

#	Comment	Response	First Name	Last Name	Date Received	MODE
P1	<p>Dear Franklin Associates:</p> <p>I've just seen the DOTD press release about the "Open House" on the I-10 Widening Project (H.004100) scheduled for March 7, 2023 at the Marriott Ballroom.</p> <p>While the meeting is being styled as an open house, there is also reference to the submission of comments. Could you please clarify whether this will be an official public meeting for which responses to all submitted comments will be required? In addition, the topics referenced in the press release do not include the following, for which I have been able to identify any publicly available information. Please plan to address them at the meeting:</p> <ul style="list-style-type: none"> · The nature and extent of any planned lane restrictions on I-110 (including, but not limited to, whether the three existing lanes from I-10W to I-110N and the two existing lanes from I-110S to I-10 E will be maintained during instruction) · The anticipated impacts to existing travel times during all phases of construction for travel between the following points (during peak AM and PM travel times) using current ADT values (i.e. no assumptions regarding reductions in traffic volume) <ul style="list-style-type: none"> o I-12 WB @ Juban Road (LA 1026) and I-10 WB @ LA 415; o I-10 EB @ LA 415 and I-12 WB @ Juban Road (LA 1026); o I-10 WB @ Highland Road (LA 42) and I-10 WB @ LA 415; o I-10 EB @ LA 415 and I-10 EB @ Highland Road (LA 42); o I-12 WB @ Juban Road (LA 1026) and I-110 NB at Airline Highway (US 61); o I-10 WB @ Highland Road (LA 42) and I-110 NB at Airline Highway (US 61); o I-110 SB at Airline Highway (US 61) and I-12 WB @ Juban Road (LA 1026); and o I-110 SB at Airline Highway (US 61) and I-10 EB at Highland Road (LA 42). · Queue analyses for I-10 EB, I-10 WB, I-110 NB, and I-110 SB for peak AM and PM travel times during all phases of construction; · Comparison of the anticipated travel time impacts and queue analyses for the proposed construction sequencing/phasing and those that would be anticipated if existing capacity on I-10 and I-110 were maintained as contemplated in existing environmental approvals. The comparison should include: <ul style="list-style-type: none"> o The anticipated impacts if current ADT values for I-10 and I-10 remain unchanged (i.e. no traffic reduction assumptions); and o Assumptions regarding likely traffic reductions applied equally to the lane reduction and lane maintenance scenarios (i.e. should not assume that traffic will divert under 2-lane scenario, but will not divert under 3-lane) · The anticipated social and economic impacts of the planned reductions in capacity on I-10 and I-110, including any analyses performed by DOTD or its contractors attempting to evaluate and/or quantify these impacts; · An explanation of why lane restrictions were excluded from the studies used to obtain 	Responses will be provided to questions received from the public.	Terrence	Donahue, Jr	2/16/2023	email or website

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	<p>the existing environmental approvals;</p> <ul style="list-style-type: none"> An explanation of the justification for deviating from a plan that would cause no significant impact to a plan that will cause significant traffic congestion impacts, including discussion of why the proposed plan is in the best interest of the individuals who will be impacted; and An explanation of alternatives to interstate capacity restrictions that were considered, and the reason they were rejected. <p>I would also hope that it is communicated at the meeting that prolonged capacity restrictions on the interstate are not necessary for the construction of the project, and that comments on the public’s preferred method of proceeding will be solicited.</p> <p>Thank you for your time, and please feel free to contact me with any questions.</p> <p>Terrence “Joe” Donahue, Jr. Assistant Attorney General, Civil Division Office of Attorney General Jeff Landry Phone: (225) 326-6000 Fax: (225) 326-6098 www.AGJeffLandry.com</p>					
P2	<p>Is this accurate or a typo?</p> <p>“Written comments must be received by Wednesday, March 22, 2023, (within 10 working days) following the event to be included in meeting documentation.</p> <p>cc: Rep. Mark Wright <wrightm@legis.la.gov>; Barbara Freiberg <barbara.freiberg@gmail.com>; Franklin Foil <ffoil@foillaw.com>; Garrett Graves <la06news@mail.house.gov></p>	<p>The statement “Written comments must be received by Wednesday, March 22, 2023” is accurate. The deadline was extended through Sunday, March 26, 2023.</p>	Pennie	Landry	2/16/2023	email or website
P3	<p>When will comments and questions submitted to the House Transportation, Highways & Public Works Committee be available on the i10br.com website?</p>	<p>Please direct your question to the House Transportation, Highways & Public Works Committee regarding questions that you submitted to the Committee.</p>	Pennie	Landry	2/16/2023	email or website
P4	<p>What is the current time schedule for all construction to be completed on the I-10 La 415 to Essen Lane project and what is the current updated cost estimate as of February 16, 2023? Also where will all of the funds come from to pay for the entire project?</p>	<p>The estimated construction schedule for Segment 1 (W. of Washington St. to Acadian Thruway) was presented at the March 7, 2023 public open house. This schedule is shown in the graphic of Station 1 which can be found on website, i10br.com. For the remaining sections, the construction schedule from LA 415 to the Mississippi River Bridge and the portion of I-10 from Acadian Thruway to Essen Lane will be scheduled for construction as funding is identified. The project is being funded with GARVEE bonds and other federal and state funding. The construction cost estimate is approximately \$850M for Segment 1. The cost estimates for the other portions mentioned above are identified in the FONSI.</p>	Phillip	Lillard	2/16/2023	email or website

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P5	<p>It can be assumed that during construction the daily traffic situation will become worse than it is currently. My concern is access from people on the west side of the Mississippi River to emergency medical care facilities (hospitals). Having been first responder (volunteer) for almost 47 years I know that the first hour, also known as the golden hour, is critical in getting the victim emergency care. Acadian Air Med service is not always available due to weather conditions, etc. and a ground unit trying to access the BR hospitals during rush hour drive time moves at a snails pace while trying to negotiate through interstate traffic at that time. This will, in my mind, cause the loss of patients who might otherwise have a good chance to survive.</p> <p>My question is as follows:</p> <p>Has DOTD had any discussion or plans with DHH to try and ramp up the level of emergency care at hospitals on the west side during the construction phase? Thanks.</p>	<p>DOTD has not met with DHH about emergency care at hospitals, but the project team meets regularly with emergency personnel and Law Enforcement in the development of an Incident Management Plan. The I-10 CMAR project's Incident Management Task Force, comprised of more than 50 regional first responders, emergency medical personnel, local law enforcement and agency officials, is developing detailed plans and strategies for managing traffic incidents which might occur within the interstate corridor. Traffic mitigation projects are included within the I-10 Widening project and are intended to minimize the impact due to construction.</p>	Barry	Brewer	2/20/2023	email or website
P6	<p>2293 Hollydale I-10 widening ?</p> <p>James I have been sent an information email notice that our area has been put on hold? Is this correct?</p> <p>Today I received an email in regards to a meeting on March 7th hosted by Franklin about I-110.</p> <p>Can you tell me if our area will be discussed, please.</p> <p>Thanks,</p> <p>Re DiVincenti</p>	<p>Good afternoon Ms. DiVincenti,</p> <p>Yes, the public open house will include exhibit(s) describing the need for right-of-way at the Hollydale Condo building #4 as was presented to you previously.</p> <p>The project is not on hold. Recently, LADOTD added in the inclusion of widening the I-10 westbound flyover (at I-110) to accommodate 3 lanes during construction. The timeline to construct the I-10 westbound flyover widening will extend the construction timeline of Segment 1 by 9 to 12 months. Therefore, construction in the Hollydale condominium area has been pushed back by 9 to 12 months from the timeline that was originally discussed with you.</p> <p>This new construction timeline will also be presented at the public meeting open house on March 7, 2023.</p> <p>We look forward to seeing you at the public open house.</p> <p>James</p> <p>[meeting promotional flyer attached]</p>	Re	DiVincenti	2/20/2023	email or website

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P7	<p>After several attempts, I have been unable to obtain an updated time schedule for ALL proposed construction for the I-10 La 415 to Essen project and an updated cost estimate. Also, where will all of the funding for the entire project come from?</p> <p>The recent revisions to the westbound lanes at the Mississippi River Bridge will help traffic some. However, the eastbound traffic plan apparently did not change and also I-110 looks like it will be reduced to one lane at the Mississippi River bridge.</p> <p>Overall I believe local, intrastate and interstate traffic will still be a big mess in Baton Rouge, including on I-10 and on local surface streets, especially for the time the lanes will be reduced at the Mississippi River bridge. Is that still planned to last 14 months?</p> <p>I believe other plans for the overall I-10 upgrade still need to be considered and also other plans be considered for traffic control and lane reductions at the Mississippi River Bridge when the entrance ramp into Baton Rouge is torn down under the current plan.</p> <p>Thank you,</p> <p>Phillip Lillard Baton Rouge resident 225-926-0521</p>	<p>The estimated construction schedule for Segment 1 (W. of Washington St. to Acadian Thruway) was presented at the March 7, 2023 public open house. This schedule is shown in the graphic of Station 1 which can be found on website, i10br.com. For the remaining sections, the construction schedule from LA 415 to the Mississippi River Bridge and the portion of I-10 from Acadian Thruway to Essen Lane will be scheduled for construction as funding is identified. The project is being funded with GARVEE bonds and other federal and state funding. The construction cost estimate is approximately \$850M for Segment 1. The cost estimates for the other portions mentioned above are identified in the FONSI.</p> <p>Yes, lane restrictions are anticipated to last 12 to 14 months.</p>	Phillip	Lillard	2/20/2023	email or website
P8	<p>Perry, it continues to appear planning is being done almost in disregard of NEIGHBORHOODS. Putting sound barriers between acadian and college but what is being done to mitigate sound in neighborhoods nearby. Also using 2 lane neighborhood streets for traffic mitigation is ludicrous. Heck Perkins is already bumper to bumper with school traffic moving at 6mph every afternoon..</p> <p>Perry clearly you have input on this. Please remedy.</p> <p>And by the way, an open house is not a public meeting which clearly is what we need!</p> <p>Hope you are doing well hun. Deborah</p> <p>And when will answers to our questions be available? Thanks for reminder. Deb</p>	<p>Noise barriers provide abatement for properties near the noise source. A noise study addendum according to the DOTD's Highway Traffic Noise Policy (July 2011, Revised October 2021) has been completed for modification of the I-10 eastbound lanes with a braided ramp. Benefiting receptors have been identified and efforts made to contact owners and occupants, informing them of the project.</p> <p>Please also refer i10br.com to review exhibits on Traffic Mitigation at Station 11.</p>	Deborah	Roe	2/20/2023	email or website

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P9	<p>Will there be discussion regarding any proposed mitigative measures to help thru flow on I-10 or to solicit citizen input on those measures?</p>	<p>Citizen input on the proposed traffic mitigation measures was provided through the comment form at the public open house event - which occurred March 7, 2023 - and replicated through an online form available through the project website. https://i10br.com/march-7-2023-open-house-exhibits/ Comments received before Monday, March 27, 2023 will be reviewed and forwarded with responses to FHWA as part of an Environmental Assessment Reevaluation document.</p>	Michael	Vince	2/20/2023	email or website
P10	<p>Sirs:</p> <p>Somehow it appears that the I-10 widening project has managed to avoid a law, specifically the decades-old National Environmental Policy Act, which requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions. The range of actions covered by NEPA specifically includes the construction of highways and other publicly-owned facilities. Yet this \$1 billion plus highway construction project, which will negatively impact land, homes, businesses, and the lives of hundreds of thousands of people and which has the clear potential to massively disrupt transportation across the main southern east-west artery of the United States appears to have somehow managed to avoid such a full impact study. I cannot imagine how this happened.</p> <p>This would violate both the letter and the spirit of the NEPA, which requires that the agencies involved thoroughly - note that word - evaluate the environmental, social, and economic effects of the proposed widening. To the best of my knowledge, none of this has been done thoroughly, especially with regard to traffic management during the construction period, which is an extremely critical social/economic issue. Additionally, agencies are required to provide opportunities for public review and comment on those evaluations - as opposed to, say, avoiding questions and ignoring public input.</p> <p>Unless this is undertaken, completed, and publicized before construction work begins if I were you I do believe that I would expect a lawsuit to be filed, specifically one that demands that construction be halted/postponed until such time as the requirements to fully satisfy NEPA have been fulfilled. It is likely that this would include a full EIS.</p> <p>TLDR: you need to fully satisfy all NEPA requirements in regard to this widening.</p> <p>No reply is requested or required.</p> <p>Best,</p> <p>John E. Johnston III, PG, CPG 812 Delgado Drive Baton Rouge, LA, 70808</p>	<p>The I-10 BR widening project, beginning in 2014, and processed in accordance with the National Environmental Policy Act (NEPA.)</p> <p>Public and agency involvement was extensive, including numerous stakeholder interviews and 9 public meetings. It culminated with a pair of public hearings in November of 2019. An Environmental Assessment was produced and in February of 2021 a Finding of No Significant Impact was issued by the Federal Highway Administration.</p>	John	Johnson	2/21/2023	email or website

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P11	<p>I represent a wick drain installation subcontractor who is bidding on this project. Is there a bidders' list (of all the prime contractors bidding on the project) or is this a design build project for a single contractor already selected? If there is a bidders' list, would you please attach a file or direct me to where I can find it? Thanks so much for your help.</p> <p>Debbie Anthony Admin. Controller American Drainage Systems, Inc. 704-843-5985</p>	<p>As this is a CMAR project, the project contractor team has already been selected by DOTD.</p>	Debbie	Anthony	2/22/2023	email or website
P12	<p>Jay High here from the church.</p> <p>I got this invite from your office.</p> <p>Will there be any new or different or updated information shared at this meeting, different from the briefing you gave our staff a few months back?</p> <p>Best, Jay</p>	<p>Yes sir. There is a significant announcement which will reduce the previously described necessary lane reductions. Also there are adjustments to items within the project timeline. Essentially, widening of the I-10 westbound flyover at I-110 (towards the Mississippi River bridge) will be inserted up front, allowing the preservation of 2 westbound travel lanes, and providing a more generous shoulder eastbound in addition to the one through-lane. As a result of this insertion, the Stage 2 construction of the mainline requiring lane reductions through Baton Rouge will be pushed back approximately 9 to 12 months. So, there is more time to prepare.</p>	Jay	High	2/22/2023	email or website
P13	<p>[Referencing MOVEBR program...] Nicholson needs to go from Lee to Gardere as well.</p> <p>We need alternative road ways before the interstate goes down to one lane.</p>	<p>Comment noted.</p>	Debra	Parker	2/22/2023	email or website
P14	<p>[BRAC is building a "resource page" about the project on their website. BRAC staff Caila Miceli is seeking the following information.]</p> <p>Only segment 1 is funded so far, correct? And that is through GARVEE bonds? Is that also how we'd fund everything after segment 1, or does that remain to be determined?</p>	<p>Yes, only Segment 1 is currently funded and utilizes GARVEE bonds. For the remaining sections, the construction schedule from LA 415 to the Mississippi River Bridge and the portion of I-10 from Acadian Thruway to Essen Lane will be scheduled for construction as funding is identified.</p>	Caila	Miceli	2/23/2023	email or website

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P15	<p>James,</p> <p>Thanks again for the briefing yesterday. Really good information.</p> <p>Senator Foil asked me to ask your team to put the phase 1 steps in bullet form, in light of adding widening the west bound flyover to Phase 1. Also, when is the flyover going to be widened? Will that be concurrent with the work at Acadian or later?</p> <p>It does not need to be pretty, he wants it for quick reference. For example: (and this may not be correct)</p> <p>1)Utility work being done now</p> <p>2) temporary widening of bridge/overpass at Acadian (West side) 3 lanes traffic maintained both sides; City Park Lake bridge construction begins concurrently</p> <p>3) 2 lanes in each direction on the west bound side: tear down eastbound lanes</p> <p>4) etc..</p> <p>Also, he asked why there needed to be sound wall on the Lakes Bridge. I told him FHWA determined the whole project needed sound barriers. I'm guess the sound study results were high. Will you confirm that is correct? Or correct me?</p> <p>-----</p> <p>March 1, 2023 follow-up:</p> <p>James,</p> <p>How is our little cheat sheet coming along? I hope this is not taking a lot of time to create- that was not the intention.</p> <p>Meanwhile could you confirm this understanding?</p> <p>The first construction is to the west side at Acadian. The first tear down is after the west side temporary widening is completed. And then the east side will be closed and torn down from _____ to Acadian.</p> <p>Thanks, Meg</p>	<p>I-10 CMAR: LA 415 to the I-10/I-12 Split H.004100</p> <ul style="list-style-type: none"> • Utilities work is currently underway • A contract for procurement of materials for construction, test piles, and preparing the City Park Lake area for construction will be issued April 2023. Additional contracts and work are described below. <p>Stage 1 Approximately 21 months 2023-2024 Anticipated to begin summer of 2023</p> <ul style="list-style-type: none"> • Maintain 3 lanes of traffic in each direction on I-10 WB & EB Mainline • Temporary widen the westbound lanes • City Park Lake bridge construction westbound lanes • Dalrymple Service Road • Acadian Thruway (north bound lanes on south side of I-10 and portion on north side of I-10) • Widen I-10 WB mainline flyover at the I-110/I-10 interchange <p>Stage 2 Approximately 12 to 14 months Anticipated 2025</p> <ul style="list-style-type: none"> • Maintain 2 lanes of traffic in each direction on I-10 WB Mainline • Tear down EB lanes and reconstruct • Acadian Thruway (south side of I-10) <p>Stage 3 Approximately 9 months Anticipated 2026</p> <ul style="list-style-type: none"> • Maintain 3 lanes of traffic in each direction on I-10 WB & EB Mainline • Terrace Street roundabout • Median of I-10 • Acadian Thruway (south side of I-10) • I-10 WB at Acadian exit ramp <p>Stage 4 Approximately 18 months Anticipated 2026-2027</p> <ul style="list-style-type: none"> • Maintain 3 lanes of traffic in each direction on I-10 EB Mainline • Tear down WB lanes and reconstruct • Acadian Thruway (north side of I-10) • Open to 4 lanes each direction at the end of Stage 4 <p>Stage 5 Approximately 6 months Anticipated 2028</p> <ul style="list-style-type: none"> • Maintain 4 lanes of traffic in each direction on I-10 WB & EB Mainline • Finishing work such as barrier rails, noise walls, and other misc. items <p>City Park Lake Bridge: Noise walls are being placed along the entire corridor of the I-10 project. The noisewall across one side of the City Park Lake Bridge is required in accordance with the noise wall studies and federal requirements. The state has decided to include noise walls on the other side of the bridge as well.</p>	Meg	Duggar	2/24/2023	email or website

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P16	<p>I researched the original NEPA etc documents that LADOTD submitted to the FHWA re: the I10 widening project in Baton Rouge. Unfortunately I was unable to locate in any documentation submitted where 'aging infrastructure' was addressed. DOTD responded to questions about alternative plans submitted saying these other plans did not solve the 'aging infrastructure' issue. After receiving the FONSI, LADOT changed their plan and did not resubmit changes to FHWA.</p> <p>Remember, the document that was submitted to start this potential economic and quality of life debacle did not mention 'aging infrastructure'. This is now the DOTD's pitch to our Capital Region parish citizens as to the "need" for their plan to completely rebuild our interstate.</p> <p>I request the FHWA halt the current I10 widening plan until a complete Environmental Impact Study is submitted.</p> <p>Thank you for your thorough consideration.</p>	<p>Replacing the elevated section was included in the EA that received a FONSI (Finding of No Significant Impact).</p> <p>An extensive study of the bridge structures and life cycle cost was considered and much of elevated I-10 was close to reaching the end of its useful life (and would require extensive rehabilitation or replacement).</p>	Pennie	Landry	2/28/2023	email or website
P17	<p>Will the I-10 expansion project effect my current home at 990 Mayflower street?</p>	<p>Construction of the I-10 Widening, Segment 1 project will not directly impact your residence at 990 Mayflower.</p>	Ameen	Qadir	3/1/2023	email or website
P18	<p>Good afternoon,</p> <p>I've tried accessing the "Download Press Release here" link at: https://i10br.com/march-7-2023-public-open-house-event/ and the "Download meeting flyer" link at: https://i10br.com/calendar/community-open-house-march-7th/</p> <p>Both links direct to a Microsoft login page, and if I enter my Microsoft login, I receive a message stating that the login "can't be found in the franklinassociates.sharepoint.com directory."</p> <p>Could you also please clarify whether there will there be an organized presentation at the March 7th meeting, or just static exhibits for review? Will oral comments and questions submitted during the meeting be transcribed for preparation of official responses, or will it be necessary to submit them in writing?</p> <p>It would be helpful if this information were made available on the project website, as the above questions were directed to me by others. Thanks, and I look forward to receiving your response.</p>	<p>The broken links were corrected and are working.</p>	Terrence	Donahue	3/1/2023	email or website
P19	<p>Hello,</p> <p>I am following up again because I attempted to download the items referenced below again today, and they remain inaccessible. Please let me know that my message was received, and when the issue is expected to be addressed. Thank you,</p>	<p>[response above]</p>	Terrence	Donahue	3/2/2023	email or website

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P20	<p>I would like to speak to someone about adding a turn lane on Hwy 415 @ intersection of Hwy 415 & main . Spoke to dotd Engeering in pass the right away has already been purchase , with increasing traffic from I-10 & Hwy.190 also detour from either 1-10 east or west bound you are in danger to enter or exit this location ... I and many residents here are tired of being run off the road by truckers & trucks , you may contact me at this location , thanks if this is correct address to help</p>	<p>This is outside the scope of the I-10 CMAR project, however, your comment was forwarded to the appropriate personnel in DOTD. [Forwarded to DOTD District 61.]</p>	Tom	Zito	3/2/2023	email or website
P21	<p>So I have a suggestion or idea about that congestion on I 10 corridor while the construction will be on for one year . As we all know that there is only one bridge to cross .. and just one lane going each way for couple of miles . And we can't build or add any more lanes at that time .. so the best idea is to cut down 18 wheelers on that corridor for 2 or 3 hrs window of peak time . You prohibit all trucks passing thru that they can't enter city and pass thru let's say for example from 4 to 6 pm they should be stopped at different places/ truck stops or what ever thy want to do .. thy should be educated that for one year thy won't be allowed to pass thru BR for 2 hrs . This way driver can plan ahead and either pass thru BR earlier that time or after . Truckers can even plan their journey and stops way ahead if thy know the restrictions.</p> <p>You can even build just a 10 mile dirt trail next to interstate.. where Trucks can start to park once thy know that they can't cross the corridor in time . You can have warning lights on I 10 informing Trucks that if the light is red then it means you won't be able to reach the bridge in time to pass thru so get ready to park and rest somewhere for 2 hrs ... you will have one year to inform and educate the drivers about this restrictions ... you can out billboards and signs about this restrictions on interstate plus all Truck stops entrance and exits .. with all the trucks out for 2 hrs .. the traffic won't be that bad... you can park special police cars to stop them if someone tries to enter the corridor at their prohibited time ... even let's say some trucks do come my mistake then warn them and let them pass ... 50 trucks instead 5000 at that time is still manageable..... this works because I implemented this in New Delhi .. india where we prohibited all trucks entering ND .. thy eye allowed only after 9 pm ... but here it's just temp for one year ... I can tell you more if this is a viable option in your eyes .. no trucks for 2 hrs .. Thnx</p>	<p>Comment noted</p>	Aj	Sharma	3/3/2023	email or website
P22	<p>That is not me below, but it is my e-mail address. You either made a mistake OR someone is using my e-mail address without my permission. I will try to attend the open house but I am not registered.</p> <p>Personal Information First Name: Lynn Cox Last Name: Graham Email Address: pslillard@juno.com ZIP Code: 70806</p>	<p>Mr. Lillard, I regret this error apparently created within our email marketing campaign platform. I logged into the administrative panel and corrected the name associated with your email address. I think it was a clerical error and not nefarious. We do appreciate your attendance at the public open house event. James</p>	Phillip	Lillard	3/4/2023	Email

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P23	Thank you, Mr. Taylor. Could you also provide some insight regarding the format of tomorrow's meeting as requested in the original e-mail (i.e. will there be a presentation, will verbal comments be accepted/responded to)?	[No response was sent as James was engrossed with production of exhibits for the following day's public meeting and was not checking new inquiries. Mr. Donahue was present at the event and had an opportunity for his questions to be asked and answered.]	Joe	Donahue	3/6/2023	email