Welcome

August 2018

U.S. Department of Transportation
Federal Highway Administration

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Tonight's Goals

1. Provide Project History
2. Provide Current Status
3. Present Refined Concept
4. Gain Public Feedback and Input

Project History

Recap of Stage 0 Feasibility Study Results

Existing and No-Build Analysis

- A comparison of Existing Conditions to 2032 No-Build Analysis revealed:
  - The duration of congestion in peak periods is expected to double

Existing and No-Build Analysis

A comparison of the Existing Conditions to 2032 No-Build Analysis revealed:

- Travel times are expected to increase by 20% to 80% depending on route and time of day.

Potential Regional Mega-Projects

DOTD Sponsored:

- Improving I-10
- New south bridge
- North Bypass

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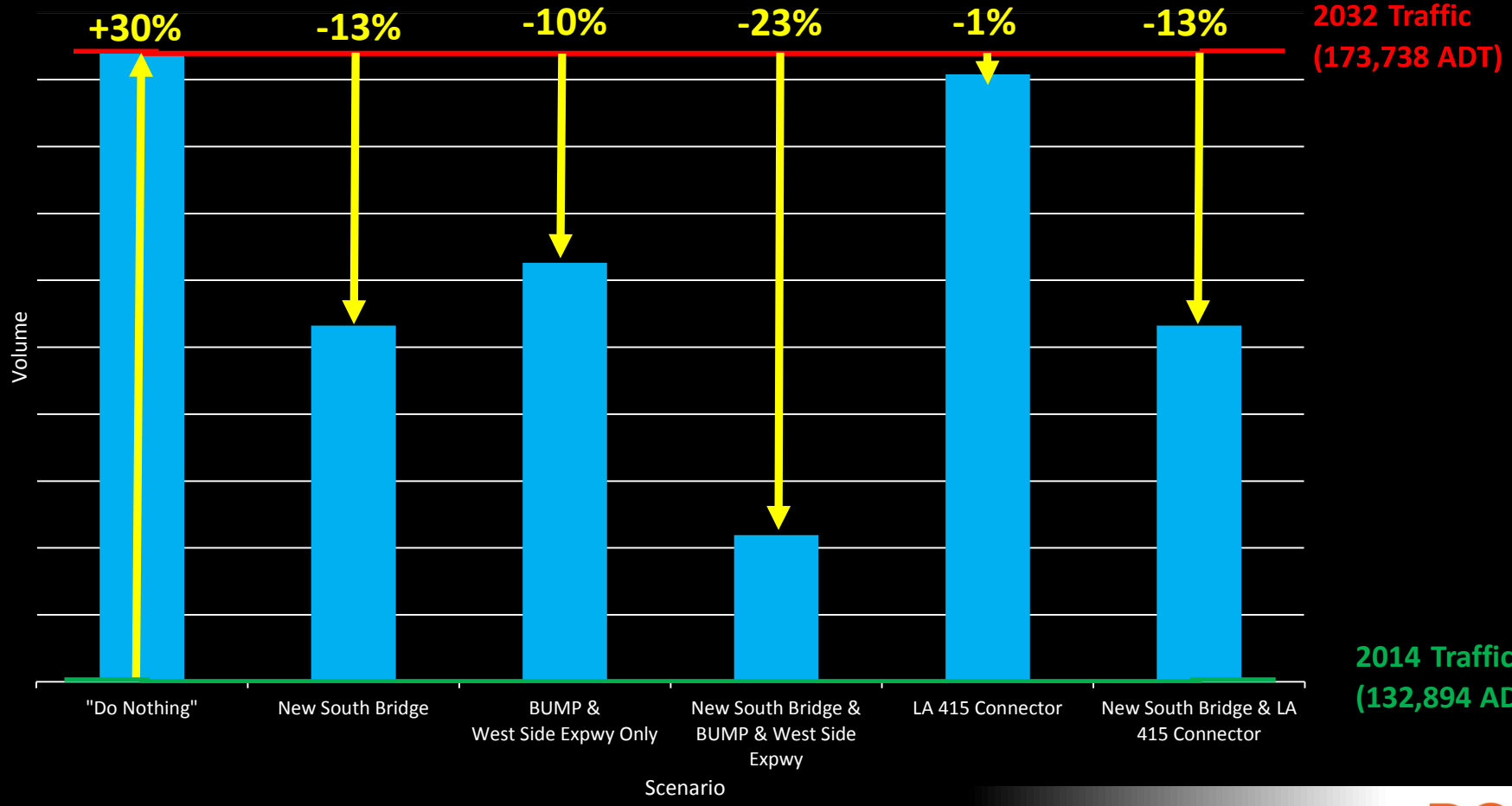
Potential Regional Mega-Projects

Sponsored by Others:

- LA 415 Connector (WBR Parish)
- BUMP Inner Loop Toll Road (Private)
- Westside Expressway (Iberville/Ascension Parish)
- “BR Loop” (Capital Area Expressway Commission)

I-10 Bridge

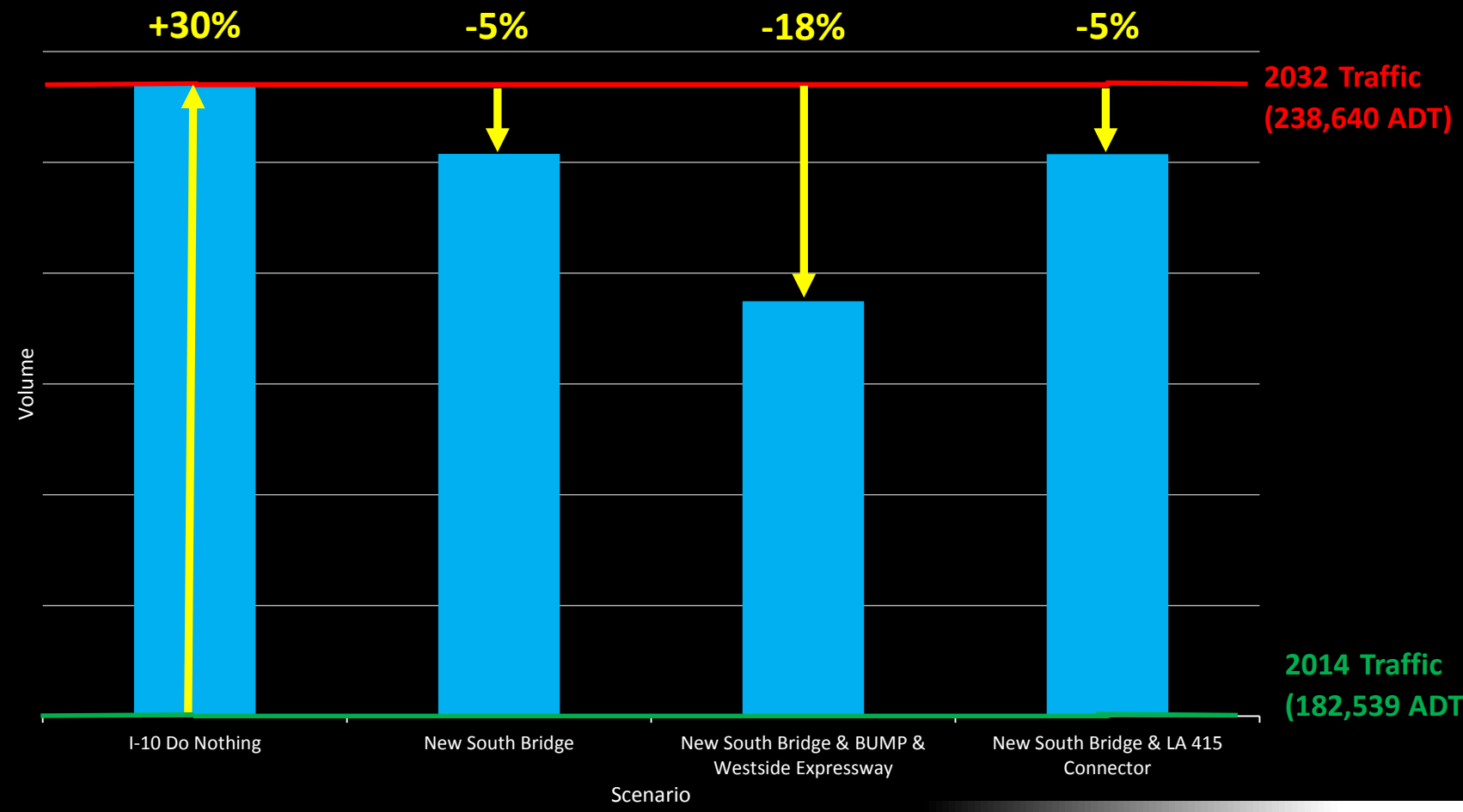
2032 Daily Volumes Without I-10 Improvements



Source: Regional Transportation Model

College to I-10/I-12 Split

2032 Daily Volumes Without Improvements to I-10



Source: Regional Transportation Model

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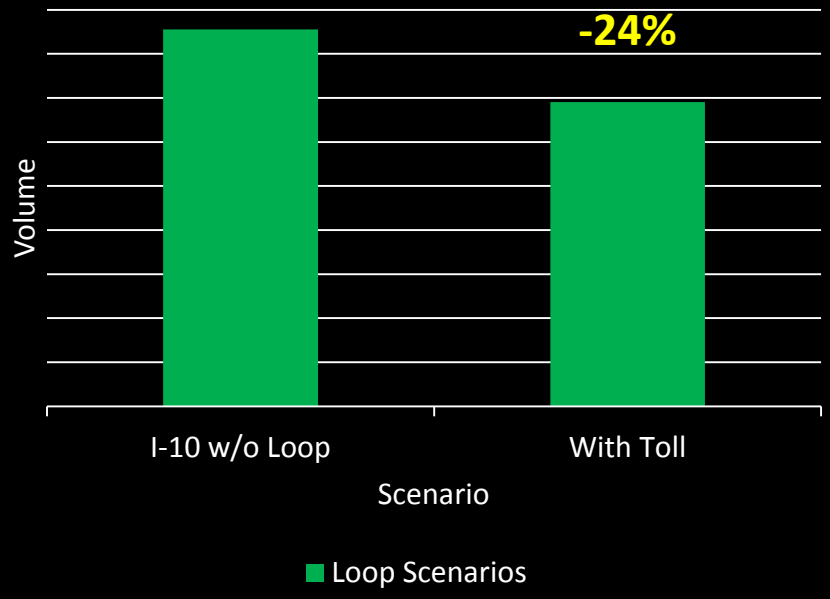
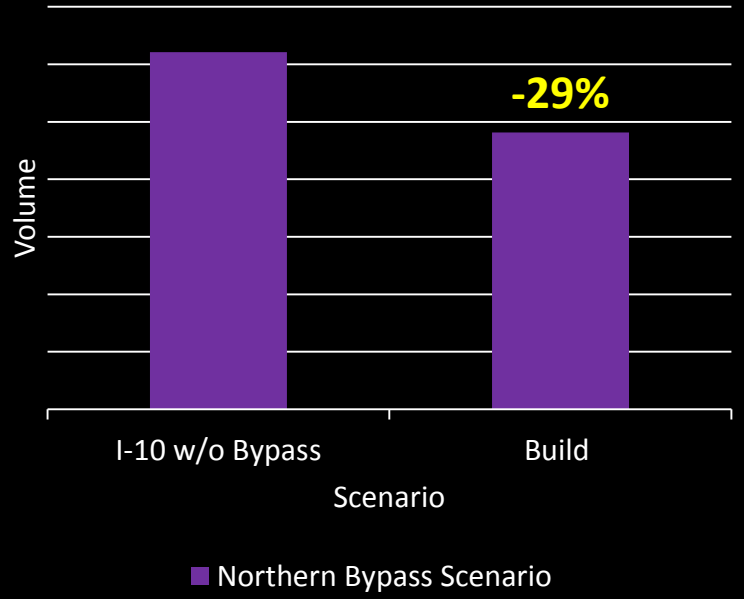
I-10 Bridge

Daily Volumes Per Previous Studies

BR Loop Study- Design Year 2032



Northern Bypass Study- Design Year 2029



Source: Baton Rouge Loop Tier 1 Draft Environmental Impact Statement & Feasibility Study for the Northern Bypass For Baton Rouge

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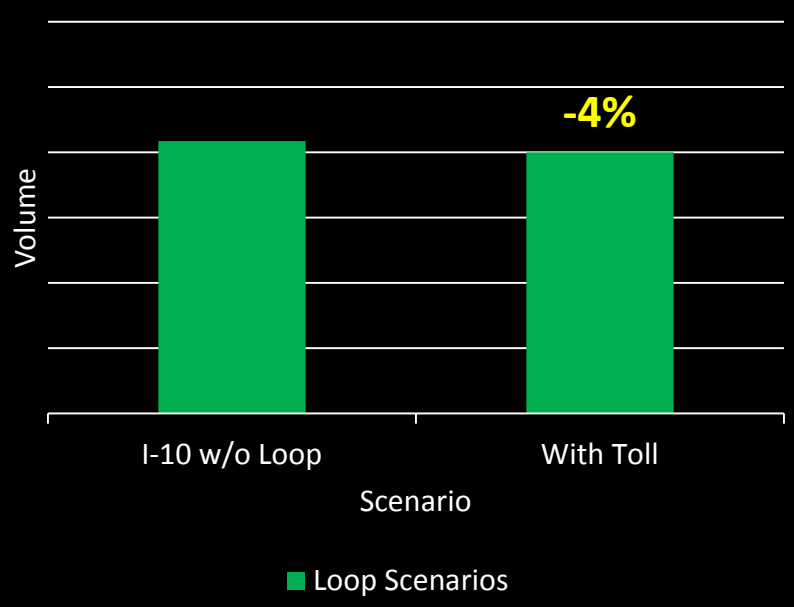
College to I-10/I-12 Split

Daily Volumes Per Previous Studies

BR Loop Study- Design Year 2032



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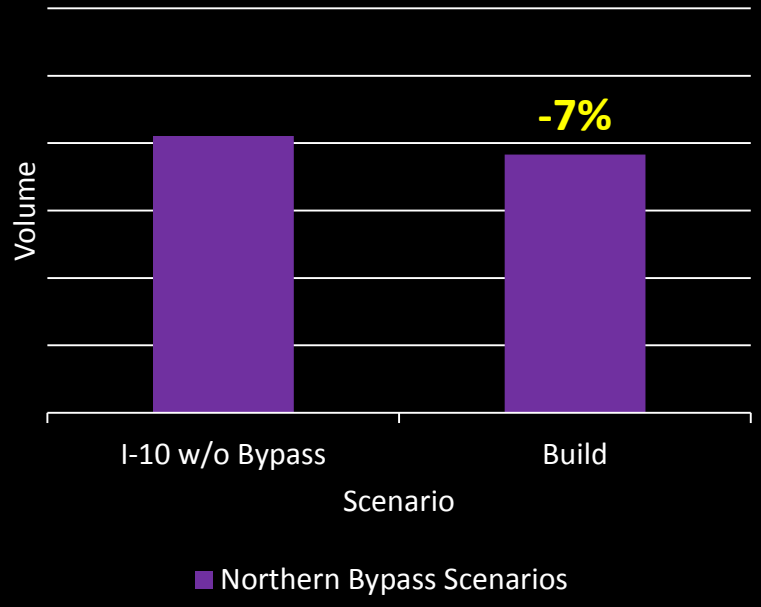

Source: Baton Rouge Loop Tier 1 Draft Environmental Impact Statement & Feasibility Study for the Northern Bypass For Baton Rouge

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How Does Improving I-10 Fit in With the Regional Approach?

- Other projects cannot reduce future demand on I-10 to less than today's volumes
- Current levels of congestion are not acceptable
- Increasing the capacity of I-10 must be part of a larger multi-faceted solution

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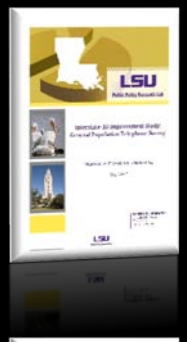
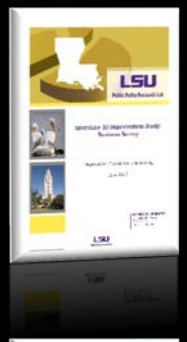
Three Independent Surveys



1. LSU General Population Telephone Survey
   - Scientific survey of 655 randomly selected adult residents from EBR, WBR, Ascension, Iberville and Livingston parishes (land lines and cell phones)



2. LSU Business Survey
   - Scientific survey of 325 businesses located within five miles of I-10 between Lake Charles and Slidell, LA

3. Online Public Input Survey
   - Non-scientific survey with over 13,800 respondents, business owners, commuters and citizens.

   - *Surveys conducted between April and June of 2015*

Base Concept from Survey

- Add one lane in each direction
  - Most minimal impact to adjacent properties while still providing additional capacity on the interstate
  - Widen to the inside as well to provide adequate shoulders
  - Provide sound walls in various locations for noise mitigation
  - Context Sensitive Solutions

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Purpose and Need

The Purpose and Need of this project is:

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

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Project Study Area

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Alternative Analysis

- 8 Mainline Alternatives Analyzed, including:
  - One Additional Lane
  - Multi-Lane Addition
  - High Pass
  - New Adjacent Bridge Crossing
  - Lanes on Outside of Existing Bridge
  - I-110 Westbank Connection, movable barrier, and frontage roads at various locations
- 62 Interchange Alternatives Analyzed

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Alternative Screening

- Screening Criteria
  - Traffic Operations
  - Safety Improvement
  - Impacts to Acreage and Structures
  - Impacts to Environment
  - Cost
  - Ability to Phase Construction

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What Moved Forward to Stage 1?

- One Additional Lane in each direction
- Interchange Modifications
  - LA 415
  - Washington
  - Dalrymple
  - Perkins
  - Acadian
  - College
  - I-10/I-12 Split

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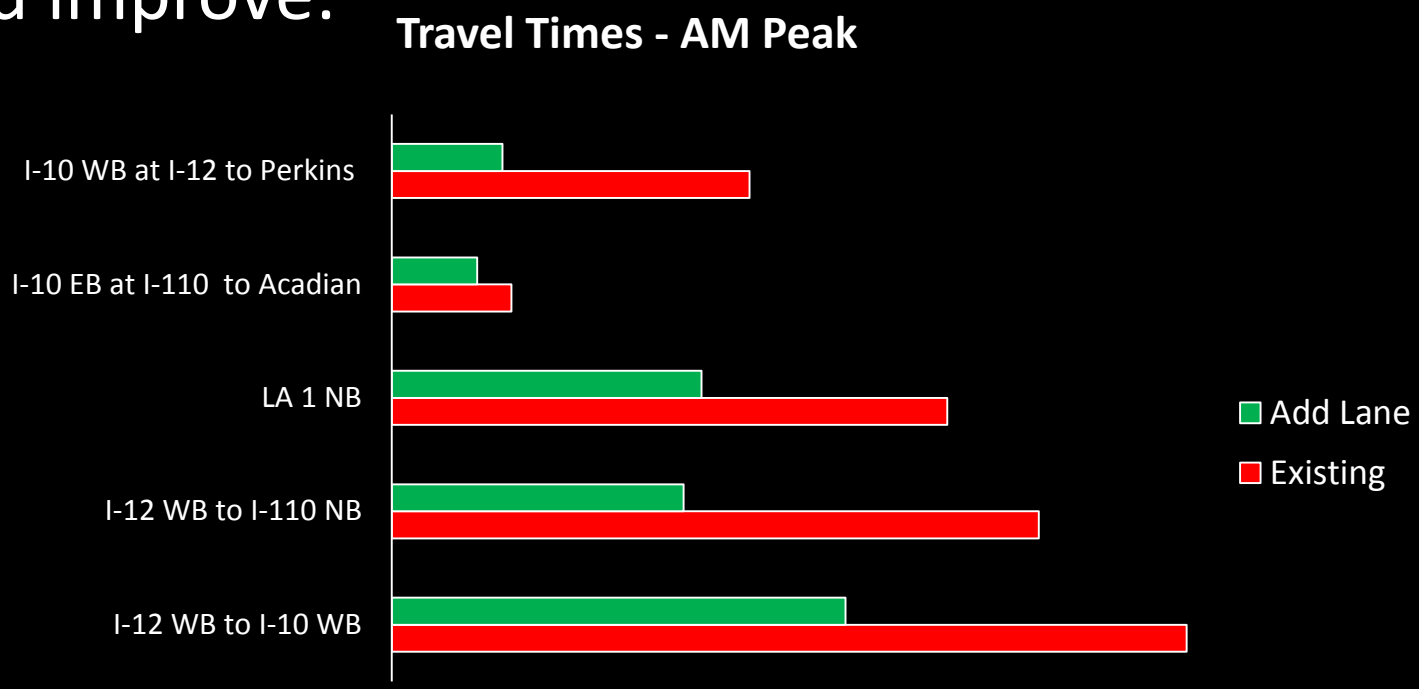
TRAFFIC ANALYSIS
Base Year: 2014

If these improvements were in place, models indicated that this is how the morning travel times would improve:



TRAFFIC ANALYSIS
Base Year: 2014

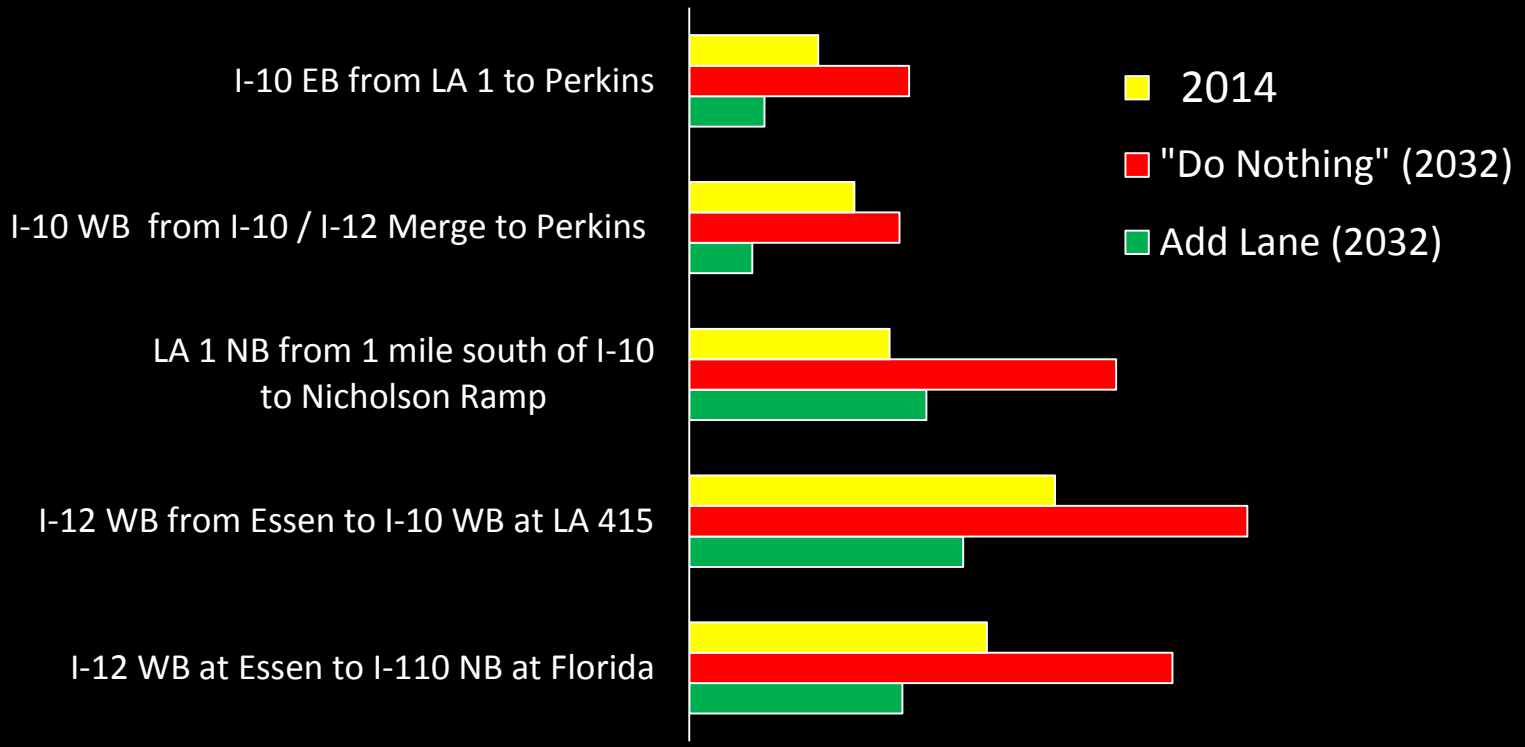
If these improvements were in place, models indicated that this is how the evening travel times would improve:

Traffic Analysis - 2032

- By 2032, with increases in traffic, the duration of congestion is expected to double with no improvements.
- The impact of the additional lane concept on the duration of congestion will vary by location.

TRAFFIC ANALYSIS: 2032

AM Average Travel Times



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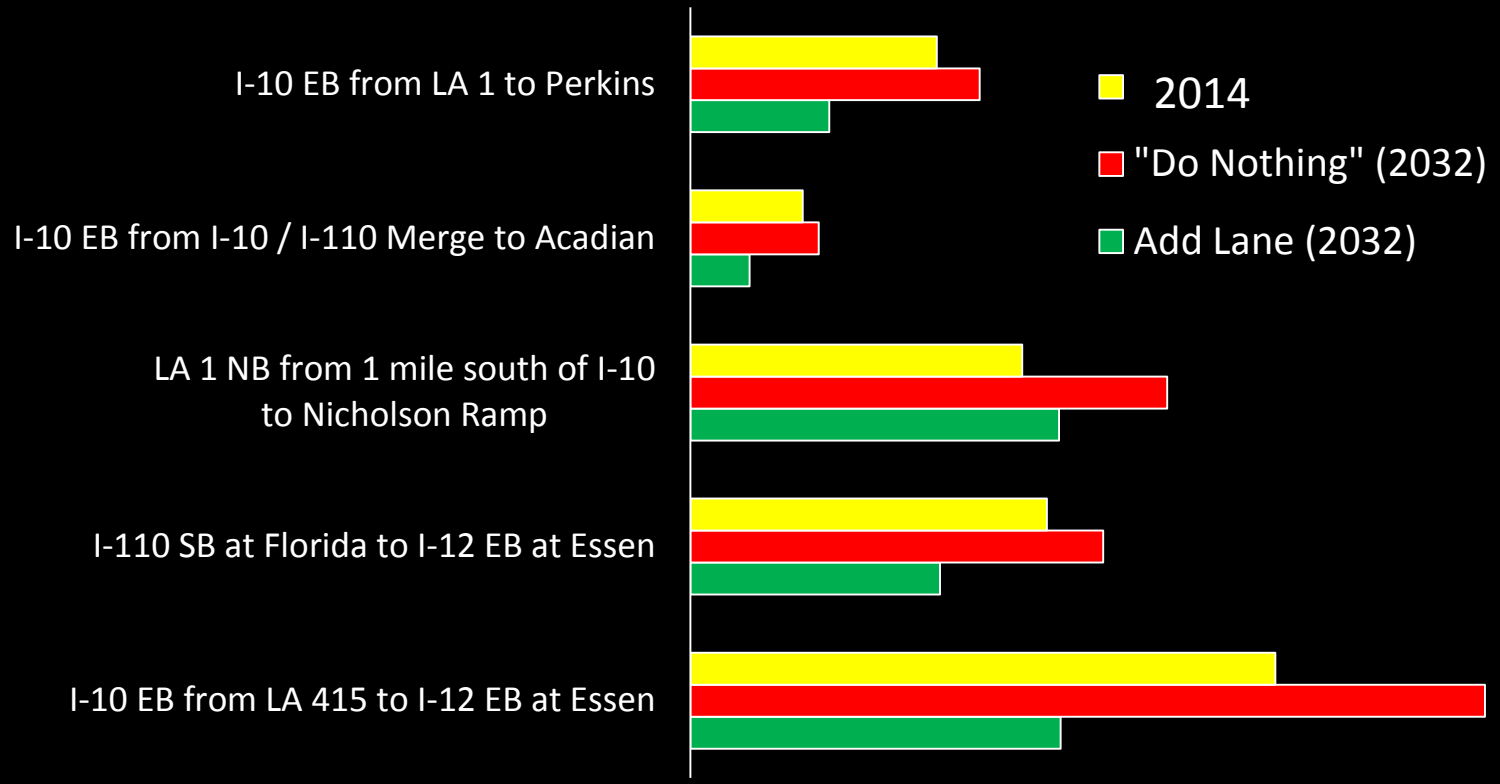
TRAFFIC ANALYSIS: 2032

PM Average Travel Times



Traffic Analysis 2032

Looking at LA 1 with other measures of effectiveness…

…throughput is expected to increase by 30%-45% in the AM and PM peaks.

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Current Status

Stage 1

DOTD's Stage 1: Planning and Environmental Phase

- Began 2017

DOTD initiated efforts to provide $360M in future GARVEE bond funding

- Announced January 2018
- Focus on I-110 to I-10/I-12 split
- Most congestion relief

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Current Stage

Current Stage

Stage 0	**Stage 1**	Stage 2	Stage 3	Stage 4	Stage 5	Stage 6
Feasibility Completed June 2016	**Planning/ Environment** **(18 Months)**	**Arranging Project Funding**	**Final Design Process**	**Bid Letting Process**	**Construction**	**Operation**

During the Planning and Environmental Phase…

- Refine project concept
- Complete traffic analyses of interchanges
- Identify impacts to human and natural environment
- Identify mitigation for environmental impacts

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DOTD Project Delivery Process

Stage 0

FEASIBILITY STUDY

Large Outreach Component

Completed 2016

Stage 1

PLANNING / ENVIRONMENTAL ANALYSIS

Determine positive/ negative effects

Corridor enhancement suggestions

Public meetings

Environmental Assessment

Public hearing

Tentative Completion January 2019

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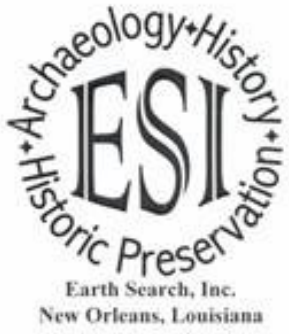
Your Project Team

Agencies

Bowlby & Associates, Inc.



Refined Concept

Project Goals

- Minimize impact to adjacent properties while still providing additional capacity on I-10
- Widen to the inside as well to provide adequate shoulders
- Address aesthetics and noise
- Provide context sensitive solutions
- Do what is right for society as a whole, while treating individuals fairly
  - including residents, businesses, churches, etc.

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Project Description

On west bank of Mississippi River

- LA 415 interchange to be studied under the LA 1/ LA 415 Connector project
- Add additional lane from LA 415 to LA 1 interchange
- Widen shoulders on bridge approach

The Bridge between the trusses would remain unchanged, with the current number of lanes.

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Project Description

On east bank of Mississippi River

- Add shoulders and ramp capacity from Bridge to I-110
- Add travel lane from I-110 to the Split in both directions
- Consolidate Washington and Dalrymple interchanges into one interchange
- Modify the Acadian Thruway interchange, which results in the closure and removal of the Perkins Road exit/entrance ramps
- Build a dedicated exit ramp to College Drive from I-10 via flyover to the existing I-12 exit ramp

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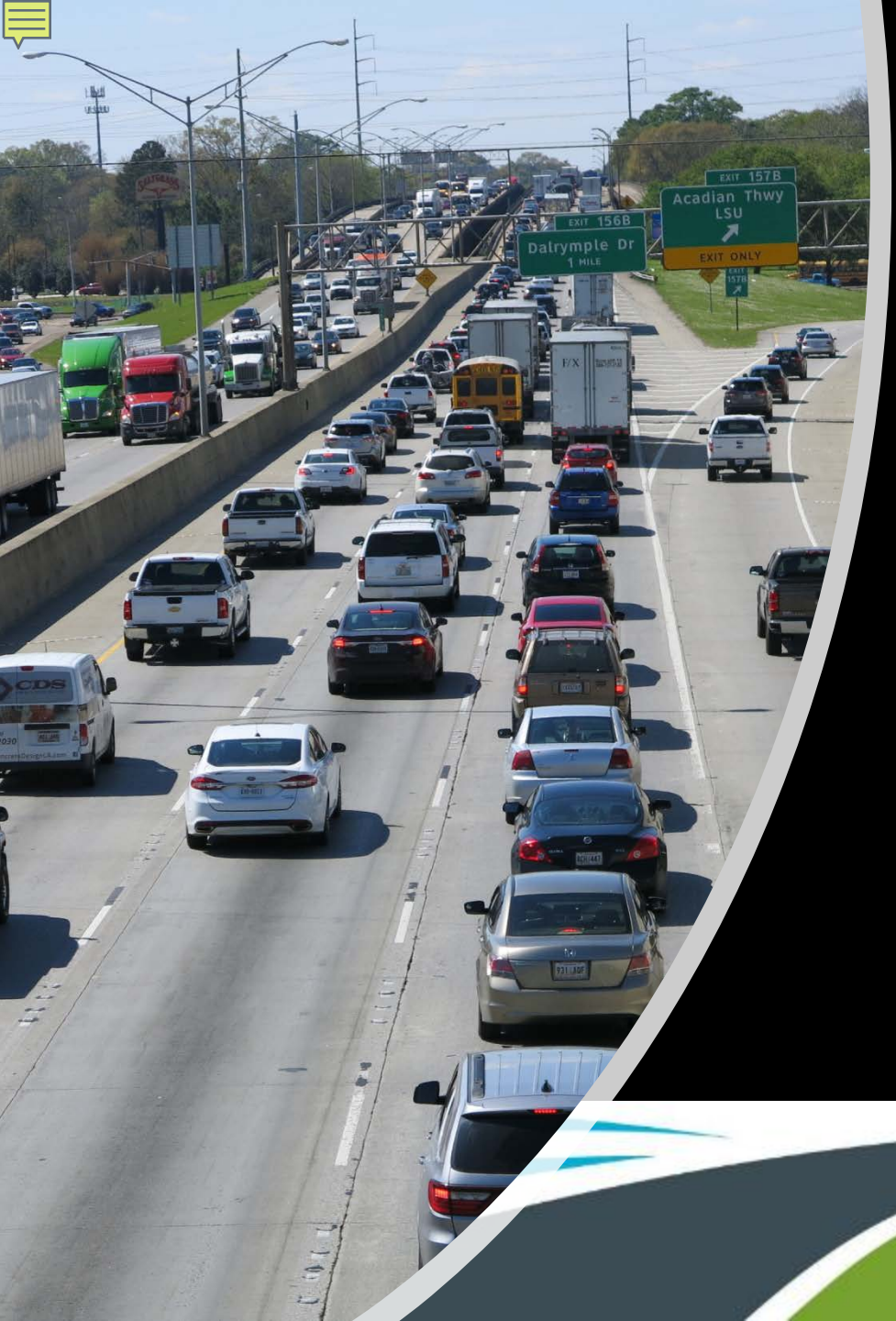

Project Findings

A Summary of Work to Date

Traffic Analysis

Design Year 2040

- Stage 0: An additional lane on I-10 will reduce the peak period travel times and the duration of congestion. The impact will vary by location.
- Stage 1: The design year traffic analysis focuses on operation and safety of the proposed interchange modifications.

Right-of-Way (ROW)

- A majority of the corridor can be widened within the existing ROW owned by DOTD
- Less than 5 acres of additional ROW is anticipated to be acquired to provide improvement for traffic congestion issues
- Less than 0.3 acres of construction servitude may be acquired during construction

ROW Acquisition: Structures

Potential Acquisitions

- 17 residences
- 10 vacant lots
- 4 businesses
- Numerous partial parcels
- Total acquired ROW is less than 5 acres

If roundabouts are installed on Washington and/or Dalrymple, an additional business (with several buildings on four lots) and one residence will be affected

Structures (excluding signs) are labeled on the Study Area / Environmental Inventory exhibit in the Map Station. ROW is shown on the aerial exhibits in the Concept Layout Station.

ROW Acquisition: Parks

East Polk Street Park

May have a *de minimis* impact as a result of around 0.04 acres of additional ROW needed for the consolidated Washington/Dalrymple interchange

Project Findings

ROW Acquisition: Landscaping & Wetlands

- Approximately 9.77 acres of potentially jurisdictional wetlands were noted in the Study Area
- Of these, most are located at the LA 415/I-10 interchange and between I-10 and I-12 at Essen, where no construction in proposed
- No potentially jurisdictional wetlands will be directly impacted by the project

**See exhibit for locations*

Project Findings

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Cultural Resources

Archaeological survey of the study area (22.7 acres):

- No archaeological sites recorded

Architectural survey of the study area:

- Over 600 buildings at least 47 years of age

Cultural Resources

9 buildings outside the right of way were recommended eligible for nomination to **the National Register of Historic Places** (36 CFR 60.4):

1. Baranco-Clark YMCA
2. St. Francis Xavier Church School
3. St. Francis Xavier Church Offices
4. Baton Rouge Foreign Language Academy Emersion Magnet School
5. Progressive Baptist Church
6. Calvary III Baptist Church
7. Webb's Service Station
8. Knox Cottage
9. State School for the Blind/Visually Impaired

Cultural Resources

1 building in the Beauregard Town National Historic District is being recommended as a contributing element to the district

Noise Barrier Analysis

- Conducted to determine if noise impacts associated with the operation of the project would result in the need to consider noise barriers for mitigation
- The analysis identified noise barriers that are **reasonable and feasible**
  - Reasonable and feasible barriers can receive federal funding
- The analysis identified noise barriers that may be **warranted**, but do not qualify for federal funding
  - For warranted barriers that do not qualify for federal funding, a special state appropriation will have to be requested

Project Findings

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Noise Barriers
Eligible for Federal Funding

I-10 **Westbound** Eligible Noise Barriers	Dalrymple Drive to Washington Street along I-10 WB (Heights 10-14 feet)	Christian Street to east side of City Park Lake along I-10 WB (Heights 8-14 feet)
I-10 **Eastbound** Eligible Noise Barriers	Fig Street to east side of City Park Lake along I-10 EB (Heights 10-14 feet extending across bridge)	East side of City Park Lakes to east of Christian Street along I-10 EB (Height of 14 feet)

Project Findings

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Noise Barriers Requiring Special State Appropriation

I-10 **Westbound** Noise Barriers	Washington St to Terrace St along I-10 WB (Height of 14 ft)	East side of City Park Lake to west side of City Park Lake along I-10 WB (Height of 14 ft)	Dawson's Creek (along on-ramp from Acadian Thruway) to Christian St along I-10 WB (Height of 14 ft)
I-10 **Eastbound** Noise Barriers	East Blvd to Washington St along I-10 EB (Height of 14 ft)		Christian St to railroad along I-10 EB (Height of 14 ft)

Project Findings

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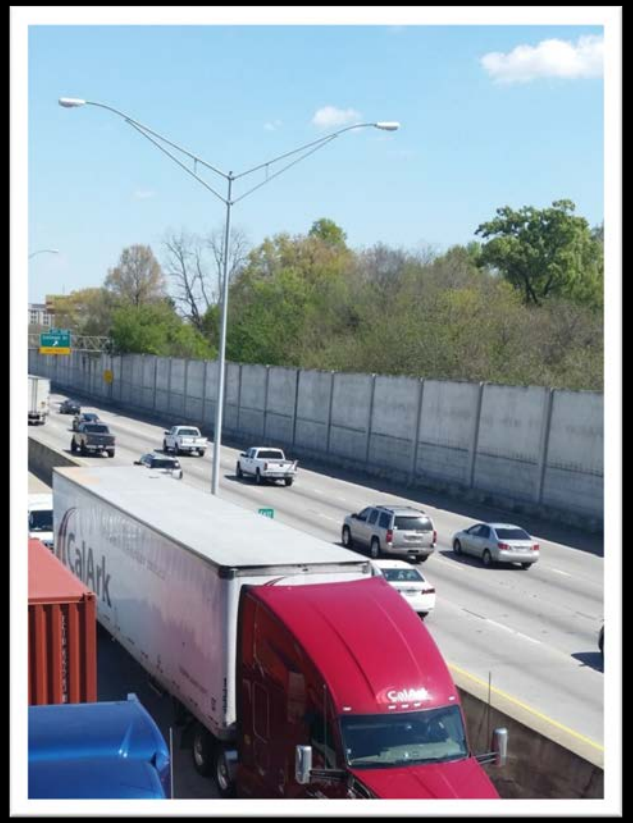
Noise Barriers to be Moved

Approximately 8,200 linear feet of existing noise barriers (mostly between Acadian and College) will be relocated or replaced in kind to allow for additional travel lanes



Project Findings

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Noise Barriers to Remain

Approximately 13,000 feet of existing noise barriers will remain in place as they are today

Most of these noise barriers are located between College Drive and Essen Lane

Other Noise Considerations

- Current structures have steel components which contribute to “underside” noise
- Replacement structures are planned as reinforced concrete which should reduce vibration and sound underneath and near the interstate

Conceptual Construction Implementation Planning

- Entire project may take 5 to 7 years to complete
- Will be built in phases
- Individual phases may last from 6 months to 3 years
- Phasing will involve shifting traffic to the inside and building outside lanes. Then shifting traffic to the outside and rebuilding inside lanes.
- 3 lanes of traffic will be maintained in each direction during construction

Conceptual Construction Implementation Planning

- Businesses and residences will have access during construction
- JUAs for parking will be affected
- DOTD will work to provide replacement parking

Project Findings

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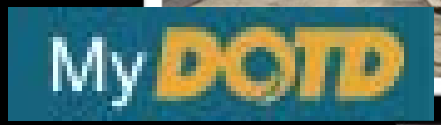
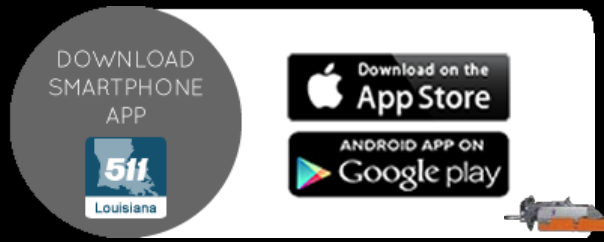
Conceptual Construction Implementation Planning

HOW TO GET INFORMATION DURING CONSTRUCTION

- Message Boards
- MyDOTD
- Louisiana 511 App
- www.i10br.com
- LADOTD Website
- Local News Outlets





Project Findings

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Public Feedback and Input

Stations at Tonight's Meeting

1. Concept Layout
   a) Existing and Proposed Right-of-Way
   b) Interchanges
   c) Noise Barrier Analysis
2. Maps
   1. Study Area/Environmental Constraints
   2. East Polk Street Park
3. Context Sensitive Solutions
4. Two GIS Stations
5. DOTD Project Staff Table
6. DOTD Real Estate Staff Table
7. Comments – written and voice dictation

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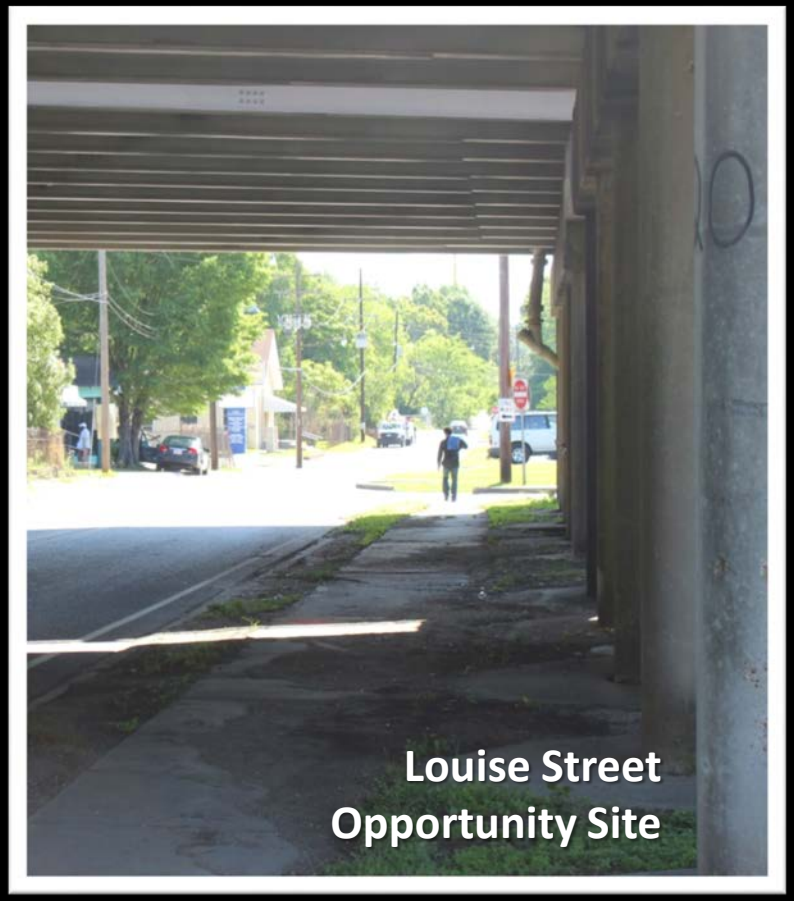
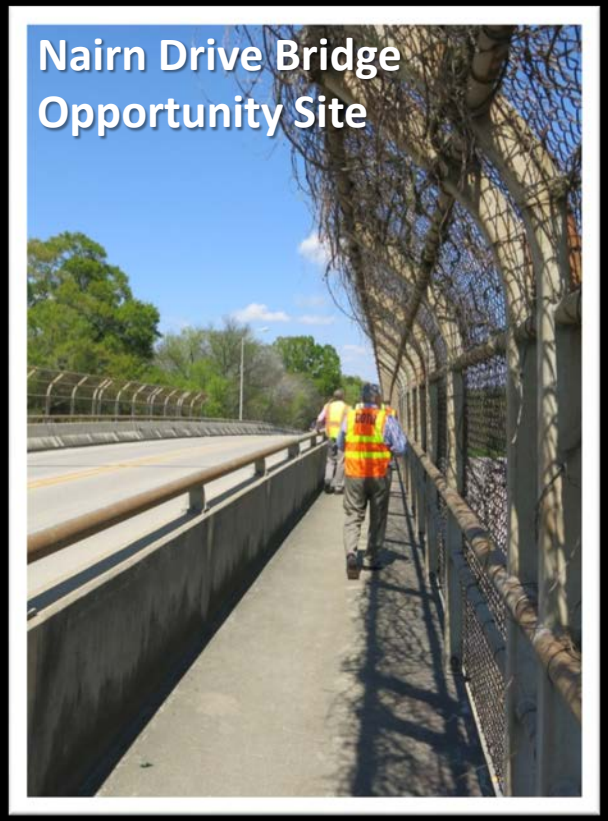
Context Sensitive Solutions (CSS)/Community Connections



The CSS process is a collaborative approach to the design and development of transportation projects. It is an effort to **balance** the needs of transportation with those of the community.

Context Sensitive Solutions (CSS) and Community Connections



CSS designs and Community Connections should be…

- in harmony with the community, preserving the environmental, scenic, aesthetic, historic, and natural resource values of the area
- applying approaches that “turn aging infrastructure into opportunities for reestablishing community connections and cohesion”

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CSS Visualizations & Ideas

Nairn Drive Bridge Visualization

Louise Street Visualization

Complete Streets (streets incorporating bike and pedestrian use along with green space)

CSS / Community Connections

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CSS Examples

Pedestrian Improvements

Public Art

Environmental Amenities

Night Lighting

Active Uses

CSS / Community Connections

Examples

Murals and Painted Ribbons on Pathways

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Examples

Lighting for Aesthetics and Safety

Community Gathering and Performance Places

Sharing Your Input

Even if you've talked with the project team, please provide a written or voice record of your comments.

- Take advantage of the Verbal and Written Comment Tables available at tonight's meeting.
- Send comments and questions using these methods:

Website	Email	U.S. Postal Service
www.i10br.com (also sign-up for e-news)	**info@i10br.com**	I-10 BR Stage 1 c/o Franklin Associates 2148 Government Street Baton Rouge, LA 70806