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
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

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Volume</th>
</tr>
</thead>
<tbody>
<tr>
<td>&quot;Do Nothing&quot;</td>
<td>+30%</td>
</tr>
<tr>
<td>New South Bridge</td>
<td>-13%</td>
</tr>
<tr>
<td>BUMP &amp; West Side Expwy Only</td>
<td>-10%</td>
</tr>
<tr>
<td>New South Bridge &amp; BUMP &amp; West Side Expwy</td>
<td>-23%</td>
</tr>
<tr>
<td>LA 415 Connector</td>
<td>-1%</td>
</tr>
<tr>
<td>New South Bridge &amp; LA 415 Connector</td>
<td>-13%</td>
</tr>
</tbody>
</table>

2014 Traffic (132,894 ADT)

2032 Traffic (173,738 ADT)

Source: Regional Transportation Model
College to I-10/I-12 Split
2032 Daily Volumes Without Improvements to I-10

Scenario

2014 Traffic (182,539 ADT)
2032 Traffic (238,640 ADT)

Volume

I-10 Do Nothing
New South Bridge
New South Bridge & BUMP & Westside Expressway
New South Bridge & LA 415 Connector

Source: Regional Transportation Model
I-10 Bridge
Daily Volumes Per Previous Studies

BR Loop Study-
Design Year 2032

-24%

Northern Bypass Study- Design Year 2029

-29%

Source: Baton Rouge Loop Tier 1 Draft Environmental Impact Statement & Feasibility Study for the Northern Bypass For Baton Rouge
College to I-10/I-12 Split
Daily Volumes Per Previous Studies

BR Loop Study- Design Year 2032

-4%

I-10 w/o Loop
With Toll

Northern Bypass Study- Design Year 2029

-7%

I-10 w/o Bypass
Build

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

• Screening Criteria
  • Traffic Operations
  • Safety Improvement
  • Impacts to Acreage and Structures
  • Impacts to Environment
  • Cost
  • Ability to Phase Construction
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
If these improvements were in place, models indicated that this is how the morning travel times would improve:

- I-12 WB to I-10 WB
- I-12 WB to I-110 NB
- LA 1 NB
- I-10 EB at I-110 to Acadian
- I-10 WB at I-12 to Perkins
- I-12 WB to I-110 NB
- I-12 WB to I-10 WB

**Travel Times - AM Peak**

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

Travel Times - PM Peak

- I-10 EB at LA 1 to Perkins
- I-10 EB at I-110 to Acadian
- LA 1 NB
- I-110 SB to I-12 EB
- I-10 EB to I-12 EB

Add Lane
Existing
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

- I-10 EB from LA 1 to Perkins
- I-10 WB from I-10 / I-12 Merge to Perkins
- LA 1 NB from 1 mile south of I-10 to Nicholson Ramp
- I-12 WB from Essen to I-10 WB at LA 415
- I-12 WB at Essen to I-110 NB at Florida

- 2014
- "Do Nothing" (2032)
- Add Lane (2032)
PM Average Travel Times

- I-10 EB from LA 1 to Perkins
- I-10 EB from I-10 / I-110 Merge to Acadian
- LA 1 NB from 1 mile south of I-10 to Nicholson Ramp
- I-110 SB at Florida to I-12 EB at Essen
- I-10 EB from LA 415 to I-12 EB at Essen

**2014**
**"Do Nothing" (2032)**
**Add Lane (2032)**
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.
Current Status
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
### Current Stage

<table>
<thead>
<tr>
<th>Stage 0</th>
<th>Stage 1</th>
<th>Stage 2</th>
<th>Stage 3</th>
<th>Stage 4</th>
<th>Stage 5</th>
<th>Stage 6</th>
</tr>
</thead>
<tbody>
<tr>
<td>Feasibility</td>
<td>Planning/Environment (18 Months)</td>
<td>Arranging Project Funding</td>
<td>Final Design Process</td>
<td>Bid Letting Process</td>
<td>Construction</td>
<td>Operation</td>
</tr>
<tr>
<td>Completed June 2016</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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
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*
Your Project Team

Agencies

- DOTD
- U.S. Department of Transportation
- Federal Highway Administration
- Capital Region Planning Commission
- Providence
- Bowlby & Associates, Inc.
- TY-LIN International
- ESI Archaeology-History-Historic Preservation
- Sigma Consulting Group, Inc.
- Urban Systems Inc.
- Franklin Associates

Earth Search, Inc.
New Orleans, Louisiana
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.
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.
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
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
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 is proposed.
- No potentially jurisdictional wetlands will be directly impacted by the project.

*See exhibit for locations*
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
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
## Noise Barriers Eligible for Federal Funding

<table>
<thead>
<tr>
<th>I-10 Westbound Eligible Noise Barriers</th>
<th>Dalrymple Drive to Washington Street along I-10 WB (Heights 10-14 feet)</th>
<th>Christian Street to east side of City Park Lake along I-10 WB (Heights 8-14 feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-10 Eastbound Eligible Noise Barriers</td>
<td>Fig Street to east side of City Park Lake along I-10 EB (Heights 10-14 feet extending across bridge)</td>
<td>East side of City Park Lakes to east of Christian Street along I-10 EB (Height of 14 feet)</td>
</tr>
</tbody>
</table>

**Project Findings**
<table>
<thead>
<tr>
<th>Noise Barriers Required State Appropriation</th>
<th>I-10 Westbound Noise Barriers</th>
<th>I-10 Eastbound Noise Barriers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Washington St to Terrace St along I-10 WB (Height of 14 ft)</td>
<td>East side of City Park Lake to west side of City Park Lake along I-10 WB (Height of 14 ft)</td>
<td>East Blvd to Washington St along I-10 EB (Height of 14 ft)</td>
</tr>
<tr>
<td>Dawson’s Creek (along on-ramp from Acadian Thruway) to Christian St along I-10 WB (Height of 14 ft)</td>
<td>Christian St to railroad along I-10 EB (Height of 14 ft)</td>
<td></td>
</tr>
</tbody>
</table>

**Project Findings**
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.
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
Conceptual Construction Implementation Planning

HOW TO GET INFORMATION DURING CONSTRUCTION

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

Louise Street Opportunity Site
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”
CSS Visualizations & Ideas

Nairn Drive Bridge Visualization

Louise Street Visualization

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

- Pedestrian Improvements
- Public Art
- Environmental Amenities
- Night Lighting
- Active Uses

CSS / Community Connections
Examples

Murals and Painted Ribbons on Pathways
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:

<table>
<thead>
<tr>
<th>Website</th>
<th>Email</th>
<th>U.S. Postal Service</th>
</tr>
</thead>
<tbody>
<tr>
<td><a href="http://www.i10br.com">www.i10br.com</a></td>
<td><a href="mailto:info@i10br.com">info@i10br.com</a></td>
<td>I-10 BR Stage 1&lt;br&gt;c/o Franklin Associates&lt;br&gt;2148 Government Street&lt;br&gt;Baton Rouge, LA 70806</td>
</tr>
</tbody>
</table>