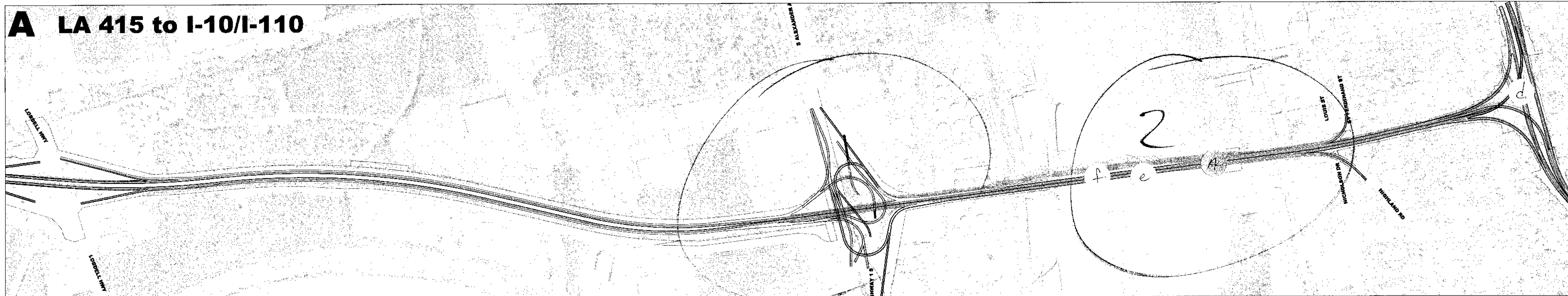
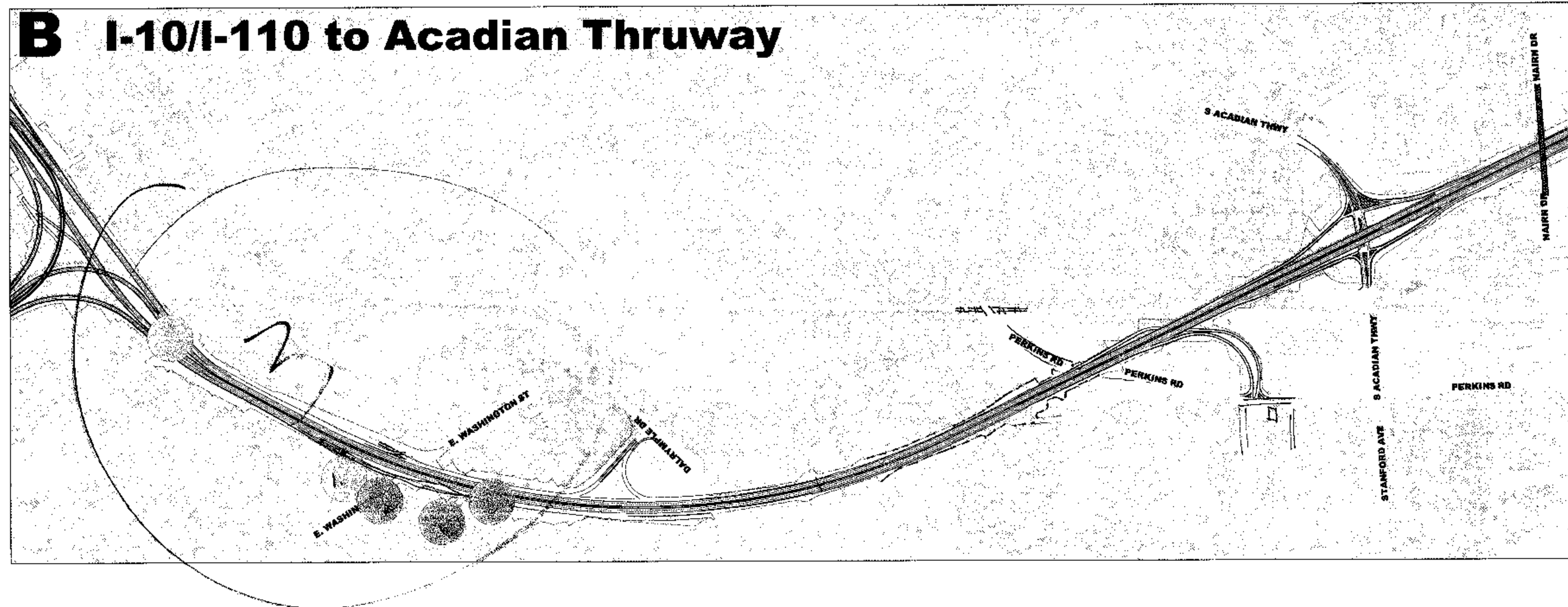


APPENDIX E (CONTINUED)
AGENCY AND PUBLIC OUTREACH

A LA 415 to I-10/I-110



B I-10/I-110 to Acadian Thruway



C Acadian Thruway to Essen Ln.

GENERAL COMMENTS

A

No illustration of a loop

- closing Washington and extending the existing exit ramp to extend/convert existing bridge entrance ramp. Basically a widening of I-10 viaduct through the end of the East-bound Washington Street entrance. Rather than gaining 15', 1000'-2000' could be gained, increasing time for I-10/I-11 merge & crossing.
- gives way highlights
- d. the entrance ramps are not long enough
- e. widening the bridge is a necessity.
- f. Consider talking to fund projects & influence demand (high occupancy toll, congestion pricing, straight tolling/etc...). Adding more lanes will attract more drivers, and although capacity would increase, delays might not change for individual drivers.

Map Key

TOP 5 PROBLEM AREAS (According to Online Survey)

- **LA 1 AT PORT ALLEN**
- **MISSISSIPPI RIVER BRIDGE**
- **WASHINGTON STREET EXIT**
- **COLLEGE DRIVE AREA**
- **I-10 / I-12 SPLIT AREA**

PURPOSE AND NEED (Preliminary)

- To provide for the continuing growth of the economy and population of metropolitan Baton Rouge
- To reduce congestion and improve traffic flow in the I-10 corridor
- To improve safety throughout the corridor

I-10 CORRIDOR IMPROVEMENT STUDY

U.S. Department of Transportation
**Federal Highway
Administration**

STATE PROJECT NO. H.004100.1
FEDERAL AID PROJECT NO. AC-NH-1710 (610)

29.

A LA 415 to I-10/I-110

This aerial map shows the route from LA 415 to I-10/I-110. The route is marked with a thick black line. Handwritten annotations include:

- A large circle labeled "1" around the intersection of LA 415 and I-10/I-110.
- A large circle labeled "2" around the intersection of LA 415 and I-10/I-110.
- Handwritten labels for "LA 415" and "I-10/I-110" near the intersections.
- Handwritten labels for "LA 415" and "I-10/I-110" near the intersections.

[illegible]

- Bypass ^{roadway} from 415 to LA1
- no trucks allowed in ~~left~~ ^{lane} except @ Bridge
- Control big truck lane access
- Add East bound lane @ toll imple
- Loop - Considerations for residents during construction
- Add lanes / level to old Bridge - Sound walls Important
- Elevated roadway from bridge to split ^{Express} thru down I10 + I2 (Control on/off)
- Close Washington during peak periods - Remove surface signalized Intersect.
- Connector road between Washington + Acadian area (elevated roadway)
- BR Bypass (toll road) from 415 to 10 + 12
- Connect I-110 + Avanton Bridge continue to I 49
- Strengthen N/S surface connections

Green #1 Priority/
Problem

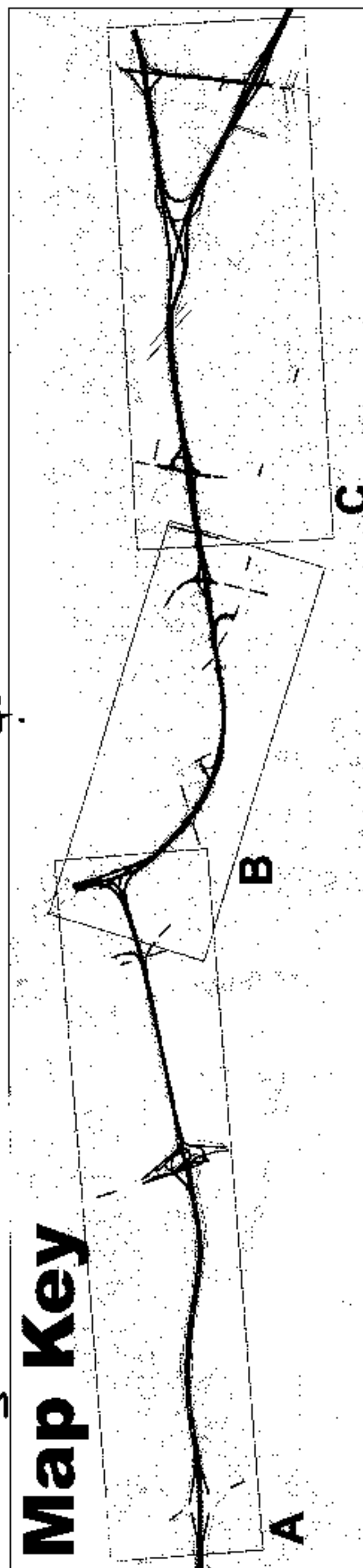
Yellow #2 Priority/
Problem

- **LA 1 AT PORT ALLEN**
- **MISSISSIPPI RIVER BRIDGE**
- **WASHINGTON STREET EXIT**
- **COLLEGE DRIVE AREA**
- **I-10 / I-12 SPLIT AREA**

- To provide for the continuing growth of the economy and population of metropolitan Baton Rouge

- To reduce congestion and improve traffic flow in the I-10 corridor
- To improve safety throughout the corridor

Map Key



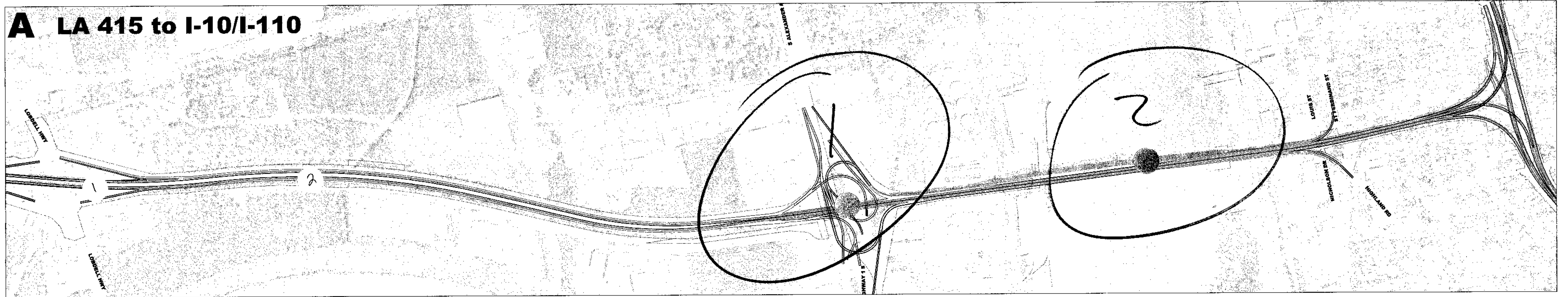
I-10 CORRIDOR IMPROVEMENT STUDY

U.S. Department of Transportation
**Federal Highway
Administration**

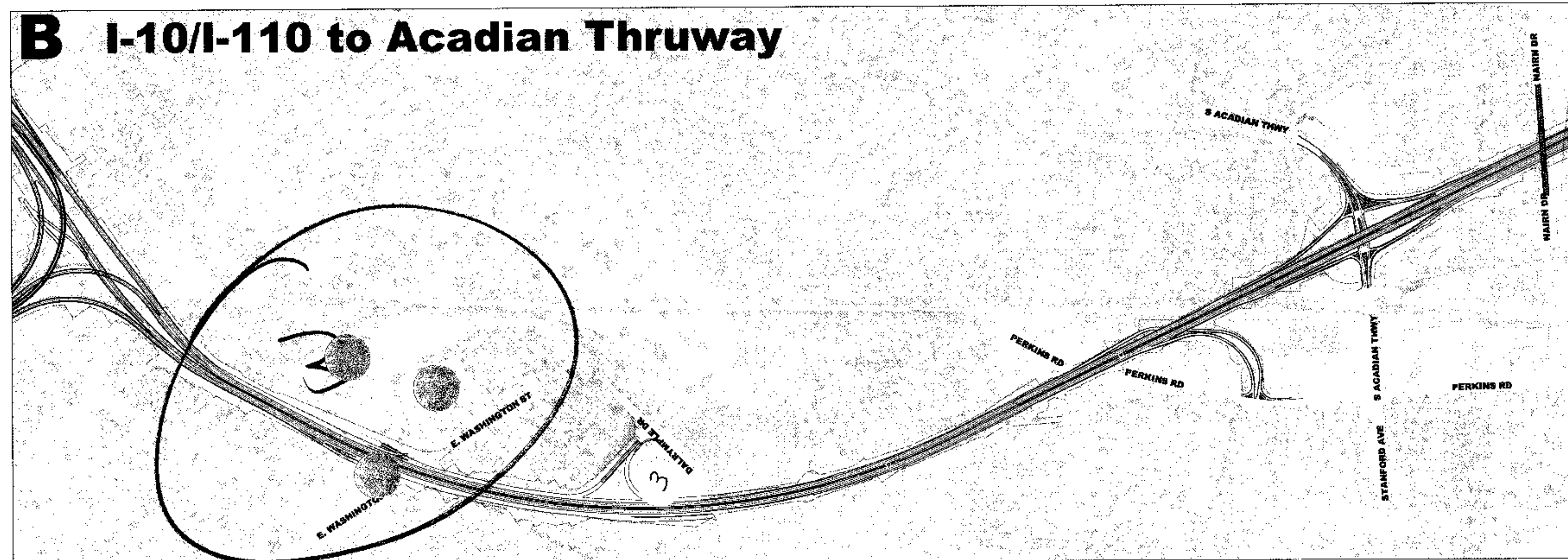
STATE PROJECT NO. H.004100.1
FEDERAL AID PROJECT NO. AC-NH-1710 (610)

C.P.

A LA 415 to I-10/I-110

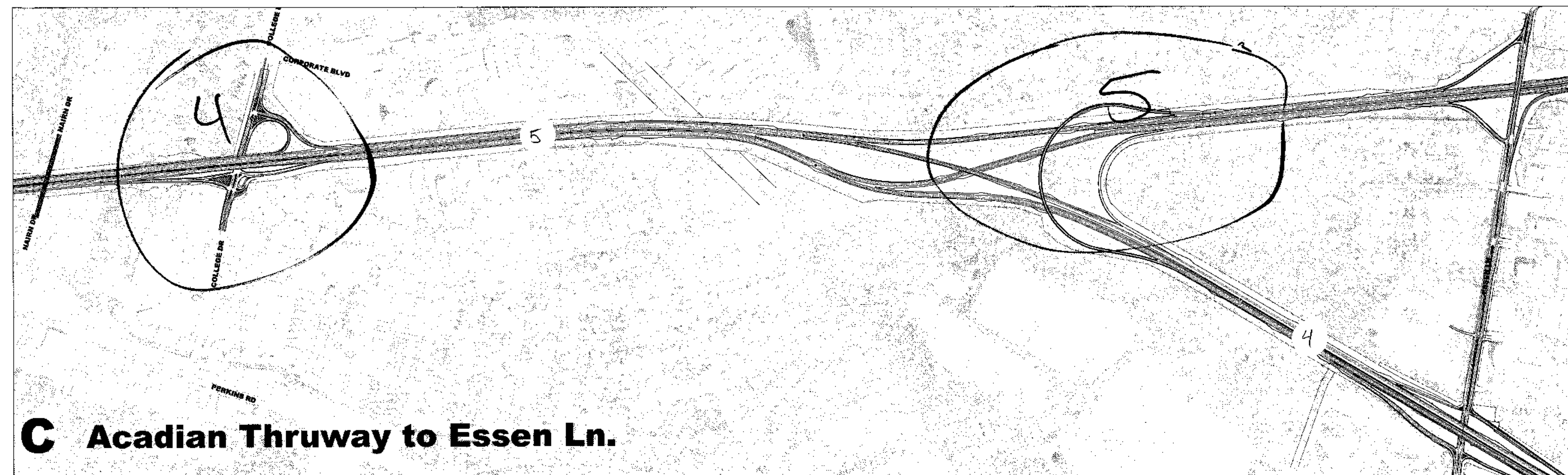
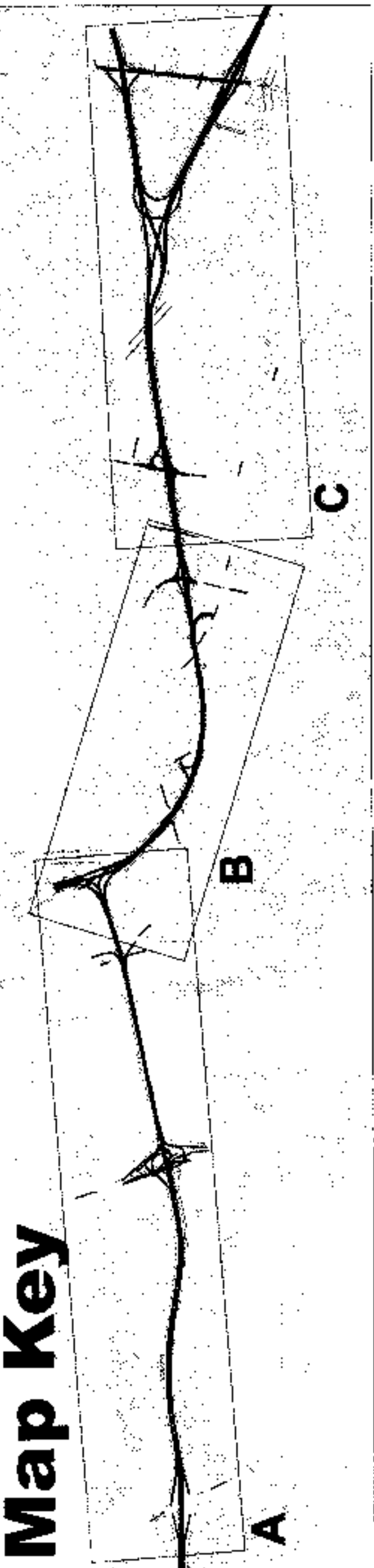


B I-10/I-110 to Acadian Thruway



GENERAL COMMENTS

- 1) Hwy 415/Lobdell connection to somewhere South or north of I-10
- 2) HOV lanes throughout corridor
b) free-flowing lane for 18-wheelers
- 3) Add Eastbound on-ramp to the lakes
- 4) Add some type of equipment in media for fire trucks to access water for accidents.
- 5) Add light rail along corridor.



C Acadian Thruway to Essen Ln.

TOP 5 PROBLEM AREAS (According to Online Survey)

- LA 1 AT PORT ALLEN
- MISSISSIPPI RIVER BRIDGE
- WASHINGTON STREET EXIT
- COLLEGE DRIVE AREA
- I-10 / I-12 SPLIT AREA

PURPOSE AND NEED (Preliminary)

- To provide for the continuing growth of the economy and population of metropolitan Baton Rouge
- To reduce congestion and improve traffic flow in the I-10 corridor
- To improve safety throughout the corridor

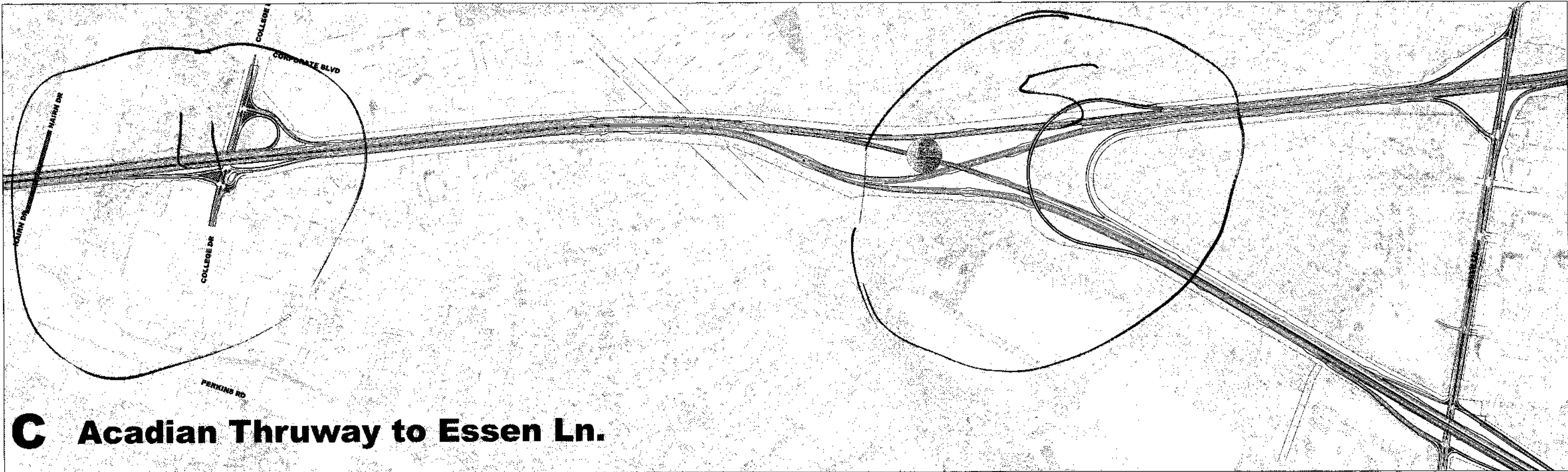
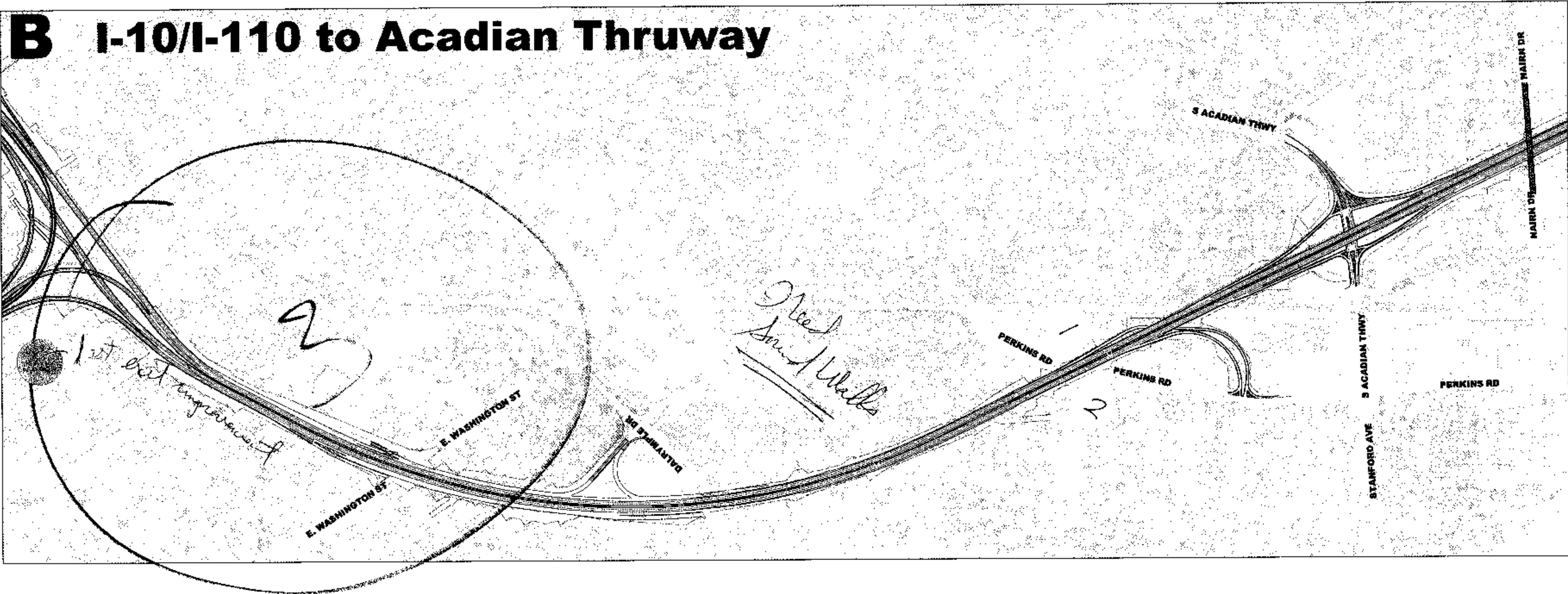
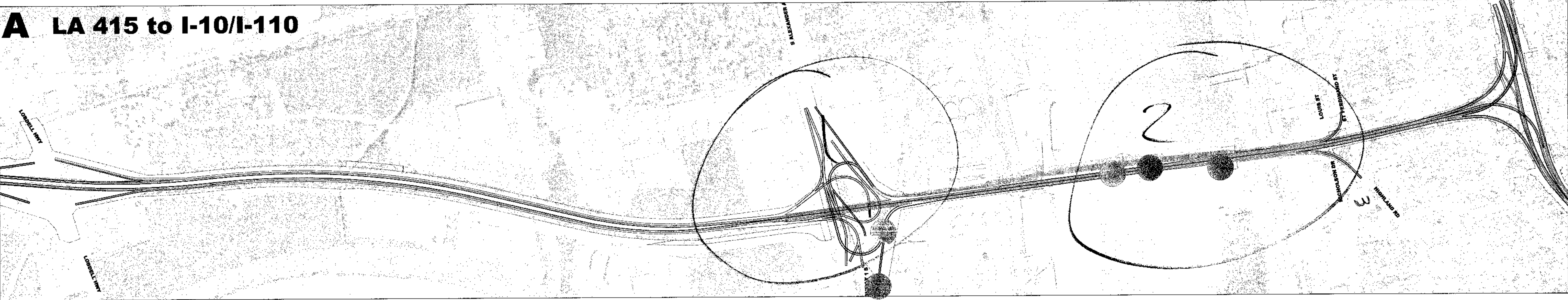
I-10 CORRIDOR IMPROVEMENT STUDY



U.S. Department of Transportation
Federal Highway
Administration



STATE PROJECT NO. H.004100.1
FEDERAL AID PROJECT NO. AC-NH-1710 (610)



GENERAL COMMENTS

North Loop - *into the future, in place since*

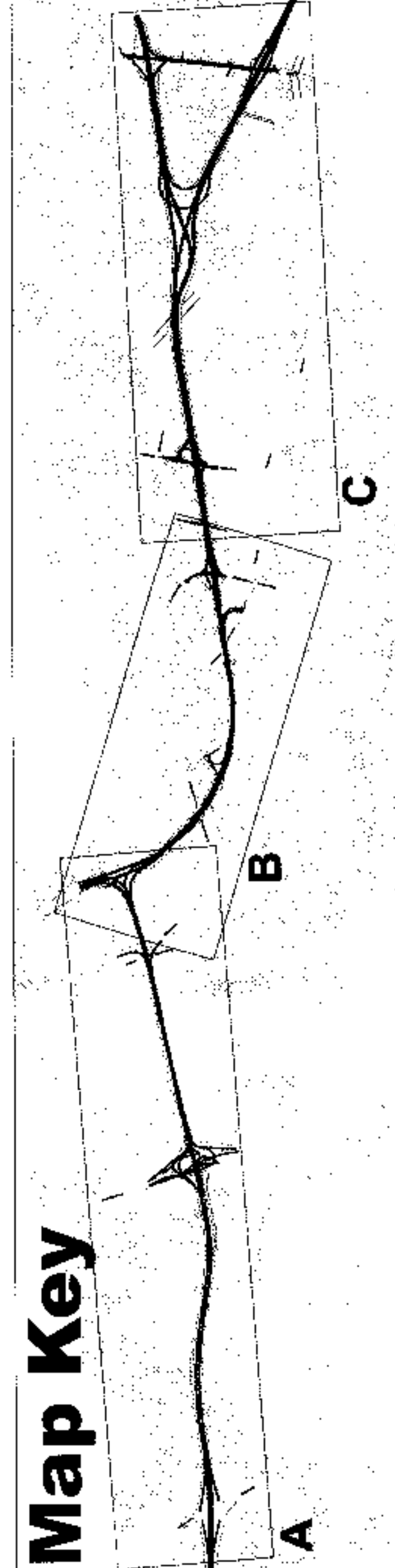
Developing a good transit system (using public transit system for B.R. - water, private cars, taxis, buses, etc.)

Develop alternative routes beyond your the Interstate.

Widening. Extra lane. Make a lane wider than any lane - all way. A narrow plan line.

Need a road plan (city & private using together) (would make a map)

Map Key



TOP 5 PROBLEM AREAS (According to Online Survey)

- LA 1 AT PORT ALLEN
- MISSISSIPPI RIVER BRIDGE
- WASHINGTON STREET EXIT
- COLLEGE DRIVE AREA
- I-10 / I-12 SPLIT AREA

PURPOSE AND NEED (Preliminary)

- To provide for the continuing growth of the economy and population of metropolitan Baton Rouge
- To reduce congestion and improve traffic flow in the I-10 corridor
- To improve safety throughout the corridor

I-10 CORRIDOR IMPROVEMENT STUDY

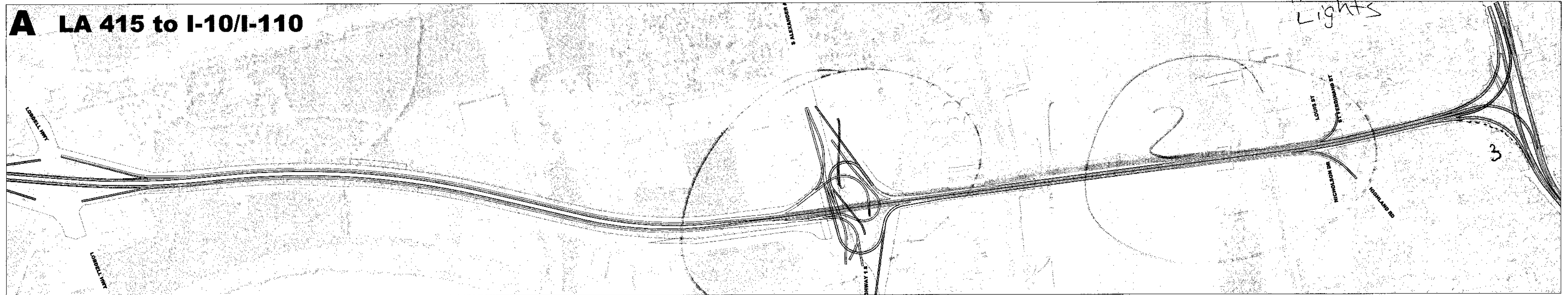
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U.S. Department of Transportation
Federal Highway Administration

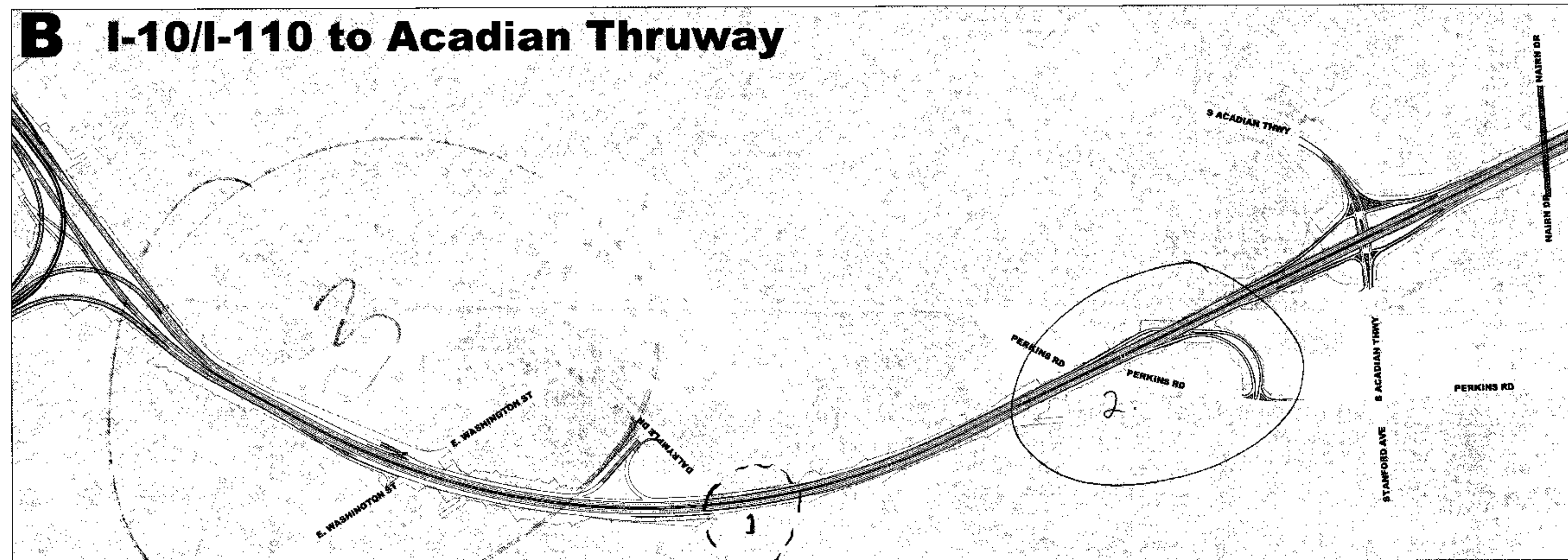
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FEDERAL AID PROJECT NO. AC-NH-1710 (610)

C.P.

A LA 415 to I-10/I-110

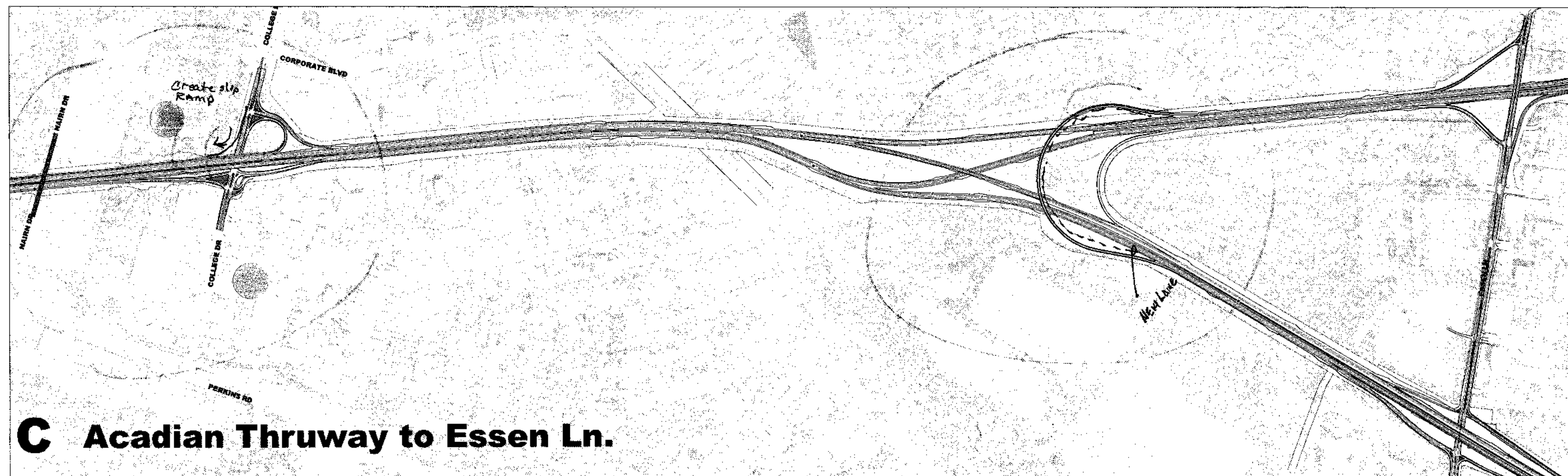
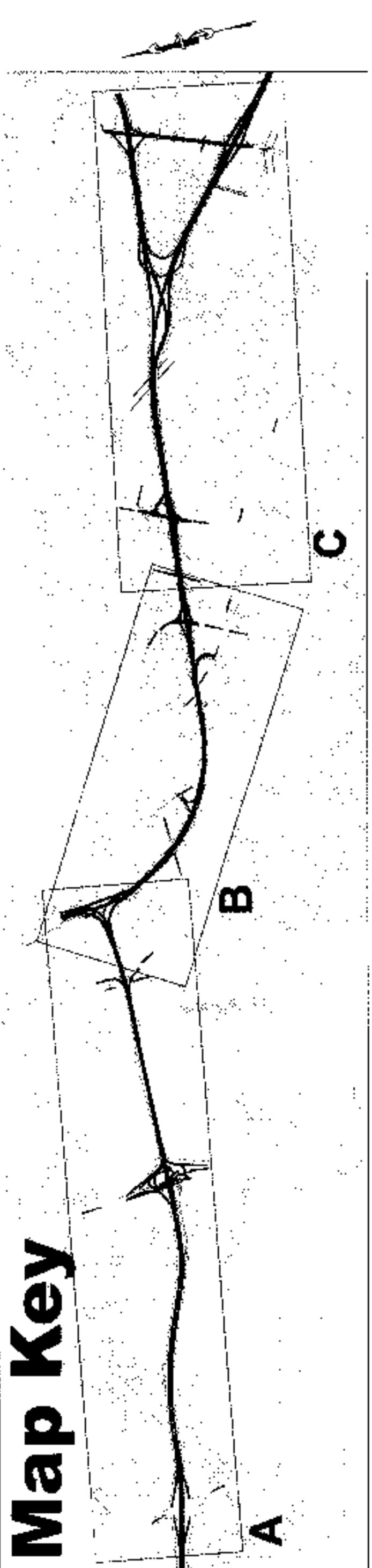


B I-10/I-110 to Acadian Thruway



GENERAL COMMENTS

1. ADD DOWNSLOPE ON RAMP TO I-10 EAST.
2. Do Not Touch This Unique Area of Town
3. ADD A LANE TO I-10 - I-110 MERGE.



C Acadian Thruway to Essen Ln.

TOP 5 PROBLEM AREAS (According to Online Survey)

- LA 1 AT PORT ALLEN
- MISSISSIPPI RIVER BRIDGE
- WASHINGTON STREET EXIT
- COLLEGE DRIVE AREA
- I-10 / I-12 SPLIT AREA

PURPOSE AND NEED (Preliminary)

- To provide for the continuing growth of the economy and population of metropolitan Baton Rouge
- To reduce congestion and improve traffic flow in the I-10 corridor
- To improve safety throughout the corridor

I-10 CORRIDOR IMPROVEMENT STUDY



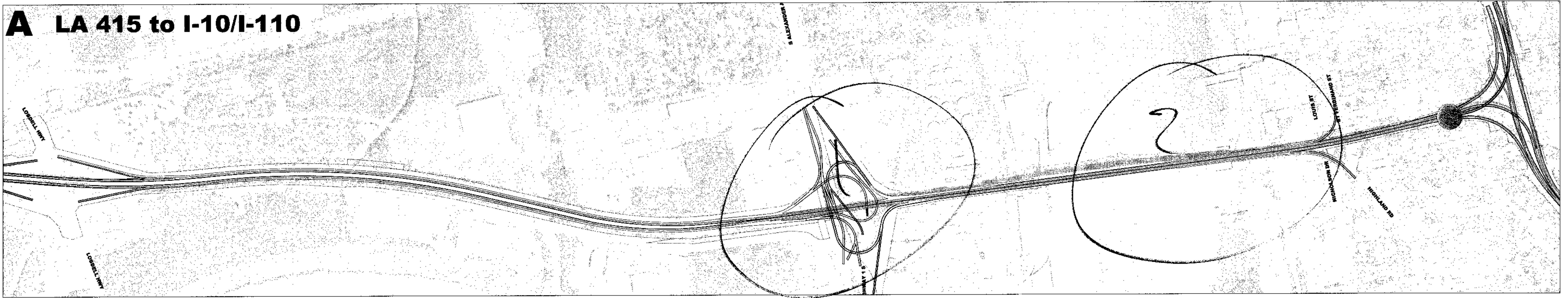
U.S. Department of Transportation
Federal Highway
Administration



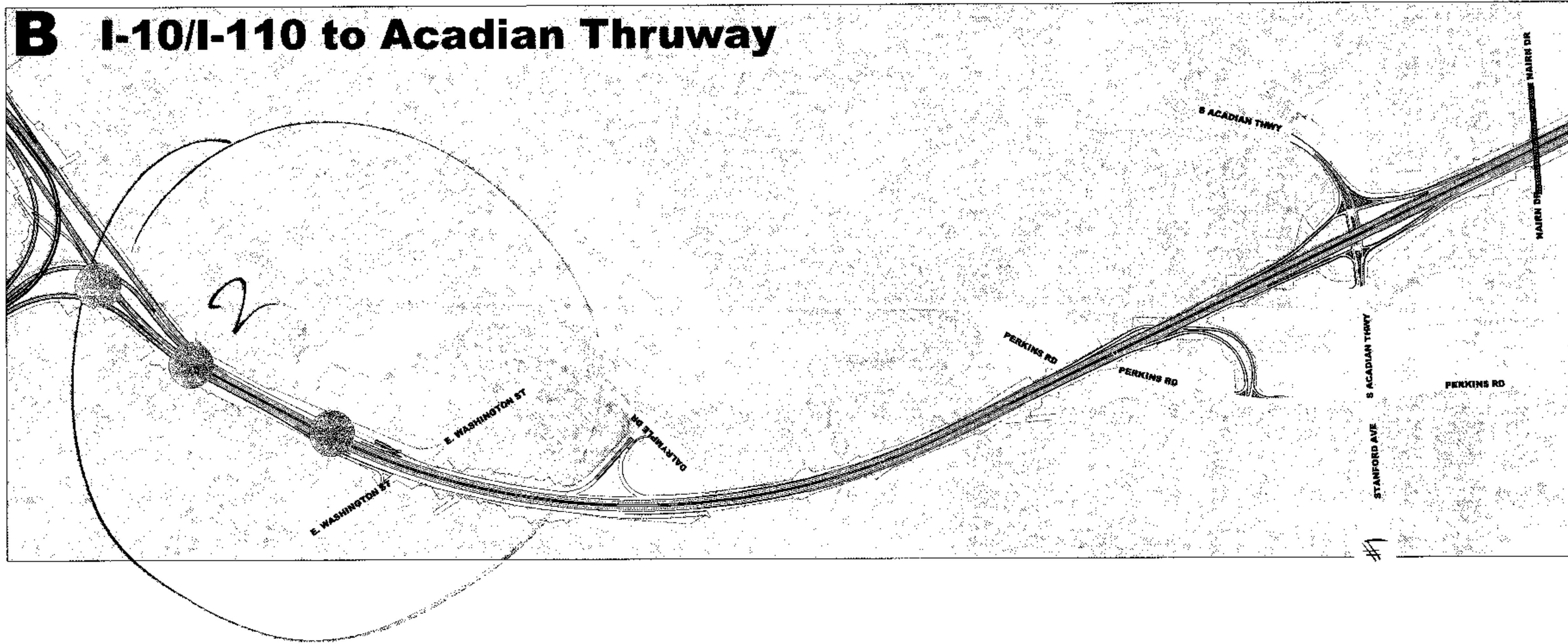
STATE PROJECT NO. H-004100.1
FEDERAL AID PROJECT NO. AC-NH-1710 (610)

Kahli Cochran

A LA 415 to I-10/I-110

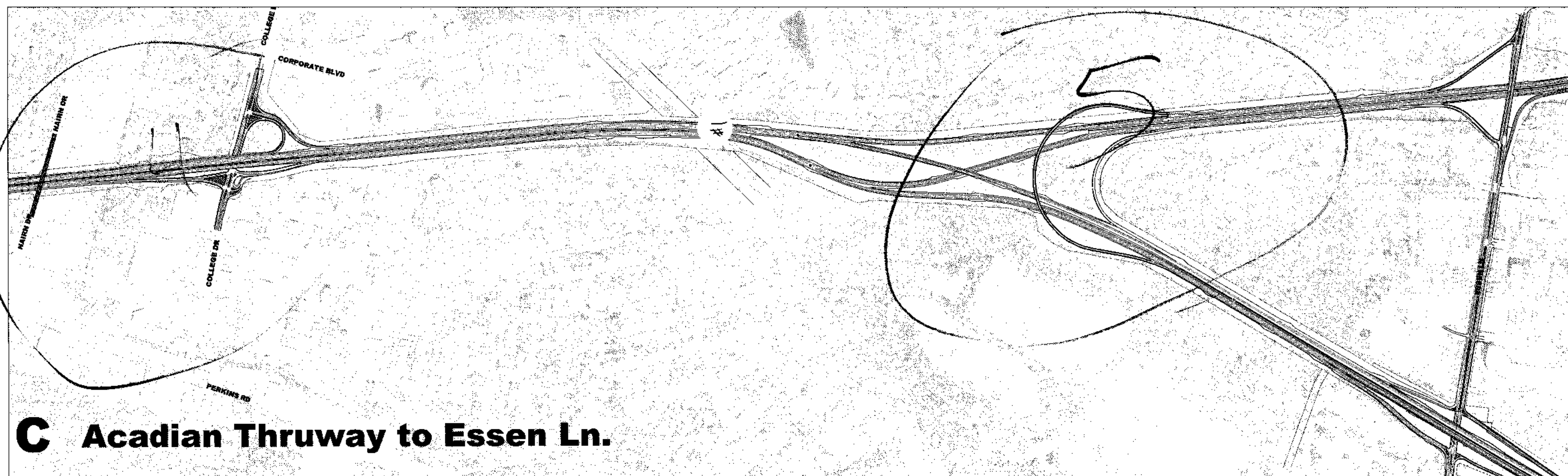
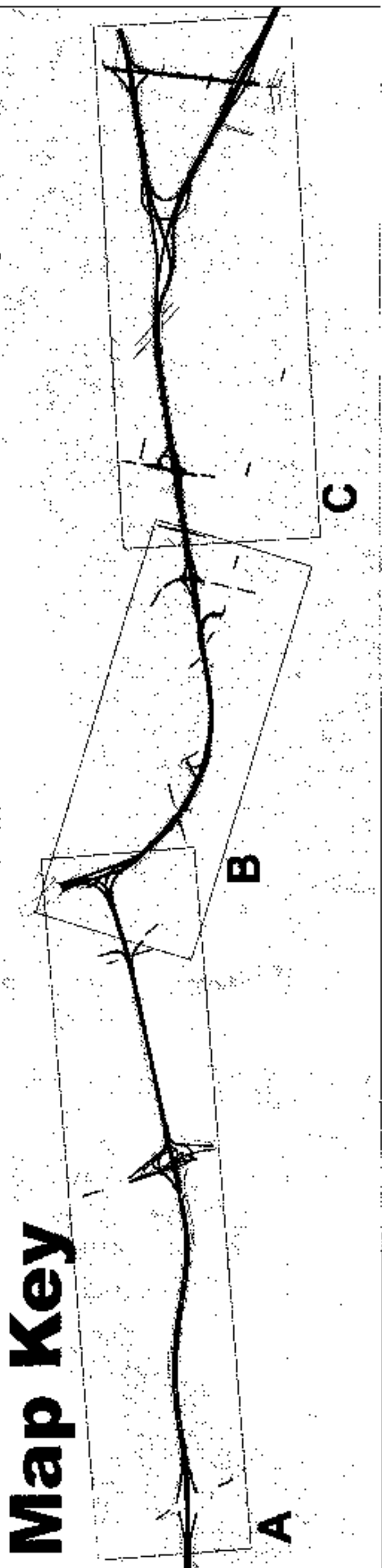


B I-10/I-110 to Acadian Thruway



GENERAL COMMENTS

Local street/surface street network the interstate creates a dam across the city. IN AGREEMENT FOR BRIDGE E. LOC. PRIORITY IS NORTH BYPASS. PRIORITY FOR ADDITIONAL LANES IS FROM FOOT OF BRIDGE TO ESSEN (EAST SIDE). I-110 GETS TOO MUCH PRIORITY VS. I-10.



C Acadian Thruway to Essen Ln.

TOP 5 PROBLEM AREAS (According to Online Survey)

- LA 1 AT PORT ALLEN
- MISSISSIPPI RIVER BRIDGE
- WASHINGTON STREET EXIT
- COLLEGE DRIVE AREA
- I-10 / I-12 SPLIT AREA

PURPOSE AND NEED (Preliminary)

- To provide for the continuing growth of the economy and population of metropolitan Baton Rouge
- To reduce congestion and improve traffic flow in the I-10 corridor
- To improve safety throughout the corridor

I-10 CORRIDOR IMPROVEMENT STUDY



STATE PROJECT NO. H-004100.1
FEDERAL AID PROJECT NO. AC-NH-1710 (610)

A LA 415 to I-10/I-110

This aerial map shows the LA 415 corridor from its intersection with I-10/I-110 in the west to its terminus in the east. Handwritten annotations include:

- A large circle labeled "1" at the western end, near the intersection with I-10/I-110.
- A large circle labeled "2" further east, encompassing a section of the corridor with two black dots.
- A third circle at the eastern end, near the intersection with I-10/I-110.
- Handwritten labels "LA 415" and "LA 415" at the western end.
- Handwritten labels "LA 415" and "LA 415" at the eastern end.
- Handwritten labels "LA 415" and "LA 415" at the eastern end.

We got them P.D. don't
 seem to cooperate. They
 there should be
 considered as independent
 police force. We like the
 miss Barlow that they're
 New Orleans. We're so near
 know are not cleared of
 fast enough - No sense of
 urgency. I made a suggestion
 and possibly have two
 trucks dedicated to Bridge
 for quick removal.
 Everything hit tie-ups.
 Every situation is totally
 presentable!

B I-10/I-110 to Acadian Thruway

The sketch map illustrates a proposed route from the left side of the frame, passing through a large circle labeled '3'. The route is marked with a dashed line and includes several key locations and roads:

- E. WASHINGTON**: A location marked with a shaded area on the left side of the route.
- E. WASHINGTON ST**: A road crossing the route from the bottom left.
- DE LAURIE**: A road crossing the route from the bottom left, near a small circle.
- PERKINS RD**: A road crossing the route from the bottom right, appearing twice.
- S ACADIAN THWY**: A road crossing the route from the bottom right.
- STANFORD AVE**: A road crossing the route from the bottom right.
- 3 ACADIAN THWY**: A road crossing the route from the top right.
- MAISON DE**: A road crossing the route from the top right, near a small circle.

A north arrow is located in the upper right corner of the map.

Minimal beginning— ^{Eastbound} close Wash St. exit, add a left exit possibly since majority of traffic exits from 110. Add a lane all the way to ~~the~~ ~~exit~~ exit at Dalympole. If possible add all the way to Perkins Rd exit. Big question is what to do w/ entrance ramp that is just east of Washington, maybe an on-ramp at Dalympole? Westbound— optimal would be to add a lane from ~~the~~ ~~the~~ Perkins Rd on-ramp. If too much to do from Perkins, ~~add~~ make ~~Perkins~~ Rd Dalympole on ramp a 4th lane— close the entrance ramp by Louise where it becomes that extra lane. This will give the ability for people not crossing the bridge the ability to get out of the way sooner. Also people getting on at that entrance sometimes try to go across the bridge creating a safety issue. It looks like w/ a slight detour the people using that ramp could go to Dalympole to get on w/ Dalton— being its own new lane— no problem.

Exiting @ Bluebonnet + Essen EB in the morning creates some backups as people go to the medical area. Could there be exiting between Essen + Bluebonnet to head to Pitt Con area? + Essen.

FAULT: Kelly Marks

C Acadian Thruway to Essen Ln.

ADD COMMUNITY ENTRANCE CONNECTIONS
THROUGH UNUSED AREAS.
CONNECT SERVICE STREETS W/ DEAD ENDS & SUBDIVISIONS
← PUT LOCAL CONSTRUCTION FIRMS TO WORK

- **LA 1 AT PORT ALLEN**
- **MISSISSIPPI RIVER BRIDGE**
- **WASHINGTON STREET EXIT**
- **COLLEGE DRIVE AREA**
- **I-10 / I-12 SPLIT AREA**

- **To provide for the continuing growth of the economy and population of metropolitan Baton Rouge**
- **To reduce congestion and improve traffic flow in the I-10 corridor**
- **To improve safety throughout the corridor**

Map Key

A: Solid line

B: Dashed line

C: Dotted line

A LA 415 to I-10/I-110

This aerial map shows the interchange area between LA 415 (Lorel Ave) and I-10/I-110. The map is oriented with North at the top. The interchange is located in the center-right of the image. The map shows the intersection of LA 415 (Lorel Ave) and I-10/I-110. Key features include the interchange, surrounding roads like Laurel Ave, and the area around the interchange. The map is oriented with North at the top.

B I-10/I-110 to Acadian Thruway

This map shows the interchange area between I-10/I-110 and the Acadian Thruway. Key features include:

- Interchange 1:** The main interchange between I-10/I-110 and the Acadian Thruway.
- Interchange 2:** A smaller interchange on the I-10/I-110 corridor.
- Interchange 3:** Another interchange on the I-10/I-110 corridor.
- Streets:** E. Washington St, Perkins Rd, and Acadian Thruway are labeled.
- Other Features:** A large circular area on the left side of the map, possibly indicating a specific project area or a roundabout.

C Acadian Thruway to Essen Ln.

- ① Acadian/College Entrance w/ improper Merging
- Separate the lanes / traffic
- ② The Choke point before City Park Lakes
- open up or lose the trees to remove the illusion that it's too tight
- ③ Too many lights @ all exits too close to the Ramps (exit + entrance)

- **LA 1 AT PORT ALLEN**
- **MISSISSIPPI RIVER BRIDGE**
- **WASHINGTON STREET EXIT**
- **COLLEGE DRIVE AREA**
- **I-10 / I-12 SPLIT AREA**

- To provide for the continuing growth of the economy and population of metropolitan Baton Rouge
- To reduce congestion and improve traffic flow in the I-10 corridor
- To improve safety throughout the corridor

I-10 CORRIDOR IMPROVEMENT STUDY

STATE PROJECT NO. H.004100.1
FEDERAL AID PROJECT NO. AC-NH-1710 (610)

Level Ho 14m

B I-10/I-110 to Acadian Thruway

This map shows the interchange area between I-10/I-110 and the Acadian Thruway. A large handwritten number '3' is in the center. The map includes labels for E. WASHINGTON ST, PERKINS RD, S ACADIAN THRWY, and STANDISH AVE. A north arrow is located in the top right corner.

C Acadian Thruway to Essen Ln.

#3 ^{add} Left lane exit to washington | Have two exit.
#3 close Washington exit

和

Map Key

- **LA 1 AT PORT ALLEN**
- **MISSISSIPPI RIVER BRIDGE**
- **WASHINGTON STREET EXIT**
- **COLLEGE DRIVE AREA**
- **I-10 / I-12 SPLIT AREA**

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- To reduce congestion and improve traffic flow in the I-10 corridor
- To improve safety throughout the corridor

I-10 CORRIDOR IMPROVEMENT STUDY

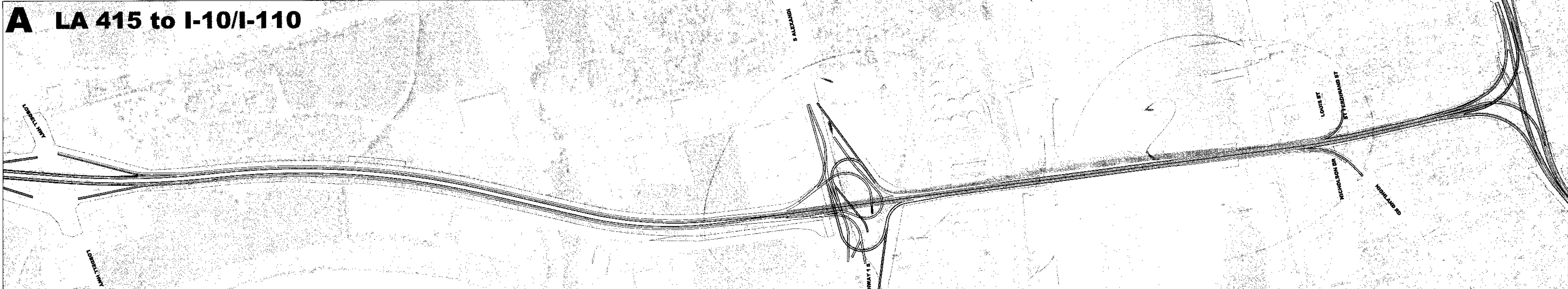
U.S. Department of Transportation
**Federal Highway
Administration**

STATE PROJECT NO. H.004100.1
FEDERAL AID PROJECT NO. AC-NH-1710 (610)

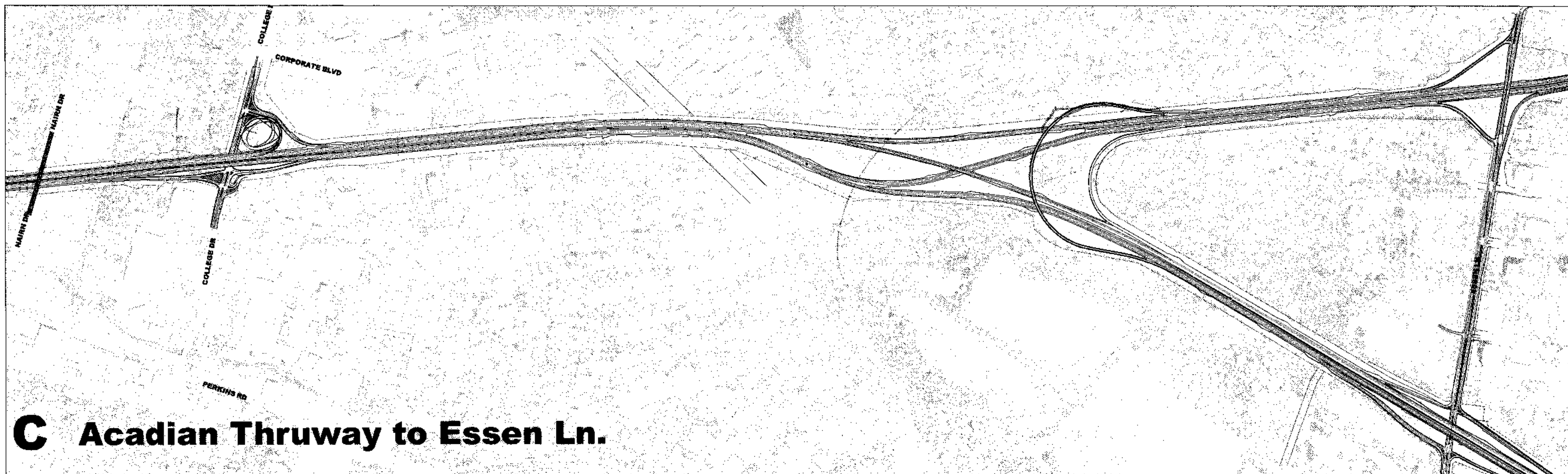
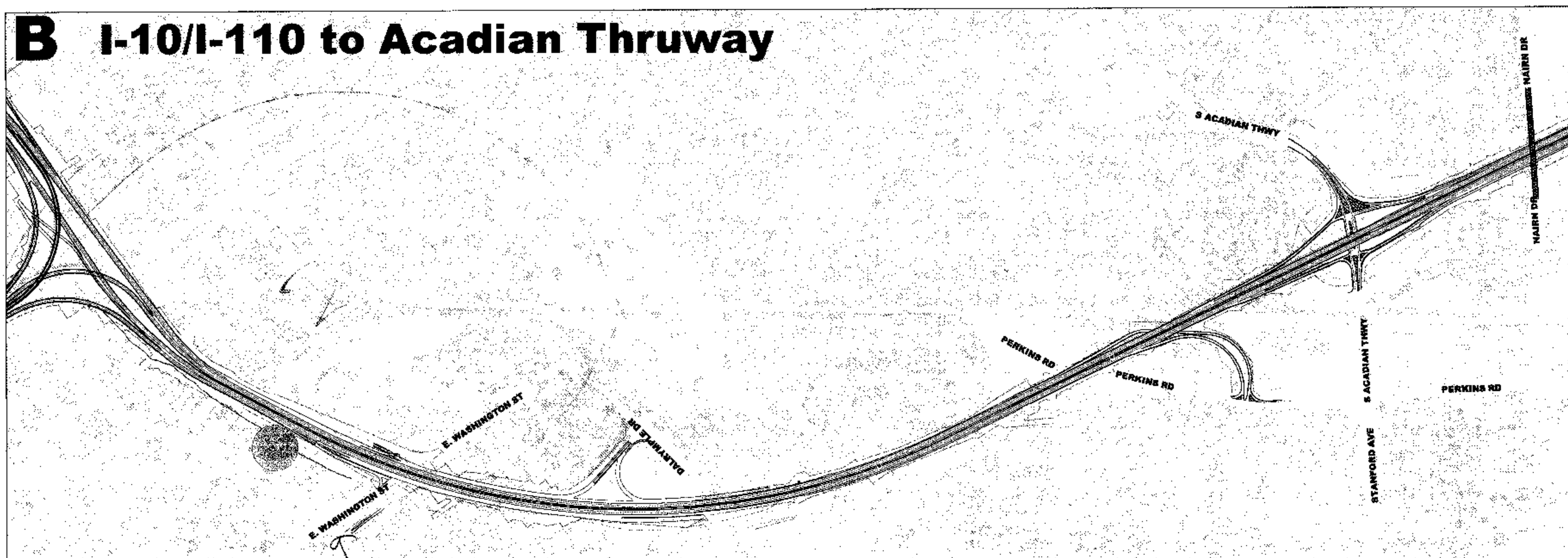
C.P.

Latoya Chambers

A LA 415 to I-10/I-110

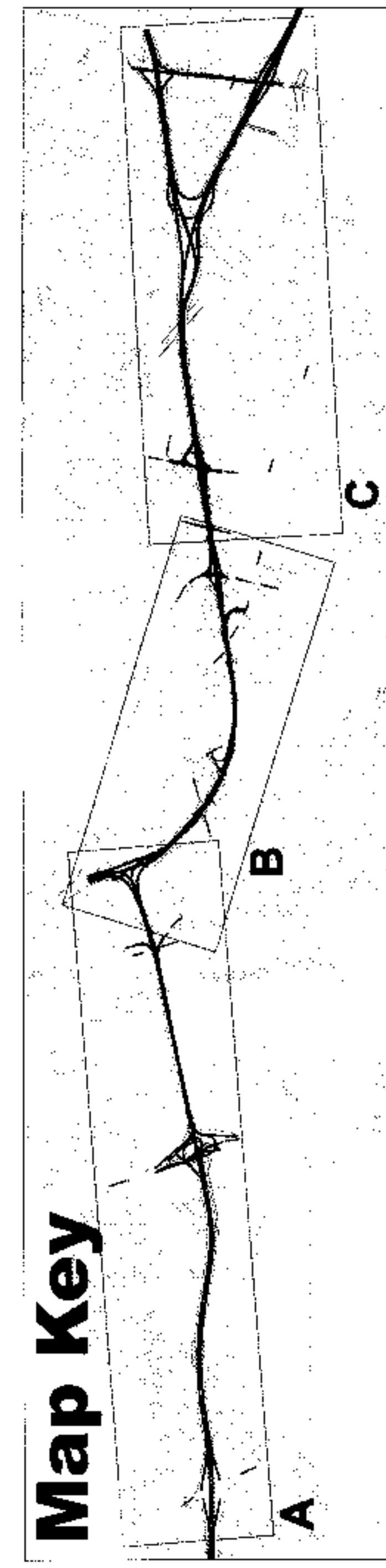


B I-10/I-110 to Acadian Thruway



GENERAL COMMENTS

1. REPLACE "1940" BRIDGE TO ALLOW FOR WIDENING NEW 1
 2. DETERMINE WASHINGTON EXIT
- PUT IN 500 YEAR STORM DRAINAGE SYSTEM
- NO CLOUTLIPS
- ACCEPT THAT DISPLACED HOMEOWNERS/BUSINESSES WILL BE ANGRY & UPSET. DON'T BE AFRAID TO OVERPAY TO MOVE THEM. MOVE THE HOUSE TO NEW LOCATION.
- MAKE BRIDGE WIDENING BE HIGHEST PRIORITY, THAT ALLOWS SPACE FOR 5-6 LANES OF TRAFFIC. CITY PARK LAKE BRIDGE.
- STOP DOING COMBO ON/OFF LANES LIKE COLLEGE ON / ACADIAN OFF. REALLY DANGEROUS



TOP 5 PROBLEM AREAS (According to Online Survey)

- LA 1 AT PORT ALLEN
- MISSISSIPPI RIVER BRIDGE
- WASHINGTON STREET EXIT
- COLLEGE DRIVE AREA
- I-10 / I-12 SPLIT AREA

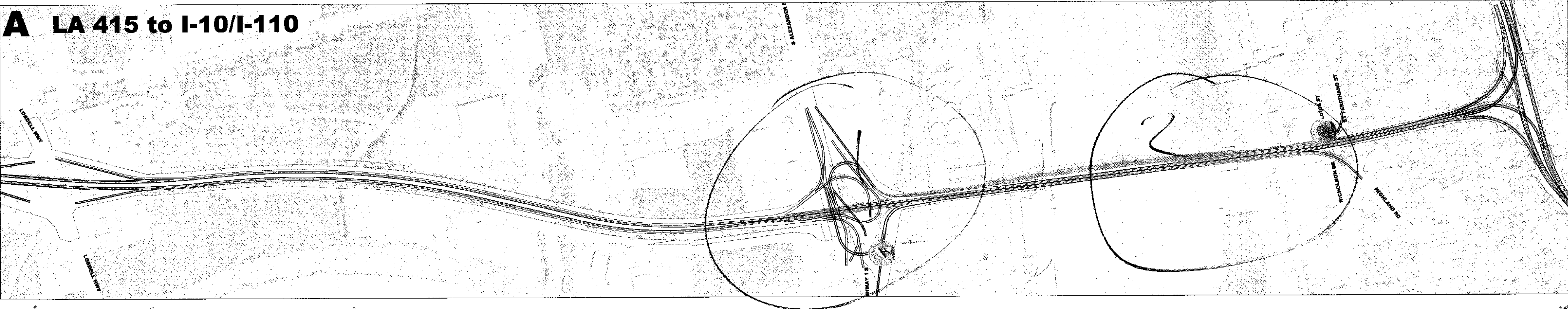
PURPOSE AND NEED (Preliminary)

- To provide for the continuing growth of the economy and population of metropolitan Baton Rouge
- To reduce congestion and improve traffic flow in the I-10 corridor
- To improve safety throughout the corridor

I-10 CORRIDOR IMPROVEMENT STUDY

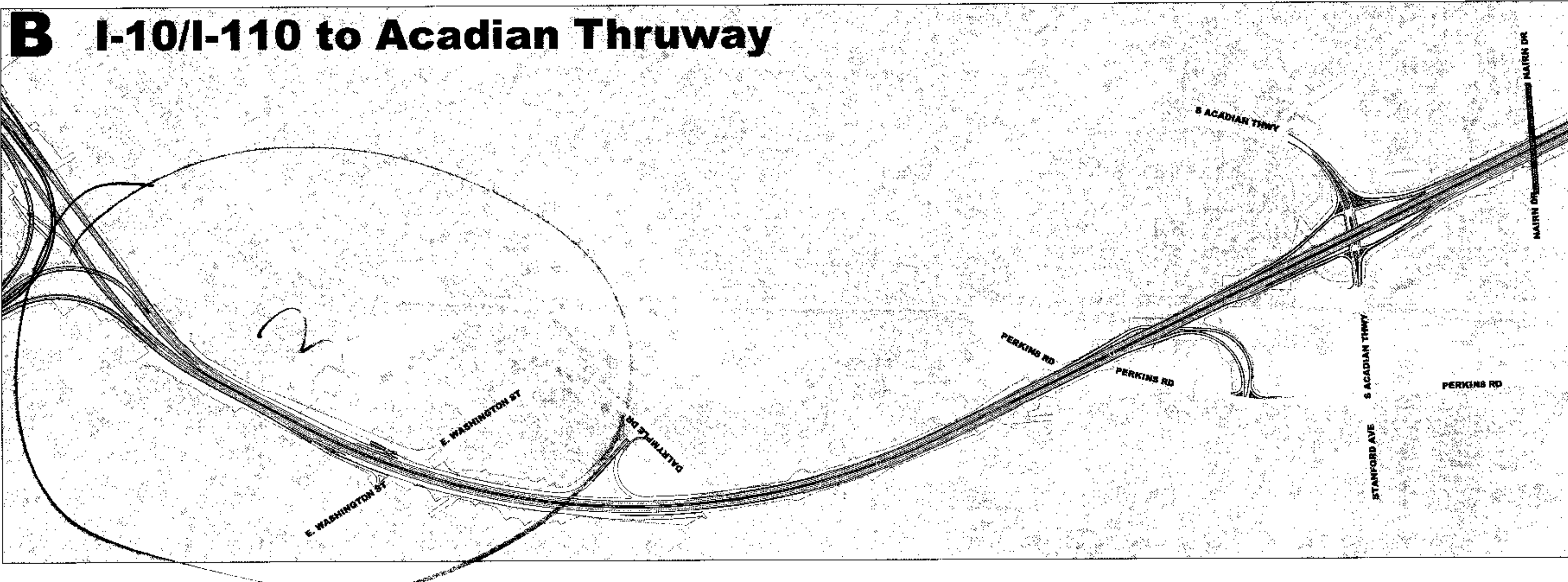


STATE PROJECT NO. H-004100.1
FEDERAL AID PROJECT NO. AC-NH-1710 (610)



Elevated Interchanges
Implement more roundabouts
Get around the traffic
map in the Air

When will Highland exit be addressed?
How come Shreveport is building their 3rd loop? They are LA so where did their monies come from?

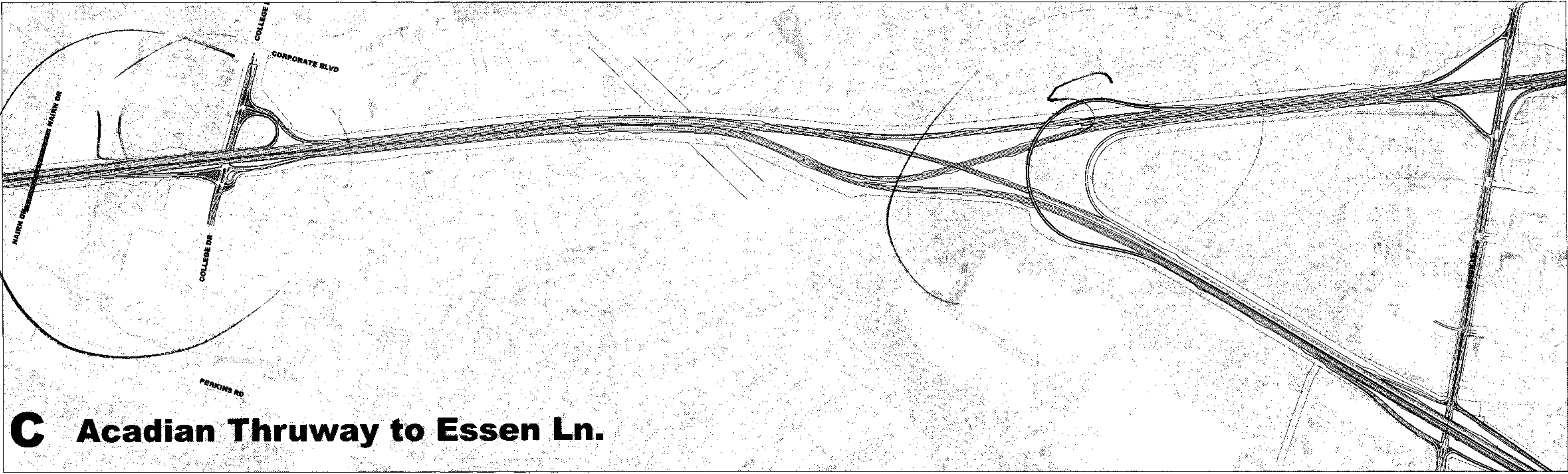
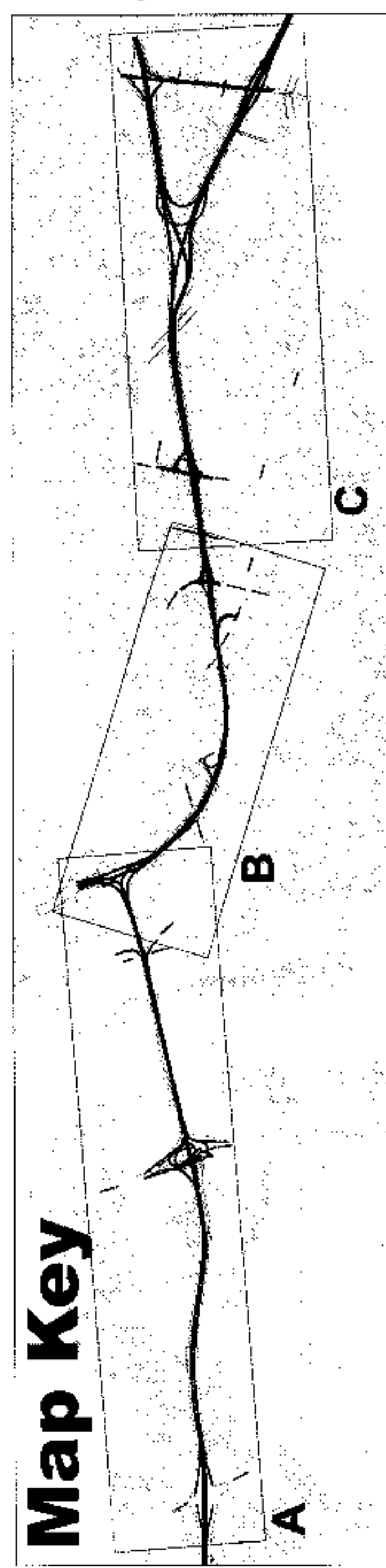


GENERAL COMMENTS

more lanes... will not help if the Bridge is not...
Given more lanes also!

1. Streamline the entrance ramp to the bridge from Hwy 1, going north
from Port Allen/Bossier.

2. Getting from Lumbert onto the Mississippi bridge during Rush hour takes 45
minutes & traffic is a dead stop. More lanes are needed.



TOP 5 PROBLEM AREAS (According to Online Survey)	
<ul style="list-style-type: none"> • LA 1 AT PORT ALLEN • MISSISSIPPI RIVER BRIDGE • WASHINGTON STREET EXIT • COLLEGE DRIVE AREA • I-10 / I-12 SPLIT AREA 	
PURPOSE AND NEED (Preliminary)	
<ul style="list-style-type: none"> • To provide for the continuing growth of the economy and population of metropolitan Baton Rouge • To reduce congestion and improve traffic flow in the I-10 corridor • To improve safety throughout the corridor 	

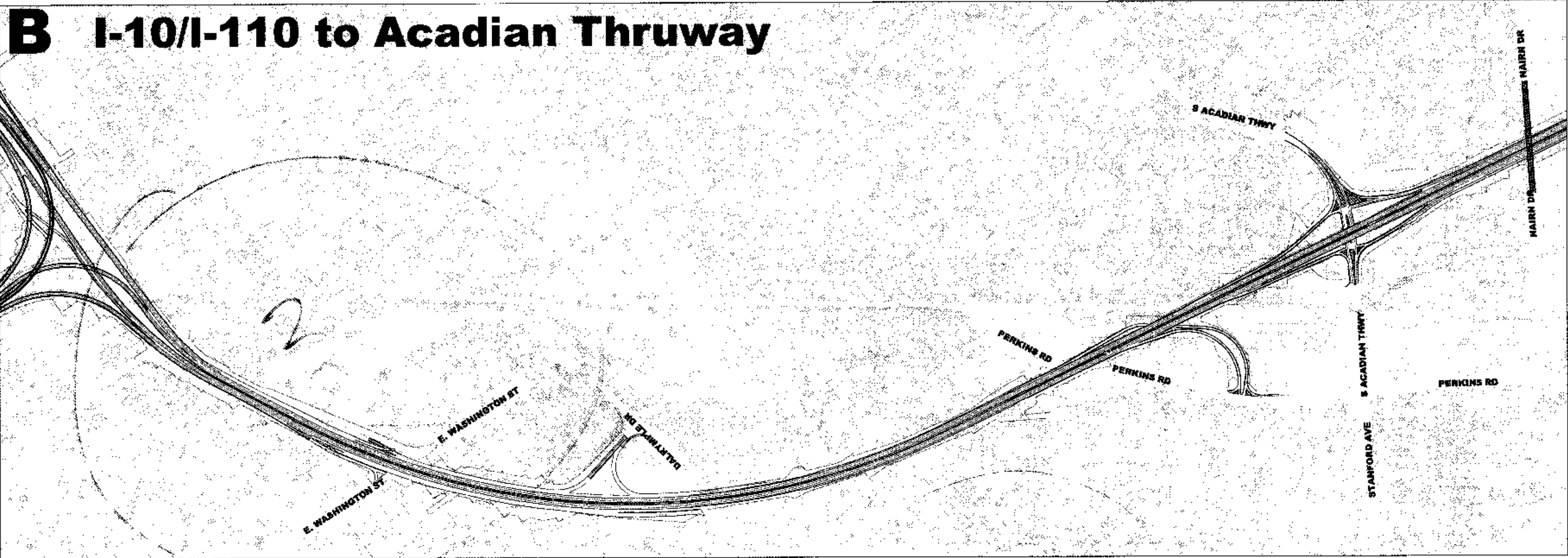
I-10 CORRIDOR IMPROVEMENT STUDY			
	STATE PROJECT NO. H-004100.1 FEDERAL AID PROJECT NO. AC-NH-1710 (610)		

C.P.

A LA 415 to I-10/I-110

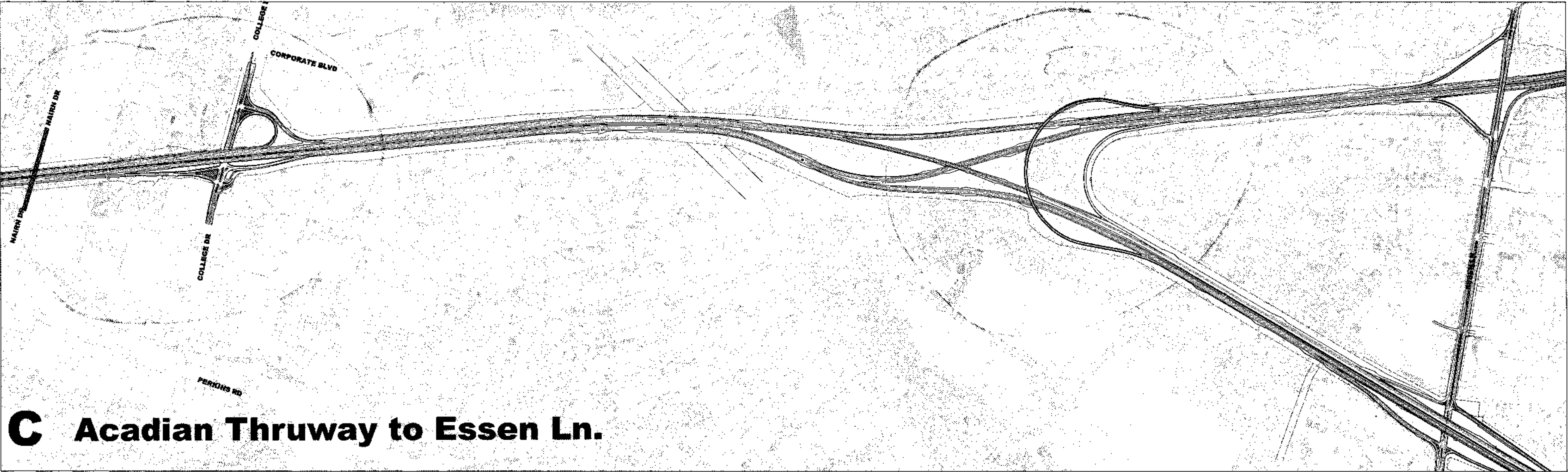


B I-10/I-110 to Acadian Thruway



GENERAL COMMENTS

- Get 18 wheelers off the Interstate
- Get to divert traffic off of the interstate before widening
- Build grade separations on Florida Blvd (US 190)
- Petro Chemical industry to fund projects
- Build dedicated lane for thru traffic
- Toll Road for thru traffic
- New, New Bridge over River (any)
- Routine signals on surface street
- 1 Improve the Nicholson Drive Corridor
- Reduce interchanges within corridor



C Acadian Thruway to Essen Ln.

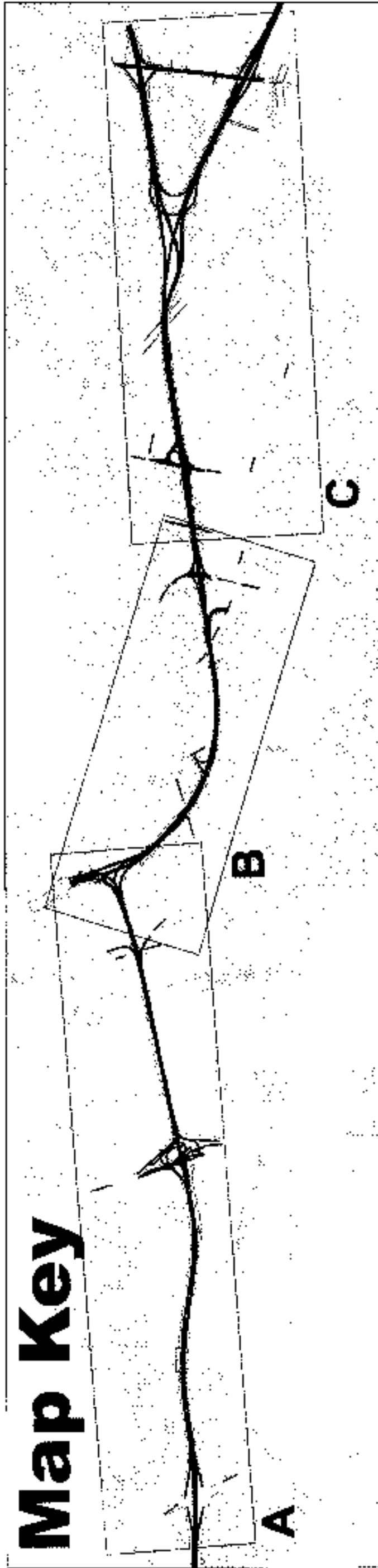
**TOP 5 PROBLEM AREAS
(According to Online Survey)**

- LA 1 AT PORT ALLEN
- MISSISSIPPI RIVER BRIDGE
- WASHINGTON STREET EXIT
- COLLEGE DRIVE AREA
- I-10 / I-12 SPLIT AREA

**PURPOSE AND NEED
(Preliminary)**

- To provide for the continuing growth of the economy and population of metropolitan Baton Rouge
- To reduce congestion and improve traffic flow in the I-10 corridor
- To improve safety throughout the corridor

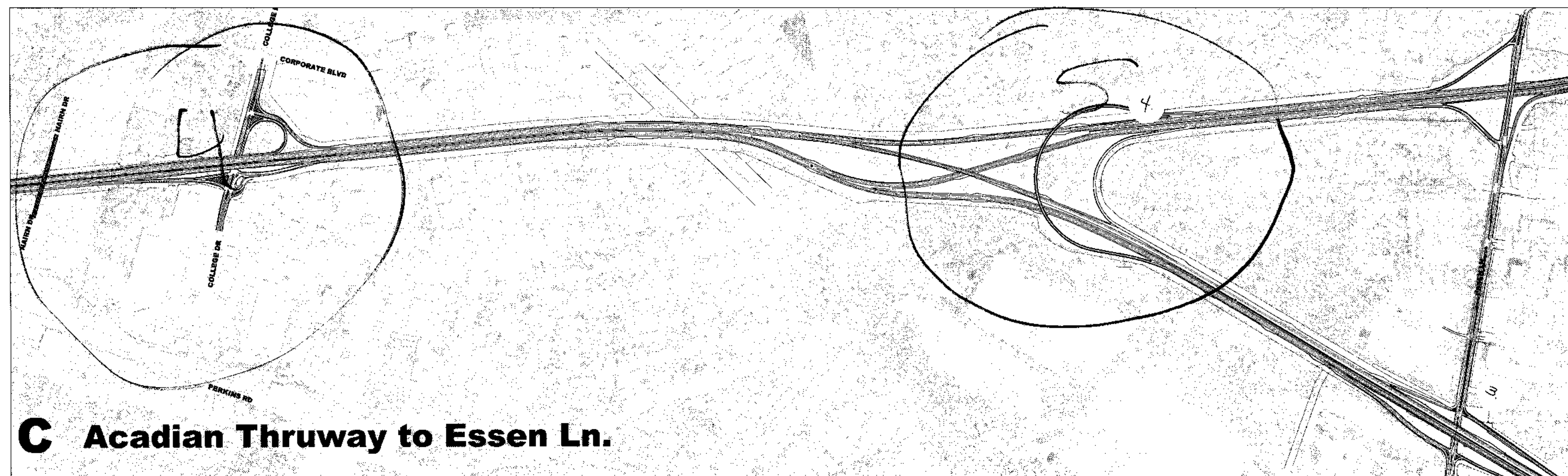
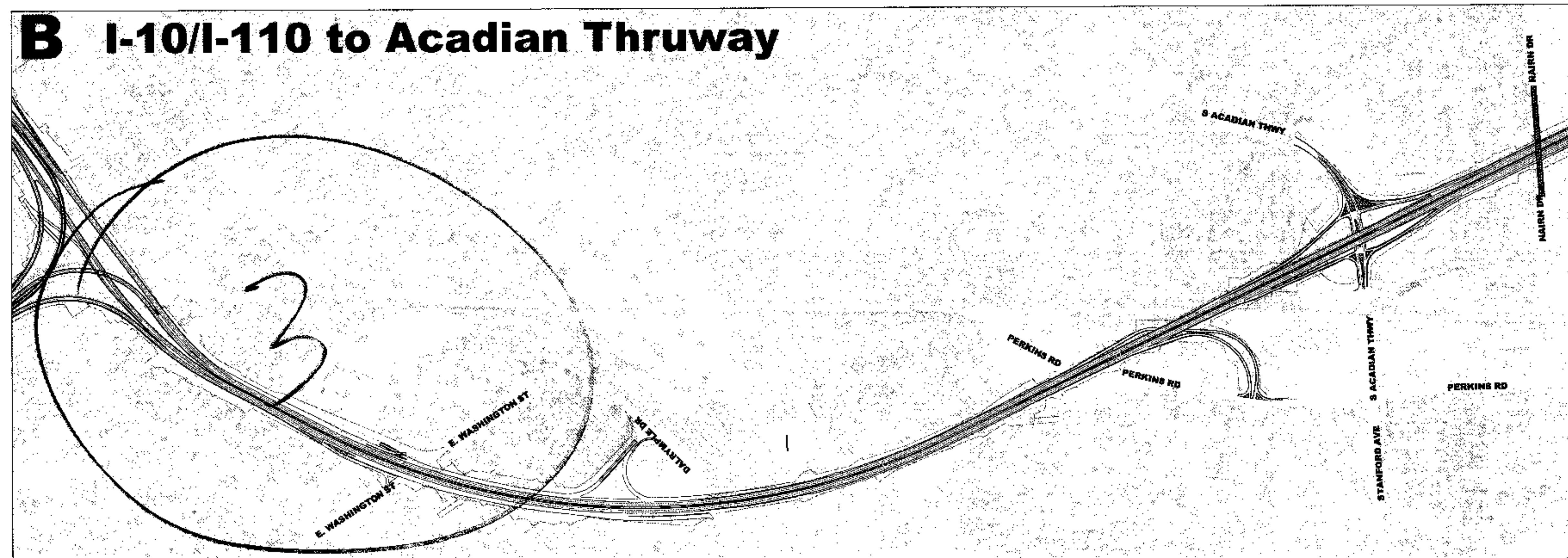
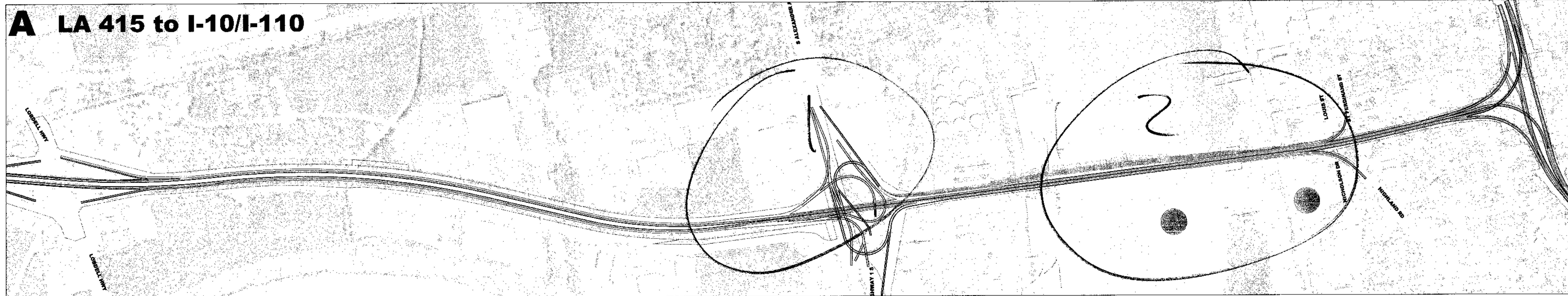
Map Key



**I-10 CORRIDOR
IMPROVEMENT STUDY**



STATE PROJECT NO. H.004100.1
FEDERAL AID PROJECT NO. AC-NH-1710 (610)



GENERAL COMMENTS

- ② ^{Bridge} - Remove break downs quicker
- ① ^{LA} - 415 - Make it easier to merge - add lanes
3rd lane designate as 415 exit
- ② - Bridge - larger ferry's
- Build another bridge
- Create better signage @ City Lakes directing trucks
- ③ more Washington St Exit (make the exit between interstate like Govt St)
- ④ Create better merging
- ⑤ Create better merging - add an extra lane
continuous right lane that loops to help merge

Both dots - Bridge

Yellow dots

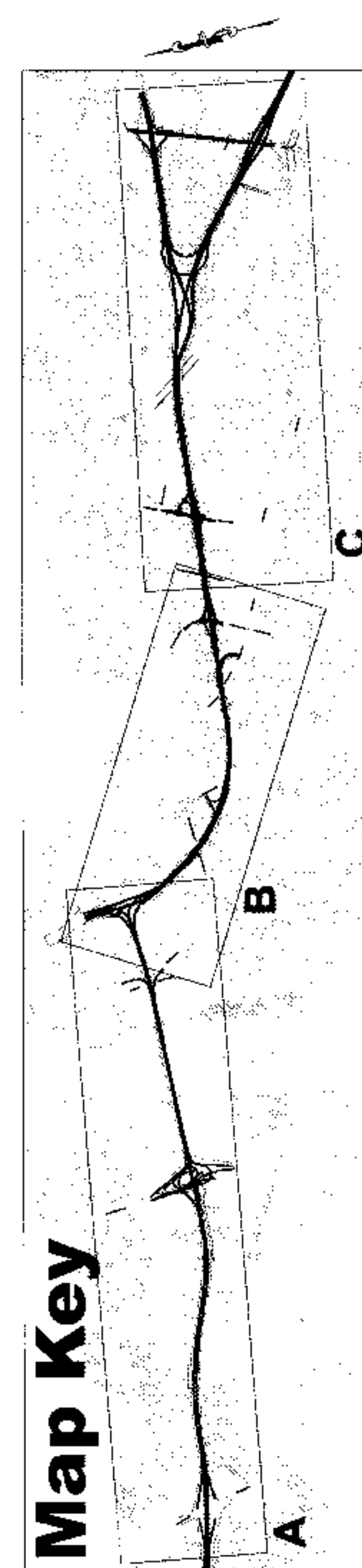
1. Better signage for trucks to merge to bridge @ city lakes
2. 110 - @ Governors mansion better use of road the way it's striped we are not using all of the road.
3. constant turn lane (loop) onto interstate @ Essen
- 4 Essen lane loop needs to be 2 lanes

TOP 5 PROBLEM AREAS (According to Online Survey)

- LA 1 AT PORT ALLEN
- MISSISSIPPI RIVER BRIDGE
- WASHINGTON STREET EXIT
- COLLEGE DRIVE AREA
- I-10 / I-12 SPLIT AREA

PURPOSE AND NEED (Preliminary)

- To provide for the continuing growth of the economy and population of metropolitan Baton Rouge
- To reduce congestion and improve traffic flow in the I-10 corridor
- To improve safety throughout the corridor



I-10 CORRIDOR IMPROVEMENT STUDY

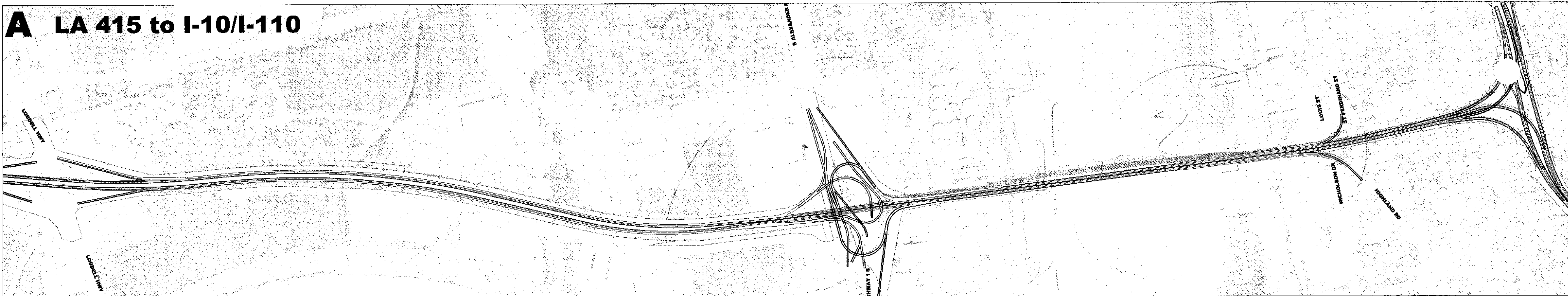


STATE PROJECT NO. H.004100.1
FEDERAL AID PROJECT NO. AC-NH-1710 (610)

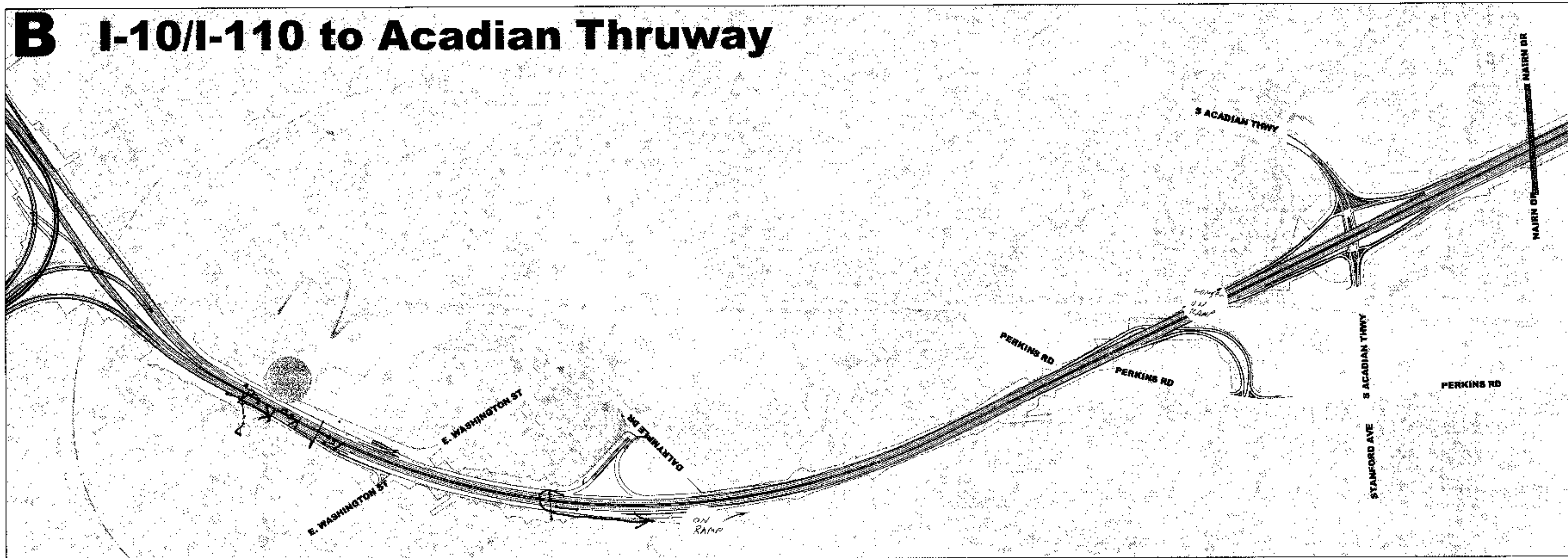
C.P.

ROBINN BETTS

A LA 415 to I-10/I-110



B I-10/I-110 to Acadian Thruway

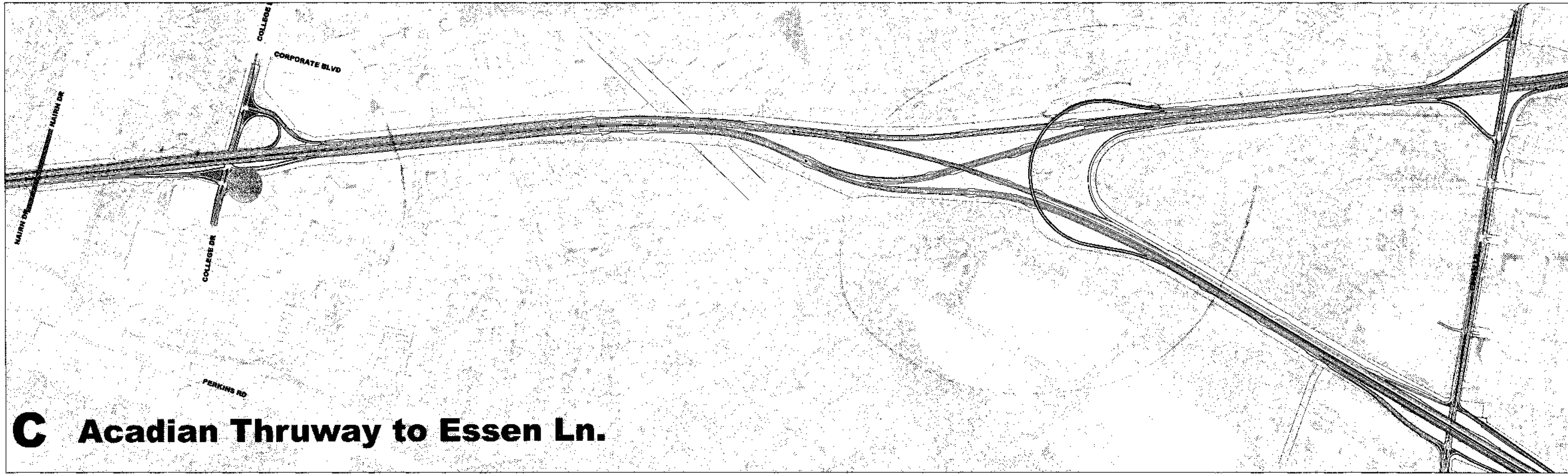


GENERAL COMMENTS

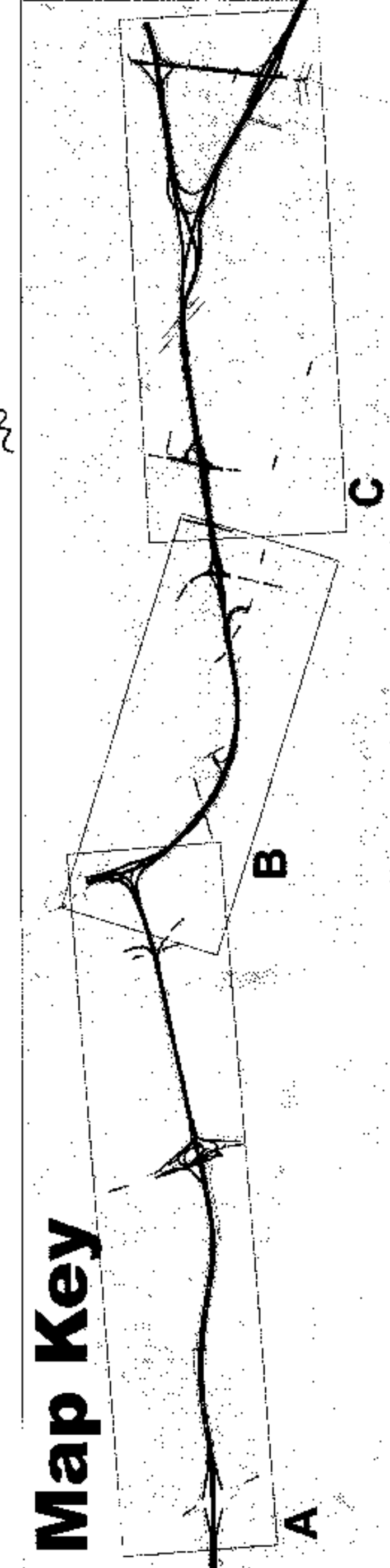
SURVEY QUESTIONS SKIPPED: ① WASHINGTON EXIT MUST BE CLOSED. 430' IS NOT CORRECT. 100' IS AVAILABLE 50' NORTH & SOUTH IS THERE TO MERGE SAFELY. ② DALLAMPLE NEEDS EASTBOUND MERGE WITH WASHINGTON ON RAMP, UNDER I-10.

Do not destroy the ambience of the Perkins Rd Overpass area — will reduce our property values alter character of neighborhood

I want to see loop ideas — Alternatives to increasing lanes on I-10. Route traffic out of the city !!!



C Acadian Thruway to Essen Ln.



TOP 5 PROBLEM AREAS (According to Online Survey)
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• MISSISSIPPI RIVER BRIDGE
• WASHINGTON STREET EXIT
• COLLEGE DRIVE AREA
• I-10 / I-12 SPLIT AREA
PURPOSE AND NEED (Preliminary)
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• To reduce congestion and improve traffic flow in the I-10 corridor
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I-10 CORRIDOR

IMPROVEMENT STUDY

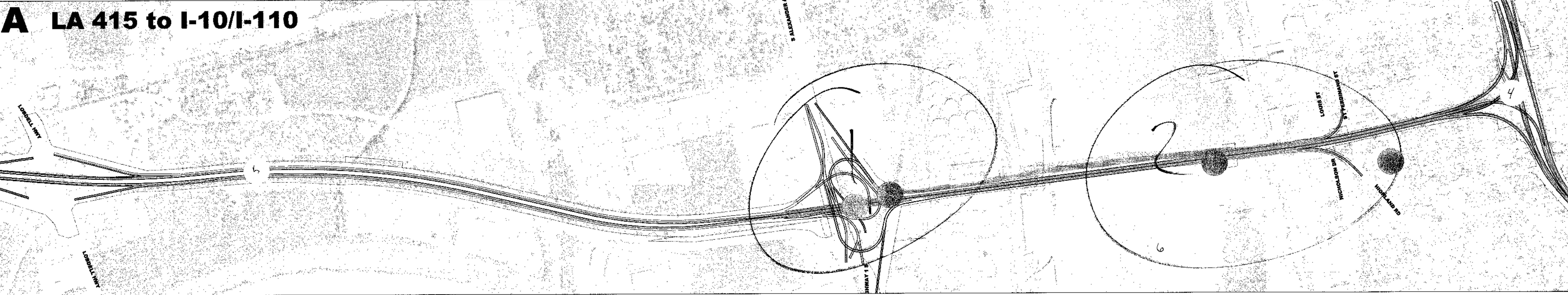
U.S. Department of Transportation

Federal Highway Administration

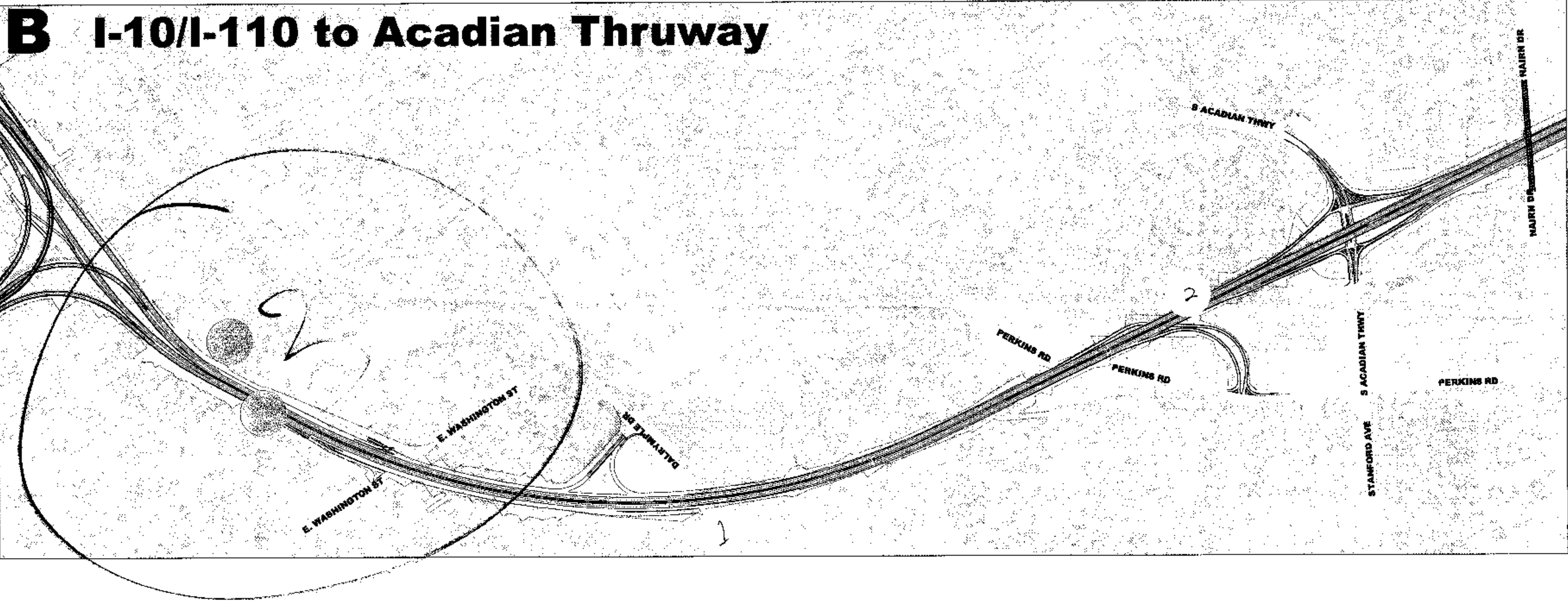
STATE PROJECT NO. H-004100.1

FEDERAL AID PROJECT NO. AC-NH-1710 (610)

A LA 415 to I-10/I-110

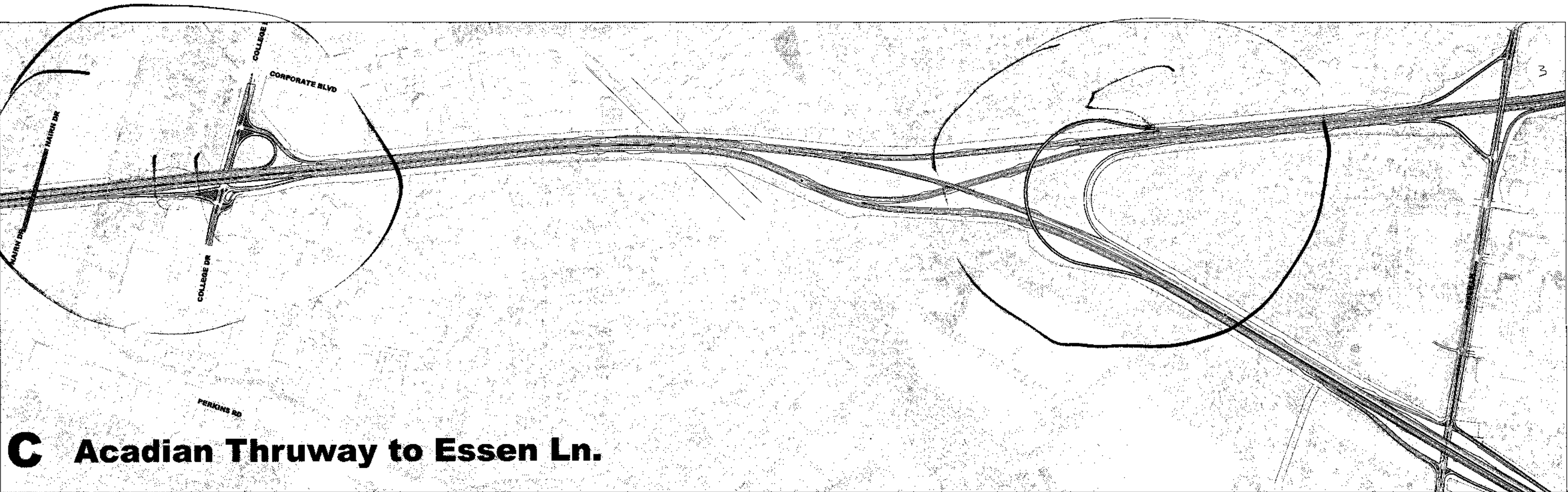


B I-10/I-110 to Acadian Thruway

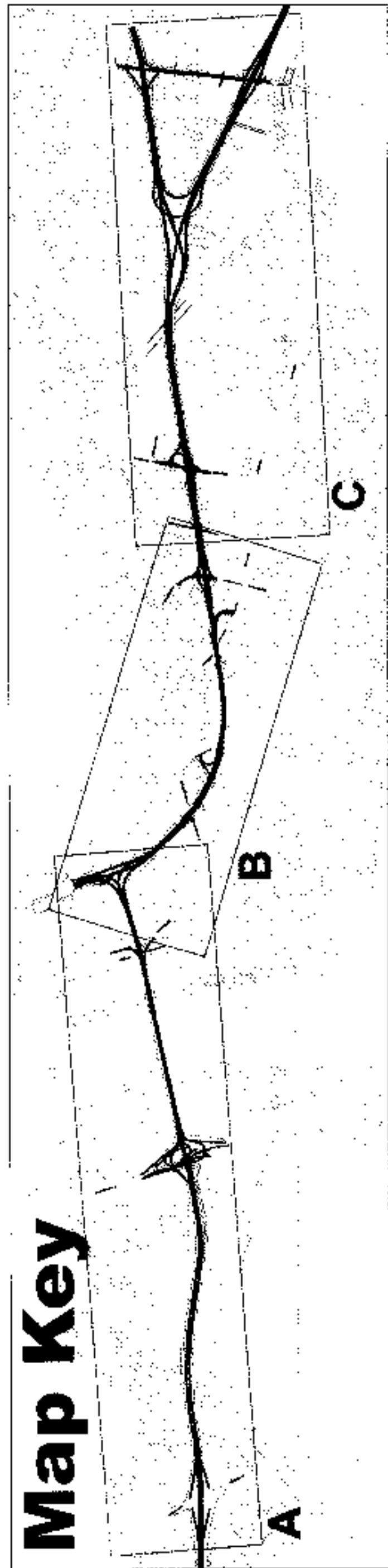


GENERAL COMMENTS

1. Eastbound I-10 Entrance ramp @ Dalygrove
2. Acadian WB entrance ramp - improve safety @ the merge. Consider closing Perkins Entrance.
3. Add WB I-12 exit @ Essen to relieve congestion on I-12 WB to I-10 EB ramp.
4. Improve geometrics w/ I-10 + I-110 interchange to increase speeds and remove Govt street I-10 EB on-ramp.
5. Beginning of upperdeck w/ no exits through the corridor.
6. Add bridge to the south. Direct more traffic to Nicholson as it parallels I-10.



C Acadian Thruway to Essen Ln.



**TOP 5 PROBLEM AREAS
(According to Online Survey)**

- LA 1 AT PORT ALLEN
- MISSISSIPPI RIVER BRIDGE
- WASHINGTON STREET EXIT
- COLLEGE DRIVE AREA
- I-10 / I-12 SPLIT AREA

**PURPOSE AND NEED
(Preliminary)**

- To provide for the continuing growth of the economy and population of metropolitan Baton Rouge
- To reduce congestion and improve traffic flow in the I-10 corridor
- To improve safety throughout the corridor

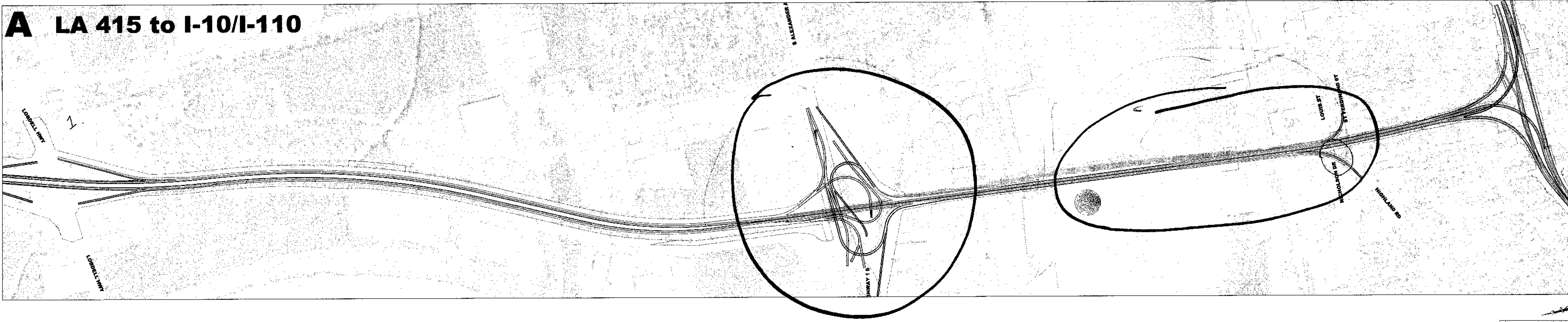
To add aesthetics and ~~and~~ appropriate cultural context

**I-10 CORRIDOR
IMPROVEMENT STUDY**

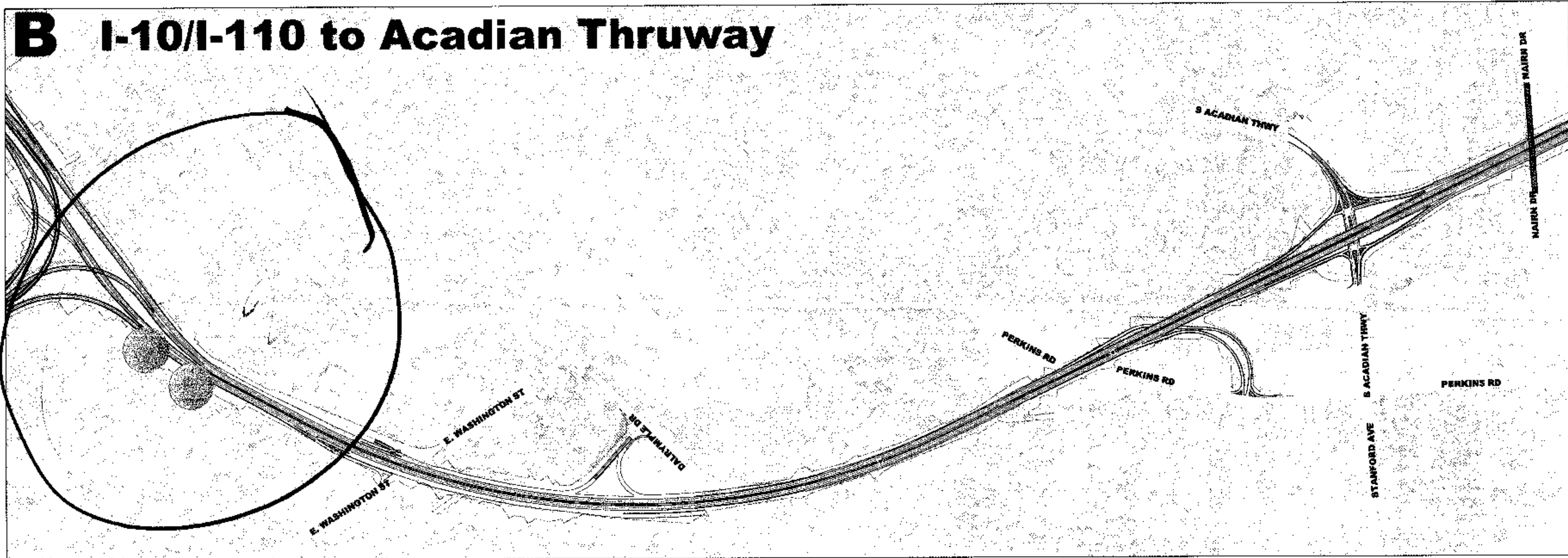


STATE PROJECT NO. H.004100.1
FEDERAL AID PROJECT NO. AC-NH-1710 (610)

A LA 415 to I-10/I-110

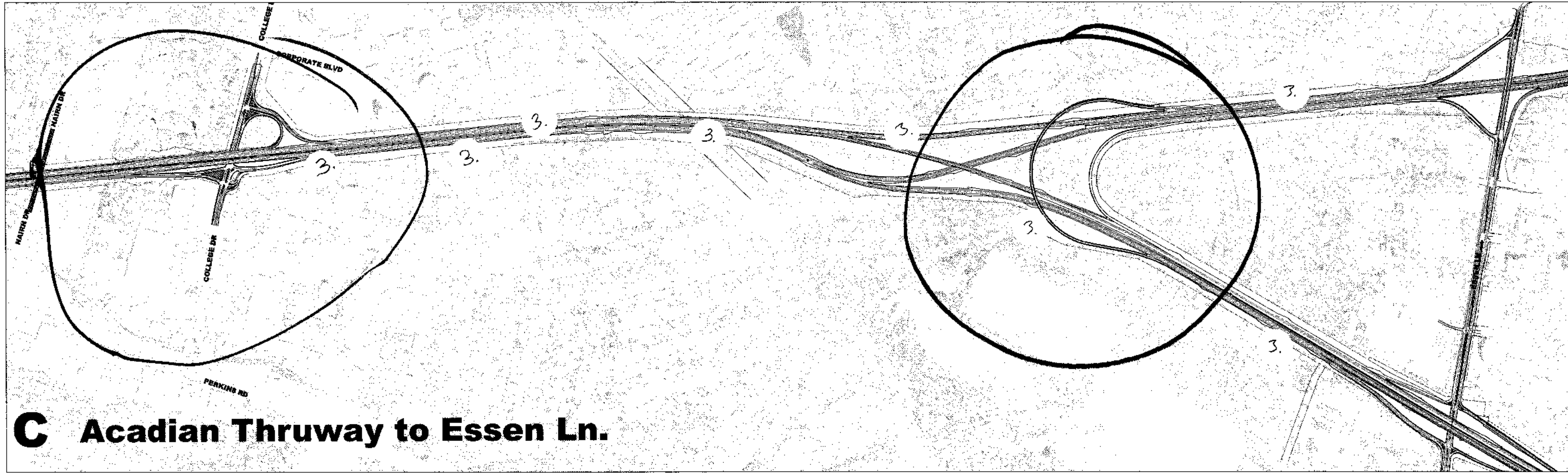


B I-10/I-110 to Acadian Thruway



GENERAL COMMENTS

1. Expand I-10 on west side of Acadian Thruway.
2. LSU football traffic improvements. Shuttles only/parking spaces off campus. Larger cities have Express Pick Ups.
3. Service Lanes on whole corridor.



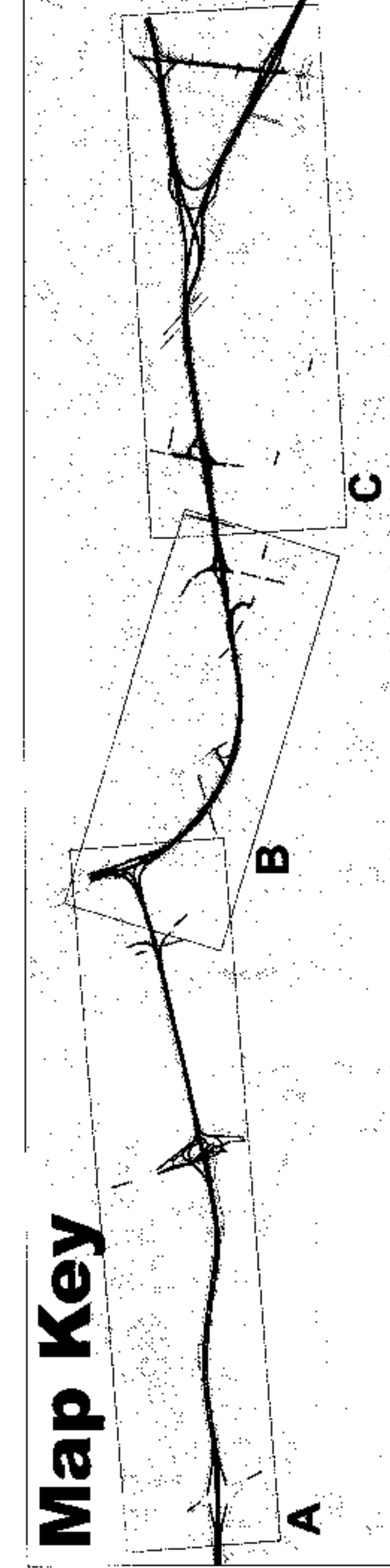
C Acadian Thruway to Essen Ln.

TOP 5 PROBLEM AREAS (According to Online Survey)

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PURPOSE AND NEED (Preliminary)

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- To reduce congestion and improve traffic flow in the I-10 corridor
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I-10 CORRIDOR IMPROVEMENT STUDY



STATE PROJECT NO. H-004100.1
FEDERAL AID PROJECT NO. AC-NH-1710 (610)

[illegible]

C Acadian Thruway to Essen Ln.

[illegible]

Map Key

A: Solid line with cross-ticks.

B: Solid line with cross-ticks and a small circle.

C: Solid line with cross-ticks and a small circle.

- LA 1 AT PORT ALLEN
- MISSISSIPPI RIVER BRIDGE
- WASHINGTON STREET EXIT
- COLLEGE DRIVE AREA
- I-10 / I-12 SPLIT AREA

- **To provide for the continuing growth of the economy and population of metropolitan Baton Rouge**
- **To reduce congestion and improve traffic flow in the I-10 corridor**
- **To improve safety throughout the corridor**



DOTD
DEPARTMENT OF
TRANSPORTATION & DEVELOPMENT

**U.S. Department of Transportation
Federal Highway
Administration**



INTERSTATE
2015-2019
10

STATE PROJECT NO. H.004100.1
FEDERAL AID PROJECT NO. AC-NH-1710 (610)



Appendix E

Comment Forms and Court Reporter Comments



PUBLIC MEETING COMMENT FORM
PUBLIC MEETING ROUND 1 - AUGUST 31 - SEPTEMBER 3, 2015
I-10 CORRIDOR IMPROVEMENT STUDY
STAGE 0 FEASIBILITY STUDY

STATE PROJECT NO. H.004100.1
LEGACY PROJECT NO. 700-17-0209
ROUTE: I-10/I-12 (FROM LA 415 TO ESSEN LANE)

EAST AND WEST BATON ROUGE PARISHES, LA

Please submit your comments to one of the following addresses below. Comments must be postmarked by September 13, 2015 in order to become part of the official transcript.

Email: info@i10br.com
or Mail: Franklin Associates
ATTN: I-10 Corridor Improvement Study
2148 Government Street
Baton Rouge, LA 70806

Date: August 31, 2015
Name: _____
Address: _____

Please add comments below:

*This is my second comment. I
submitted one before the presentation.*

*Thank you to the engineers who explained that the
Washington Street exit isn't necessarily the problem for those
of us who commute from south Hwy 1. I trust that
you will consider the multiple access points to the I-10
onramp at LA1 and make improvements to that section
part of the solution. Thank you.*

Excellent Presentation!

Franklin Associates; I-10 Corridor Improvement Study: Stage 0
2148 Government Street
Baton Rouge, LA 70806

My name is _____ I am a homeowner in Addis and work in downtown Baton Rouge and often go to Baton Rouge on the weekends. My work commute is only 9.3 miles one way, and according to Google maps should take about 17 minutes averaging 54 miles per hour. Currently, in order for me to arrive at my desk for my normal start time of 8:00 AM, I must leave the house no later than 7:15. This is an average of 21 miles per hour. I have had to alter my work hours in order to avoid traffic backups on LA-1, but depending on traffic conditions, I may take either the old or the new bridge during my commute. If there are accidents on or before the bridge, either east- or west-bound, I will be late for work. The current traffic problems are very real for me, in the form of additional fuel costs, wear and tear on my vehicle, and the necessity of taking annual leave every time there is an accident or breakdown on the bridge. We know this happens several times each week.

Both lanes of LA 1 north are backed up to near Brusly twice each day, during the morning and evening commute. The backups are caused by I-10 bridge traffic, and are often exacerbated by accidents on the bridge, congestion at the Washington St. exit, downtown traffic in the evenings, driver impatience, the funneling of vehicles from several access points in West Baton Rouge Parish to get on the bridge, and the reduction to one lane of interstate traffic as drivers are exiting the bridge on the Baton Rouge side. I-10 traffic regularly backs up to Hwy 415 and beyond.

Economic and residential development is being stifled by the inability to cross the I-10 bridge in a timely manner. While I enjoy living in Addis, I actively discourage other people from moving to the parish if they must cross into Baton Rouge for work or school. I never return to Baton Rouge once I come back to WBR parish in the afternoon because of the inevitable traffic delays.

Many WBR and Iberville parish residents (including me) have been calling for a new Mississippi River bridge at or near Plaquemine. This will encourage additional industrial expansion and employees will have a better quality of life since they aren't forced to endure traffic delays. This will also serve to ease traffic for WBR residents and others who drive across the I-10 bridge for work, school, or entertainment. ~~Another alternative could be the elimination of the Washington St. exit~~ and creating another eastbound lane so that the two lanes on the bridge do not have to merge into one.

I applaud the efforts of the DOTD for seeking to find a solution to the traffic problems in the Baton Rouge Metropolitan area. I am also very grateful for West Baton Rouge law enforcement for attempting to manage traffic and access to Hwy 1 north from the intercoastal bridge to the MRB. I am encouraged by these meetings and your willingness to hear our concerns, and trust that we will see some relief in the very near future.

Thank you,



PUBLIC MEETING COMMENT FORM
PUBLIC MEETING ROUND 1 - AUGUST 31 - SEPTEMBER 3, 2015
I-10 CORRIDOR IMPROVEMENT STUDY
STAGE 0 FEASIBILITY STUDY

STATE PROJECT NO. H.004100.1
LEGACY PROJECT NO. 700-17-0209
ROUTE: I-10/I-12 (FROM LA 415 TO ESSEN LANE)

EAST AND WEST BATON ROUGE PARISHES, LA

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or Mail: Franklin Associates
ATTN: I-10 Corridor Improvement Study
2148 Government Street
Baton Rouge, LA 70806

Date: 8/31/15
Name: _____
Address: _____

Please add comments below:

Doing Nothing is not an option!

THANKS

Bob



PUBLIC MEETING COMMENT FORM
PUBLIC MEETING ROUND 1 - AUGUST 31 - SEPTEMBER 3, 2015
I-10 CORRIDOR IMPROVEMENT STUDY
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Date: 8-31-15
Name: _____
Address: _____

Please add comments below:

CLOSE WASHINGTON & REPLACE
EXIT WITH NEW "MYRTLE
ST" EXIT LEFT PAST GOVERN-
MENT — KEEP & MERGE
WASHINGTON SOUTHBOUND ON RAMP
WITH A DALLRYMPLE EAST
BOUND ON RAMP. \$ 20M

WIDEN AIRLINE TO 6 LANES
FROM HIGHLAND NORTH TO OLD
BRIDGE. \$ 60M PROBLEMS
SOLVED



PUBLIC MEETING COMMENT FORM
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I-10 CORRIDOR IMPROVEMENT STUDY
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Date: 8.31.15
Name: _____
Address: _____

Please add comments below:

- 1- I propose that much/most traffic exiting E-bound I-10 @ Washington does not remain in that area - So, moving access from that street can be a better option. @ add exit, possibly @ East Blvd, which loops around to Wash. St. ^{only} or @ add exit near S. Dalrymple, add street signs to guide drivers back to Wash St if needed. Adding either ~~both~~ can allow for elimination of Wash. St exit - and make exiting I-10 to this area more safe.
- 2- bridge down river - while this may make it less expensive by building road to I-10; I don't think many drivers would go to I-10 from the river to get to downtown. Would likely cause traffic increase on River Rd & Nicholson.



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or Mail: Franklin Associates
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2148 Government Street
Baton Rouge, LA 70806

Date: 8/31/15
Name: _____
Address: _____

Please add comments below:

I suggest the Government Street (+90th St exit) entrance to I-10 entrance (southbound) be used as the new entrance to get into South Baton Rouge (South Baton Rouge exit will become East Blvd. A large gateway entrance could be made designating the neighborhood. East Blvd improvements could be made part of the project. (Washington St Exit is a "death trap" at present.) Important to maintain the character of Old South Baton Rouge. Noise levels need to be reduced.

I am here to represent the Louisiana Trust For Historic Preservation. We have concern over the impact on Old South Baton Rouge & Historic City Park. City Park is on the national register & Old South is a cultural

(over)
as an individual property listed property.
making school
which has district

If work begins can they get the
State of Louisiana to stagger their
employees work hours to
help cut down on Rush hour
congestion. The state must be
the largest employer in the
corridor. Reducing their
Flow would help while
work is being done



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2148 Government Street
Baton Rouge, LA 70806

Date: 8/31/15
Name: _____
Address: _____

Please add comments below:

THINK "OUTSIDE THE BOX". IF DOTO CANNOT OR WILL NOT ADD
2 NEW LANES TO I-10 IN BATON ROUGE FROM THE MISS. RIVER BRIDGE TO THE
I-10/I-12 SPLIT, WHY NOT ADD ONE LANE, ~~AND~~ AND DO "CONTRA FLOW"?
i.e. OPEN ONE LANE WEST-BOUND TOWARD DOWNTOWN IN THE MORNING, THEN
REVERSE THE DIRECTION OF TRAVEL FOR THAT LANE TO GO EAST-
BOUND AWAY FROM DOWNTOWN IN THE AFTERNOON RUSH HOUR.
OR, CONSIDER BUILDING A "TWO-STORY" FREEWAY. ADD A HIGHER,
SECOND LEVEL OF TRAVEL LANES TO I-10 ABOVE THE CURRENT
GROUND LEVEL OF TRAVEL LANES. TWO-STORY TRAVEL LANES WORK
IN OTHER CITIES, AND DOES "CONTRA-FLOW" LANES, REVERSING
TRAVEL DIRECTION IN THE MORNING AND EVENING.
NO ONE WANTS TO BE INCONVENIENCED/DISPLACED; THE "NOT IN
MY BACK YARD" MINDSET, BUT THE VALID CONCERNS OF A FEW HUNDRED
PEOPLE IN BATON ROUGE SHOULD NOT OWEWEIGH THE CONCERNS OF TENS-
OF-THOUSANDS OF COMMUTERS STUCK IN TERRIBLE TRAFFIC ON I-10,
TWICE-A-DAY, COMING IN FROM THE SUBURBS. DO SOMETHING!
DO NOT CONTINUE TO PUSH THIS PROBLEM ON TO FUTURE GENERATIONS,



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I-10 CORRIDOR IMPROVEMENT STUDY
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or Mail: Franklin Associates
ATTN: I-10 Corridor Improvement Study
2148 Government Street
Baton Rouge, LA 70806

Date: 9/3/15
Name: _____
Address: _____

Please add comments below:

- Thank you for the excellent presentation.
- I would have liked to have heard if there could possibly been an option to separate truck traffic and car traffic in some way.
- I would also have liked to have heard whether the Fed. Hwy Administration is pushing for improvement of the I-10 corridor since ~~the~~ it's current congestion is certainly a national problem for commercial trucking - Put the people on rails & leave the trucks on I-10.



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ATTN: I-10 Corridor Improvement Study
2148 Government Street
Baton Rouge, LA 70806

Date: 8/31/15
Name: _____
Address: BR 70806

Please add comments below:

What about solutions to get vehicles OFF the street?

- work w/ employers to incentivize carpooling
- shuttles from high concentration of place of origin

Others:

- ☐ Tolls for trucks
- ☐ HOV lane to incentivize carpooling
- ☐ Update OLD MCR Bridge to direct traffic
- ☐ VERY Concerned about Air quality

Survey Method:

655 people from 4 Parishes and only 8% all lanes is insufficient to generalize the public's opinion on this. Get on Facebook and other social media!



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or Mail: Franklin Associates
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Baton Rouge, LA 70806

Date: 8/31/2015
Name: _____
Address: _____

Please add comments below:

Stop STUDYING AND

start making progress



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Date: 8-31-15
Name: _____
Address: _____

Please add comments below:

I AM SUGGESTING A CARPOOL
LANE TO FREE UP TRAFFIC CONGESTION.



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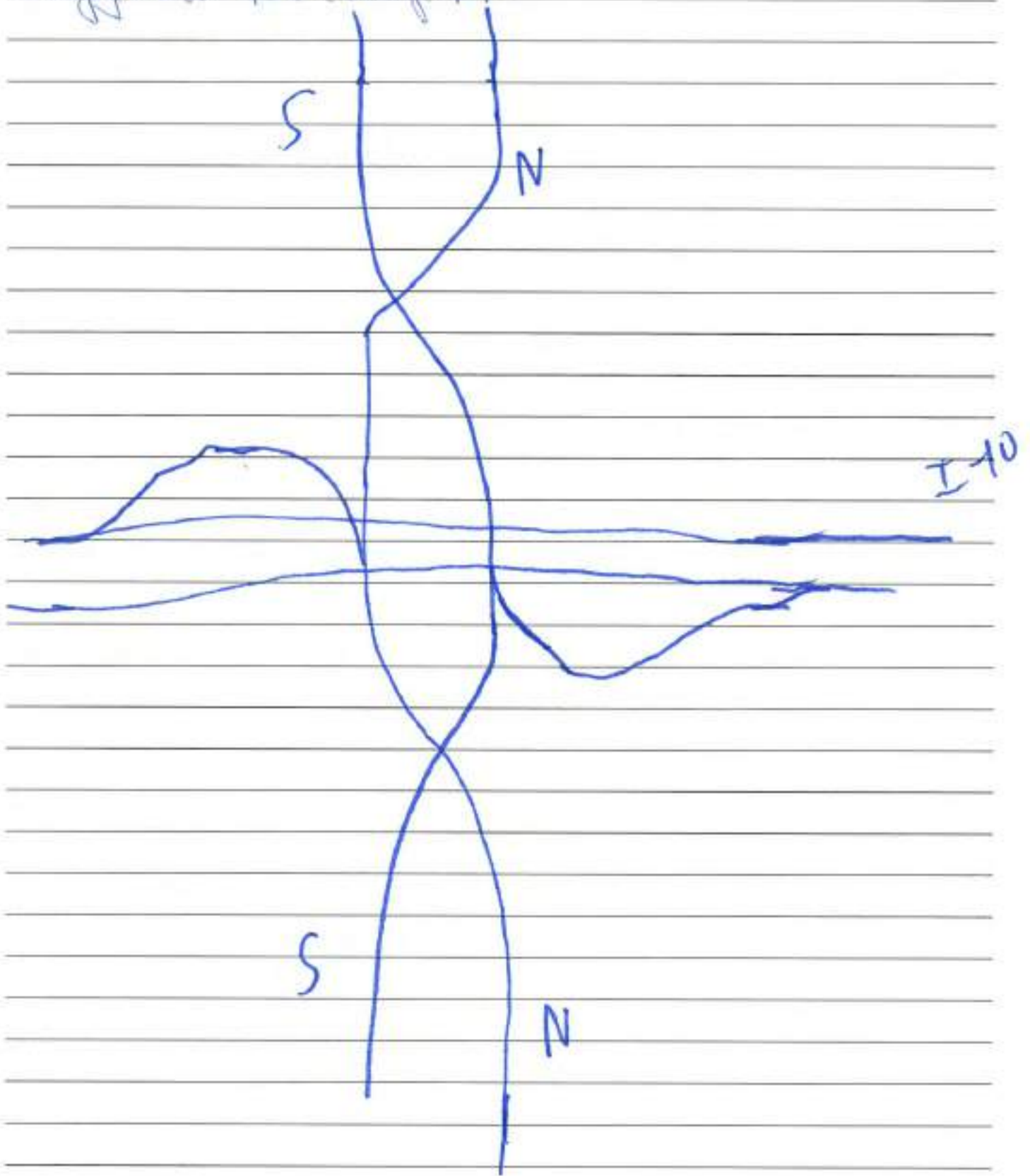
Date: _____
Name: _____
Address: _____

Please add comments below:

I think that this "Stage 0" plan seems already very well "planned."

I believe that solutions outside scope of more permanent and efforts to get people out of cars into public transit.

Joan Greer Table
Suggestion for College Dr.





PUBLIC MEETING COMMENT FORM
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2148 Government Street
Baton Rouge, LA 70806

Date: 8-31-15
Name: _____
Address _____

Please add comments below:

Mc Calop St: would the closure of
the Mc Calop St on Ramp Reduce
congestion just west of the
Mississippi Bridge?

what is the capacity of the
entrance? what is the accident
History Between the entrance
and the Bridge? what is the
volume?



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Baton Rouge, LA 70806

Date: 8-31-15
Name:
Address:

Please add comments below:

- ① Don't increase urban blight by expanding the freeway.
- ② Don't destroy existing thriving local business esp. @ the Perkins overpass area
- ③ What about McKinley Middle?
- ④ Please consider a plan for surface Street walk/bikeability under & around freeway.
- ⑤ Tricky problems!! Sorry I don't have brilliant solutions to suggest!
- ⑥ Oh! If you can't increase the # of lanes on the bridge, then how does increasing capacity

to is from the bridge help??

(7) Peak oil may have a negative impact on traffic volume.

(8) Self driving cars may also help decrease congestion.



PUBLIC MEETING COMMENT FORM
PUBLIC MEETING ROUND 1 - AUGUST 31 - SEPTEMBER 3, 2015
I-10 CORRIDOR IMPROVEMENT STUDY
STAGE 0 FEASIBILITY STUDY

STATE PROJECT NO. H.004100.1
LEGACY PROJECT NO. 700-17-0209
ROUTE: I-10/I-12 (FROM LA 415 TO ESSEN LANE)

EAST AND WEST BATON ROUGE PARISHES, LA

Please submit your comments to one of the following addresses below. Comments must be postmarked by September 13, 2015 in order to become part of the official transcript.

Email: info@i10br.com
or Mail: Franklin Associates
ATTN: I-10 Corridor Improvement Study
2148 Government Street
Baton Rouge, LA 70806

Date: August 31, 2015
Name: _____
Address: _____

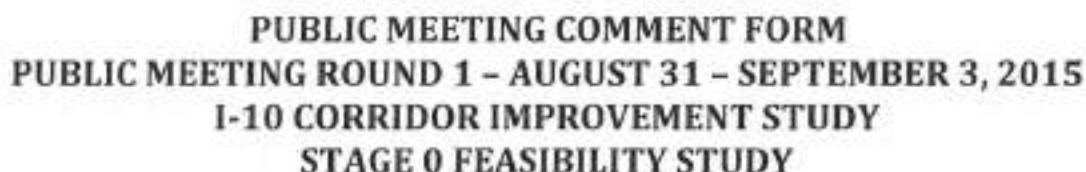
Please add comments below:

From the initial presentation

→ 7 stages and at least 4 years just to complete 3 of those? I would think drastic needs of the city could be and should be completed more quickly.

During the table-top discussions

→ The Loddell Hwy area needed industry participation and involvement to fix yesterday!



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1) Police enforced HOV lanes & discounted parking



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Please add comments below:

- What is the timeline for this I-10 study & the South BR Bridge crossing & the Loop projects?
- I think this is something that you should know. Are they being done in tandem over some time period or somewhat in tandem?



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Please add comments below:

The quickest, cheapest solution is to double-deck the current corridor with a new bridge immediately to the north of the Horace Wilkinson Bridge.



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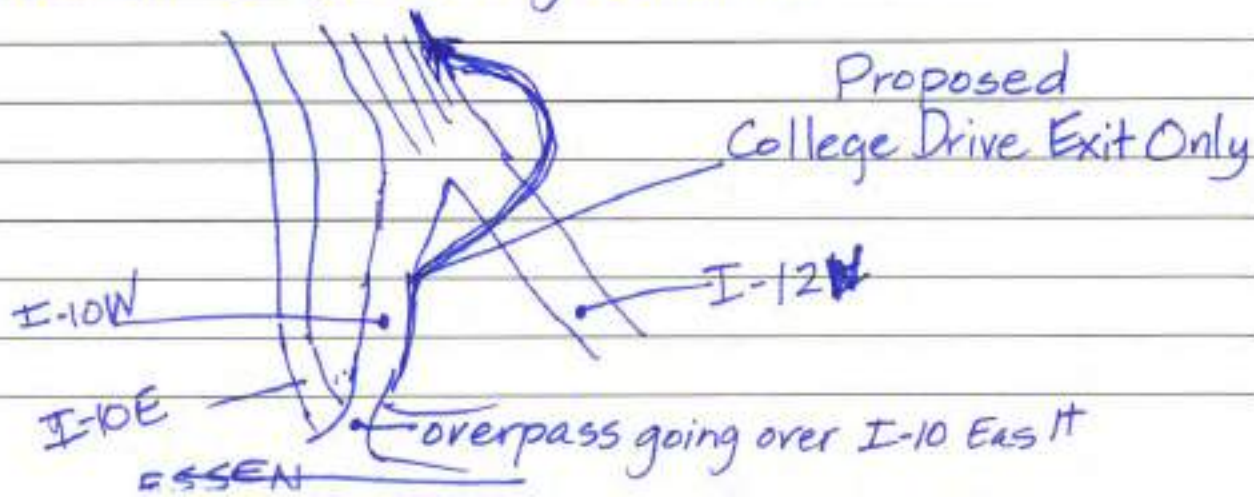
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Address: _____

Please add comments below:

•) Visualize this. 8:00 AM I-10 W @ the split AND need to Exit on College Drive. Must cross 2 and into 3rd lane for exit. Look to rear to make sure no one is in the next lane. Look to front to make sure no one has stopped (and YES they ARE!). AND look to the right to make sure that dude isn't changing into the same lane. How can anybody check 3 lanes @ once. At least we're not going the speed limit - after all it's 8 AM on I-10. So here's my solution:





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Please add comments below:

- 1) Modern high speed ferry between Addis or Brusly that drops you at LSU. Concrete parking / lighted w/ bus transportation to downtown, medical centers, plants, etc.
(The Plaquemine ferry is too small, too old, & lands you in a sugar cane field MILES away from BR.
- 2) St. Francisville bridge is in the WRONG place to help out I-10 & BR. We need one of those HERE.



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Please add comments below:

It is pointless to add lanes and ruin neighborhoods
when you cannot expand the Miss River Bridge - It's
a temporary fix and will need to be redone when a
new bridge is built.



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Please add comments below:

Who gets sound mitigation? Compensation of \$\$\$? What about the lower SES neighborhoods already suffering from blight from the original installation of I-10?

Don't further destroy the ♥ of BR. From the River to Foster, ^(and North of Air In Ports) Florida to LSU is a walkable, bikeable area & has significant potential for becoming more walkable and bikeable. Go around. (Or make it a double-decker interstate).

Ⓢ If you can't expand the bridge, what's the point of destroying our neighborhoods? (But don't destroy our neighborhoods).

Move closer to where you work. Stop driving so much.
Peak oil is coming. Don't be in denial.



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Please add comments below:

There are several issues at play here needing to be resolved.

I. Port Allen

- 415 needs to be expanded south to Plaquemine to relieve merging pressure at the LA-1 interchange
- A southern bridge is needed at Plaquemine.
- 415 should be made interstate grade to connect to 190.

II. 10/12 corridor

- Washington Street needs to go
- An extra eastbound lane needs to be added from Wash St. to the 10/12 split.
- An exit off of 110 south ~~is~~ is needed to easily get traffic from 110 to Wash St. Area.
- LA 30 needs to be 4 lanes from LA 44 to Gon St.
- Dalrymple needs an onramp at I 10 east
- Perkins off/on ramp can be closed.

III. South BR

- Multiple connectors are needed between Perkins & ~~Burbank~~ Burbank (430) between Lee & Seigan.
- Burbank should be controlled access w/ service roads between Lee & Seigan.
- Left turn lane needed at Lee & Highway 30.
- I10 interchange needed @ Pecue Lane
- Overpasses over I10/12 needed (at least 2 more) to relieve traffic on College & Essen.
- Ordinance needed mandating all future developments maintain a right of way in the back of the neighborhood so it can be connected to other roads in the future.
- Airline ~~Interchange~~ needs to be 6 lanes from I12 to 73.

IV. Ascension Parish/Iberville

- I10 interchange needed at Bluff Road/Perkins.
- LA 41 needs 4 lanes with left turn lanes
- LA 42 needs 4 lanes with left turn lanes
- LA 30 needs 5 lanes from ~~Bluff Road~~ to Lamar & 4 lanes to Burbank
- LA 30 needs 4 lanes from Airline to 44
- LA 431 needs 4 lanes with left turn lanes
- Southern Loop needed from Plaquemine Point to Bluff Road.
- Western loop runs from I10 @ Bluff to I12 @ Walker

The issue is basic arithmetic. Too many lanes merging into too few,
Not enough surface street connectivity,
Not enough paths over the I10/12 "wall",
Not enough lanes on key surface arteries,
Not enough options for plant traffic,
Only one way to go North/South through West BR,
Too Many bottlenecks,
And not enough money to fix it all in a thousand lifetimes



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Please add comments below:

- If we do not plan for less driving by the target year (2032), we will have much bigger problems to deal with, through climate change effects.
- Alternatives should be explored that keep drivers off of I-10, except when carpooling or riding efficient buses.
- Speed limits can be lowered to improve flow and reduce accidents and merging issues (accordion effects).
- Spend the money and time to push for improved rail transit, which is more efficient and cleaner.
- Plan with the assumption that fossil fuel based businesses will be phased out or significantly downsized by 2032. These are those places many of the drivers on I-10 are trying to reach, currently.
- Discourage local traffic from using I-10, via education, improvements to ground traffic, improved public transit, and alternatives such as bike lanes and pedestrian facilities.



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Please add comments below:

It is very important to implement all alternatives before widening the I10 corridor. Commuters from Lafayette & Preroville, Gonzales, & New Orleans could use existing Railways, with some improvement, for their commute. Implementing trains & bicycling for transportation as well as implementing more CATS & Uber to create the final aspect of connectivity. SO:

- 1) Convert all Railways for commuters (NDLA, Acadiana, Preroville, etc.)
- 2) Make Bicycling for transportation realistic with bike paths etc.
- 3) Improve CATS & team up with Uber & Cabs for safe travel

These Solutions must be implemented before widening I10 - I12



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Please add comments below:

Seems to be Band aid Approach.

Need A thru way where traffic ~~can~~
not stopping in Baton Rouge can continue
through separately w/o having option to
stop. This could be Done By A number
of methods: loop, raised interstate, etc.

New Bridge would ~~be~~ best Accomodate the
most people.



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Please add comments below:

- Construct an Elevated Bridge from I-10 MRB to I-10/I-12 split
- Widen I-10 within Existing ROW limits to minimize cost and Expedite project.
- Push for accelerated construction.
- Phase I should be I-10/I-110 (EB).
 - Should break this portion out with EIS to Expedite
- DOTD should focus on Expediting this EA and EIS



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Name: _____
Address: _____

Please add comments below:

I TRAVEL FROM MY HOME IN THE SPANISH TOWN AREA TO MY OFFICE IN Napoleonville Two to Three Times per week. My Trip to Napoleonville generally takes between 45 minutes and one hour. The mileage if I take I-10 to Highway 70 or I-10 to Highway 1 south to Highway 69 to Highway 70 back to Highway 1 and on to Napoleonville is approximately the same with out regard to route. The Travel Time in the morning is the same without regard to route. However, the return Trip from Napoleonville to Baton Rouge takes approximately two plus hours without regard to route. The Sunshine Bridge is congested due to construction currently on Highway 70. The "New" bridge in Baton Rouge is ~~the~~ Always congested due to design. IF I DO NOT leave my office by 3:40 pm in Napoleonville I AM UNABLE TO get home without being on the highway an additional hour stopped in traffic. I usually leave my office in Napoleonville AT 6:00 pm AND I ARRIVE home long AFTER DARK in the winter Time.

- Over -

ON OTHER DAYS, RATHER THAN TRAVELING EAST ON THE INTERSTATE 10 OR 12 FOR ENTERTAINMENT OR COMMERCE, MY FAMILY AND I TRAVEL WEST TO ^{THE} LAFAYETTE AREA. ~~WE~~ WE FIND OUR TRAVEL TIME IS APPROXIMATELY THE SAME AND VENUES ARE OF BETTER QUALITY MORE NUMEROUS.



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Please add comments below:

- ① While closing Washington St. exit will be a very important first step in improving traffic flow. Close BOTH on & off RAMP.
- ② Reduce construction time. 24/7 work is A must!!!



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Please add comments below:

Most worthwhile segment is I-10 E merge w/ I-110
Segment West of LA-1 interchange is acceptable
Should be great where possible
Expansion of Perkins Rd overpass, or not needed
Reopening Perkins Rd on/off ramp would improve that segment



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Please add comments below:

THE ONLY SUPPORTABLE SOLUTION- LONG TERM- FOR
TRAFFIC IS A REDUCTION IN THE NUMBER OF CARS
ON THE ROAD.

THE ONLY PROVEN WAY TO REDUCE THE NUMBER OF
CARS IS INCREASED CONSUMER COST.

CONSUMER COST IS TYPICALLY INCREASED BY THE
COST OF PARKING OR THE COST OF DRIVING.

MASS TRANSIT IS ^A DIFFICULT SOLUTION. IF YOU HAVE
50 SEATS ON A BUS YOU'D TAKE ONLY 50 CARS OFF
THE ROAD.

AN HOV LANE; INCENTIVIZE CAR POOLING & REDUCTION OF
CARS. RAISE COST OF PARKING

ANY SOLUTION NEEDS TO LOOK BEYOND 2032. THAT'S ONLY A FEW YEARS OF SERVICABILITY:

2016 + 3yrs in design + 4yrs in construction =
2023 COMPLETION \Rightarrow A 9-YEAR LIFE SPAN,



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Please add comments below:

LOCAL TRAFFIC IN THE STANFORD/ACADIAN + PERKINS
ARE COMPOUNDED BY THE LACK OF AN EAST BOUND
ENTRANCE ONTO I-10 FROM DALRYMPLE.

ALL LSU TRAFFIC SEEKING EAST BOUND I-10 TRAFFIC
MUST GO EITHER ALONG STANFORD/ACADIAN OR COME
DOWN DALRYMPLE GO THROUGH NEIGHBORHOOD STREETS RESULTING
IN A CLOG EACH AFTERNOON OF STANFORD/ACADIAN AND
PERKINS. THE ADDITION OF VARIOUS BUSINESSES HAS COMPOUNDED
THIS TRAFFIC SNARL IN THIS AREA.

I FEEL THAT AN EAST BOUND ENTRANCE FROM DALRYMPLE
OVER CITY PARK LAKE WOULD EASE PRESSURE ON BOTH PERKINS
AND STANFORD/ACADIAN. IN ADDITION TRAFFIC FLOW THROUGH
NEIGHBORHOODS WOULD BE SIGNIFICANTLY. THIS WOULD ALSO
EASE TRAFFIC DURING LSU FOOTBALL GAME POST GAME FLOW.



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Please add comments below:

- ① Do Nothing: Flows on West side of River to coordinate schedules to coincide with least amount of traffic congestion i.e. 2 times people work there
- ② Loop down to Sunshine Bridge or before - all traffic coming west that doesn't need to stop in D.R. And is going south exit before LA 415
- ③ H Jones Decker neighbors are constantly targeted AS A place to stop but Washington Street exit is a problem that causes the back up across the Mississippi River bridge and the subsequent traffic jam at Washington Street and beyond.
- ④ add an extra lane from West to East along I 10 from base of Spillway bridge to D.R.



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Please add comments below:

Please add the last row.



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Please add comments below:

- ① I am for adding an extra lane in both directions now - we really need 2 or 3 lanes.
- ② Elevate the off ramp from the bridge coming eastbound to go over the by pass Washington Exit. Make the ramp 3 lanes and smooth out the sharp turn to increase speed.



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Address: _____

Please add comments below:

Based on the data presented, I agree with general concept presented. I don't think local pressure should derail this project again given the magnitude of other users taking this route. I feel that one of the three interchanges currently shown open will have to be closed to fix the traffic bottleneck issues: Washington St, Dalrymple, or Perkins. There will be too much weaving and merging conflicts leaving these 3 open in such a short area. One option to consider would be to close Washington at its current location and create a new exit ramp where I-110 ends to provide access for this area. A new on-ramp at Washington (as shown in the concept) is NOT a good idea due to the merging issue.

A new bridge also needs to be explored in conjunction with this project to help alleviate the congestion.

- 1) Bump → North bound
Expressway
- 2) Westside Expressway
starts before (west) of 415 to
a Southern bridge
- 3) LA-1 - 415 connector
LA-1 to 415 2 mile connector

* * * * *

I-10 CORRIDOR IMPROVEMENT STUDY
EAST BATON ROUGE AND WEST BATON ROUGE PARISHES
STATE PROJECT H.004100
FEDERAL AID PROJECT AC-NH-1710(501)

* * * * *

August 31, 2015
6:00 P.M. - 8:00 P.M.

BATON ROUGE RIVER CENTER
275 S. RIVER ROAD
BATON ROUGE, LOUISIANA, 70802

* * * * *

REPORTED BY: TARA W. JOINER, CCR
COURT REPORTERS OF LOUISIANA, L.L.C.
9614 Brookline Avenue, Suite A
Baton Rouge, Louisiana 70809
PHONE (225) 201-9650 * FAX (225) 201-9651
E-mail: depos@courtreportersla.com

1 (MONDAY, AUGUST 31, 2015)

2 COMMENT BY :

3

4 I gave you my name.

5 . I live in Livingston Parish
6 and I believe our engineers and traffic
7 experts should consider thinking outside
8 the box.

9 If they can't expropriate land to
10 widen the interstate to make two new
11 lanes, which I think should be
12 considered, then consider doing what has
13 been successful in other cities. Do a
14 double decker freeway, two stories, with
15 one level going in one direction and the
16 other level going in the opposite
17 direction.

18 If they can't do that, consider
19 adding at least one lane and reversing
20 the flow, traveling westbound in the
21 morning towards downtown Baton Rouge,
22 and reversing the flow of that traffic
23 lane, that one additional traffic lane,
24 to go eastbound in the, in the afternoon
25 away from downtown.

1 But our official, our elected
2 officials and engineers have pushed this
3 problem too far down the road. They've
4 kicked the can too long, leaving it for
5 future generations to continue to have
6 the same problem that we've had for,
7 what, 40 years since the interstate has
8 been built. Well, now the problem is
9 magnified.

10 The very valid concerns of those
11 people who live in downtown Baton Rouge,
12 particularly along the Perkins Road
13 corridor, must be considered. But what
14 about the very valid concerns of all
15 those people who live in the suburbs and
16 are stuck in traffic morning and evening
17 for year after year after year because
18 we have a limited number of travel lanes
19 with an increased number, increasing
20 number of travelers every day. I
21 appreciate it.

22 * * * * END OF COMMENT BY * * * *

23 LIVINGSTON PARISH, 70726

24

25

1 COMMENT BY AN ANONYMOUS RESIDENT FROM
2 EAST BATON ROUGE PARISH:

3

4 RESIDENT OF EAST BATON ROUGE PARISH:

5 I would possibly, at least, like to
6 see LA 30 extended from, from Burbank,
7 at least, actually all the way towards
8 US 61 in Gonzales. That's one.

9 And, let's see -- so you got that
10 one down already you said?

11 THE COURT REPORTER:

12 Uh-huh.

13 RESIDENT OF EAST BATON ROUGE PARISH:

14 Am I allowed to see it?

15 THE COURT REPORTER:

16 You can see it. I've got to, I've
17 got to edit it right here.

18 (THE STATEMENT IS READ BACK TO RESIDENT OF EAST
19 BATON ROUGE PARISH.)

20 RESIDENT OF EAST BATON ROUGE PARISH:

21 I would also like to see LA 63
22 extended from its most southern point
23 to, all the way down to where, to where
24 LA 3213 is connected, if that was
25 possible, and widen it, the entire

1 stretch where, where it's two lanes from
2 US 190 all the way down to US 61. And
3 also extend 3213 from, from LA 3127 all
4 the way to US 90. And I would like to
5 see it widened again and have an
6 elevated interchange at 3213 and 3127.

7 And, also, if there was a southern,
8 if there were a southern loop to be
9 built, there is also be one additional
10 connector that I would like, have that
11 connector connect US 190 and the loop
12 itself somewhere within that, that
13 southern loop. Let that be a four lane
14 connector. And let it connect to a
15 point somewhere, at least, east of
16 Morgan City. And that's it.

17

18 * * * * END OF ANONYMOUS COMMENT * * * *

19

20

21

22

23

24

25

1 R E P O R T E R ' S C E R T I F I C A T E

2 This certificate is valid only for a
3 transcript accompanied by my original signature and
4 original required seal on this page.

5 I, TARA W. JOINER, Certified Court Reporter,
6 Certificate #91158, in and for the State of
7 Louisiana, as the officer before whom this testimony
8 was taken, do hereby certify that this testimony was
9 reported by me in the stenotype reporting method,
10 was prepared and transcribed by me or under my
11 direction and supervision, and is a true and correct
12 transcript to the best of my ability and
13 understanding; that the transcript has been prepared
14 in compliance with transcript format guidelines
15 required by statute or by rules of the board, that I
16 have acted in compliance with the prohibition on
17 contractual relationships, as defined by Louisiana
18 Code of Civil Procedure Article 1434 and in rules
19 and advisory opinions of the board. And that I am
20 not related to counsel or to the parties herein, nor
21 am I otherwise interested in the outcome of this
22 matter.

23 Signed, this ____ day of _____, 2015.

24

25

Tara W. Joiner, CCR



PUBLIC MEETING COMMENT FORM
PUBLIC MEETING ROUND 1 - AUGUST 31 - SEPTEMBER 3, 2015
I-10 CORRIDOR IMPROVEMENT STUDY
STAGE 0 FEASIBILITY STUDY

STATE PROJECT NO. H.004100.1
LEGACY PROJECT NO. 700-17-0209
ROUTE: I-10/I-12 (FROM LA 415 TO ESSEN LANE)

EAST AND WEST BATON ROUGE PARISHES, LA

Please submit your comments to one of the following addresses below. Comments must be postmarked by September 13, 2015 in order to become part of the official transcript.

Email: info@i10br.com
or Mail: Franklin Associates
ATTN: I-10 Corridor Improvement Study
2148 Government Street
Baton Rouge, LA 70806

Date: 9/1/15
Name: _____
Address: _____

Please add comments below:

Please do something about the traffic on the west side (ie LA-2). It takes up to 2 hrs to get from my house to the bridge. That's only about 4 miles. It leads to a lot of needless driving & road rage. I usually leave by at least 430 if I need to be in BR by 7. That is unacceptable.

I see a lot of concern about traffic on I-10 but no one seems to care about us.

Thank God that Access opened on EH on our side.

P.S. Having a pen that worked would help.
I tried several then used my own.



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2148 Government Street
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Date: _____
Name: _____
Address: _____

Please add comments below:

Please look at adding an on-ramp from Dalgymple to
I-10 EB.



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I-10 CORRIDOR IMPROVEMENT STUDY
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Baton Rouge, LA 70806

Date: 9-1-15
Name: _____
Address: _____

Please add comments below:

Adding lanes to I-10 is not what should be first priority. A bridge in Addis or Plaquemine is what is needed. A connecting Hwy from I-10 & 415 Area to this bridge would begin a loop, which would reduce traffic on Thiss bridge & I-10. A large amount of traffic could be diverted this way to the East end of Baton Rouge going to New Orleans & beyond.

Then & only then could you or should you add lanes to I-10. That Corridor cannot handle any constructive without this alternate route.

With this alternate route, more lanes may not even be necessary.

We also need an alternate route into Port Allen. The Intracoastal is old & cannot handle the volume. Add a lane there!! Make a double decker bridge! Other cities have them!



Other ideas

Add a ferry near the intracoastal for those heading to K&U and the garden district for school.

Make the new bridge in Plaquemine a toll bridge. We would pay! The Chemical plants could help too. or they could give their employees toll cards as part of their benefit packages.

Reopen Whitecastle ferry!!

Large majority of WBPR traffic is from EBR, Liv. + Ascension! There needs to be a bridge in Plaquemine.



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Name: _____
Address _____

9/1/15

Please add comments below:

Alter 110 south downtown before
last entrance ramp down to one left
lane. Borrow 110 Right lane to add
in overflow where I 10 can flow
into 2 lanes shifting and restriping
the 2 southbound lanes. Close
last entrance ramp on 110 to restripe
right 110 lane to end for I-10
traffic ahead to borrow.



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Name: _____
Address: _____

9/1/15

Please add comments below:

Meeting should have started at 7:00 because the people coming from Brusly, Addicks & Plaquemine could not get here for 6:00. Say this only half in jest. The time for studies is long past. Please move this process along as ~~fast~~ the emergency it is. Also, what happens if the Intracoastal Bridge fails?



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Name: _____
Address: _____

Please add comments below:

- ① Iberville Parish needs a bridge. With approx 5-6 plants in the area and most of the workers living in either Iberville or Livingston Parish, it only makes sense to accommodate these people.
- ② Eliminate the Washington St. "Exit and approach" (raise the area so it's even w/ rest of Interstate). Will improve entering Interstate from Bridge. People from Port Allen/Plaquemine could stay in right lane, unless they absolutely are going to North Baton Rouge. The continued access (eliminating Washington street access) would allow all this traffic to continue flowing - until at least Dabrympal (quite an extra mileage.)
- ③ Later on, we need a loop ~~from~~ the New I-10 Area southward to connect to the (hopefully) new bridge. All large cities (Austin, Dallas, Houston) for example have loops around the cities.

Added Note: I've suggested they put a tracking meter across the Washington St. Exit to see exactly how many people actually use it. I have yet to hear anything from anyone!!



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Name: _____
Address: _____

9/1/15

Please add comments below:

- ① Please HELP US!
- ② I AM AN elected official in West Baton Rouge Parish, so I AM used to people complaining about many different things. I HAVE NEVER HEARD AS much complaining as I have now about this traffic.
- ③ Here's my take:
Short Term ④ Move Leitchtown St. exit closer to Downtown.
⑤ Close existing exit at Wash. St.
Medium Term - Expand interstates (add lanes each way)
Long Term - New Bridge some where South of existing Bridge.



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Date: 9.1.2015
Name: _____
Address: _____

Please add comments below:

new bridge south - toll ok
plan table looks great
shoulders important



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Name: _____
Address: _____

Please add comments below:

Close Washington St. exit and extend the travel lane there! Quick fix, but will help.

Next, stop the surveys and throwing away good money that could be spent on an actual project.

Are we willing to let our infrastructure ruin our economy???



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2148 Government Street
Baton Rouge, LA 70806

Date: 9-1-15
Name: _____
Address: _____

Please add comments below:

Create a separate lane (or two) that starts at or before 415 (in WBR) and ~~has a~~ before the Intracoastal that goes into a stand-alone bridge - next to the New Bridge

And goes all the way through BR w/ NO exits.

It can be designated for trucks only - so the truckers do not have to contend with passenger cars.

You would probably need to extend the No Exit all the way to Walker - at least. Perhaps further.



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Date: 9-1-2015
Name: _____
Address: _____

Please add comments below:

This is not just a West BR issue. It is not just an East BR issue. This is an issue that affects ALL of the Capital Region. ~~There~~ There is no one solution. The solution is multi-tiered. First, close the Washington St. exit. It is the only place IN AMERICA WHERE I-10 GOES DOWN TO ONE LANE. Should we continue to make everyone travelling on I-10 East face this? Secondly, fund the LA-I-415 Connector Project. This will alleviate approximately 30% of the LA-I-10 ~~Southbound~~ Northbound traffic. Thirdly, build another bridge south of the ~~current~~ current location of the Horse Wilkinson bridge. Lastly, a loop independent of I-10 must be built. For traffic travelling on this loop, ~~we~~ charge a toll and limit access of vehicles to no more than four (4) axles. One of these solutions is not enough. It is imperative to employ ALL of them! At the end of the day, common sense MUST prevail.

1. There should be a high priority to completing highways 3125 and 3127 which are on either side of the Mississippi River between LA Highway 10 where it crosses the river just south of St. Francisville to Westwego and Kenner.

These roads would provide some much needed access for people who are trying to travel north and south in East Baton Rouge and West Baton Rouge Parishes and between New Orleans and Baton Rouge and especially for evacuations.

2. Airline Highway and Florida Blvd should be upgraded to limited access roadways so they could move traffic in east and west directions in East Baton Rouge and neighboring parishes.



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Baton Rouge, LA 70806

Date: 09/01/2015
Name: _____
Address: _____

Please add comments below:

- Close I-110 Down to one lane - Let I-10 Bridge Traffic have 2 lanes. I-110 Traffic needs to take Local Street. Close Washington Street exit, widen I-10 from Bridge (Washington St) to split (4 lanes)
- need loop NOW!
- Purpose #1 - stupid! - People are leaving B.R. for Livingston? Asse finally - nothing will help economy because most people are just passing thru -
- add if traffic improves the environment (less pollution) from cars being idle -



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Baton Rouge, LA 70806

Date: 09/01/15
Name: _____
Address: _____

Please add comments below:

I think a 2nd Bridge either by the one now and
MAK it a through traffic only. to get them passed
Davin Spigs are painful. Next a bridge @ around
PLA Reemire or White Chalk.

Either way we need @ least 1 New Bridge



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2148 Government Street
Baton Rouge, LA 70806

Date: _____
Name: _____
Address: _____

01.1.2015

Please add comments below:

- If L'Auberge Casino can get the river road re-configured - one of these plans can be implemented
- 415- connector
- LA 1 North Bound connector to 415 to Old Bridge
- DIVIDERS (CONES) IN LA 1 North from Wal-mart LIGHT ACROSS INTRACONSTAL TO NOT ALLOW CROSSOVER TRAFFIC FOR NORTH TRAVEL TOWARDS P.A.
- RE-ROUTE WASHINGTON ST. & 2 CONT. LANES FOR I-10 EVEN IF IT MEANS 1 LANE FOR I-110 (GIVE I-10 PRIORITY) BEST OPTION WOULD INCLUDE ADDED LANE PAST LAKES OR I-10/12 SPLIT
- HWY 30 LIMITED ACCESS FROM DOWNTOWN AS ALTERNATE ROUTE



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Date: 9/1/15
Name: _____
Address _____

Please add comments below:

I don't see a need to add two lanes here in Baton Rouge after crossing the new bridge. To me the logical answer to the horrible congestion on Baton Rouge Interstates and cities like Port Allen, Brusly and Addis is to build an off-shoot interstate after crossing the Atchafalaya Basin (the elevated area after passing Lafayette) and it would meet up with the Sunshine Bridge for those who want to go to the New Orleans areas.

Thank you.



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Baton Rouge, LA 70806

Date: _____
Name: _____
Address: _____

Please add comments below:

Street Smart plan works
against easing # overall traffic
problems in B.R.



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Date: 9-1-15
Name: _____
Address: _____

Please add comments below:

- Is there a way to address commercial trucks, possibly by introducing a truck route over the old bridge down Airline Hwy. Synchronize the lights from bridge to I-12.
- Place solid white line down Hwy 1 south of the Intracoastal bridge. Traffic backs up miles past south of Intracoastal, left lane should flow smoothly but grid locks worse than the right lane due to cross over traffic.
- Move traffic East bound over bridge by creating two travel lanes past Nicholson thru Washington Street.
- Intracoastal needs immediate repair however the bridge cannot be shut down due to no alternative route.



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Address: _____

Please add comments below:

Add Lanes, Correct Signage on east side of
New Bridge I 10-12 lanes are not separate lanes
They are really the same lane --

Need to correct the Intracoastal Bridge
it is in poor condition.

Stop Studying Start Process -



PUBLIC MEETING COMMENT FORM
PUBLIC MEETING ROUND 1 - AUGUST 31 - SEPTEMBER 3, 2015
I-10 CORRIDOR IMPROVEMENT STUDY
STAGE 0 FEASIBILITY STUDY

STATE PROJECT NO. H.004100.1
LEGACY PROJECT NO. 700-17-0209
ROUTE: I-10/I-12 (FROM LA 415 TO ESSEN LANE)

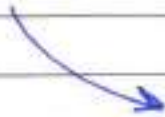
EAST AND WEST BATON ROUGE PARISHES, LA

Please submit your comments to one of the following addresses below. Comments must be postmarked by September 13, 2015 in order to become part of the official transcript.

Email: info@i10br.com
or Mail: Franklin Associates
ATTN: I-10 Corridor Improvement Study
2148 Government Street
Baton Rouge, LA 70806

Date: 9-1-15
Name: _____
Address: Brusly, La.

Please add comments below:

- stop studying!
 - start making progress!
 - quit dragging your feet!
 - put the \$ spent on studying !!!
towards fixing the problem !!!
 - it should not take an hour & a half
to get from Brusly to Port Allen.
 - I have filled out more surveys
than I care to count &
nothing is being done except
more freaking studies!
 - Ridiculous!!
- 

- 3.5 more years, to even get started is absolutely unacceptable!

- for starters, the Wash. St. exit could be closed + would add at least 2 lanes EB on I-10. That would help. (your study stated this would not help all that much - so - extend where the lane would end. - make it work!)
- Your studies + presentation were very very discouraging!!

as a life long resident for 51 years of WBR - I can now say I hate living near La. 1 !!.

Stage -0- is a big goose egg!

Your % age #'s are very skewed.

I have a ? - when is the I/coastal & bridge gonna fall in?

- neither was intended to hold all these vehicles for that length of time every day.

- especially the I/coastal
- it is already a grade F!



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ATTN: I-10 Corridor Improvement Study
2148 Government Street
Baton Rouge, LA 70806

Date: 9/11/2015
Name: _____
Address: Brusly

Please add comments below:

Definitely need relief for LA 1.
Please Consider 2 lanes merging
east into BR from the south



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ATTN: I-10 Corridor Improvement Study
2148 Government Street
Baton Rouge, LA 70806

Date: 9/1/2015
Name: _____
Address: _____

70809

Please add comments below:

The Washington St. Area combined with the 90° turn is, in my opinion, the problem from which the majority of the MS River Bridge traffic. My suggestions, ~~use~~ close Washington St. Exit and make it the beginning of a third lane (extending the area above the lake's into 4 lanes all the way to the 10-12 split), (2) ~~ease the curve~~ smooth/straighten out a little more the curve ^{that} immediately follows ~~after~~ the MS River bridge (eastbound), (3) raise I-10 lanes ~~eastbound~~ west of the MS River bridge so that the slope/grade is easier to accelerate/deselerate for semis and other vehicles entering/leaving Baton Rouge.



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or Mail: Franklin Associates
ATTN: I-10 Corridor Improvement Study
2148 Government Street
Baton Rouge, LA 70806

Date: Sept 1-2015
Name: _____
Address: _____

Please add comments below:

Add extra lane from Wal-Mart in Brusly going to
intercoastal canal for only Port Allen vehicle. If can
taper off with a barrier in middle lane of
intercoastal bridge to prevent cars stopping traffic
that is going to Port Allen cause they are trying
to scoot over in bridge traffic lane -
Extra lane to exit to I-10 E off of bridge -



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ATTN: I-10 Corridor Improvement Study
2148 Government Street
Baton Rouge, LA 70806

Date: Sept 1 2015
Name: _____
Address: _____

Please add comments below:

Add Double Deck I-10 From LA 415
to the I-10/I-12 split.

* Start The Bump Project

* Build A Loop

Please - stop studying - get A project started
ASAP!



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2148 Government Street
Baton Rouge, LA 70806

Date: _____
Name: _____
Address: _____

Port Allen LA 70767

Please add comments below:

If we bring I10 down to one lane and add a lane to the busiest Interstate in the Nation that would ~~be~~ help problem in the shortest time.

2nd Close Washington St Exit spend money and time adding lane to widen area around Washington is quickest fix for short term

Long term is bridge and turn LA1 into a southern loop and add a bridge south to Ascension,

Photo shows people on bridge in left lane cutting cars off



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ATTN: I-10 Corridor Improvement Study
2148 Government Street
Baton Rouge, LA 70806

Date: 9-1-15
Name: _____
Address: Port Allen

Please add comments below:

Reduce I-10E to one lane at intersection of I-10 & I-10E
which allows 2 exit lanes to the Miss. River bridge.
Close Washington exit, allowing two lanes to
exit the bridge, widening by one lane between
bridge exit to College Street



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2148 Government Street
Baton Rouge, LA 70806

Date: 9/1/15
Name: _____
Address: Port Allen, La.

Please add comments below:

*On I-1105 reduced to 1 lane at I-110/I-10 Junction
which will allow 2 lanes for through traffic.
Also, close Washington Street Exit.*

1. There should be a high priority to completing highways 3125 and 3127 which are on either side of the Mississippi River between LA Highway 10 where it crosses the river just south of St. Francisville to Westwego and Kenner.

These roads would provide some much needed access for people who are trying to travel north and south in East Baton Rouge and West Baton Rouge Parishes and between New Orleans and Baton Rouge and especially for evacuations.

2. Airline Highway and Florida Blvd should be upgraded to limited access roadways so they could move traffic in east and west directions in East Baton Rouge and neighboring parishes.



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or Mail: Franklin Associates
ATTN: I-10 Corridor Improvement Study
2148 Government Street
Baton Rouge, LA 70806

Date: 9/1/15
Name: _____
Address: Port Allen, La 70767

Please add comments below:

I think we should engage Laberge to help pay for bridge to River Road near their location.

I also think we should bring back the Port Allen Ferry.

We could also make Washington exit not exit only ramp to help aid in congestion and it is VERY DANGEROUS
Make New bridge one-way in all lanes?



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or Mail: Franklin Associates
ATTN: I-10 Corridor Improvement Study
2148 Government Street
Baton Rouge, LA 70806

Date: 9/1/15
Name: _____
Address: Port Allen, LA
70767

Please add comments below:

- ① Close Washington Street exit.
Extend travel lane @ least to Driscoll, College Blvd.
- ② Intercoastal @ 415 connect to Bellview
- ③ Needs Bridge @ Plaquemine
This should connect to BRQW/loop past
gongales.
- ④ LA entrances to Bridge from Port Allen
and Brusly area need to be expanded
also poor Onramp on/off of Bridge
- ⑤ Stop studying!
Do something!



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2148 Government Street
Baton Rouge, LA 70806

Date: 9-1-15

Name: _____

Address: _____

Please add comments below:

Close Washington St. Exit!! Extending the lane
will only create More Accidents!!

Emergency vehicles cannot pass to get
over the bridge to carry patients to the
hospital. Get more travel lanes!!

Build a new bridge / loop.



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or Mail: Franklin Associates
ATTN: I-10 Corridor Improvement Study
2148 Government Street
Baton Rouge, LA 70806

Date: Sent 1.2015
Name: _____
Address: Port Allen, LA 70767

Please add comments below:

LA merging to from Brusly + Port Allen needs 2 lanes
entering bridge
- Washington Street needs to be closed, rerouted
or before I-10, I-110 join.



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ATTN: I-10 Corridor Improvement Study
2148 Government Street
Baton Rouge, LA 70806

Date: 9-1-15
Name: _____
Address: Brusly, La.
70719

Please add comments below:

Safety-Loss of Life

We need a way to get out of The Brusly and Addis. If there were a train derailment or chemical spill we will have a great loss of life.

Today I left my home in Brusly to get to this meeting at 5:40 Did not get to meeting until 6:30.

In emergency cannot get to hospitals.

09/01/15

Green dots - all agree 415 interchange is where it should be

1. How will adding an add'l lane alleviate the back up at the intracoastal bridge @ Washington St
2. Intracoastal Hwy also needs widening 3 - all traffic goes into 1 lane to reach bridge
3. Add another ferry between Addis and Brasly and have 2 boats running
4. Another sugg. Don't work on all bridges at same time
5. A Bypass
6. Double Decker Interstate levels?
7. Had influx of traffic also when Katrina hit and more residents moved into and between cities Port Allen, Thib & B.R.
8. - With more residents as a result of a natural federal aid would help with increased traffic



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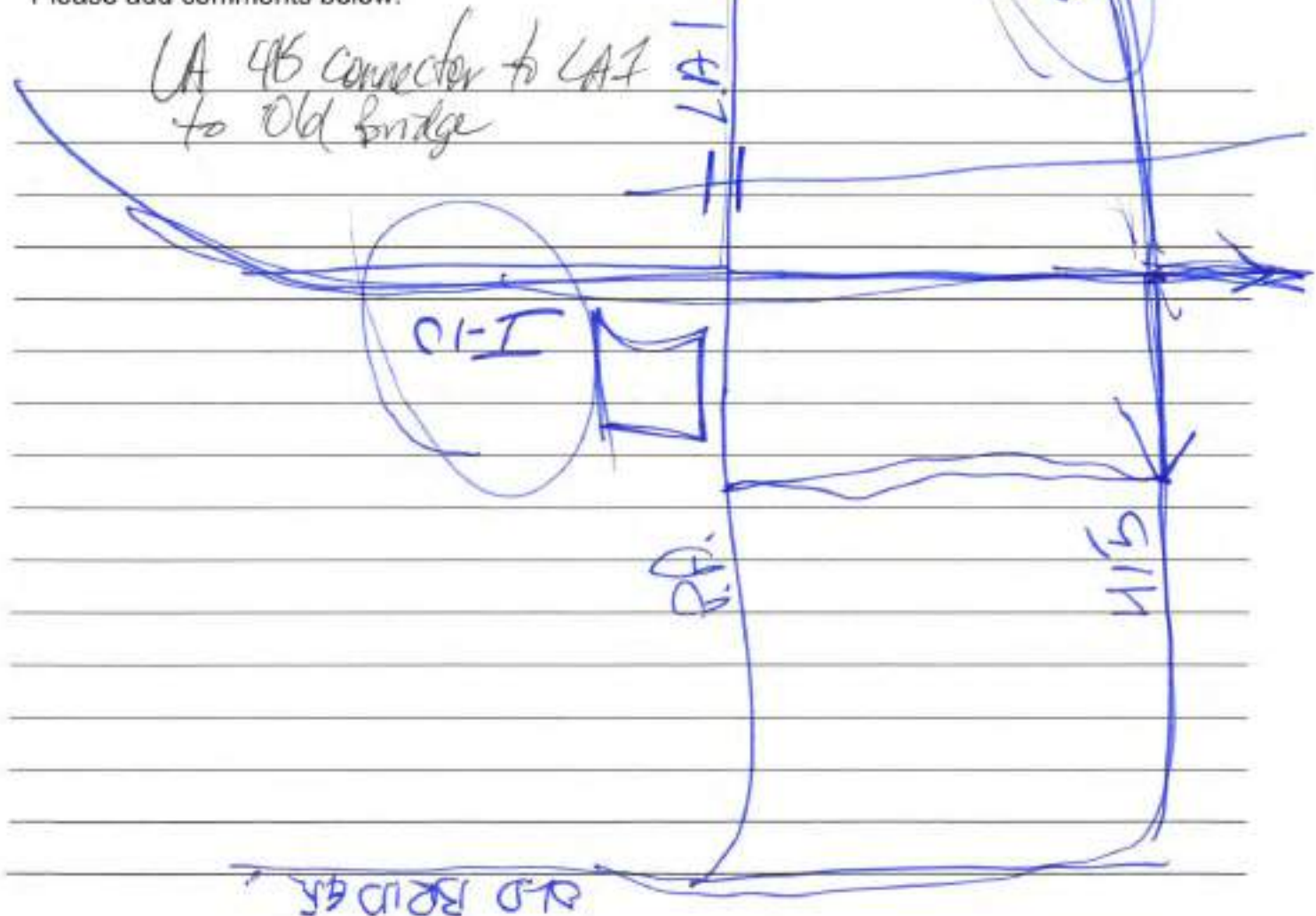
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Date: _____
Name: _____
Address: _____

Please add comments below:

LA 415 connector to LA 7
to Old Bridge





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ATTN: I-10 Corridor Improvement Study
2148 Government Street
Baton Rouge, LA 70806

Date: 9/1/15
Name: _____
Address: Plaquemine LA 70764

Please add comments below:

Should a new S bridge be under construction I believe for the first 5 - 10 years atleast it should be a toll bridge to help fund the project.

Make information about future meetings or surveys more publically available in a more timely ~~later~~ fashion. I barely heard about meeting in time!



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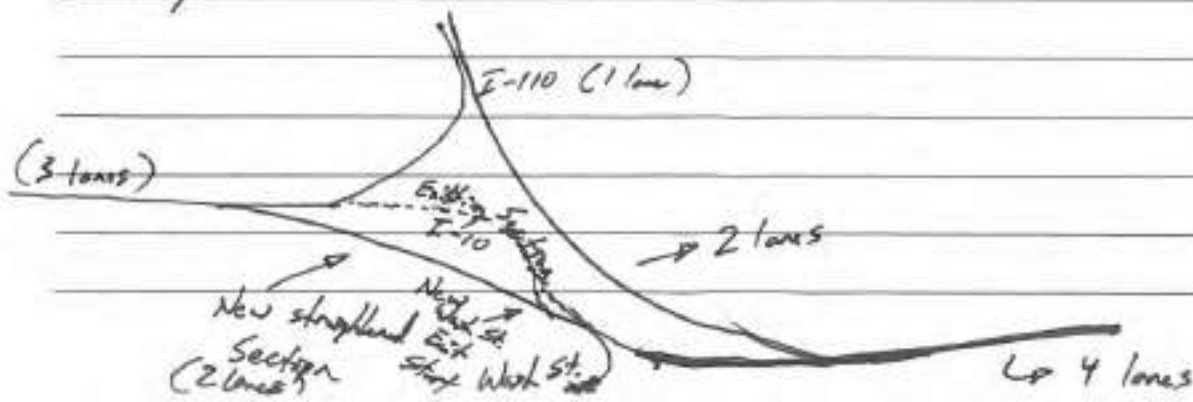
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or Mail: Franklin Associates
ATTN: I-10 Corridor Improvement Study
2148 Government Street
Baton Rouge, LA 70806

Date: 9/1/2015
Name:
Address:

Phon

Please add comments below:

The re-work of I-10 should focus on the area between the East side of the I-10 Bridge to 1000 ft after the Washington St exit. Assuming the I-10 bridge cannot be widened, the East side, post bridge could be opened up (additional lane built) after the Nicholson St. Exit. The I-10 continuation should be ~~strengthened~~ straightened to prevent such a sharp curve and subsequent slowdowns. The Washington St Exit should be moved one lane further to the outside (but at the same location). This would allow two high speed lanes to merge w/ I-110 from I-10. I-10 ~~also~~ would need to be expanded to 4 lanes in the East bound direction until after the LSU lakes bridge.





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ATTN: I-10 Corridor Improvement Study
2148 Government Street
Baton Rouge, LA 70806

Date: 9-1-15
Name: _____
Address: Brusly Ln 70719

Please add comments below:

Close Washington St Exit ASAP. Even if the
lanes end the Traffic Crossing the travel Lanes cause
many Delays.

LA 1 entrance to I-10E needs to be ramp metered
From the Port Allen Side.

Add merge lanes to merge on I-10E from LA 1



9-1-15



NORTHWESTERN
UNIVERSITY

I-10 Corridor meeting

- their data was consumed by locals.
- Do locals have much experience in traffic options?
 - "Build a by pass" or "bridge" sounds easy but what experience do they have driving on multiple bridges, bypasses, roundabouts, or tunnels.
- Who has the most experience driving on interstates? (Hours experience) Truck drivers
 - they even drive thru construction
 - they drive thru the same cities for years and they compare city vs. city and have experienced what does and doesn't work.
- Truck drivers may not be the most educated, but they have the most hours experience in multiple cities
- Is it possible to also get their input?





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Email: info@i10br.com
or Mail: Feasibility Association

Date: 9/1/15

LA 1 / PORT ALLEN
(Priority)

1) LA 1 - Port ALLEN

- LA 1 / 415 connector project
- Replace Intracoastal Bridge
• property next to (west side)
of present bridge to
complete new bridge

Evacuations
Route
SAFETY
No cost

- No left turns from LA1
Service Road onto LA1
between 330pm + 630pm

No cost

- Stagger shift changes
at ~~DOW~~ to avoid plant
traffic mixed with non
plant traffic

minimal
cost
SAFETY

- Lane barriers on
approach ramp and
merge ramp on
bridge to prevent entering
LA1 traffic from shooting
across bridge lanes which
causes accidents and
slow downs on bridge
ramp.

- 3rd lane on LA1



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Horace Wilkinson Bridge

- HOV LANE

- Contraflow lanes for
respective rush hours

normal
cost - Reduce speed on bridge
2 types of drivers on the
bridge. 1 is local traffic
in a hurry to cross and
the 2nd are the tourists
and travelers who slow
down and cut to the
outside lanes to see
the mighty Mississippi
River and its Marine
Activity

- Extend entrance Ramps

- Remove dedicated PA/RAG
Exit lane and add
3rd lane to west bound
down ramp

- Zipper Lights for
entrance onto the bridge

EVACUATION
Route - LA 1 / 415 connector project
to allow LA1 traffic the option
of entering I-10 traffic flow
west of LA 1



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WASHINGTON ST. Exit

- Remove Exit + Replace Exit with a LEFT HAND Exit prior to Washington St, possibly Louise St. This left hand exit will allow the 83% make up of Washington traffic coming from I-10 to exit left before East bound I-10 traffic merges with I-10. Traffic coming from the West, across the bridge, can use the High land/ Nicholson Exit and travel 2 streets to Washington St. The 400 ft of extra lane can be used to add to the proposed extra lane at I-10 as it approaches the City Lake bridges, that are also being discussed for improvements.

- HOV LANE

Federal Highway I-10 Take Priority over Local I-10 Traffic during Peak Traffic Flow. Reduce I-10 to 2 Lanes and use pavement for I-10 Lanes



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College DRIVE AREA

- Texas Turn Arounds
- West bound entrance on West Side of Intersection
- Remove access to Constitution set in order to allow longer and faster access to East bound entrance. access to Constitution can be made from back side of area.
- HOV LANE

I-10 / I-12 SPLIT

- No changes needed
- HOV LANE

OVERALL

- South Side By Pass
- HOV LANES
- Extend Entrance Ramp Length
- ENFORCE NO TRAVEL IN LEFT LANE Except By Pass
- 2nd badge to South

NO
COST
Revenue
Source



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Date: 9/1/15
Name:

I live in WBPP south of I-10. I moved there 7 years ago because of the rural safety offered for my children. After 7 years, because of the traffic and commute times, I am placing my house on the market and moving to Livingston Parish. Although I live in WBPP, I work in EBPP. I have never lived closer to my place of work but it takes me longer to commute to work. 4 miles equals 20 minutes to 2 hours and during our recent Ice Storms 2 days.

WBPP South of I-10 is an Island. IT is surrounded by water on ALL sides. IN order to get off



PUBLIC MEETING COMMENT FORM
PUBLIC MEETING ROUND 1 – AUGUST 31 – SEPTEMBER 3, 2015
I-10 CORRIDOR IMPROVEMENT STUDY
STAGE 0 FEASIBILITY STUDY

STATE PROJECT NO. H.004100.1
LEGACY PROJECT NO. 700-17-0209
ROUTE: I-10/I-12 (FROM LA 415 TO ESSEN LANE)
EAST AND WEST BATON ROUGE PARISHES, LA

Please submit your comments to one of the following addresses below. Comments must be postmarked by September 13, 2015 in order to become part of the official transcript.

Email: info@i10br.com
or Mail: Franklin Associates

Date: 9/1/15
Name: _____
Address: _____

the Island, either during
commute times or for
an evacuation, you have
to cross 1 of 3 bridges,
the Intercoastal on LA-1
South of I-10 the old
or used Intercoastal
just North of Purgatoire
or the draw bridge
across the Intercoastal
back by Gross Lake. When
NOLA + Parishes South
of I-10 order an evacuation,
whether from a natural
disaster such as a hurricane
or Flooding or from a potential
chemical release or issue
from a chemical plant, one
half of the traffic is
diverted from I-10 across
the Sunshine bridge and
up LA-1, onto the Island
where they are stuck
with no exit.



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Name: _____

The LA 1 Intracoastal bridge is one of the worst bridges in the nation and is under constant repair and needs to be replaced.

There are no cost or minimal solutions that will immediately improve traffic flow and safety.

* * * * *

I-10 CORRIDOR IMPROVEMENT STUDY
EAST BATON ROUGE AND WEST BATON ROUGE PARISHES
STATE PROJECT H.004100
FEDERAL AID PROJECT AC-NH-1710(501)

* * * * *

September 1, 2015
6:00 P.M. - 8:00 P.M.

WEST BATON ROUGE COMMUNITY CENTER
749 N. JEFFERSON AVENUE
PORT ALLEN, LOUISIANA, 70767

* * * * *

REPORTED BY: TARA W. JOINER, CCR
COURT REPORTERS OF LOUISIANA, L.L.C.
9614 Brookline Avenue, Suite A
Baton Rouge, Louisiana 70809
PHONE (225) 201-9650 * FAX (225) 201-9651
E-mail: depos@courtreportersla.com

1 (TUESDAY, SEPTEMBER 1, 2015)

2 COMMENT BY _____ :

3 MS. :

4 Okay. I do believe that there
5 should be a bridge in Iberville Parish
6 close to Plaquemine or in Plaquemine. I
7 think that would be the best option,
8 both for traffic and for potential saved
9 lives in the event of an emergency.

10 THE COURT REPORTER:

11 Potential what? I'm sorry.

12 MS. ERIN BENNETT:

13 Saved lives in the event of an
14 emergency. That's all.

15 THE COURT REPORTER:

16 Thank you. I'm sorry.

17 :

18 That's okay. It's a lot of noise.

19 I get you. Thank you so much.

20 THE COURT REPORTER:

21 Thank you.

22

23 * * * * END OF COMMENT BY : * * * *

24

25

1 COMMENT BY :

2 :

3 I live on the, I live in Brusly and
4 our biggest concern is not so much what
5 happens after we cross the bridge as it
6 is to get to the bridge and over the
7 bridge.

8 I feel like the widening of the
9 interstate is, is fine, but we need to
10 have a, a plan for a definite way to
11 ease the, ease the traffic on the bridge
12 that we have by adding another bridge or
13 ferries, or a, or a large, high class,
14 really good ferry. And I would like to
15 see the elected officials and the, and
16 the people get behind one project,
17 preferably a bridge, but a loop would be
18 fine, and drive until it's funded and
19 actually built.

20 I also believe that it's time for us
21 to have toll roads, toll bridges. I
22 think it would be, I think the time has
23 come to, to add, add the, have the
24 public vote on a referendum to fund a
25 bridge which includes tolls so that it

1 would, it would continue, it would be
2 paid for -- that is one of the ways it
3 would be paid for and maintained.

4 I think the, one of the biggest
5 issue we have is that we don't have one
6 specific project that everyone is
7 behind. Everybody, everyone's ideas are
8 good, but we need to focus on one and go
9 for it and don't let up until we get it.
10 My preference is a bridge. I can live
11 with a loop. I can live with a BUMP. I
12 can live with just anything to ease the
13 issue, to ease the problem. But the
14 problem we have now is that we not
15 united behind one thing. That's all.
16 Thank you, ma'am.

17

18 * * * * END OF COMMENT BY

* * * *

19

20

21

22

23

24

25

1 R E P O R T E R ' S C E R T I F I C A T E

2 This certificate is valid only for a
3 transcript accompanied by my original signature and
4 original required seal on this page.

5 I, TARA W. JOINER, Certified Court Reporter,
6 Certificate #91158, in and for the State of
7 Louisiana, as the officer before whom this testimony
8 was taken, do hereby certify that this testimony was
9 reported by me in the stenotype reporting method,
10 was prepared and transcribed by me or under my
11 direction and supervision, and is a true and correct
12 transcript to the best of my ability and
13 understanding; that the transcript has been prepared
14 in compliance with transcript format guidelines
15 required by statute or by rules of the board, that I
16 have acted in compliance with the prohibition on
17 contractual relationships, as defined by Louisiana
18 Code of Civil Procedure Article 1434 and in rules
19 and advisory opinions of the board. And that I am
20 not related to counsel or to the parties herein, nor
21 am I otherwise interested in the outcome of this
22 matter.

23 Signed, this ____ day of _____, 2015.

24

25

Tara W. Joiner, CCR



PUBLIC MEETING COMMENT FORM
PUBLIC MEETING ROUND 1 - AUGUST 31 - SEPTEMBER 3, 2015
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ROUTE: I-10/I-12 (FROM LA 415 TO ESSEN LANE)

EAST AND WEST BATON ROUGE PARISHES, LA

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Email: info@i10br.com
or Mail: Franklin Associates
ATTN: I-10 Corridor Improvement Study
2148 Government Street
Baton Rouge, LA 70806

Date: 9/3/15
Name: _____
Address: _____

Please add comments below:

I would like to address Rep.
C. Rouse Company re: federal
officials must work together to come
up with a plan - that is F&R,
state federal officials including Louisiana,
West DR, Illinois & Indiana

Studies - studies - studies, we've
spent enough \$ on studies. Let's
see action - We need Federal Gov't
assistance - I am recommending Rep.
C. Rouse to establish a committee & start
working.



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2148 Government Street
Baton Rouge, LA 70806

Date: 3 SEPTEMBER, 2015
Name: _____
Address: _____

Please add comments below:

BE LEADERS. DONT ALLOW PEOPLE WHO
WANT THINGS TO STAY THE WAY THEY ARE
TO CREATE DELAYS.

DO EITHER A 1% SALES TAX OR A \$.25
FUEL TAX AS DEDICATED FUNDING SOURCE.
DO NOT WAIT FOR FEDERAL FUNDING.
PUSH FORWARD WITH THE PARTS OF THE
PROJECT THAT CAN BE DONE WITH STATE
FUNDING.

DO NEW BRIDGE AT THE CITY PARK LAKES.
CLOSE WASHINGTON EXIT EASTBOUND ON I-10.
400 FT MAKES A LOT OF DIFFERENCE FOR
COMMERCIAL TRUCKS. PVT STAFF IN
THE CAB OF TRACTOR TRAILERS TRYING
TO MAKE THE MERGE OFF THE BRIDGE.



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ATTN: I-10 Corridor Improvement Study
2148 Government Street
Baton Rouge, LA 70806

Date: 9/3/2015
Name: _____
Address: B.R 70815

Please add comments below:

East Bound Trapped over the I-10 Bridge.
Nicholson should be a Washington off Ramp.
110 Traffic East-Bound get off before the
I-10 W Bound Bridge Ramp. ALL That until
a East side 110 Washington Ramp could
be built. It would help Traffic today

"DOTD has been pushing this since 2000. It simply creates a larger parking lot and will have debilitating quality of life impacts on the land, lakes and human environments adjacent to both sides of the corridor. Air and noise pollution levels increase along with blight and diminished property values for the remaining residential and commercial interests."

Why would we spend millions to enhance and clean up the Lakes only to have another river of concrete and the associated run-off into the Lakes?



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or Mail: Franklin Associates
ATTN: I-10 Corridor Improvement Study
2148 Government Street
Baton Rouge, LA 70806

Date: 9-2-15
Name: _____
Address: _____

Please add comments below:

Why can't we do toll roads like
Florida?

When are we going to address
traffic at Highland Pond exit?
We need an exchange at Bluff Rd
not Pecue.



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2148 Government Street
Baton Rouge, LA 70806

Date: _____
Name: _____
Address: _____

9/2/15

Please add comments below:

Where would you (DOTD) propose an alternative
to closing Washington St Exit?
I propose you seriously consider a
left hand exit!



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ATTN: I-10 Corridor Improvement Study
2148 Government Street
Baton Rouge, LA 70806

Date: 9-3-15
Name: _____
Address: BR 70801

Please add comments below:

- 100% for I-10 widening
- 1- Build a double-decker I-10 for thru traffic
 - 2- " in WBR Parish, I-10 connect from Leakey to Saville Bridge - I-10 exit to No
 - 3- Do Analise Dn. to interchge at Leakey.



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Date: 9-3-15
Name: _____
Address: BR, LA 70808

Please add comments below:

Service Lanes



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Please add comments below:

- Although closing the Washington St exit may not have a large impact on flow it will help. It is also a relatively inexpensive project that can be done in the short term.



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2148 Government Street
Baton Rouge, LA 70806

Date: 9/3/15
Name: _____
Address: Baton Rouge, LA 70808

Please add comments below:

I believe more emphasis should be placed on existing alternate routes. For example eliminating lights or at least synchronizing Florida Blvd + Airline. This is temporary + buys time for an extension of I-10 to I-90 + old bridge. Once complete make through traffic take North Route or face fine or ticket. This would eliminate the five plus years of worse traffic due to construction + allows the ability for growth in the future. Can't keep adding lanes through center of town.



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or Mail: Franklin Associates
ATTN: I-10 Corridor Improvement Study
2148 Government Street
Baton Rouge, LA 70806

Date: 9/4/15
Name: _____
Address: Baton Rouge, LA
70808

Please add comments below:

While I appreciate the work, effort and money that has gone into this project thus far, the metro area needs ACTION. I commute from 70808 to Plaquemine daily and ~~know~~ live the traffic everyday. Thank you for recognizing that this issue has a huge effect on our quality of life and is a major detractant for people moving to the area.

ACTION needs to be taken to support the coming growth in industry to improve our state & parish economies. We should be ashamed of how poor the interstate and other highways are in this state.

I know basically none of this is nothing new to you, but I hope I will see something new soon.

OVER →

Please do not widen I-10 West of MS. River bridge. all that will do is further negatively impact the back-up on to LA-1 that occurs daily.



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ATTN: I-10 Corridor Improvement Study
2148 Government Street
Baton Rouge, LA 70806

Date: 9-3-15
Name: _____
Address: Baton Rouge, LA 70809

Please add comments below:

- ① Facilitate opinion expression through text voting to poll the public as certain decision junctures are reached.
- ② Educate East bound I-10 travelers heading to New Orleans of the alternative routing from Lafayette - New Iberia - Morgan City - New Orleans. Utilize road signage between Lake Charles and Lafayette.
- ③ Ask voters for a dedicated funding program to make it happen.



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ATTN: I-10 Corridor Improvement Study
2148 Government Street
Baton Rouge, LA 70806

Date: 9-3-15
Name: _____
Address: BR, LA 70808

Please add comments below:

★ More connectivity over interstate.

★ Frontage Roads!

Subject: BR Traffic Made Simple

Here are a few simple suggestions to solve most of our transportation problems.

1. Continue Widening All of Airline Highway to 6 or 7 lanes from highland road north to scenic at \$60 million as opposed to a proposed \$1 billion toll road. Adding just one lane to each side doubles capacity.

2. Connect I 12 to Florida Boulevard at denham via rushing road widening from two lanes to 4-5 lanes at a cost of \$12 million as opposed to an unwanted proposed north loop at \$ 1.7 billion.

3. Convert "New Mississippi River Bridge" southbound single lane to 2-3 lanes by Replacing Washington St. Down ramp with a myrtle street street neighborhood southbound down ramp. Keep the eastbound Washington Street on ramp. Also an eastbound on ramp by going west on and under I 10 connecting to Washington on ramp would be a huge benefit. Cost \$20 million.

The Total cost of improvements 1-3 is under \$100 million as opposed to nearly \$ 3 billion.

4. Hooper Road / Amite River Bridge, \$30 million with 3 mile 4 lane approach divided highway.

CATS has 0- 4 passengers per bus. A 12 passenger Mercedes - Benz bus cost is \$39,000 and gets 17 miles per gallon as opposed to almost empty CATS 40 passenger \$450,000 buses getting only 7 miles per gallon. Fuel savings alone would pay for new buses.

CATS taxed and doubled revenue three years ago. CATS apparently has the same or less riders but now wants another \$11 million annually on top of the \$11 million raise they just received.

It's astonishing that the simple to fix, but ski slope like bumps on College Drive have not been fixed in five years. The City is responsible for this road, not the State or Federal Government.



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Email: info@i10br.com
or Mail: Franklin Associates
ATTN: I-10 Corridor Improvement Study
2148 Government Street
Baton Rouge, LA 70806

Date: 8/13/15

Name: _____

Address: BR, LA
70806

Please add comments below:

I would prefer improvement to the surface streets in BR, with roundabouts and overpasses at major intersections. This would allow people in the city to stop using the interstate.

ADD A BRIDGE SOUTH OF THE NEW BRIDGE

By Pass ~~CONNECT~~ CONNECT OLD BRIDGE TO LIVINGSTON PARISH
CONNECT NEW SOUTH BRIDGE TO IBBERVILLE PARISH

DRIVERLESS CARS will solve this problem FASTER AND CHEAPER.



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ATTN: I-10 Corridor Improvement Study
2148 Government Street
Baton Rouge, LA 70806

Date: 9/3/15
Name: _____
Address: Baton Rouge 70808

Please add comments below:

To alleviate the bottleneck at the I-10/I-110 split.
how about closing the Washington St on-ramp. This
would prevent some slowdown at ~~the~~ a critical bottleneck
area and it's relatively easy to implement



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ATTN: I-10 Corridor Improvement Study
2148 Government Street
Baton Rouge, LA 70806

Date: 9/3/15
Name: _____
Address: BATON ROUGE, LA 70815

Please add comments below:

- ① CONNECT SUBDIVISIONS AND DEAD END STREETS FOR PUBLIC CUT THROUGH OF UNUSED ~~AREAS~~ AREAS. THIS WOULD LESSEN TRAFFIC THAT IS CHANNLED TOWARD HIGHWAYS.
- ② INVITE MORE PUBLIC TRANSPORT COMPANIES TO PROVIDE LIGHT TRAVEL CAPABILITY FOR DAILY ACTIVITIES WHICH DO NOT REQUIRE HEAVY LOADS OF CARGO, GOODS. MORE BUSES, MORE ROUTES IN 1 HOUR LOOP CONCENTRIC ON SERVICE STREETS.
- ③ IMPROVE DRAINAGE AND PROVIDE SIDEWALKS TO AREAS WITHOUT SHOULDERS THAT ARE BETWEEN BUSINESSES WHICH ARE NEXT TO ROADS.
- ④ PROVIDE GROWTH PROJECTED NORTH + SOUTH CORRIDOR LEADING TO SMALLER CITIES FROM AND TO BATON ROUGE.
- ⑤ CONNECT OUTLYING LA. ROADS THAT WOULD FORM A TYPE OF INTER CONNECTED LOOP OF EXISTING ROADS. IMPROVE.
- ⑥ ① ALL THE ABOVE WOULD DE-PRESSURE THE MAIN INTERSTATE.
- ⑦ ② PROVIDE ~~MORE~~ ACCESS LOCALLY BY REMOVING LOCAL MEDIANS TO ADD ^{TURN} LANES.
- ⑧ ③ ADD NORTH + SOUTH ACCESS W/ OVERPASS / UNDERPASS CONNECTIONS TO CONNECT COMMUNITIES SO TO ELIMINATE NEED TO GET ON HIGHWAY.



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2148 Government Street
Baton Rouge, LA 70806

Date: 9-3-2015
Name: _____
Address: _____

Baton Rouge, LA.
70808

Please add comments below:

To whom it may concern,

I would like you to use rubberized asphalt on this and
future road projects; as they do not deteriorate and get potholes,
unlike today's normal asphalt.
Please contact California's DOT for advice on this.

Thank you,

Sincerely,



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Please submit your comments to one of the following addresses below. Comments must be postmarked by September 13, 2015 in order to become part of the official transcript.

Email: info@i10br.com
or Mail: Franklin Associates
ATTN: I-10 Corridor Improvement Study
2148 Government Street
Baton Rouge, LA 70806

Date: 9/3/2015
Name: _____
Address: Baton Rouge, LA 70802

Please add comments below:

This project focuses on adding an extra lane on either side (direction) of the focus area. Has there been consideration of making this an HOV lane? Buses, carpools, energy efficient vehicles would be permitted to use this lane. The realization of that HOV lanes permit traffic to move more quickly could motivate people to rethink how they ^{travel} on the interstate.

Also, we need to think about a light rail between Baton Rouge (or Lafayette) and New Orleans. Let's move away from being dependent on cars.

I can envision millennials or anyone hopping on the train in Baton Rouge & going to New Orleans. Make sure that there is a stop close to the airport so people don't have to drive, pay to park at the airport, or have someone drive out there to drop off and pick up (b/c the planes are rarely on time). If the rail can go 60-80 mph without stops (have 1 or 2 express) one could get ^{or back from} to New Orleans in no time at all.



PUBLIC MEETING COMMENT FORM
PUBLIC MEETING ROUND 1 – AUGUST 31 – SEPTEMBER 3, 2015
I-10 CORRIDOR IMPROVEMENT STUDY
STAGE 0 FEASIBILITY STUDY

STATE PROJECT NO. H.004100.1
LEGACY PROJECT NO. 700-17-0209
ROUTE: I-10/I-12 (FROM LA 415 TO ESSEN LANE)
EAST AND WEST BATON ROUGE PARISHES, LA

Please submit your comments to one of the following addresses below. Comments must be postmarked by September 13, 2015 in order to become part of the official transcript.

Email: info@i10br.com
or Mail: Franklin Associates
ATTN: I-10 Corridor Improvement Study
2148 Government Street
Baton Rouge, LA 70806

Date: 9-3-2015
Name: _____
Address: Baton Rouge, LA

Please add comments below:

I oppose this expansion, as it would force numerous businesses along Perkins Road, to close, or at the very least, cost them parking spaces for their customers.
Such as Schlitz & Giggles, George's, and Ivar's.

I urge you to please stop this expansion.
If you want to improve traffic, put more buses on the roads, improve the bus-stops, and add bike lanes.

Thank you,
Sincerely,



PUBLIC MEETING COMMENT FORM
PUBLIC MEETING ROUND 1 – AUGUST 31 – SEPTEMBER 3, 2015
I-10 CORRIDOR IMPROVEMENT STUDY
STAGE 0 FEASIBILITY STUDY

STATE PROJECT NO. H.004100.1
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ROUTE: I-10/I-12 (FROM LA 415 TO ESSEN LANE)

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Please submit your comments to one of the following addresses below. Comments must be postmarked by September 13, 2015 in order to become part of the official transcript.

Email: info@i10br.com
or Mail: Franklin Associates
ATTN: I-10 Corridor Improvement Study
2148 Government Street
Baton Rouge, LA 70806

Date: 9/3/15
Name: _____
Address: Baton Rouge LA 70808

Please add comments below:

Please move forward with the
widening project in an
expedited manner.
Speed up the
stages and construct
it as fast
as possible.
Thanks!



PUBLIC MEETING COMMENT FORM
PUBLIC MEETING ROUND 1 – AUGUST 31 – SEPTEMBER 3, 2015
I-10 CORRIDOR IMPROVEMENT STUDY
STAGE 0 FEASIBILITY STUDY

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Email: info@i10br.com
or Mail: Franklin Associates
ATTN: I-10 Corridor Improvement Study
2148 Government Street
Baton Rouge, LA 70806

Date: 9-3-15
Name: _____
Address: B.R. 70810

Please add comments below:

make Hwy 190 North Bridge as large
as Huey P. Long in New Orleans. Then take
Hwy 190 and raise it over the existing one.
all the way to Bridge and put it to
Port Allen then tie it back to I-10.



PUBLIC MEETING COMMENT FORM
PUBLIC MEETING ROUND 1 - AUGUST 31 - SEPTEMBER 3, 2015
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Email: info@i10br.com
or Mail: Franklin Associates
ATTN: I-10 Corridor Improvement Study
2148 Government Street
Baton Rouge, LA 70806

Date: _____
Name: _____
Address: _____

9/3/15

Baton Rouge, LA 70808

Please add comments below:

1. sound walls to help noise in Walnut Hills area
2. use toll roads for a loop - no more studies
Do something - Begin
3. create real through streets locally so people will not use the ~~on~~ I-10 to get quickly from east to west and north-south.
ex. Perkins Rd. - only entrance from + to Rouzan at Congress Traffic light.
Every business cannot have their own entrance/exit they must share a corridor to move from one place to another
apply this to Government, Florida, Acadia + other Engen
4. major streets that should be more easily + quickly

I-10 CONGESTION IN BATON ROUGE

September 3, 2015

We appreciate the opportunity to review plans for improving the flow of traffic on I-10 into and through Baton Rouge. Obviously, it does not take a Ph.D. Traffic Engineer or additional multi-million dollar studies to identify the problems here. Traffic from the Atlantic to the Pacific on I-10 must go through the squeeze lanes here to get into and out of Baton Rouge.

The question is not what is needed, but how do you improve it? This is not a local issue involving a short section of city or parish streets; it is a regional, state and National issue that is affecting the future of Baton Rouge, South Louisiana, the entire State of Louisiana and the Southern United States.

Please consider some of the following factors:

1. **Daily aggravation** – Every local driver in the area faces daily aggravations, inconveniences and driving expenses because of the roads that are not sufficient to handle the daily traffic loads which continue to increase each year.
2. **A Place to Avoid** – I just completed a driving trip up the East Coast, across to Chicago and Wisconsin, then back to Louisiana (4,200 miles). We enjoyed cruising through other cities that had 4, 5 or 6 lanes in each direction with traffic flowing beautifully. On the other hand, Chattanooga, TN, always seems to have congestion similar to Baton Rouge. When cities have the reputation that Baton Rouge and Chattanooga have for regular, prolonged congestion and delays, tourists try their best to avoid traveling there!
3. **Hindrance to Tourism** – the Downtown Development District recently reported that \$1.38 billion in public, private and partnership funds have been invested in the downtown area to “rejuvenate the Mississippi River waterfront and downtown Baton Rouge”. Unfortunately, the I-10 roadways to and from Baton Rouge are continually getting more and more congested, with more frequent delays so the road congestion is working directly against all of the local efforts to attract tourists.
4. **Football Traffic** – Everyone seems to love to football weekends in Baton Rouge. LSU stadium has been upgraded several times to hold more and more spectators and we always have a lot of additional football fans who come to tailgate at LSU and Southern, even when they do not have tickets to the games. The net results are that we have thousands of additional visitors coming to BR for sports events, but we still only have a one-lane I-10 coming off of the bridge into Baton Rouge. Visitors who experience our terrible traffic problems then are not likely to return if they can avoid Baton Rouge.

5. **Port Access** – The Port of Greater Baton Rouge reported 20.2% growth in worth of goods exported from Baton Rouge in 2014. Chemicals and grain make up most of the exports. Recent \$150 million renovations and expansions of grain and oilseed elevators have increased the tons of grain exported from 577,600 tons in 2013 to 4.1 million tons in 2014 or more than a seven-fold increase. Previously grain trucks had to wait at the elevator for 24 or more hours to unload during harvest times and now they can unload almost immediately. Unfortunately, the problem of unpredictable traffic congestion still causes serious delays.

In April, large trucks began filling two large domes with tons of wood pellets for export. About \$30 million was spent on the domes and other equipment and facilities at the Port. These large trucks add to the existing congestion and delays to them will cause economic delays to this export market that is expected to grow.

Various agencies are discussing the possibility of deepening the Mississippi River to handle the larger ships that will be coming through the new Panama Canal. If we do not have enough roadway access to handle more import and export cargo, the shipping will be directed to other ports – regardless of the depth of the Mississippi River.

Developers are looking at a new deepwater port off of the Louisiana coast to handle large container ships that carry upward of 18,000 containers. That would greatly increase the number of container trucks traveling to and from South Louisiana with greatly increased traffic congestion on our already overburdened roads.

6. **Safety** – Baton Rouge has suffered through quite a few hurricanes through the years and we have experienced terrible congestion in Baton Rouge with each evacuation in any part of Louisiana. No doubt we will have more hurricanes in the future and we will undoubtedly have major traffic problems when trying to handle evacuations!

We have been fortunate not to have had any major disaster associated with a petrochemical plant, a ship, a train, a pipeline or a tank truck. If we ever have a major leak, spill or explosion that demands rapid evacuation of a large area along the Mississippi River, we will have a deadly gridlock of traffic in Baton Rouge.

Therefore, for these reasons and many more, I think that the Department of Transportation has the responsibility and obligation to recommend the most efficient and most effective solutions for improving traffic flow with the least disruptive changes. I think that all of us should support their recommendations and that we should urge the city, parish, state and congressional officials to support and finance the necessary changes.

Thank you

* * * * *

I-10 CORRIDOR IMPROVEMENT STUDY
EAST BATON ROUGE AND WEST BATON ROUGE PARISHES
STATE PROJECT H.004100
FEDERAL AID PROJECT AC-NH-1710(501)

* * * * *

September 3, 2015
6:00 P.M. - 8:00 P.M.

CROWNE PLAZA HOTEL BALLROOM
4728 CONSTITUTION AVENUE
BATON ROUGE, LOUISIANA, 70808

* * * * *

REPORTED BY: TARA W. JOINER, CCR
COURT REPORTERS OF LOUISIANA, L.L.C.
9614 Brookline Avenue, Suite A
Baton Rouge, Louisiana 70809
PHONE (225) 201-9650 * FAX (225) 201-9651
E-mail: depos@courtreportersla.com

1 (THURSDAY, SEPTEMBER 3, 2015)

2 COMMENT BY :

3 :

4 Okay. The -- most of the traffic is
5 on I-12, and they keep talking about
6 I-10 and taking a bridge south of town
7 and all of that; to me, that's a
8 ridiculous idea. The, the through
9 traffic through the state, going from
10 east to west, west to east, is on I-12.
11 It joins up with I-10 here and all has
12 to get over the bridge which, which
13 causes all the problems. The main
14 problem is the 18 wheelers. All right.
15 There are many more 18 wheelers on 12
16 than there are on 10. All right. My,
17 my idea is to take the bridge, north
18 Baton Rouge bridge, old Highway 190, and
19 enlarge it like they did in New Orleans.
20 They have a bridge down there, the Huey
21 P. Long bridge, they made it three lanes
22 on each side. Okay. You caught up?
23 All right.

24 Now, if they do, if they do enlarge
25 that, that bridge, they need to make 190

1 from Denham Springs a raised highway,
2 okay, to that bridge. In other words,
3 go right over the old highway that's
4 there, but put another lane, another
5 highway above it. They talked about
6 this years and years ago, but it never
7 came through. They talked about doing
8 that to Airline Highway, okay.

9 Then, on the other side, you do the
10 same thing. You come off of it and you
11 go, hook back up to I-10 down the road
12 somewhere. But the trucks are not gonna
13 mind going a few miles out of the way if
14 they can get over the river without all
15 the trouble they're all going through
16 now. Okay.

17 (SOMEONE STARTED SPEAKING WITH :)

18 THE COURT REPORTER:

19 Would you like me to take your
20 address and phone number down?

21

22

23

24

25 * * * * END OF COMMENT BY

* * * *

1 COMMENT BY :

2 [:

3 My name is :

4 . Baton Rouge, 70808.

5 Two quick suggestions: One, I support

6 100 percent adding two new lanes. I

7 support closing the Washington Street

8 exit. I think that would be a big help.

9 I also support, which I didn't hear

10 anybody say it, but I've been to other,

11 I've been to every major city in America

12 and some cities have double decker

13 interstate highways. Building that four

14 mile section from the bridge to the

15 split, a double decker, and that would

16 be just for through traffic. There

17 wouldn't be any exits or entrances on

18 that four mile stretch, just for traffic

19 coming in from the west going to I-10

20 and 12 would go on the double decker.

21 The bottom level would be used for the

22 local traffic and the exits. It's

23 utilized in other cities. It's

24 expensive, but it could be done.

25 :

1 with no obstructions at all. Okay.

2 That's it.

3 * * * * END OF COMMENT BY * * * *

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1 R E P O R T E R ' S C E R T I F I C A T E

2 This certificate is valid only for a
3 transcript accompanied by my original signature and
4 original required seal on this page.

5 I, TARA W. JOINER, Certified Court Reporter,
6 Certificate #91158, in and for the State of
7 Louisiana, as the officer before whom this testimony
8 was taken, do hereby certify that this testimony was
9 reported by me in the stenotype reporting method,
10 was prepared and transcribed by me or under my
11 direction and supervision, and is a true and correct
12 transcript to the best of my ability and
13 understanding; that the transcript has been prepared
14 in compliance with transcript format guidelines
15 required by statute or by rules of the board, that I
16 have acted in compliance with the prohibition on
17 contractual relationships, as defined by Louisiana
18 Code of Civil Procedure Article 1434 and in rules
19 and advisory opinions of the board. And that I am
20 not related to counsel or to the parties herein, nor
21 am I otherwise interested in the outcome of this
22 matter.

23 Signed, this ____ day of _____, 2015.

24

25

Tara W. Joiner, CCR

From:**Sent:**

Tuesday, September 15, 2015 10:57 AM

To:

info@i10br.com

Subject:

BRAC Supports I-10 Improvements

The Baton Rouge Area Chamber (BRAC) strongly supports improvements to the I-10 corridor within the scope of this study. For 7 of the last 8 years, transportation issues have been among the top three obstacle to business growth in the Capital Region, according to BRAC's annual survey. The difficulty that our underdeveloped infrastructure creates on the movement of goods through the region, the attraction and retention of talent, and the ability of businesses to expand their services or grow their facilities is unsustainable. The greater Baton Rouge Area has gained thousands of new residents and jobs in the last few years, and is projected to see even greater growth in the future. However, this period of rapid growth and increased opportunity is threatened by underinvestment in critical infrastructure. On behalf of the businesses we represent and in anticipation of greater and greater traffic along the important I-10 trade corridor, BRAC strongly supports the continuation – and, if possible, acceleration – of improvements along I-10 to reduce congestion and add capacity.

Regards,



PUBLIC MEETING COMMENT FORM
PUBLIC MEETING ROUND 1 - AUGUST 31 - SEPTEMBER 3, 2015
I-10 CORRIDOR IMPROVEMENT STUDY
STAGE 0 FEASIBILITY STUDY

STATE PROJECT NO. H.004100.1
LEGACY PROJECT NO. 700-17-0209
ROUTE: I-10/I-12 (FROM LA 415 TO ESSEN LANE)

EAST AND WEST BATON ROUGE PARISHES, LA

Please submit your comments to one of the following addresses below. Comments must be postmarked by September 13, 2015 in order to become part of the official transcript.

Email: info@i10br.com
or Mail: Franklin Associates
ATTN: I-10 Corridor Improvement Study
2148 Government Street
Baton Rouge, LA 70806

Date: 9-8-15
Name: _____
Address: BRUSLY, LA 70719

Please add comments below:

TRAFFIC ON I10 HAS HAD A MAJOR IMPACT ON OUR
WAY OF LIFE. I LEFT MY JOB IN BATON ROUGE BECAUSE
OF TRAFFIC. ALL APPOINTMENTS ARE SCHEDULED
AROUND TRAFFIC. IF THERE WERE TO BE AN
EMERGENCY & I HAD TO GET TO BATON ROUGE
QUICKLY IT WOULD BE IMPOSSIBLE. TRAFFIC ON
LA 1 IS A NIGHTMARE MORNING, DAY & NIGHT.
IT HAS TO HAVE A NEGATIVE IMPACT ON OUR
COMMUNITY. STUDY TIME HAS TO END.
PEOPLE NEED TO SEE ACTION.



PUBLIC MEETING COMMENT FORM
PUBLIC MEETING ROUND 1 - AUGUST 31 - SEPTEMBER 3, 2015
I-10 CORRIDOR IMPROVEMENT STUDY
STAGE 0 FEASIBILITY STUDY

STATE PROJECT NO. H.004100.1
LEGACY PROJECT NO. 700-17-0209
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EAST AND WEST BATON ROUGE PARISHES, LA

Please submit your comments to one of the following addresses below. Comments must be postmarked by September 13, 2015 in order to become part of the official transcript.

Email: info@i10br.com
or Mail: Franklin Associates
ATTN: I-10 Corridor Improvement Study
2148 Government Street
Baton Rouge, LA 70806

Date: 7/21/15
Name: _____
Address: Baton Rouge, LA 70820

Please add comments below:

- Here are my suggestions:
- 1) WE NEED another ~~big~~ bridge
 - 2) funding is needed, charge a toll over current bridge ^{and}
 - 3) 2nd toll left for gas ^{at} pumps. This is a city
 - 3) 2nd air line now into a interstate ex
 - create a new highway bypass around Baton Rouge
 - 4) widening road and streets around the
 - Mississippi river bridge is a bottleneck
 - 5) leave a highway road (towards a interstate)
 - to keep traffic over the at the
 - 2nd bridge



PUBLIC MEETING COMMENT FORM
PUBLIC MEETING ROUND 1 - AUGUST 31 - SEPTEMBER 3, 2015
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STATE PROJECT NO. H.004100.1
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EAST AND WEST BATON ROUGE PARISHES, LA

Please submit your comments to one of the following addresses below. Comments must be postmarked by September 13, 2015 in order to become part of the official transcript.

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or Mail: Franklin Associates
ATTN: I-10 Corridor Improvement Study
2148 Government Street
Baton Rouge, LA 70806

Date: 9-8-15
Name: _____
Address: Ventress, LA 70723

Please add comments below:

I drive each evening from Dow Chemical in Plaquemine to LA 415 exit. It has taken be as long as 2 hrs to cross the intercoastal. In my opinion if something was done to allow this traffic to flow, it would divert some I-10 traffic to US 190. Most traffic is going to enter I-10 and cross the bridge, the left lane should and can flow with little delay, if action is taken. WBR sheriff's are occasionally on the south end of the intercoastal, but doing little to stop traffic from constantly changing lanes to get a few car lengths ahead. They must take a more active role & enforce crossing of the solid white line. Also the solid line should be extended further up LA 1 - forcing I-10 bound traffic to stay (and wait in the left lane) allowing north & west bound traffic through



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I-10 CORRIDOR IMPROVEMENT STUDY
STAGE 0 FEASIBILITY STUDY

STATE PROJECT NO. 8.004100.1
LEGACY PROJECT NO. 700-17-0209
ROUTE: 1-10/1-12 (FROM LA 415 TO ESSEN LANE)

EAST AND WEST BATON ROUGE PARISHES, LA

Please submit your comments to one of the following addresses below. Comments must be postmarked by September 13, 2015 in order to become part of the official transcript.

Email: info@i10br.com

Date: 9/8/2015

or Mail: Franklin Associates

Name:]

ATTN: 1-10 Corridor Improvement Study

Address:

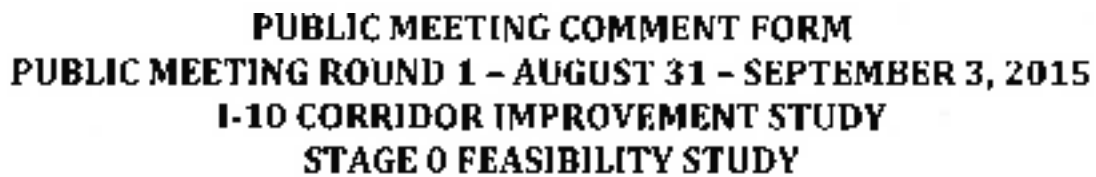
2148 Government Street

Baton Rouge, LA 70806

Baton Rouge, LA 70806

Please add comments below:

East bound only, add an upper deck from the East side of the bridge to the 10-12 split just past College drive for thru traffic only.



EAST AND WEST BATON ROUGE PARISHES, LA

Email: info@i10br.com
or Mail: Franklin Associates
ATTN: I-10 Corridor Improvement Study
2148 Government Street
Baton Rouge, LA 70806

Date: 9/8/15
Name: _____
Address: _____
_____Baton Rouge, LA 70806

I live in the Goodwood area of EBR parish and I work 16 miles away in Plaquemine.
I AM FOR ANY SOLUTION / SOLUTIONS !!! ANY! Just please get moving on this problem.

It sometimes takes me 2 hours to get home. Other times, I am home within 30 minutes or less.

This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There are approximately 20 lines visible. The paper appears to be a standard notebook page or a sheet of stationery designed for writing.



PUBLIC MEETING COMMENT FORM
PUBLIC MEETING ROUND 1 - AUGUST 31 - SEPTEMBER 3, 2015
I-10 CORRIDOR IMPROVEMENT STUDY
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or Mail: Franklin Associates
ATTN: I-10 Corridor Improvement Study
2148 Government Street
Baton Rouge, LA 70806

Date: 9/8/2015
Name:
Address: Port Allen, LA 70767

Please add comments below:

I work at Dow Chemical near Plaquemine. I recently had a co-op that was from the Philadelphia, PA area tell me that a big reason he did not want to come to Louisiana to work was because of the traffic. He would spend at least two hours every day in his car waiting to get home. I also know several people that have either changed companies or retired because of the traffic. It is costing the state too much not to do anything. It is time for action.



PUBLIC MEETING COMMENT FORM
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Please submit your comments to one of the following addresses below. Comments must be postmarked by September 13, 2015 in order to become part of the official transcript.

Email: info@i10br.com
or Mail: Franklin Associates
ATTN: I-10 Corridor Improvement Study
2148 Government Street
Baton Rouge, LA 70806

Date: Sept 8, 2015
Name: _____
Address: BATON ROUGE, LA 70817

Please add comments below:

I FULLY SUPPORT ADDING LANES AND
WIDENING I-10 FROM THE MISSISSIPPI RIVER
BRIDGE TO ESSEN LANE. I-10, FROM CALIFORNIA
TO FLORIDA, IS A MAJOR EAST - WEST
CORRIDOR INTERSTATE HIGHWAY THAT
BECOMES ONE LANE (EASTBOUND) AT THE
WASHINGTON STREET EXIT. THIS GREATLY
INHIBITS BOTH MOBILITY AND COMMERCE FOR
THIS MAJOR TRUCK ROUTE. AS NOTED IN
THE PUBLIC MEETING, REGARDLESS OF OTHER
TRAFFIC ROUTE IMPROVEMENTS OR AN ADDITIONAL
MISSISSIPPI RIVER BRIDGE CROSSING, ADDITIONAL
LANES ON I-10, WITHIN THESE PROJECT LIMITS
MUST BE CONSTRUCTED TO RELIEVE CURRENT
AND FUTURE CONGESTION. (OVER)

(COMMENTS
SEPT 8, 2015)

THIS PROJECT CAN BE DESIGNED WITH CONTEXT SENSITIVE SOLUTIONS; RELOCATION OF THE WASHINGTON STREET EXIT RAMP; AND REDUCTION OF IMPACTS TO BOTH THE LOCAL RESIDENTS AND SURROUNDING BUSINESSES. THIS PROJECT NEEDS TO BE MOVED TO THE ENVIRONMENTAL PHASE AS EXPEDITIOUSLY AS POSSIBLE AND THEN TO THE DESIGN PHASE. THE PROJECT SHOULD BE FULLY DESIGNED WHILE FUNDS ARE SECURED FOR FUTURE CONSTRUCTION. THE CONGESTION ISSUES OUT-10 BETWEEN THE MISSISSIPPI RIVER AND ESSON LANE MUST NOW BE RESOLVED FOR THE BETTERMENT OF BATON ROUGE, LOUISIANA AND THE NATION.



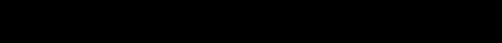
PUBLIC MEETING COMMENT FORM
PUBLIC MEETING ROUND 1 - AUGUST 31 - SEPTEMBER 3, 2015
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STAGE 0 FEASIBILITY STUDY

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ROUTE: I-10/I-12 (FROM LA 415 TO ESSEN LANE)

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Email: info@i10br.com
or Mail: Franklin Associates
ATTN: I-10 Corridor Improvement Study
2148 Government Street
Baton Rouge, LA 70806

Date: 
Name: 
Address: 

I work at Dow Chemical in Plaquemine and moved to the Brusly area in 2009, primarily due to the traffic I experienced in my daily commute when I lived in Baton Rouge. West Baton Rouge Parish would not be my first choice to live, but I feel like I have little choice if I want to continue working at Dow and also have an outside life. As it is, I have to sit in a portion of the traffic just to reach my home on Riverside Dr. in Port Allen (usually an extra 20 minutes). I feel trapped every evening because I can't even go to Walmart or the north side of Port Allen (much less Baton Rouge) if I need to go to the store on a weekday evening, unless I want to sit in an hour of traffic. As a WBR resident, we can not even maneuver around our own town because the interstate overflow basically roadblocks our main artery of traffic - LA1 - for hours every day! Most days it backs up to the old Sinclair Plantation. The entire infrastructure system is broken here.

Also, I think the suggestion of staggering work schedules for downtown offices will not help much. For one thing, the situation has gotten so bad that I often sit in traffic on a Saturday morning, or Sunday afternoon, or Friday at noon on that bridge trying to get to Baton Rouge. The second thing is I'm not sure that downtown offices contribute much to the traffic on LA-1 backed up trying to get through the one-lane bottleneck from the west. KEY WORD: ONE LANE BOTTLENECK. That is the root cause of the issue that backs up the interstate down LA-1 for miles, and down I-10 back towards Lafayette for miles every day.

We need to add another bridge in south Baton Rouge area connecting Plaquemine area to Ascension. There are a lot of commuters to WBR that live in Gonzales/Prairieville and work in Plaquemine that have to go all the way around BR through the traffic to get home. And second, get rid of the Washington St exit and add another lane to the I-10 so that it is not just one lane. The Dallyrmples exit is not that far from Washington St; why is this exit so important?? This is absolutely ridiculous that in 2015 the interstate goes to one lane in the heart of our capital - an embarrassment. Another issue here is the fact that it is difficult to get to Baton Rouge in an emergency if you need to get to one of the hospitals. There are very few ways out of WBR to the east side. Having another bridge on the south end of BR would give us another route out of here. Look at New Orleans area - they have 4 bridges over the Mississippi, and we only have one. (2 GNO's, Huey P, and Hale Boggs)

We NEED solutions, and we need it now. This problem is now a CRISIS.

PUBLIC MEETING COMMENT FORM
PUBLIC MEETING ROUND 1 - AUGUST 31 - SEPTEMBER 3, 2015
I-10 CORRIDOR IMPROVEMENT STUDY
STAGE II FEASIBILITY STUDY

STATE PROJECT NO. H.004100.1
LEGACY PROJECT NO. 700-17-0209
ROUTE: I-10/612 (FROM LA 415 TO ESSEN LANE)

EAST AND WEST BATON ROUGE PARISHES, LA

Please submit your comments to one of the following addresses below. Comments must be postmarked by September 13, 2015 in order to become part of the official transcript.

Email: info@i10br.com Date: 9/8/15
or Mail: Franklin Associates Name: _____
ATTN: I-10 Corridor Improvement Study Address: Baton Rouge, LA 70817
2148 Government Street
Baton Rouge, LA 70806

Please add comments below:

Short term solution: 1. On LA-1, synchronize all traffic lights. 2. On LA-1, block frontage road to prevent people from going around traffic. 3. On LA-1, block all traffic to bridge other than maintained to prevent people from going around traffic. 4. Close Washington exit to allow lanes of traffic and prevent people from crossing from I-10 to this exit. 5. Add more services in Plaquemine.

Long term solution: Design a loop around Baton Rouge with new road and new bridges.



PUBLIC MEETING COMMENT FORM
PUBLIC MEETING ROUND 1 - AUGUST 31 - SEPTEMBER 3, 2015
I-10 CORRIDOR IMPROVEMENT STUDY
STAGE 0 FEASIBILITY STUDY

STATE PROJECT NO. H.004100.1
LEGACY PROJECT NO. 700-17-0209
ROUTE: I-10/I-12 (FROM LA 415 TO ESSEN LANE)

EAST AND WEST BATON ROUGE PARISHES, LA

Please submit your comments to one of the following addresses below. Comments must be postmarked by September 13, 2015 in order to become part of the official transcript.

Email: info@i10br.com
or Mail: Franklin Associates
ATTN: I-10 Corridor Improvement Study
2148 Government Street
Baton Rouge, LA 70806

Date: 9/13/15
Name: _____
Address: PORT ALLEN, LA 70767

Please add comments below:

I have been waiting since 1968 for the I-10 single-lane design phase to be corrected, all to no avail. Millions of dollars have been wasted on study after study. Each time the results of a study are presented, a small minority (50,000, 500 people?) objects. DOTD pay-tows to the objectors, very few of which, I daresay, ever even cross the bridge, and backs off. Instead of doing anything constructive, another study is started. The result is that thousands of people a day continue to be jammed up on the bridge and it just gets worse and worse. All to placate a few people around Perkins Road and Washington Street.

(OVER)

I do believe that eliminating or relocating the Washington St. exit and lengthening the right hand merge lane would help improve the flow of traffic coming out of the bottleneck. As a long-time victim of this unbelievably poor design, I have observed that once vehicles clear the bottleneck in the straight-thru lane, many of them merge left into the southbound I-110 lanes. This, combined with other vehicles being able to speed up, creates more gaps in the straight-thru lane. If the distance from the end of the bottleneck to the end of the right hand merging lane is increased past the present Washington St. exit, merging will be easier. More cars (not trucks) could then use the right hand lane with much less chance of not being able to merge. 18-wheelers and dump trucks, etc. should only be allowed in the straight-thru lane.

I have long since given up on any improvement being made in my lifetime. I can only hope that my grandchildren will benefit from some future study.

75 year resident
of West Baton Rouge

Date: September 15, 2015

To: Franklin Associates

From:

Re: Comments for I-10 Corridor Improvement Study Stage 0 Feasibility Study
State Project No. H.004100.1

The study area has four BREC parks that will be directly affected and several trail corridors. BREC comments are centered on these concepts:

Multi Use Trails are highly desired by the public and the Interstate is often a barrier to connectivity. The BREC Capital Area Pathways Project (CAPP) is an active project to build connectivity trails in the parish which will have recreational and alternative transportation value. We ask that the I-10 Corridor Improvement Study be very sensitive to connectivity and work to create trail connections. We also ask that any trail connections are clearly shown on any concept solutions that are shown to the public. See the map below for some of the possible trail connections.

Expressway Park has several park amenities that could be impacted including the Downtown Greenway, football field, basketball court, and a Recreation Center. BREC asks to work with the planners to make the best of changes and opportunities that could come about through this project. Art has played a special role at this park and could be a design feature of the improvements.

City Brooks Community Park is one of BREC's most popular parks and is a major visual feature for travelers on I-10. Drivers on the bridge should continue to have views to the park with clear information on what is available should they exit the highway such as the Children's Museum which is under construction. Design should include features that make the bridge as low noise as possible. Design should consider ways to reduce the negative impacts of storm water coming from the highway. The Lakes Master Plan is evolving and that work should be consulted. Any bridge modifications should be concerned about keeping views from one side of the bridge to the other as open as possible and the bridge should be aesthetically pleasing.

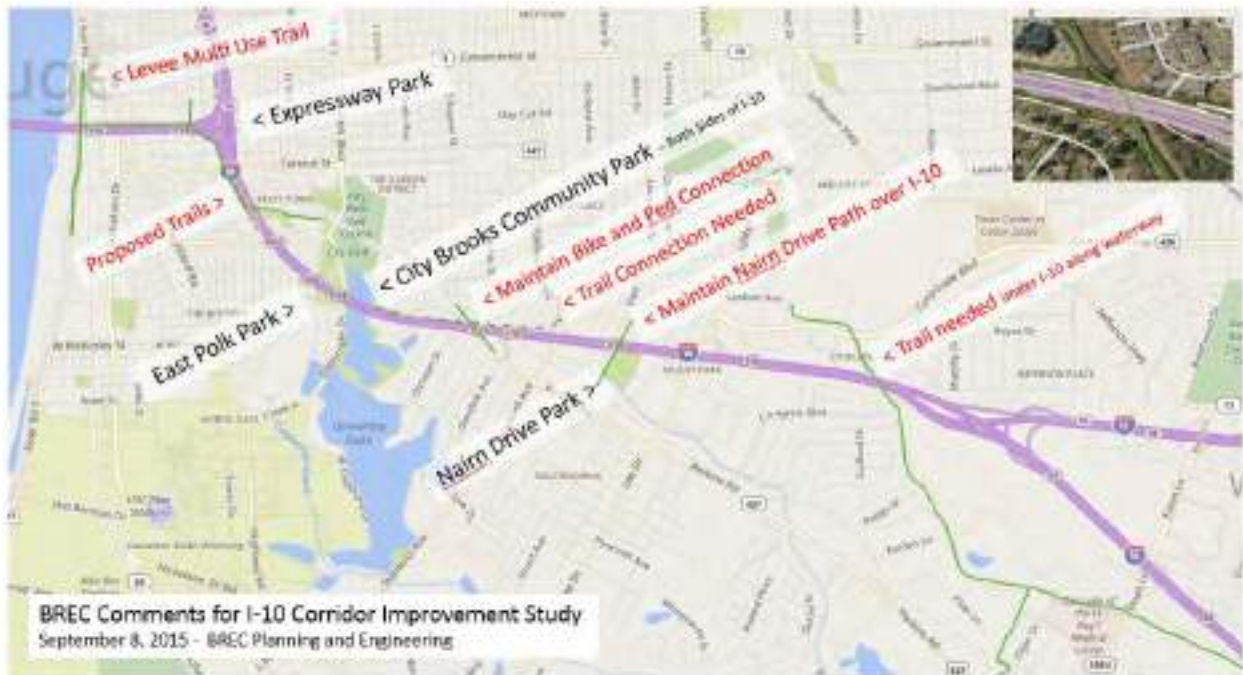
East Polk Street Park is a small park that was cut off from the rest of City Brooks Park when the interstate was constructed. Work that would improve connectivity to City Brooks Park would be a benefit.

Nairn Drive Park has a portion of a bike path that crosses over the Interstate. Improvements should maintain that bike path and other options for trails and access could be explored.

Additional spaces exist under the Interstate that could have recreational and connectivity trail value. Please consider those spaces as you move forward as BREC could be open to a joint use agreement to maintain and operate those spaces as BREC does now with Expressway Park.

BREC Planning staff request a planning meeting with the I-10 Corridor Planners to better provide our feedback to help develop the best possible scenario of the public. Please contact me to schedule a meeting at a time that works best as you progress through your planning work.

Sincerely,





PUBLIC MEETING COMMENT FORM
PUBLIC MEETING ROUND 1 - AUGUST 31 - SEPTEMBER 3, 2015
I-10 CORRIDOR IMPROVEMENT STUDY
STAGE 0 FEASIBILITY STUDY

STATE PROJECT NO. H.004100.1
LEGACY PROJECT NO. 700-17-0209
ROUTE: I-10/I-12 (FROM LA 415 TO ESSEN LANE)

EAST AND WEST BATON ROUGE PARISHES, LA

Please submit your comments to one of the following addresses below. Comments must be postmarked by September 13, 2015 in order to become part of the official transcript.

Email: info@i10br.com
or Mail: Franklin Associates
ATTN: I-10 Corridor Improvement Study
2148 Government Street
Baton Rouge, LA 70806

Date: September 10, 2015
Name: _____
Address: Baton Rouge, LA 70817

Please add comments below:

Any additional bridge across the Mississippi from LA1/I10 must connect to I10 on the east side. Dropping the bridge down on LA30 will only back traffic up on the bridge while you wait for the lights to cycle on on the surface streets that get you to the other side of I10. Widening LA30 will only get you to the back-ups faster. Connecting to I10 will solve that problem.

You can then complete the southern loop by connecting Walker South Road to I10. I have to believe this will take more than 20% of the traffic off I10 in downtown. Has this been modeled?

From:
Sent: Saturday, September 12, 2015 11:36 AM
To: info@i10br.com
Subject: I-10 Corridor Improvement Study

To Whom It May Concern,

I missed the first hour of the meeting in Port Allen because I did not want to get stuck in the horrible traffic on Hwy 1 N that day. As a resident of Brusly and a daily commuter on Hwy 1 and the I-10, I have to put up with the frustrations of this horrible traffic everyday as I work on Essen. I did attend the second half of the meeting and found it to be informative. I have been driving for 25 years and traffic has been a problem this entire time.

I recently took a trip to St. Louis, MO and they have an awesome downtown and better traffic than us. I believe they have 4 bridges with one dedicated to the train. Sure, they have traffic congestion, but they also have alternate routes. No one from West Baton Rouge wants to cross the New Bridge in the afternoon. I have to plan my life around traffic on a daily basis. If I come home from work and want to return to Baton Rouge, or simply to the Port Allen Walmart, then I will be delayed 30 - 60 minutes depending on where I am traveling. I leave my house before 7 am to make it to work and I constantly check the traffic maps to plan a route on my daily commute home to Brusly.

I have outlined some suggestions to help with traffic:

1. I like the idea of moving the Washington street exit further north to I-110 as I believe that will ease some congestion. On a daily basis I have to constantly be aware of traffic merging from I-110, exiting traffic at Washington street and in addition traffic merging from the right hand lane of I-10. I witnessed cars stop in the middle of I-10 to cut right to exit on Washington Street. The goes for east bound traffic merging from the curve as I've witnessed them stop in the Washington Street exit lane to merge. It is very dangerous as I have been cut off many times by smaller vehicles and 18 wheelers alike. If this exit were moved farther north then would it not be feasible to extend the right hand lane of the curve farther south prior to the Washington Street on ramp?
2. Extending the Washington Street on ramp to Dalrymple would provide for a longer merging time for this traffic as well. Again, I've seen accidents and have almost been in accidents with traffic merging from Washington Street. The merging traffic from Washington Street constantly fails to yield to I-10 traffic.
3. Extend the Perkins Road on ramp merging lane. Traffic constantly slows down at this point every afternoon heading westbound. No wrecks have occurred. The merging traffic is the problem.
4. Have the 18 wheelers head north to the Old Mississippi Bridge because they constantly slow traffic down on the New Bridge. I can't tell you how many times an 18 wheeler has stalled because they can't maintain a good rate of speed to make it over the bridge because they are coming around the curve.
5. More ferries for the plant workers in Plaquemine.

6. Has anyone contacted the plants to see if they will stagger their work hours to accommodate traffic?

7. Obviously, another bridge farther south would help.

8. Public safety is a huge concern for us in West Baton Rouge as well. What if a plant explodes, a natural disaster occurs, or a train derails hauling hazardous chemicals and we have to evacuate? We are as good as dead because of the traffic! Last year I sat in traffic on Hwy 1 N, on a Friday afternoon around 430 pm, trying to travel from Brusly to Baton Rouge and watched an ambulance struggle for 20 minutes to travel from Hwy 1 N to out of my view east bound across the bridge! 20 minutes! And I've witnessed this time and time again. This is obviously a public safety issue that needs to be addressed.

What is the economic impact of traffic congestion? How much money is lost to these commuters, businesses and governments?

What is the environmental impact of increased pollution due to idling vehicles?

Why has traffic "fixes" been undertaken and completed for East Baton Rouge and neighboring Livingston and Ascension Parishes but not for West Baton Rouge Parish?

Thanks for providing the opportunity to voice my concerns and suggestions. Something has to be done to permanently fix the traffic woes or else I would imagine you would see a decline in businesses, revenue, and residents in the near future. Baton Rouge and West Baton Rouge Parish can be great places, but traffic has be the top priority starting today.



PUBLIC MEETING COMMENT FORM
PUBLIC MEETING ROUND 1 - AUGUST 31 - SEPTEMBER 3, 2015
I-10 CORRIDOR IMPROVEMENT STUDY
STAGE 0 FEASIBILITY STUDY

STATE PROJECT NO. H.004100.1
LEGACY PROJECT NO. 700-17-0209
ROUTE: I-10/I-12 (FROM LA 415 TO ESSEN LANE)

EAST AND WEST BATON ROUGE PARISHES, LA

Please submit your comments to one of the following addresses below. Comments must be postmarked by September 13, 2015 in order to become part of the official transcript.

Email: info@i10br.com
or Mail: Franklin Associates
ATTN: I-10 Corridor Improvement Study
2148 Government Street
Baton Rouge, LA 70806

Date: 9/11/15
Name: _____
Address: Baton Rouge, LA
70820

Please add comments below:

Something must be done! I would like to close the Washington
St. exit temporarily to see the effect that it would have. I
support widening I-10 from the bridge to the east. I don't
think widening I-10 from 4/5 to the bridge will do anything
other than make a bigger parking lot. We've got to have
2 lanes going east at all times with no interference.
Widen, close exits, whatever... just have two I-10 lanes
going east with no interference. Take away another south
bound lane of I-10 if you have two, but get 2 I-10
east bound lanes.

Speed up the work on the "old" bridge and the Sunshine to
help.

From:
Sent: Saturday, September 12, 2015 7:05 PM
To: info@i10br.com
Subject: I-10 CORRIDOR IMPROVEMENT STUDY

PUBLIC COMMENT ON I-10 CORRIDOR WIDENING STUDY

September 12, 2015

The potential widening of Interstate-10 from the Mississippi River Bridge to the 10/12 split raises many concerns for area residents. While the problem of traffic congestion in the metro region is real, widening the interstate could cause significant disruption--both temporarily due to construction, and permanently because of a bigger highway "footprint"—in Baton Rouge throughout the Washington Street area to the LSU Lakes and through to the Perkins Overpass area. These areas include historic neighborhoods, community centers and public parks, and small businesses and restaurants that are vital to the quality of life in Baton Rouge.

I attended the public meeting on this project held Thursday, September 3 at the Crowne Plaza hotel in Baton Rouge. At that meeting, project consultants said traffic was expected to increase 30 percent on Interstate-10 through Baton Rouge by 2032. They also stated that an additional bridge over the Mississippi River, a Loop or Bypass and a Westside Expressway would divert 23 percentage points (77 percent) of that expected increase in volume. Project consultants and members of the public attending the meeting seemed to be in agreement that a comprehensive regional plan—including a new bridge, a Loop/bypass, public transportation and surface street improvements, etc.—is need to address congestion in the metro area.

Yet, the Interstate-10 widening project is being considering in isolation, instead of in concert with these other projects. Given the fiscal constraints of the state, the potential of DOTD widening Interstate-10 and failing to follow through on other regional transportation improvements is concerning. These regional projects need to be considered together and a comprehensive plan should be assembled before construction begins on widening the interstate through Baton Rouge. The worst possible scenario for area residents would be a widening of I-10 without additional improvements like an additional bridge or loop/bypass in the region. The Baton Rouge metro needs long-term solutions, not Band-Aids.

Our city-parish and metro region suffers from considerable urban sprawl. Many people live, work and commute across multiple parishes. Decades of poor planning have only made our transportation problems worse. In addition to local traffic, there is commercial traffic using the Interstate-10 corridor to traverse the state. While the desire for a shorter commute from people who may live and work on opposite sides of the city or in different parishes is understandable, the reality that the negative impacts of widening Interstate-10 will be concentrated in one or two neighborhoods in Baton Rouge and felt primarily by residents of Old South Baton

Rouge is very troubling. Widening the interstate without implementing a regional transportation plan to divert traffic and alleviate congestion by building a new bridge and loop/bypass would be unfair to affected residents.

Instead of focusing on widening the interstate through Baton Rouge's old neighborhoods, DOTD should focus on more comprehensive solutions that include diverting traffic to additional roadways, constructing a new bridge and a loop/bypass around the city center and exploring public transportation options. These are solutions that public input has also favored and identified as crucial to the future of this city-parish and region. The city-parish and the state cannot widen its way out of the mess we have created through decades of poor planning and neglect. A re-thinking of transportation infrastructure through the Baton Rouge metro is needed, and is where the state should focus its energy and financial resources. Merely widening Interstate-10 from the Mississippi River Bridge to the 10/12 split is not the right solution for area residents.

Baton Rouge, LA 70802

From:

Sent:

Tuesday, September 15, 2015 5:31 PM

To:

info@i10br.com

Subject:

I-10 Corridor Study

“On behalf of the Capital Region Industry for Sustainable Infrastructure Solutions, I am writing in support of the I-10 Corridor Study. The growing congestion of the Capital Region is a serious hindrance to economic development throughout the greater Baton Rouge Area, restricting the movement of goods and adding unsustainable delays to daily commutes. Insufficient transportation infrastructure is a top barrier to business growth, and must be addressed as a top priority. And as the I-10 corridor is the most congested roadway section in the region, it should be the first area to be addressed.

Regional business and industry leaders are encouraging the completion of I-0 improvements along this important trade corridor as soon as possible. The study should be completed without any delays, so that Capital Region businesses can be relieved of the growing congestion burden of the I-10 corridor and the projected economic development of the region is not jeopardized by infrastructure deficiencies.”

Sincerely,



PUBLIC MEETING COMMENT FORM
PUBLIC MEETING ROUND 1 - AUGUST 31 - SEPTEMBER 3, 2015
I-10 CORRIDOR IMPROVEMENT STUDY
STAGE 0 FEASIBILITY STUDY

STATE PROJECT NO. H.004100.1
LEGACY PROJECT NO. 700-17-0209
ROUTE: I-10/I-12 (FROM LA 415 TO ESSEN LANE)

EAST AND WEST BATON ROUGE PARISHES, LA

Please submit your comments to one of the following addresses below. Comments must be postmarked by September 13, 2015 in order to become part of the official transcript.

Email: info@i10br.com
or Mail: Franklin Associates
ATTN: I-10 Corridor Improvement Study
2148 Government Street
Baton Rouge, LA 70806

Date: September 10, 2015
Name: _____
Address: _____

Please add comments below:

It is time for action! I appreciate the studies and surveys for gathering public input but we must not let politics get in the way of what is right for the area in terms of alleviating the traffic congestion frequently experienced on I-10 between the Mississippi River Bridge and the I-10/I-12 Split.

According to the data presented, ~85%+ of the traffic exiting the Washington Street exit comes from I-110. This is a flawed design for the current times. It is commonly understood that it only takes a small short-duration incident (like a slow down for a lane change) to have a huge negative overall affect on traffic flow for hours at a time.

There are multiple options being discussed, small ones, large ones, quick ones and long-term ones. In order for the credibility of the leaders of this great city and state to be restored, actions must begin immediately that show firm commitment to solving the problems.

Please consider immediate closure of the Washington Street Exit and re-striping I-10 to 2 complete thru-lanes to reduce the bottlenecking that occurs at the I-10/I-110 interchange. If data indicates that the exit is economically beneficial then a new/improved design (perhaps exiting from the left) should be included in future long term remediations (such as adding lanes to I-10).

I live in south Baton Rouge and work in Plaquemine. What used to be a 30 minute commute home for me 15 years ago is now consistently over an hour everyday creating unnecessary wastes of time and fuel. Please include this input in the official transcript of the public meetings. Thank you.



PUBLIC MEETING COMMENT FORM
PUBLIC MEETING ROUND 1- AUGUST 31 - SEPTEMBER 3, 2015
I-10 CORRIDOR IMPROVEMENT STUDY
STAGE 0 FEASIBILITY STUDY

STATE PROJECT NO. H.004100.1
LEGACY PROJECT NO. 700-17-0209
ROUTE: 1-10/1-12 (FROM LA 415 TO ESSEN LANE)

EAST AND WEST BATON ROUGE PARISHES, LA

Please submit your comments to one of the following addresses below. Comments must be postmarked by September 13, 2015 in order to become part of the official transcript.

Email: info@i10br.com

or Mail: Franklin Associates

ATTN: 1-10 Corridor Improvement Study
2148 Government Street
Baton Rouge, LA 70806

Date: 9/12/2015

Name: _____

Address: BR, LA 70817

Please add comments below:

Adding a lane from the I-10 Bridge to the split will be a short-lived fix. LDOTD instead of considering a loop that encompass many parish presidents' agreements, should consider a more doable/stand-alone solution, like a toll facility for a south west quadrant. A facility that will connect I-10 in West Baton Rouge Parish with I-10 in East Baton Rouge Parish or Ascension Parish. The facility could be routed through undeveloped areas of the parishes to save millions of dollars. Giving the long daily delays, the public will be willing to pay the toll to save commuting time and frustration. If the connecting option to I-10 on West Baton Rouge Parish adds too much cost to the project, the project could be limited to a facility that starts at LA-1, north of Plaquemine/Dow going east to I-10 (perhaps via LA-30/LA-74). The present traffic situation makes the Toll alternative a very viable one, as the frustrated commuters will be considered a captive audience, given that they are no longer willing to tolerate the existing long hours of delay. The projected plant expansions west of the Mississippi River will make matters worse, which in turn will make the toll option an even more feasible alternative. If LDOTD does not feel that they can do it on their own, I am pretty sure that there would be some investors out there that would be willing to invest in a solution as part of a Public-Private Partnership.

On the Washington Street Exit, an inside exit appears to be a viable solution that will help the traffic flow, as it will eliminate the weaving that exacerbates the already unstable peak traffic flow in the afternoons. The exit can be brought down to Terrace Street, which can easily distribute/service the traffic to Washington Street. Do not let Section 4(f) get on the way of making a good decision as there are no other feasible and prudent alternatives to the use of that Section 4(f) land.

From:

Sent:

Wednesday, September 9, 2015 3:39 PM

To:

info@i10br.com

Subject:

I-10 Traffic Solutions

Obviously, we need a new bridge. Putting a new bridge south of Baton Rouge and connecting west side I-10 to east side I-10 would help.

The majority of the problem seems to be big trucks just passing through Baton Rouge onto I-12. (This would be a painful and expensive project, but drastic changes need to be made.) If you expand the project scope west you will see I-10 heads directly towards the old Mississippi river bridge before it angles downward a little to the new bridge. We could have two lanes merged off I-10 at this point and continue directly to the old bridge. The old bridge currently has less traffic and is under-used.

Next, **convert Airline Highway 61 through Baton Rouge into an interstate type highway** with no traffic lights or other means of stopping traffic. This may require raising the highway above Airline Highway. That would solve a lot of Airline Hwy traffic problems also. We don't need exit/entrance ramps at every major street.

On I-10 east bound, have Acadian traffic entering I-10 pass over the I-10 traffic exiting at College; that would work better I think.

Also, eliminate the Washington exit where the bridge traffic and I-110 traffic meet. Maybe put that exit on the left side of the south bound I-110 traffic. Open at least one more lane east bound off the bridge where the Washington and Diariple exits are eliminated.



PUBLIC MEETING COMMENT FORM
PUBLIC MEETING ROUND 1 - AUGUST 31 - SEPTEMBER 3, 2015
I-10 CORRIDOR IMPROVEMENT STUDY
STAGE 0 FEASIBILITY STUDY

STATE PROJECT NO. H.004100.1
LEGACY PROJECT NO. 700-17-0209
ROUTE: I-10/I-12 (FROM LA 415 TO ESSEN LANE)

EAST AND WEST BATON ROUGE PARISHES, LA

Please submit your comments to one of the following addresses below. Comments must be postmarked by September 13, 2015 in order to become part of the official transcript.

Email: info@i10br.com
or Mail: Franklin Associates
ATTN: I-10 Corridor Improvement Study
2148 Government Street
Baton Rouge, LA 70806

Date: Sept. 2, 2015
Name: _____
Address: Port Allen, LA 70767

Please add comments below:

As a resident of West Baton Rouge Parish, I really have no interest in the widening of I-10, east or west bound. My main concern is how residents of WBR, specifically south of the Intracoastal Bridge are HELD HOSTAGE everyday from traffic snarls on LA1 Northbound, from the entrance of the I-10 bridge to Cinchase in Brusly. I would like to see resources put toward improving the Intracoastal Bridge and widening the "on-ramp" to the I-10 bridge from Brusly and Port Allen. The entrance ramp to the I-10 bridge on the westside cannot accommodate the capacity it has to handle during the 5-day work week. At least if a resident north of the Intracoastal has to get to EBR for an emergency, they can utilize the Hwy 190 Bridge. Residents south of the Intracoastal in WBR have ZERO outlet in cases of emergency or natural disaster.

Most days, the traffic along I-10 moves but if one is coming to I-10 from WBR, the ~~one~~ lane approach on to the bridge east bound is totally insufficient.

Additionally, I would seek routes to direct large 18 wheeler traffic around Baton Rouge using the Hwy 190 bridge along w/ removing Washington Street exit and widening turn @ I-10/I-110. Large trucks have to proceed slowly up bridge eastbound, then slow down again @ I-10/I-110 merge into ONE LANE.



PUBLIC MEETING COMMENT FORM
PUBLIC MEETING ROUND 1 - AUGUST 31 - SEPTEMBER 3, 2015
I-10 CORRIDOR IMPROVEMENT STUDY
STAGE 0 FEASIBILITY STUDY

STATE PROJECT NO. H.004100.1
LEGACY PROJECT NO. 700-17-0209
ROUTE: I-10/I-12 (FROM LA 415 TO ESSEN LANE)

EAST AND WEST BATON ROUGE PARISHES, LA

Please submit your comments to one of the following addresses below. Comments must be postmarked by September 13, 2015 in order to become part of the official transcript.

Email: info@i10br.com
or Mail: Franklin Associates
ATTN: I-10 Corridor Improvement Study
2148 Government Street
Baton Rouge, LA 70806

Date: 9-8-15
Name: -
Address: Ventress, LA 70723

Please add comments below:

I drive each evening from Dow Chemical in Plaquemine to LA 415 exit. It has taken me as long as 2 hrs to cross the intercoastal. In my opinion if something was done to allow this traffic to flow, it would divert some I 10 traffic to US 190. Most traffic is going to enter I 10 and cross the bridge, the left lane should and can flow with little delay, if action is taken. WBR sheriff's are occasionally on the south end of the intercoastal, but doing little to stop traffic from constantly changing lanes to get a few car lengths ahead. They must take a more active role & enforce crossing of the solid white line. Also the solid line should be extended further up LA 1 - forcing I 10 bound traffic to stay (and wait in the left lane) allowing north & west bound traffic through



PUBLIC MEETING COMMENT FORM
PUBLIC MEETING ROUND 1 - AUGUST 31 - SEPTEMBER 3, 2015
I-10 CORRIDOR IMPROVEMENT STUDY
STAGE 0 FEASIBILITY STUDY

STATE PROJECT NO. H004100.1
LEGACY PROJECT NO. 700-17-0209
ROUTE: I-10/I-12 (FROM LA 415 TO ESSEN LANE)

EAST AND WEST BATON ROUGE PARISHES, LA

Please submit your comments to one of the following addresses below. Comments must be postmarked by September 13, 2015 in order to become part of the official transcript.

Email: info@i10br.com
or Mail: Franklin Associates
ATTN: I-10 Corridor Improvement Study
2148 Government Street
Baton Rouge, LA 70806

Date: 9/8/15
Name: _____
Address: Baton Rouge, LA 70817

Please add comments below:

Short term solution: 1. On LA-1, synchronize all traffic lights. 2. On LA-1, block frontage road to prevent people from going around traffic. 3. On LA-1, block all traffic to bridge other than main road to prevent people from going around traffic. 4. Close Washington ex. to allow 2 lanes of traffic and prevent people from crossing from I-10 to this exit. 5. Add more ferries in Plaquemine.

Long term solution: Design a loop around Baton Rouge with new road and new bridges.



PUBLIC MEETING COMMENT FORM
PUBLIC MEETING ROUND 1 - AUGUST 31 - SEPTEMBER 3, 2015
I-10 CORRIDOR IMPROVEMENT STUDY
STAGE 0 FEASIBILITY STUDY

STATE PROJECT NO. 8.004100.1
LEGACY PROJECT NO. 700-17-0209
ROUTE: 1-10/1-12 (FROM LA 415 TO ESSEN LANE)

EAST AND WEST BATON ROUGE PARISHES, LA

Please submit your comments to one of the following addresses below. Comments must be postmarked by September 13, 2015 in order to become part of the official transcript.

Email: info@i10br.com

Date: 9/8/2015

or Mail: Franklin Associates

ATTN: I-10 Corridor Improvement Study

2148 Government Street

Baton Rouge, LA 70806

Please add comments below:

East bound only, add an upper deck from the East side of the bridge to the 10-12 split just past College drive for thru traffic only.



**PUBLIC MEETING COMMENT FORM
PUBLIC MEETING ROUND 1 - AUGUST 31 - SEPTEMBER 3, 2015
I-10 CORRIDOR IMPROVEMENT STUDY
STAGE 0 FEASIBILITY STUDY**

STATE PROJECT NO. H.004100.1
LEGACY PROJECT NO. 700-17-0209
ROUTE: I-10/I-12 (FROM LA 415 TO ESSEN LANE)

EAST AND WEST BATON ROUGE PARISHES, LA

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or Mail: Franklin Associates
 ATTN: I-10 Corridor Improvement Study
 2148 Government Street
 Baton Rouge, LA 70806

Date: 9/8/15
Name:
Address:
 Baton Rouge, LA 70806

Please add comments below:

I live in the Goodwood area of EBR parish and I work 16 miles away in Plaquemine.
I AM FOR ANY SOLUTION / SOLUTIONS !!! ANY! Just please get moving on this problem.

It sometimes takes me 2 hours to get home. Other times, I am home within 30 minutes or less.

This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There is no handwriting or other markings on the paper.



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or Mail: Franklin Associates
ATTN: I-10 Corridor Improvement Study
2148 Government Street
Baton Rouge, LA 70806

Date: SEPT 8 2015
Name: _____
Address: BATON ROUGE, LA 70817

Please add comments below:

I FULLY SUPPORT ADDING LANES AND
WIDENING I-10 FROM THE MISSISSIPPI RIVER
BRIDGE TO ESSEN LANE. I-10, FROM CALIFORNIA
TO FLORIDA, IS A MAJOR EAST - WEST
CORRIDOR INTERSTATE HIGHWAY THAT
BECOMES ONE LANE (EAST BOUND) AT THE
WASHINGTON STREET EXIT. THIS GREATLY
INHIBITS BOTH MOBILITY AND COMMERCE FOR
THIS MAJOR TRUCK ROUTE. AS NOTED IN
THE PUBLIC MEETING, REGARDLESS OF OTHER
TRAFFIC ROUTE IMPROVEMENTS OR AN ADDITIONAL
MISSISSIPPI RIVER BRIDGE CROSSING, ADDITIONAL
LANES ON I-10, WITHIN THESE PROJECT LIMITS
MUST BE CONSTRUCTED TO RELIEVE CURRENT
AND FUTURE CONGESTION. (OVER)

(COMMENTS
SEPT 8, 2015)

THIS PROJECT CAN BE DESIGNED WITH CONTEXT SENSITIVE SOLUTIONS; RELOCATION OF THE WASHINGTON STREET EXIT RAMP; AND REDUCTION OF IMPACTS TO BOTH THE LOCAL RESIDENTS AND SURROUNDING BUSINESSES. THIS PROJECT NEEDS TO BE MOVED TO THE ENVIRONMENTAL PHASE AS EXPEDITIOUSLY AS POSSIBLE AND THEN TO THE DESIGN PHASE. THE PROJECT SHOULD BE FULLY DESIGNED WHILE FUNDS ARE SECURED FOR FUTURE CONSTRUCTION. THE CONGESTION ISSUES ON I-10 BETWEEN THE MISSISSIPPI RIVER AND ESSON LANE MUST NOW BE RESOLVED FOR THE BETTERMENT OF BATON ROUGE, LOUISIANA AND THE NATION.



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or Mail: Franklin Associates
ATTN: I-10 Corridor Improvement Study
2148 Government Street
Baton Rouge, LA 70806

Date: 9-8-15
Name: _____
Address: BRUSHY, LA 70719

Please add comments below:

TRAFFIC ON I10 HAS HAD A MAJOR IMPACT ON OUR
WAY OF LIFE. I LEFT MY JOB IN BATON ROUGE BECAUSE
OF TRAFFIC. ALL APPOINTMENTS ARE SCHEDULED
AROUND TRAFFIC. IF THERE WERE TO BE AN
EMERGENCY & I HAD TO GET TO BATON ROUGE
QUICKLY IT WOULD BE IMPOSSIBLE. TRAFFIC ON
LA1 IS A NIGHTMARE MORNING, DAY & NIGHT.
IT HAS TO HAVE A NEGATIVE IMPACT ON OUR
COMMUNITY. STUDY TIME HAS TO END.
PEOPLE NEED TO SEE ACTION.



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or Mail: Franklin Associates
ATTN: I-10 Corridor Improvement Study
2148 Government Street
Baton Rouge, LA 70806

Date: 9/8/2015
Name: _____
Address: _____
Port Allen, LA 70767

Please add comments below:

I work at Dow Chemical near Plaquemine. I recently had a co-op that was from the Philadelphia, PA area tell me that a big reason he did not want to come to Louisiana to work was because of the traffic. He would spend at least two hours every day in his car waiting to get home. I also know several people that have either changed companies or retired because of the traffic. It is costing the state too much not to do anything. It is time for action.



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ATTN: I-10 Corridor Improvement Study
2148 Government Street
Baton Rouge, LA 70806

Date: 9/8/2015
Name: _____
Address: _____
Port Allen, LA 70767

I work at Dow Chemical in Plaquemine and moved to the Brusly area in 2009, primarily due to the traffic I experienced in my daily commute when I lived in Baton Rouge. West Baton Rouge Parish would not be my first choice to live, but I feel like I have little choice if I want to continue working at Dow and also have an outside life. As it is, I have to sit in a portion of the traffic just to reach my home on Riverside Dr. in Port Allen (usually an extra 20 minutes). I feel trapped every evening because I can't even go to Walmart or the north side of Port Allen (much less Baton Rouge) if I need to go to the store on a weekday evening, unless I want to sit in an hour of traffic. As a WBR resident, we can not even maneuver around our own town because the interstate overflow basically roadblocks our main artery of traffic - LA1 - for hours every day! Most days it backs up to the old Sinclair Plantation. The entire infrastructure system is broken here.

Also, I think the suggestion of staggering work schedules for downtown offices will not help much. For one thing, the situation has gotten so bad that I often sit in traffic on a Saturday morning, or Sunday afternoon, or Friday at noon on that bridge trying to get to Baton Rouge. The second thing is I'm not sure that downtown offices contribute much to the traffic on LA-1 backed up trying to get through the one-lane bottleneck from the west. **KEY WORD: ONE LANE BOTTLENECK.** That is the root cause of the issue that backs up the interstate down LA-1 for miles, and down I-10 back towards Lafayette for miles every day.

We need to add another bridge in south Baton Rouge area connecting Plaquemine area to Ascension. There are a lot of commuters to WBR that live in Gonzales/Prairieville and work in Plaquemine that have to go all the way around BR through the traffic to get home. And second, get rid of the Washington St exit and add another lane to the I-10 so that it is not just one lane. The Dalrymple exit is not that far from Washington St; why is this exit so important?? This is absolutely ridiculous that in 2015 the interstate goes to one lane in the heart of our capital - an embarrassment. Another issue here is the fact that it is difficult to get to Baton Rouge in an emergency if you need to get to one of the hospitals. There are very few ways out of WBR to the east side. Having another bridge on the south end of BR would give us another route out of here. Look at New Orleans area - they have 4 bridges over the Mississippi, and we only have one. (2 GNO's, Huey P, and Hale Boggs)

We NEED solutions, and we need it now. This problem is now a CRISIS.



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2148 Government Street
Baton Rouge, LA 70806

Date: 9/8/15

Name: _____

Address _____

Baton Rouge, LA 70820

Please add comments below:

Here are my suggestions:

- 1) We NEED another ~~big~~ bridge
→ if funding is needed, charge a toll over current bridge & new
- 2) NO left turn onto ¹⁰ramps! This is a city!
- 3) Turn Airline Hwy into an interstate or create a new highway/bypass around Baton Rouge.
- 4) Widening lanes does NOTHING because the Mississippi River Bridge is a bottleneck
- 5) Create a Tollway road (Louisiana Turnpike)
- 6) More right turn lanes at lights in Baton Rouge.



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Email: info@i10br.com
or Mail: Franklin Associates
ATTN: I-10 Corridor Improvement Study
2148 Government Street
Baton Rouge, LA 70806

Date: Sept. 2, 2015
Name: _____
Address: Port Allen, LA 70767

Please add comments below:

As a resident of West Baton Rouge Parish, I really have no interest in the widening of I-10, east or west bound. My main concern is how residents of WBR, specifically south of the Intracoastal Bridge are HELD HOSTAGE everyday from traffic snarls on LA1 Northbound, from the entrance of the I-10 bridge to Cinchase or Brusly. I would like to SEE resources put toward improving the Intracoastal Bridge and widening the "ON-RAMP" to the I-10 bridge from Brusly and Port Allen. The entrance ramp to the I-10 bridge on the Westside cannot accommodate the capacity it has to handle during the 5-day work week. At least if a resident north of the Intracoastal has to get to EBR for an emergency, they can utilize the Hwy 190 Bridge. Residents south of the Intracoastal in WBR have ZERO outlet in cases of emergency or natural disaster.

Most days, the traffic along I-10 moves but if one is coming to I-10 from WBR, the ~~one~~ lane approach on to the bridge eastbound is totally insufficient.

Additionally, I would seek routes to divert large 18 wheeler traffic around Baton Rouge using the Hwy 190 bridge along w/ removing Washington Street exit and widening turn @ I-10/I-110. Large trucks have to proceed slowly up bridge, eastbound, then slow down again @ I-10/I-110 merge into ONE LANE.