower levels of service.

Deficiencies in the existing east-west arterial and collector streets also limit the capacity of the I-10 interchange system. The City of Slidell Year 2000 Major Thoroughfare Plan recommended improvements to the existing street system based on existing and projected future traffic volumes. The plan's study area did not include Eden Isles or areas of southeastern St. Tammany Parish south of North Diversion Canal or east of I-10.

According to the Major Thoroughfare Plan and the Slidell Planning Commission's comments regarding the plan, the capacity of Gause Boulevard is limited because of closely-spaced access driveways to commercial properties, the lack of left-turn lanes and signal synchronization, high percentages of turning traffic, the location of a major truck stop adjacent to I-10, and poorly defined access to adjacent interstate service roads. These deficiencies result in a high incidence of accidents at the I-10 interchange, Front Street, and Rue Rochelle, and the use of local neighborhood streets as shortcut routes around congested intersections along Gause Boulevard. According to the Major Thoroughfare Plan, existing traffic volumes on Gause Boulevard are

approximately 23,000 to 30,000 vehicles per day, as compared to a capacity of only 22,600 vehicles per day for stable flow of traffic. These volumes are expected to double by the year 2000. Accordingly, the Major Thoroughfare Plan estimates that one additional lane is required to accommodate existing traffic volumes and four additional lanes will be required to accommodate year 2000 traffic volumes.

Many of these same deficiencies exist on Fremaux Road and LA 433 (Old Spanish Trail). Fremaux Road is a two-lane roadway that carried 12,680 vehicles per day in 1981 and is expected to carry 19,200 vehicles per day in the year 2000. The existing capacity is only 9,800 vehicles per day for stable flow of traffic. It is estimated in the Major Thoroughfare Plan that one additional lane is needed today and two additional lanes are needed in the year 2000. Two additional lanes will also be required on LA 433 in the year 2000. In addition, the existing bottleneck on Sgt. Alfred Drive between LA 433 and U.S. 11 needs to be widened from two 11-ft lanes to four 12-ft lanes.

Construction of new interchanges at Eden Isles and Fremaux Road would provide additional east-west access to I-10 and divert traffic from the Gause Boulevard and LA 433 interchanges. As indicated in Table 1-2, the existing interchange at Gause Boulevard and LA 433 are projected to operate at unacceptable levels of service (LOS) F and E, respectively, as the Slidell urbanized area continues to grow. Construction of the Fremaux interchange would permit both interchanges to operate at LOS D without development of Eden Isles east.

The existing interchange system cannot accommodate projected growth in the Slidell urbanized area and southeastern St. Tammany Parish. The existing Gause Boulevard and LA 433 interchanges will both operate at LOS F without construction of the Eden Isles Interchange and without the Fremaux interchange. The LA 433 interchange will operate at LOS F, and the Gause Boulevard interchange will operate at LOS D, with the Fremaux interchange and without the construction of the Eden Isles Interchange if the east side of Eden Isles is developed.

The construction of an interchange at Eden Isles would permit the existing La 433 interchange to operate at an acceptable level of service in the future as the Slidell urbanized area and southeastern St. Tammany Parish are developed. With the construction of the Eden Isles Interchange, the LA 433 interchange would operate at

LOS C if the Fremaux interchange is not built, and at LOS B if the Fremaux interchange is built.

The Fremaux interchange would divert more traffic from the existing Gause Boulevard interchange than the existing LA 433 interchange because of the closer proximity of Fremaux Road to Gause Boulevard. The existing Gause Boulevard interchange would operate at LOS F if the Fremaux interchange is not built, and at LOS D if the Fremaux interchange is built, when the Slidell urbanized area and southeastern St. Tammany Parish are developed.

The existing Gause Boulevard and LA 433 interchanges, and a new interchange at Fremaux Road, cannot accommodate growth in Slidell and southeastern St. Tammany Parish without construction of an interchange at Eden Isles. This new interchange is needed to permit the Gause Boulevard, Fremaux, and LA 433 interchanges to operate at acceptable levels of service D, C, and B, respectively. The new interchange at Eden Isles would operate at LOS B.

In summary, construction of an interchange at Eden Isles could satisfactorily accommodate development of southeastern St. Tammany Parish and allow the LA 433 interchange to operate at an acceptable level of service, with or without construction of a new Fremaux Road interchange. The Fremaux Road interchange would be required to permit the Gause Blvd. interchange to accommodate growth in the Slidell urbanized area at an acceptable level of service.

Figure 1-2 shows the estimated year 2003 a.m. and p.m. peak hour traffic volumes assigned to the proposed I-10 interchange, Eden Isles Parkway (Country Club Boulevard) and Eden Isles Drive. Only local traffic generated by existing residences along Eden Isles Drive and the proposed developments within Eden Isles were assigned to Eden Isles Drive. All other local traffic generated by the Eden Isles development and through traffic destined to U.S. 11 was assigned to Eden Isles Parkway (Country Club Boulevard). Proposed developments are located south of Eden Isles Drive and can be accessed only by Eden Isles Drive. These areas, known locally as Moonraker and Unit 4, are now for the most part open space. However, lots are being sold and homes are being built and it is expected that during the next fifteen years these tracts will be completely built. There is only one entrance and exit route to either Moonraker or Unit 4 because each tract is separated from adjacent land masses by canals. Each

Table 1-2. Existing and 1990 PM Peak Hour Levels of Service (and Critical Lane Volumes).

Condition	Level of Service (Critical Lane Volume)			
	U.S. 190/ I-10	Fremaux I-10	LA 433/ I-10	Eden Isles/ I-10
Existing	C (1093)	NA	A (808)	NA
Future (1990) Without Development				
Without Fremaux/I-10 Interchange	F (1432)	NA	E (1278)	NA
With Fremaux/I-10 Interchange	D (1189)	A (863)	D (1160)	NA
Future (1990) With Development				
Without Eden Isles Interchange Without Fremaux/I-10 Interchange	F (1432)	NA	F (1998)* ⁺	NA
With Fremaux/I-10 Interchange	D (1189)	C (1110)	F (1698)* ⁺	NA
With Eden Isles Interchange Without Fremaux/I-10 Interchange	F (1432)	NA	C (1094)* ⁺	B (979)
With Fremaux/I-10 Interchange	D (1189)	C (1110)	B (1000)* ⁺	B (979)

NA - Not applicable.

*Construct additional left turn lane for northbound off ramp.

†Construct additional left turn lane for southbound off ramp.

The expression of operating condition of streets and highways is stated using levels of service concepts of the Highway Capacity Manual 4 as follows:

<u>Level of Service</u>	<u>Operating Conditions</u>
A	Free flow, low volume, high operating speed, high maneuverability.
B	Stable flow, moderate volume, speed somewhat restricted by traffic conditions, high maneuverability.
C	Stable flow, high volume, speed, and maneuverability determined by traffic conditions.
D	Stable flow, high volume, speed and maneuverability determined by traffic conditions.
E	Unstable flow, high volumes approaching roadway limited speed (= 30 m.p.h.), intermittent vehicle queuing.
F	Forced flow, volumes lower than capacity due to very low speeds. Heavy queuing of vehicles, frequent stoppages.

Highway Research Board, Highway Capacity Manual, Highway Research Board Special Report No. 87, (Washington, D.C., 1965).

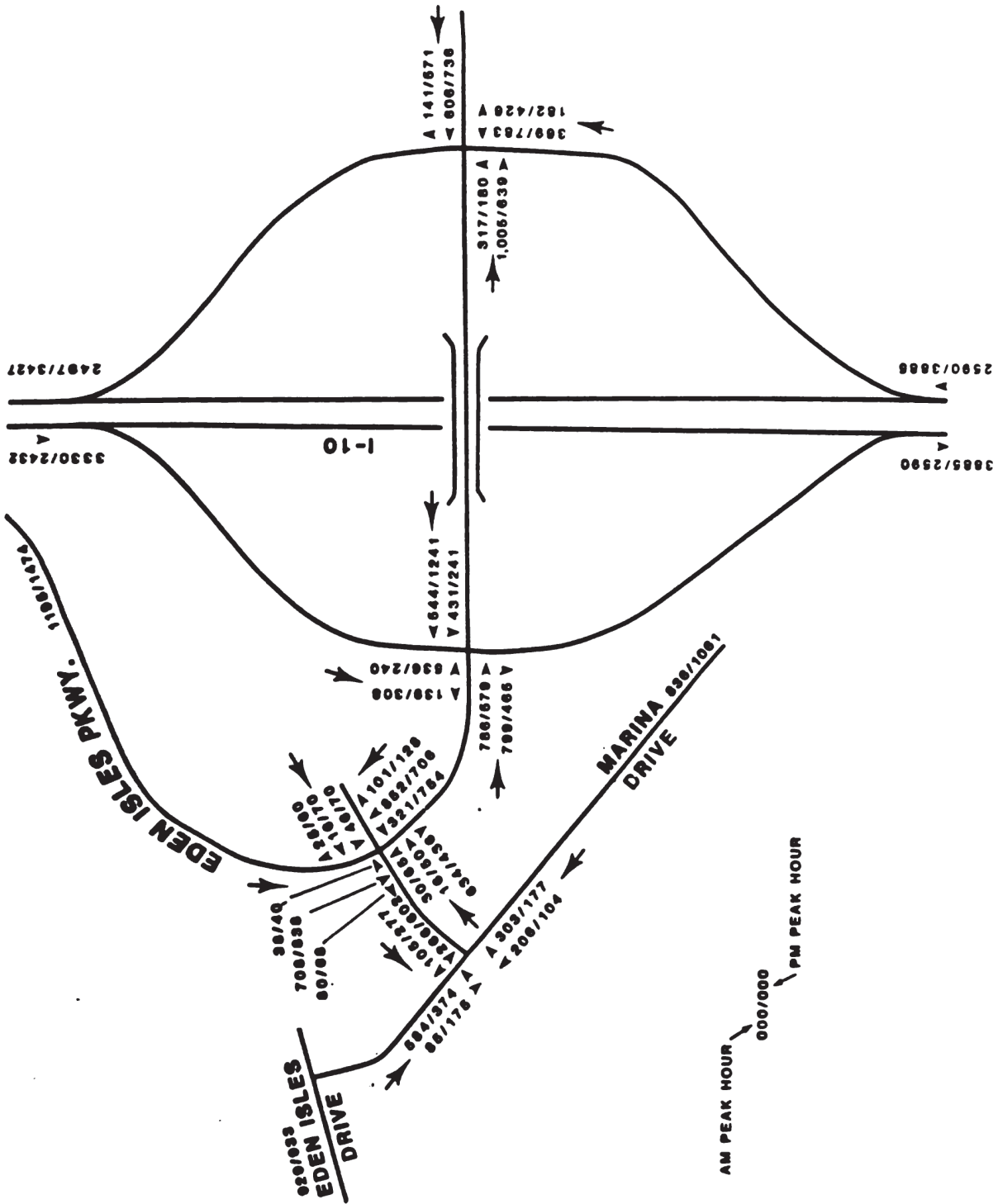


Figure 1-2 Traffic volumes and assignments for the Eden Isles Interchange.

access connects the internal road system to Eden Isles Drive which serves as the only surface connection to either U.S. 11 or the Eden Isles Interchange.

CHAPTER II. ALTERNATIVES INCLUDING THE PROPOSED ACTION

A. No Action

The "No-Action" alternatives include those types of activities that are reasonably expected to occur in the study area should the proposed project not be implemented. In this case it refers to the types of modification to the existing transportation network that will result given the dynamic demographic character of the Slidell region, especially south and east of the incorporated area. For example, upgrading the existing La. 433 interchange is an action that is reasonably expected to occur should the proposed project not be implemented. This document treats it as such.

As stated previously, the construction of an interchange at Fremaux Road is now being studied by the Office of Highways, DOTD. The interchange will serve the central part of Slidell and adjacent areas and relieve traffic congestion on Gause Boulevard, north of Fremaux. A proposed interchange would be restricted to the north side of Fremaux Road with directional ramps for traffic exiting I-10 from the north and entering I-10 to the north. Loop ramps within the directional ramps will be used for traffic destined for New Orleans to the south or exiting for Slidell from the south. Such a design is required because of the existing state weigh station location immediately south of Fremaux Road. Refinement of the design and engineering are presently being undertaken by DOTD and are not available at this time. Access to the interstate system for the Fremaux Road interchange was approved by the FHWA in December 1983 subject to the following conditions:

1. Compliance with all applicable Federal regulations;
2. Fremaux Road is upgraded to handle the design-year traffic using the interchange; and
3. Environmental clearance is obtained considering an appropriate highway section.

Environmental studies and clearances await Federal approval before construction. A Fremaux interchange is considered an independent action by the Federal and State governments and will be treated in a separate environmental document at the appropriate time.

B. Interchange on I-10 at Eden Isles

Until 1929, the site of the Eden Isles development existed as a relatively unaltered natural marsh of fresh-to-brackish-water salinities (Saucier 1963). In 1929, attempts were begun to reclaim the marsh for agriculture. With the formation of the St. Tammany Drainage District No. 2, canals were dug, levees constructed, and a pumping station installed to provide the required drainage for production of vegetable and citrus crops and for livestock use (Smith 1980). This agricultural venture proved unprofitable, and due to additional financial problems, the drainage district did not continue to maintain the levees. This resulted in gradual abandonment of the area after 1930. Drainage had caused the oxidation of the organic peat and muck soils, resulting in a general subsidence of the land surface. When breaks in the levees began occurring due to a lack of maintenance, a series of shallow lagoons and ponds formed in the area. Although irregular attempts to drain the site with pumps continued until 1942, gradual subsidence and deterioration of the levees resulted in more encroachment by waters from Lake Pontchartrain. The area changed from dry marsh to broken, flooded marsh and finally to shallow lagoons containing an abundance of submerged aquatic plants. By 1952, a great deal of the area was ponds averaging 2 to 3 ft in depth, and canals 6 to 8 ft deep interspersed with marsh islands (Lambou 1952). An aerial photograph taken in 1955 shows the area to be almost totally open water except for some remnant marsh toward the northeast corner (CEI 1982b).

St. Tammany Drainage District No. 2 was formally reactivated in 1962, and subsequently the levees and pumping station were rebuilt and drainage activities were revived. In at least three years (1964, 1965, and 1974), levee breaks caused some reflooding of the tract. Although development of the Eden Isles western section began in the mid-1960s, the eastern section as shown in color infrared photography, remained an undeveloped, drained marsh, which varies in degree of wetness depending on pumping rates after substantial rainfalls. Evidently, temporary reflooding in past years has caused variations in the area's vegetation type from dry, fresh marsh to brackish marsh. The levee along the lakeshore has now been raised to 13 ft mean sea level (msl) by the St. Tammany Parish Drainage District #2.

The concept of an interchange at Eden Isles was the result of recognition that access by way of US 11 and the LA 433 interchange was not adequate for planned community growth. Leisure, Inc., the developer of Eden Isles, proposed to the Louisiana

Department of Highways that an interchange be built with Leisure, Inc. financing the design and construction. The Department of Highways would accept the interchange into the interstate system and assume responsibility for operation and maintenance. FHWA approved access to the interstate in 1972 with the conditions that Eden Isles Drive be a public facility.

In February 1973, contracts for the design of the project were let and land set aside where the interchange would be built. In 1974 and 1975 a Draft Environmental Impact Statement was prepared and a Solicitation of Views was distributed by DOH in September 1975. However, the developer did not pursue the project further. During this interim, Leisure, Inc. went into default on its loan and the project was taken over by the creditor, Security Pacific Bank of California. Eden Isles continued to manage the sale of lots and foreseeing economic growth in the 1980's began a long term planning program that included the PUD, the marina development, sales of large tracts to others and eventual complete development of the east side. In 1981, the planning and design effort for the interchange was renewed. Since then, engineering, traffic, and environmental studies have been completed and provide background information for this EIS. The developer will provide right-of-way for the interchange, a public access road between the interchange and US 11, and the project costs for engineering and environmental studies.

The connecting road between the interchange and US 11 is an issue of particular concern for many people interested in the project. As initially planned, Eden Isles Drive would be the access route between US 11 and the interstate. During the period of delay of the interchange from 1974 until 1982, several on-site factors have necessitated the selection of a new access corridor. First, Eden Isles Drive developed rapidly as new homes were built on both sides of the divided roadway. Because of the neighborhood character of the transportation corridor, residents requested the travel lanes be reduced from two in each direction to one lane in each direction with a parking lane. This change was made; in addition, stop signs were added and speed limits reduced in order to discourage reckless driving along the Boulevard. With these constraints, the boulevard was no longer a viable access corridor between the interchange and US 11.

A new route was proposed in the Planned Unit Development approved by local government. Eden Isles Parkway will eventually be a four lane facility that is north of

Eden Isles Drive and is integrated into the Planned Unit Development. The roadway intersects with US 11 immediately south of the North Diversion Canal.

A revised plan shifted the intersection to the south as shown on Figure 2-4 where a signal will be installed to provide for safe crossing of Eden Isles Parkway. Through traffic to US 11 will be discouraged from using Eden Isles Drive by the signalized intersection timed to favor Eden Isles Parkway traffic; stop signs at cross-streets; a low speed limit; and restriction of truck traffic on the Drive. Eden Isles Parkway is the preferred alternative to Eden Isles Drive for public access to the interchange.

LDOTD has elected to use Federal financing of the project through the use of Interstate Rehabilitation (IR) funds, an action made possible through the 1981 Federal-Aid Highway Act which allows these monies to be dedicated for construction of a new interchange.

Construction of an interchange at Eden Isles is an alternative solution to the transportation problems. Several interchange configurations were evaluated to determine a satisfactory design and an acceptable location. Access to I-10 was approved by the Federal Highway Administration (FHWA) in 1972 through lands dedicated for a transportation link. A 1974 study proposed a modification of the Louisiana Department of Highways standard rural diamond interchange. More recent studies by private consulting firms, in cooperation with LDOTD, evaluated two designs and different locations within the lands reserved for the facility. The initial concept was for a half cloverleaf on the north of the structure crossing I-10 within a full diamond. This was rejected because of the need for a collector-distributor road along the travel lanes of I-10 to accommodate high weaving volumes.

The second and preferred design was a large rural diamond interchange with a one lane ramp exiting from the westbound lane and entering to the west (with embankment for an additional lane). West bound traffic will merge with traffic in the right lane of I-10 and will be integrated into the flow of traffic before the roadway tapers from three lanes to two lanes on the bridge. From the interchange to the bridge is over 2,000 feet. Additional volume of traffic will be generated whether the interchange is built or not and will produce an unacceptable level of service where the three lanes become two. Sometime in the future the lake bridge will have to be widened to provide an acceptable level of service. A service road east of I-10 will be relocated to

maintain service to the area. The east bound exit is two-lanes while the east bound entrance is a single lane.

The exact location of the interchange was also important because of several constraints: the desire to avoid allowing Eden Isles Drive from being the primary connector road to U.S. 11; the need to maintain sufficient distance from the two-lane bridge across Lake Pontchartrain to permit safe merging of traffic from the west bound entrance ramp, integration of the interchange into the St. Tammany Parish approved PUD, and the need to be an acceptable distance from the LA 433 interchange for the proper functioning of both interchanges. To prevent direct linkage to Eden Isles Drive, the interchange was shifted south to minimize through traffic. Traffic will use Eden Isles Parkway as the principal arterial road to U.S. 11. The proposed westbound acceleration lane ends 2000 ft from the Lake Pontchartrain bridge. The PUD was approved by the parish in 1982. The PUD is a document that obligates the developer to specify such things as major roadways, land uses, densities, designated green areas, and golf courses. Any change in the plan requires review and approval of the parish government. During the formulation of the PUD, various roadway configurations were evaluated and the final design selected. An interchange was never considered through the PUD because it conflicts with land uses such as the existing golf course and was not compatible with the proposed land use distribution. This more northern location aligning the access road directly with Highway 11 will greatly increase the cost of the project and create a hardship on the landowner. The existing championship golf course is one of the finest in the state. The more northerly location of the interchange will essentially destroy the golf course. Even if the holes can be relocated properly, each new hole will cost about \$100,000 to construct.

Additionally, such a northerly location will necessitate a major skewed bridge structure on the west side approach ramp to cross the existing drainage canal servicing the golf course and the existing development. A proposed off ramp on the west side to connect the marina area would cause the relocation of other holes. If no access is provided, traffic for the marina must use Eden Isles Drive from U.S. 11. Finally, an interchange to the north will result in conflict with the existing LA 433 interchange under its existing geometric requirements. A geometric conflict between off and on ramps associated with the two interchanges increases as the project moves northerly.

Traffic projections indicate that in the future two lane ramps will be required on the west bound on ramp.

The preferred alternative (Figure 2-1) is a modified rural enlarged diamond, located approximately 1.1 mi north of the shore of Lake Pontchartrain. Exit ramps will be widened at their at-grade intersections with Eden Isles Parkway to provide for additional turning lanes and storage of queued vehicles. Entrance ramps will provide access to the east and the west. Figure 2-2 is a typical section across the ramps. East-west traffic will cross I-10 on a single bridge structure that has two 12-ft travel lanes in each direction, plus an 8-ft outside shoulder (Figure 2-3). A 22-ft median will allow for turning lanes. Minimum vertical clearance over the interstate will be 16 ft 6 in. Appropriate taper sections will be provided to merge the westbound and eastbound entering traffic with traffic on the main lanes of I-10 at acceptable levels of service. The estimated total cost of the Eden Isles Interchange is \$7.84 million. Construction is estimated to be completed by July, 1988.

The interchanges west bound lanes will allow sufficient spacing before the Lake Pontchartrain bridge to allow for safe merging of traffic. An independent study has shown that the bridges will reach capacity in the near future and will need to be widened.

Eden Isles Parkway a four-lane, semi-controlled access facility, will connect the interchange to U.S. 11. Eden Isles Parkway will initially be constructed for two lanes of traffic, but will ultimately have four lanes when average daily traffic on the Parkway warrants construction of an additional two lanes, i.e., when a parish traffic study shows that the level of service has reached a D classification. Construction of the additional two lanes will be financed pursuant to the agreement between Eden Isles, Inc., the State of Louisiana, the Federal Highway Administration, and the parish, dated June 1986.

Accordingly, the financing for the additional two lanes will be at the expense of Eden Isles, Inc. and the administration of the construction will be by Eden Isles, Inc. or by the parish. Construction of two lanes of Eden Isles Parkway has begun.

On June 17, 1982, documents for a Planned Unit Development were approved by the St. Tammany governing authority. These plans delineate the alignment of Eden Isles

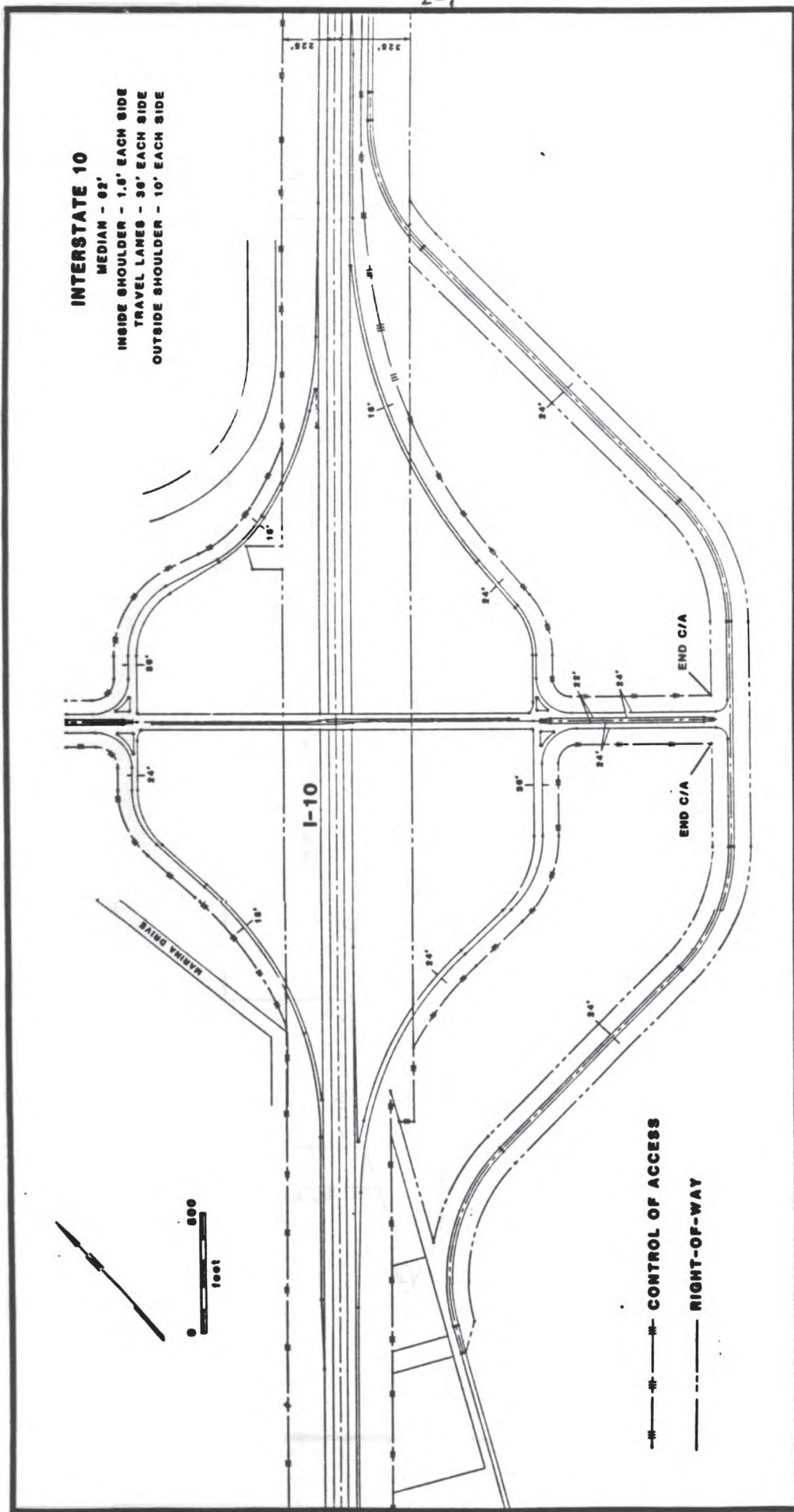
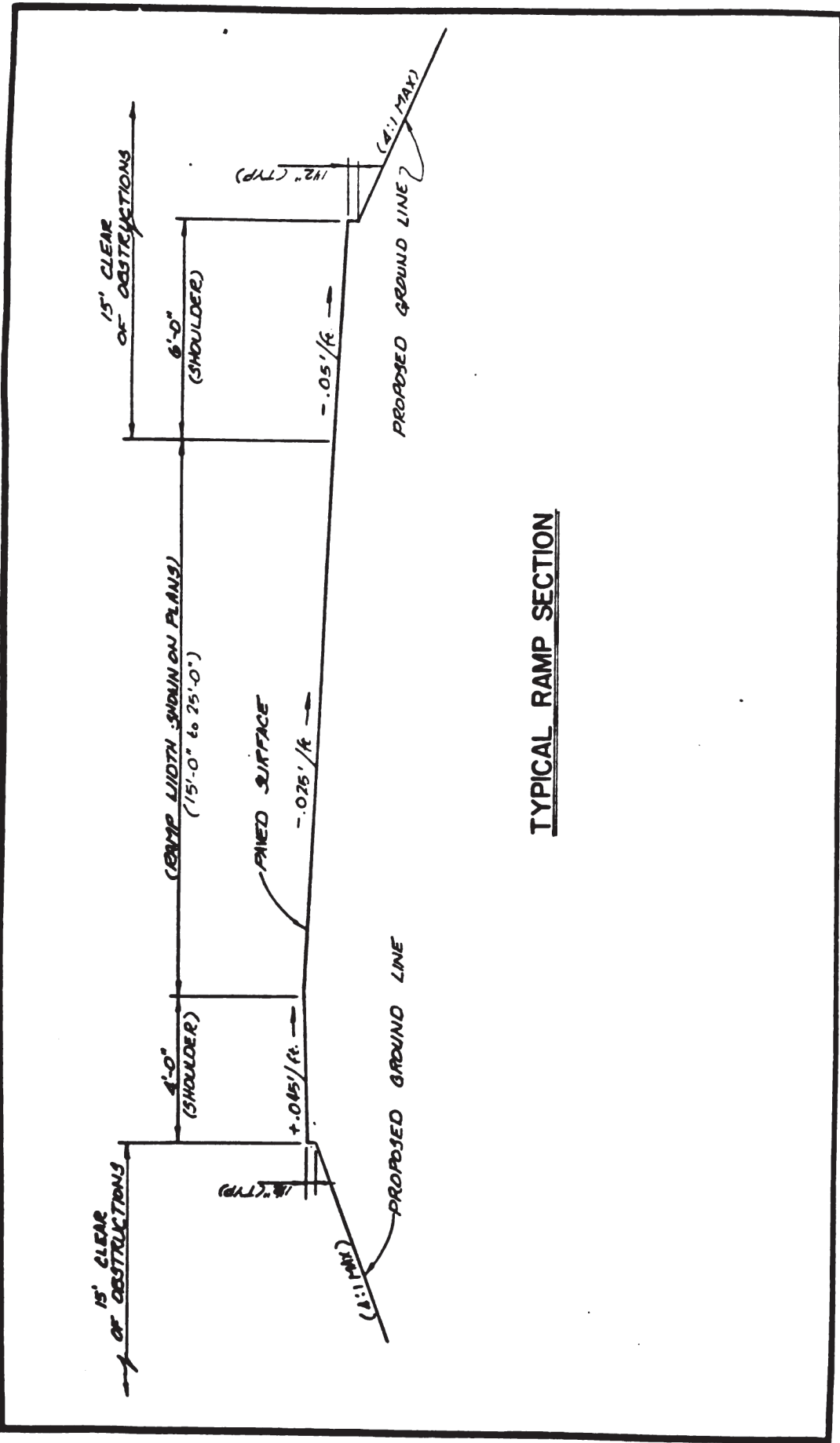


Figure 2-1. The interchange at Eden Isles.



TYPICAL RAMP SECTION

Figure 2-2. Typical section of the ramps.

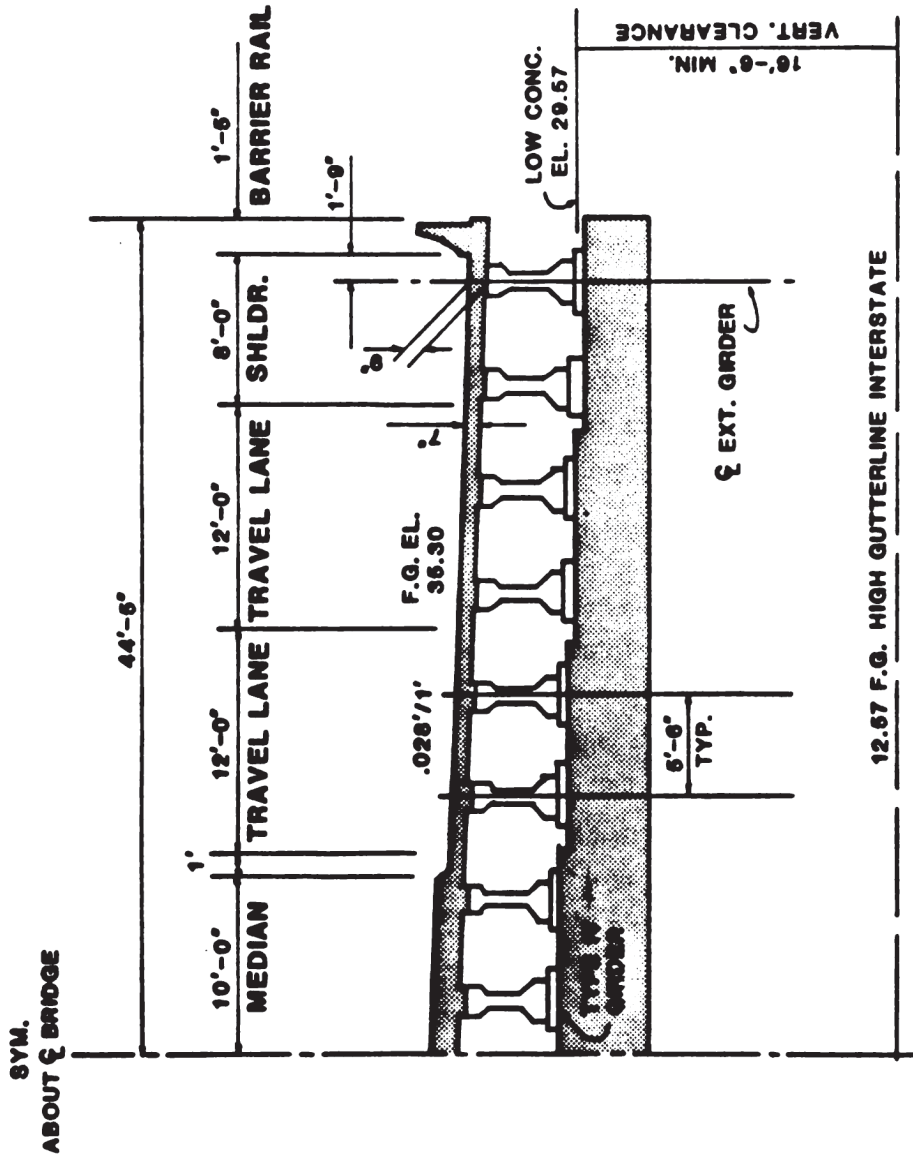


Figure 2-3. Typical section of east-west cross over structure.

Parkway and provide for the construction of the boulevard and its dedication to the public. Resolution P.J.S. No. 85-1089 by the St. Tammany Parish Police Jury (December 19, 1985) accepts Eden Isles Parkway into the parish maintenance system.

The intersection of the interchange and Eden Isles Parkway (Figure 2-4) is designed to discourage the use of Eden Isles Drive for through traffic. In addition, other actions are in place or will be implemented by the Parish or the developer to discourage unnecessary use of Eden Isles Drive as a connector road between the interchange and U.S. 11. Signs will be erected at the intersection to indicate the Drive is for local traffic only. Load limits will be set by the Parish to restrict truck use and the Drive will be designated as not a truck route. Stop signs already exist at the intersections. The current speed limit is 25 mph. Vehicles from I-10 or the marina facilities to the south will be encouraged, by roadway design, to use Eden Isles Parkway. Pebble Beach Drive will be closed at the northern end to prevent through traffic to Eden Isles Parkway. Connection to the east will be integrated into a proposed street plan. The Interchange connects to LA 433 by way of the existing eastside service road which will be relocated in the vicinity of the interchange.

The design and location for the interchange were made after a public hearing on November 19, 1985 in Slidell and a subsequent Public Meeting on April 21, 1986 in Slidell. As a result of the comments received at the Public Hearing, four alternative access configurations between the interchange and the Eden Isles subdivision were studied and compared to the proposed action. At a Public Meeting, these five possible alternatives were presented to the public and comments and questions were received. As a result of this public input process, it was decided to recommend that St. Tammany Parish close Pebble Beach Drive at its northern end so no through traffic is possible. The proposed access configuration will remain as originally shown because it best serves the traffic needs of the parish.

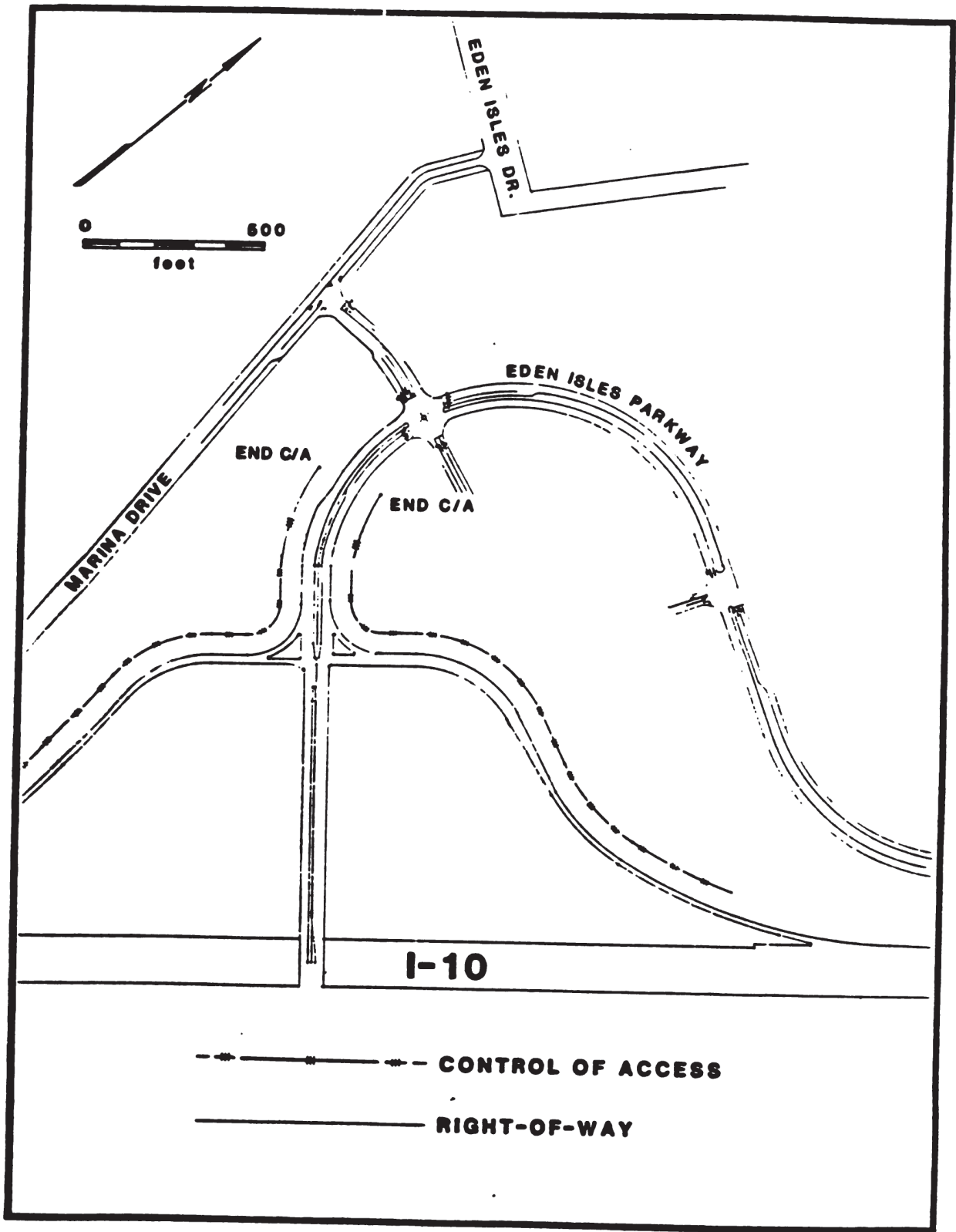


Figure 2-4. The proposed intersection

CHAPTER III. AFFECTED ENVIRONMENT

A. Regional Setting

1. Physical Environment

a. Geology

1. Recent Geological History of the Study Area. The study area is located in the eastern portion of the Pontchartrain Basin, a large, lake-filled lowland area situated along the eastern margin of the Mississippi River deltaic plain. The area is one of extreme complexity, in which processes related to the basin, the Pearl River, the Gulf of Mexico, and the Mississippi River have interacted against a backdrop of worldwide changes in sea level, climatic variation, and tectonic activity (Gagliano 1980).

The following works are considered among the most significant in terms of explaining both the geological features and processes of the study area. The works of H. N. Fisk (1939, 1944, 1947, 1955) established the basic framework for understanding the developmental history of the Lower Mississippi Valley. These works included defining and identifying the Pre-Prairie Uplands, the Prairie Terrace, the entrenched Pearl River valley, and development of Mississippi River deltas. In 1955, Treadwell discussed the sedimentological and geological processes of the general area.

Saucier's (1963) "Recent Geomorphic History of the Pontchartrain Basin, Louisiana" remains the most comprehensive and best work for the area. Through map and field studies, Saucier chronologically outlined the developmental history and interrelated it to prehistoric settlement patterns. Kolb and Van Lopik's (1958) work on the geology of southeastern Louisiana complements that of Saucier, but because of greater regional coverage, lacks details on the area of present concern. Cullinan (1969), in his study of the geology of St. Tammany Parish, further describes the physiographic setting and sedimentological characteristics of the Prairie Terrace and Pre-Prairie Uplands. Kolb et al. (1975) update the work of Saucier in the Pontchartrain Basin by using additional boring information on the stratigraphy and sedimentological character of the Late Quaternary deposits. Otvos has further refined the dating, as well as delineation and description, of the sediment and invertebrate fauna of Gulf shore and terrace features

through a series of articles published (1972, 1973, and 1978). He also has discussed aeolian features on the Prairie Terrace surface (Otvos 1975). This study, along with those by Saucier (1963) and Kolb et al. (1975), was used extensively in reconstructing the Quaternary history of the study area.

Features in the study area have been influenced greatly by three large-scale geologic events: 1) sedimentation and tectonic adjustments within the Gulf coast geosyncline, with subsidence and downwarping occurring in the southern half of the region and gradual uplift and tilting in the northern half; 2) climatic fluctuations resulting in changes in stream discharge, sediment transport, fauna and flora; and 3) oscillation of sea level during Late Quaternary times resulting from waxing and waning of continental glaciers.

Specific surface features of the study area are delineated on Figure 3-1. The area south of the Prairie Terrace is characterized by rapid Holocene sediment deposition (largely related to growth of the Mississippi River deltaic plain); while the area of the Prairie Terrace is subjected to gradual uplift and tilting. In fact, the contact between the Prairie Terrace and the Holocene wetlands to the south is largely defined by low-relief fault scarps which form a continuation of the Baton Rouge fault zone (Saucier 1963). These are normal faults, with downthrown blocks to the south, a reflection of major sediment loading and structural adjustment within the Gulf geosyncline. The contact between the downthrown blocks and the upthrown Prairie Terrace has been called the "hinge line" and has been used to explain the development of terraces to the north and the accumulation of a broad prism of Holocene deltaic and coastal sediment to the south. In the study area, this hinge line runs in an east-west direction.

2. Geomorphic Features in the Study Area. Although several thousands of feet of identified strata dating to Cretaceous and Tertiary times are known to exist below the present study area (Howe 1962), it is the upper levels of the most recent Quaternary deposits, particularly the Pleistocene Prairie terrace, that is important.

Saucier (1974) has identified the formation of the Prairie Terrace with the Sangamon Interglacial, dating between 110,000 and 80,000 years ago. Kolb et al. (1975) provide a concise description of the Prairie Terrace:

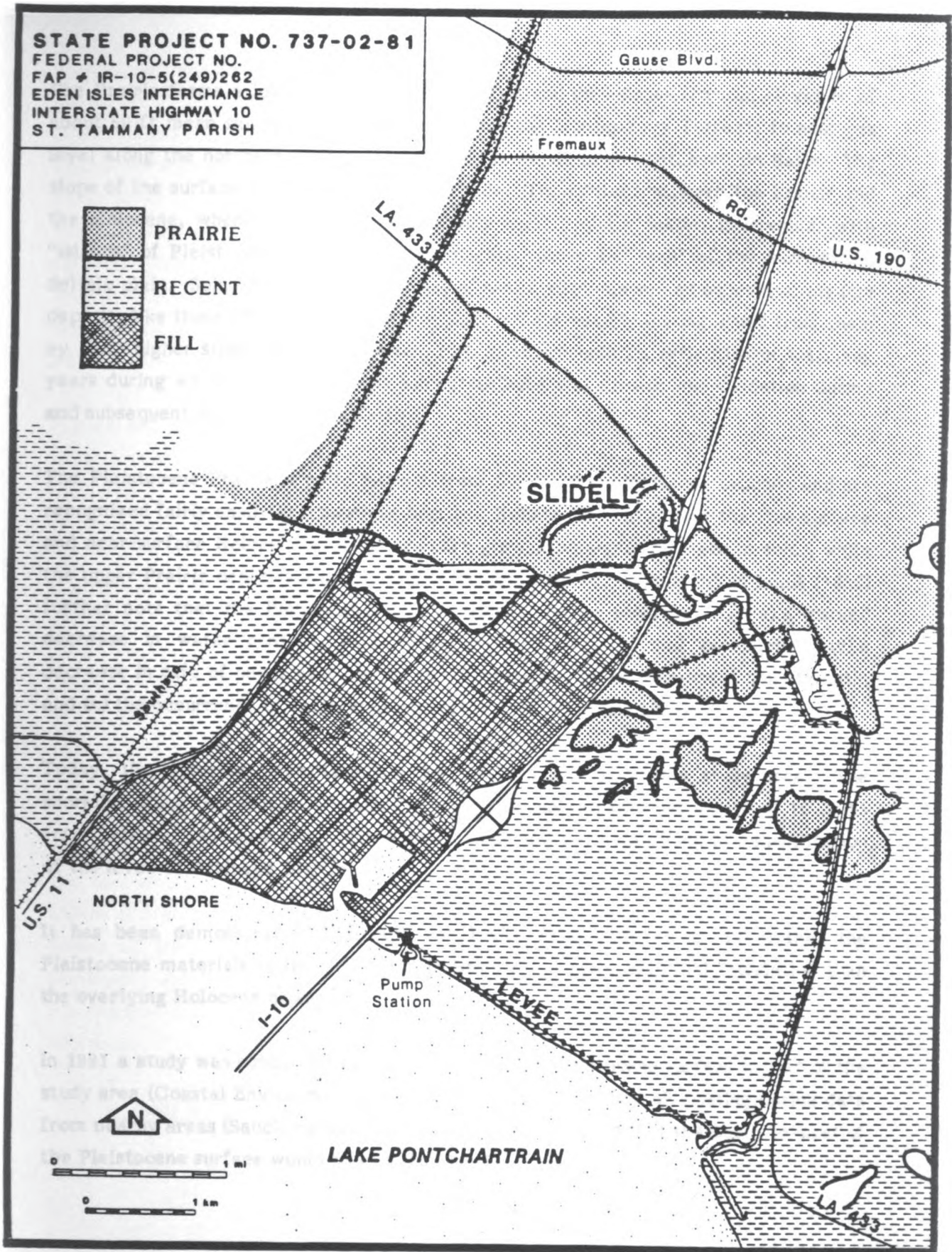


Figure 3-1. Surface Features .

The Prairie forms a low, almost featureless, flatland that slopes from an elevation of about 60 ft mean sea level (msl) where it joins the Montgomery Terrace, to near sea level along the northern border of the Lake Maurepas-Lake Pontchartrain Basin. The slope of the surface approximates 4 ft per mile. The contact between the Prairie and the Holocene, where the former is gradually buried by the latter, is irregular with "islands" of Pleistocene Prairie standing slightly above the level of the surrounding deltaic plain. Soils at the surface consist of sands, silts, clays, and occasional organic deposits like those of the present deltaic plain but are readily distinguished from them by their higher strengths and their tan, red, or brown color, a reflection of the many years during which the surface was subject to subaerial erosion and oxidation during and subsequent to Wisconsin glaciation.

The Pleistocene Prairie is quite distinct from the overlying Holocene deposits and are recognized fairly easily in subsurface borings. Kolb et al. (1975) note that the surface and near-surface Holocene deposits are dark gray or blue-gray to black in color, while the upper Prairie deposits are tan, yellow, or buff colored. Kolb and Van Lopik (1958) further note that the Pleistocene Prairie deposits can be identified by "(a) a marked decrease in water content, (b) a distinctive stiffening of soil consistency, (c) a decrease in rate of penetration of the sampling device, (d) an increase in soil strength, and (e) the occurrence of calcareous concretions" (Kolb et al. 1975).

Today, the Holocene deposits cover the southern portion of the study area. The shoreline along this section of Lake Pontchartrain has retreated at a rate of 10 to 15 ft/yr between 1956 and 1978. The shoreline has now been stabilized by rehabilitation of the levee of Drainage District No. 2.

It has been demonstrated (Kolb and van Lopik 1958; Kolb et al. 1975) that the Pleistocene materials in the Ponchartrain Basin are a more practical foundation than the overlying Holocene deposits.

In 1981 a study was conducted to locate and map the Pleistocene surface in part of the study area (Coastal Environments, Inc. [CEI] 1982). A review of existing boring data from nearby areas (Saucier 1963; Kolb et al. 1975) suggested that the depth to most of the Pleistocene surface would be less than 10 ft.

Except for an old channel scar, the Pleistocene surface is very shallow north of Canal No. 7. In almost all instances, it is less than 1 ft below the surface. There the Pleistocene is composed of sand or clayey sand soils, probably once the natural levees of the old channel. Toward the southern half of the section, the Pleistocene begins to slope down until it averages between 3 and 5 ft below the surface. The Pleistocene soils are characterized by sandy clays, usually an upper level containing some organic remains underlain by a more compact, non-organic zone. The upper level is interpreted as reworked Pleistocene, probably associated with a small tidal channel which once flowed through the area. This channel can be seen on 1950s aerial photographs, and is identified in the cross section by a series of ridges and swales.

Figure 3-2 presents a contour map of depths to the Pleistocene surface. The most salient features are the Dubloon Branch course and what is probably one of its distributary channels. These are flanked by portions of what are most likely natural levee deposits which exist at 00 ft msl or higher.

In the southern half of the study area, the Pleistocene surface dips gently south-southwest, from 2 ft to over 6 ft below ground level. The small area of ridge and swale topography in the southeastern corner of the tract, probably related to the aforementioned tidal channel, also is recognizable.

The results of the study indicate that 1) the Pleistocene surface is generally within 8 ft of the present ground level, except in the relict old channel where it reaches depths between 9 and 11 ft; 2) the surface slopes downward towards the south-southwest, reflecting downwarping associated with the Baton Rouge fault system; 3) in the northern area of the tract, Pleistocene deposits are exposed at or within a few inches of the ground surface. These are probably deposits associated with the natural levees of the old channel and several of its crevasse courses. The materials are principally sands and clayey sands; and 4) the southern portion of the tract exhibits Pleistocene soils of sandy clays, most likely derived from ancient lagoonal bottom sediments.

b. Soils Including Prime and Unique Farmland

No detailed published soil survey exists for the study area (Cheveallier 1983). The

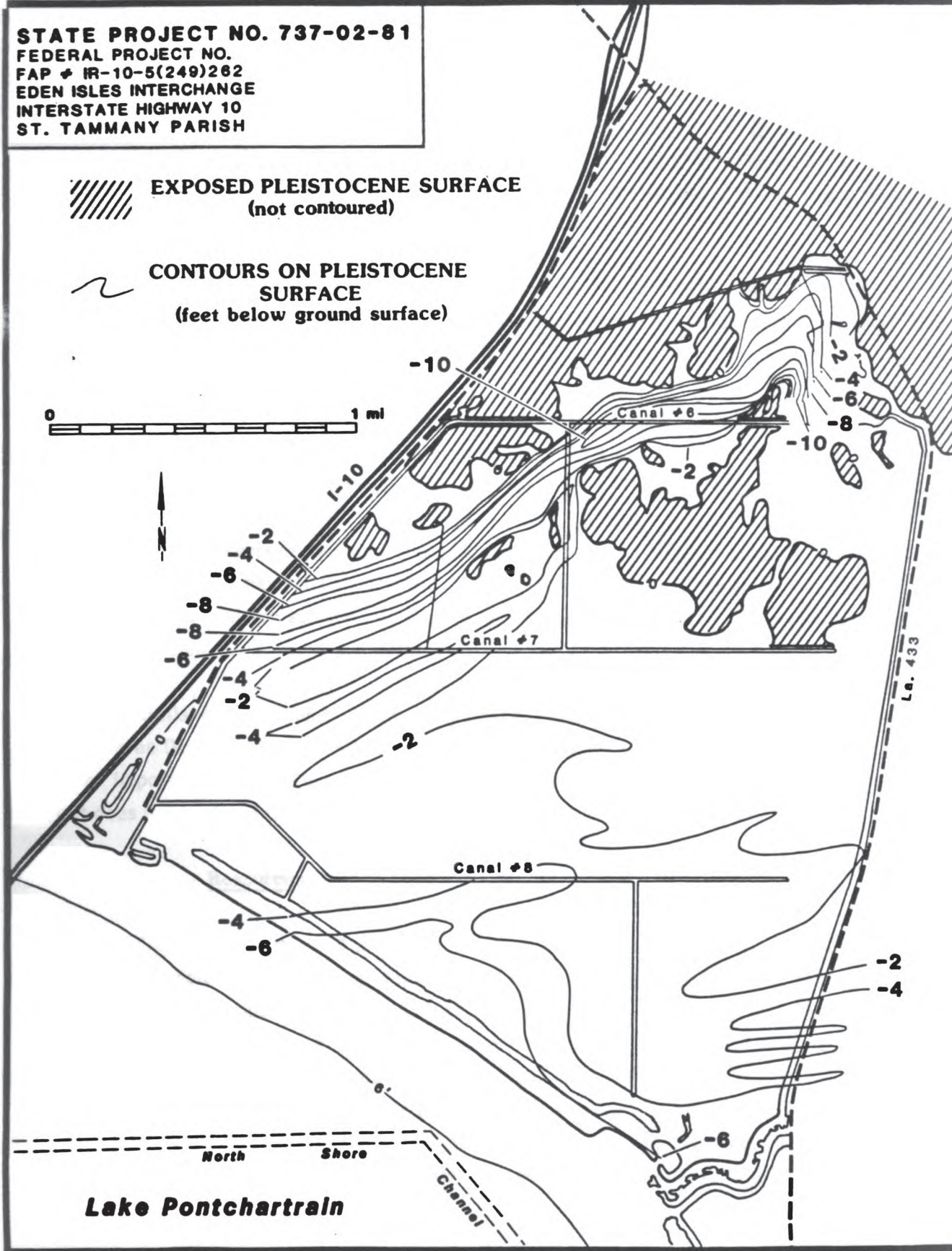


Figure 3-2. Contour maps of depths to the Pleistocene surface (CEI 1982).

General Soil Map for St. Tammany Parish (1969) shows the exposed Pleistocene surfaces to be nearly level loamy soils (Myatt-Stough Association). Limitations on building range from moderate to severe. The southern part of the study area is drained Medisaprists-Hydraquents (moderately saline) soils. A geologic study (CEI 1982) shows the residual marsh material to be up to 6 ft thick (Figure 3-2). The old marsh surface has subsided as a result of drainage; some areas, particularly in the southeast corner, are now as much as 3 ft below sea level.

West of I-10 is an area of fill that resulted from extensive canalization and dredging of lakes in the 1960s and 1970s. Fill thickness exceeds 8 ft in some areas and consists of excavated Pleistocene material.

East of LA 433 and west of U.S. 11 are undrained Marsh Association soils where the water table is at or above the surface most of the time and there are dense growths of marsh plants. The soils are composed of soft, thick organic material.

The Pleistocene Terrace displays no subsidence potential. Drained or filled areas on either side of I-10 have little potential for subsidence. Marsh Association soils have a very high potential for subsidence, that is, greater than 51 in (SPO 1976) should they ever be drained.

Prime farmlands are found on the Pleistocene Terrace in the northern part of the study area (Rucker 1984). There are no unique farmlands or farmlands of statewide or local importance. The Farmland Protection Policy Act (USC 7 Sec. 4201) is in effect but does not apply to this project or the undeveloped portion of Eden Isles.

c. Water Resources

1. Surface Water. The study area is within the Pontchartrain-Borgne-Chandeleur Sound estuary (Hydrologic Unit I of southeastern Louisiana). Numerous studies have described and analyzed the hydrologic setting of Hydrologic Unit I in whole or in part (Englande et al. 1979; Gael 1980; Louisiana Department of Health and Human Resources 1982; Louisiana Department of Natural Resources 1980; Sikora et al. 1981; Stoessel 1980; Swenson 1980a, 1980b; St. Pe' and Schurtz 1983; Turner and Bond 1980a, 1980b; U.S. Army Corps of Engineers [USACE] 1981; van Beek et al. 1982; Wicker et al. 1981). Lake Pontchartrain is a well-mixed, generally shallow body of

water with a daily tidal range of about 3.5 in. Tides cause a rise and fall of lake level; however, wind energy often predominates over the tides with regard to lake level. The daily tidal range in the vicinity of the Rigolets, near the study area, is between 0.8 and 1 ft, although wind and storm events frequently cause ranges of 1.5 ft or more. The north shore of Lake Pontchartrain at the study area experiences westerly currents of about 0.66 ft/second during flood tide and easterly currents of 0.60 ft/second during ebb tides (Gael 1980).

The eastern part of Drainage District No. 2 is "fastlands" (Lindsey 1984) and thus isolated from the hydrologic system in the lake. Canals and pumps control water movement within the levees where interior water levels are maintained at -3 ft msl as part of the district's maintenance program.

A canal network which provides recreational boat access to Lake Pontchartrain exists in the filled area of the drainage district west of I-10. Lakes isolated from tidal action are also scattered throughout the development. Water levels in these are controlled by pumps or overflow structures operated to maintain internal water levels.

Drainage on the Pleistocene Terrace is artificially controlled through gutters and storm drains because of the extensive suburban and related commercial development that has taken place during the last 15 years. Regional drainage is to the south and southeast where it collects in an east-west canal that parallels the north levee of St. Tammany Drainage District No. 2.

Water movement in the marshes east of LA 433 and west of U.S. 11 is for the most part characterized by uncontrolled sinuous tidal channels and sheet flow. Several transportation embankments and canals restrict water circulation along the edges of the marshes but for the most part they remain unmodified and is a part of the Lake Pontchartrain estuarine system.

The rate of runoff from the upland and fastland watershed into Lake Pontchartrain has increased since the 1950s as a direct result of land use changes with concomittant increases in sediment and nutrient loading (Turner and Bond 1980). Water clarity has decreased 50% and phytoplankton production has decreased 38% since 1958. One may assume from this that concentrations of dissolved nutrients may be quite high in Lake

Pontchartrain. Nutrient concentrations were found to be higher adjacent to the south shore near New Orleans than several miles offshore (Dow and Turner 1980).

Runoff from Slidell, point sources and nonpoint sources, flow into the Fritchie marsh east of LA 433 and into the Salt Bayou system. In 1971, about 6 mi of Salt Bayou were affected by a fish kill which was reportedly caused by municipal wastes (USACE 1981).

2. Groundwater. St. Tammany Parish is underlain by extensive freshwater aquifers in the Quarternary and Miocene deposits. Freshwater aquifers occur down to 2800 ft below the study area (USACE 1975). Clays are approximately 45 ft thick under the study area before sands are contacted (Kolb et al. 1975). Artesian wells are found throughout the parish and a capped well occurs in the study area. There are no known problems with the quality of groundwater under the study area.

d. Climate and Weather

The climate of the study area is classified as humid subtropical. January is the coldest month and July is the warmest. Prevailing southerly winds during the summer result in afternoon thunderstorms and intensive rains over a short period of time. Heavier rains over longer periods are associated with tropical storms.

Hurricanes are tropical storms that are characterized by violent winds, torrential rains, and tremendous waves and surge; they occur most frequently between June and October.

The storm-surge, a rise of water driven ashore by the storm's high winds, is the most destructive characteristic of the phenomenon, especially in view of the low elevations in the coastal setting. Maximum storm-surge heights experienced along the Gulf coast range between 10 and 23 ft (USACE 1972).

The probability that a tropical cyclone will invade the study area in any given year is about 20%; for a storm of hurricane strength the probability is about 9%; and the probability for a great hurricane (winds exceeding 125 mph) is 4% (USACE 1975a, Simpson and Lawrence 1971).

The National Weather Service is responsible for hurricane advisories, "for explicit warnings to coastal areas, and for recommending emergency actions, including the evacuation of residents in areas subject to flooding" (Simpson and Riehl 1981). In order to accomplish its mission, the National Weather Service has investigated the threat of storm-surge in southeast Louisiana because of the potential for a catastrophic disaster (Schexnayder and Barnes 1980). A model, SLOSH (Sea, Lake, and Overland Surges from Hurricanes), estimates the local storm-surge in water level above mean sea level with an error factor of $\pm 20\%$ (Barnes 1981, Saffir 1977). Water levels do not include astronomical tidal effects, rainfall, or wind-generated waves.

The conclusion of the Southeast Louisiana area study indicates that storms from the southeast will have the most serious consequences for the area (Crawford 1979). If a storm of SSS-3 (Saffir Simpson Scale-3) intensity from the southeast should occur, another Betsy, there is a possibility of flooding in the study area. The levees should be sufficient to stop most of the water, although some flooding would result. However, if an extreme storm (worst case example) such as a Camille (SSS-5) approached from the southeast, the levees would be overtopped by a surge of about 22 ft and portions of the study area would be flooded.

In summary, physical characteristics of surface water in the study area and vicinity are extremely complex. The area is situated in a coastal setting, but cultural features control surface waters in two ways: 1) they contain surface drainage in the study area, and 2) they keep surface water circulating all around the study area. Storm-surge is a problem in the Slidell area because of the increased population which lives in the coastal setting and the increased property at risk.

2. Biological Environment

a. Terrestrial Ecology

1. Vegetation. The study area extends from the Pleistocene Terrace on the north, across the coastal lowlands, and into Lake Pontchartrain on the south. The Pleistocene Terrace is dominated by pines and upland hardwoods (Figure 3-3) where the open space remains and pines with domestic species in residential and commercial areas. Coastal lowlands are brackish marshes or modified vegetation zones such as spoil banks, drained fastlands, or developed areas. Spoil banks occur along dredged

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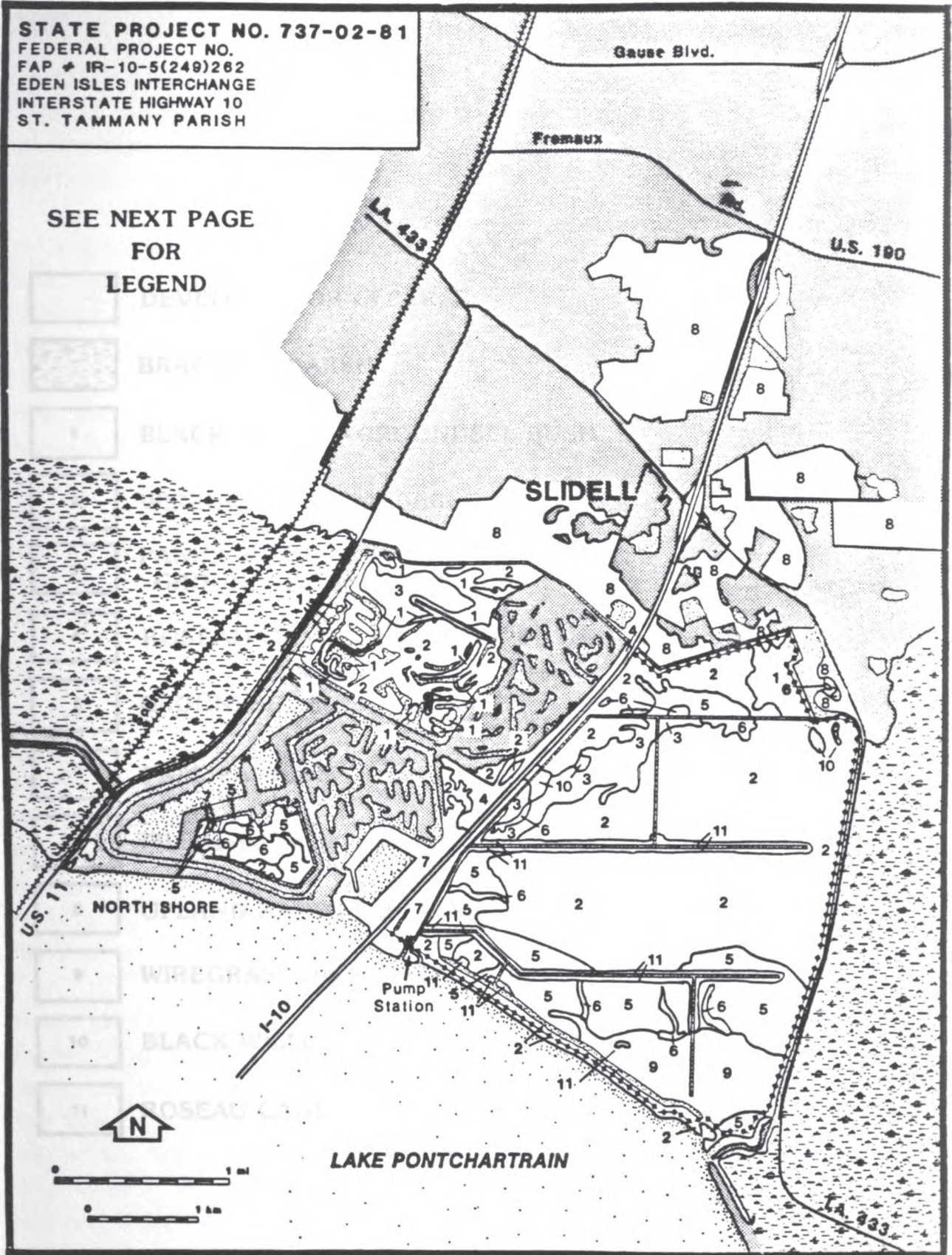








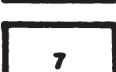






Figure 3-3. Vegetation and land use of the study area. See next page for legend.

-  **DEVELOPED OR CLEARED**
-  **BRACKISH MARSH**
-  **BLACK WILLOW-GROUNDSEL BUSH**
-  **WIREGRASS-BROOMSEDGE**
-  **PANICUM-BLACK WILLOW-GROUNDSEL BUSH MIXTURE**
-  **ROSEAU CANE-GROUNDSEL BUSH**
-  **GROUNDSEL BUSH**
-  **FALL PANICUM**
-  **FILL (sand being vegetated)**
-  **UPLAND HARDWOOD PINE**
-  **WIREGRASS-DWARF SPIKERUSH**
-  **BLACK WILLOW**
-  **ROSEAU CANE**

Legend for Figure 3-3.

canals and roads. Drainage District No. 2 is a fastland which has resulted in a highly modified vegetation. Developed areas are along highways and are residential communities such as Eden Isles and Northshore Beach. Figure 3-3 shows the vegetation in the study area.

The vegetative community of Drainage District No. 2 has varied through the years depending on the degree of alteration due to drainage. O'Neil (1949), in his map of the Louisiana coastal marshes, showed the area as the brackish, three-cornered grass (Scirpus olneyi) marsh type with wiregrass (Spartina patens) the climax species. Lambou (1952) also referred to the marsh as this type with the predominant species being wiregrass, coco (Scirpus robustus), three-cornered grass, blackrush (Juncus roemerianus), sawgrass (Cladium jamaicensis), cattail (Typha sp.), giant bulrush (Scirpus californicus), and roseau cane (Phragmites communis). Aquatic plants common in the ponds at this time were coontail (Ceratophyllum demersum), southern naiad (Najas guadalupensis), wigeongrass (Ruppia maritima), wildcelery (Vallisneria americana), dwarf spikerush (Eleocharis parvula), white waterlily (Nymphaea odorata), and alligatorweed (Alternanthera philoxeroides) (Lambou 1952).

The present vegetation reflects the drained nature of this site that at one time was a brackish marsh. Much of the northern half of the site is dominated by wiregrass or a wiregrass-broomsedge (Andropogon spp.) association (Figure 3-3). In much of the area the wiregrass shows a rather low and thinned growth pattern due apparently to annual, indiscriminate burning by hunters and other individuals. Other species observed with the wiregrass-broomsedge association were switchgrass (Panicum virgatum) and plumegrass (Erianthus spp.) in small, solitary stands. A few individuals of loblolly pine (Pinus taeda) had encroached into the drained marsh near the Pleistocene Terrace at the north end of the study area.

On the elevated spoil banks of the drainage canals dense stands of groundselbush (Baccharis halimifolia) and roseau cane occur. Intermixed with these stands and flanking the lower edges of the spoil banks were goldenrod (Solidago sp.), saltmarsh aster (Aster tenuifolius), and blackberry (Rubus sp.). Within the drainage canals occurred the floating aquatic white waterlily with blackrush growing along the edge. Dwarf spikerush also was present in the canals, and canal no. 7 was choked with a dense mat of another spikerush (Eleocharis elongata).

Interspersed in the site are a few remnant stream channels which hold some water but for the most part have been partially or totally filled by vegetative organic build-up. Fall panic grass (Panicum dichotomiflorum) occurs in dense stands within these channels which are often bordered by slightly elevated natural stream banks vegetated by roseau cane, black willow (Salix nigra), or groundselbush.

The soil moisture on the area varies seasonally and annually, depending on the amount of precipitation and degree of pumping after heavy rains. An area in the southeast portion of the Eden Isles East tract is only sparsely vegetated by wiregrass and dwarf spikerush with interspersed, nonvegetated bare spots (Figure 3-3). This particular area is evidently somewhat lower in elevation due to subsidence and natural geotechnic downwarping of the underlain Pleistocene surface. As a result, this area experiences longer periods of inundation.

2. Wildlife and Fisheries. The higher ground, Pleistocene Terrace which forms the northern half of the study area, is experiencing rapid development into urban commercial and suburban housing. As urban expansion continues, the upland pine-hardwood forest characteristic of the area will be destroyed and/or converted into smaller remnant sections, and the wildlife populations of this habitat type will be affected. Some highly adaptable wildlife species will continue to coexist with the human population. Raccoons (Procyon lotor), opossums (Didelphis virginiana), armadillos (Dasypus novemcinctus), grey squirrels (Sciurus carolinensis), fox squirrels (Sciurus niger), and swamp rabbits (Sylvilagus squaticus) will maintain reproducing populations even though their overall population numbers will decline. Larger species such as white-tailed deer (Odocoileus virginianus), sensitive species such as river otters (Lutra canadensis), and water-dependent groups such as migratory waterfowl and wading birds will ultimately be displaced.

Lowrey (1974a) classified parts of the study area as mixed bottomland hardwoods, but large, mostly treeless marshes and cypress-tupelogum swamps flank the study area on the east and the west. These marshes and swamps vary from fresh-to-intermediate to brackish depending on rainfall, topography, and distance inland from Lake Pontchartrain. Seasonal and daily tidal patterns of Lake Pontchartrain result in a salinity gradient extending northward from the lake and produce a variety of wetland and aquatic habitats.

Swamps are particularly valuable to wintering waterfowl, especially Wood Ducks (Aix sponsa) and Mallards (Anas platyrhynchos). Great Blue Herons (Ardea herodias), Great Egrets (Casmerodius albus), Green Herons (Butorides striatus), and White Ibis (Eudocimus albus) commonly nest in swamp forests (Lowrey 1974b). Many mammals, including white-tailed deer, swamp rabbits, grey squirrels, and fox squirrels inhabit swamp forests. Nutria (Myocastor coypus), mink (Mustela vison), and raccoon are important furbearers commonly harvested in swamp forests.

Marshes along the north shore of Lake Pontchartrain provide important wildlife habitat to a very diverse zoological community. All of the wildlife species mentioned so far, except the tree-dependent squirrels, can be found in marshes. Muskrats, the second most important furbearer in Louisiana, are almost restricted to marshland and attain their greatest population density in brackish marsh dominated by three-cornered grass (O'Neil 1949). Nutria, the most important furbearer in Louisiana, as well as mink and raccoon, are harvested mostly from fresh marshes (Palmisano 1973). Louisiana's alligator (Alligator mississippiensis) population is largely marsh-dependent (McNeese and Joanen 1978).

When Drainage District No. 2 was still unaltered, fresh-to-brackish marshes during the early part of this century, it provided good habitat for furbearers such as muskrat and raccoon, the American alligator, and also habitat for wintering waterfowl. These marshes at the northern edge probably supported a freshwater sport fishery including largemouth bass (Micropterus salmoides) and smaller centrarchid sunfish of several species such as bluegill (Lepomis macrochirus) and warmouth (Chaenobrythus gulosus). In addition, they served as a nursery area for numerous estuarine aquatic forms using Lake Pontchartrain. After attempts at drainage, the area subsided and when the levees were broken due to a lack of maintenance the site was reflooded by Lake Pontchartrain waters. By the mid-1950s much of the marsh had reverted to open water with abundant populations of submerged aquatic vegetation. At this time, the area served as excellent habitat for wintering waterfowl and as nursery ground for estuarine fish (Lambou 1952).

Present-day drainage has reduced fish and wildlife values considerably. Some sport hunting for swamp rabbit occurs, especially along the canal spoil banks. A few nutria and mink (Mustela vison) probably still thrive near the permanent water bodies. Birdlife consists primarily of wading birds such as herons and egrets along the canals;

several species of passerines, especially warblers and sparrows that use the shrub-grassland interface; blackbirds; and a few incidental raptors such as marsh hawks (Circus cyaneus). Waterfowl use, almost completely confined to the canal system except possibly after heavy rains, is relatively insignificant.

Estuarine fish populations have probably been eliminated on the East side due to leveeing and pumping. Small remnant populations of primarily freshwater species such as sunfish and gar still occur in the canal system. Salinities in the canals usually are low enough in the spring such that spawning by freshwater species is not deterred. As the larvae mature, tolerance to increasing water salinities increases so that a small population can maintain itself.

The American alligator may still occur on the site since water salinities are not high enough to be detrimental to this species. However, alligator courtship and breeding generally occur during May and are restricted to open water areas such as bayous, canals, and marsh ponds greater than 1 ac in size (Joanen and McNease 1970). Lack of such open water during dry conditions or droughts in marsh habitats, as well as lack of such areas with suitable water depth, have been identified as primary factors in reduced nesting efforts by females (Nichols et al. 1976).

In the fastlands, suitable habitat for alligator courtship and breeding is limited to the canals, with the best habitat occurring in the deep canal along the Lake Pontchartrain levee. If any alligators occur at all, the number is relatively small due to the drained nature of the marsh, lack of suitable reproductive habitat, and a lack of abundant food supply.

b. Aquatic Ecology-Lake Pontchartrain

The aquatic ecology of Lake Pontchartrain, including the eastern third adjacent to the study area, has recently been documented in terms of zooplankton (Stone et al. 1980), benthos (Bahr et al. 1980), and nekton (Thompson and Verret 1980). The works cited include recently collected data as well as discussions of previous work.

The most abundant macro zooplankters in Lake Pontchartrain are copepod nauplii, adult copepods (Acartia tonsa), and crab zoea larvae (mostly Righropanopeus harrisi) with highest and lowest densities occurring in February (4042 individuals per cubic

meter [ind/m^3]) and November ($0.3 \text{ ind}/\text{m}^3$), respectively. The eastern third of the lake near the passes had overall higher densities of zooplankton than the open lakes (Stone et al. 1980).

Dominant macrobenthos of Lake Pontchartrain in terms of numbers/ m^2 are the mudsnails Probythinella protera (34.6% of the total), and Texadina sphinctostoma (8.3%), the clams Mulinia pontchartrainensis (24.1%) and Rangia cuneata (13.4%), the polychaete worm Hypaniola florida (6.8%), and chironomid midge larvae (5.5%). Density of macrobenthos over the whole lake averaged $3116 \text{ ind}/\text{m}^2$ (Bahr et al. 1980). The eastern portion of the lake appeared to favor M. Pontchartrainensis dam populations over R. suneata, which is apparently related to the higher salinity regime.

This is also evident in the data for fossil shell deposits (Bahr et al 1980). Since most of the marketable shell material is derived from past populations of R. Cuneata, shell dredging activity has been very limited in the vicinity of the study area. Benthic populations tend to be higher and more diverse near the shoreline of the lake than in the open lake with R. cuneata and P. protera predominating inshore and M. pontchartrainensis and T. sphinctostma predominating offshore (Roberts 1981).

Four species of fish comprise 80% of the nekton in Lake Pontchartrain: bay anchovy (Anchoa mitchilli), Atlantic Croacher (Micropogonias undulatus), Gulf menhaden (Brevoortia patronux), and tidewater silversides (Menidia beryllina) (Thompson and Verret 1980). Eighty-one other species of fish make up the remaining 20% and include freshwater and marine fishes as well as other typically estuarine forms. Thompson and Verret (1980) characterize the fish population of the lake as transient and seasonally dependent. One can therefore expect to find different assemblages of fish near the study area at different times of the year.

Fish collections from similar environments in the Pontchartrain Basin indicate which species can be expected to occur. The dominant species would probably be limited to spotted gar (Lepisosteus sculatus), alligator gar (Lepisosteus spatula), bluegill (Lepomis macrochirus), warmouth (Lepomis gulosus), spotted sunfish (Lepomis punctatus), largemouth bass (Micropterus salmoides), least killifish (Heterandria formosa), rainwater killifish (Lucania parva), sailfin molly (Poecilia latipinna), and mosquito fish (Gambusia affinis) (CEI, unpublished data). Fish populations are probably limited because of the scarcity of permanent water bodies in the study area.

c. Threatened and Endangered Species

There are no listed, proposed or candidate threatened or endangered species in the study area (Jordan 1984). The American alligator (Alligator mississippiensis) is not considered biologically endangered or threatened in Louisiana, but is technically listed as "threatened" by similarity of appearance. The alligator closely resembles those in areas where they are threatened or endangered. This classification substantially facilitates enforcement of the Act. The American alligator is under these provisions so that harvesting in Louisiana can be practiced with hides being tagged and buyers being licensed. Federal regulations are imposed to ensure that alligators from endangered or threatened populations are not illegally entered into commercial trade.

d. Wetlands

The only wetlands within the study area are located in the area referred to as Eden Isles east, which consists of about 3000 acres bounded on the west by I-10, on the south by the levee separating that area from Lake Pontchartrain, on the east by a levee separating the area from Salt Bayou, and on the north by a levee separating the area from the North Diversion Canal. Because I-10 in effect forms a levee on the west side of Eden Isles east, the Eden Isles east area is entirely surrounded by a levee.

Eden Isles east is drained by drainage canals which run throughout the area to a pumping station located in the southwest corner of that area. This area was originally leveed and drained in the mid-1920's, and again leveed and drained in the early 1960's. It has remained within an active drainage district since that time.

Because Eden Isles east is located within the confines of a leveed, governmental drainage district, it has been classified as "fastlands" (Figure 3-4) by the Coastal Management Division, Department of Natural Resources (DNR), State of Louisiana. Eden Isles east is outside of the jurisdiction of the state coastal zone management programs because it is fastlands. The parish coastal zone program designates this area for development.

In connection with the proposed Interchange project, the United States Army Corps of Engineers first inspected the Eden Isles area in March 1984, to determine the possible existence of wetlands within the jurisdiction of the Corps. The Corps found, at that

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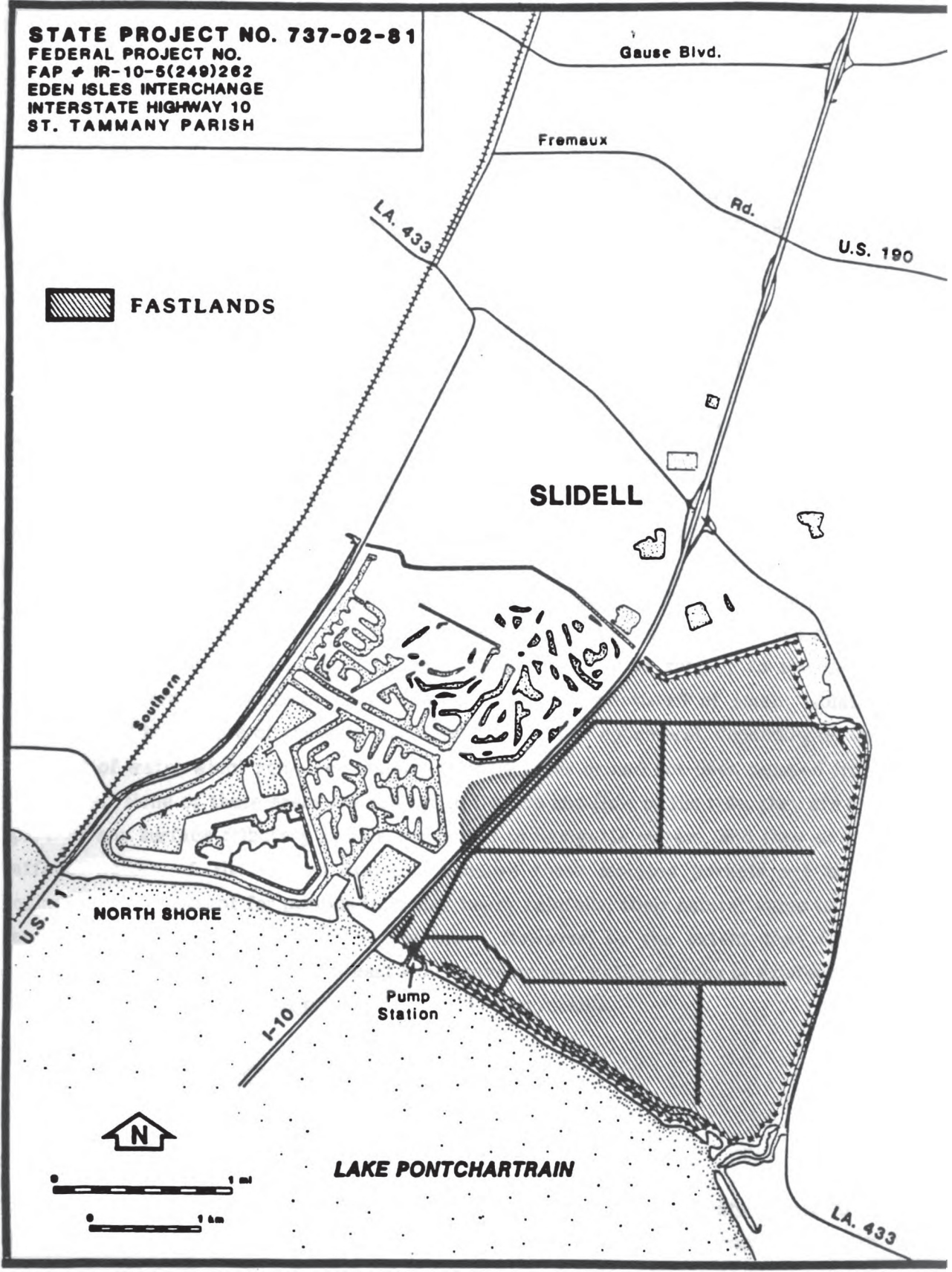


Figure 3-4. Known fastlands within the study area (Lindsey 1984).

time, that approximately 400 acres in the south east corner of Eden Isles east, separated from Lake Pontchartrain by a levee, were wetlands subject to the Corps' jurisdiction for an individual permit (Figure 3-5). At that time, the Corps also found approximately 500 acres of wetlands which were covered by the nationwide permit specified in 33 CFR 330.4(a)(2) of the Corps Regulations dated July 22, 1982. Thus, over 2000 acres are developable without a Corps' permit.

In June, 1985, the Corps again made an inspection of the area in which the Interchange would be located. This field trip found isolated areas of wetlands of approximately 4.5 acres (Figure 4-1). These were the only areas of wetlands within the Interchange right-of-way. Because these particular areas are less than 10 acres, they are covered by the Corps nationwide permit, and an individual permit may be required under 33 CFR 330.5(a)(26) of the Corps Regulations effective October 5, 1984, subsequent to the notification procedure set forth in Section 330.7 of these regulations.

The wetland areas found in Eden Isles east depend entirely upon the amount of rainfall and the extent to which the water has been removed by the drainage district's pumps. All of the wetland areas, which in 1984 were found to be subject to the Corps nationwide permit procedures applicable at that time, consisted of small, isolated pockets and the nature of the vegetation was transient or ephemeral, depending on the amount of water which remained trapped in some areas or had not been pumped from the area. None of these areas are subject to the ebb and flow of the tide, they are not part of any surface tributary system connected to navigable waters, and they do not affect waters of the United States. Because these isolated pockets are often completely dry except for periods following heavy rainfalls, their habitat value to fish and wildlife as wetlands is relatively low. However, to the extent that future development plans for Eden Isles east would involve any wetland areas in existence at that time, the Corps' permit procedures would be applicable.

3. Socio-Economic Environment

a. Demography

St. Tammany Parish is in the New Orleans Standard Metropolitan Statistical Area (SMSA) of southeast Louisiana. The Parish has undergone rapid population growth during the last 40 years and is expected to grow through the year 2000 (Maruggi and

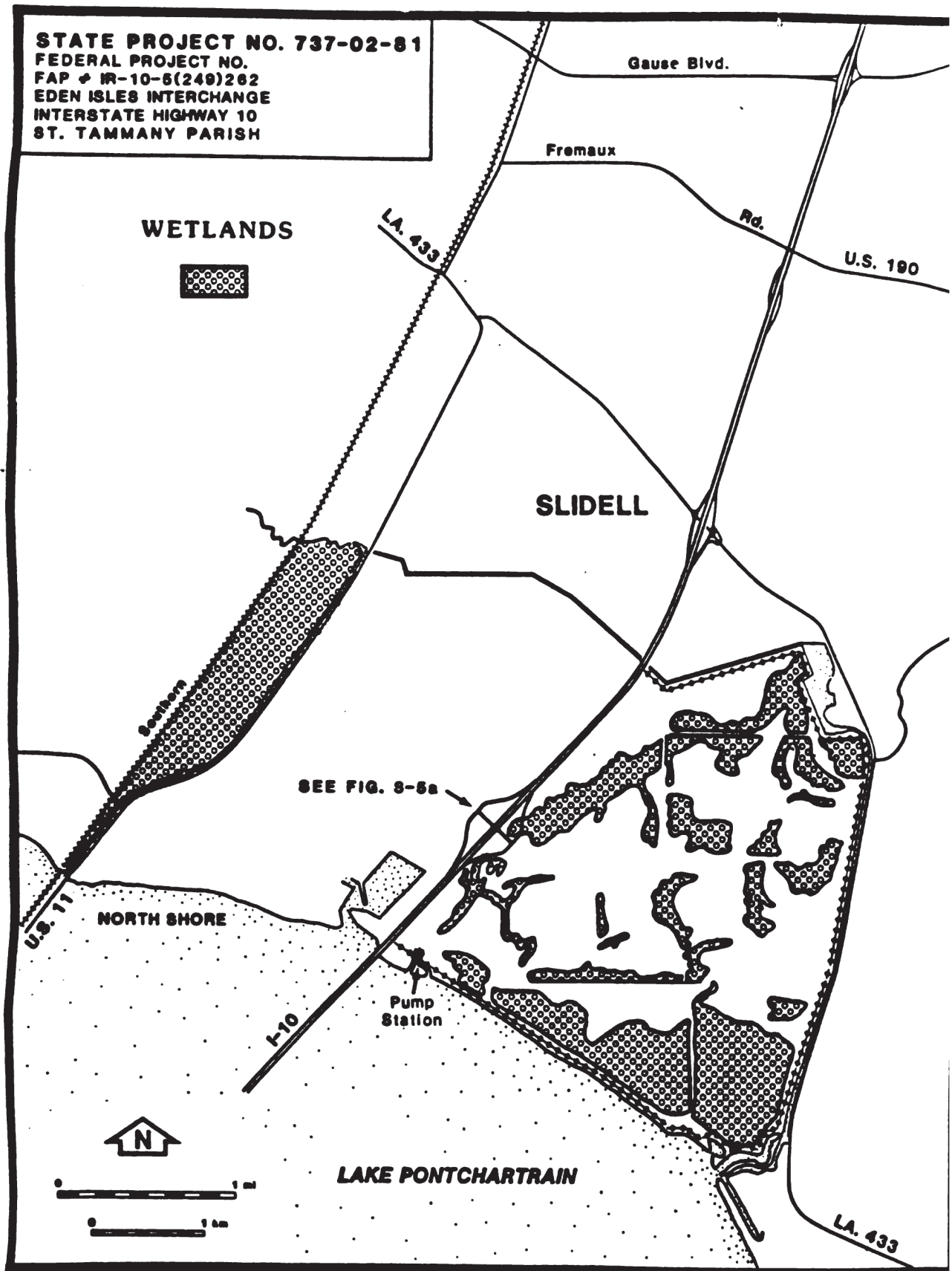


Figure 3-5. Wetlands within the study area that are probably under USACE jurisdiction or have been identified under USACE jurisdiction (Ventola 1984 and Witherspoon 1985).

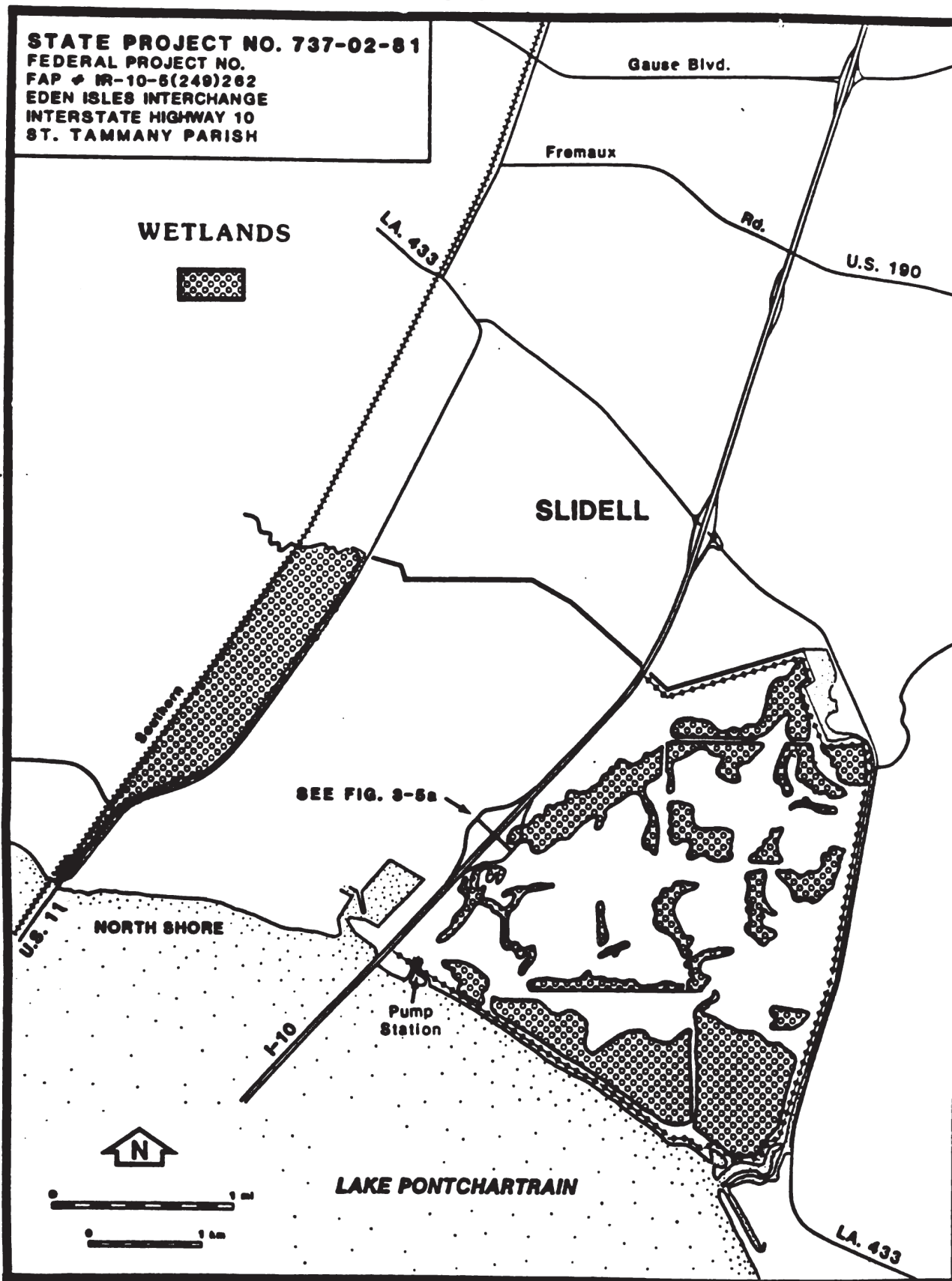


Figure 3-5. Wetlands within the study area that are probably under USACE jurisdiction or have been identified under USACE jurisdiction (Ventola 1984 and Witherspoon 1985).

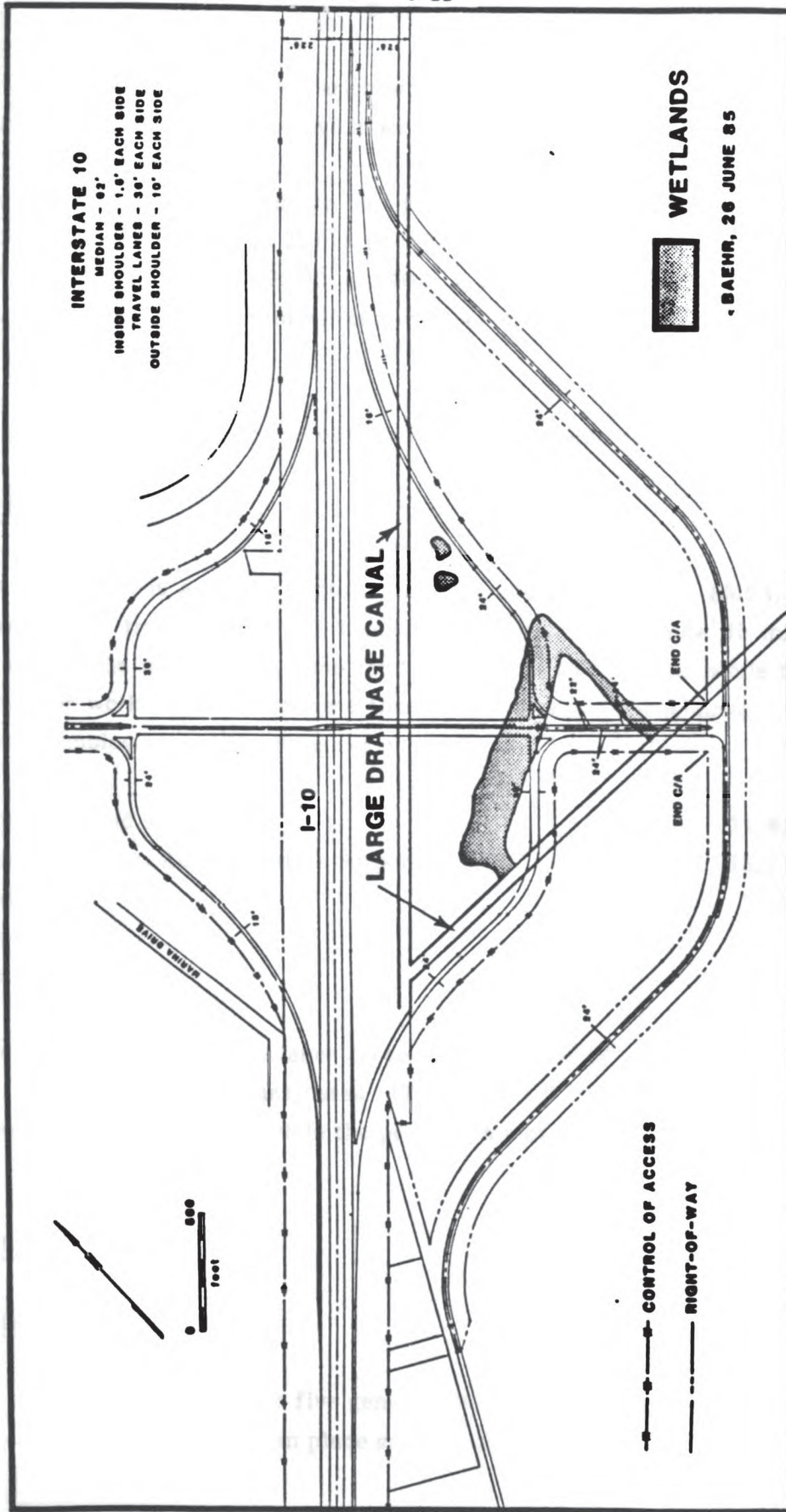


Figure 3-5a Wetlands within the Interchange ROW Subject to USACE Jurisdiction (Ventola 1985).

Fletes 1983). Through 1960 the parish was predominantly rural (13,110 urban vs. 18,411 rural), but now most people live in an urban-suburban setting.

Ward 8 is in the southeast part of the parish and includes the study area. Population increased from 2,089 in 1940 to 31,018 in 1980. The 1980 census divides Ward 8 into Census Tracts. Tracts 408.01, 408.02, and 408.03, 409, 410.02, 411.04 (Figure 3-6) are characterized by commuters, a significant number of whom go to the south shore to work.

Slidell is growing rapidly (Table 1-1) especially in the southeast sector.

b. Economy

St. Tammany Parish is a bedroom community for the New Orleans SMSA. Of the 41,209 people who travel away from home to work, 12,304 commute 45 minutes or more to work. The mean travel time for the parish is 30.2 minutes while the mean travel time for workers traveling more than 45 minutes is 60.6 minutes. Principal categories of employment in the Parish are:

Managerial and Professional	11,827
Technical, Sales, Administrative Support	13,115
Service	5,079
Construction	4,363
Manufacturing	6,346

In the Slidell area, 59.6% of the labor force works outside of the area of residence, primarily in the New Orleans area (Table 1-1). The median income is \$23,994/household (1979 dollars) while the per capita income is \$7,877/household (1979 dollars).

4. Land Use

a. Existing

The study area can be divided into five general land uses. Within the fastlands east of I-10, limited development has taken place specifically near Howze Beach on the Lake.

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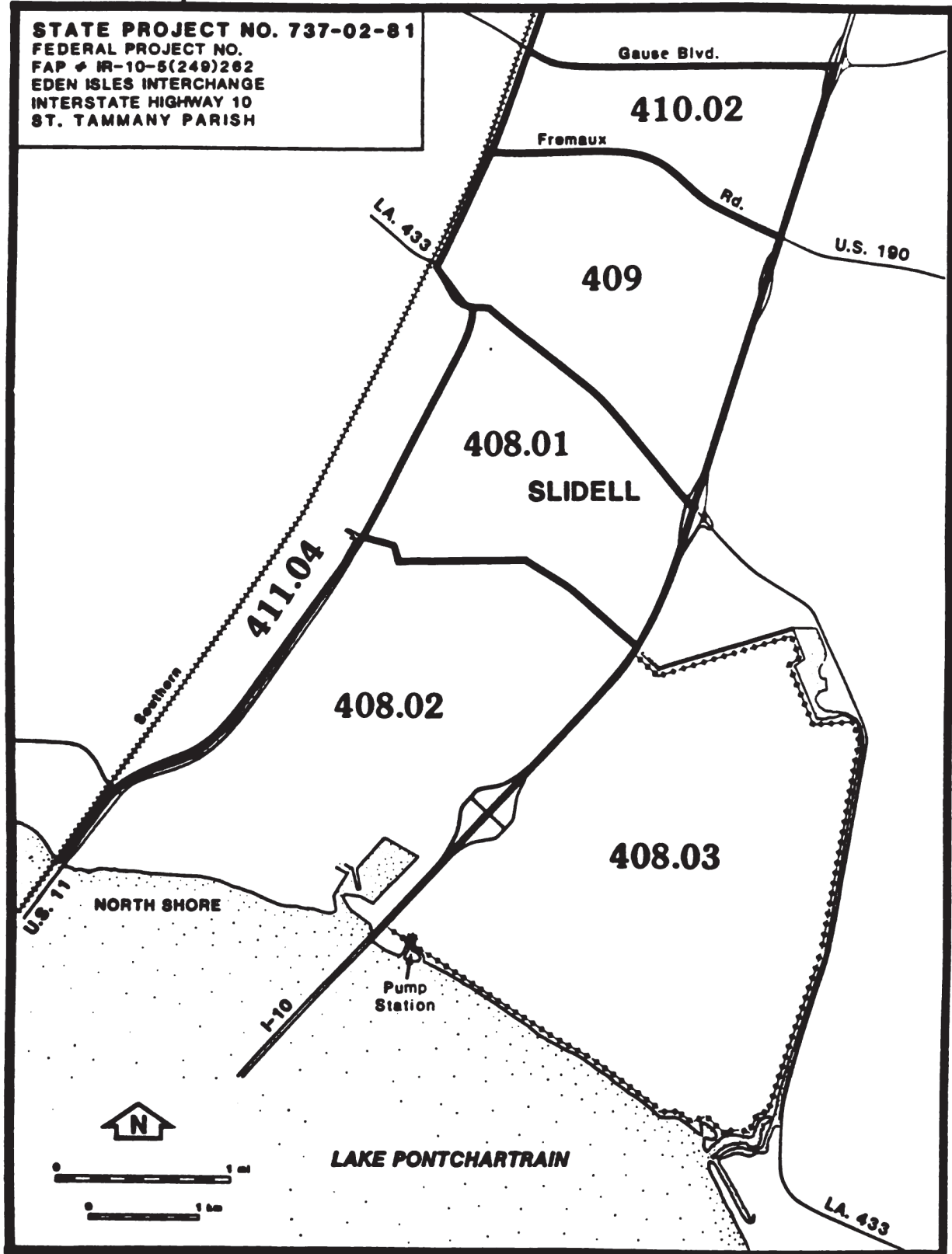


Figure 3-6. Census tracts in the Slidell area.

Drainage District No. 2 east of I-10 consists of primarily undeveloped vacant land. West of I-10 and south of Slidell is Eden Isles, a canal and home development with golf course and marina. Linear type developments are found on the major transportation corridors south of Slidell. Along U.S. 11 and North Shore are camps, apartments, residences, and commercial establishments. East of Drainage District No. 2 is a linear settlement along LA 433 extending from Slidell to Treasure Island on the Lake. Camps and residences are on pilings and abut the highway right-of-way. Treasure Island is a private lakefront community.

East of LA 433 and west of U.S. 11 are brackish tidal marshes which serve as wildlife habitat and nursery areas for the Pontchartrain estuarine system. Finally, the Pleistocene Terrace is occupied by the expanding Slidell and adjacent subdivisions.

b. Future

For the foreseeable future, the existing land use pattern and character of the region will continue along the lines of the existing uses. Eden Isles will eventually completely fill with homes. A Planned Unit Development (PUD) has been approved by local governments and is being implemented. A Planned Unit Development is a community in which flexible site design and combined building types and uses are integrated into an overall scenario for implementation (Section 2.10A, Appendix C, St. Tammany Parish Code, Supplement No. 7). The Marina is being actively developed. Development along North Shore and along U.S. 11 between the lake and Slidell is filling available vacant lands. Slidell is expanding to the south and east as commercial activity in the vicinity of the I-10 and LA 433 interchange intensifies. New homes are being built along LA 433, eventually all of the available lots will have structures. The future land use of the fastlands east of I-10 is under study at this time.

The area east of I-10 is presently zoned R-Rural. This type of zoning, in St. Tammany Parish, permits virtually all types of development, including residential, commercial, and industrial. At this time, this area has not been subdivided, so that no overall plan for a development has been finalized. The area could be developed by a single developer, under an overall plan, or it could be disposed of and developed under separate plans applicable to each individual parcel. It is the intention of Eden Isles, Inc., the owner of this area, to adopt an overall, orderly, comprehensive plan for development.

Several different concepts have been considered with respect to development of the 3,000 acres east of I-10. Four basic approaches have been viewed as the most viable:

1. Development of the entire area pursuant to the traditional grid concept, with a forced drainage and levee system meeting all regulatory requirements;
2. A dual concept development with the north 1,000 acres of the 3,000 acre area developed as a traditional grid, leveed, forced drainage system, with the remaining 2,000 acres developed as an inland lake with islands and lagoons, with no connection to Lake Pontchartrain;
3. Development of the entire 3,000 acres as an inland lake with islands and lagoons; and
4. Development in accordance with 2 or 3 above, with access to Lake Pontchartrain.

Under concepts 1, 2, and 3 above, development could proceed on approximately 2,000 acres (of the 3,000 acres) without a USACE 404 permits. A permit from the Corps of Engineers would be required for access to the lake and for development of any areas classified as wetlands subject to a U.S. Army Corps of Engineers jurisdiction. The present concept for development is shown in Figure S-2. The term "industrial" means light manufacturing or assembling of components and is not meant to imply a heavy industry. The exact mix of uses and their distribution across the area will be determined by market conditions at the time of sale.

Future plans may provide for some alternative type of development. Regardless of the plan which is eventually adopted, all applicable state and Federal requirements and environmental considerations would be applicable, and wherever Federal and state jurisdiction exists, it is recognized that development could only proceed after all environmental impacts have been properly considered.

None of the concepts for development of the eastside is dependent upon the existence of the interchange. Any particular plan could be adopted, and implemented, without the existence of the interchange, and development of a significant part of the area

could proceed without the necessity of a USACE 404 permit. The construction of the interchange will obviously accelerate development on both sides of I-10.

c. Land Use Controls

Slidell is incorporated and zoned. The area within the jurisdiction of the St. Tammany Parish Drainage District No. 2 is outside the incorporated limits of Slidell. However, the St. Tammany Parish Council has authority to zone the tract and at present the area east of I-10 is zoned as R-Rural. A zoning of R-Rural allows for any use which does not create a nuisance by way of objectionable noise, glare, odor, or air pollution. The remainder of the study area is controlled by the St. Tammany Parish Code.

The study area is within the coastal zone as defined by the Louisiana Legislature in Act 361, the Louisiana State and Local Coastal Resources Management Act of 1978, as amended in 1979 and 1980. Fastlands within the study area are shown on Figure 3-4. Fastlands are lands surrounded by publicly owned, maintained, or otherwise validly existing levees or natural formations as of January 1, 1979, or as may be lawfully constructed in the future, which levees or natural formations would normally prevent activities, not to include the pumping of water for drainage purposes, within the surrounded area from having direct and significant impacts on coastal waters.

d. Floodplains

Figure 3-7 shows the floodplains of the study area. The "V" zone extends along the lake shoreline to an elevation 18 (Federal Emergency Management Agency [FEMA] 1984). The "A" zone extends from inside the levee system of Drainage District No. 2 to the northern part of the study area. Much of Slidell is in the "B" and "C" zones. The "A" zones shows the areas of the 100-year flood and the base flood elevations. The "B" zone shows the areas between the limits of the 100-year flood and 500-year flood and selected areas of the 100-year flood where the average depth is less than 1 ft or where the contributing drainage area is less for 1 sq mi. The "C" zone is an area of minimal flooding. Finally, the "V" zones are areas of 100-year coastal flood with wave action. Flood Insurance Rate Maps (FIRM) were revised on March 1, 1984 for the unincorporated areas of St. Tammany Parish and December 16, 1980 for the City of Slidell. The Parish and City are participating in the National Flood Insurance Program.

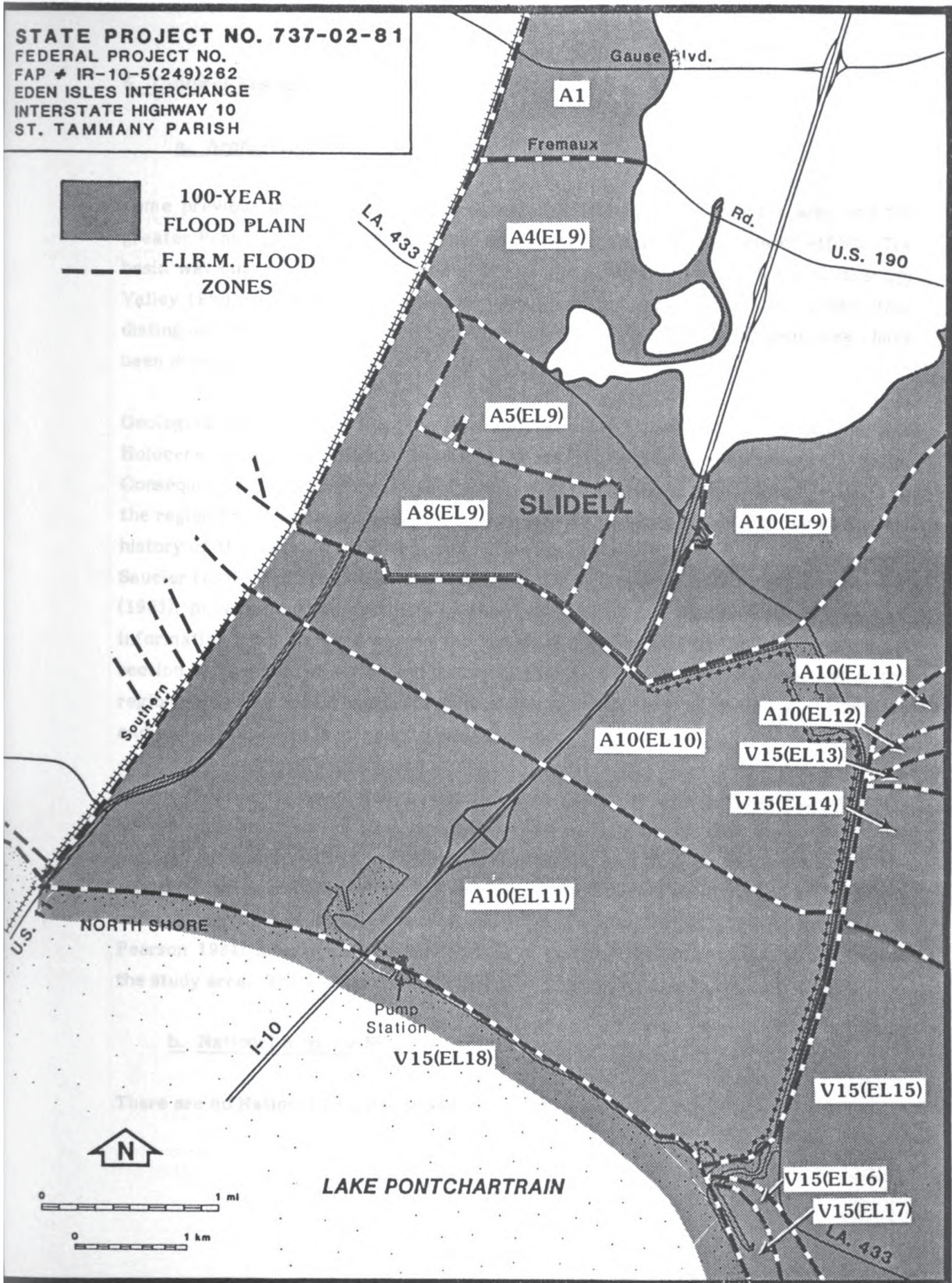


Figure 3-7. Floodplain map (FEMA 1984, 1980).

5. Cultural Resources

a. Archaeology

Some previous archaeological research has been conducted within the area and the greater Pontchartrain Basin, which has been the subject of much research effort. The basin was only recently established as a regional subdivision of the Lower Mississippi Valley (Phillips 1970). Since then, regionally and temporally subdivided phases that distinguish the prehistory of the Pontchartrain Basin from that of adjacent areas, have been developed (Table 3-1).

Geological events related to the rise and fall of sea level during Pleistocene and Holocene times have resulted in dramatic changes within the Pontchartrain Basin. Consequently, it is no surprise that much of the previous archaeological research in the region has been accomplished in conjunction with investigations into the geological history of the delta. This interdisciplinary work has been reported by McIntire (1958), Saucier (1963), Kniffen (1968), and Gagliano (1980). Gagliano (1980), following Saucier (1963), provides a good synthesis of the prehistory of the region, incorporating new information from his work around the mouth of the Pearl River. He also included a section on the contact period and history of the region. Archaeological research in the region, including recent cultural resource management surveys, is basically complete and up to date; there is no need to review it here.

One study recently completed, covered an area along the edge of Lake Pontchartrain immediately southeast of Drainage District No. 2 (Figure 3-8). This study area was a cultural resources evaluation performed for the Rigolets Estates property (CEI 1983). The area reviewed consisted of 332 ac of fill. One reported shell midden, 16 ST 5, was noted along the lake edge. A second study (Bryant and Thigpen 1984, as amended by Pearson 1984) investigated the occurrence of cultural resources in almost 3000 ac of the study area. The studies did not locate any prehistoric sites in their report area.

b. National Register Sites

There are no National Register sites in the study area.

Table 3-1. Cultural Chronology of the Louisiana Coastal Zone.

STAGE	PERIOD	CULTURE	TIME INTERVAL	PHASES		
				Eastern Area	Central Area	Western Area
FORMATIVE	Matoric	Various Cultures	Present		Various Tribes	Little Pecan
	Mississippi	Natchezan	A.D. 1700	Delta Natchezan	Pette Anse	Bayou Chene
		Mississippian	A.D. 1600	Bayou Petre	Burk Hill	
		Plaquemine	A.D. 1300	Maders	Three Bayou	Holly Beach
	Coles Creek	Coles Creek	A.D. 1000	Bayou Ramos	Morgan	Jeff Davis
			A.D. 850	Bayou Cutlar	White Lake	Walsh
	Baytown	Baytown	A.D. 700	Whitehall	?	Roanoke
			A.D. 400	Gunboat Landing	Mandalay	Venzoy Lake Arthur Lecosseine
	Markeville	Hopewellian-Markeville	A.D. 200	Magnolia	Jefferson Island	
			0	Smithfield	LaBranche	
ARCHAIC	Tchula	Tchofuncto	250 B.C.	Beau Miro	Lafayette	Grand Lake
			500 B.C.	Pentchartrain		
	Poverty Point	Poverty Point	1000 B.C.	Garcia	Beau Rivage	?
			1500 B.C.	Bayou Jasmine	Rabbit Island	
			8000 B.C.	Pearl River	Copell	Bayou Blue
Middle Archaic	Archaic	5000 B.C.	Monte Sano	Benane Bayou	?	
		6000 B.C.	Amite River			
Early Archaic		5000 B.C.	St. Helens	?	?	
LITHIC	Late Paleo	Paleo-Indian	6000 B.C.	Jones Crock	Vatican	Strohe
	Early Paleo		8000 B.C.	?	Avery Island	
	Pre-Projectile Point	?	10,000 B.C.	?	?	?

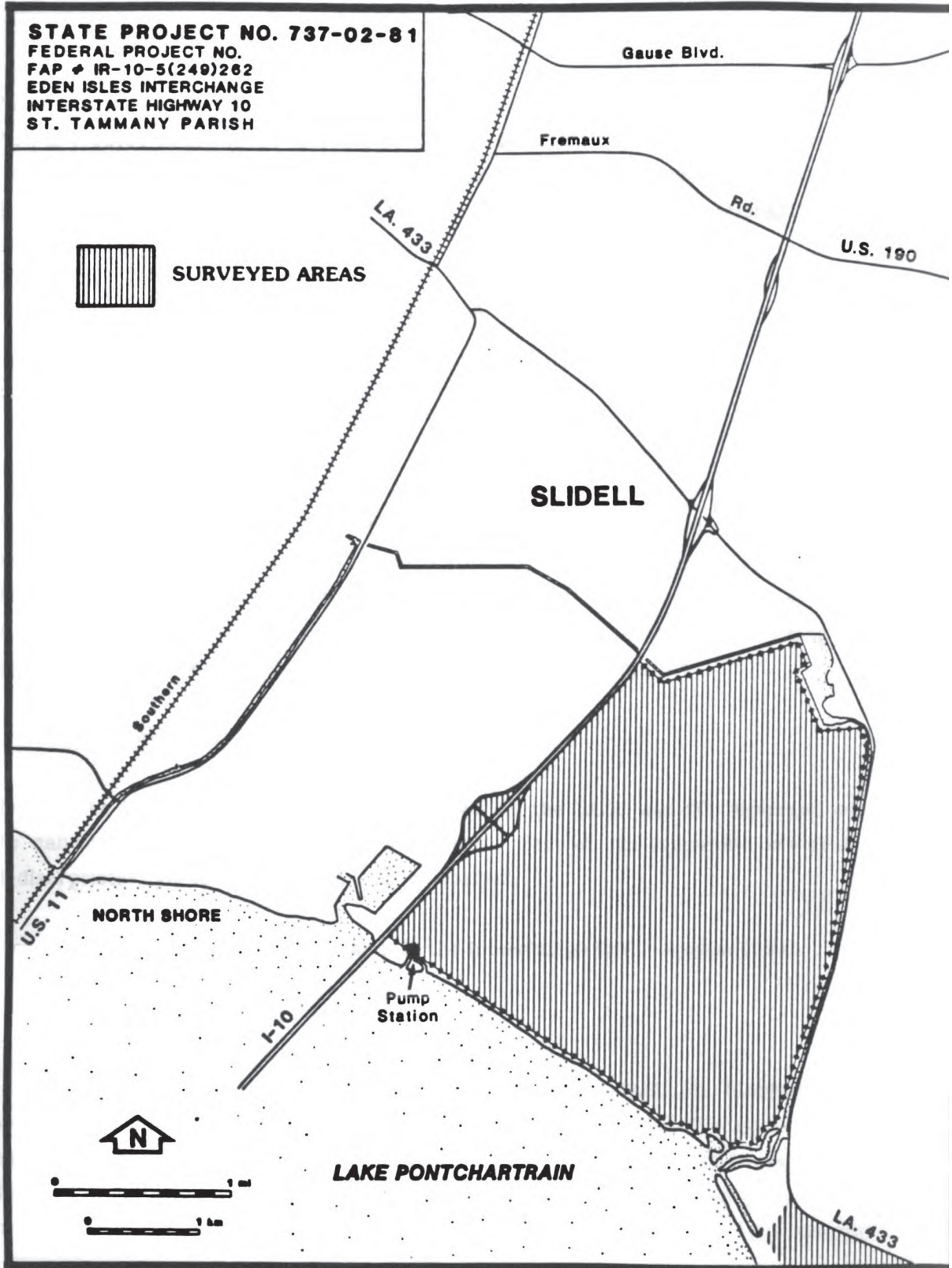


Figure 3-8. Areas field-surveyed for cultural resources (CEI 1983; Bryant and Thigpen 1984; Pearson 1984).

c. Designated Recreation Areas

There are no known conservation or preservation areas within the study area. Fritchie Park is located in southeast Slidell just west of I-10. Several parish recreation areas are scattered throughout Slidell principally associated with schools. The Eden Isles Golf Club and Marina, both private facilities, are the major recreational facilities close to the I-10 transportation corridor.

B. Interchange Right-of-way

1. Physical Environment

a. Geology

The interchange ROW is on the Recent surface within the fastlands of Drainage District No. 2. west of I-10; the surface is filled by dredged material deposited when the canals were excavated over 15 years ago. East of the interstate, the surface is drained and subsided reclaimed lands. Both sides are flat with elevations ranging from approximately 9 ft west of the interstate to -3 ft east of the highway.

b. Soils Including Prime and Unique Farmland

West of the interstate the surface material within the ROW was fill deposited when the canals were excavated over 15 years ago. East of the interstate are drained Medisarprists-Hydraquents soils that have subsided.

There are no prime or unique farmlands in the interchange ROW (Rucker 1984).

c. Water Resources

1. Surface Water. The interchange ROW is within fastlands (Lindsey 1984). Water movement and circulation are controlled through the artificially constructed and maintained canal network and pumps operated by St. Tammany Drainage District No. 2. Precipitation west of I-10 flows to the east and enters the drainage district canal system. There is no tidal exchange between the lands within the drainage

district and Lake Pontchartrain. There are no known water quality problems within the interchange ROW.

2. Groundwater. The aquifers are separated from surface hydrology by a thick clay layer. The ROW is not a recharge zone for the aquifer system. Artisian wells do not exist within the interchange ROW.

d. Climate and Weather

The climate is humid subtropical. Precipitation from frontal storms or thundershowers cause runoff in the fastland. Tropical storms cross the study area. Model studies indicate the interstate may be closed by high water during a tropical storm.

2. Biological Environment

a. Terrestrial Ecology

Vegetation west of the interstate is scrub shrub, bare ground, or willow. East of the interstate is drained and subsided fresh marsh vegetation (Figure 3-3).

Present drainage and fill has significantly reduced the value of the area for fish and wildlife habitat. Small furbearers such as rabbit and nutria probably use the ROW. Estuarine fish populations have probably been essentially eliminated on the East side due to leveeing and pumping. Small remnant populations of primarily freshwater species such as gar and sunfish still occur in the canal system. In addition alligators may inhabit the canals.

b. Aquatic Ecology-Lake Pontchartrain

The interchange ROW will not affect Lake Pontchartrain because it is within St. Tammany Drainage District No. 2 and separated from the lake by a levee.

c. Threatened and Endangered Species

There are no listed, proposed, or candidate threatened or endangered species in the interchange ROW (Jordan 1984).

An eagle was reported in the area; however, after investigation and coordination with federal and state agencies and knowledgeable citizens in the private sector, none were located (Appendix A).

d. Wetlands

There are 4.5 ac of wetlands subject to USACE jurisdiction within the interchange ROW. The CMD, DNR has classified the area as "fastlands" (Figure 3-4).

3. Socio-Economic Setting

a. Demography

No one lives within the proposed interchange ROW.

b. Economy

No economic activities presently occur within the interchange ROW.

4. Land Use

a. Land Use-Existing and Proposed

Land use within the interchange ROW is open space and has been reserved as part of the transportation system.

b. Floodplains

The interchange ROW is within the "A" zone with the flood elevation projected to be 11 ft elevation (FEMA 1984). The CMD, DNR has classified the area as "fastlands" (Figure 3-4).

c. Noise

Noise sources within the area are primarily traffic-related near I-10. However, in the bulk of the area to be developed, ambient noise levels between 50 dBA and 60 dBA

prevail throughout daylight hours. Activities located closer to major streets encounter more noise than those more shielded by intervening buildings, topography, and distance. Activities contributing to ambient noise in the study area, other than I-10 traffic, include residential construction (pile-driving, grading equipment, etc.), traffic on local streets, boating, lawn mowing, and trail-bike riding through dunes. This typical suburban activity adds about 10 dBA to the background noise levels from I-10 traffic.

d. Air Quality

The project is in an area where the State Implementation Plan does not contain any transportation control measures. Because there are no significant sources other than highway traffic sources within the area, typical suburban values were selected to represent the worst case ambient conditions without the contribution from I-10 traffic.

5. Cultural Resources

a. Archaeology

There are no known archaeological sites within the interchange ROW (Bryant and Thigpen 1984; Pearson 1984).

b. National Register Sites

There are no National Register sites within the interchange ROW (Bryant and Thigpen 1984; Pearson 1984).

c. Designated Recreation Areas

There are no designated recreation areas within the interchange ROW.

CHAPTER IV. ENVIRONMENTAL CONSEQUENCES

Both positive and negative consequences of providing additional improved access to I-10 have been reviewed to determine, as completely as possible, potential primary and secondary impacts on the physical, biological, and cultural environments of the study area. Primary impacts, sometimes called direct impacts, are those impacts which are caused by the action and occur at the time and place of the action. In this case, the primary impacts are within the existing or proposed right-of-way. Secondary impacts, or indirect impacts, are those which are caused by the action but occur later in time or further removed in distance but still may be considered to be foreseeable. These impacts are outside of the right-of-way but within the study area. The proposed action is located in a rural or undeveloped location, and, as such, the impacts from the project are significantly different from those associated with an urban type interchange.

A. No Action

The No Action alternative includes those types of activities that are reasonably expected to occur in the study area should the proposed project not be implemented. In this case it refers to the modification of the existing transportation network that will result given the dynamic demographic character of the Slidell region, especially south and east of the incorporated area. If population trends continue, the transportation system that includes the LA 433 interchange on I-10 will degrade to an unacceptable level of service. The Office of Highways, DOTD and FHWA must then decide whether to upgrade the interchange or not. Upgrading will require a new design in order to provide acceptable levels of service and safe and efficient operations at the ramp intersections and I-10 main-line merge and diverge terminals (Section IIA).

1. Physical Environment

a. Geology

The LA 433 interchange is located on the Pleistocene Terrace, a stable surface that provides good foundation conditions for upgrading the interchange. Normal pre-construction site preparation is required but no unusual or unique geologic features are known to exist that would cause extraordinary consideration.

b. Soils Including Prime and Unique Farmland

The LA 433 interchange is on the Myatt-Stough Soil Association. SCS defines the degree of limitation for construction of low cost roads as moderate; that is, the limitation needs to be recognized but it can be tolerated or overcome. There should be no adverse impact on the construction or the present use of the soils by the upgrading. Erosion will occur within the construction zone and sediment will be carried into adjacent water courses. A contractor will implement the mitigation measures recommended in the LDOTD publication "Standard Specifications for Roads and Bridges."

No prime or unique farmlands will be required. The activity is not under the jurisdiction of the Farmland Protection Policy Act because the area is not prime farmland, unique farmland, or farmland of statewide or local importance.

c. Water Resources

1. Surface Water. The LA 433 interchange is located in a rural setting that is in transition to commercial and suburban residential use. Surface runoff is controlled through a system of drains, ditches, and canals that eventually discharge into Lake Pontchartrain. Relocating drainage systems around construction sites is a common part of these types of projects and will become part of this project.

The south and east Slidell region is growing rapidly as a "bedroom community" to New Orleans. Vehicular traffic will drip oil, discharge lead, and contribute to roadway pollution. It is probable that water quality after upgrading will be better than if the LA 433 interchange were not modified because traffic will be moved more efficiently through the intersection. A better design will also reduce the probability of a spill resulting from an accident such as an overturned truck or a split gas tank.

2. Groundwater. No impacts are expected on the groundwater of the study area. The LA 433 interchange is not within a known groundwater recharge area.

d. Climate and Weather

The LA 433 interchange, within the base floodplain (100-year floodplain), may be affected by storm-surge. Records indicate flooding in the study area, but because the right-of-way is built-up, the roadway should not be inundated. SLOSH model studies show that during the worst projected storm the LA 433 interchange will be covered by water and probably impassable. During a hurricane, the interstate bridges between New Orleans and La. 433 interchange are closed. Any traffic using the interchange if it remains open will be driving east to higher ground or out of the path of the storm.

2. Biological Environment

a. Terrestrial Ecology

1. Vegetation. The terrestrial ecology around the LA 433 interchange is rural in nature evolving to commercial-suburban uses. Gas stations, a used car lot, and a small commercial center flank the service roads that parallel the interstate right-of-way. The vegetation of the area is completely modified by development and therefore any construction will not disturb any unique or significant natural zones of vegetation. If LA 433 must be widened, the indirect impacts would be negligible because the roadway supports commercial strip development from U.S. 11 to the vicinity of camps along LA 433.

2. Wildlife and Fisheries. Because the area around the LA 433 interchange is almost completely modified, there is little if any habitat of value to wildlife and fisheries. Therefore, no significant wildlife or fishery habitat will be impacted.

b. Aquatic Ecology-Lake Pontchartrain

Upgrading the LA 433 interchange will not directly affect the aquatic ecology of Lake Pontchartrain. Suburban and commercial development is rapidly occurring in south and east Slidell and to some degree are attributable to the presence of the LA 433 interchange. Existing and new developments must comply with Federal, state, and local engineering standards and environmental regulations.

c. Threatened and Endangered Species

No listed, proposed, or candidate threatened or endangered species are in the study area (Jordan 1984) and thus will not be affected.

d. Wetlands

No known wetlands under the jurisdiction of the USACE are in the vicinity of an upgraded LA 433 interchange.

3. Socio-Economic Environment

a. Demography

The area of south and east Slidell is growing rapidly and is expected to do so in the foreseeable future. Upgrading the LA 433 interchange will not influence the demography of the area, but will improve accessibility to projected populations.

b. Economy

The economy of the study area will be affected by upgrading the LA 433 interchange. However, because the state is not contemplating this action, more detailed information is not available.

4. Land Use

a. Existing

The upgrading of the existing LA 433/I-10 diamond interchange would displace several businesses and residences along LA 433 and adversely affect access to several land parcels. The exact number depends on the final configuration.

b. Future

The area around the LA 433 interchange is developed. There are no known proposed land use changes for these parcels. The existing LA 433 interchange will not

c. Threatened and Endangered Species

No listed, proposed, or candidate threatened or endangered species are in the study area (Jordan 1984) and thus will not be affected.

d. Wetlands

No known wetlands under the jurisdiction of the USACE are in the vicinity of an upgraded LA 433 interchange.

3. Socio-Economic Environment

a. Demography

The area of south and east Slidell is growing rapidly and is expected to do so in the foreseeable future. Upgrading the LA 433 interchange will not influence the demography of the area, but will improve accessibility to projected populations.

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The economy of the study area will be affected by upgrading the LA 433 interchange. However, because the state is not contemplating this action, more detailed information is not available.

4. Land Use

a. Existing

The upgrading of the existing LA 433/I-10 diamond interchange would displace several businesses and residences along LA 433 and adversely affect access to several land parcels. The exact number depends on the final configuration.

b. Future

The area around the LA 433 interchange is developed. There are no known proposed land use changes for these parcels. The existing LA 433 interchange will not

adequately handle the projected traffic load; the level of service will decline. Upgrading the LA 433 interchange will raise the level of service to C or better.

c. Floodplains

Upgrading the LA 433 interchange will provide more efficient access to or escape from the base floodplain. Upgrading will not provide additional access.

5. Cultural Resources

a. Archaeology

No known cultural resources are in the vicinity of the LA 433 interchange.

b. National Register Sites

No sites or structures eligible for listing on the National Register are known to be in the vicinity of the LA 433 interchange.

c. Designated Recreation Areas

There are no designated recreation areas in the vicinity of the LA 433 interchange.

B. Interchange at Eden Isles

The proposed project is the construction of a rural diamond interchange with two-lane ramps exiting from the west and one lane entering to the west (with an embankment for two) and single-lane ramps entering and exiting to the east. A service road east of I-10 will be relocated to maintain service to the area. The estimated cost of the interchange is \$7.84 million. The private sector is funding the costs of engineering design and studies. Right-of-way is being donated to the state by the landowner; an access road to U.S. 11 is being constructed by the landowner.

1. Physical Environment

a. Geology

The geology requires that fill be placed for the ramps and approaches. Piles will be driven for the overpass. All construction will be built to Federal interstate standards after test borings provide the detailed information needed by the engineers. There are no known faults or other unique geologic phenomena in the interchange area.

b. Soils Including Prime and Unique Farmlands

Soils to the west of the interstate are fill and to the east are drained and subsided former marsh. Fill will be hauled onto the site for construction. Soils do not offer an obstacle to the project because one side is fill and the other was initially drained in about 1925 and has been drained continuously for more than 15 years.

Development of open space in the vicinity of the interchange will be constructed on either fill that is hauled to the site or excavated, or will be on pile. Subsidence of soils will not be a problem to development because the old marsh has been under pump since the late 1920s and significant subsidence has already occurred. Finally, the Pleistocene surface, a formation of proven adequate foundation, is at or very close to the surface.

There are no prime or unique farmlands on the interchange site. Areas to which access is being created do not have prime-farmland soil. Therefore, none will be impacted.

c. Water Resources

1. Surface Water. Surface water movement within the vicinity of the interchange is controlled through the system of canals and pumps of St. Tammany Drainage District No. 2. No adverse impacts on natural surface water movement will result. No water quality impacts are expected during construction and virtually no impact after construction. The Office of Highways will implement normal mitigation measures as prescribed by their engineering manual, including prevention of erosion on

banks, limiting soil from entering waterways, and the use of vegetation on bare ground.

Any development that occurs in the vicinity of the interchange would be required to obtain Federal and state permission for discharge of effluents from pump stations or sewerage treatment outfalls.

2. Groundwater. No adverse effects will occur on groundwater. It is not a known recharge area.

d. Climate and Weather

The interchange will be built to American Association of State Highway and Transportation Officials (AASHTO) standards. Storm-surge from a storm rated at a probability of one in a hundred years will probably inundate the interchange a few hours before landfall. If a level SSS-3 storm takes a critical path, the projected storm surge may overtop the levee and possibly flood the study area. The bridges across Lake Pontchartrain are normally closed during these extreme storm events. Evacuation must proceed before this occurs. Existing drainage district levees and the height of the roadway will prevent flooding during smaller storms.

2. Biological Environment

a. Terrestrial Ecology

An interchange will result in the clearing of 20 acres of scrub shrub habitat and willows in the right-of-way west of I-10. East of I-10 fill will be placed on 16 acres of drained and subsided fresh marsh.

Habitat for rabbits and other small furbearers will be eliminated in the immediate area of the proposed project. Habitat for estuarine species will not be affected either by direct or indirect activities associated with the proposed action. The area west of I-10 is a canal housing development while east of I-10 is part of St. Tammany Drainage District No. 2, an area that has been continuously leveed and pumped for approximately the last 15 years.

b. Aquatic Ecology-Lake Pontchartrain

The interchange will not affect the ecology of Lake Pontchartrain. Runoff from the interstate now flows into St. Tammany Drainage District No. 2.

Activities associated with development of the St. Tammany Drainage District No. 2, such as additional drainage pumps and discharge from tertiary sewerage plants, must be permitted under existing Federal and state environmental laws. These facilities should be designed to meet legal standards for discharges into Lake Pontchartrain.

c. Threatened and Endangered Species

There are no listed, proposed, or candidate threatened or endangered species in the study area (Jordan 1984). Therefore, none will be adversely impacted.

d. Wetlands

Subject to the nationwide permit notification procedure set forth in Section 330.7 of current Department of the Army regulations, no wetlands requiring a USACE individual permit will be involved by the proposed action. Approximately 4.5 acres of wetlands subject to a Nationwide permit will be required by the interchange (Figure 4-1). Land use plans for the area within fastlands east of I-10 must consider those wetlands requiring a USACE individual permit (Section III.A.4.b). Those wetland areas requiring a USACE individual permit cannot be developed or significantly modified without a Corps permit.

3. Socio-Economic Setting

a. Demography

No dwellings or businesses will be displaced. Nothing exists within the proposed right-of-way. Development south and east of Slidell is ongoing and will continue for the foreseeable future. An interchange at Eden Isles may cause an increase in activity more rapidly than would have occurred otherwise.

b. Economy

No existing commercial activities will be directly affected by the proposed project. Depending on the plans by the developer, commercial and office activities may be located along the interstate and in the vicinity of the interchange. The proposed plans consider the location of the interchange and are concentrated around it. The economic development of the area will be accelerated.

4. Land Use

a. Land Use-Existing and Proposed

The project will not conflict with existing land use because this area is open space. It should be noted that the area was reserved for an interchange over 10 years ago. Proposed land use calls for this area to be an interchange. Phase I of Eden Isles Parkway, the connecting road to U.S. 11, is under construction. Future phases will be built when traffic needs justify their implementation. The interchange will connect with a planned street pattern on the east and thus there will be no conflicts because of the planning that is ongoing. A portion of the east service road will be relocated to maintain access to existing activities.

The interchange will have minimal effect on the residents of the existing and proposed Eden Isles development. The connection to U.S. 11 will be on Eden Isles Parkway, a new four-lane divided facility that has been integrated into the PUD. Thus, Eden Isles Drive will no longer serve as the primary access route to traffic going to and from the marina and the multifamily houses in this part of Eden Isles. A green belt could be part of the Eden Isles Parkway design to shield the residences from the traffic. Efficient traffic movement is an important aspect of Eden Isles Parkway; there will be no driveways entering from residences and only selected street crossings. To reduce through traffic on Eden Isles Drive, signs will be placed to indicate that it is for local traffic only; the existing speed limit is 25 miles per hour; stop signs presently control traffic at cross-streets; the parish will be asked to prohibit truck traffic on Eden Isles Drive, and a signal at the Eden Isles Parkway intersection will favor this traffic.

Plans for the fastlands east of I-10 are being developed. Structures should be in compliance with FEMA standards and regulations for construction within the 100-year

floodplain. A PUD is being implemented west of I-10. The PUD complies with FEMA regulations. Areas subject to a USACE nationwide permit may be filled or excavated for east side development. The exact plans are subject to change based on market conditions at the time of sale.

An interchange at Eden Isles will result in a more efficient traffic pattern in southeast St. Tammany Parish. Traffic that uses LA. 433 to get to Eden Isles and other parts of the city will now use Eden Isles Parkway because it is a limited access facility that is more direct to this part of the parish.

b. Floodplains

Most of the study area is within the base floodplain (100-year) as defined by FEMA (Firm Community Panel Numbers 225205 0001-0420B; 0530B; 0535B; 0540B; 0545B; 0575B; March 1, 1984) and Community No. 220204 (June 1980). A proposed interchange at Eden Isles will be located in Zone A1O (EL11) (FEMA 1984). The nearest interchange to the south (U.S. 11) is in Orleans Parish in Zone V16 (EL15) and the nearest interchange to the north (LA 433) is in Zone A5 (EL9). The U.S. 11 interchange does not efficiently serve traffic in the south and east Slidell area because of the distance and the restricted access on the narrow, 5-mi causeway across Lake Pontchartrain and the congestion around the commercial activities on U.S. 11 north of the lake. The LA 433 interchange must be upgraded if it is to provide an adequate level of service for the projected traffic generated by the ongoing rapid development of the Slidell area.

The proposed interchange at Eden Isles will support continuing base floodplain development and will not present a significant potential for transportation interruption or adverse impacts to beneficial floodplain values. It will not increase the risk of flooding to the existing I-10 system which is operational.

The interchange does not affect floodplain values. The natural and beneficial floodplain values are:

1. flood conveyance,
2. flood storage,
3. wave reduction,

4. waterfowl and wildlife habitat,
 5. pollution control,
 6. natural crops, agriculture and forestry,
 7. groundwater supply and recharge,
 8. recreation, cultural and historical values, and
 9. sand and gravel deposits (Kusler 1982).
-
1. The interchange is within a fastland where water patterns are artificially maintained through a system of canals, levees, and pumps. The area of the interchange does not convey flood waters except surface runoff through the designed canal under the existing I-10.
 2. A small drainage canal within the right-of-way of the interchange will be modified but the canal will have the capacity to maintain flow without adversely affecting other areas. The interchange area does not store flood waters, as reserve capacity is provided in the canals which will be maintained at present capacity.
 3. The V Zone is outside of the drainage district levees in Lake Pontchartrain and therefore the interchange area is not related to wave reduction functions of floodplains.
 4. Waterfowl and wildlife habitat are minimal because of the drained and fill character of the area (Section IV.B.2.a).
 5. Although the shoulders will be paved a vegetated right-of-way will be maintained and will slow pavement runoff and trap some pollutants before they get into the Drainage District waterways.
 6. There are no known natural crops, agricultural lands or forests in the interchange to be affected (Section II.B.2.a; III.B.4.a).
 7. Construction of an interchange will not affect access to groundwater and the area is not known to be a groundwater recharge area (Section III.B.1.c.2).

8. No designated recreation areas or cultural or historic sites exist within the proposed right-of-way (Sections III.A.5., a, b, c).
9. Finally, the site is not a source of sand or gravel (Section III.A.1.a).

An interchange at this location will allow for more rapid development of the south and east of Slidell, an area that has a 1% chance of being flooded in a given year. It must be recognized that this area is growing at present and will continue through the foreseeable future. Access on to the floodplain is available now from U.S. 11, LA 433, and U.S. 190 (Gause Road) and with this development upgraded access will be provided. An interchange will allow for more efficient evacuation of this part of St. Tammany Parish.

Surface runoff within the interchange will be modified but the overall capacity of the system will not be affected. Modification will not cause flooding in adjacent areas. Drainage systems in south and east Slidell will be upgraded as development occurs. FEMA regulations and standards for development in floodprone areas will be implemented by the builders and enforced by the parish.

New construction within the Drainage District should conform to FEMA regulations which require the houses to be built at or above the flood elevations. Therefore, houses in the southern part of the District will be built to 11 ft at the first habitable level and 10 ft in the north.

Hurricane evacuation from the eastside will be along the service road east of I-10 to La 433 or along Eden Isles Parkway to US 11.

Local, state, and Federal water resources and floodplain management agencies have been consulted to determine whether the proposed highway is consistent with existing watershed and floodplain management programs. A Solicitation of Views was mailed to these various agencies (Appendix). Responses are shown in the Appendix.

The proposed project complies with Executive Order 11988 concerning floodplains because the interchange does not adversely impact the natural and beneficial floodplain values.

c. Noise

Modjeski and Masters, consulting engineers, conducted a noise analysis to evaluate the potential noise-related impacts caused by the construction of an interchange at Eden Isles. Existing noise levels are now between 50 and 60 dBA. Projected noise levels will vary between 60 and 65 dBA at the nearest receptors. These highest noise levels only affect corner properties on Eden Isles Parkway and the Country Clubhouse. The report concluded:

The design noise level of 67 dBA is not exceeded at any residential site within the development.

The existing noise environment, dominated by I-10 traffic, will not be significantly modified by the proposed action.

Noise levels will increase in the project area, due to the construction of Country Club Boulevard [Eden Isles Parkway]; however, traffic using this highway will not create a significant noise impact in planned residential or commercial tracts or existing residential areas.

Mitigation of noise through alignment adjustments or installation of noise barriers will not be required.

The report on the Noise Study is available for review at the Public Hearings and Environmental Impact Section, Department of Transportation and Development, Suite 139, 2 Maritime Plaza, 502 St. Philip St., Baton Rouge, Louisiana.

d. Air Quality

An air quality analysis was conducted by Modjeski and Masters, consulting engineers, to assess the potential impact of air quality in the vicinity of the interchange at Eden Isles.

The results of the Air Quality Impact Study clearly indicate that predicted eight-hour average and one-hour peak carbon monoxide total concentrations are considerably less than the eight-hour and one-hour national ambient air quality standards (NAAQS) of 9 ppm and 35 ppm, respectively. Because the expected carbon monoxide concentration for the design year is substantially less than the NAAQS, it can be concluded that:

1. No additional air quality impact studies of greater detail are required; and

2. The proposed action will have no significant impact on air quality within the study area.

In the future, adverse air quality impacts also can be minimized through the continued use of effective vehicle emission controls.

This project is in an area where the State Implementation Plan does not contain any transportation control measures; therefore, the conformity procedures of 23 CFR 770 do not apply to this project. In view of the above considerations, the proposed action is in compliance with the State Air Quality Implementation Plan and will have no significant impact upon ambient air quality.

The report on the Air Quality Study is available for review at the Public Hearings and Environmental Impact Section, Louisiana Department of Transportation and Development, Suite 139, 2 Maritime Plaza, 502 St. Philip St., Baton Rouge, Louisiana.

5. Cultural Resources

a. Archaeology

No known archaeological sites will be affected by the proposed project.

b. National Register Sites

No National Register sites will be affected by the proposed project.

c. Designated Recreation Areas

No designated recreation areas will be affected by the proposed project.

C. Section 4(f) Evaluation

The proposed project is the construction of a new interchange on I-10 between the interchange at LA 433 and Lake Pontchartrain in St. Tammany Parish, Louisiana. The project is within a parcel of land that was set aside over 10 years ago for an interchange, and has been maintained as open space with no other activities allowed. Cost of the rural, full diamond interchange with a bridge crossing I-10 is estimated to be \$7.84 million. Relocation of the service road east of I-10 is part of the project.

The proposed interchange at Eden Isles will not impact a National Register site, significant publically owned parks, recreation areas, significant historic sites or wildlife or waterfowl areas by taking land and facilities or affecting ongoing activities.

D. Mitigation Measures

All construction shall be in accordance with the 1982 edition of the Louisiana Standard Specifications for Roads and Bridges. In addition to the standard specifications, several additional actions are being required to reduce to an acceptable level any impact on the study area. These mitigation measures are: phased construction of Eden Isles Parkway between U.S. 11 and the interchange so that two lanes will be open for use when the interchange is operational, closure of the north end of Pebble Beach Drive to through traffic, indirection of traffic accessing the Eden Isles subdivision, and restriction of interchange construction traffic to the Eden Isles Parkway right-of-way and the I-10 right-of-way.

CHAPTER V. LIST OF PREPARERS

The following individuals reviewed and coordinated the DEIS on the interchange at Eden Isles. Mr. George Hadley serves as Highway Engineer and coordinates environmental issues for the Federal Highway Administration, Baton Rouge, Louisiana. Mr. Hadley has four years of experience in the preparation and review of Environmental Impact Statements. Mr. Bob Mahoney is a Location and Design Engineer with four years concerned with project development with the FHWA. In addition, he has six years experience as an environmental coordinator. Mr. Dan Magri is the Assistant Public Hearings and Environmental Impact Engineer with the Louisiana Department of Transportation and Development. Mr. Magri, who coordinated the preparation of the DEIS has 1.5 years environmental experience and 4.5 years engineering experience. The DEIS was prepared by Coastal Environments, Inc., J. J. Krebs & Sons, Inc., and Gorove/Slade Associates.

Dr. R. E. Emmer with Ph.D. in Resource Geography served as Project Director. Dr. Emmer has eleven years of experience in the organization and writing of environmental documents. His specialities include geology, geomorphology, land use, and institutional regulations.

Dr. K. Wicker has a Ph.D. in Biogeography and has 8 years experience in coastal vegetation and impact analysis. Dr. Wicker prepared the vegetation section.

Mr. D. Roberts has a Masters Degree in Marine Sciences and six years experience in estuarine ecology and hydrology. Mr. Roberts prepared the sections on hydrology and estuarine ecology.

Mr. D. Davis has a Masters Degree in Wildlife and prepared parts of the report on wildlife.

Dr. C. Pearson has a Ph.D. in Anthropology and serves as the team leader for the cultural resources section of Coastal Environments, Inc. Dr. Pearson has over ten years experience in cultural resources surveys.

Mr. Barney Martin coordinated the Air Quality and Noise Studies through the engineering consulting firm of Modjeski & Masters. M & M have prepared numerous

environmental reports for the Office of Highways during the past 9 years. Mr. Shelby LaSalle and Mr. Leroy Cooper of J. J. Krebs and Sons, Inc., consulting engineers, directed the design and engineering studies for the interchange. The Krebs firm has been active in planning and engineering in southeast Louisiana for over 50 years. Mr. Fred Gorove, Gorove/Slade Associates, Inc., directed the traffic studies and projections for the DEIS. The Washington, D. C. base firm used the most sophisticated models and coordinated their activities with the Office of Highways.

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APPENDIX A



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

June 27, 1985

REPLY TO
ATTENTION OF

Operations Division
Regulatory Assessment Section

Mr. David Marshall
Coastal Environments, Incorporated
1260 Main Street
Baton Rouge, Louisiana 70802

Dear Mr. Marshall:

Reference is made to your request for a U.S. Army Corps of Engineers jurisdictional determination on property located in section 34, T. 9 S., R. 14 E., in Eden Isles East, St. Tammany Parish, Louisiana. A proposed Interstate 10 interchange is planned for this location (see enclosed map).

A field trip was made to the property on June 26, 1985, by you and a member of my staff. The wetland areas were identified, delineated, and are shown on the map as cross-hatched areas. These wetlands are subject to Corps Section 404 jurisdiction. Total acreage of these areas is approximately 4.5 acres.

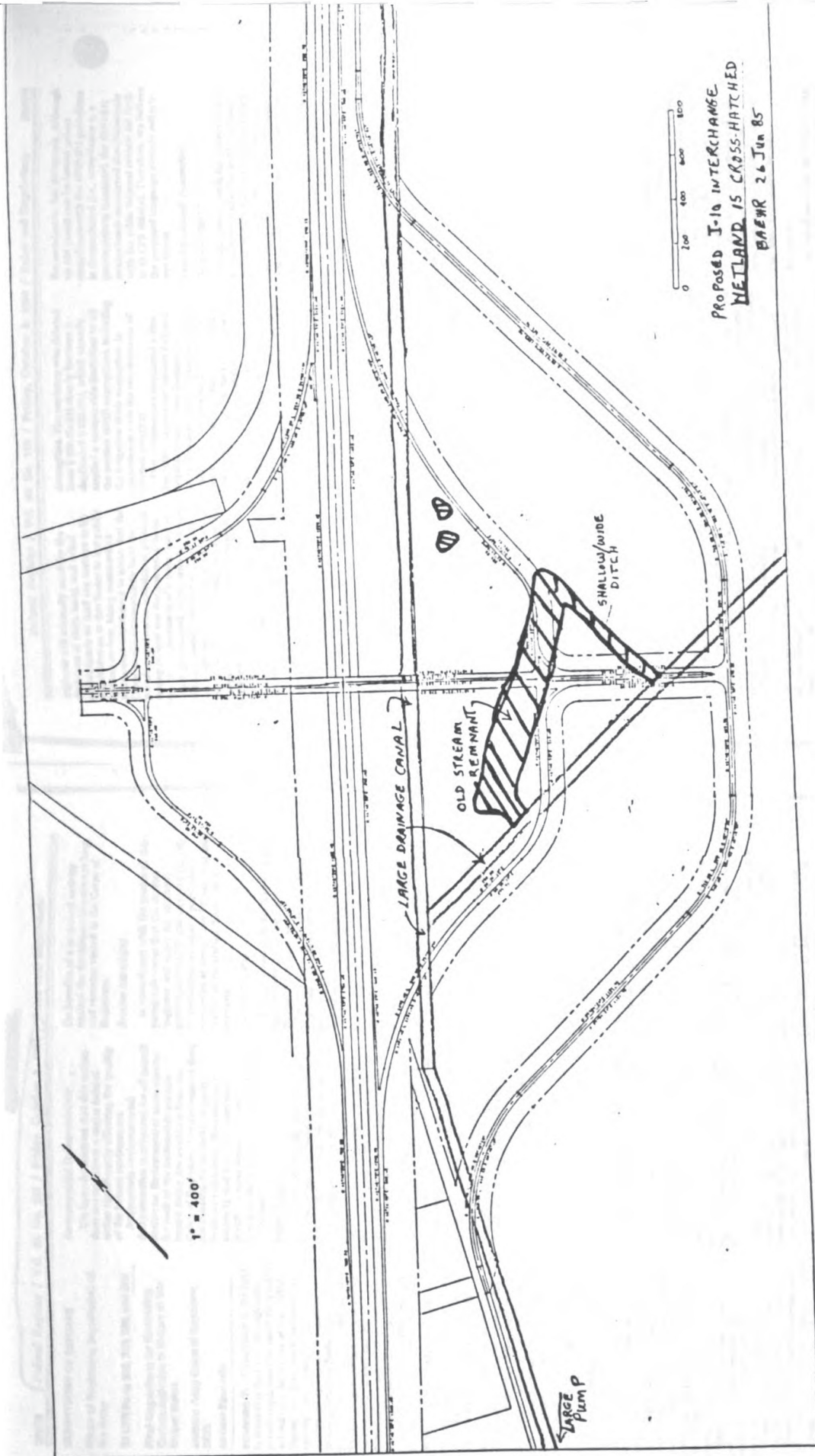
Activities related to deposit of dredged or fill material in these wetlands would be covered under the provisions of a nationwide permit as stated in the Federal Register Vol. 49, No. 195, October 5, 1984, and specifically Part 330.5 (a)(26) (copy enclosed). An individual Department of the Army Section 404 Permit will not be required for proposed filling of these wetlands.

Should there be questions concerning this matter, please contact Dr. L. P. Beehr at (504) 838-2259.

Sincerely,

Ronald J. Ventola
Ronald J. Ventola
Chief, Regulatory Functions Branch
Operations Division

Enclosures



PROPOSED I-10 INTERCHANGE
 WETLAND IS CROSS-HATCHED
 BAHR 24 JUN 85

1" = 400'

LARGE PUMP

LARGE DRAINAGE CANAL

OLD STREAM REMNANT

SHALLOW/WIDE DITCH

DEPARTMENT OF DEFENSE

Corps of Engineers, Department of the Army

50 CFR Parts 301, 302, 303, and 305

Final Regulations for Controlling Certain Activities in Waters of the United States

Army Corps of Engineers

Actions Final rule.

Summary: The Department of the Army is amending the Corps of Engineers' rules...

Effective date: October 8, 1983.

Mr. Sam Callahan or Mr. Tommie Cook...

Regulatory Branch, (508) 272-4000

December of 1982, 18 environmental organizations filed suit against the Department of the Army and the U.S. Environmental Protection Agency (EPA) over several provisions of the Corps of Engineers' interim final regulations published on July 22, 1982 (47 FR 31794).

Intervenor in support of the Army and EPA. On February 16, 1984, the court approved a settlement agreement between the plaintiffs and defendants whereby the Army agreed to publish regulations proposing several policy and procedural changes and modifications to certain nationwide permits. The settlement agreement was endorsed by the Army, EPA, the Department of Justice, the 18 environmental groups, and two industrial groups. The Army believes the settlement agreement strikes a reasonable balance between environmental protection and economic development as effective and responsive regulatory program. The settlement agreement did not commit the Army to promulgate any particular final regulations. All comments received on the March 20, 1984, proposed regulations were evaluated and considered in promulgating these final regulations.

Environmental Documentation

We have determined that this section does not constitute a major Federal action significantly affecting the quality of the human environment.

Appropriate environmental documentation is prepared for all permit decisions. Environmental assessments for each of the nationwide permits issued today are available from the Corps of Engineers. We determined that considering the potential impacts, required conditions, discretionary authority and best management practices, none would require preparation of an environmental impact statement.

Public Comments

We received over 189 comments on the March 20, 1984, proposed regulations (47 FR 12860), which comments covered a full range of views. We also received nearly 200 comments on the July 22, 1982, interim final regulations (47 FR 31794) and nearly 500 comments on the March 20, 1984, proposed regulations (47 FR 21468). The comments on the 1982 and 1984 regulations which pertained to provisions of the March 20, 1984, regulations were also considered in the development of these final regulations. The comments on the final and the 1983 regulations which do not pertain to the provisions of the March 20, 1984, proposal will be considered during the development of those final regulations. The March 20, 1984, proposals were adopted as published except for changes in § 320.4(f), 320.5(a), 320.5(a)(1)(7), and 320.5(a)(1)(8). A new § 320.5(c) has been added. See discussion below.

Part 320—General Regulatory Provisions

Section 320.4(b)(7)

In accordance with the proposal, this paragraph clarifies the fact that no 404 permit can be issued unless it complies with the 404(b)(7) guidelines. If a proposed action complies with the guidelines, a permit will be issued unless the district engineer determines that it will be contrary to the public interest. A number of commenters were concerned that this section now shifts the "burden of proof" with respect to the public interest from the applicant to the Corps. As a practical matter, both the current wording and the wording being adopted by this change describe the public interest balancing process. The district engineer may issue a permit when he has weighed, after weighing the benefits and detriments of the proposed action, that the activity of the permit will not be harmful to the public interest. The responsibility for weighing

the benefits of a proposed activity against the detriments has always been incumbent on the Corps of Engineers.

Section 320.4(b)(4)

In accordance with the proposal, this paragraph states that the district engineer will apply the 404(b)(1) guidelines (40 CFR 320.10(a)(1), (2), (3)) in evaluating whether a particular discharge of dredged or fill material into waters of the United States shall be permitted.

In accordance with the proposal, the last sentence of this paragraph states that district engineers will give "full consideration" to the views of Federal and State fish and wildlife agencies in permit decisions. Many commenters misunderstood the intent of this change, the wording from "great weight" to "full consideration" placed unwarranted significance on these resource agency views. Some requested that increased to a veto power for Federal and State agencies that were beyond the scope of section 404. Other commenters saw the change as having just the opposite effect (i.e., "weakening" the degree of consideration given to resource agency views). The intent and the probable effect of the change is modified to have largely been anticipated. The basis for making the change to "full consideration" was to reflect the statutory language of the FWA and the Wildlife Conservation and National Environmental Policy Act and other legal authority.

Section 320.4(b)(5)

In accordance with the proposal, this paragraph recognizes the right to reasonable private use of property as a factor in the public interest review. Comments on this paragraph covered a broad range of views, some supporting the change, others feeling that this change adversely impacts individual property rights. The expectations have been generally considered in the processing of permit applications, even though these rights were not hitherto explicitly listed as a factor in the Corps public interest review. These expectations may not prevail in public interest considerations lead to denial or conditioning of a permit.

Section 320.4(b)(7)

In accordance with the proposal, this paragraph clarifies that the district engineer will not issue a permit unless it complies with the 404(b)(7) guidelines. If a proposed action complies with the guidelines, a permit will be issued unless the district engineer determines that it will be contrary to the public interest. A number of commenters were concerned that this section now shifts the "burden of proof" with respect to the public interest from the applicant to the Corps. As a practical matter, both the current wording and the wording being adopted by this change describe the public interest balancing process. The district engineer may issue a permit when he has weighed, after weighing the benefits and detriments of the proposed action, that the activity of the permit will not be harmful to the public interest. The responsibility for weighing

Section 320.4(b)(1)

In accordance with the proposal, this paragraph states that the district engineer will apply the 404(b)(1) guidelines (40 CFR 320.10(a)(1), (2), (3)) in evaluating whether a particular discharge of dredged or fill material into waters of the United States shall be permitted.

In accordance with the proposal, this paragraph states that the district engineer will apply the 404(b)(1) guidelines (40 CFR 320.10(a)(1), (2), (3)) in evaluating whether a particular discharge of dredged or fill material into waters of the United States shall be permitted.

Section 320.4(b)(2)

In accordance with the proposal, this paragraph states that the district engineer will apply the 404(b)(2) guidelines (40 CFR 320.10(a)(2), (3)) in evaluating whether a particular discharge of dredged or fill material into waters of the United States shall be permitted.

Section 320.4(b)(3)

In accordance with the proposal, this paragraph states that the district engineer will apply the 404(b)(3) guidelines (40 CFR 320.10(a)(3)) in evaluating whether a particular discharge of dredged or fill material into waters of the United States shall be permitted.

Section 320.4(b)(4)

In accordance with the proposal, this paragraph states that the district engineer will apply the 404(b)(4) guidelines (40 CFR 320.10(a)(4)) in evaluating whether a particular discharge of dredged or fill material into waters of the United States shall be permitted.

Section 320.4(b)(5)

In accordance with the proposal, this paragraph states that the district engineer will apply the 404(b)(5) guidelines (40 CFR 320.10(a)(5)) in evaluating whether a particular discharge of dredged or fill material into waters of the United States shall be permitted.

Section 320.4(b)(6)

In accordance with the proposal, this paragraph states that the district engineer will apply the 404(b)(6) guidelines (40 CFR 320.10(a)(6)) in evaluating whether a particular discharge of dredged or fill material into waters of the United States shall be permitted.

Section 320.4(b)(7)

In accordance with the proposal, this paragraph states that the district engineer will apply the 404(b)(7) guidelines (40 CFR 320.10(a)(7)) in evaluating whether a particular discharge of dredged or fill material into waters of the United States shall be permitted.

Section 320.4(b)(8)

In accordance with the proposal, this paragraph states that the district engineer will apply the 404(b)(8) guidelines (40 CFR 320.10(a)(8)) in evaluating whether a particular discharge of dredged or fill material into waters of the United States shall be permitted.

Section 320.4(b)(1)

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in this section have been established and placed in § 320.6(a)(2)(ii). This change was supported by most commenters.

Some confusion was expressed concerning the district engineer's role in the public action process. District engineers are required to issue public notices of the final determination of nationwide permits by the Chief of Engineers on a local basis consistent with publication in the regulations, which have been adopted by the district engineer.

In accordance with the proposal, the introductory part of this section and § 320.6(a)(7), (12), and (23) have been modified and § 320.5(a)(2)(ii) has been added. Over 100 individual comments were received in response to the proposed changes in this section. The majority of these comments addressed the nationwide permit at paragraph (a)(2)(ii). However, many were concerned about other changes or revisions to this section. These comments are discussed below.

Section 320.6(a)(7), (12), (23)

These nationwide permits have been modified to include revisions to new § 320.7. Some commenters questioned how the district engineer and the resource agencies would be notified of proposed activities under these permits. The existing notification procedures required by the National Pollutant Discharge Elimination System (NPDES) program, Federal Energy Regulatory Commission (FERC) Licensing process, and Title V of the Surface Mining Act respectively provide notice to the Corps and resource agencies so that their concerns, if any, can be forwarded to the district engineer for his action pursuant to the requirements of § 320.6(a)(2). Section 320.7(c)(3) requires notification to EPA and the state water quality agency for the nationwide permit process. An additional notification beyond these procedures is not necessary. In § 320.5(a)(17), the proposal has been changed to exhibit the "Federal Energy Regulatory Commission" for "Department of Energy" to more accurately identify the agency which licenses small hydropower projects.

Section 320.6(a)(23)

This nationwide permit has been modified to require that the Chief of Engineers solicit comments through a public action process on activities which are of a significant nature prior to publishing the nationwide permit. Several commenters questioned whether

previously authorized subsequent exclusions could also be subjected to these provisions and, if so, the new procedures would be redundant, costly, and could result in significant delays of some projects. The categorical exclusions which have already been authorized by the Chief of Engineers are not subject to the requirements of this paragraph unless modifications or additions are proposed in the future. The Federal Highway/Urban Mass Transportation Agency estimates (E-77-111, October 28, 1982) for U.S. C-71-111-111-111 are the only exclusions previously authorized. These exclusions previously authorized. These exclusions are of a significant nature and nationwide permits will be subject to the provisions of these regulations.

Section 320.6(a)(7)(i), (12), (23)

This nationwide permit modifies the headwaters and isolated waters permits previously found at § 320.6(a)(1) and (2). Many commenters raised questions concerning the definitions of the term "isolated" and "substantial adverse modification" and indicated that there was a need for a definition of that term. The "new" portion of this term generally includes discharges of dredged or fill material which result in an area so large that a water of the U.S. that is being a water of the U.S. The portion of this term does not refer to all effects on the aquatic life but rather only to modifications that are substantial and adverse. Generally, a substantial adverse modification occurs when a discharge eliminates or a water principal valuable functions of a water of the United States (including wetlands) even though the discharge does not convert the water to dry land. The Corps will monitor the use of this term to determine if further guidance is necessary.

A number of commenters expressed concern with the acreage limitation, explaining that wetland areas and open water areas vary greatly in value; thus, the modifications of a 10-acre area in those instances might not create more than minimal adverse effects on the aquatic life while the loss of even a few wetland locations could be very significant in terms of environmental impacts. It is exactly these reasons that the provisions for notification and evaluation in § 320.7 were developed, and the provisions for exercising discretionary authority were provided in § 320.8. The Corps is aware of the problems in values associated with widely differing areas and believes that the regulations being adopted by this rule provide an appropriate mechanism

to fully evaluate these areas and to assure continuation of any project. Where word changes have been made in this proposal to clarify the notification of activities from this permit. In addition, the reference to 30 CFR 320.3(a)(2) has been deleted to correct a reference to 1983 proposed language which was not adopted.

Section 320.6(a)(7)

A significant number of commenters expressed concern about the impact of these regulations on existing projects and supported the inclusion of a "grandfathering" provision to prevent "grandfathering" provisions to prevent authorized projects. In adopting these regulations, we considered how to avoid retroactive applications of these regulations to projects which were authorized prior to the effective date of these regulations. The majority of these comments were addressed to the nationwide permit at paragraph (a)(2)(ii). However, many were concerned about other changes or revisions to this section. These comments are discussed below.

allowable 30-day period. These commenters believed that use of the word "may" would allow the Corps to notify an applicant in accordance with this paragraph that he could not proceed under the nationwide permit, but would not require the Corps to make any final decision on the need for an individual permit within the 30-day period. The Corps must to all but exceptional cases, make a final decision on the need for an individual permit within the 30-day period. The Corps will notify an applicant that an individual permit may be required only when warranted for individual permit projects and in some limited additional cases.

Section 320.7(c)(1)

Some commenters were uncertain about the nature of the review process to be followed by district engineers. Upon receipt of notification for a substantial adverse modification of a discharge which will cause the loss or more but less than 10 acres of waters including wetlands above the headwaters or in isolated waters, the district engineer will determine whether the activity is in a "class of discharge" or "category of waters" identified as of "particular interest" to a resource agency or otherwise would be of interest to those agencies. He will coordinate with those agencies and provide his recommendation to the division engineer.

Section 320.7(d)

Several commenters were concerned that division engineers are required to document any decision authorizing an activity under a nationwide permit that would be contrary to the views of resource agencies, but that division engineers are not specifically required to document a determination to require an individual permit. Division engineers will document all determinations, providing information concerning the basis for requiring individual permits, as well as the final determination. If a determination is made to require an individual permit, the requirements of Parts 200 through 325 of the Corps regulations will be implemented.

Section 320.7

No comments were received on the proposed change in this section. This section has been adopted as proposed.

Public Comments of Nationwide Permit

In our proposed rulemaking of March 28, 1982 (48 FR 12897), we invited over

to be eligible for each "grandfathering" nationwide permit. Commenters to the district engineer within 30 days of the effective date of these regulations. In some instances, the nationwide permit will be issued on the basis of the nationwide permit modified and added at § 320.6(a)(2)(ii) which cannot be modified to comply with these regulations without causing substantial loss to the permittees. The provisions authorizing under any of these three categories for grandfathering discharges are for 15 acres from the effective date of these regulations. After 15 months, any new or reinstated discharges must meet the terms of these regulations.

The nationwide permit modified and added at § 320.6(a)(7), (12) and (23) continues to be authorized by these provisions.

Section 320.7

In accordance with the proposal, the new section establishes procedures to be followed by district and division engineers upon receipt of pre-discharge notification. Many of the comments received addressed specific portions of this section and are discussed in the following paragraphs. However, a large majority of responses stated that 30 days is inadequate to carry out the decisions required by the public interest during the period, but rather that activities which do not meet the criteria might be identified and the proper action taken to require individual permits. If appropriate, twenty days has been determined to be a reasonable period in which to make this evaluation and to notify the project sponsor of the need for an individual permit or that he may proceed under the nationwide permit. However, in order to meet this time limit, coordination procedures making the maximum use of telephone and electronic mail exchanges between the federal and state agencies and the Corps districts will be developed as necessary.

Section 320.7(a)

Two commenters suggested that the proposed paragraph be modified to read "If notified by the district or division engineer that an individual permit will be required . . . rather than . . ." They considered this change to be necessary to ensure that decisions required by the notification procedures will be made within the

earlier intention to allow all states to reconsider certification of the nationwide permit (NWP) pursuant to section 401 of the Clean Water Act. Also, states with approved consent management plans were allowed to reconsider consistency determinations under the Coastal Zone Management Act. Some states have denied 401 certification and/or CZM consistency for one or more of the five NWPs being released today. Accordingly, authorization for any such discharges is denied without prejudice to those states pursuant to 33 CFR 320.4(j)(1). Also many states granted conditional water quality certification to one or more of the NWPs and in some states final action on certification/consistency concerns is still pending and limitation. Concurrently with the publication of these final regulations, district engineers will be issuing public notice for the five NWPs being revised today. Notice will identify states which have denied certification/CZM consistency concerns, states which have granted conditional water quality certification for one or more of the five NWPs, and states where certification/consistency concerns are still pending. Applicants considering a project or activity defined by the NWPs referenced above and located in such a state are advised to check with the district engineer in those states which raised the final position on certification/consistency concerns, we will continue to use their position as taken for the NWPs adopted on July 22, 1982, until the final action has been taken on certification/consistency concerns or waived in accordance with statutory requirements.

Department of Energy Order 12291 and the Regulatory Flexibility Act

The Department of the Army has determined that the proposed regulation revisions do not contain a major proposal requiring the preparation of a regulatory analysis under E.O. 12291. The Department of the Army certifies pursuant to section 605(b) of the Regulatory Flexibility Act of 1980, that these regulations will not have a significant economic impact on a substantial number of entities.

Section 320.7

No comments were received on the proposed change in this section. This section has been adopted as proposed.

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The nationwide permit modified and added at § 320.6(a)(7), (12) and (23) continues to be authorized by these provisions.

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In accordance with the proposal, the new section establishes procedures to be followed by district and division engineers upon receipt of pre-discharge notification. Many of the comments received addressed specific portions of this section and are discussed in the following paragraphs. However, a large majority of responses stated that 30 days is inadequate to carry out the decisions required by the public interest during the period, but rather that activities which do not meet the criteria might be identified and the proper action taken to require individual permits. If appropriate, twenty days has been determined to be a reasonable period in which to make this evaluation and to notify the project sponsor of the need for an individual permit or that he may proceed under the nationwide permit. However, in order to meet this time limit, coordination procedures making the maximum use of telephone and electronic mail exchanges between the federal and state agencies and the Corps districts will be developed as necessary.

Section 320.7(a)

Two commenters suggested that the proposed paragraph be modified to read "If notified by the district or division engineer that an individual permit will be required . . . rather than . . ." They considered this change to be necessary to ensure that decisions required by the notification procedures will be made within the

Wetlands, cultural values, fish and wildlife values, flood hazards, floodplains, flood plain, irrigation, shore erosion and accretion, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, considerations of property ownership, and, in general, the needs and welfare of the people. For activities involving 404 discharges, a permit will be denied if the discharge that would be authorized by the permit would not comply with the Environmental Protection Agency's 404(b)(1) guidelines. Subject to the preceding sentence and any other applicable guidelines or criteria (see §§ 330.2 and 330.3), a permit will be granted unless the district engineer determines that it would be contrary to the public interest.

(b) (4) No permit will be granted which involves the alteration of wetlands identified as important by paragraph (b)(3) of this section or because of provisions of paragraph (b)(3) of this section, unless the district engineer concludes, on the basis of the analysis required in paragraph (e) of this section, that the benefits of the proposed alteration outweigh the damage to the wetlands resources. In evaluating whether a particular discharge activity should be permitted, the district engineer shall apply the section 404(b)(1) guidelines (40 CFR 230.106) (1), (2), (3).

(c) Fish and wildlife. In accordance with the Fish and Wildlife Conservation Act (see § 330.36) of this part, district engineers will consult with the Regional Director, U.S. Fish and Wildlife Service, the Regional Director, National Marine Fisheries Service, and the head of the agency responsible for fish and wildlife for the state in which work is to be performed, with a view to the conservation of wildlife resources by prevention of their direct and indirect loss and damage due to the activity proposed in a permit application. The Army will give full consideration to the views of those agencies on fish and wildlife considerations in deciding on the issuance, denial, or conditioning of individual or general permits.

(d) Consideration of property interests. Authorization of work or activities by the Department of the Army does not convey a property right, nor does it constitute a taking of property or invasion of other property or interests. (1) An inherent aspect of property ownership is a right to reasonable

private use. However, this right is subject to the rights and interests of the public in the navigable and other waters of the United States, including the Federal navigation servitude and Federal regulations for environmental protection.

(j) (1) The primary responsibility for determining zoning and land use matters rests with state, local, and tribal governments. The district engineer will normally accept decisions by such governments on those matters where there are significant issues of overriding national importance. Such issues would include but are not necessarily limited to national security, navigation, national economic development, water quality, preservation of special aquatic areas, including wetlands, and significant energy needs. Whether a factor has overriding importance will depend on the degree of impact to an individual case.

(k) Public use. (1) Public use for general permits. District engineers will publish a public notice for all proposed regional permits and for special conditions permits to, or renewals of, existing regional permits within their areas of jurisdiction. Public notice for statewide regional permits may be issued jointly by the affected Corps districts. The notice will include all applicable information that is necessary to provide a clear understanding of the proposed permit. In addition, the notice will state the availability of information at the district office which reveals the Corps preliminary determination that the proposed activities comply with the requirements for issuance of general permits. District engineers will publish a public notice for nationwide permits in accordance with 33 CFR 330.4.

(l) Distribution of public notices. (1) Section 330.4 is revised to read: (a) District engineers will add special conditions to Department of the Army permits when the following conditions are necessary to satisfy special requirements or to otherwise satisfy the public interest requirement. The conditions will be directly related to the scope and degree of those impacts, and reasonably enforceable. (1) Legal requirements which may be satisfied by means of Corps permit conditions include compliance with the 404(b)(1) guidelines, the EPA ocean dumping criteria, the Endangered Species Act, and requirements imposed by conditions on state section 401 water quality certifications. (2) Where appropriate, the district engineer may take into account the existence of comparable imposed under other federal, state, or local programs

(m) Public use. (1) The Chief of Engineers, upon proposal for issuance of new nationwide permits, will publish a notice in the Federal Register with publication in the Federal Register of new or renewed nationwide permits by the Chief of Engineers, district engineers will so notify the interested public within the district by an appropriate notice. The notice will include any applicable regional conditions adopted by the division engineer.

(n) District engineers, concerned with publication in the Federal Register of new or renewed nationwide permits by the Chief of Engineers, district engineers will so notify the interested public within the district by an appropriate notice. The notice will include any applicable regional conditions adopted by the division engineer.

(o) District engineers, concerned with publication in the Federal Register of new or renewed nationwide permits by the Chief of Engineers, district engineers will so notify the interested public within the district by an appropriate notice. The notice will include any applicable regional conditions adopted by the division engineer.

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DEPARTMENT OF THE ARMY
NEW ORLEANS DISTRICT CORPS OF ENGINEERS
P. O. BOX 60077
NEW ORLEANS, LOUISIANA 70006

REPLY TO
ATTENTION OF

April 11, 1964

Operations Division
Surveillance and Enforcement Section

Mr. Rod E. Emer, Ph.D.
Coastal Environments, Inc.
1260 Main Street
Baton Rouge, Louisiana 70802

Dear Dr. Emer:

This is in response to your letter of March 19, 1964 regarding a wetland/
jurisdictional determination for the Eden Isles East property in St. Tammany
Parish, Louisiana.

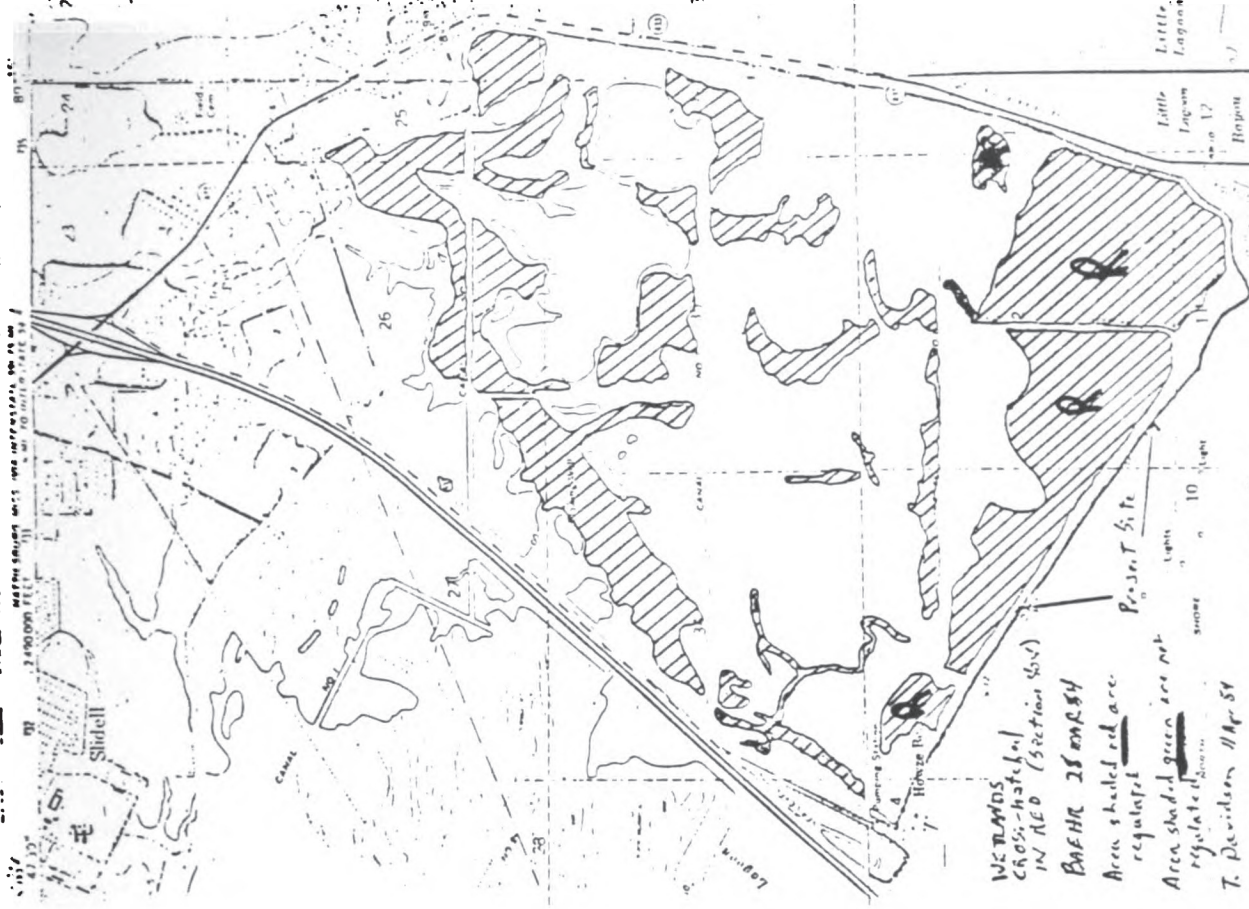
We have made an on-site inspection of this area and have examined both
infrared and visible colored aerial photographs of the site. The areas determined
to be wetlands are cross-hatched on the attached map. Filling in the hatched
areas indicated in green on the attached map is determined to fall under nation-
wide permit as specified in 33 CFR 320.4 (a) (2) of our regulations dated
July 22, 1962, and thus, does not require an individual Department of the Army
permit. The hatched areas shaded red are determined to be wetlands subject
to U.S. Army Corps of Engineers' jurisdiction under 33 CFR 323.2 (c) and (d).
Activities involving the discharge of dredged or fill material into the areas
shaded red would require an individual Department of the Army permit.

Should you have any questions regarding this matter, please contact Dr.
Tom Davidson or me at (504) 838-2270 or 2255 respectively.

Enclosure (3 copies)

Sincerely,

Ronald J. Ventola
Ronald J. Ventola
Chief, Regulatory Functions Branch
Operations Division



WETLANDS
CROSS-HATCHED
IN RED (Section 504)
BAFHR 25 MAR 64
Area shaded red are
regulated
Area shaded green are not
regulated
Division 11 Apr 64

R = areas colored in red



DEPARTMENT OF THE ARMY
VICKSBURG DISTRICT, CORPS OF ENGINEERS

P. O. BOX 60
VICKSBURG, MISSISSIPPI 39060 -0060

September 17, 1984

Operations Division
Regulatory

Mr. Vincent Pissolato
Public Hearings and Environmental
Impact Engineer
Department of Transportation and Development
Post Office Box 44245 Capitol Station
Baton Rouge, Louisiana 70804

Dear Mr. Pissolato:

I refer to your Solicitation of Views for State
Project No. 737-02-81, Eden Isles Interchange, I-10 in
St. Tammany Parish, Louisiana.

The location of your proposed project lies within
the boundary of the New Orleans District. Therefore, I
am forwarding your Solicitation of Views to them for
their determination of permit requirements.

Should you have any questions regarding this
matter, please contact the New Orleans District,
Regulatory Branch at (504) 865-1121.

Sincerely,

Edward G. McGregor
Acting Chief, Regulatory Branch

Copy Furnished:
District Engineer
US Army Engineer District
New Orleans
P. O. Box 60267
New Orleans, Louisiana 70160



Soil Conservation Service

3737 Government Street
Alexandria, Louisiana
71302

July 19, 1984

Mr. Rod E. Emer
Coastal Environments, Inc.
1260 Main Street
Baton Rouge, Louisiana 70802

Dear Mr. Emer:

As per your request, we have reviewed and identified the Prime Farmland in your St. Tammany Parish project area.

The Myatt and Stough series are considered Prime Farmland. These soils occupy the upland area in your project. The soils in the marsh area are not considered Prime Farmland.

We have enclosed a General Soil Map of St. Tammany for your information.

If additional information is required, please contact Larry Trahan, Soil Survey Party Leader in Covington, Louisiana, at (504) 893-1615.

Sincerely,

Acting

Harry S. Nuckar
State Conservationist
Attachments



Coastal Environments, Inc.



- _____ Fuchs
- _____ Austin
- _____ Gohmert
- _____ Douplis
- _____ Rockett
- _____ Agnew
- _____ Luchetti
- _____ Bourque

July 9, 1984

Mr. Harry S. Reicher
 State Conservationist
 Soil Conservation Service
 3737 Government Street
 Alexandria, Louisiana 71302

RE: Identification of Prime and Unique
 Farmland, St. Tammany Parish,
 Louisiana

Dear Mr. Parker:

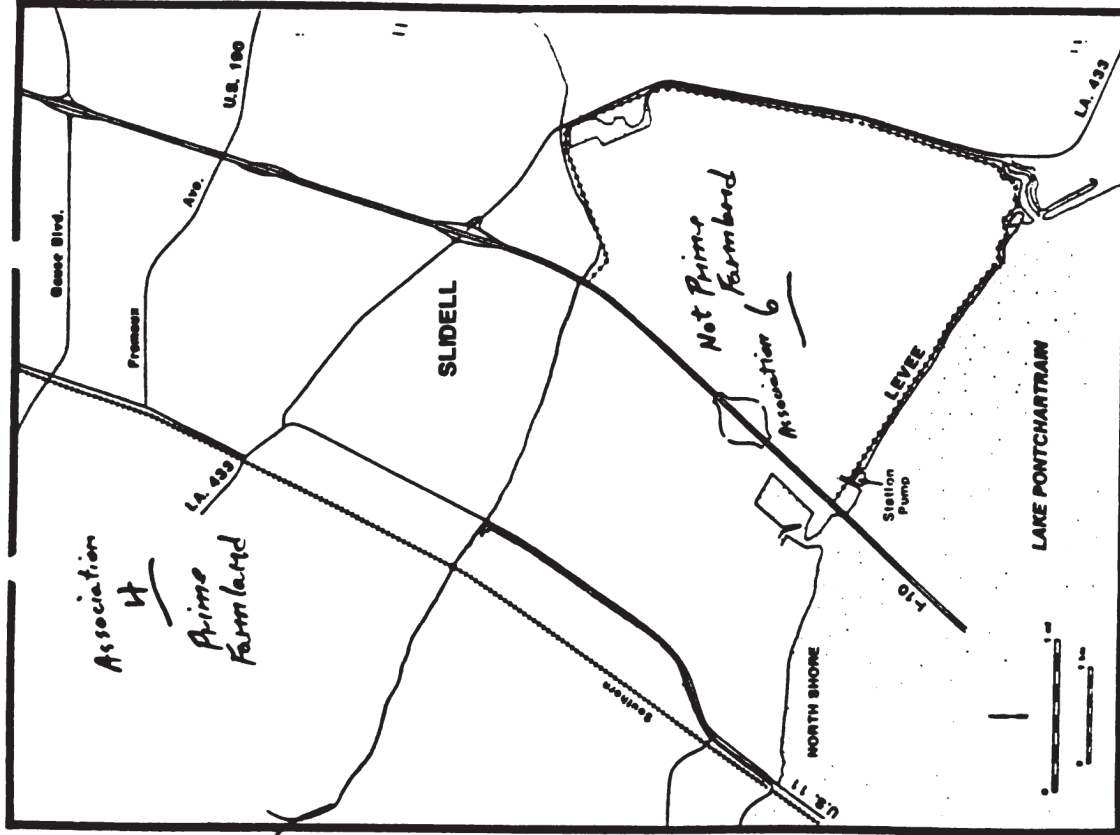
Coastal Environments, Inc. (CEI) is preparing an environmental impact statement on a project in St. Tammany Parish, Louisiana (Map). Please identify on the map any prime or unique farmlands that are in this study area. In addition, would you send me a copy of the St. Tammany soil survey if it is published.

Thank you for your cooperation.

Sincerely yours,

Red Emmer
 Rod. E. Emmer, Ph.D.
 Senior Associate

REE/oa
 Farmland





Edwin M. Edwards
GOVERNOR
Noelle LeBlanc
SECRETARY

State of Louisiana
DEPARTMENT OF CULTURE, RECREATION AND TOURISM
OFFICE OF CULTURAL DEVELOPMENT

ROBERT B. DEBLIEUX
ASSISTANT SECRETARY

Division of Archaeology
KATHLEEN BYRD, Director
Division of Historic Preservation
ANN JONES, Director
Division of Landmarks
JAMES W. JONES, Director
Division of Parks and Recreation
JAMES W. JONES, Director
Division of Cultural Resources
ROBERT B. DEBLIEUX, Director

August 13, 1984

Dr. Charles E. Pearson
Coastal Environments, Inc.
1260 Main Street
Baton Rouge, LA 70802

Re: Cultural Resources Survey Report
and Addendum
Eden Isles East Tract
St. Tammany Parish

Dear Dr. Pearson:

We have reviewed the above referenced survey report and the addendum you submitted. In our considered opinion, there are no sites in the project impact area which are eligible for listing in the National Register of Historic Places. (This includes the pumping station.) Therefore, we have no objections to the implementation of the proposed project.

If you have any questions, please do not hesitate to contact my staff in the Divisions of Archeology and Historic Preservation.

Sincerely,

Robert B. DeBlieux
State Historic Preservation Officer

RBD:JF:tb

cc: Kathleen Byrd, Director
Division of Archeology
Ann Jones, Director
Division of Historic Preservation

P O BOX 44247 BATON ROUGE LOUISIANA 70804 (504) 342-6800 AND LMC 421-6800



PATRIAL WORTON
SECRETARY

OFFICE OF WATER RESOURCES

September 12, 1984

Department of Transportation & Development
P.O. Box 44245, Capitol Station
Baton Rouge, La. 70804

Attention: Mr. Vincent Pizzolato
Gentlemen:

RE: Solicitation of Views for State Project No. 737-02-R1, Eden Isles Interchange, I-10 in St. Tammany Parish.

We have received your proposal for the above referenced project dated August 16, 1984.

Based on the information furnished with your letter, we have no recommendations of objections concerning the proposed project.

Thank you for the opportunity to review this proposal.

Sincerely,

Dale Givens, Assistant Secretary
Office of Water Resources

JDG/LM/mp

DALE GIVENS
ASSISTANT SECRETARY

NATURAL RESOURCES DIVISION • P O BOX 44247 • BATON ROUGE, LOUISIANA 70804 • PHONE (504) 342-6800



ROBERT W. EDWARDS
Commissioner
WILLIAM C. HULLS
Secretary

DEPARTMENT OF NATURAL RESOURCES

MICHAEL BOURGEOIS
Deputy Secretary

August 28, 1984

Coastal Environments, Inc.
Attn: Dr. Sherwood M. Gagliano
1260 Main Street
Baton Rouge, La. 70802

RE: P840545, Request for Coastal Use Permit Determination
Eden Isles, Inc.
Develop Single/Multi-Family Homes,
Commercial & Office Centers near I-10 Highway
Lake Pontchartrain North Shore
St. Tammany Parish, La.

Dear Dr. Gagliano:

After careful review of the above project request, the Coastal Management Division of the La. Dept. of Natural Resources has determined that the activity in question is located in a fastland area and does not have direct and significant impact on coastal waters. Therefore, in accordance with Section 213.15A(2) of the State and Local Coastal Resources Management Act of 1978, the individual activities within this area which are described in the referenced request for determination will not require a Coastal Use Permit and the proposed activities will be consistent with the Louisiana Coastal Resources Program.

The following description of levees obtained from the materials you have provided will serve as the boundary of the area Coastal Management Division has determined as a fastland. Beginning at Salt Bayou Bridge and heading west: the Lake Pontchartrain levee as described in blue line drawings and memo from Mr. Leroy Cooper dated June 12, 1984. At the southwestern corner the tie line to the interstate embankment will be as shown in the reproduction of blue line from J. J. Krebs & Son, Inc. The western boundary will be the Interstate Highway I-10 to the point where the interstate embankment meets the road embankment from Eden Isles Subdivision. The triangle of land west of the Interstate 10 embankment which is enclosed in the fastlands is described and shown in the letter and maps submitted by J. J. Krebs on August 16, 1984. From this triangle of land, the fastland boundary continues along the Interstate 10 embankment until it intersects the northern boundary at the service road embankment shown on the map of April 30, 1984. From west to east on the northern boundary, the levee shown on the plat of April 30, 1984 as the service road embankment which is the northern limit of St. Tammany Drainage District

Coastal Environments, Inc.
RE: P840545, CUP
August 28, 1984
Page Two

72 will serve as the northern limit of the fastland. The levee on the western side of the unnamed canal which runs north-south along the Highway 433 will serve as the eastern boundary of the fastland and will tie in the Lake Pontchartrain levee as described in the memo of June 11, 1984, from Mr. Leroy Cooper.

Any work proposed to be done from the crown of the levees outward to the fastland is subject to a Coastal Use Permit.

If in the future any of the existing levees which provide a fastland status for this area should be breached, the fastland determination will no longer be applicable and Coastal Use Permits will be necessary for all subsequent activities in the area.

In addition, certain activities which might be located within this fastland but which may impact coastal waters will require a Coastal Use Permit. Examples of such activities would be but are not limited to waste water discharges (including point and nonpoint sources), construction of new pumping stations or any other activities whose discharges may have direct and significant impact on coastal waters. In these cases, a request for determination on the particular activity in question should be advisable.

Sincerely,

Joel L. Lindsey
CMD/DNR Administrator

JLL:MLW/jar

cc: Mr. Thomas Heard
Office of Conservation



BOWEN W. EDWARDS
COMMISSIONER
WILLIAM C. HULLS
SECRETARY

DEPARTMENT OF NATURAL RESOURCES

MICHAEL BOURGEOIS
DEPUTY SECRETARY

August 26, 1984

Coastal Environments, Inc.
Attn: Dr. Sharwood H. Gagliano
1260 Main Street
Baton Rouge, La. 70802

RE: P840545, Request for Coastal Use Permit Determination
Eden Isles, Inc.
Develop Single/Multi-Family Homes,
Commercial & Office Centers near I-10 Highway
Lake Pontchartrain North Shore
St. Tammany Parish, La.

Dear Dr. Gagliano:

After careful review of the above project request, the Coastal Management Division of the La. Dept. of Natural Resources has determined that the activity in question is located in a fastland area and does not have direct and significant impact on coastal waters. Therefore, in accordance with Section 213.15A(2) of the State and Local Coastal Resources Management Act of 1978, the individual activities within this area which are described in the referenced request for determination will not require a Coastal Use Permit and the proposed activities will be consistent with the Louisiana Coastal Resources Program.

The following description of levees obtained from the materials you have provided will serve as the boundary of the area Coastal Management Division has determined as a fastland. Beginning at Salt Bayou Bridge and heading west: the Lake Pontchartrain levee as described in blue line drawings and memo from Mr. Leroy Cooper dated June 12, 1984. At the southwestern corner the tie in to the interstate embankment will be as shown in the reproduction of blue line from J. J. Krebs & Son, Inc. The western boundary will be the Interstate Highway I-10 to the point where the interstate embankment meets the road embankment from Eden Isles Subdivision. The triangle of land west of the Interstate 10 embankment which is enclosed in the fastlands is described and shown in the letter and maps submitted by J. J. Krebs on August 16, 1984. From this triangle of land, the fastland boundary continues along the Interstate 10 embankment until it intersects the northern boundary at the service road embankment shown on the map of April 30, 1984. From west to east on the northern boundary, the levee shown on the plat of April 30, 1984 as the service road embankment which is the northern limit of St. Tammany Drainage District

Coastal Environments, Inc.
RE: P840545, CUP
August 28, 1984
Page Two

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Any work proposed to be done from the crown of the levees outward to the fastland is subject to a Coastal Use Permit.

If in the future any of the existing levees which provide a fastland status for this area should be breached, the fastland determination will no longer be applicable and Coastal Use Permits will be necessary for all subsequent activities in the area.

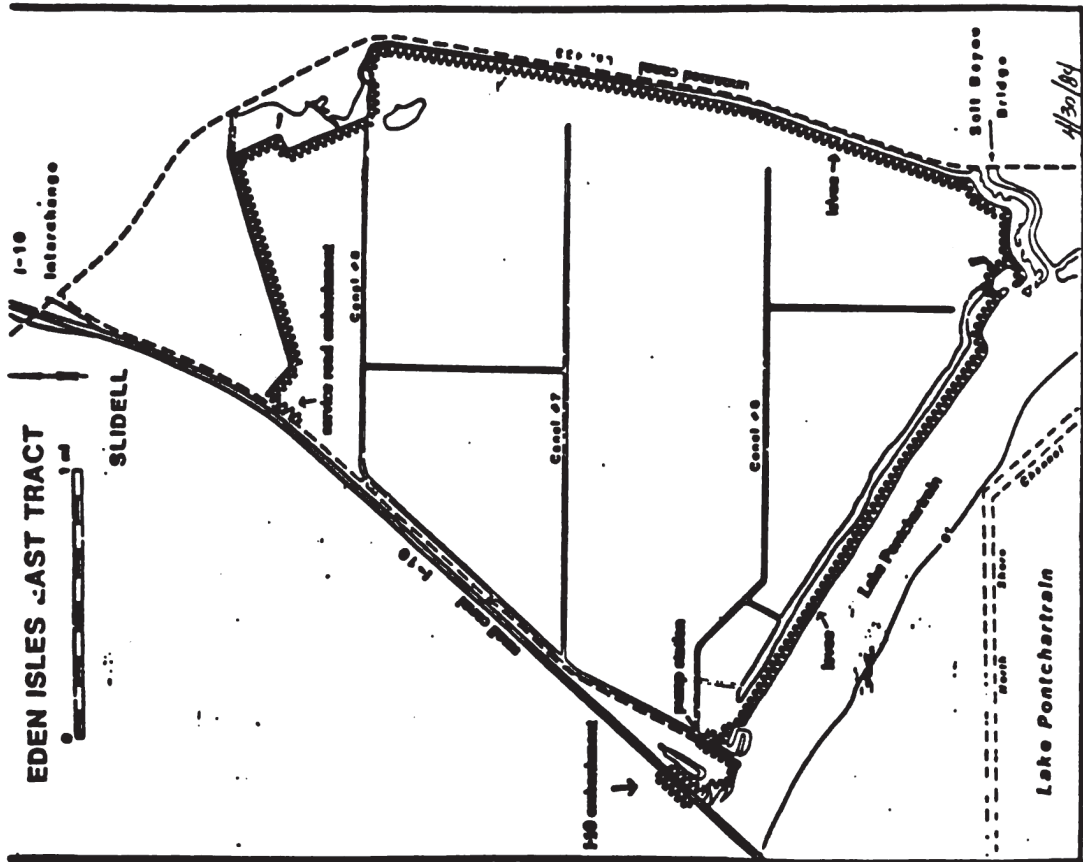
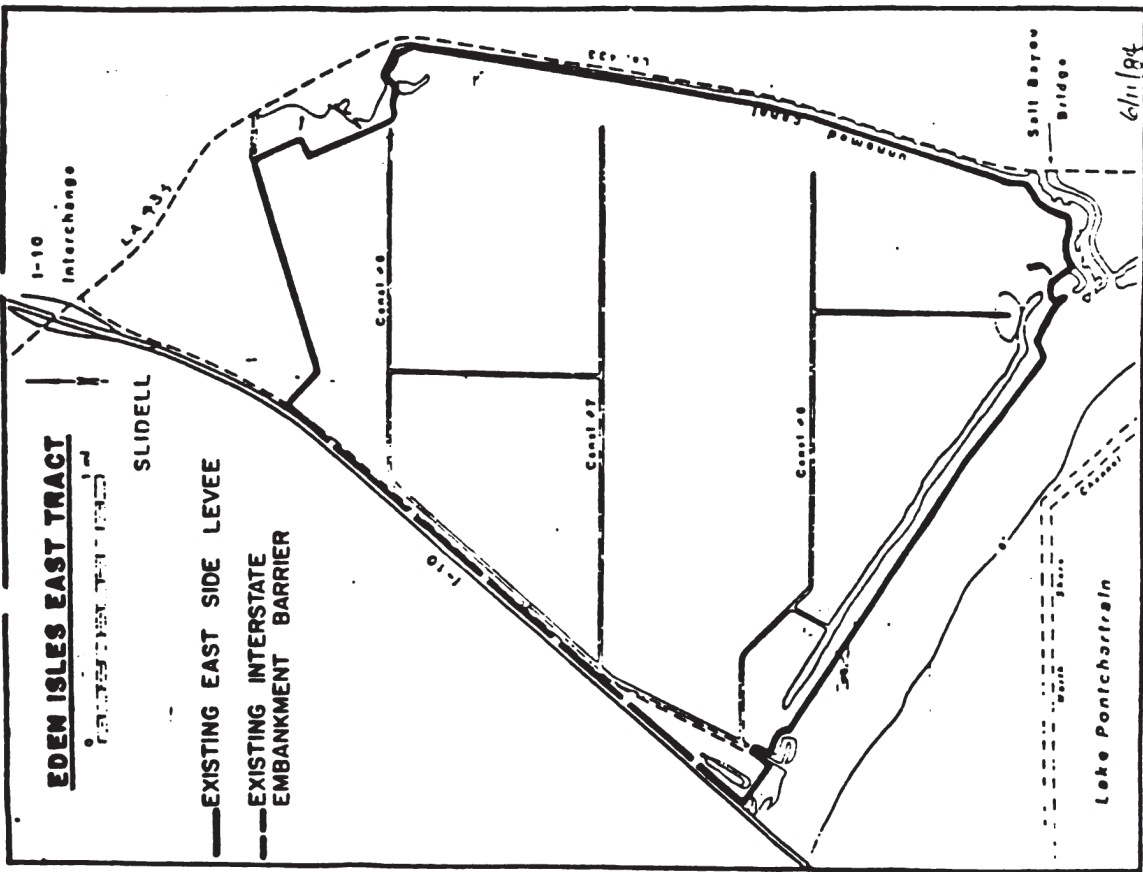
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Sincerely,

Joel L. Lindsey
CMD/DNR Administrator

JLL:MLW/jar

cc: Mr. Thomas Heard
Office of Conservation



J. J. KREBS & SONS INC.
ENGINEERS, PLANNERS AND SURVEYORS

MASSARD ADDRESS: P. O. BOX 1000 • NEW ORLEANS, LA. 70179
 August 16, 1988

Ms. Mary White
 Coastal Resources Analyst
 Coastal Management Division
 Louisiana Department of Natural Resources
 Post Office Box 41396
 Baton Rouge, Louisiana 70898

RE: P880545, Coastal Use Permit Application
 Eden Isles, Inc.
 Develop Single/Multi-Family Homes
 Commercial & Office Center near I-10 Hwy.
 Lake Pontchartrain North Shore
 St. Tammany Parish, Louisiana
 Our Job No. 883-0082

Dear Ms. White:

This letter is in response to your letter of August 3, 1988, to Coastal Environments, Inc., Attn: Mr. Rod Emmer, requesting "evidence which proves that the ridge which surrounds this triangle is in fact continuous; contains no sloughs, holes, breaks, or drainage areas and ties into the Interstate embankments to the north and to the south in a continuous manner." As the engineer for St. Tammany Drainage District No. 2, we can state that the existing east side canals and east side pumping station do not drain any waters which may enter the drainage network from Lake Pontchartrain or other lakes within the developed Eden Isles west side properties. The entire west side of Eden Isles is surrounded by embankment or roadways that prevent overflowing from tidal waters. The lakes located in the northern half of the west side properties are pumped into the diversion canal by a separate pumping system associated with the golf course. The lakes contained in the southern half of the west side properties are tidal and surrounded by the above mentioned canals.

RECEIVED

AUG 17 1988

2013 37th Street • Metairie, La. 70002
 DEPT. OF NATURAL RESOURCES 519 East Benton Street • Covington, La. 70422
 Telephone (504) 837-9470
 TELEPHONE (504) 837-9470
 TELEPHONE (504) 893-4240

J. J. KREBS & SONS INC.

Ms. Mary White
 August 16, 1988
 RE: Eden Isles Interchange 883-0082

Page 2

raised area bordering the property is not obvious on small scale quadrangle sheets is in the proposed interchange area along I-10; a portion of which is drained to the east side by a connecting ditch. This area, however, is separated by a ridge or embankments and roadways such that it is not connected to other west side property lakes. The only drainage through the existing connecting ditch is that associated with rainfall within the proposed interchange area. In order to identify where the watershed divide is, I have indicated its location by a red line on the enclosed USGS 7.5 minute topographic map (North Shore Quadrangle, Louisiana, photo revised 1972 and 1979). Information used to derive the alignment is available in our files. This revision supercedes all previous maps and figures transmitted to you.

Sincerely,

J. J. KREBS & SONS, INC.

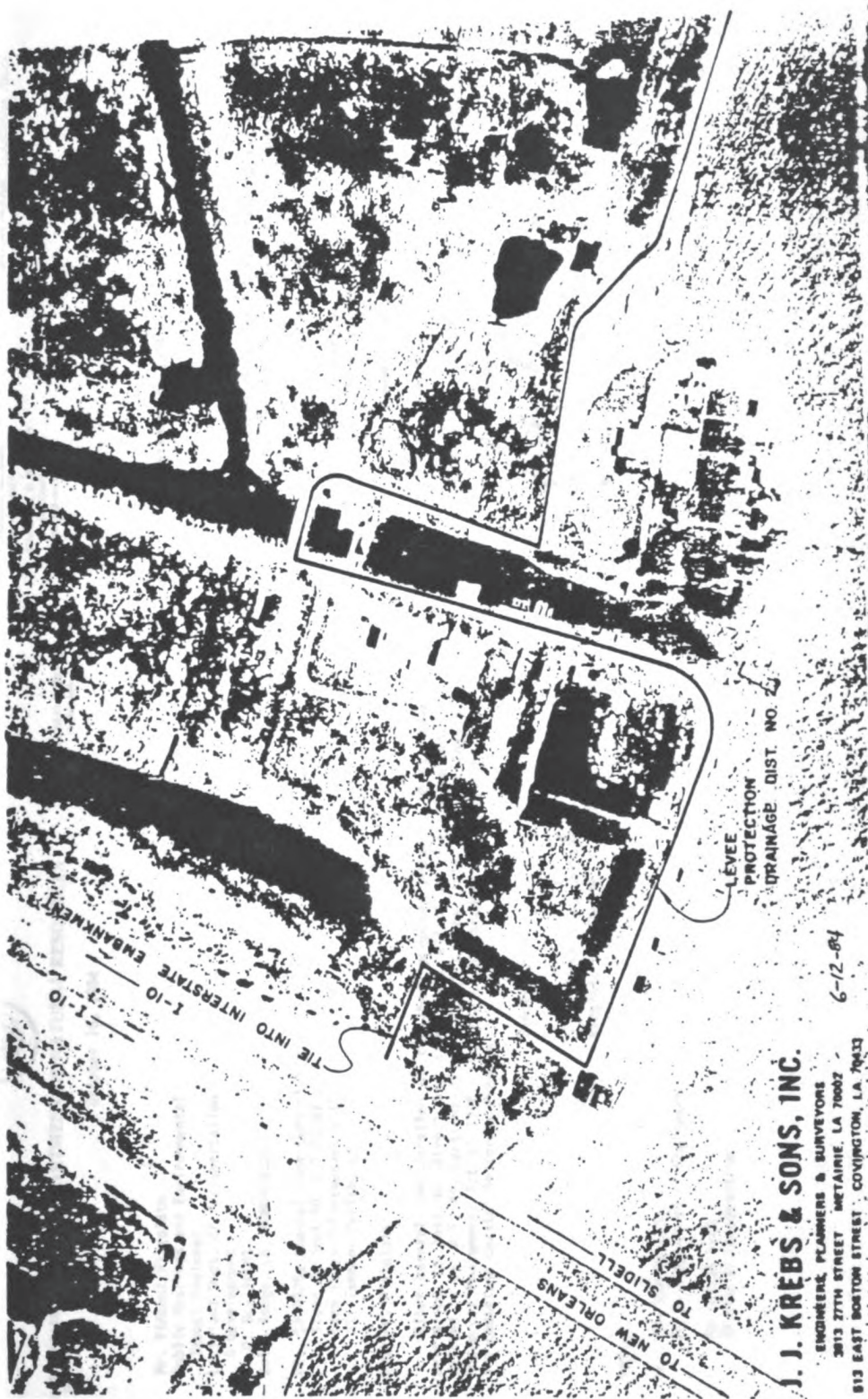
(Signature)
 Leroy J. Cooper

LJC/pb
 cc: St. Tammany Drainage District No. 2
 Coastal Environments, Inc.



A.A. KREBS (1908-1978)
 JOHN W. KREBS (1908-1978)
 GEORGE J. KREBS, JR. (C.E. & L.S.)
 DONALD P. TUBBETT, JR.
 JAMES P. HARRIS, JR. (C.E. & L.S.)
 WALTER B. HARRIS, JR. (C.E. & L.S.)
 WILLIAM C. HARRIS, JR.





J. J. KREBS & SONS, INC.

ENGINEERS, PLANNERS & SURVEYORS
 2813 27TH STREET METAIRIE, LA 70002
 813 EAST BOSTON STREET COVINGTON, LA 70433



DEPARTMENT OF NATURAL RESOURCES

October 16, 1984

WILLIAM C. HULLS
SECRETARY

BOBIE W. BRYAN
COMMISSIONER

Mr. Vincent Pizzolato
Public Hearings and Environmental
Impact Engineer
Louisiana Dept. of Transportation
& Development
P. O. Box 94245
Baton Rouge, LA 70804-9425

RE: CB40525, Coastal Zone Consistency
State Project NO. 737-02-81
Eden Isles Interchange, I-10
St. Tammany Parish, LA

Dear Mr. Pizzolato:

After careful consideration of the above proposed project, it has been determined to have no direct and significant effect on coastal waters as defined in L.S. R.S. 49, Sections 213.1 - 213.21 of the State and Local Coastal Resources Management Act of 1978. Therefore, the project is consistent with the Louisiana Coastal Resources Program.

Sincerely,

Virginia Van Sickle
Virginia Van Sickle

VVS/se

cc: Mr. Ron Ventola
U. S. Army Corps of Engineers
Ms. Linda Betz
Office of Conservation

NATURAL RESOURCES BUILDING · P O BOX 48196 · BATON ROUGE, LOUISIANA 70804 · PHONE 342-4100



STATE OF LOUISIANA

Public Service Commission

ONE AMERICAN PLACE, SUITE 1600
BATON ROUGE, LOUISIANA 70825

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884-3427/4177
MARTIN L. B. BRIDGEMAN
General Counsel
884-3427/4189

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September 6, 1984

DIRECT INQUIRIES TO
504/342-4616

Mr. Vincent Pizzolato, Public Hearing and Environmental Impact Engineer
Department of Transportation and Development
Post Office Box 44245 Capitol Station
Baton Rouge, Louisiana 70804

Re: State Project No. 737-02-81
Eden Isles Interchange
I-10
St. Tammany Parish

Dear Mr. Pizzolato:

This Agency interposes no objections to the proposed project.

Sincerely yours,

Walter Lawrence, Jr.
Walter C. Lawrence, Jr.
Director of Transportation

RCL/rdp

Coastal Environments, Inc.

January 4, 1984

Mr. Bob Cox, Director
Floodplain Management Program
FEMA, State Assistance Program
Department of Urban and Community Affairs
P.O. Box 94455
Baton Rouge, La. 70804-9094

RE: Floodplain Determination
St. Tammany Parish, La.
and City of Slidell

Dear Mr. Cox:

Coastal Environments, Inc. (CEI) is preparing an Environmental Impact Statement (EIS) on a proposed interchange on I-10 at Eden Isles. (Map) As part of the EIS, I wish to discuss the extent of floodplains, the probability of flooding, and the effect of regulations on future land use in the study area (Map).


Please recommend appropriate maps I should use to portray the extent and severity of flooding in the study area.

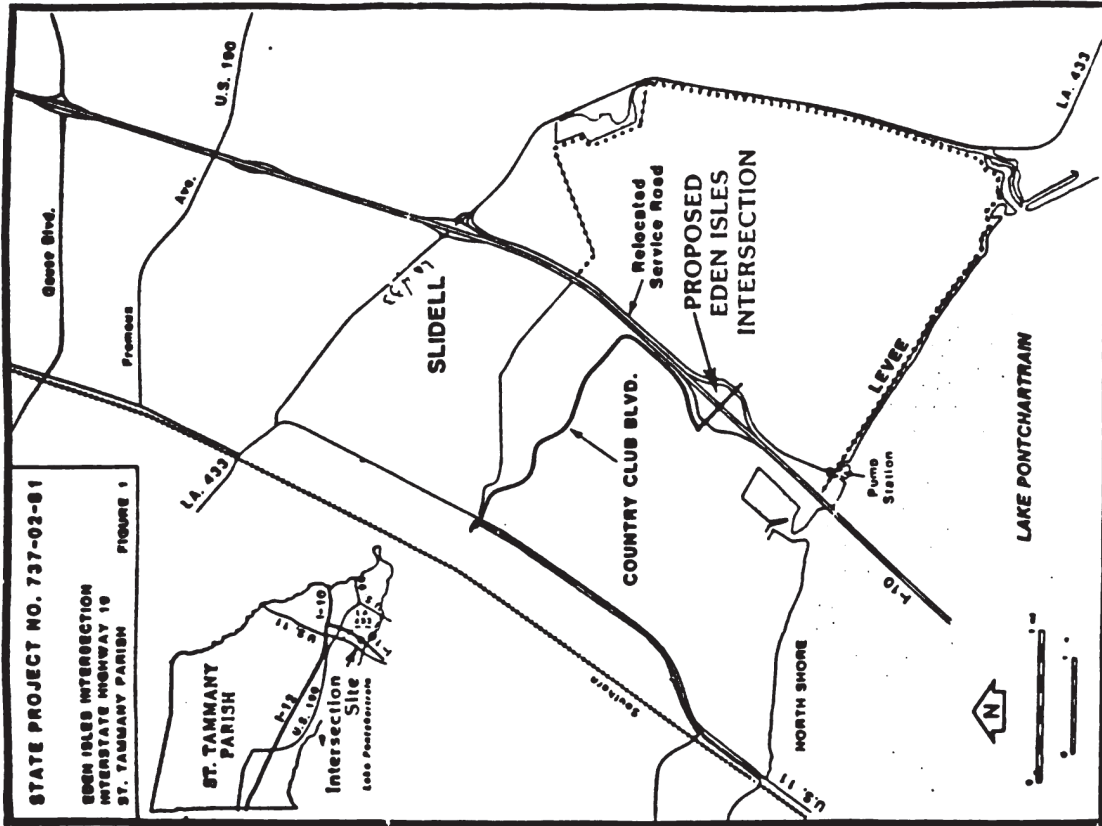
At what level must any residential structures be in order to comply with federal regulations?

In St. Tammany Parish or the City of Slidell participating in the National Flood Insurance Program? Please summarize the implications of this participation for future land uses in the area.

Thank you for your cooperation in this request.

Sincerely yours,


Rod E. Emer, PhD
Senior Associate





State of Louisiana
Department of Urban and Community Affairs
 Office of State Championships

January 15, 1985

Edwin W. Edwards
 Governor
 Dorothy M. Tynon
 Secretary

Michael Jefferson
 Assistant Secretary

Dr. Rod E. Emer, PhD
 January 15, 1985
 Page 2

(4) Review of the Hurricane Vulnerability study for the Greater New Orleans Area and Nine Surrounding parishes should be made. This FEMA funded study was performed by the Louisiana Office of Emergency Preparedness and should include all necessary emergency evaluation information.

(5) Enclosed is a copy of the FEMA 9/1/83 Flood Insurance study for St. Tammany Parish, Louisiana.

If you have any further questions, please feel free to contact me.
 Respectfully yours,

Dr. Rod E. Emer, PhD
 Coastal Environments, Inc.
 1260 Main Street
 Baton Rouge, Louisiana 70802

Re: Floodplain Determination St. Tammany Parish, La. and
 the City of Slidell

Dear Dr. Emer:

After review of the material on State Project No. 737-02-81, Eden Isles Intersection, I wish to offer the following comments:

- (1) As stated in the DEIS, the FIA Zone designation for the proposed project and probable development is A10 (100 yr. floodplain) flood with a base elevation for all future walled and roofed structures determined by the Federal Emergency Management Agency (FEMA) to be at 11 feet above mean sea level.
- (2) In order for any walled and roofed structure to be built at grade level inside the protection levee system, the FEMA levee policy must be complied with. In general, this policy states that the elevation of a protection levee must be the base flood elevation of the area it protects plus 3 feet. This levee will also have to be approved by FEMA and preplanning communication should be established with the FEMA Region VI Office in Denton, Texas if this levee is to be upgraded for at-grade development.
- (3) The parish of St. Tammany has been in the Regular Phase of the National Flood Insurance Program since April 23, 1971. In order for the Parish to become eligible for the NFIP, it has adopted a floodplain management ordinance which has certain base flood elevation requirements for all new and substantially improved construction. Since the Parish of St. Tammany is responsible for the enforcement of this ordinance, preplanning communication should be established with the parish permit office to comply with this ordinance.

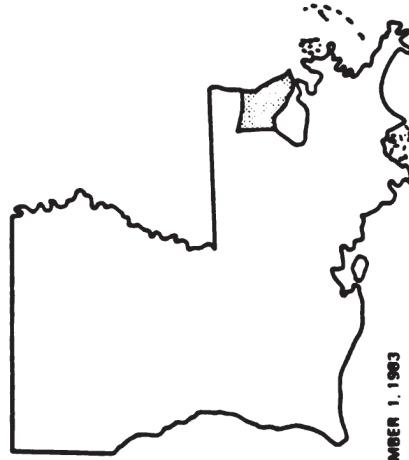
Robert R. Cox
 Robert R. Cox, Director
 Louisiana Floodplain Management Program

BC/ksk
 Enclosure

FLOOD INSURANCE STUDY



ST. TAMMANY PARISH, LOUISIANA UNINCORPORATED AREAS



SEPTEMBER 1, 1903



Federal Emergency Management Agency

COMMUNITY NUMBER - 225205

SUMMARY OF MEETING WITH EDEN ISLES HOMEOWNERS

On Wednesday, November 13, 1985, a meeting was held with several Eden Isles homeowners and representatives of the Homeowners Association, at 4600 Pontchartrain Drive, Slidell, Louisiana, for the purpose of discussing the Eden Isles Interchange. Attending the meeting were seven community leaders from the Eden Isles development: F. Abell (President, Eden Isles Homeowners Association), A. K. Wilson (Member, Architectural Control Committee, Units 3 of 4), Remy Kliebert (Member, Architectural Control Committee, Units 3 of 4), John Erickson, June Erickson (Secretary, Architectural Control Committee, Units 3 of 4), Betty Evans (Member, Architectural Control Committee, Unit 5), and Don Smith, representatives of the Eden Isles Corporation (B. Perez, H. Weitzman, B. Rivenburgh) J. J. Krebs, Inc. (S. LaSalle, L. Cooper), and Coastal Environments, Inc. (R. Emmer).

There was considerable discussion relating to the roadway system that would connect with the interchange, and the anticipated traffic patterns that will result from the proposed project. Exhibits of the project were displayed and served as focal points for discussion and response to questions from the residents.

The meeting lasted two-and-a-half-hours. A number of issues dominated the discussions as the principal concerns of the homeowners. First, they were apprehensive about the ability of the configuration of the proposed roadway network to discourage use of Eden Isles Drive as the primary thoroughfare to U.S. 11. Second, they desired some type of formal assurance that the connecting road to U.S. 11, referred to in the EIS as Country Club Boulevard, would be completed and ready for traffic before the interchange opened. Finally, they wished to see a schedule for upgrading the connecting road to four lanes.

Explanations offered at the gathering appeared to alleviate the concerns of the residents about the impact of the project on the Eden Isles development.

The Louisiana Department of Transportation and Development distributed a Solicitation of Views for the Eden Isles Interchange on August 16, 1984. The solicitation was sent to those federal, state, and local public advisory, resource, recreation, and planning agencies and those Federal, State, and local officials, groups, organizations, and individuals, which by special expertise or interest would be concerned or affected by the highway location, design, or the social, economic, environmental, and other impacts of the proposal. The responses to the Solicitation of Views were printed with the Draft Environmental Impact Statement dated September 10, 1985.

The principal concerns of those responding to the solicitation were an access to the Eden Isles subdivision, the potential safety problems resulting from adding more traffic onto the interstate near where three lanes are reduced to two, and the construction of Country Club Boulevard (now renamed Eden Isles Parkway). These issues were considered in the planning of the proposed project. Access to the subdivision is now circuitous rather than direct, as proposed in the PUD plan. Traffic will not increase on Eden Isles Drive as a result of the interchange. The interchange is located far enough north to allow for traffic to safely merge before the I-10 Lake Pontchartrain Bridge to New Orleans, and two lanes of Eden Isles Parkway will be completed before the interchange is opened. A letter of credit from Eden Isles, Inc. guarantees the second two lanes.

PUBLIC HEARING COMMENTS

A public hearing was held for the proposed action on November 19, 1985 in Slidell, Louisiana. Twenty-two persons provided comments concerning the project in the form of oral testimony taken during the hearing. Two people provided written comments at the public hearing. Fifteen people provided written comments within 10 days after the hearing. Most of the comments concerned access to the Eden Isles subdivision from the proposed action, increased traffic on Eden Isles Drive, construction of the Eden Isles Parkway, security within the Eden Isles subdivision, and ultimate location of the interchange. These concerns were addressed in the Environmental Impact Statement prepared for the project. Copies of the Public Hearing Transcript are available upon request from LDOTD and a summary and disposition of the comments is provided below.

Representative E. Scogin felt that traffic demands were such that the Fremaux interchange should be built before the Eden Isles Interchange.

The construction of an interchange at Fremaux Road is now being studied by the Office of Highways, DOTD. The interchange will serve the central part of Slidell and adjacent areas and relieve traffic congestion on Gause Boulevard, north of Fremaux. A proposed interchange would be restricted to the north side of Fremaux Road with directional ramps for traffic exiting I-10 from the north and entering I-10 to the north. Loop ramps within the directional ramps will be used for traffic destined for New Orleans to the south or exiting for Slidell from the south. Such a design is required because of the existing state weigh station location immediately south of Fremaux Road. Refinement of the design and engineering are presently being undertaken by LDOTD and are not available at this time. Access to the interstate system for the Fremaux Road interchange was approved by the FHWA in December 1983 subject to the following conditions:

1. Compliance with all applicable Federal regulations;
2. Fremaux Road is upgraded to handle the design-year traffic using the interchange; and
3. Environmental clearance is obtained considering an appropriate highway section.

Environmental studies and clearances await Federal approval before construction. A Fremaux interchange is considered an independent action by the Federal and State governments and will be treated in a separate environmental document at the appropriate time.

Senator G. Hinton was concerned about the impact of the project on the homeowners that live in the Eden Isles subdivision.

The proposed action will reduce the overall traffic on Eden Isles Drive because it will draw much of the traffic originating within the area of the Marina off of Eden Isles Drive and onto the interstate or Eden Isles Parkway. Two lanes of Eden Isles Parkway will be completed by the time the interchange is open for use. Construction traffic will be restricted from using Eden Isles Drive. The developer will provide a security facility in the vicinity of the intersection of Marina Drive and Eden Isles Drive. There will be no relocations required by the project. Therefore, the proposed project will not adversely impact homeowners that live in the Eden Isles subdivision.

Mr. G.L. Brooks, Jr. was worried about relocations within Eden Isles due to the project and traffic within Eden Isles.

There will be no relocations because of the proposed action. Traffic within the Eden Isles subdivision will not increase due to the access provided to the interchange. Access to the interchange will reduce the overall traffic on Eden Isles Drive because it diverts motorists from the marina area and associated multi-family dwellings onto Eden Isles Parkway or I-10.

Ms. G. Ponceti was of the opinion that access to the interchange from Marina Drive would cause hardship on the homeowners along Eden Isles Drive because motorists will use the drive to reach U.S. 11.

Traffic studies demonstrate that Eden Isles Parkway is the principal route to south Slidell and US 11. Marina traffic and condominium traffic will use either the parkway or I-10. Overall traffic will be reduced as a result of access to the proposed project.

Mr. R. Evarts supports the proposed project.

Ms. J. Erickson delivered written comments to the LDOTD Hearing Officer. Responses to her comments appear in association with this material.

Mr. K. Kalstrom is concerned about the impact of the project on the residents of Eden Isles and the need for an interchange at Fremaux.

These issues are discussed in response to the comments by Representative Scogin and Senator G. Hinton.

Mr. J. Braud foresees a traffic problem within the Eden Isles subdivision as an important issue.

The traffic issue is presented in the response to Ms. G. Ponceti.

Mr. O. Jones predicted that sand trucks would use Eden Isles Drive to get to the interchange and questioned the real value of the public hearing.

Sand trucks for the interchange as well as all highway-related traffic will be required by the state to use either the Eden Isles Parkway route or exit from the interstate into the construction zone. Public input into the highway planning process is discussed in response to the letter from A.K. Wilson.

Mr. C. McGready says traffic is a problem and will only get worse with the interchange. He also is concerned about the value of the public hearing.

A discussion of the traffic situation is presented in response to Ms. G. Ponceti. Public input into the highway planning process is discussed in response to the letter from A.K. Wilson.

Mr. A.K. Wilson has several concerns that are restated in a written comment to the LDOTD. A response to his concerns accompanies the reproduction of his letter.

Ms. J. Williams is concerned about traffic on Eden Isles Drive and security of the subdivision as provided by the existing guard house at Eden Isles Drive and US 11.

A discussion of the traffic situation is presented in response to Ms. G. Ponceti. The developer will provide a security facility in the vicinity of the intersection of Eden Isles Drive and Marina Drive.

Mr. D. Rohr worries about increased traffic in general on Eden Isles Drive and the potential for truck traffic and the resulting noise problem. In addition, he would like to move the interchange further north.

A discussion of the traffic situation is presented in response to Ms. G. Ponceti. Construction traffic will not be allowed to use Eden Isles Drive. The study investigated the possibility of moving the interchange to the north and concluded the proposed action was preferred (Chapter II, Subchapter B).

Mr. L. Harmon represented the Fire Prevention Bureau of St. Tammany Parish, Fire Protection District #1. He objected to the name Country Club Boulevard as confusing because it already exists in the area.

The name Country Club Boulevard has been changed to Eden Isles Parkway.

Mr. G. Livermore is concerned about security within the subdivision, traffic on Eden Isles Dr., and the Public Hearing process.

The developer will provide a security facility in the vicinity of the intersection of Eden Isles Drive and Marina Drive. The traffic situation is discussed in response to Ms. G. Ponceti. The public input procedure is explained in the response to Mr. A.K. Wilson.

Mr. E. Keller repeated the same concerns as previous commentors on control of access to the subdivision and potential traffic problems.

Mr. M.B. Chapman believes the project is in wetlands and that the area is floodprone.

The extent of wetlands and floodplains in the study area and in relation to the project is described and discussed in the EIS (III A2d and III A4d).

Mr. D. Boone repeated the concerns of others about the impact of the project on the subdivision and the need for a Fremeaux interchange.

The responses to Representative Scogin and Senator Hinton address these concerns.

Mr. B. Williams is concerned about the Public Hearing process and the impact of the project specifically traffic on the subdivision. Mr. Williams proposes that Pebble Beach Drive become the main access route to the subdivision from Eden Isles Parkway.

The public hearing process is discussed in the response to the written comments from A.K. Wilson while the traffic issue is described in the response to Ms. G. Ponceti. Pebble Beach Drive is a residential street with parking on both sides and is not designed to serve as an arterial.

Mr. E. Rovena believes access to the subdivision will result in additional traffic on Eden Isles Drive.

The traffic situation is discussed in the response to Ms. G. Ponceti.

Mr. J. Griffith believes there will be increased truck traffic on Eden Isles Drive during and after construction.

Construction truck traffic will not be allowed on Eden Isles Drive. The state will place this stipulation into the contract for the interchange.

Mr. R. Pouyadou believes the proposed project will not help the traffic problems in Slidell.

Traffic studies demonstrate that the proposed project will relieve traffic problems in Slidell (Chapter I and Table 1-2).

Support for interchange acknowledged.

The connection between the interchange and US 11 is Eden Isles Parkway. Once the interchange is complete but still not open to public traffic, two lanes of Eden Isles Parkway will be hard surfaced and will be ready for traffic at the time the interchange is open. The Parkway will be accepted into the Parish roadway system (see accompanying St. Tammany Parish Police Jury Resolution 85-1089). It will be patrolled by local law enforcement officers. Eden Isles Parkway will be four-laned when a traffic study by DOTD shows the volume of traffic on the initial two lanes reaches the level of service D for this type roadway.

Construction traffic to the interchange will be along the Eden Isles Parkway corridor. This will be stated on the plans for the contractor and will be enforced by the state. Access is also permitted from the interstate.

The developer will provide for a security station in the vicinity of Marina Drive and Eden Isles Drive.

Financing of the project is discussed on page S-5.

November 19, 1985

Ladies and Gentlemen:

My name is June Ericson. I have been a resident of Eden Isles Drive for over 12 years. I hold no ownership interest in any real estate in the state of Louisiana other than my current residence. I fully support the right of investors to obtain a reasonable return on their investments, so long as it is not at the expense, or to the detriment, of others. I do not oppose the concept of an interchange connecting I-10 with the Eden Isles Subdivision; in fact I support this interchange, so long as the current residents of Eden Isles -- and particularly my neighbors on Eden Isles Drive -- will not be adversely affected by this action.

I have thoroughly reviewed the Draft Environmental Impact Statement produced by the Louisiana Department of Transportation and Development, and find many ambiguities in its content. These ambiguities need to be fully resolved, in plain, non-legal, non-technical English, before any equitable decision on the construction of the subject interchange can be made.

My comments on the DEIS are confined to the following:

1. the access road now known as "Country Club Boulevard,"
2. the impact on Eden Isles Drive and those areas now directly connected to Eden Isles Drive.
3. the financing of this proposed interchange and access road.

"Country Club Boulevard"

A short history of "Country Club Boulevard" is of great importance to this entire discussion. In 1982, the developer applied for Planned Unit Development (PUD) zoning from St. Tammany Parish. The proposed PUD was divided into two distinct sections. The northwest area was bounded on the north by a diversion canal, on the south by Eden Isles Drive, on the east by Interstate 10, and on the west by U. S. Highway 11. The southwest area was carved from Eden Isles Unit 4. It comprised those lots accessible via Marina Drive, and the Eden Isles marina area.

During hearings on this zoning proposal, representatives of the developer met with homeowners and parish officials in order to resolve concerns about the impact of construction traffic on Eden Isles Drive. An agreement was reached, by all parties, wherein the developer would provide a construction road, then referred to as "Country Club Boulevard," to handle all traffic generated by the PUD. Moreover, this road was to be completed before any development of any area of the PUD commenced. We supported the PUD concept upon the assurance of the developer and parish officials that the PUD ordinance would contain this provision. Somehow, the ordinance, as adopted, failed to mention this requirement. Development of the southeast portion of the PUD proceeded post haste, with all construction traffic routed down Eden Isles Drive. At least 50 families in the Eden Isles subdivision remember this breach of faith on the part of the developer and the parish. Is it any wonder that we now have something less than trust in the developer and government officials?

The BEIS (p. 9-1, 3rd paragraph) states: "The connection to U. S. 11 will eventually be via a new four-lane, limited access road built in phases as traffic demands increase. . . Please describe what will be the immediate connection to U. S. 11.

"Exhibit D" of the statement (page 2-11) contains the following notations: "Note: The (2) lanes of Country Club Boulevard to be substantially complete to coincide with the completion of the interchange. Additional two (2) lanes to be completed." We need a plain-English interpretation of the terms, substantially complete. Does it mean "more than half-way complete," or "not yet up to federal/state standards for interstate connector roads" or a "first class, fully acceptable road able to carry traffic under Level of Service A"?

Chapter IV (paragraph 4.0. Land Use-Existing and Proposed) contains the statement, "Phase I of Country Club Boulevard, the connecting road to U. S. 11, is under construction. Future phases will be built when traffic needs justify their implementation. . . . What exactly constitutes "Phase I"? I can find no explanation within the BEIS.

The document (page 2-9, last paragraph) states: ". . . Country Club Boulevard will initially be constructed for two lanes of traffic, but will ultimately have four lanes when average daily traffic on the Boulevard warrants construction of an additional two lanes, under applicable traffic engineering standards. Construction of the additional two lanes will be financed pursuant to the agreement between Eden Isles, Inc., and the State of Louisiana, which provides:

" . . . The Corporation shall not be obligated to commence construction of the road until construction of the Project has begun. Completion of the connecting road shall be in stages, all as more fully shown on Exhibit "P" attached hereto and made a part hereof.

"The connecting road will be maintained by the Corporation at its expense or donated to St. Tammany parish for its future maintenance.

Unfortunately, the "stages" are not described in Exhibit D. Further, I was under the impression that interstate interchanges are connected to federal- or state-controlled highways (e.g. U.S. 190, LA 433). We certainly have more than sufficient proof of the fact that St. Tammany Parish is unable to maintain roadways within its jurisdiction in an acceptable condition. If St. Tammany Parish is expected to maintain "Country Club Boulevard", then is it not the taxpayers of the parish who will foot the bill? How many substandard roads in the Eden Isles subdivision (and elsewhere) have developers already been successful in turning over to the taxpayers for maintenance?

So where in the BEIS have I seen any mention of the regularly recurring problem created by the closing of the I-10 twin spans over Lake Pontchartrain. This situation occurs during any major accident on the I-10 bridges. It also occurs, with regularity, several times each year, when the bridges are engulfed in fog, or smogs caused by the deliberate burning of the marsh area east of I-10. The current remedy is to divert I-10 traffic to U. S. Highway 11 via LA 433 (a four-lane divided highway). Major traffic jams are thus caused along LA 433 and Pontchartrain Drive/U. S. 11. With the opening of the proposed interchange at Eden Isles, this traffic would be detoured,

presumably, via "Country Club Boulevard" to U. S. 11. Could a two-lane feeder road possibly handle this traffic? This situation must be addressed in the final BEIS.

"Country Club Boulevard" was under approximately two feet of water during the passage of Hurricane Juan. Neither Eden Isles Drive nor any other major roadway within the subdivision was affected by flooding, nor to my knowledge was any interstate feeder road in the Slidell area. Representatives of the developer agree that this access route must be elevated by at least another two feet. Why did the developer choose to initially construct this route at such a low elevation? What are the federal/state requirements concerning elevation for an interstate access road?

Effects of Interchange on Eden Isles Drive and Adjacent Areas

No mention is made in the BEIS concerning road access to the interchange site during the construction period. Eden Isles Drive cannot and will not bear the burden of this traffic. The final BEIS must state an alternate route for the ingress and egress of all materials and personnel connected with the construction of the interchange.

The Eden Isles Subdivision currently enjoys a relatively crime-free atmosphere. This is due in large part to the stationing of private security guards -- at homeowners' expense -- at the entrance from Highway 11 to Eden Isles Drive. Eden Isles has become a "haven" for security-conscious former residents of Orleans Parish. While never guaranteed by the developer, this amenity has been used by him, and other property owners, to successfully market property. There are significant advantages to having only one access road into the currently developed area of Eden Isles, the foremost being a security-controlled access. (Obviously, there are also significant disadvantages, the foremost being evacuation of the subdivision during a disaster, or hurricane threat.) If unrestricted access to this area (Units 3 and 4, and Moonraker Island) is provided via a connection to the proposed interchange, this amenity will be non-existent and property values will most likely drop drastically. The design of the connection from the interchange to Eden Isles Drive (and Poble Beach and Marina Drives) needs to take into account provision for the stationing of security guards in this area. Of course, I recognize that there are competing interests here: the security of the residents of Eden Isles versus unrestricted access to the interchange by all residents of the southern area of Slidell/North Shore and travelers on I-10 (p. 9-3, subpara 6). What is the solution?

Page 1-7, fourth paragraph, erroneously states: ". . . These areas, known locally as Moonraker and Unit 4, are now for the most part open space. . . There is only one entrance and exit bridge to either Moonraker or Unit 4 because each tract is completely surrounded by canals. . . . Gentlemen, approximately 47.5% of the lots in Unit 4 have residences constructed thereon. Further, no bridge connects Unit 4 to Eden Isles Drive. Rather, access is gained via the roadway known as Windward Passage. Another erroneous impression is that the Eden Isles subdivision is sited Parcel by St. Tammany Parish (page 3-26, fourth para). The vast majority of lots are owned single family residential. It would appear that this BEIS was written without very much direct contact with the area in question.

The MS 19 (page 2-3, last paragraph) states "... the boulevard (Eden Isles Drive) was no longer a viable access corridor between the interchange and US 11. . . . Through traffic to US 11 will be discouraged from using Eden Isles Drive . . . Discouraged, maybe prohibited, no!

Financing of Eden Isles Interchange and Access Road

I note a conflict between statements of assurance that Eden Isles Inc. will cover all state costs in the development of the interchange:

On page 8-5, subpara (6) it is stated that, "The interchange will be built with Federal funds with the matching funds from the state being underwritten by the developer." But then page 2-3 (third paragraph) states that LBOID's contract with the developer specifies that the developer will contribute a maximum of two million dollars towards the costs of design and construction. . . with LBOID assuming the balance of cost necessary to complete the project. Well, then, is the State prepared to kick in some money for this interchange? When was the last time any construction project was completed within the original estimate?

Further, what guarantee does the State of Louisiana have that Eden Isles Inc. will exist at the time that "applicable traffic engineering standards" dictate that "Country Club Boulevard" be expanded to four lanes? Would it not be prudent for the State to demand a cash performance bond to assure the construction of additional lanes on this access road?

Conclusions

I ask the State of Louisiana to thoroughly review and address the above comments and I recommend that the following items be incorporated into a new agreement between the State and Eden Isles Inc.:

1. The interchange will not be permitted to open until "Country Club Boulevard" has been completed according to all federal and state standards for feeder roads connecting to the interstate system.
2. Eden Isles Drive will not be used, at any time, by construction traffic for the interchange.
3. The connection of "Country Club Boulevard" and/or the interchange to Eden Isles Drive must be designed so that the residents' private security services can control traffic flow.
4. The developer must be required to post a performance bond to guarantee the completion to four lanes of "Country Club Boulevard."

Jane W. Erickson
Jane W. Erickson
325 Eden Isles Drive
Slidell, LA 70458

ST. TAMMANY PARISH POLICE JURY

RESOLUTION

RESOLUTION P. J. S. NO.: 85-1089

AUTHORED BY: DR. STAN OWEN

A RESOLUTION TO ACCEPT THE PLANNED ACCESS BOULEVARD CONNECTING LA 11 WITH THE PROPOSED EDEN ISLES INTERCHANGE INTO THE PARISH MAINTENANCE SYSTEM.

WHEREAS, the roadway will be located in general conformance with the PUD document as previously approved on June 17, 1982; and

WHEREAS, the Parish wishes to assure that the public will have access to both LA 11 and the proposed interchange, and that future traffic demand will be met;

NOW, THEREFORE, BE IT RESOLVED by the St. Tammany Parish Police Jury that they herewith accept the planned access boulevard connecting LA 11 with the proposed Eden Isles interchange into the Parish Maintenance System.

WHEREUPON, the Resolution was submitted to the vote of the Police Jury and resulted in the following: Moved for adoption by Mr. Schwehm, Seconded by Dr. Owen.

YEAS: 14
NAYS: 0
ABSTAINING: 0
ABSENT: 0

and, the Resolution was declared adopted on this the 19th day of December, 1985, at a Regular Meeting of the St. Tammany Parish Police Jury, a quorum of the members being present.

ATTEST:

Barbara S. Jenkins
BARBARA S. JENKINS, CLERK
ST. TAMMANY PARISH POLICE JURY

Richard A. Sharp
RICHARD A. SHARP, PRESIDENT
ST. TAMMANY PARISH POLICE JURY

349 Eden Isles Drive
Slidell, Louisiana 70458
November 19, 1985

Public Hearings & Developmental Impact Engineer
Louisiana Department of Transportation & Development
P. O. Box 94265
Baton Rouge, Louisiana 70804-9265

Dear Sir:

Reference is made to your Notice of Public Hearings dated October 6, 1985, for State Project No. 737-02-81, Eden Isles Interchange, I-10, St. Tammany Parish, Louisiana.

A review of the project sketches in both the meeting notice and the Environmental Impact Statement does not specifically indicate the exact location of the interchange, the connecting road between the interchange and Highway 11 and the connections to interchange system via Pebble Beach, Marina Drive and/or Eden Isles Drive. I suggest the connections to the interchange at Pebble Beach and Marina Drive be made in such a manner as to discourage outside traffic from using the subdivision streets as an access to I-10. In addition, more specific information such as street elevations, culvert sizes and the like should be made available.

Once the final plan is developed and selected for implementation, I suggest that it be made available for review. In addition, I suggest that who ever is responsible for the connecting road between the interchange and Highway 11 be required to post a performance bond to insure that the construction and completion of the connecting road occurs at the same time the interchange is being constructed.

The issue of our security guards have not been addressed in the EIS. Are we expected to eliminate our security guards for the interchange? If a choice is required; guards, yes; interchange, no.

In summary, the concept of an interchange at Eden Isles is acceptable provided that aforementioned concerns are incorporated in the final plan.

I appreciate the opportunity to review and comment on the EIS and the preliminary plans for the Eden Isles Interchange.


P. J. Kriebert

The interchange will be located as shown on the figures in the FEIS and accompanying air and noise reports. More specific maps are available at DOTD in the plans prepared by the engineers.

After receipt of comments at the April 21, 1986 Public Meeting, it was recommended that the parish close the northern end of Pebble Beach Drive to through traffic.

The developer has signed an agreement with the parish to provide for the completion of Eden Isles Parkway at the appropriate elevations. The Parkway will be constructed so as not to cause obstruction of flow and flooding on adjacent parcels.

The developer will provide for a security station in the vicinity of Marina Drive and Eden Isles Drive.

Support for the project is acknowledged.

UNITED STATES OF AMERICA
DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS
NEW ORLEANS DISTRICT
NEW ORLEANS, LOUISIANA 70004

December 3, 1983

REPLY TO
ATTENTION OF

Planning Division
Environmental Analysis Branch

Mr. Vincent Pizzolato
Public Hearings and Environmental
Impact Engineer
Louisiana Department of Transportation
and Development
P.O. Box 44245, Capitol Station
Baton Rouge, Louisiana 70004

Dear Mr. Pizzolato:

Reference your letter of September 14, 1983, requesting our review and comments on the Draft Environmental Impact Statement (DEIS) for the Eden Isles Interchange, I-10, St. Tammany Parish.

We reviewed the DEIS and offer the following comments:

a. General Comments:

(1) Your attention is invited to the fact that changes of significance to this DEIS have been made in DOA nationwide permit regulations since they were included in the "Interim Final Rules for Regulatory Programs" issued in July 1982. Two of the more significant changes can result in the disqualification of actions (having an adverse impact on waters or wetlands) that had previously been regulatable under nationwide permit rules. Those changes were among changes and modifications resulting from a court approved settlement of a December 1982 suit against the DOA and EPA over effectivity of the "Interim Final Rules." The association and significance of those changes and modifications were covered in detail in the "Final Rules" issued in October 1984.

(2) Under one of the above-mentioned significant changes, actions with impacts on interconnected waters (including wetlands) aggregating loss or substantial modification of 10 acres or more would be disqualified from nationwide permit coverage and subject to individual permit evaluation. An associated change requires predischARGE notification before beginning discharges contemplated under nationwide permit. The nature of our detailed comments and suggested revisions indicate that the relevance of the "Final Rules" was not fully perceived. The changes of significance and association were brought out in detail in the course of specific site wetland jurisdiction determination inspection and presentation of a copy of the "Final Rules" to the DEIS preparers.

December 3, 1985

REPLY TO
ATTENTION OF

Planning Division
Environmental Analysis Branch

Mr. Vincent Pizzolato
Public Hearings and Environmental
Impact Engineer
Louisiana Department of Transportation
and Development
P.O. Box 44245, Capitol Station
Baton Rouge, Louisiana 70804

Dear Mr. Pizzolato:

In reference your letter of September 14, 1985, requesting our review and comments on the Draft Environmental Impact Statement (DEIS) for the Eden Isles Interchange, I-10, St. Tammany Parish.

We reviewed the DEIS and offer the following comments:

a. General Comments:

(1) Your attention is invited to the fact that changes of significance to this DEIS have been made in DOA nationwide permit regulations since they were included in the "Interim Final Rules for Regulatory Programs" issued in July 1982. Two of the more significant changes can result in the disqualification of actions (having an adverse impact on waters or wetlands) that had previously been regulatable under nationwide permit rules. Those changes were among changes and modifications resulting from a court approved settlement of a December 1982 suit against the DOA and EPA over effectivity of the "Interim Final Rules." The association and significance of those changes and modifications were covered in detail in the "Final Rules" issued in October 1984.

(2) Under one of the above-mentioned significant changes, actions with impacts on interconnected waters (including wetlands) aggregating less or substantial modification of 10 acres or more would be disqualified from nationwide permit coverage and subject to individual permit evaluation. An associated change requires pre-discharge notification before beginning discharges contemplated under nationwide permit. The nature of our detailed comments and suggested revisions indicate that the relevance of the "Final Rules" was not fully perceived. The changes of significance and association were brought out in detail in the course of specific site wetland jurisdiction determination inspection and presentation of a copy of the "Final Rules" to the DEIS preparers.

(3) A letter and enclosure from the New Orleans District dated April 11, 1984, correctly set forth the areal wetland determination for Eden Isles East properties development under the July 1982 interim final DOA nationwide permit regulations. A copy is bound in the DEIS on the 12th unnumbered page following page R-8. A letter and enclosures from the New Orleans District, dated June 27, 1985, set forth the selected site wetland determination for the Eden Isles Interchange under the October 1984 final DOA nationwide permit regulation. A copy is bound in the DEIS on the 6th through 11th unnumbered pages following page R-8.

b. Detailed Comments:

(1) Page 3-19:

- (a) Third paragraph, 5th line: Suggest deletion of words "is not" and substitution of words "may be" for them.
- (b) At end of third paragraph: Suggest addition of the following conclusion to the final sentence: ", subsequent to the notification procedure set forth in section 330.7 of these regulations."

(2) Page 3-21: Figure 3-5 as it is drawn inaccurately shows an interconnection of lands classifiable as wetlands within the interchange to nearby wetlands. The limits of lands classifiable as wetlands should be correctly redelineated and symbolized, and the footnote should be rewritten to reflect the final DOA regulation. A large portion of the areas demarcated in "green" on the enclosure to the 1984 letter mentioned in footnote will now require an individual section 404 permit prior to deposition of dredged or fill material. The delineation of wetlands in this figure is inconsistent with those depicted in Figure 4-1 on page 4-9, which reflect our June 27, 1985, response to your request for a specific site jurisdictional determination.

(3) Page 3-25, last paragraph: The first and second sentences, as they are written, are not consistent with the final DOA regulations.

(4) Page 3-26: The text of the second (fifth line) paragraph is not consistent with the final DOA regulations, wherein it relates to permits.

(5) Page 3-33, paragraph d: The first sentence is not correct, that wetland within the interchange is subject to DOA authority.

(6) Page 4-8, paragraph D: Suggest that the first sentence be revised substantively by prefacing it to state, "Subject to the Nationwide permit notification procedure set forth in Section 330.7 of current DOA regulations, no wetlands requiring ...".


1. Word changes made as suggested.
2. Phrases added to final sentence as suggested.
3. Figure 3-5 is revised and a new figure, 3-5a, is added.
4. The sentence is revised to be consistent with final DOA regulations.
5. The paragraph has been revised to be consistent with final DOA regulations.
6. The sentence is revised to declare the wetlands within the interchange are subject to DOA authority.
7. The paragraph has been prefaced with the addition of the suggested phrase.

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-3-

Thank you for the opportunity to comment on the DEIS.

Sincerely,


Eugene S. Witherpoon
Colonel, Corps of Engineers
District Engineer



Soil Conservation Service

South National Technical Center
P. O. Box 6567, 501 Felix
Port Worth, Texas 76115

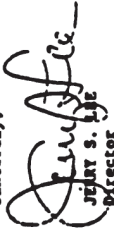
October 2, 1985

Mr. Vincent Pizzolato
Public Hearings and Environmental
Impact Engineer
Department of Transportation
and Development
PO Box 44245 Capitol Station
Baton Rouge, Louisiana 70804

Dear Mr. Pizzolato:

We received your letter dated September 14, 1985, and have forwarded it and the enclosure to the SCS State Office in Alexandria, Louisiana. By copy of this letter, we are requesting that they review the material and respond directly to you since their staff would be more knowledgeable of the subject than we.

Sincerely,


JERRY S. LEE
Director

cc: (w/enclosure)
W. S. Rucker, State Conservationist, SCS, Alexandria, LA



The Soil Conservation Service
is an agency of the
Department of Agriculture



United States
Department of
Agriculture

Soil
Conservation
Service

3737 Government Street
Alexandria, LA 71302

January 2, 1986

Mr. Vincent Pizzolato
Public Hearings and Environmental
Impact Engineer
Department of Transportation and Development
P. O. Box 44245, Capitol Station
Baton Rouge, LA 70804

Dear Mr. Pizzolato:

Re: State Project No. 737-02-81
F.A.P. No. IR-10-5 (262)
Eden Isles Interchange
1-10, St. Tammany Parish

We have reviewed your letter of December 18, 1985, concerning the draft
EIS for the Eden Isles Interchange. We concur in your assessment of
the soils impacted by this project. These soils are not classified
as farmland. The Farmland Protection Policy Act (FPPA) does not apply.

Sincerely,

Harry S. Rucker
State Conservationist

The Soil Conservation Service
is an agency of the
Department of Agriculture



United States
Department of
Agriculture

3737 Government Street
Alexandria, LA 71302

November 25, 1985

Mr. Vincent Pizzolato
Public Hearings and Environmental
Impact Engineer
Department of Transportation
and Development
P. O. Box 44245, Capitol Station
Baton Rouge, LA 70804

Dear Mr. Pizzolato:

Re: State Project No. 737-02-81
F.A.P. No. IR-10-5(262)
Eden Isles Interchange
1-10, St. Tammany Parish

We have received the draft EIS for the 1-10 Eden Isles Interchange Project,
St. Tammany Parish. As you described in the EIS, no prime or unique far-
lands will be required by this project. The U.S. Department of Agriculture
has published final rules for implementation of the Farmland Protection
Policy Act (FPPA). Enclosed is a copy of the Act and these rules, which
became effective August 6, 1984. The purpose of the Act and rules is to
minimize the extent to which federal programs contribute to the unnecessary
and irreversible conversion of farmland to nonagricultural uses. Section
650.A describes the actions federal agencies are to take to comply with
the rules. Enclosed is a copy of Form AD1006. The FPPA is applicable only
to actions by a Federal agency.

To comply with this Act, the form AD1006 should be sent to our Covington
field office, as follows: Soil Conservation Service, P. O. Box 159,
Covington, LA 70433.

We appreciate the opportunity to review the draft EIS.

Sincerely,

Harry S. Rucker
State Conservationist

Enclosures

cc: Gerald R. Chevallier, District Conservationist, Covington
Benny Clement, Area Conservationist, Denham Springs

The Soil Conservation Service
is an agency of the
Department of Agriculture



U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)
 Name Of Project: _____
 Federal Agency Involved: _____
 County And State: _____

PART II (To be completed by SCS)
 Does this site contain prime, unique, riparian or local important farmland? Yes No
 If no, the FPPA does not apply - do not complete additional parts of this form.
 Name Of Land Evaluation System Used: _____
 Name Of Local Site Assessment System: _____
 Acres: _____
 Date Local Evaluation Completed By SCS: _____
 Date Local Evaluation Reported By SCS: _____

PART III (To be completed by Federal Agency)
 A. Total Acres To Be Converted Directly: _____
 B. Total Acres To Be Converted Indirectly: _____
 C. Total Acres In Site: _____

PART IV (To be completed by SCS) Land Evaluation Information
 A. Total Acres Prime And Unique Farmland: _____
 B. Total Acres State-Side And Local Important Farmland: _____
 C. Percentage Of Farmland In County On Local Govt. Unit To Be Converted: _____
 D. Percentage Of Farmland In Dist. Jurisdiction That Same Or Higher Priority Value Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points): _____

PART V (To be completed by SCS) Land Evaluation Criteria
 Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points): _____

PART VI (To be completed by Federal Agency)
 Site Assessment Criteria (These criteria are explained in 7 CFR 658.814)

	Site A	Site B	Site C	Site D
1. Area: Nonurban Use				
2. Proximity In Nonurban Use				
3. Present Of Site Being Farmed				
4. Protection Provided By State And Local Government				
5. Distance From Urban Builtup Area				
6. Distance To Urban Support Services				
7. Site Of Present Farm Unit Compared To Average				
8. Creation Of Nonfarmable Farmland				
9. Availability Of Farm Support Services				
10. On-Farm Investments				
11. Effects Of Conversion On Farm Support Services				
12. Compatibility With Existing Agricultural Use				
TOTAL SITE ASSESSMENT POINTS				180
PART VII (To be completed by Federal Agency)				
Relative Value Of Farmland (From Part V)				100
Total Site Assessment (From Part VI above or a local site assessment)				180
TOTAL POINTS (Total of above 2 lines)				280

Site Selected: _____ Date Of Selection: _____
 Please Print Name: _____ Yes No

§ 658.1 Purpose.

This part sets out the criteria developed by the Secretary of Agriculture, in cooperation with other Federal agencies, pursuant to section 1341(a) of the Farmland Protection Policy Act (FPPA or the Act) 7 U.S.C. 4202(a). As required by section 1341(b) of the Act, 7 U.S.C. 4202(b), Federal agencies are (1) to use the criteria to identify and take into account the adverse effects of their programs on the preservation of farmland, (2) to consider alternative actions, as appropriate, that could lessen adverse effects, and (3) to ensure that their programs, to the extent practicable, are compatible with state and other programs and policies to protect farmland. Guidelines to assist agencies in using the criteria are included in this part. The Department of Agriculture (hereinafter USDA) may make available to states, units of local government, individuals, organizations, and other units of the Federal Government, information useful in relating, maintaining, and improving the quantity and quality of farmland.

§ 658.2 Definitions.

(a) "Farmland" means prime or unique farmlands as defined in section 1342(c)(1) of the Act or farmland that is determined by the appropriate state or unit of local government agency or agencies with concurrence of the Secretary to be farmland of statewide or local importance. "Prime farmland" does not include land already in or committed to urban development or water storage. "Prime farmland" already in urban development or water storage includes all such land with a density of 30 structures per 40 acre area. "Prime farmland" committed to urban development or water storage includes all such land that has been designated for commercial or industrial use or residential use that is not included in the same time to production schedule as a state or unit of local government or (2) a comprehensive land use plan which has expressly been either adopted or reviewed in its entirety by the unit of local government in whose jurisdiction it is operative within 10 years preceding implementation of the particular Federal project.

Use of Subjects in 7 CFR Part 658

Agriculture, Soil Conservation, and Farmland.
 Accordingly, Part 658 is added to Title 7 of the Code of Federal Regulations, Table of Contents and text to read as follows:

PART 658—FARMLAND PROTECTION POLICY ACT

- 658.1 Purpose.
- 658.2 Definitions.
- 658.3 Applicability and exceptions.
- 658.4 Contents.
- 658.5 Technical assistance.
- 658.7 USDA Assistance with Federal agencies' reviews of policies and procedures.

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(b) "Federal agency" means a

department, agency, independent commission, or other unit of the Federal Government.

(c) "Federal program" means those

activities or responsibilities of a department, agency, independent commission, or other unit of the Federal Government that involve undertaking

Authority: Sec. 1339-1349, Pub. L. 97-48, 88 Stat. 1341-1349 (7 U.S.C. 4201 et seq.)

farmland for national defense purposes. There are no other exemptions of projects by category in the Act.

(f) Numerous developing and greenbelt Land Evaluation and Site Assessment (LESA) systems to evaluate the productivity of agricultural land and its suitability for conversion to non-agricultural use. Therefore, states and units of local government may have already performed an evaluation using criteria similar to those contained in this rule applicable to federal agencies.

USDA recommends that where sites are to be evaluated within a jurisdiction having a state or local LESA system that has been approved by the governing body of each jurisdiction and has been placed on the SCS state conservationists list, the use which presents the purpose of FRPA in subjecting federal agencies use that system to make the evaluation.

§ 658.5 Criteria.

This section states the criteria required by section 1341(a) of the Act, 7 U.S.C. 4202(a). The criteria were developed by the Secretary of Agriculture in cooperation with other federal agencies. They are in two parts, (1) the land evaluation criterion, relative value, for which SCS will provide the rating or score, and (2) the site assessment criteria, for which each federal agency may develop its own rating or scores. The criteria are as follows:

(a) Land Evaluation Criterion—Relative Value. The land evaluation criterion is based on information from several sources including national cooperative soil surveys or other acceptable soil surveys, SCS field office technical guides, soil potential ratings or soil productivity ratings, land capability classifications, and important farmland determinations. Based on this information, groups of soils within a local government's jurisdiction will be evaluated and assigned a score between 0 to 100, representing the relative value, for agricultural production, of the farmland to be converted by the project compared to other farmland. This score will be the Relative Value Rating on Form AD 1008.

(b) Site Assessment Criterion. Federal agencies are to use the following criteria to assess the suitability of each proposed site or design alternative for protection as farmland along with the score from the land evaluation criterion described in § 658.5(a). Each criterion will be given a score on a scale of 0 to the maximum points shown. Conditions

suggesting top, intermediate and bottom scores are indicated for each criterion. The agency must make scoring decisions in the context of each proposed site or alternative action by assessing the site, the surrounding area, and the programs and policies of the state or local unit of government in which the site is located. Where one given location has more than one design alternative, each design should be considered as an alternative site. The site assessment criteria are:

(1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?

More than 80 percent—15 points
90 to 20 percent—14 to 1 point(s)
Less than 20 percent—0 points

(2) How much of the perimeter of the site borders on land in nonurban use?

More than 80 percent—10 points
90 to 20 percent—9 to 1 point(s)
Less than 20 percent—0 points

(3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last 10 years?

More than 80 percent—20 points
90 to 20 percent—19 to 1 point(s)
Less than 20 percent—0 points

(4) Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?

Site is protected—20 points
Site is not protected—0 points

(5) How close is the site to an urban built-up area?

The site is 2 miles or more from an urban built-up area—15 points
The site is more than 1 mile but less than 2 miles from an urban built-up area—10 points
The site is less than 1 mile from, but is not adjacent to an urban built-up area—5 points
The site is adjacent to an urban built-up area—0 points

(6) How close is the site to water lines, sewer lines and/or other local facilities and services whose capacities and design would promote nonagricultural use?

None of the services exist nearer than 3 miles from the site—15 points
Some of the services exist more than 1 mile but less than 3 miles from the site—10 points
All of the services exist within 1/4 mile of the site—0 points

(7) Is the farm unit(s) containing the site (before the project) as large as the average-size farming unit in the county? (Average farm sizes in each county are available from the SCS field offices in

each state. Data are from the latest available Census of Agriculture. Acreage of Farm Units in Operation with \$1,000 or more in sales.)

As large or larger—10 points
Below average—deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average—9 to 0 points

(8) If this site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns? Percent acreage equal to more than 25 percent of acres directly converted by the project—10 points
Acreage equal to between 25 and 3 percent of the acres directly converted by the project—9 to 1 point(s)
Acreage equal to less than 3 percent of the acres directly converted by the project—0 points

(9) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?

All required services are available—3 points
Some required services are available—1 to 1 point(s)
No required services are available—0 points

(10) Does the site have substantial investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?

High amount of on-farm investment—20 points
Moderate amount of on-farm investment—19 to 1 point(s)
No on-farm investment—0 points

(11) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?

Substantial reduction in demand for support services if the site is converted—10 points
Some reduction in demand for support services if the site is converted—9 to 1 point(s)
No significant reduction in demand for support services if the site is converted—0 points

(12) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual

U.S. Department of Agriculture
FARMLAND CONVERSION IMPACT RATING

Form AD 1008 (11-83)

State of _____ County of _____

Name of Project _____

Date of Land Evaluation Request _____

Federal Agency Involved _____

County and State _____

Date Request Received By SCS _____

Does this site contain prime, unique, irreplaceable or local important farmland? Yes No

If no, the FRPA does not apply - do not complete additional parts of this form.

Acres: _____ Acres: _____ Acres: _____

Amount of Farmland Acquired in FRPA _____

Amount of Farmland Returned by SCS _____

Name of Land Evaluation System _____

Name of Local Site Assessment System _____

Site A _____ Site B _____ Site C _____ Site D _____

Site E _____

Site F _____

Site G _____

Site H _____

Site I _____

Site J _____

Site K _____

Site L _____

Site M _____

Site N _____

Site O _____

Site P _____

Site Q _____

Site R _____

Site S _____

Site T _____

Site U _____

Site V _____

Site W _____

Site X _____

Site Y _____

Site Z _____

Site AA _____

Site AB _____

Site AC _____

Site AD _____

Site AE _____

Site AF _____

Site AG _____

Site AH _____

Site AI _____

Site AJ _____

Site AK _____

Site AL _____

Site AM _____

Site AN _____

Site AO _____

Site AP _____

Site AQ _____

Site AR _____

Site AS _____

Site AT _____

Site AU _____

Site AV _____

Site AW _____

Site AX _____

Site AY _____

Site AZ _____

Site BA _____

Site BB _____

Site BC _____

Site BD _____

Site BE _____

Site BF _____

Site BG _____

Site BH _____

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Site CD _____

Site CE _____

Site CF _____

Site CG _____

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Site CI _____

Site CJ _____

Site CK _____

Site CL _____

Site CM _____

Site CN _____

Site CO _____

Site CP _____

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Site IL _____

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Site ZQ _____

Site ZR _____

Site ZS _____

Site ZT _____

Site ZU _____

Site ZV _____

Site ZW _____

Site ZX _____

Site ZY _____

Site ZZ _____

Site Selected: _____

Date of Selection: _____

Reason for Selection: _____

Yes No

Was a Local Site Assessment Used? Yes No



United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Project Review

Post Office Box 2048
ALBUQUERQUE, NEW MEXICO 87103
November 27, 1985

ER 85/1500

James N. McDonald
Division Administrator
Federal Highway Administration
Federal Office Building
P.O. Box 3929
Baton Rouge, Louisiana 70821

Dear Mr. McDonald:

We have reviewed the Draft Environmental Statement for I-10 (Eden Isles Interchange), St. Tammany Parish, Louisiana, and have the following comments.

In a September 26, 1984, letter responding to the Louisiana Department of Transportation and Development's Solicitation of Views on this project, the Fish and Wildlife Service (FWS) requested that this environmental impact statement (EIS) include a discussion of measures that would compensate for the unavoidable project-related adverse impacts to fish and wildlife resources. However, this EIS includes no discussion of nor provision for mitigation of the loss of the approximately 4.5 acres of vegetated wetlands that will result due to construction of the interchange. Even in the event that the proposed action could be allowed through a Corps of Engineers Nationwide Permit, the FWS would, during its review of such a permit request, recommend that the applicant be required to provide mitigation for any unavoidable loss of wetland habitat.

It is implied throughout the EIS that only for the Eden Isles East tract located adjacent to the interchange that those wetlands (approximately 400 acres) requiring an individual Corps of Engineers permit for development should receive special consideration in future land use planning. The FWS believes that such an approach would allow, if not encourage, the development of the remaining 600 acres of existing wetlands scattered throughout the Eden Isles East tract.

Because construction of the proposed interchange would accelerate development of Eden Isles East, the FWS will recommend that the Corps of Engineers permit issued for interchange construction be conditioned to require preservation of the existing wetlands in the Eden Isles East or provide for full replacement of the nearly 1,000 acres of Corps-regulatable wetlands remaining within this area that would be subject to development due to completion of the project. Although these wetlands no longer

1. A Wetlands Finding has been prepared in accordance with Executive Order 11980 and D.O.T. Order 5660.1A. The Wetlands Finding appears in Appendix B of the FEIS. Because the low quality of the 4.5 acres required by the interchange and the fact that the area is being pumped, no mitigation is proposed.

2. Development or fill in wetlands are already subject of USACE jurisdiction under Section 404 of the Clean Water Act. Any fill of these wetlands will require a USACE permit.

1

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3. The wetlands in Eden Isles East outside of the Interstate ROW are subject to USACE jurisdiction. When fill is proposed for these areas, an appropriate mitigation program must be prepared before a USACE permit can be issued.

directly interact with the adjacent estuarine system, they are of relatively high value to numerous species of migratory birds, resident game mammals, and furbearers. It is also recommended that the final EIS include a discussion of those measures that will be taken to preserve or replace any wetlands in Eden Isles East that would experience accelerated development with completion of the proposed interchange. For further coordination about these concerns, please contact Mr. David Frugs, Field Supervisor, U.S. Fish and Wildlife Service, 111 East Main, Lafayette, Louisiana 70501 (FTS 6787-6630 or Commercial (318) 264-6630).

Thank you for the opportunity to comment on this statement.

Sincerely,



Raymond P. Churon
Regional Environmental Officer

cc: Vincent Pizzoloto
Public Hearings & Environmental Impact Engineer
Louisiana Department of Transportation and Development
P.O. Box 94245
Baton Rouge, Louisiana 70804-9245



United States Department of the Interior

GEOLOGICAL SURVEY

Water Resources Division
P.O. Box 66492
Baton Rouge, Louisiana 70896
October 8, 1985

1. Response acknowledged.

Mr. Vincent Pizzolato
Public Hearings and Environmental
Impact Engineer, LA Department
of Transportation and Development
P.O. Box 94245, Capitol Station
Baton Rouge, Louisiana 70804-9245

RE: STATE PROJECT NO. 737-02-81
F.A.P. NO. IR-10-S(262)
EDEN ISLES INTERCHANGE
I-10
ST. TAMMANY PARISH

Dear Mr. Pizzolato:

We have reviewed the proposal and have no
recommendations to make at this time. Thanks for the
opportunity to review the proposal.

Sincerely yours,


Duane E. Everett
Water Quality Specialist



United States Department of the Interior
FISH AND WILDLIFE SERVICE

JACKSON HALL OFFICE CENTER
300 WOODROW WILSON AVENUE, SUITE 316
JACKSON, MISSISSIPPI 39213

October 17, 1985

1. Response acknowledged.

IN REPLY REFER TO:
Log No. 4-3-86-079

Mr. Vincent Pizzolato
Department of Transportation
and Development
Post Office Box 44245 Capitol Station
Baton Rouge, LA 70804

Dear Mr. Pizzolato:

This responds to your letter of October 8, 1985, concerning the proposed Eden Isles interchange to I-10, St. Tammany Parish, Louisiana. We have reviewed the information you enclosed relative to the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.).

Our records indicate no endangered, threatened or proposed species, or their critical habitat occurring in the project area. Therefore, no further endangered species consultation will be required for this project, as currently described.

If you anticipate any changes in the scope or location of this project, please contact our office, telephone 601/960-4900, for further coordination.

We appreciate your participation in the efforts to enhance the existence of endangered species.

Sincerely yours,

John G. Pulliam
for
Dennis B. Jordan
Field Supervisor
Endangered Species Field Office

cc: Department of Wildlife & Fisheries, New Orleans, LA
ES, FWS, Lafayette, LA



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION VI
1201 ELM STREET
DALLAS, TEXAS 75270

1. Filling of wetlands on the East side is subject to Federal jurisdiction (Wetterspoon 1985). Any developer must comply with the regulations before proceeding with a fill project. The private sector will coordinate permitting activities with the USACE, EPA, FWS, and other federal and state agencies.

NOV 29 1985

Mr. Vincent Pizzolato
Public Hearings and Environmental
Impact Engineer
Department of Transportation
and Development
P.O. Box 94245, Capitol Station
Baton Rouge, Louisiana 70804-4245

Dear Mr. Pizzolato:

We have completed our review of your Draft Environmental Impact Statement (EIS) for the Eden Isles Interchange and Access to Interstate 10 located in St. Tammany Parish, Louisiana. The EIS evaluates the associated impacts of the proposed action which is to construct a full-diamond interchange with two lanes exiting to the east and one lane entering to the west. A bridge structure with four travel lanes, two shoulder lanes, and one turning lane will provide for access across Interstate 10.

The following comment is offered for your consideration:

Based upon our evaluation of the environmental assessment information provided, we have no objection to the construction of the interchange as described. However, we must emphasize that we have not received or reviewed any Section 404 permit applications for development in the Eden Isles track which will be provided access to by the proposed action. We plan to carefully review any such applications for compliance with Federal Guidelines for Specification of Disposal Sites for Dredged or Fill Material (40 CFR 230) as promulgated pursuant to Section 404(b)(1) of the Clean Water Act.

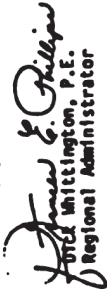
We classify your Draft EIS as Lack of Objections (LO). Generally, we have no objection to the proposed action as discussed in the Draft EIS. Our classification will be published in the Federal Register according to our responsibility to inform the public of our views on proposed Federal actions under Section 305 of the Clean Air Act.

2. Copies of the FEIS will be sent to Region VI, EPA as well as the Office of Federal Activities, EPA, Washington, D.C. In addition, all appropriate Federal and state agencies will be sent copies.

-2-

We appreciate the opportunity to review the Draft EIS. Please send our office one (1) copy of the Final EIS at the same time it is sent to the Office of Federal Activities, U.S. Environmental Protection Agency, Washington, D.C.

Sincerely yours,


James E. Phillips
P.E.
Regional Administrator



Federal Emergency Management Agency

Region VI, Federal Center, 800 North Loop 288
Denton, Texas 76201-3698

FTT

January 8, 1986

Mr. Vince Pissolato
Public Hearings & Environmental
Impact Engineer
Louisiana Department of
Transportation & Development
P. O. Box 94245
Baton Rouge, LA 70804-9245

Dear Mr. Pissolato:

We have received and reviewed a copy of the DEIS on the proposed Eden Isles interchange in St. Tammany Parish as submitted to this office by Mr. Bud E. Esmar of Coastal Environments, Inc. We offer the following comments regarding the project:

Based upon our review of the DEIS, it appears that the project has addressed and falls within the basic minimum requirements of the National Flood Insurance Program (NFIP). Because St. Tammany Parish participates in the NFIP, and as part of their compliance efforts require that all development within the unincorporated parts of the parish proposed in the flood hazard area be reviewed, permitted, and local floodplain management ordinances be followed, we request that this proposal be submitted to the Parish for their NFIP compliance. Even though the Parish is responsible for enforcing the minimum requirements of the NFIP, they may have additional floodplain requirements that are more stringent than those of FEMA.

Also, because the enhancement of further development of the surrounding floodplain may be a secondary result of this project, the Parish needs to be aware of any potential floodplain development and both positive and negative results of such development.

If we can provide any further comments or assistance in regard to this or any other floodplain management matter, please contact our office at the above address or at (817) 387-5811, extension 124.

Sincerely,

Wayne Fairley
Community Planner
Natural Hazards Branch



U.S. Department of
Transportation
Office of the Secretary
of Transportation

Memorandum

**Draft EIS Eden Isles
Interchange, I-10 Louisiana
FMVA-LA-EIS-85-01-D**

Date: **NOV 12 1985**

**Joseph Canny, Director
Office of Transportation
Regulatory Affairs**

Joe Canny
By: *[Signature]*
Title: *[Signature]*

**Eugene Clectley, Chief
Environmental Operations
Division, MEV-10**

We have reviewed the draft EIS for the proposed Eden Isles interchange, and have the following comments:

The proposed project would provide a new interchange with Interstate 10 to improve access to the proposed Eden Isles east development. The 3000-acre site for the proposed development is "fastland" within a levee. However, it is entirely within the 100-year floodplain, and the area includes wetlands. The final EIS should include additional information on the secondary impacts of the project. In particular, it appears that the proposed project is inconsistent with the policy stated in DOT 5650.2, Floodplain Management and Protection, that DOT should avoid, where practicable, encroachments on floodplains, and should minimize the adverse impacts which such actions may have on base floodplain areas, including direct or indirect support for development.

The final EIS should include a statement as to whether the proposed project is consistent with the approved State coastal zone management plan. Consistency of the proposed Eden Isles east development should also be discussed.

The no action alternative should be addressed in further detail in the final EIS. The existing LA 433 interchange, less than two miles north of the proposed Eden Isles interchange, is currently operating at level of service A, but is projected to operate at level of service F if anticipated development in Slidell occurs and the Eden Isles interchange is not built. Projected traffic volumes should be provided to support this statement. Further, an interchange at Fremaux Road is also under consideration. It appears from the EIS that the Fremaux Road interchange is more critical than the Eden Isles interchange to relieve future traffic congestion in the Slidell area.

We appreciate the opportunity to review this draft EIS.

1. The proposed project does not have an adverse impact on the values of the floodplain (Chapter IV B 4b). Access is already available to the study area from the LA 433 interchange and the US 11 interchange south of the Lake Pontchartrain bridges. The project does not encourage additional significant encroachment in the area, as it is already set aside by the parish's Coastal Zone Program for development and is within a state authorized drainage district. FEMA has determined that the DEIS addresses the basic minimum requirements of the agency. The parish is in compliance with the requirements for participation in the National Flood Insurance Program.

2. The proposed project is within state defined fastlands. Activities within fastlands that do not affect coastal waters are not subject to state permitting. Development of the proposed Eden Isles east area will be consistent with the state's program because it occurs within fastlands and should not have discharges that have direct and significant impact on coastal waters. The private sector will coordinate activities with the state Coastal Management Division, Louisiana Department of Natural Resources at the time of development.

3. A traffic analysis of the study area was prepared as the basis for the Purpose of and Need for Action chapter. Chapter I summarizes the conclusions of the study. The Fremaux Road project is being studied by the Louisiana Department of Transportation and Development. Chapter II, Subchapter A, explains the status of the project. LDOTD sets the priorities within the state and because of the availability of right-of-way, environmental clearance, and the traffic study, LDOTD has elected to provide for the Eden Isles Interchange first.

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General Services Administration, Region 7
819 Taylor Street
Fort Worth, TX 76102



1. Response acknowledged.

October 28, 1985

Mr. Vincent Pizzolato
Public Hearings & Environmental Impact Engineer
Department of Transportation and Development
P. O. Box 44245, Capitol Station
Baton Rouge, LA 70804

Dear Mr. Pizzolato:

This is in response to your letter of September 14, 1985,
soliciting our views and comments regarding State Project
No. 737-02-81, F.A.P. No. IH-10-5(262) St. Tammany Parish,
Louisiana.

In this regard, we have no comments to be considered in your
planning.

SCOTT D. McDANIEL
Chief, Planning Staff



State of Louisiana

DEPARTMENT OF CULTURE, RECREATION AND TOURISM
OFFICE OF CULTURAL DEVELOPMENT

ROBERT B. DEBLIEUX
Assistant Secretary

Division of Administration
Division of Arts, Heritage
Division of Historic Landmarks
Division of Historic Preservation
Division of Historic Resources
Division of Historic Sites
Division of Historic Structures
Division of Historic Towns
Division of Historic Villages
Division of Historic Waterways
Division of Historic Woods

1. Response acknowledged.

October 23, 1985

Mr. Vincent Pizzolato
Public Hearings and Environmental
Impact Engineer
Department of Transportation and
Development
P. O. Box 94245
Baton Rouge, LA 70804-9245

Re: Draft Environmental Impact Statement
State Project No. 737-02-81
FAP No. IR-10-5(262)
Eden Isles Interchange, I-10
St. Tammany Parish, Louisiana

Dear Mr. Pizzolato:

Receipt is acknowledged of the referenced document. We are satisfied that cultural resources have been adequately considered during project planning and have no objections to the proposed project.

If we may be of further assistance, do not hesitate to contact my staff in the Division of Archeology.

Sincerely,

Robert B. DeBlieux
State Historic Preservation Officer

RBD:PCR:tb



1. Response acknowledged.

PATRICIA L. HORTON
SECRETARY

OFFICE OF SOLID AND HAZARDOUS WASTE

JOHN KOURY
ASSISTANT SECRETARY

October 9, 1985

Mr. Vincent Pizzolato, P.E.
Public Hearings and Environmental
Impact Engineer
Department of Transportation
and Development
Post Office Box 44245 Capitol Station
Baton Rouge, Louisiana 70804-4245

Re: State Project No. 737-02-01
F.A.P. No. IR-10-5(262)
Eden Isles Interchange
I-10
St. Tammany Parish, Louisiana

Dear Mr. Pizzolato:

We have reviewed the Draft Environmental Impact Statement for the above project submitted with your letter of September 14, 1985.

To our knowledge and understanding, this project will not impact any known operating or closed solid waste disposal facilities.

The only wastes expected from such a construction project are construction debris which is exempt from regulation if handled as disposed in an environmentally sound manner.

If we can be of further assistance, please let me know.

Very truly yours,

John Koury
JOHN KOURY
Assistant Secretary
Office of Solid and Hazardous Waste

JK/GDW/jal

cc: Solid Waste Division



State of Louisiana
Department of Urban and Community Affairs
Office of State Championships

October 3, 1985

Ernest W. Stover
Governor
Douglas M. Taylor
Secretary

Assistant Secretary

1. Careful consideration has been given to the natural and beneficial value of floodplains. Chapter IV.B.4.b. describes and discusses the impacts of the proposed action on the floodplains of the study area.

Mr. Vincent Fiszolato
Public Hearings and Environmental Impact Engineer
Louisiana Department of Transportation and Development
P. O. Box 94245
Baton Rouge, LA 70804-9425

Re: Solicitation of Views
State Project No. 737-02-81
Eden Isles Interchange

Dear Mr. Fiszolato:

Based on the information available, our office has no objection in principle to a project of this nature. However, we would like to encourage you to make a careful consideration of the various geotechnical, geological and hydrological factors which could potentially affect the floodplain. We direct your attention to the comments made January 15, 1985 by Bob Cox of our office which are included in the DEIS.

We appreciate the opportunity to review projects of this nature and are always available to provide additional information if needed.

Sincerely,

Daniel Hawkins
Daniel Hawkins
Flood Insurance Coordinator

DJH/pc

Louisiana Public Service Commission

ONE AMERICAN PLACE, SUITE 1600
BATON ROUGE, LOUISIANA 70825

Telephone (504) 342-4439

COMMISSIONERS

- George J. Auld, Chairman
- Richard J. ...
- John F. ...
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LOUISIANA
Parishes

1. Response acknowledged.

October 10, 1985

Mr. Vincent Fisselato
Public Hearings & Environmental Impact Engineer
Department of Transportation and Development
Post Office Box 44245 Capital Station
Baton Rouge, Louisiana 70804

Re: STATE PROJECT NO. 737-02-81
F.A.P. NO. 18-10-3(262)
EDEN ISLES INTERCHANGE
I-10
ST. TAMMANT PARISH

Dear Mr. Fisselato:

This Agency interposes no objection to the above cited project.

Sincerely yours,

John C. Lawrence, Jr.
John C. Lawrence, Jr.
Director of Transportation

RCL/rdp

An Equal Opportunity Employer

1. An oral presentation was made at the November 19, 1985 Public Hearing by Ms. June W. Erickson. Written comments were presented to the hearing official and are included in the record of the hearing. Responses to comments appear in conjunction with them.

325 Eden Isles Drive
Slidell, Louisiana 70458
October 23, 1985

Mr. Vincent Fissolato
Public Hearings and Environmental
Impact Engineer
Louisiana Dept. of Transportation & Development
Post Office Box 94245
Baton Rouge, Louisiana 70804-9245

Re: State Project No. 737-02-01
Eden Isles/I-10 Interchange

Dear Mr. Fissolato:

We have reviewed the Draft Environmental Impact Statement for the referenced project and plan to make an oral presentation at the Public Hearing scheduled for November 19, 1985.

Written comments will be prepared and presented to the hearing official on the meeting date.

Sincerely,


John R. Erickson


June W. Erickson

State of Louisiana
Department of Transportation and Development



DATE November 19, 1985

IN ORDER FOR YOUR COMMENTS OR VIEWS TO BECOME PART OF THIS OFFICIAL PUBLIC HEARING, THEY SHOULD BE MAILED TO THE FOLLOWING ADDRESS, POST-MARKED WITHIN TEN (10) CALENDAR DAYS FOLLOWING THIS HEARING:

PUBLIC HEARINGS AND ENVIRONMENTAL IMPACT ENGINEER
LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
POST OFFICE BOX 44248, CAPITOL STATION
BATON ROUGE, LOUISIANA 70804

PROJECT NO. General - IR-10-5(245) 262 DESCRIPTION Edin Lake Interchange

PARISH Louisiana ROUTE NO. I-10

PLEASE CONSIDER THE FOLLOWING COMMENTS: The opening remarks for this

public hearing implies that the only concern for this meeting is

is the I-10 Edin Lake interchange acceptable or not acceptable.

I do not understand how anyone can comment simply or vote

on this issue without much more detail. Any interchange

would be a non-functioning bridge without access roads except

to make a U-TURN. Tonight's deal was - on the access roads

I am for the I-10 interchange and not the interchange for a

formal, detailed and documented access plans are finalized.

Indice this has not been done and the following questions and

comments do not have answers:

1. The "construction road" (Country Club Road) that will

become an access road between Highway 11 and the

The Louisiana DOTD, as an agency of the state, provides the people of Louisiana with the opportunity to participate in Louisiana's federal-aid highway program through a Public Involvement Program. Contact between the DOTD's technical personnel and members of the public is facilitated by this program, allowing not only greater public understanding of federal-aid highway projects, but also an increased knowledge within the DOTD of the needs and concerns of the people.

Section K of the Department's Environmental Impact Procedures publication (1985) discusses the Public Involvement Program as related to federal-aid highway projects and systems planning in both rural and urban areas. The DOTD utilizes numerous methods in seeking public involvement. The four most frequently used are solicitation of views, public meetings, request for public comments on environmental documents, and public hearings. These methods may be used singularly or in combination suited to the nature of each project.

Projects for which an Environmental Impact Statement is indicated requires a solicitation of views. For federal-aid projects of special importance, such as this project, the DOTD elected to hold a public hearing.

The public hearing opportunity is provided at the corridor planning stage in the processing of the project. At this point the project need, alternatives; alternative locations; major design features; social, economic and environmental (S.E.E.) effects (as environmental documents), and the compatibility of the project with local and regional planning will have been established. A verbatim written transcript of the oral proceedings of the public hearing were made for public inspection and copying. The material presented are preliminary plans and are used by the public when reviewing the proposed action. Final plans are completed once public sentiment and ideas have been evaluated and considered.

When a public hearing is to be held for a project, two notifications shall be made in newspapers having substantial general circulation and in any local minority newspaper with significant circulation in the area affected. The first notification shall be made from 30 to 40 days before the date of the hearing; the second from 5 to 12 days before the date of the hearing. Additionally, all agencies and individuals from whom views were solicited on the project may be notified by mail of the public hearing.

All of the pertinent comments are directed at a better understanding of the sequence of events that will culminate in the opening of the interchange with a suitable access route to U.S. 11. A summary of the procedure for completing the project can be clearly stated in order to alleviate some local concern. Access to the interchange site for construction traffic will be along a road that will be the foundation or base for Eden Isles Parkway (old name - Country Club Boulevard). This is a stipulation on the plans for the interchange and will be enforced by the state. Once the interchange is complete and heavy trucks can enter and leave the construction zone from the interstate, two lanes of the access road will be hard surfaced and will be ready for traffic at the time the interchange is completed. The parkway will be accepted into the Parish roadway system and will be patrolled by local law enforcement officers. Eden Isles Parkway will be four-laned when a traffic study by DOTD shows the volume of traffic on the initial two lanes exceeds the capacity for this type roadway.

Access to that part of Eden Isles south of Eden Isles Drive will be provided as shown by the proposed action.

interchange.
A. Will it be paved for construction use?
B. Will it be a gravel or shell toping for construction?
C. Remain a dirt road?
D. When is it specific as to the type of surface during construction?

2. The "Communitated Impact Statement" has been quoted by the engineering firm, M. Koch, like a Bible but this document has a number of apparent errors and oversight.
A. Maps do not agree concerning access roads.
B. Country Club Blvd to be 4-laned eventually.
C. Eden Isles Blvd to tie directly into the interchange.
D. Mainia Drive to tie into the interchange.
E. Access Road to tie into Country Club Blvd.

3. If the construction road (Country Club Blvd) is not to be paved during construction will the project be shut down when the road becomes a "mud hole"? When this happens have with the equipment and material reach the construction site?

4. We have been told by Traffic Engineering that Eden Isles Blvd will not be used as a construction road during construction. Should it be used who will enforce a "violation", the St. Tammany Sheriff? By what law? If on all weather construction road is not completed prior to construction of the interchange an alternate route must

has decided upon and to not utilize Eden Lake Drive.

5. Why aren't detail plans available on how streets will tie into this interchange? Tonight there are five exhibits detailing the bridge, off and on ramps but nothing detailed on the access streets/roads. When will they be available? Why aren't they available tonight?

6. Why is County Club Blvd, in its construction road status not being used? Why the no-through sign? Could it be that the budget is now concerned about security? Eden Lake however are concerned about security and access to this interchange will have a definite effect on our security. It also means that two access routes, via Hobbs Ave and via Marina Drive are not equal and one should be eliminated. I suggest that the Marina Drive access not be established.

7. Statements one in the Environmental Impact Statement like "final plans for development will depend upon market demand". With this type of comment why is the interchange being considered now when the East side of I-10 is less than 50% developed and the West side is still a marsh? Will the project result into a similar interchange situation like the "no name" interchange in East New Orleans?

8. What guarantee is there that Eden Lake Drive will not be tied directly into the interchange? When will designs be completed on tying in the interchange to Marina Dr.?

9. What plan are proposed for Adels Beach to the east of County Club Blvd or will it become a dead-end street? When will Adels be available?

10. Last history of Eden Jels, Inc. confirms that they can not always be trusted. The Demand Unit Development (PUD) that was sold to the Eden Jels residents in 1982 has put a bad taste in their mouths when it came to creating this developer. Therefore, a cash bond (performance bond) should be required of Eden Jels, Inc. to guarantee that County Club Blvd will be a 4-lane paved boulevard. There should also be a definite plan to study this proposal across route to Adams when it should be 4-lane if it went on as a 4-lane boulevard initially. This road even to have been a paved construction road prior to the Eden Jels Messia construction and not use Eden Jels Drive. Even today, three years later, the construction road is not complete and partial grading still exists on a narrow two-lane road and the Messia was completed to its present state in 1984.

11. What is the true estimate of the interchange project, 6, 7, 10 or 12 million? How do you estimate that half of the Eden Jels, Inc. two million dollars will go to both the state and federal with the state of Louisiana still support this project?

12. What recourse do Eden Jels homeowners have when "firm" plans are agreed upon and based on what has been filed and also stated in documentation, yet construction has not

follow these plans?

13. I would like to suggest that unless detailed plans are firm and the engineering and design of the interchange and the access roads are completed, another public meeting be held.

14. Again, I would like to say that I am for the interchange concept but only after firm access road plans have been reviewed, approved by the majority of the Eden Hills homeowners, published and signed by Highway officials in authority and a cash performance bond has been posted by Eden Hills, Inc. for the completion of County Civil Blvd to a 4-lane boulevard.

15. If another public hearing is not planned I request that it be held prior to any development on the interchange and a copy of the firm plans for the access roads including County Club Blvd/Construction road, Apple Brook Dr in Maine St. is in and my commitment concerning Eden Hills Dr.

Arthur Wilson
313 Eden Hills Dr.
Shrewsbury, Pa 17458

State of Louisiana
Department of Transportation and Redevelopment



1. Support of the project acknowledged.

DATE 11/20/85

IN ORDER FOR YOUR COMMENTS OR VIEWS TO BECOME PART OF THIS OFFICIAL PUBLIC HEARING, THEY SHOULD BE MAILED TO THE FOLLOWING ADDRESS, POST-MARKED WITHIN TEN (10) CALENDAR DAYS FOLLOWING THIS HEARING:

PUBLIC HEARINGS AND ENVIRONMENTAL IMPACT ENGINEER
LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
POST OFFICE BOX 44245, CAPITOL STATION
BATON ROUGE, LOUISIANA 70804

PROJECT NO. 737-C-2-81 DESCRIPTION Eden Isles To Techovice
PARISH St. Tammany ROUTE NO. I-10

PLEASE CONSIDER THE FOLLOWING COMMENTS: I agree fully with the I-10 interchange as proposed for the following reasons: 1) a second exit route flow been seen in case of an emergency evacuation since we only have one exit, 2) essential for the development of the metropolitan part of St. Tammany, 3) development on the site part of the parish would create a tax base for the local parish government and 4) create badly needed jobs.
The evacuation route is why this project should be the #1 priority to both state & federal agencies. I feel that since the area is growing so fast my family's safety is being jeopardized by not having a second route out of Eden Isles in case of an emergency.

NAME DONALD E. DREWES ADDRESS 101 ANITA PLACE
CITY Slidell, La. STATE LA. ZIP 70458
ORGANIZATION RESIDENT OF Eden Isles

State of Louisiana
Department of Transportation and Redevelopment



A traffic study was prepared for the project area and analyzes the movement of the vehicles through the system. The traffic problem will get worse as the development continues to grow, especially the marina complex and the higher density areas around the marina. It has been estimated that 70% of the marina traffic will be from outside of the subdivision. For a marina of approximately 1,400 slips, this has a potential of being a significant number of trips per day along an access roadway. Development plans show almost 800 dwelling units in the marina area. These people also must have access to the Slidell area and if there is only one roadway, they are forced to use it.

Analysis of traffic movements through the study area (Chapter 1) shows the Eden Isles development will be subject to much greater traffic if access is not provided than if access is completed to the interchange.

DATE Nov 25 - 81

IN ORDER FOR YOUR COMMENTS OR VIEWS TO BECOME PART OF THIS OFFICIAL PUBLIC HEARING, THEY SHOULD BE MAILED TO THE FOLLOWING ADDRESS, POST-MARKED WITHIN TEN (10) CALENDAR DAYS FOLLOWING THIS HEARING:

PUBLIC HEARINGS AND ENVIRONMENTAL IMPACT ENGINEER
LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
POST OFFICE BOX 44245, CAPITOL STATION
BATON ROUGE, LOUISIANA 70804

PROJECT NO. 737-02-01 DESCRIPTION Eden Isles Redevelopment
PARISH St. Tammany Parish ROUTE NO. 1-10

PLEASE CONSIDER THE FOLLOWING COMMENTS:

Why is it built at the main Road in Lady Old Boulevard area?
had completed at his premises. What is becoming of our Eden Isles
Drive way; it is already saturated with heavy speeding traffic!
My children are never able to play outside. Total cut, total out,
down the side roads coming from their mother's home against the
heavy flow of cars that will do it, they believe some as well some
even about. Inside the house you hear the traffic. At night it is
worse, when all is quiet. No open boulevard any more. They feel real
of accidents, higher crime, pavement, from stone boulevard made
cracked boulevard. When will the ramp will be then be
even less to build in our property because he had to work on children
in a quiet neighborhood? What you like to live with your
family on such a street? Please consider
NAME Johnna Leigh - Leonard ADDRESS 311 Eden Isles
CITY Slidell STATE LA ZIP 70578

ORGANIZATION _____ 7
FORM 01-75 (REV. 7/83)

State of Louisiana
Department of Transportation and Metropolitan



Support for the project acknowledged.

DATE 11/22/85

IN ORDER FOR YOUR COMMENTS OR VIEWS TO BECOME PART OF THIS OFFICIAL PUBLIC HEARING, THEY SHOULD BE MAILED TO THE FOLLOWING ADDRESS, POST-MARKED WITHIN TEN (10) CALENDAR DAYS FOLLOWING THIS HEARING:

PUBLIC HEARINGS AND ENVIRONMENTAL IMPACT ENGINEER
LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
POST OFFICE BOX 44246, CAPITOL STATION
BATON ROUGE, LOUISIANA 70804

PROJECT NO.	DESCRIPTION	Eden Isles Interchanges
PARISH	St. Tammany	ROUTE NO. 1-18
We, residents of Eden Isles, are in favor of the proposed Eden Isles Interchange at I-10.		
1	Yvonne Bakovic	738 Marina Dr. Gretna, La.
2	Carole Kucian-Fry	145 Chateau de la Reine Blvd., Gretna, La.
3	Richard L. Johnson	115 St. Louis Dr. Eden Isles, La.
4	Albert Breche	1449 Marine Dr. Gretna, La.
5	Frank B. Fry	150 Belle Bend Dr. Eden Isles, La.
6	Alvin E. King	150 North Park Dr. Eden Isles, La.
7	William Johnson	222 Marquette St. Eden Isles, La.
8	Frank Johnson	164 Marine Dr. Eden Isles, La.
9	Edith Johnson	130 St. Louis Dr. Eden Isles, La.
10	Robert Johnson	172 Filipe Lane Eden Isles, La.
11	James H. King	1447 Marine Dr. Eden Isles, La.
12	Edith Johnson	188 Marquette St. Eden Isles, La.
13	Michael S. McCord	252 Buckle Cove Eden Isles, La.
14	Robert M. King	185 Chateau de la Reine, Eden Isles, La.
15	John R. King	203 Chateau de la Reine, Eden Isles, La.
16	John R. King	203 Chateau de la Reine, Eden Isles, La.
17	John R. King	120 Quincy Ave. Eden Isles, La.
18	Robert H. Johnson	200 Marina Drive Eden Isles, La.
19	James Johnson	200 Marina Drive Eden Isles, La.
20	John R. King	101 Marina Drive Eden Isles, La.
21	John R. King	Lot 133 Eden Isles, La.
22	John R. King	236 Marina Drive Eden Isles, La.
23	John R. King	205 Chateau de la Reine, Eden Isles, La.
24	John R. King	104 Brushy Creek Eden Isles, La.

State of Louisiana
Department of Transportation and Development



Support for the project acknowledged.

DATE 11/22/87

IN ORDER FOR YOUR COMMENTS OR VIEWS TO BECOME PART OF THIS OFFICIAL PUBLIC HEARING, THEY SHOULD BE MAILED TO THE FOLLOWING ADDRESS, POST-MARKED WITHIN TEN (10) CALENDAR DAYS FOLLOWING THIS HEARING:

PUBLIC HEARINGS AND ENVIRONMENTAL IMPACT ENGINEER
LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
POST OFFICE BOX 4248, CAPITOL STATION
BATON ROUGE, LOUISIANA 70804

PROJECT NO.	DESCRIPTION	Eden Isles Interchange
PARISH	St. Tammany	ROUTE NO. 2-10
We, the Members of Eden Isles Golf Club, are in favor of the proposed Eden Isles Interchange at I-10.		
1	Frank Deane	7239 Debbie Dr.
2	Frank Deane	164 Marvin Ct.
3	Deane	2701 Bill Koch Drive
4	Deane	3122 Country Dr
5	Deane	108 Highland Dr
6	Deane	3478 Timothy Dr.
7	Deane	85 Duhrme Ct
8	Deane	311 James Dr Metairie, La
9	Deane	316 Grand Dr. Metairie
10	Deane	294 Palmarad W. Metairie, La.
11	Deane	
12	Deane	4209 N. Turnbull Met. La.
13	Deane	
14	James Wauson	503 E. Lake Catherine Slidell, La.
15	Charles S. Field	1006 Chingwood Ln. NIV LA 70126
16	James J. Field	1416 Quincy Woods No. LA 70112 La.
17-18	West. W. Field	1101 Maricourt St. Metairie, 70122
19	Paula Hidalgo	7250 Northgate Dr. New Orleans 70128
20	Elaine Garcia	15 Bridgeway Ct. Slidell La. 70589
21	John J. Garcia	19216 Plainfield Dr. Metairie, La. 70123
22	John J. Garcia	5844 Maple St. Metairie, La. 70122
23	John J. Garcia	5844 Maple St. Metairie, La. 70122
24	John J. Garcia	344 Louisiana Ave. Metairie, La. 70122
25	John J. Garcia	Rt 7 Box 7480 Slidell, La.



Support for project acknowledged.

DATE 11-22-85

IN ORDER FOR YOUR COMMENTS OR VIEWS TO BECOME PART OF THIS OFFICIAL PUBLIC HEARING, THEY SHOULD BE MAILED TO THE FOLLOWING ADDRESS, POST-MARKED WITHIN TEN (10) CALENDAR DAYS FOLLOWING THIS HEARING:

PUBLIC HEARINGS AND ENVIRONMENTAL IMPACT ENGINEER
LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
POST OFFICE BOX 44246, CAPITOL STATION
BATON ROUGE, LOUISIANA 70804

PROJECT NO.	111-02-81	DESCRIPTION	Eden Isles Interchange
PARISH	St. Tammany	ROUTE NO.	1-10
1		Mr. residents of Eden Isles, are in favor of the proposed Eden Isles Interchange at 1-10.	
2		Eden Isles 118 (Mr. ...), Eden Isles	
3		Eden Isles 119 (Mr. ...), Eden Isles	
4		Eden Isles 109 (Mrs. ...), Eden Isles	
5		154 SAUBOSSE DR SICKEL CT	
6		107 Jackie Ln., Eden Isles	
7		107 Jackie Ln., Eden Isles	
8		107 Jackie Ln., Eden Isles	
9		122 Ramon P Eden Isles	
10		116 ... Eden Isles	
11		116 ... Eden Isles	
12		109 ... Eden Isles	
13		116 ... Eden Isles	
14		116 ... Eden Isles	
15		116 ... Eden Isles	
16		200 ... Eden Isles	
17		212 ... Eden Isles	
18 +		235 ... Eden Isles	
19		249 ... Eden Isles	
20		230 ... Eden Isles	
21		230 ... Eden Isles	
22		230 ... Eden Isles	
23		230 ... Eden Isles	
24		230 ... Eden Isles	

State of Louisiana
Department of Transportation and Development



The parish controls what happens on dedicated public streets such as Eden Isles Drive. Residents who believe a signalized intersection is appropriate at Eden Isles Drive and Windward Passage should work with their Police Juror and the parish government to have it installed.

DATE 11/22/85

Analysis of traffic movements through the study area (Chapter 1) shows the Eden Isles development will be subject to much greater traffic if access is not provided than if access is completed to the interchange.

IN ORDER FOR YOUR COMMENTS OR VIEWS TO BECOME PART OF THIS OFFICIAL PUBLIC HEARING, THEY SHOULD BE MAILED TO THE FOLLOWING ADDRESS, POST-MARKED WITHIN TEN (10) CALENDAR DAYS FOLLOWING THIS HEARING:

PUBLIC HEARINGS AND ENVIRONMENTAL IMPACT ENGINEER
LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
POST OFFICE BOX 42245, CAPITOL STATION
BATON ROUGE, LOUISIANA 70804

PROJECT NO. 737-02-81 DESCRIPTION EDEN ISLES INTERCHANGE
PARISH ST. TAMMANY ROUTE NO. I-10

PLEASE CONSIDER THE FOLLOWING COMMENTS:

IF THE INTERCHANGE ALLOWS TRAFFIC DIRECTLY
ONTO EDEN ISLES BLVD WE WILL NEED
SPEED BUMPERS SO THE COMMUTERS WHO WORK
IN N.O. DO NOT KILL OUR KIDS & PETS ON
THAT MAIN STREET.
ALSO A TRAFFIC LIGHT WILL BE NECESSARY
AT THE INTERSECTION OF EDEN ISLES BLVD
& WINDWARD PASSAGE AS ALL OF US WHO
LIVE ON WINDWARD WILL NOT BE ABLE TO
FLOW INTO EDEN ISLES BLVD DUE TO THE
CONGESTION OF TRAFFIC ON THE BLVD.

NAME LOUIS N. SUFFARD ADDRESS 400 WINDWARD PASSAGE
CITY EDEN ISLES STATE LOUISIANA ZIP 70458
ORGANIZATION _____

State of Louisiana
Department of Transportation and Development



Support of the project acknowledged.

DATE November 22, 1985

IN ORDER FOR YOUR COMMENTS OR VIEWS TO BECOME PART OF THIS OFFICIAL PUBLIC HEARING, THEY SHOULD BE MAILED TO THE FOLLOWING ADDRESS, POST-MARKED WITHIN TEN (10) CALENDAR DAYS FOLLOWING THIS HEARING:

PUBLIC HEARINGS AND ENVIRONMENTAL IMPACT ENGINEER
LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
POST OFFICE BOX 44246, CAPITOL STATION
BATON ROUGE, LOUISIANA 70804

PROJECT NO. 737-02-81 DESCRIPTION Eden Isles Interchange
PARISH St. Tammany ROUTE NO. I-10

PLEASE CONSIDER THE FOLLOWING COMMENTS: As a property owner of property in Eden Isles, I favor the construction of the interchange for the following reasons:

- 1) The interchange will afford me two easy accesses to my property.
- 2) Highway 11 Bridge is on many occasions closed, the interchange would provide easy access to I-10 allowing New Orleans and Mississippi access from the subdivision without going through downtown Slidell.
- 3) The Interchange would provide alternate evacuation from Eden Isles during any emergency situation.
- 4) Construction of the Interchange would be of significant and favorable economic impact to St. Tammany Parish and the City of Slidell.

Harvey E. Finch
NAME HARVEY E. FINCH ADDRESS 757 GAUSE BOULEVARD
CITY SLIDELL STATE LOUISIANA ZIP 70458

FORM 01-79 (REV. 7)

State of Louisiana
Department of Transportation and Development

Support of the project acknowledged.



DATE 11/22/85

IN ORDER FOR YOUR COMMENTS OR VIEWS TO BECOME PART OF THIS OFFICIAL PUBLIC HEARING, THEY SHOULD BE MAILED TO THE FOLLOWING ADDRESS, POST-MARKED WITHIN TEN (10) CALENDAR DAYS FOLLOWING THIS HEARING:

PUBLIC HEARINGS AND ENVIRONMENTAL IMPACT ENGINEER
LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
POST OFFICE BOX 44245, CAPITOL STATION
BATON ROUGE, LOUISIANA 70804

PROJECT NO. 717-02-81 DESCRIPTION Eden Isles Interchange

PARISH St. Tammany ROUTE NO. I-10

PLEASE CONSIDER THE FOLLOWING COMMENTS: To a "Must"

NAME Anthony Leblond ADDRESS 115 Zingari Dr.
CITY Shreveport STATE LA ZIP 70458

DOT 4417-2 (10-81)

Support of the project acknowledged.

138 Eden Issues Drive
St. Idell, LA 70458
NOV. 22, 1985

LA. Dept of Transportation
Federal Hwy Administration
750 Florida St
Baton Rouge, LA

Dear Sir

Re: EDEN ISSUES
F-10 INTERCHANGE

Reference is made to the
above captioned matter. I read in
our local paper that the leaders
of Eden School were unanimously
opposed to the project.

I am a resident
homeowner, and parent that
lives in Eden School. I
am writing to offer my
complete support for the
needed interchange.
My reasons are
as follows:

Page 2:

- 1) The interchange will improve safety and allow another route to the city other than the highly congested highway (Ardoy).
- 2) It will actually improve traffic flow within our neighborhood. There is currently only one way of egress which actually is a detriment to neighborhood safety.
- 3) It will improve the need and development of the area and offer the property owners within the neighborhood greater development potential and increased property value.

I offer this letter as a private citizen, not a homebuilder or developer, or someone that will personally gain from

Page 7

this project. I am not
related to or part of
the Eden Sales Corporate
Development. In fact I
am generally at odds
with their public protection
efforts.

I find that the
offer from Eden Sales
for Property and Cash-
for their development is
one that we should not
pass, consider current
economic conditions &
we can't make
approval of this project.

Sincerely

John D. [Signature]

CC: Eden Sales Inc

State of Louisiana
Department of Transportation and Rehabilitation

Support of the project acknowledged.



DATE 11-23-85

IN ORDER FOR YOUR COMMENTS OR VIEWS TO BECOME PART OF THIS OFFICIAL PUBLIC HEARING, THEY SHOULD BE MAILED TO THE FOLLOWING ADDRESS, POST-MARKED WITHIN TEN (10) CALENDAR DAYS FOLLOWING THIS HEARING:

PUBLIC HEARINGS AND ENVIRONMENTAL IMPACT ENGINEER
LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
POST OFFICE BOX 44245, CAPITOL STATION
BATON ROUGE, LOUISIANA 70804

PROJECT NO. 737-02-81 DESCRIPTION Eden Isles Interchange
PARISH St. Tammany ROUTE NO. I-10

PLEASE CONSIDER THE FOLLOWING COMMENTS: I represent Warren Properties, the owners and developers of Marina Eden Isles and Anchorage Condominiums at 1640 Harbor Dr., Eden Isles, La. The company has leased and purchased land and water for a full scale multi-family and commercial development within the PUD area of Eden Isles. As of this date, we have completed a 272 slip first class marina and 82 condo units at an investment of approximately \$7,000,000.00 We have 150 slips rented and 82 condos occupied and this represents a total of 268 vehicles accessing on Eden Isles Blvd, not including delivery trucks and visitors. The fully developed property when completed, is zoned and approved for an additional 1,000 slips, another 700 plus condos, a yacht club, a hotel and commercial stores and services on 34 acres. The land-locked development with only access down Eden Isles Blvd. would seriously damage development of the PUD plus place an unreasonable amount of unnecessary traffic on Eden Isles Blvd, which is what the property owners on this street are attempting to discourage. We agree with their cause, but disagree with their decision to oppose the interchange. The interchange is needed for the alleviation of the traffic loads on off ramps at Highway 433 and Highway 190 as well as

NAME Edy Leath ADDRESS 1450 Holston Dr. (over)
CITY Swivel Creek Mass STATE LA ZIP 70111
ORGANIZATION Warren Properties

the heavy traffic on Highway 11 and the connecting bridge to New Orleans. There is no valid
argument against the above captioned Project 737-02-81.

FILED
PUBLIC
JAN 27 10 21 AM 1964

State of Louisiana
 Department of Transportation and Development

Support of the project acknowledged.



DATE Nov 23 1985

IN ORDER FOR YOUR COMMENTS OR VIEWS TO BECOME PART OF THIS OFFICIAL PUBLIC HEARING, THEY SHOULD BE MAILED TO THE FOLLOWING ADDRESS, POST-MARKED WITHIN TEN (10) CALENDAR DAYS FOLLOWING THIS HEARING:

PUBLIC HEARINGS AND ENVIRONMENTAL IMPACT ENGINEER
 LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
 POST OFFICE BOX 44245, CAPITOL STATION
 BATON ROUGE, LOUISIANA 70804

PROJECT NO. 737-02-91 DESCRIPTION Eden Isles Interchange

PARISH St. Tammany ROUTE NO. I-10

PLEASE CONSIDER THE FOLLOWING COMMENTS: The interchange is
very definitely in favor of this interchange and
the following reasons:
1) The lane is needed without any delay to
as we presently have approximately 70 cars
in Eden Isles plus several more on the road
2) The area is presently developing due to its volume
with the demand of the market and have
already built and sold 60 houses in
this subdivision.
3) With the increase in the area and the 3
changes to have full potential the traffic on
Eden Isles Blvd without the interchange would be
unbearable.

NAME Paul W. Hagan ADDRESS 150 Park Blvd OR
 CITY Slidell STATE LA ZIP 70458
 ORGANIZATION Hemard - Wogan Inc.

State of Louisiana
Department of Transportation and Development

Support of the project acknowledged.



DATE Dec 23, 1985

IN ORDER FOR YOUR COMMENTS OR VIEWS TO BECOME PART OF THIS OFFICIAL PUBLIC HEARING, THEY SHOULD BE MAILED TO THE FOLLOWING ADDRESS, POST-MARKED WITHIN TEN (10) CALENDAR DAYS FOLLOWING THIS HEARING:

PUBLIC HEARINGS AND ENVIRONMENTAL IMPACT ENGINEER
LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
POST OFFICE BOX 44246, CAPITOL STATION
BATON ROUGE, LOUISIANA 70804

PROJECT NO. 737-02-01 DESCRIPTION Eden Isles Interchange

PARISH St. Tammany ROUTE NO. I-10

PLEASE CONSIDER THE FOLLOWING COMMENTS: The interchange will
not definitely be a favor of the interchange for
the following reasons:
1) The line is a great extent on Eden Isles
as we presently own approximately 70 lots
in Eden Isles of this area. we are planning
to proceed presently developing lots to include
with this demand of the market and have
already built and sold 60 houses in
this subdivision.
2) With Mass. Ave. to the west and Thruway 5
decreases to their full potential the traffic on
Eden Isles Blvd without the interchange would be
unbearable.

NAME Paul D. Hogan ADDRESS 150 Park Blvd
 CITY Slidell STATE LA ZIP 70458
 ORGANIZATION Hemard - Hogan Inc.

State of Louisiana
Department of Transportation and Development



DATE 11-23-65

IN ORDER FOR YOUR COMMENTS OR VIEWS TO BECOME PART OF THIS OFFICIAL PUBLIC HEARING, THEY SHOULD BE MAILED TO THE FOLLOWING ADDRESS, POST-MARKED WITHIN TEN (10) CALENDAR DAYS FOLLOWING THIS HEARING:

PUBLIC HEARINGS AND ENVIRONMENTAL IMPACT ENGINEER
LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
POST OFFICE BOX 44346, CAPITOL STATION
BATON ROUGE, LOUISIANA 70804

PROJECT NO. 117-92-81 DESCRIPTION Eden Isles Interchange

PARISH	St. Tammany	ROUTE NO.	I-10
No. residences at Eden Isles, are in favor of the proposed Eden Isles Interchange at I-10.			
1	Eden Isles	1000	1000
2	Eden Isles	1000	1000
3	Eden Isles	1000	1000
4	Eden Isles	1000	1000
5	Eden Isles	1000	1000
6	Eden Isles	1000	1000
7	Eden Isles	1000	1000
8	Eden Isles	1000	1000
9	Eden Isles	1000	1000
10	Eden Isles	1000	1000
11	Eden Isles	1000	1000
12	Eden Isles	1000	1000
13	Eden Isles	1000	1000
14	Eden Isles	1000	1000
15	Eden Isles	1000	1000
16	Eden Isles	1000	1000
17	Eden Isles	1000	1000
18	Eden Isles	1000	1000
19	Eden Isles	1000	1000
20	Eden Isles	1000	1000
21	Eden Isles	1000	1000
22	Eden Isles	1000	1000
23	Eden Isles	1000	1000
24	Eden Isles	1000	1000

State of Louisiana
Department of Transportation and Development



DATE 11-23-65

IN ORDER FOR YOUR COMMENTS OR VIEWS TO BECOME PART OF THIS OFFICIAL PUBLIC HEARING, THEY SHOULD BE MAILED TO THE FOLLOWING ADDRESS, POST-MARKED WITHIN TEN (10) CALENDAR DAYS FOLLOWING THIS HEARING:

PUBLIC HEARINGS AND ENVIRONMENTAL IMPACT ENGINEER
LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
POST OFFICE BOX 44346, CAPITOL STATION
BATON ROUGE, LOUISIANA 70804

PROJECT NO. 117-92-81 DESCRIPTION Eden Isles Interchange

PARISH	St. Tammany	ROUTE NO.	I-10
No. residences at Eden Isles, are in favor of the proposed Eden Isles Interchange at I-10.			
1	Eden Isles	1000	1000
2	Eden Isles	1000	1000
3	Eden Isles	1000	1000
4	Eden Isles	1000	1000
5	Eden Isles	1000	1000
6	Eden Isles	1000	1000
7	Eden Isles	1000	1000
8	Eden Isles	1000	1000
9	Eden Isles	1000	1000
10	Eden Isles	1000	1000
11	Eden Isles	1000	1000
12	Eden Isles	1000	1000
13	Eden Isles	1000	1000
14	Eden Isles	1000	1000
15	Eden Isles	1000	1000
16	Eden Isles	1000	1000
17	Eden Isles	1000	1000
18	Eden Isles	1000	1000
19	Eden Isles	1000	1000
20	Eden Isles	1000	1000
21	Eden Isles	1000	1000
22	Eden Isles	1000	1000
23	Eden Isles	1000	1000
24	Eden Isles	1000	1000

State of Louisiana
Department of Transportation and Development



DATE 11-22-81

IN ORDER FOR YOUR COMMENTS OR VIEWS TO BECOME PART OF THIS OFFICIAL PUBLIC HEARING, THEY SHOULD BE MAILED TO THE FOLLOWING ADDRESS, POST-MARKED WITHIN TEN (10) CALENDAR DAYS FOLLOWING THIS HEARING:

PUBLIC HEARINGS AND ENVIRONMENTAL IMPACT ENGINEER
LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
POST OFFICE BOX 4246, CAPITOL STATION
BATON ROUGE, LOUISIANA 70804

PROJECT NO. 117-02-51 DESCRIPTION Eden Isles Interchange
PARISH St. Tammany ROUTE NO. I-10

We, residents of Eden Isles, are in favor of the proposed Eden Isles Interchange at I-10.

- 1 James J. Williams 776 Warren Dr. Slidell LA 70458
- 2 William Johnson 7600 W. St. Charles LA 70458
- 3 Walter Johnson 7600 W. St. Charles LA 70458
- 4 Tim Johnson 1443 Harbor Dr Slidell LA 70458

State of Louisiana
Department of Transportation and Development



DATE NOV 22 1985

IN ORDER FOR YOUR COMMENTS OR VIEWS TO BECOME PART OF THIS OFFICIAL PUBLIC HEARING, THEY SHOULD BE MAILED TO THE FOLLOWING ADDRESS, POST-MARKED WITHIN TEN (10) CALENDAR DAYS FOLLOWING THIS HEARING:

PUBLIC HEARINGS AND ENVIRONMENTAL IMPACT ENGINEER
LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
POST OFFICE BOX 4246, CAPITOL STATION
BATON ROUGE, LOUISIANA 70804

PROJECT NO. 117-02-51 DESCRIPTION Eden Isles Interchange
PARISH St. Tammany ROUTE NO. I-10

We, residents of Eden Isles, are in favor of the proposed Eden Isles Interchange at I-10.

- 1 Mr. and Mrs. C. Burke Lewis #221-1370 Metairie, La.
- 2 Tracy and Mrs. Harold Stamps #421- " " "
- 3 6716 and Mrs. Wilford Bick # " 318 " " "
- 4 James Leonard #205 #180 Slidell, La.
- 5 Antony S. Spitz # 319 1580 Harbor Dr.
- 6 Walter Johnson #116 1580 Harbor Dr.
- 7 John Smith #107 1580 Harbor Dr.
- 8 Madette Daniels #127 1580 Harbor Dr.
- 9 Mr. and Mrs. John F. La #115 1450 Harbor Dr.
- 10 Ernie Cognigni #210 1450 Harbor Dr.
- 11 Robert Lewis #322 1500 Harbor Dr.

State of Louisiana
Department of Transportation and Development

Support of the project acknowledged.



DATE November 21, 1985

IN ORDER FOR YOUR COMMENTS OR VIEWS TO BECOME PART OF THIS OFFICIAL PUBLIC HEARING, THEY SHOULD BE MAILED TO THE FOLLOWING ADDRESS, POST-MARKED WITHIN TEN (10) CALENDAR DAYS FOLLOWING THIS HEARING:

PUBLIC HEARINGS AND ENVIRONMENTAL IMPACT ENGINEER
LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
POST OFFICE BOX 44246, CAPITOL STATION
BATON ROUGE, LOUISIANA 70804

PROJECT NO. 737-02-81 DESCRIPTION Eden Isles Interchange

PARISH St. Tammany ROUTE NO. I-10

PLEASE CONSIDER THE FOLLOWING COMMENTS: I would like to go on record as being in favor of the proposed interchange at Eden Isles. I attended the hearing and frankly was totally surprised and overwhelmed at the opposition I heard. I went to the hearing to receive information about the project and therefore was not prepared to make clear and concise arguments necessary to counter the oppositions' reasoning for cancelling the project. I would like to do so now.

I came away from the hearing with the conclusion that there were three distinct reasons for opposing the interchange. These were:

1. The traffic density in the area was not sufficient to warrant construction of the interchange.
 2. The arguments by Representative Scoggin suggested that there was a competition for either funds or logistical resources between the interchanges at Eden Isles and one being proposed at Frenaux in Slidell.
- His argument was basically that due to traffic congestion problems in that

NAME Charles S. Vogan ADDRESS 228 Constellation Drive

CITY Slidell (Eden Isles S/D) STATE LA ZIP 70458

area, the interchange at Frenaux should take paramount priority.

- 3). The traffic from an interchange at Eden Isles would dump an exorbitant amount of traffic on Eden Isles Drive including heavy trucks desiring to avoid the scales on I-10 as well as transient traffic seeking easy access from Highway 11 to I-10.

I would like to address these concerns individually.

With respect to the need for an interchange relative to current traffic density in the area, Representative Scoggin, is correct. The existing levels of traffic do not warrant an interchange. However, there are other equally compelling reasons for constructing one at Eden Isles. Eden Isles is a developing community with hundreds of acres of land set for development as single-family and multi-family residential communities, commercial ventures including the marina now under construction, a golf course, and a convention center. At present, there is only one way in and out and that is the intersection of Eden Isles Drive at Highway 11. My understanding is that it takes upwards of five years from the inception of an interchange project until its completion. Eventually, in the near-distant future, as development continues, the traffic pattern will justify the interchange. For this reason, I would think it would be advantageous for the community to have the interchange ready for when it is needed rather than putting up with a major inconvenience while one is being built.

Additionally, the concept of having a centrally located interchange at

Eden Isles has always been included in the developmental plan for the area.

Indeed, the enormous amount of acreage that is involved in the development necessitates a quick access link between Eden Isles and the surrounding communities (Slidell, Covington, and New Orleans) both for evacuation as well as convenience purposes.

Originally planned to be completed 10 years ago, the project has been forestalled by lengthy legal disputes during which the cost of the project escalated far beyond the wildest cost estimates of the developers.

The legal disputes have now been settled and the entire area of reclaimed land has now been slated for development. As such, it is now the last significant piece of property in Southeast Saint Tammany Parish that can be used for developmental purposes. This translates to economic activity for the Southeast end of the parish which is, overall, the most compelling reason for proceeding with the project.

Saint Tammany Parish is a bedroom community that has no significant industry with which to support its residents other than construction. The parish's fortunes are directly tied to the fortunes of the surrounding parishes which in the past two years have dropped dramatically. Everywhere I look on Pontchartrain Boulevard and Front Street I see vacant commercial properties and businesses closing. Each week I read in the paper where businesses owned by people I know have filed for bankruptcy.

I believe that the completion of the interchange at Eden Isles will spur the continuation of the costly type of development required for a subdivision of its type thus creating large numbers of jobs directly related to the labor and distribution of materials required for each element of the project. Additionally it will encourage the economic growth of the entire end of the parish, which is now in a pocket having little transient traffic and a severely limited population for the businesses in the area to draw from.

Finally, no business can continue to survive without the tools necessary to function or the cooperation of the neighboring residents. I suspect that

this is true for Eden Isles Inc. as well. For years they have poured millions of dollars into the development and this interchange has always been an integral part of their plans. To postpone or cancel this project would drastically slow the development of the Subdivision and could conceivably jeopardize the financial stability of the company. To have another economic casualty of a major corporation in Louisiana would not speak well for the economic climate of this state much less enable the state to attract desperately needed industry. I suspect Eden Isles Inc. really needs this interchange:

With respect to Representative Scoggin's remarks, I must confess that I was unaware that there was competition for funding or material. I believe that both projects are equally needed and cooperative efforts should be made to fund both projects by all parties concerned. As far as labor and material, the construction industry in this part of the parish is so depressed now that I seriously doubt there will be any trouble finding the help necessary to complete both projects simultaneously.

Last, with respects to the comments I heard at the hearing from the residents of Eden Isles Drive, I would like to place them in their proper perspective. These people are literally terrified that the traffic from the interchange will be dumped onto their street. They have been told by certain individuals who live on Eden Isles Drive that their street will become a major thoroughfare which will be "equivalent to Cause Boulevard." Furthermore, they have been told that, if the traffic congestion warrants, the 14 foot parish right-of-way in front of their homes will be paved in order to widen Eden Isles Drive, thus leaving them with a front yard of 20 feet or less. Together with this picture, add the vision of semi-tractor trailers and motorcycle gangs traversing

Eden Isles Drive to get from Highway 11 to I-10, and you have the recipe for a vision that would terrorize any homeowner. It was this vision of the future that the residents of Eden Isles Drive reacted so dramatically to at the hearing.

In all fairness to the residents, their fears are not totally unfounded because the developers have historically had dismal public relations with the people in the area. Economic conditions have three times forced the developers into bankruptcy with Eden Isles Inc. being the last in the series of four developers who have controlled the project or parts of it, eg. Moonraker Inc. Each developer had made grandiose promises to the residents, and all too many times, had to modify or cancel plans due to changes in economic conditions or just changed their plans spontaneously without consulting the homeowner's organization. All of this has led to an atmosphere of overwhelming distrust for the actions of the developer particularly by the earliest residents who settled on Eden Isles Drive. This too has aggravated the fears felt by all of the residents on Eden Isles Drive.

The solution to their fears is simply the incorporation of a well-thought out plan for handling the traffic going to and from the interchange which will minimize the possible impact on the existing developed areas. Eden Isles, with its large tracts of undeveloped land is now ideally suited for the development of just such plans. Furthermore, these plans should be made now, thus allowing the Eden Isles development to include the necessary roads permitting the most efficient flow of traffic rather than trying to adapt an existing thoroughfare to the traffic generated by an interchange later. In short the problems addressed by these residents are most easily addressed now and should be addressed to allay the fears of all concerned.

In conclusion, the exercise of forethought, in my opinion, will in the long term save the taxpayers millions in relocating and legal expenses associated with the subsequent construction of an interchange. In addition, construction of an interchange at Eden Isles will revitalize the economic health of the entire southeast end of the parish. Thus the project should be supported as one day it will be needed much as the Fromeaux interchange is needed today.

State of Louisiana
Department of Transportation and Rehabilitation



Support of the project acknowledged.

DATE 7-24-85

IN ORDER FOR YOUR COMMENTS OR VIEWS TO BECOME PART OF THIS OFFICIAL PUBLIC HEARING, THEY SHOULD BE MAILED TO THE FOLLOWING ADDRESS, POST-MARKED WITHIN TEN (10) CALENDAR DAYS FOLLOWING THIS HEARING:

PUBLIC HEARINGS AND ENVIRONMENTAL IMPACT ENGINEER
LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
POST OFFICE BOX 44245, CAPITOL STATION
BATON ROUGE, LOUISIANA 70804

PROJECT NO. 737-02-81 DESCRIPTION EDEU ISLE INTERCHANGES

PARISH ST TAMMANY ROUTE NO. I-10

PLEASE CONSIDER THE FOLLOWING COMMENTS: I wish to express my opinion in favor of the plan. The interchange is needed of the Glen Lake Highway. It is in the area that has been in the area for many years. The majority of the industry support the proposed interchange with a four lane access road in place from the beginning. The importance of an adequate access road from the travel coin will be over emphasized. Careful attention to an adequate construction road is a must. The present construction will not be adequate in terms of rain. The interchange is needed for many reasons if the area is to open and provide to plan, and through the development is to occur, the interchange and an adequate access road in place are essential.

NAME FRED K. ARELL ADDRESS EDEU ISLE
CITY LAKE CHARLES STATE LA ZIP 70508
ORGANIZATION PRESIDENT EDEU ISLE COMMUNITIES ASSN.

504-643-1845

State of Louisiana
 Department of Transportation and Rehabilitation



Support of the project acknowledged.

DATE 7-24-85

IN ORDER FOR YOUR COMMENTS OR VIEWS TO BECOME PART OF THIS OFFICIAL PUBLIC HEARING, THEY SHOULD BE MAILED TO THE FOLLOWING ADDRESS, POST-MARKED WITHIN TEN (10) CALENDAR DAYS FOLLOWING THIS HEARING:

PUBLIC HEARINGS AND ENVIRONMENTAL IMPACT ENGINEER
 LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
 POST OFFICE BOX 44245, CAPITOL STATION
 BATON ROUGE, LOUISIANA 70804

PROJECT NO. 737-02-81 DESCRIPTION EDEN ISLE INTERCHANGE

PARISH ST TAMMANY ROUTE NO. I-10

PLEASE CONSIDER THE FOLLOWING COMMENTS I wish to expand my opinion

in favor of the Eden Isle interchange. In a review of the Eden Isle
Memorandum I discovered in the past three years I believe the
majority of the residents support the proposed interchange with
a four lane access road in place from the beginning.
The importance of an adequate access road from the
interchange can not be over emphasized. A typical commercial
to an adequate commercial road is a must. The
present construction ^{road} will not be adequate in terms
of rain. The interchange is needed for many reasons
if the area is to grow and provide to flow, and
through the development is to occur, the
interchange and an adequate access road is
please be essential.

NAME FRED K. ABEL ADDRESS EDEN ISLE
 CITY LAUREL DR - SIBEL STATE LA ZIP 70958
 ORGANIZATION PRESIDENT EDEN ISLE HOMEOWNERS ASSN.

524-643-1875

State of Louisiana
Department of Transportation and Development



Alternative locations for the interchange were considered in the DEIS and were rejected for documented reasons (Chapter II, Alternatives Including the Proposed Action). Traffic studies indicate that volumes of traffic will decrease on Eden Isles Drive because of the Interchange (Chapter I, Purpose and Need for Action).

Noise should decrease because traffic volumes will decrease and existing truck traffic will be forced to use Eden Isles Parkway (Separate volume, NOISE STUDY REPORT, L.DOTD).

Eden Isles Drive is a dedicated public street. The security guard has no legal authority to stop or deny anyone access to the subdivision.

DATE 11/24/81

IN ORDER FOR YOUR COMMENTS OR VIEWS TO BECOME PART OF THIS OFFICIAL PUBLIC HEARING, THEY SHOULD BE MAILED TO THE FOLLOWING ADDRESS, POST-MARKED WITHIN TEN (10) CALENDAR DAYS FOLLOWING THIS HEARING:

PUBLIC HEARINGS AND ENVIRONMENTAL IMPACT ENGINEER
LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
POST OFFICE BOX 44249, CAPITOL STATION
BATON ROUGE, LOUISIANA 70804

PROJECT NO. 737-D2-81 DESCRIPTION EDEN ISLES INTERCHANGE

PARISH ST. TAMMANY ROUTE NO. 1-10

PLEASE CONSIDER THE FOLLOWING COMMENTS: THE PROPOSED INTERCHANGE

IS CONSIDERED HIGHLY UNSUITABLE (AT THE PROPOSED

LOCATION). SOME REASONS FOR THIS IS (A) THAT WILL

LEAD TO A INCREASE OF TRAFFIC ON EDEN ISLES DRIVE

FOR WHICH IT IS NOT SUITABLE, (B) DANGER TO CHILDREN

IN THE S/D DUE TO HIGH INCLINE IN TRAFFIC(S)

NOISE LEVEL WILL INCREASE BEYOND BULKING CITY

IS ENOUGH NOW!! (B) EDEN ISLES CURRENTLY HAS A

SECURITY GUARD AT THE ENTRANCE TO THE S/D - ON

1-11 BY OPENING THE INTERCHANGE THIS WILL LEAD TO

THE SEVERE PROBABILITY OF UNDESIRABLE COLLISIONS, NOISE

CRIME AND ACCIDENTS

CONCORD WITH THE VIEW EXPRESSED BY BOB DAVIS RESENTMENT

AND SECTION 4 STATE SCHOOL CARRY THAT THE INTERCHANGE IS

UNNECESSARY.

NAME Colin E. J. J. J. ADDRESS 140 EDEN ISLES DR

CITY SLYDALL STATE LA ZIP 70548

ORGANIZATION Self

PROJECT NO. 737-D2-81

State of Louisiana
Department of Transportation and Development



Support for project acknowledged.

DATE 11/25/85

IN ORDER FOR YOUR COMMENTS OR VIEWS TO BECOME PART OF THIS OFFICIAL PUBLIC HEARING, THEY SHOULD BE MAILED TO THE FOLLOWING ADDRESS, POST-MARKED WITHIN TEN (10) CALENDAR DAYS FOLLOWING THIS HEARING:

PUBLIC HEARINGS AND ENVIRONMENTAL IMPACT ENGINEER
LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
POST OFFICE BOX 42346, CAPITOL STATION
BATON ROUGE, LOUISIANA 70804

PROJECT NO.	DESCRIPTION	Eden Isles Interchange
	PARISH St. Tammany	ROUTE NO. I-10
	No. residents of Eden Isles, are in favor of the proposed Eden Isles Interchange at I-10	
1	Mrs. Antoinette Lavette	100 Britte Place - 2.4
2	Coppe Rochelle	210 Interpave Dr. - 2.4
3	Cliff Burns	224 Interpave Dr. - 2.4
4	Mrs. Enid Gill Livingston	100 Rangage Loop - 2.4
5	Talman Bonvan	101 Britte Place - 2.4
6	Mrs. O'Leah C. Dumas	101 Britte Place - 2.4
7	Mrs. B. Dumas	101 Britte Place - 2.4
8	John J. Dumas	101 Britte Place - 2.4
9	Walter Dumas	101 Britte Place - 2.4
10	Robert Dumas	101 Britte Place - 2.4
11	Robert Dumas	101 Britte Place - 2.4
12	John Dumas	101 Britte Place - 2.4
13	John Dumas	101 Britte Place - 2.4
14	John Dumas	101 Britte Place - 2.4
15	John Dumas	101 Britte Place - 2.4

State of Louisiana
Department of Transportation and Rehabilitation



The DEIS complies with FHWA regulations as a full disclosure document that describes and discusses the primary and secondary beneficial and adverse impacts of the proposed action and alternatives on the study area. The document has been reviewed by many Federal and state agencies and none have suggested it is inadequate.

Eden Isles Drive is a dedicated public street which is accessible to anyone who chooses to use it. The security guard has no legal authority to deny access to the subdivision to anyone. Some types of vehicles can be restricted from using the Boulevard by having the parish declare Eden Isles Drive as not a truck route.

DATE Nov. 25, 1985

IN ORDER FOR YOUR COMMENTS OR VIEWS TO BECOME PART OF THIS OFFICIAL PUBLIC HEARING, THEY SHOULD BE MAILED TO THE FOLLOWING ADDRESS, POST-MARKED WITHIN TEN (10) CALENDAR DAYS FOLLOWING THIS HEARING:

PUBLIC HEARINGS AND ENVIRONMENTAL IMPACT ENGINEER
LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
POST OFFICE BOX 44246, CAPITOL STATION
BATON ROUGE, LOUISIANA 70804

STATE PROJECT NO. 737-C2-F1 DESCRIPTION Eden Isles Interchange
PARISH ST TAMMANY ROUTE NO. I-10

PLEASE CONSIDER THE FOLLOWING COMMENTS: On November 19, 1985 I attended

the Public Hearing held at Sidell Masonry 1 Budtown, Sidell
Louisiana for the purpose of referring interested citizens on the subject
Project.

After reading the available literature pertaining to discussion and
traveling along the road of Sidell, we consider this project
unnecessary at the proposed location.

As a Tax payer and resident of Eden Isles, we oppose this
Project for the following:

1. Of all published studies covering this project not one
mentioned the impact of Eden Isles residents.
2. As proposed this interchange will take away our general
security by giving our streets to anyone wishing to cause
our neighborhood day or night without checking with our
improve security agency.

NAME _____ ADDRESS _____
CITY _____ STATE _____ ZIP _____
ORGANIZATION _____ (see page 2)

State of Louisiana
Department of Transportation and Development



DATE 11-25-85

IN ORDER FOR YOUR COMMENTS OR VIEWS TO BECOME PART OF THIS OFFICIAL PUBLIC HEARING, THEY SHOULD BE MAILED TO THE FOLLOWING ADDRESS, POST-MARKED WITHIN TEN (10) CALENDAR DAYS FOLLOWING THIS HEARING:

PUBLIC HEARINGS AND ENVIRONMENTAL IMPACT ENGINEER
LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
POST OFFICE BOX 44245, CAPITOL STATION
BATON ROUGE, LOUISIANA 70804

E.P.A. No. LR-05-6-07) 262

STATE PROJECT NO. 237-02-81 DESCRIPTION Eden Isles Interchanges
PARISH ST. Tammany ROUTE NO. I-10

PLEASE CONSIDER THE FOLLOWING COMMENTS:

- 3. Proposed interchange will give our residential developer to heavy auto, fast track traffic from Highway 11. So all will lead the traffic will amount of 18 vehicles trying to avoid the weigh scales.*
- 4. Approval of this project will render Eden Isles Blvd. unusable for our children to play, ride bikes and even the street close to the heavy 24 hour traffic.*
- 5. Proposed our senior citizens will be unable to walk and exercise because of the heavy traffic per opening up Eden Isles Blvd. between I-10 and Highway 11.*
- 6. Proposed our neighbor living on the Blvd. who have just their land around hollow in to their homes will be directly subjected to highway type traffic in front of their homes 24 hours a day.*

COPY _____
ORGANIZATION (see page 3)
NAME _____ ADDRESS _____
FORM 01-75 (REV. 7/82)

Eden Isles Parkway is the principal connector from U.S. 11 to the interchange. Traffic studies demonstrated that traffic will use it rather than Eden Isles Drive. In fact, traffic volumes on Eden Isles Drive will be less after the access road and interchange are complete because much of the marina traffic will use Eden Isles Parkway rather than Eden Drive Blvd. (Chapter I).

The Fremoux Road project is being studied by the Louisiana Department of Transportation and Development. Chapter II, Subchapter A, explains the status of the project. LDOTD sets the priorities within the state and because of the availability of right-of-way, environmental clearance, and the traffic study, LDOTD has elected to provide for the Eden Isles interchange first.

Residents of the parish have the opportunity to participate in the development of highway projects. See discussion of the LDOTD Public Involvement Program, letter of A.K. Willson.

State of Louisiana
Department of Transportation and Development



DATE 11-25-85

IN ORDER FOR YOUR COMMENTS OR VIEWS TO BECOME PART OF THIS OFFICIAL PUBLIC HEARING, THEY SHOULD BE MAILED TO THE FOLLOWING ADDRESS, POST-MARKED WITHIN TEN (10) CALENDAR DAYS FOLLOWING THIS HEARING:

PUBLIC HEARINGS AND ENVIRONMENTAL IMPACT ENGINEER
LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
POST OFFICE BOX 44245, CAPITOL STATION
BATON ROUGE, LOUISIANA 70804

STATE PROJECT NO. 717 - 02 - 81 DESCRIPTION Eden Isles Interchange
F.A.M. I.R. - 10-5-(54)262

PARISH ST. TAMMANY ROUTE NO. E-10

PLEASE CONSIDER THE FOLLOWING COMMENTS:

7. Proposed, this project will require a great deal of maintenance to see structure. Hence, ST Tammany Parish can not adequately fund the street repair.

8. Proposed, this project will not provide the intended benefit to the citizens of ST. Tammany Parish. The need for an additional interchange is out of Eden Isles. An additional interchange should be constructed either at Frerman or Brown-Smidt Road.

9. Considering all of the above, the most feasible action for having an Eden Isles Interchange at the proposed site is not for the widening of Eden Isles, Skill, ST Tammany or the State of Louisiana. This interchange will allow the development of some 3000 acres of undeveloped lands east of I-10 by the Eden Isles Corporation. A large corporation only interested in a return of gain not cost price investment.

NAME XXXXXXXXXX ADDRESS XXXXXXXXXX

DATE 11-25-85 SOURCE EDD

OFFICIAL DESIGNATION (see page 4) FORM 01-75 (REV. 7/83)

State of Louisiana
Department of Transportation and Development



DATE 11-25-85

IN ORDER FOR YOUR COMMENTS OR VIEWS TO BECOME PART OF THIS OFFICIAL PUBLIC HEARING, THEY SHOULD BE MAILED TO THE FOLLOWING ADDRESS, POST-MARKED WITHIN TEN (10) CALENDAR DAYS FOLLOWING THIS HEARING:

PUBLIC HEARINGS AND ENVIRONMENTAL IMPACT ENGINEER
LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
POST OFFICE BOX 44245, CAPITOL STATION
BATON ROUGE, LOUISIANA 70804

F.A.P. No. IR-10-5-(20)262

STATE PROJECT NO. 717-C2-81 DESCRIPTION Eden Isles Interchange

PARISH ST TAMMANY ROUTE NO. I-10

PLEASE CONSIDER THE FOLLOWING COMMENTS:

In conclusion, we are opposed to the project as proposed. Why spend state & FCCO STATE FUNDS, & FCCO FEDERAL FUNDS plus obligate ST TAMMANY PARISH to the job of constant road maintenance for a project which is so vigorously opposed by Parish residents.

The Louisiana Department of Transportation and Development should re-think this project and allow the residence of Eden Isle some input.

Don't allow us any input prior to commencing construction.

NAME Carl A. Crjill ADDRESS 2116 BLACKEN COTE

CITY Slidell Louisiana ZIP 70458

ORGANIZATION Resident Eden Isles

FORM 81-28 (REV. 7-83)

State of Louisiana
 Department of Transportation and Development



The construction sequence between the interchange and the access road (Eden Isles Parkway) are explained in the responses to A.K. Wilson.

DATE 11/26/85

IN ORDER FOR YOUR COMMENTS OR VIEWS TO BECOME PART OF THIS OFFICIAL PUBLIC HEARING, THEY SHOULD BE MAILED TO THE FOLLOWING ADDRESS, POST-MARKED WITHIN TEN (10) CALENDAR DAYS FOLLOWING THIS HEARING:

PUBLIC HEARINGS AND ENVIRONMENTAL IMPACT ENGINEER
 LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
 POST OFFICE BOX 44246, CAPITOL STATION
 BATON ROUGE, LOUISIANA 70804

F.A.P. No. I.A.-No. 5(344) 262

PROJECT NO. 717-02-81 DESCRIPTION EDEN ISLES INTERCHANGE

PARISH ST. TAMMANY ROUTE NO. I-10

PLEASE CONSIDER THE FOLLOWING COMMENTS: I am concerned about the proposed

interchange for the following reasons. Many promises have been broken. In the bridge for example, St. Landry Parish has accepted road from Highway 11 was supposed to be a four lane divided, two-lane road. They later left the initiation of the mainline today, after the completion of the mainline, Calcasieu Parish is a two-lane dirt unpaved road. I live on Belle Bend on one of the chubbans. If Calcasieu Parish had any access to Belle Bend on at the chubbans, that means there will be no access which is why many people move to St. Landry with the front yard home. I would like to be a part of the interchange plan and am against it until some answers are given. The chubbans will not give an answer as to what the Belle Bend Dr. will be like. I think performance should be required of the chubbans in light of their ability to perform.
Tom O'Hanrahan

NAME GLENN P. HANRAHAN ADDRESS 125 Belle Bend Dr.

CITY Stidell STATE LA ZIP 70581

ORGANIZATION _____

State of Louisiana
Department of Transportation and Development



Support of the project acknowledged.

DATE November 27, 1985

IN ORDER FOR YOUR COMMENTS OR VIEWS TO BECOME PART OF THIS OFFICIAL PUBLIC HEARING, THEY SHOULD BE MAILED TO THE FOLLOWING ADDRESS, POST-MARKED WITHIN TEN (10) CALENDAR DAYS FOLLOWING THIS HEARING:

PUBLIC HEARINGS AND ENVIRONMENTAL IMPACT ENGINEER
LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
POST OFFICE BOX 44248, CAPITOL STATION
BATON ROUGE, LOUISIANA 70804

PROJECT NO. 737-02-81 DESCRIPTION Eden Isles Interchange
PARISH St. Tammany ROUTE NO. I-10

PLEASE CONSIDER THE FOLLOWING COMMENTS:

Dear Gentlemen:

I own a parcel of land on the lake and east of I-10, within 1 mile of the proposed interchange. I am strongly in favor of the interchange. It just makes good sense to be forward thinking and build that interchange now. Please, please, please do not listen to a few self serving homeowners, who have as the only basis for opposition is there belief that it might add a few more cars on the boulevard.

NAME RICHARD A. HACHEN ADDRESS 1400 Gauss Blvd.
CITY Slidell STATE LA ZIP _____
ORGANIZATION _____

FORM 61-78 (REV. 74)

State of Louisiana
 Department of Transportation and Development



Opposition to the project acknowledged.

DATE NOVEMBER 27, 1985

IN ORDER FOR YOUR COMMENTS OR VIEWS TO BECOME PART OF THIS OFFICIAL PUBLIC HEARING, THEY SHOULD BE MAILED TO THE FOLLOWING ADDRESS, POST-MARKED WITHIN TEN (10) CALENDAR DAYS FOLLOWING THIS HEARING:

ATTN: VINCE PIZZOLATA
 PUBLIC HEARINGS AND ENVIRONMENTAL IMPACT ENGINEER
 LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
 POST OFFICE BOX 44246, CAPITOL STATION
 BATON ROUGE, LOUISIANA 70804

PROJECT NO. 737-02-81 DESCRIPTION EDEN ISLES INTERCHANGE I-1
 PARISH ST. TAMMANY ROUTE NO. INTERSTATE 10

PLEASE CONSIDER THE FOLLOWING COMMENTS: ATTACHED ARE SOME OF THE PETITIONS
15 pages totalling 131 signatures of EDEN ISLES RESIDENTS
WHICH HAVE BEEN SIGNED WITH REGARD TO BLOCKING CONSTRUCTION OF THE

ABOVE INTERCHANGE. I AM MAILING THESE AT THIS TIME TO INSURE THAT
YOU ARE IN RECEIPT OF THEM WITHIN THE ALLOTTED TIME. PEOPLE WHO WERE
CIRCULATING ADDITIONAL COPIES LEFT TO VISIT RELATIVES FOR THANKSGIVING
WITHOUT RETURNING THEM TO ME. MANY OF THE PEOPLE WHO HAVE SIGNED
THESE PETITIONS FEEL SO STRONGLY THAT THEY ARE WILLING TO PAY LEGAL
FEES TO FILE A CLASS ACTION SUIT TO BLOCK CONSTRUCTION. I WOULD HOPE
THAT AFTER HEARING THE PEOPLE WHO SPOKE AT THE MEETING ON THE 19th,
THAT WOULD NOT BE NECESSARY. AS SENATOR HINTON AND REP SCOGGIN SAID,
"WE NEED THAT INTERCHANGE LIKE WE NEED ANOTHER HOLE IN THE HEAD".
THE ONLY PEOPLE IN FAVOR ARE THE DEVELOPERS AND SOME LOCAL REAL ESTATE
SALEMEN WHO WOULD SELL OUT THEIR NEIGHBORS FOR A BUCK'S PROFIT. PLEASE!
INFORM ME AS TO THE DETERMINATION YOUR OFFICE MAKES SO THAT WE DO NOT
SPEND MONEY ON LEGAL COUNSEL NEEDLESSLY.
 NAME ROBERT G. WILLIAMS, LT. FOR ADDRESS 133 EDEN ISLES DRIVE
 CITY SLIDELL, STATE LA. ZIP 70458
 ORGANIZATION MEMBER, ST. TAMMANY PARISH SCHOOL BOARD, DISTRICT 12

P E T I T I O N

WE, THE UNDERSIGNED RESIDENTS OF EDEN ISLES SUBDIVISION, DO HEREBY PETITION ALL AGENCIES AND AUTHORITIES TO BLOCK CONSTRUCTION OF THE PROPOSED INTERCHANGE ON INTERSTATE 10 AT EDEN ISLES. CONSTRUCTION WOULD CONSTITUTE A GROSS WASTE OF PUBLIC FUNDS AS THE INTERCHANGE IS NOT NEEDED. WHEN CONSTRUCTED, THE THROUGH TRAFFIC WOULD RESULT IN EXTREMELY ADVERSE CONDITIONS FOR OUR SUBDIVISION, A LOWERING OF PROPERTY VALUES AND A LOSS OF TAX REVENUE FOR THE STATE AND PARISH. SIGNED NOVEMBER 15TH THROUGH NOVEMBER 19TH 1985.

SIGNATURE	ADDRESS	SIGNATURE	ADDRESS
[Signature]	133 Eden Isles	A.T. Compton	331 Eden Isles Dr.
[Signature]	137 Eden Isles	Robert Spear	333 Edw dobo
[Signature]	141 Eden Isles Dr.	Tom Speyer	333 Eden Isles
[Signature]	141 Eden Isles Dr.	Jane Taylor	100 Woodland Dr
[Signature]	145 Eden Isles Dr.	Jan Wood	402 Eden Isles
[Signature]	145-50-209	Lyndelle Wink	336 Eden Isles Dr
[Signature]	147 Eden Isles Dr	Janet Young	330 Eden Isles Dr.
[Signature]	149 Eden Isles Dr	Mac Wood	300 Eden Isles Dr.
[Signature]	149 Eden Isles Dr	Edwanda Powell	318 Eden Isles Dr.
[Signature]	203 Eden Isles	James C. Galloway	310 Eden Isles Dr.
[Signature]	209 Eden Isles	Donna Galloway	310 Eden Isles Dr.
[Signature]	209 Eden Isles	Robert Galloway	206 4 4 4 4
[Signature]	211 Eden Isles	Earl Purcetti	204 Eden Isles Dr.
[Signature]	301 Eden Isles	Mabel Miller	804 Eden Isles Dr.
[Signature]	301 Eden Isles	Lee King	142 Eden Isles Dr.
[Signature]	303 Eden Isles	Ken King	142 Eden Isles Dr.
[Signature]	307 Eden Isles	Johnna Cochran	311 Eden Isles
[Signature]	315 Eden Isles	John Glenn Hammett	175 Pass Creek Dr.
[Signature]	315 Eden Isles	Don E. King	144 Dittie Bush Drive
[Signature]	321 Eden Isles	John M. Cook	117 Grosvenor Lane
[Signature]	321 Eden Isles	Bill Wolf	200 Southern Star
[Signature]	327 Eden Isles	Kimberly Johnston	200 Southern Star

P E T I T I O N

WE, THE UNDERSIGNED RESIDENTS OF EDEN ISLES SUBDIVISION, DO HEREBY PETITION ALL AGENCIES AND AUTHORITIES TO BLOCK CONSTRUCTION OF THE PROPOSED INTERCHANGE ON INTERSTATE 10 AT EDEN ISLES. CONSTRUCTION WOULD CONSTITUTE A GROSS WASTE OF PUBLIC FUNDS AS THE INTERCHANGE IS NOT NEEDED. WHEN CONSTRUCTED, THE THROUGH TRAFFIC WOULD RESULT IN EXTREMELY ADVERSE CONDITIONS FOR OUR SUBDIVISION, A LOWERING OF PROPERTY VALUES AND A LOSS OF TAX REVENUE FOR THE STATE AND PARISH. SIGNED NOVEMBER 15TH THROUGH NOVEMBER 19TH 1985.

SIGNATURE	ADDRESS	SIGNATURE	ADDRESS
[Signature]	334 Eden Isles	N. Marie Miller	130 Eden Isles
[Signature]	354 Eden Isles	[Signature]	130 Eden Isles
[Signature]	354 Eden Isles	[Signature]	126 Eden Isles
[Signature]	354 Eden Isles	[Signature]	175 Eden Isles
[Signature]	123 Eden Isles Dr.	Barbara McDevine	110 Church
[Signature]	123 Eden Isles Dr.	Ma Sam Galloway	104 Church
[Signature]	123 Eden Isles Dr.	Mrs. Barbara Galloway	104 Church
[Signature]	" "	Pete Reed	125 Edw Dr
[Signature]	115 Eden Isles	Bob Galloway	110 Church
[Signature]	107 Eden Isles	[Signature]	133 Eden Isles
[Signature]	107 Eden Isles	[Signature]	114 Eden Isles
[Signature]	107 Eden Isles	[Signature]	114 Eden Isles
[Signature]	107 Eden Isles	[Signature]	111 Eden Isles
[Signature]	103 Eden Isles	[Signature]	444 Eden Isles
[Signature]	103 Eden Isles	[Signature]	254 Bluff
[Signature]	103 Eden Isles	[Signature]	216 Bluff
[Signature]	109 Eden Isles	David C. Roberts	120 Monroe
[Signature]	109 Eden Isles	[Signature]	121 Conch
[Signature]	133 Eden Isles	[Signature]	190 Church
[Signature]	112 Eden Isles	[Signature]	130 Bluff
[Signature]	112 Eden Isles	[Signature]	301 Eden Isles
[Signature]	112 Eden Isles	[Signature]	
[Signature]	112 Eden Isles	[Signature]	

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SIGNATURE	ADDRESS	SIGNATURE	ADDRESS
Mr. David P. Berni	319 Eden Subd.	Marie Brunel	444 Eden S. 2
John D. Berni	"	J. M. Bray	444 Eden S. 2
Ray G. Berni	208 Eden Subd.		
Thomas W. Berni	335 Eden Subd.		
Camille A. Berni	338 Eden Subd.		
Edward C. Berni	338 Eden Subd.		
Virginia Berni	213 Eden Subd.		
Tom Berni	113 Eden Subd.		
Bob Berni	248 Eden Subd.		
Ed Berni	160 Eden Subd.		
John Berni	400 Eden Subd.		
Robert Berni	137 Eden Subd.		
Baronell Berni	130 Eden Subd.		
Joe Berni	120 Eden Subd.		
Henry P. Berni	215 Eden Subd.		
Clifford Berni	215 Eden Subd.		
Edith Berni	215 Eden Subd.		
David Berni	400 Eden Subd.		

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SIGNATURE	ADDRESS	SIGNATURE	ADDRESS
Ursula C. Berni	333 Eden Subd.		
Paul Berni	323 Eden Subd.		
Nancy Berni	234 Eden Subd.		
Marie Berni	233 Eden Subd.		
George Berni	233 Eden Subd.		
Robert Berni	114 Eden Subd.		
Edith Berni	"		
Paul Berni	306 Eden Subd.		
Ed Berni	108 Eden Subd.		
Butler S. Berni	108 Eden Subd.		



Slidell City Council

West Colonial Street
PO Box 313
Slidell, Louisiana 70459-0313
(504) 843-3434

- ALVIN B. SINGLETARY
Chairman
- JIM MARTINEZ
Member
- LIONEL J. WASHINGTON
Member
- BOB CALLAWAY
Member
- RICHARD B. VAN SANDT
Member
- L.P. "LARRY" BARTHELMEY
Member
- WARREN L. BEAULT, MSLS
Member
- PHIL SILVAGGIO
Member
- PEARL WILLIAMS
Member

December 26, 1985

Department of Transportation & Development
Joint Legislative Committee on Transportation,
Highways & Public Works
P. O. Box 94245
Baton Rouge, Louisiana 70804-9245

Attention: Senator Ron Landry
Gentlemen:

I want to thank you for giving me the honor and opportunity to speak to you at the public hearing held at the SLU University Center on December 6, 1985. At that particular meeting, I requested that you consider Spartan Drive as a possible alternative as the new access road for the Eden Isles interchange on I-10.

During the public hearings on State Project No. 737-02-81 (Eden Isles Interchange), residents of Eden Isles vigorously objected to accessing into their private development. My suggestion of using Spartan Drive as an access/egress route would eliminate the objections of the Eden Isle residents and at the same time would provide for some very positive and significant advantages described below:

- Instead of providing the roadway on the southern side of the Schneider Canal exiting on Highway 11, it would be on the northside of the canal not more than 500 feet away.

- It would provide an important access to Fritchie Park which was developed from funds received through a State of Louisiana grant. The only access road to the park is extremely narrow (16') and under the control of St. Tammany Parish. (See letter attached describing problems associated with this arrangement).

- Utilizing Spartan Drive will eliminate the tremendous amount of traffic that cuts through from Highway 433 to Highway 11 via Lopez Street and Hickory Drive. This has not only created a dangerous safety situation for many of our school children in this area that attend the Faith Drive Baptist Church School, Our Lady of Lourdes School, Abney Elementary School and Salmen High School, but it also provides a noisy nightmare for residents living on these two streets. Traffic count a year ago was well over 2,000 cars daily.

- Spartan Drive is a part of a recommended major thoroughfare plan for diverting traffic around the southeastern part of St. Tammany Parish, thereby providing easy access to south Slidell (east and west), Eden Isles and the North Shore. This thoroughfare

The suggested connector road along Spartan Drive is not considered to be a viable alternative to the proposed access road (Eden Isles Parkway). Spartan Drive provides an indirect linkage to U.S. 11 from the interchange and is much longer than the proposed route. Spartan Drive has no control of access, whereas Eden Isles Parkway will have no driveways intersecting it, a factor which increases the safety along the route and allows for a constant speed. Upgrading of Spartan Drive will cost an estimated \$3 million which is presently not available at the parish or state levels. Eden Isles Parkway is being built by the private sector. In addition, upgrading of Spartan Drive will require acquisition of right-of-way, a potentially time-consuming process. Right-of-way for Eden Isles Parkway is available at present. Finally, if the suggested route impacts Fritchie Park, it affects Section 4f property which FHWA is obligated to avoid when their is a feasible and prudent alternative. In this case, Eden Isles Parkway is considered a feasible and prudent alternative.

would eliminate a high traffic accident area on Highway 11 going north and south across the two-lane Highway 11 bridge. At the same time, it will decrease the traffic flow that continues to increase on Highway 433.

- The growth in the southern part of St. Tammany Parish over the next 20 years will be phenomenal. When you consider that the Eden Isles development on the west side of I-10 alone could surpass Slidell's current population of 30,000 people by the year 2000...then you can understand why an interchange is extremely important now in order to accommodate such a fantastic growth. This does not consider the recent plans for the development of the eastern end of Eden Isles that could include the Saints training camp and possibly an events center for Hards 8 and 9.

Gentlemen, the time is now to make the correct decision in dealing with this population explosion. Selecting Spartan Drive as the other access road for the Eden Isles Interchange at I-10 will provide the taxpaying public so much more for their money and eliminate many of the pressing problems facing the residents today.

Your consideration and hopefully your recommendation of this alternate access route to the state legislators will be greatly appreciated.

Sincerely,



BOB CALLAHAN
Councilman, District B

Enclosure

- Copy to:
Senator Gerry Hinton
Representative Ed Scogin
Representative Ed Deano
Dan Magri, DOTD
Vincent Fizzolato, DOTD
Mayor Sam Caruso
City Council
Police Chief Max Rodrigues
Police Juror Earl Broom
Police Juror Stan Owens
Press
Westchester, Magnolia Heights, Windsor Place
Homeowners Association, 517 Poplar St., Slidell, La. 70458

THE CITY OF SLIDELL



August 16, 1985

M.W. "WEBB" HART

City Clerk

City of Slidell

ALVIN D. SINGLETARY

At Large

JOE MARTINEZ

At Large

LIONEL J. WASHINGTON

District A

BOB CALLAHAN

District B

RICHARD B. VAN SANDT

District C

L.P. "LYNN" BARTHELMEY

District D

WARREN L. BEAULT, MSUS

District E

PHIL SALVAGGIO

District F

PEARL WILLIAMS

District G

REINHARD J. DEARING

COUNCIL ADMINISTRATOR

Senator Gerry E. Hinton
2549 Carey St.,
Slidell, La. 70458

Dear Gerry:

A few years ago the city of Slidell received a \$900,000 grant from the State of Louisiana to construct a recreational area in south Slidell. As a result of this grant, the dedication of Fritchie Park for public use will occur during the month of September 1985.

At the time of construction, it was overlooked that the only entrance to the park is via the St. Tammany Parish's Houze Beach Road. This has created a number of problems, namely:

1. Houze Beach Road is at least two miles off the beaten path to the park and is at present in total dis-repair.
2. One entrance into the park, by whatever means, will limit Fritchie Park's use potential.
3. Securing the park as well as patrolling the park is almost impossible without another access route.
4. In the event of an emergency (serious accident, etc.), the time element in getting to the park could be critical to survival of any accident victim.

Chief of Police Max Rodriguez and I have discussed the park and it's problems many times. He recognizes the importance of another access road and totally supports any effort that will accomplish this.

I have proposed on a number of occasions the extension of Spartan Drive via Fritchie Park to Houze Beach Road. This would not only provide another entrance to the park, but would also provide a means of diverting heavy traffic around south Slidell without having to go through a number of the city's sub-divisions. As you are well aware, this traffic through the sub-divisions has created some serious problems, especially on Lopez and Hickory Drives....traffic that at times is a danger to school children in this area that walk to Our Lady of Lourdes School, Salmen High School, Abney Elementary School and the Faith Baptist Church School.

As always, money is usually the prime mover needed to correct situations of this kind. The city of Slidell has budgeted \$10,000 to provide a roadway base from the end of Spartan Drive to Fritchie Park. This is inadequate, if you will, because of the heavy rain-fall in the area that would tend to erode this base in a very short period of time if it is not hard surfaced. I might add that all roads in Fritchie Park are not paved and that, too, will pose many other problems during the rainy season.

The people of southeastern St. Tammany Parish needs your help in requesting the State of Louisiana, Department of Transportation and Development for funding to support this most worthwhile project. If support is not forthcoming from DDT, then an appeal to the Governor for funding from his discretionary funds would seem to be appropriate. Burke & Associates' original estimate for four-laning all the way from Pontchartrain Drive via Spartan Drive and Houze Beach Road to Highway 433 was \$2,650,000. The city's estimate for asphaltting from the end of Spartan Drive to Houze Beach Road (2 Lanes) is about \$300,000.

Providing another access road to Fritchie Park is extremely important for reasons previously stated above, and utilizing Spartan Drive for this purpose will also provide a traffic by-pass that is a very significant step in implementing part of the city of Slidell's major thoroughfare plan.

My constituents in district B and I would be most appreciative of any help that you can provide in solving the Fritchie Park access road problem. Thank you.

Sincerely,



Bob Callahan
Councilman, District B

BC/mc

Copy to:
City Council
Chief of Police Max Rodriguez
Mayor Sam Caruso
Press

Support for project acknowledged.

ELIZABETH TEAGUE
VICE-PRESIDENT

JERRY SCHWENK, Ser. 8
BARRY BASKET, Ser. 9
MARY HOUTSON, Ser. 10
ELIZABETH TEAGUE, Ser. 11
EARL D. BRIDON, Ser. 12
S. J. DUNAWAY, Ser. 13
ANTHONY ALFREDO, Ser. 14



HERMAN A. SHARP
PRESIDENT

JAMES D. CLARK, Ser. 1
JAMES A. SHARP, Ser. 2
JAMES A. "RED" THOMPSON, Ser. 3
WILL GRIFFIN, Ser. 4
GORD RICHARDSON, Ser. 5
GARY BISHOP, Ser. 6
C. J. DUNAWAY, Ser. 7

ST. TAMMANY PARISH POLICE JURY
P. O. BOX 928
COVINGTON, LOUISIANA 70434
(904)992-2911

125 Village Drive
Slidell, La. 70461
November 29, 1985

Public Hearing and Environmental
Impact Engineers
Louisiana D.O.T.D.
P.O. Box 44245 Capitol Station
Baton Rouge, La. 70704

RE: Eden Isles
Interchange

Dear Sirs:

I have been the local elected representative of Eden Isles for two years and have attended all pertinent meetings, hearings, or discussions with all involved (developers, homeowners, politicians, etc.) In these two years the developers have worked, in many meetings, to meet all homeowners' concerns. They have met those concerns and made appropriate changes in design. I have seen and heard all of the problems and feel they are resolved.

This interchange will be a tremendous economic boom to our area and will aid in planned and orderly growth. Many projects, beneficial to the parish and state, are waiting for final approval of the interchange before moving forward. All of these projects will benefit the area and residents. These developments will pay for the interchange many times over in high quality growth.

Those individuals who oppose this interchange, in my opinion, are simply opposed to growth of any kind and are in a significant minority. Any public official who may oppose this is simply ill-informed and has not attended all of the many meetings regarding this interchange. Any such official is probably not aware of the great economic potential of this interchange.

Page Two
11/29/85

I wholeheartedly support approval of this interchange
at the earliest possible date.

Sincerely,



Stan Owen, M.D.
Police Juror
District 13
St. Tammany Parish

SUMMARY OF PUBLIC MEETING AND RESPONSES TO COMMENTS

The Public Meeting

At 7:00 PM on Monday, April 21, 1986, a Public Meeting was held in the Slidell Auditorium, Slidell, Louisiana. The Public Meeting was held in accordance with standard Louisiana Department of Transportation and Development procedures. The purposes of the meeting were to explain how FHWA and DOTD considered the comments and concerns of the public that resulted from the Public Hearing (November 19, 1985) in Slidell and to receive additional comments and questions on the Eden Isles project. Approximately 550 people attended the meeting. Representatives from DOTD, the traffic consultant, the engineering consultant, and the environmental consultant were present to listen to comments and answer questions. DOTD and the traffic consultant made formal presentations on the project. To assure full evaluation of oral and written comments by FHWA and DOTD, the proceedings were recorded for preparation of a transcript, written comments were accepted at the Public Meeting, and written comments mailed within ten (10) calendar days of the Public Meeting all became part of the official Public Meeting Transcript. The Public Meeting Transcript was available for review at the DOTD District 62 office located on U.S. Highway 51 in Hammond, Louisiana. Copies of the transcript were also available from the Public Hearings and Environmental Impact Engineer in Baton Rouge for the cost reproduction and handling.

Sixty-five people requested the opportunity to address the panel and the audience. Thirty people were either absent when called, had no comment, or said they would provide a written statement. The majority of speakers, such as representatives from the Chamber of Commerce, the School Board, the Mayor of Slidell, and individuals from within Eden Isles Subdivision and Slidell, favored the project. While supporting the interchange project, individuals, most of whom live on Eden Isles Drive, did have some comments that can be categorized as follows: a guarantee that the second two lanes of Eden Isles Parkway will be built; the perceived decrease in security which may result from a second entrance to the subdivision; the potential for an increase in traffic on Eden Isles Drive; relocation of the interchange to the north to either use an east to west Eden Isles Parkway or an upgraded Spartan Drive as the principal connecting road to US 11; moving the intersection of the access as far south along Marina Drive as possible; and, the construction of a cul-de-sac on the northern end of

Pebble Beach Drive to prevent through traffic to Eden Isles Parkway. Hundreds of written comments were received as a result of the Public Meeting. The project was endorsed by a majority of people. The concerns were essentially the same issues described as being presented the night of April 21 in Slidell. One new issue appears in the written material, i.e., cul-de-sac Marina Drive before it intersects with Eden Isles Drive, leave the access road as proposed between the interchange and Marina Drive, and place a guard house at the corner of Pebble Beach Drive and Eden Isles Parkway.

Responses to Comments

The issue of a guarantee on construction of the second two lanes of Eden Isles Parkway has been a recurring theme. To solve the problem Eden Isles, Inc., FHWA, DOTD, and St. Tammany Parish have signed an agreement guaranteeing the construction of the second two lanes of Eden Isles Parkway when the traffic service reaches the "D" level. St. Tammany Parish shall make this determination using accepted methodology for calculating traffic conditions. A letter of credit is on file with the Parish to assure funding.

Residents of Eden Isles subdivision have a concern for security within the development. Some feel it may be compromised when an access from the interchange is provided. To help alleviate these fears Eden Isles, Inc., the present landowner in the area of the interchange, will cause to be constructed a security facility at or near the intersection of Marina Drive and Eden Isles Drive. The facility shall serve the same role as a similar facility near the intersection of Eden Isles Drive and US 11.

Those commentators who live on Eden Isles Drive feel that through traffic to Slidell will use Eden Isles Drive rather than the Parkway. Traffic studies prepared in coordination with DOTD suggest that traffic will be less on Eden Isles Drive with access to the interchange than without access. The most circuitous yet efficient route from the subdivision to the interchange has been selected. In addition, construction traffic will use either Eden Isles Parkway or the interstate highway. This is a requirement of the state and appears on the bid requests and will be enforced by DOTD.

Some commentators thought that moving the interchange north along I-10 would solve the perceived traffic threat to Eden Isles Drive. However, moving the interchange to the north as discussed in the DEIS in Chapter II, Subsection B is not a reasonable

traffic solution. In addition to the discussion in the DEIS, as they related to land uses and AASHTO Standards, such a north location would require the purchase of right-of-way from the private section for the interchange and the connecting road. Acquisition of right-of-way in this area would increase the cost of the project and is a time consuming process. Upgrading of Spartan Drive will cost an estimated \$3 million which is presently not available at the parish or local levels. If the suggested route impacts Fritchie Park, it affects Section 4f property which FHWA is obligated to avoid when there is a feasible and prudent alternative. In this case, Eden Isles Parkway is considered a feasible and prudent alternative. In addition, upgrading of Spartan Drive will force traffic onto a thoroughfare that is immediately adjacent to a school and recreation areas (4f lands). There is also a question of safety when placing a thoroughfare next to a school. Finally, if the interchange were moved too far north, it would conflict with traffic movement from the LA 433 (Old Spanish Trail) interchange. AASHTO standards discourage the weaving of traffic and the close placement of interchanges.

Modification of the access road configuration between the interchange and Marina Drive was also suggested as one technique for keeping through traffic from using Eden Isles Drive. The connecting road could be made parallel to Marina Drive, and its intersection with Marina Drive could be moved south but it is not practical and from the engineering perspective it is not a reasonable design. Line of sight for turning vehicles would be limited and the intersections would be more dangerous. The driver coming from New Orleans is forced to make decisions while turning his head away from oncoming traffic to view traffic patterns at the intersection. In general, design for intersection angles greater than 90° results in unnecessary, large, paved intersections, portions of which are unused. This leads to confusion among drivers. The proposed location of the connecting road having a 90° intersection with Marina Drive with properly designed traffic islands to channelize turns is the best alternative.

The homeowners who live on Pebble Beach Drive authorized a speaker to recommend that the north end of Pebble Beach Drive be closed so through traffic could not use it to reach Eden Isles Parkway. The street is beyond the control of access and is a dedicated parish street and therefore not within the jurisdiction of the state or federal government. However, it will be recommended that the parish respond to the desires of the homeowners who live on Pebble Beach Drive.

It was suggested in the written record that Marina Drive should be a cul-de-sac at its northern end, not allowing traffic to enter Eden Isles Drive. The main entrance to the subdivision would then become Pebble Beach Drive which would have a guard house near the intersection with Eden Isles Parkway. Pebble Beach Drive is a minor, low volume, two-laned, residential subdivision street with parking for homes and is not engineered to handle the high volume of traffic that would be forced to use it to access Unit 4, Moonraker, Eden Isles Drive, or the interchange. From a traffic planning and safety perspective, this is not a viable alternative to the proposed access plan and is not considered to be an acceptable substitute.

Coastal Environments, Inc.

RECEIVED
JUL 11 1984
U.S. Fish & Wildlife Service
Jackson
Office

July 9, 1984

U.S. Fish and Wildlife Service
Endangered Species Field Office
Jackson Mall
Office Suite 3185
300 Woodrow Wilson Ave
Jackson, MS 39213

RE: Determination of Occurrence
Threatened and Endangered
Species
Slidell Area
St. Tammany Parish, La.

Dear Sir:

Coastal Environments, Inc. is preparing an EIS on a proposed new interchange on I-10 between the La. 433 interchange and Lake Pontchartrain. The EIS will comply with FHWA regulations and guidelines for such a document. The study area, shown on the attached map, appears on the USGS 7 1/2 min topographic maps: Rigolets, North Shore, Slidell, and Haaswood.

Please review your files and tell me of the existence or potential for the occurrence of any Threatened or Endangered Species in this study area. The information you provide will appear as part of the EIS.

Thank you for your cooperation.

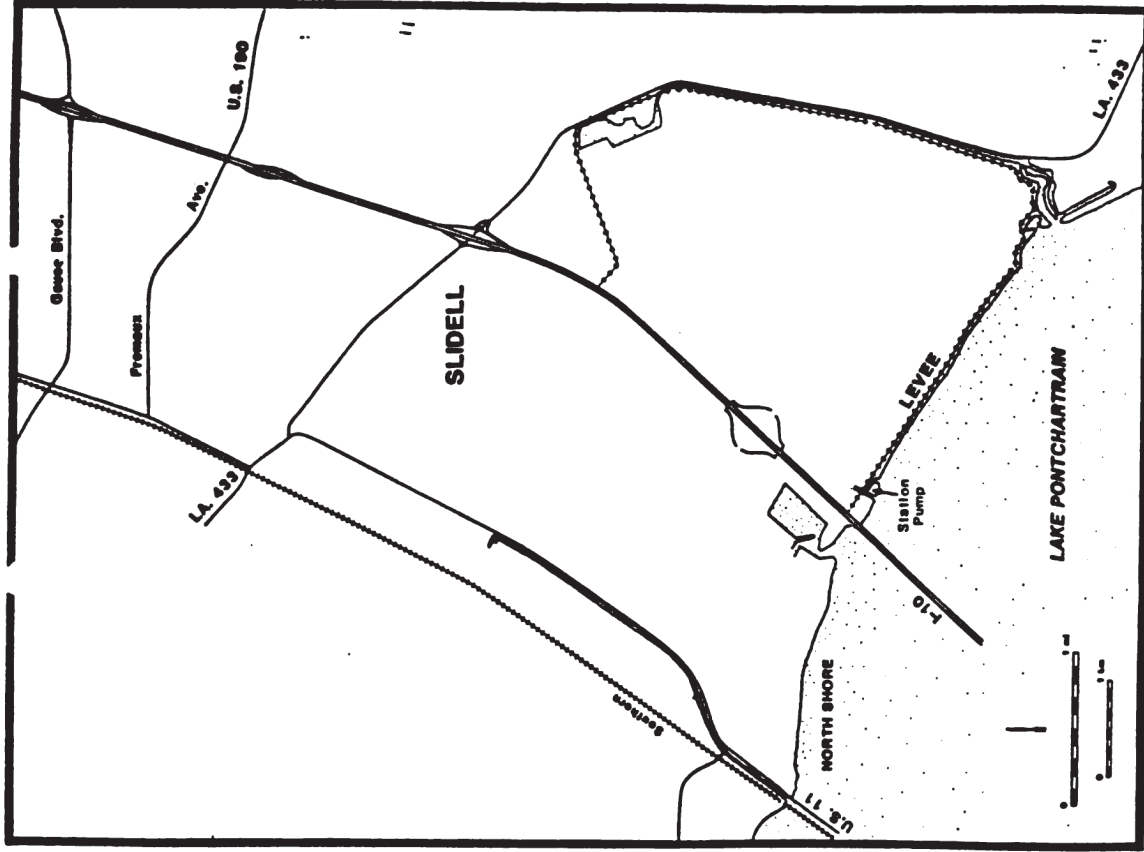
Sincerely yours,

Rod Emmer
Rod P. Emmer, Ph.D.
Senior Associate

- No listed, proposed or candidate species present
- Species present (letter to follow)

Barbara B. Dukes
Endangered Species Field Supervisor

9/1/84
Date



Coastal Environments Inc. 124 D Main Street, Bayou La Batre, AL 36520-1933-9160

MEMORANDUM

TO: Rod E. Emmer

FROM: Kim Bettinger

DATE: January 8, 1985

SUBJECT: Bald Eagle use near proposed I-10 interchange site

In response to comments on an EIS for a proposed interchange on I-10 between Interchange 433 and Lake Pontchartrain, Coastal Environments, Inc. further investigated Bald Eagle use at the site to determine if the planned project would legally affect this endangered species. Ed Scogin, State Representative from District 76, reported in a comments letter that people golfing on the west side of I-10 had frequently seen a Bald Eagle, and he believed the eagle probably used the drained marshes on the east side of I-10 as a foraging area.

Mr. Scogin was telephoned at 3:15 p.m. on January 3, 1985. He said that several golfers had reported to him that they frequently see a Bald Eagle in the area. The golfers did not say if the eagle was seen perched, flying overhead, or feeding. Mr. Scogin said that he also golfs on that course but has never seen the eagle there.

Dr. Paul Wagner was phoned at 1:50 p.m. on January 3. Dr. Wagner has a Ph.D. in marine estuarine ecology and has lived in the Slidell area for most of his life. Because Dr. Wagner wrote a report on the water quality of the Eden Isles site east of the proposed interchange, and he is an active sportsman and conservationist, he is familiar with the wetlands and their resources in the Slidell area. Dr. Wagner said that Bald Eagle sightings in the Eden Isles area are probably incidental to the active nest located approximately 2 to 3 miles east of the interchange site (the White Kitchen nest). Current vegetation on the Eden Isles marshes is typical of drained marsh and the main value is for swamp rabbit. Dr. Wagner knew of no other Bald Eagle nest in the vicinity other than the White Kitchen nest.

Richard Carriere was telephoned at 2:30 p.m. on January 3. Mr. Carriere is a naturalist for the Louisiana Nature Center in New Orleans. He is familiar with the White Kitchen nest site and the surrounding marshes. He felt that undoubtedly eagles from the White Kitchen nest would be seen flying over Eden Isles because of their ability to range over large areas. Immatures from the White Kitchen nest could be

BALD EAGLE MEMORANDUM

January 8, 1985

Page 2

seen at some distance from the nest after fledging. He had seen the eagles feeding in the marshes between White Kitchen and Lake Pontchartrain, including the Fritchie Marsh.

Louisiana's Department of Wildlife and Fisheries (LDWF) does not have personnel in charge of endangered species. However, Chuck Smith, a waterfowl biologist who regularly flies transects across the state mapped the locations of verified active Bald Eagle nest site locations for 1983-84. Only the White Kitchen nest was located on the north shore of Lake Pontchartrain.

Fred Bagly, a biologist at the USFWS Endangered Species office in Jackson, Mississippi, was phoned at 9:00 a.m. on January 7. He said that officially no active nests are located on the north shore of Lake Pontchartrain except the White Kitchen nest.

Wayne Dubuc, a marine surveyor from Morgan City, flies during February to locate active Bald Eagle nest sites in Louisiana. Mr. Dubuc does not work for a state or Federal agency but he coordinates with the USFWS and LDWF. Both agencies use his information on active nests and nest productivity. Mr. Dubuc was phoned 9:30 a.m. on January 7. He said that the White Kitchen nest is the only verified active nest on the north shore of Lake Pontchartrain, but he suspects there is another nest in the area. He has not flown over the area for the 1984-85 season, but he will during February.

Dugoni (1980) studied the White Kitchen nest as part of a study on Bald Eagles in Louisiana. All of the observed foraging activity occurred in the marsh south and west of the nest site. There is a lack of data concerning territorial behavior of nesting eagles in Louisiana so it is difficult to say how far from the nest a bird will forage. Other Bald Eagle studies have found an approximate home range of 1.6 km in diameter (Dugoni 1980).

Bald Eagles are opportunistic feeders so they will eat whatever is available and easiest to capture, including carrion. They tend to build their nest near an abundant food supply. Dugoni (1980) looked at all the nests in Louisiana and found that birds comprised 42.38 percent of the Bald Eagle diet and fish comprised 41.57 percent with American Coot and freshwater catfish the most common prey species. Mammals

BALD EAGLE MEMORANDUM

January 8, 1985

Page 3

comprised only 15.69 percent of their diet but where nutria or muskrat are abundant they may comprise the major portion of the Bald Eagle diet. Bald Eagles seem to rely on shallow water areas for feeding in Louisiana, therefore, marsh, shallow open water areas, and lake margins are important foraging areas (Dugoni 1980).

The drained marsh east of the proposed I-10 interchange does not appear to provide suitable foraging habitat for Bald Eagles because of the lack of shallow open water areas. However, any carrion or easily pursued prey item observed in the canals or small pockets of wetland in the drained marsh could be taken by the Bald Eagles. The marshes adjacent to the drained tract are, apparently, important foraging areas for the eagles.

After the young have fledged from the nest they may stay near the nest site or range over a wider territory. Immatures from the previous year may also return to the nesting area. Immatures may be sighted in a wide range surrounding the nest site.

REFERENCES

- Dugoni, J. A.**
1980 **Habitat Utilization, Food Habits, and Productivity of Nesting Southern Bald Eagles in Louisiana. M.S. Thesis, Louisiana State University, Baton Rouge.**

APPENDIX B

WETLANDS FINDING — EDEN ISLES INTERCHANGE

The following wetland finding is prepared in accordance with Executive Order 11990 and DOT Order 5660.1A:

The proposed project provides for interchange access to Interstate 10 in southeast St. Tammany Parish, Louisiana. Through traffic on the interstate will be maintained over the existing facility and there will be minimal interruption of service only during some phases of structure completion. Additional right of way will be required. Construction activities will directly impact approximately 4.5 acres of wetlands. The impacts on the quality of the remaining wetlands in the project vicinity should be minimal.

A vegetative survey revealed that the dominant vegetation in the right-of-way included Wiregrass (Spartina patens), broomsedge (Andropogon spp.), panic grass (Panicum dichotomiflorum), black willow (Salix nigra), groundsel bush (Baccharis halimifolia) and Roseau cane (Phragmites communis). The majority of the vegetation in the wetland is herbaceous. Vegetative species composition changes seasonally with fall panic-grass (Panicum dichotomiflorum) mixed with giant foxtail (Setaria magna) abundant during fall. In spring, smartweed is abundant and scattered patches of alligatorweed (Alternanthera philoxeroides) are common. Rushes (Juncus spp.), pokeweed (Phytolacca americana), marsh parsley (Apium leptophyllum), and timothy (Phleum pratense) are present during late spring and summer. Goldenrod (Solidago sp.), bushy bluestem (Andropogon glomeratus), yankeeweed (Eupatorium capillifolium), dewberry (Rubus sp.), baccharis (Baccharis halimifolia), and Chinese tallowtree (Sapium sebiferum) vegetate higher sites adjacent to the wetlands and scattered individuals of those species are invading into the wetland areas. Some vegetation will have to be removed and replaced by fill for the roadway foundation. Vegetation is evolving to a drier habitat type because of the water control practices of the Drainage District.

In June, 1985, the Corps again made an inspection of the area in which the Interchange would be located. This field trip found isolated areas of wetlands of approximately 4.5 acres. These were the only areas of wetlands within the Interchange area.

The wetland areas found in Eden Isles east depend entirely upon the amount of rainfall and the extent to which the water has been removed by the drainage district's pumps. All of the wetland areas, which in 1984 were found to be subject to the Corps nationwide permit procedures applicable at that time, consisted of small, isolated pockets and the nature of the vegetation was transient or ephemeral, depending on the amount of water which remained trapped in some areas or had not been pumped from the area. None of these areas are subject to the ebb and flow of the tide, they are not part of any surface tributary system connected to navigable waters, and they do not affect waters of the United States. Because these isolated pockets are often completely dry except for periods following heavy rainfalls, their habitat value to fish and wildlife as wetlands is relatively low. Because of the drainage program practiced by the District, these wetlands are expected to continue a transition to an more upland character.

Because the area has been drained continuously since the late 1960s and water levels in the drainage ditches are maintained at -3 ft msl, the wetland area directly impacted by this project provides limited food and cover for wildlife species. Swamp rabbit, marsh rice rats, and Eastern Meadowlark are species most associated with these wetlands.

None of the animal or plant species found in the wetlands in the vicinity of the interchange access to Interstate 10 are unusual and none of the habitats impacted by the project are unique to the survival of any species. All of the animal species found in the area can relocate in the wetlands adjacent to the project site.

All construction shall be in accordance with the 1982 edition of the Louisiana Standard Specifications for Roads and Bridges. The project will not directly impact other wetlands in the study area. No other special mitigation measures are proposed because the wetlands character of the area is being modified by the drainage system.

The American alligator (*Alligator mississippiensis*) is listed as "threatened due to similarity of appearance" in Louisiana. This project will not adversely affect habitat critical or unique to this species or any other endangered or threatened species.

Land for the interchange is being donated for the project at no cost to the Federal, state, or local governments. Moving the interchange cannot avoid other wetlands on the east side of I-10 and would require the acquisition of an existing golf course or developed areas.

Based on the above biological and economic considerations, it has been determined that there is no practicable alternative to the proposed construction involving wetlands and the proposed action includes all practicable measures to minimize harm to wetlands which may result from this project.



