

OUTREACH SUMMARY

I-10 Corridor Improvement Study



Stage 1: Stakeholder, Public Engagement and Public Meetings Summary Report August 2018



I-10 Corridor Improvement Study
Stage 1 Planning/Environmental Analysis
SPN H.004100.2 | Federal Aid Project No. H004100
Prepared: February 8, 2019

*State Project No. H.004100.2, and Federal Aid Project No. H004100
East and West Baton Rouge Parishes, Louisiana*



Executive Summary

Representatives from the Louisiana Department of Transportation and Development (DOTD), Federal Highway Administration (FHWA), and the I-10 Baton Rouge project team joined together to deliver public meetings in August 2018 for the Stage 1 Environmental and Planning Study of I-10 from Louisiana Highway 415 (LA 415) in West Baton Rouge Parish to the I-10/I-12 split near Essen Lane in East Baton Rouge Parish.

The public meetings took place over three evenings, each beginning at 5:30 p.m. and ending at 8:00 p.m.

The meetings were offered on Tuesday, August 28, at McKinley Middle Magnet School; Wednesday, August 29, at the Addis Community Center in West Baton Rouge Parish and concluded on Thursday, August 30, with the final open house, which was held at the Marriott in Baton Rouge.

The proposed project aims to reduce congestion and improve overall traffic flow and safety along the corridor and involves providing additional capacity and interchange improvements. For the past several years, Louisiana has invested approximately \$315 million in improvements to I-10 and I-12 in the Baton Rouge area, and DOTD is committed to finding additional ways to make this corridor safer and more efficient for motorists, while seeking to improve the compatibility of I-10 with the communities through which it passes.

The state is undertaking this project with a heavy focus on recognizing and engaging the many varied stakeholders that have an interest in the corridor. The project team conducted heavy levels of community outreach and public involvement for the Stage 0 portion of this project and continued those heightened levels of engagement for this stage of the study. Public involvement efforts included briefings with area elected officials and key stakeholders, and multiple rounds of focus group sessions throughout the corridor to provide layers of education to minimize confusion while creating open channels for inbound community ideas related to corridor enhancement and potential issues that might need to be resolved. Continual inquiry resolution has been available throughout the project period and all stakeholders are encouraged to participate at the level they desire to do so, to have their questions answered; their concerns heard, and their opinions valued.

This summary documents the efforts tied to public engagement leading up to the August 2018 public meetings, as well as documenting the feedback received prior to, at the meetings and during the official comment period.



Contents

EXECUTIVE SUMMARY	2
I. OVERVIEW OF OUTREACH ACTIVITIES.....	4
A. I-10 BATON ROUGE STAKEHOLDER BRIEFINGS.....	4
B. I-10 BATON ROUGE CONTEXT SENSITIVE SOLUTION FOCUS GROUPS.....	4
C. NOTIFICATION AND DISTRIBUTIONS TO THE PUBLIC	6
II. PUBLIC MEETING DELIVERY	21
A. MEETING FORMAT	23
B. MEETING PRESENTATION	24
C. MEETING EXHIBITS	35
D. MEETING ATTENDANCE	38
E. PUBLIC MEETING COMMENT FORMS.....	48
III. PUBLIC MEETING FEEDBACK	36
A. COMMENTS RECEIVED AT MEETINGS	51
B. ORAL COMMENTS CAPTURED BY COURT REPORTER	51
C. COMMENTS BY MAIL, EMAIL AND WEBSITE	51

APPENDICES

APPENDIX A: PUBLIC OFFICIALS OUTREACH

A1: Elected Officials

A2: Focus Groups

A3: Mail Lists

APPENDIX B: MEETING PRESENTATION

APPENDIX C: PUBLIC MEETING SIGN-IN SHEETS

APPENDIX D: ALL COMMENTS

D1: Meeting Comments

D2 – D5: Context Sensitive Solution Exhibit Station Comments

D2: Nairn

D3: City Park

D4: Expressway Park to Dalrymple

D5: Perkins Ramps

APPENDIX E: MEETING NOTIFICATION MAILOUT LIST - ELECTED OFFICIALS AND CORRIDOR CHURCHES

APPENDIX F: MEETING NOTIFICATION MAILOUT LIST - PRELIMINARY ROW

APPENDIX G: PUSH CARD DISTRIBUTION LIST

I. Overview of Outreach Activities

A. I-10 Baton Rouge Stakeholder Briefings

(March-May 2018)

As the Stage 1 Planning/Environmental study progressed, the project team met with key project partners and elected public officials from across the I-10 Corridor to gather their input, gain their knowledge of the traffic issues that are affecting citizens in their areas, and to educate them on the Stage 1 process. Beginning in March 2018, officials were provided updated briefings on the study's status and interviews were conducted in person, usually individually and face-to-face where possible.

The purpose of these briefings was to inform the officials about the public meetings, to distribute informational materials, to gather much-needed input, and to offer stakeholders an opportunity to share their thoughts and needs regarding any improvements and potential means for improving the I-10 corridor in East Baton Rouge and West Baton Rouge Parishes. Fifty-one separate briefings were conducted, and since some were group presentations, these resulted in a total of 211 individuals receiving updates between March and May 2018. Once the public meeting dates were set, notifications were distributed as well as packets of flyers and push-cards announcing the meeting dates to area stakeholders.

Appendix A contains further details on the briefing efforts conducted to these stakeholders.

B. I-10 Baton Rouge Context Sensitive Solution Focus Groups

(April – June 2018)

As the Stage 1 Planning/Environmental study continued to press forward, a concerted effort to obtain input on potential Context Sensitive Design opportunities from the public was created and initiated in the spring of 2018. Initial discussions on this topic began between the project team and stakeholders such as DOTD, BREC and the planners involved with the East Baton Rouge bike/pedestrian master planning process, and these focus groups sought to broaden the conversation to discussions held with the neighborhoods most closely lining the study corridor.

The study team compiled a list of target groups by using the project study map layered with neighborhood maps. Neighborhood groups along the corridor were invited to small focus group sessions to first learn more about the project details, then to offer suggestions regarding potential Context Sensitive Solutions for their areas.



**State Project No. H.004100.2, and Federal Aid Project No. H004100
East and West Baton Rouge Parishes, Louisiana**

Focus groups were conducted with residents and business owners in the following neighborhood association/merchant areas:

- Beauregard Town
- Capital Heights
- City Park
- Concord
- Garden District
- Hundred Oaks
- Jefferson/Bocage
- Lakeshore
- Perkins Merchants
- South Baton Rouge
- South Side
- Spanish Town
- Valley Park
- Zee Zee Gardens

Additionally, focus groups were convened with leaders of corridor area churches with area infrastructure-centric organizations.

Insights gathered from the focus groups were utilized in designing the public meeting's Context Sensitive Solution exhibits offered during August 2018. Additional details regarding these focus groups are available in the focus group report in Appendix A.

C. Notification and Distributions to the Public

Item	Date Sent	Entity posting/distributing information
Meeting press release	07/24/2018	Project website
Public notice	07/24/2018	Project website
Public notice	07/25/2018	DOTD website
Meeting press release	07/25/2018	DOTD website
Meeting press release	07/25/2018	DOTD website *News section*
Meeting announcement	07/25/2018	Project Facebook site
Initial meeting eblast	08/01/2018	Franklin Associates/Constant Contact
Meeting notifications, push cards and flyers mailout to elected officials and corridor churches	08/03/2018	Franklin Associates (See Appendix E for full list of addresses)
Meeting push cards mailout to preliminary potential ROW list	08/09/2018	Franklin Associates (See Appendix F for full list of addresses)
Public notice	08/14/2018	<i>The Advocate</i>
Area canvassing (meeting push cards distribution)	08/14-08/15/2018	Franklin Associates (See Appendix G full list of entities)
Reminder meeting eblast	08/22/2018	Franklin Associates/Constant Contact
Post meeting eblast	09/05/2018	Franklin Associates/Constant Contact

*Electronic notifications pushed parish-wide to East Baton Rouge and West Baton Rouge parishes.

Notification Letter to Stakeholders Regarding the Public Meetings**August 3, 2018**

To Whom It May Concern:

Franklin Associates is writing to inform you that the Open House Public Meetings related to the I-10 Corridor Improvement Study in Baton Rouge, Louisiana have been scheduled for the following dates and times:

Tuesday, August 28, 2018

5:30 pm – 8:00 pm

McKinley Middle Magnet School

1550 Eddie Robinson Sr. Drive

Baton Rouge, LA 70802

Wednesday, August 29, 2018

5:30 pm – 8:00 pm

Addis Community Center

7520 Hwy. 1 South

Addis, LA 70791

Thursday, August 30, 2018

5:30 pm – 8:00 pm

Baton Rouge Marriott

5500 Hilton Avenue

Baton Rouge, LA 70808

These meetings will discuss the Stage 1 Planning and Environmental Analysis portion of SPN H.004100.2, Federal Aid Project No. H004100. The information will be the same at each meeting. Interested parties need only attend one meeting.

We hope to see you there and would encourage you to share this information with your constituents. Please call us at 225-389-6518 or visit www.i10br.com for helpful resources that have been assembled to assist your outreach efforts. A sample is enclosed for your records. We thank you in advance for your support!

Kind Regards,

The Franklin Team

Meeting Push Card (Front)

INTERSTATE 10

**OPEN HOUSE
PUBLIC MEETING**

I-10 Corridor Improvement Study
Stage 1 Planning/Environmental Analysis
SPN H.004100.2 | Federal Aid Project No. H004100

Tuesday, August 28, 2018
5:30 pm - 8:00 pm
McKinley Middle Magnet School
1550 Eddie Robinson Sr. Drive
Baton Rouge, LA 70802

Wednesday, August 29, 2018
5:30 pm - 8:00 pm
Addis Community Center
7520 Hwy. 1 South
Addis, LA 70710


Thursday, August 30, 2018
5:30 pm - 8:00 pm
Baton Rouge Marriott
5500 Hilton Avenue
Baton Rouge, LA 70808

The same information will be presented at each meeting. Interested parties need only attend one.

Push Card (Back)

Stay Informed!
www.i10br.com

INTERSTATE 10

Meeting Flyer

OPEN HOUSE PUBLIC MEETING

**I-10 Corridor Improvement Study
Stage 1 Planning/Environmental Analysis
SPN H.004100.2 | Federal Aid Project No. H004100**

The Louisiana Department of Transportation and Development (LADOTD) and the I10BR Project Team will conduct three Public Meetings to discuss proposed improvements to the I-10 Corridor, from LA 415 in West Baton Rouge Parish to Essen Lane in East Baton Rouge Parish. The purpose of the meetings is to solicit public comment on the project.

This project is currently in the planning stage (Stage 1). Representatives of the project team will be present to receive comments and answer questions related to the Stage 1 Planning/Environmental Analysis. Residents are encouraged to attend one of the three meetings to provide critical input; all three meetings will provide the same information. Interested parties need only attend one of the following:

Tuesday, August 28, 2018
5:30 pm - 8:00 pm
McKinley Middle Magnet School
1550 Eddie Robinson Sr. Drive
Baton Rouge, LA 70802

Wednesday, August 29, 2018
5:30 pm - 8:00 pm
Addis Community Center
7520 Hwy 1 South
Addis, LA 70710

Thursday, August 30, 2018
5:30 pm - 8:00 pm
Baton Rouge Marriott
5500 Hilton Avenue
Baton Rouge, LA 70808

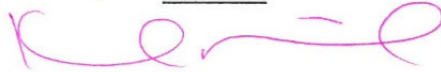
Stay Informed! | www.i10br.com

Public Notice Publication Information**CAPITAL CITY PRESS**

Publisher of
THE ADVOCATE

PROOF OF PUBLICATION

The hereto attached notice was published in THE ADVOCATE, a daily newspaper of general circulation published in Baton Rouge, Louisiana, and the Official Journal of the State of Louisiana, City of Baton Rouge, and Parish of East Baton Rouge or published daily in THE NEW ORLEANS ADVOCATE, in New Orleans Louisiana, or published daily in THE ACADIANA ADVOCATE in Lafayette, Louisiana, in the following issues:

08/14/2018


Kristi Bunch, Public Notices Representative

Sworn and subscribed before me by the person
whose signature appears above

8/14/2018


M. Monic McChristian,
Notary Public ID# 88293
State of Louisiana
My Commission Expires: Indefinite



FRANKLIN ASSOCIATES LLC	284387-01
KYLA COLLIER	
2148 GOVERNMENT ST	
BATON ROUGE, LA 70806	

PUBLIC MEETING
I-10: LA 415 to Essen Lane on I-10 and I-12
SPN H.004100.2 | Federal Aid Project No. H004100

The Louisiana Department of Transportation and Development (LADOTD) and the I10BR Project Team will conduct three Public Meetings to discuss proposed improvements to the I-10 Corridor, from LA 415 in Port Allen to Essen Lane in Baton Rouge. The purpose of the meetings is to share information and solicit public comment on the project. The project team is currently analyzing preliminary engineering, traffic, and environmental data while conducting additional investigations in the study area.

All interested parties are invited and encouraged to attend to obtain project information and provide comments. The Public Meetings will be offered at three sites, over three days, and the scheduled dates, times, and locations are listed below. The same information will be presented at each meeting.

Tuesday August 28, 2018
5:30 pm – 8:00 pm
McKinley Middle Magnet School
1550 Eddie Robinson Sr. Drive, Baton Rouge, LA 70802

Wednesday, August 29, 2018
5:30 pm – 8:00 pm
Addis Community Center
7520 Highway 1 South, Addis, LA 70710

Thursday, August 30, 2018
5:30 pm – 8:00 pm
Baton Rouge Marriott
5500 Hilton Avenue, Baton Rouge, LA 70808

The public meetings will be an open house format, so members of the public may arrive at any time during the scheduled meeting times. The LADOTD and project team will present information at the start of the meeting and the same information will be provided in a taped presentation that will play continuously throughout the meetings. An interactive exercise will be available for the public to submit their input regarding community connections and context sensitive solutions.

Verbal comments can be recorded at the meeting. Written statements can be submitted at the meeting, mailed to the address below, or submitted via email to info@i10br.com. All comments must be received or postmarked by September 11, 2018 to become part of the official meeting transcript.

Should anyone require special assistance due to a disability to participate in this meeting, please contact Franklin Associates at the address below, or by telephone at 225.389.6518, at least five working days prior to the meetings.

I-10 BR: Stage 1
2148 Government Street
Baton Rouge, LA, 70806

284387-aug 14-11

***Public Notice Published in the Advocate on August 14th**

State Project No. H.004100.2, and Federal Aid Project No. H004100
East and West Baton Rouge Parishes, Louisiana

E-Blasts, Press Releases & Social Media

On Wednesday, July 25, 2018, in conjunction with DOTD's first news release about the I-10 public meetings, the project team sent the first of two e-blasts via Constant Contact to notify community stakeholders about the upcoming public meetings. The e-blasts were sent to 840 stakeholders. A second e-blast was sent out as a reminder on August 22, just ahead of the first public meeting on August 28, 2018.


Over 700 people, including the project team and elected officials, attended the three meetings on August 28, 29, and 30, which were intended to share information and solicit public comment on the project. A follow-up e-blast was sent out again notifying constituents that written statements could be submitted through a direct commenting link on the website, via mail to the Franklin Associates office or via email to info@i10br.com, with the reminder that these must be received or postmarked by September 12, 2018 to become part of the official meeting transcript.

Reports detailing e-blast deliveries are below, as well as samples of media coverage. Social media utilizations included DOTD and I-10 Facebook postings regarding the public meeting dates, as well as project team member updates to social media sites.

E-blast: I-10 Public Meetings Set - Sent July 25

I-10 Baton Rouge

**I-10: LA 415 to
Essen Lane on I-10
and I-12
Public Meetings Set**



The Louisiana Department of Transportation and Development (LADOTD) and the I10BR Project Team will conduct three Public Meetings to discuss proposed improvements to the I-10 Corridor, from LA 415 in Port Allen to Essen Lane in Baton Rouge. The purpose of the meetings is to share information and solicit public comment on the project. The project team is currently analyzing preliminary engineering, traffic, and environmental data while conducting additional investigations in the study area.

All interested parties are invited and encouraged to attend to obtain project information and provide comments. The Public Meetings will be offered at three sites, over three days, and the scheduled dates, times, and locations are listed below.

The same information will be presented at each meeting.

Tuesday, August 28, 2018
5:30 p.m. - 8:00 p.m.
McKinley Middle Magnet School
1550 Eddie Robinson Sr. Drive
Baton Rouge, LA 70802

Wednesday, August 29, 2018
5:30 p.m. - 8:00 p.m.
Addis Community Center
7520 Highway 1 South
Addis, LA 70710

Thursday, August 30, 2018
5:30 p.m. - 8:00 p.m.
Baton Rouge Marriott
5500 Hilton Avenue
Baton Rouge, LA 70808

Members of the public may arrive at any time during the meetings. The LADOTD and project team will present information at the start of the meeting and the same information will be provided in a taped presentation that will play continuously throughout the meetings. Each meeting will offer interactive exercises where the public can submit their input on community connections and context sensitive solutions. Representatives of the LADOTD and the project team will be present to answer questions about the planning effort.

Verbal comments can be recorded at the meeting. Written statements can be submitted at the meeting, mailed to the address shown below, or submitted via email to info@i10br.com. All comments must be received or postmarked by September 11, 2018 to become part of the official meeting transcript.


Should anyone require special assistance due to a disability to participate in this meeting, please contact Franklin Associates at the address shown below, or by telephone at 225.389.6518, at least five working days prior to the meetings.

I-10 BR: Stage 1
2148 Government Street
Baton Rouge, LA, 70806

To view and print a flyer with detailed information related to the public meetings, [CLICK HERE](#).

To view and print a post card related to the public meetings, [CLICK HERE](#).

For more information, call:
225-389-6518
Or visit i10br.com

 Forward to a Friend

STATE PROJECT NO. H.004100.2
FEDERAL AID PROJECT NO. H004100

**State Project No. H.004100.2, and Federal Aid Project No. H004100
East and West Baton Rouge Parishes, Louisiana**

Email Statistics**Email Name: I-10: LA 415 to Essen Lane on I-10 and I-12 Public Meetings Set**

Lists: 1-10 Businesses I-10 Consultant team
 I-10 Citizens I-10 Focus Group Participants
 1-10 elected officials I-10 Briefing Participants
 I-10 Agencies

Email Run History

Sending Type	Sent	Run Date	Status
Original Send	840	07/25/2018	Successfully Sent

Email Stats

Sent	Bounces	Spam Reports	Opt-outs	Opens	Clicks	Forwards
854	8.3% (71)	0	0.1% (1)	40.1% (31.4)	20.1% (63)	0


Click-Through Stats

Email Link	Unique Click-throughs	Click-through Distribution
http://tiles.constantcontact.com/2330f97f0011-71c617a2-f1bd-46c4-90a2-53b719d69e63.pdf	15	17.6%
http://tiles.constantcontact.com/2330197f0011-8c14ab31-3846-4616-86a7-e9b5513448e2.pdf	36	42.4%
http://www.i10br.com	26	30.6%
https://i10br.com	8	9.4%
Total Click-throughs	85	100%

E-Blast: I-10 Public Meetings Reminder

I-10: LA 415 to Essen Lane on I-10 and I-12

Public Meetings Begin Tuesday



The Louisiana Department of Transportation and Development (LADOTD) and the I10BR Project Team will conduct three Public Meetings to discuss proposed improvements to the I-10 Corridor, from LA 415 in Port Allen to Essen Lane in Baton Rouge. The purpose of the meetings is to share information and solicit public comment on the project. The project team is currently analyzing preliminary engineering, traffic, and environmental data while conducting additional investigations in the study area.

All interested parties are invited and encouraged to attend to obtain project information and provide comments. The Public Meetings will be offered at three sites, over three days, and the scheduled dates, times, and locations are listed below.

The same information will be presented at each meeting.

Tuesday, August 28, 2018
5:30 p.m. - 8:00 p.m.
McKinley Middle Magnet School
1550 Eddie Robinson Sr. Drive
Baton Rouge, LA 70802

Wednesday, August 29, 2018
5:30 p.m. - 8:00 p.m.
Addis Community Center
7520 Highway 1 South
Addis, LA 70710

Thursday, August 30, 2018
5:30 p.m. - 8:00 p.m.
Baton Rouge Marriott
5500 Hilton Avenue
Baton Rouge, LA 70808

Members of the public may arrive at any time during the meetings. The LADOTD and project team will present information at the start of the meeting and the same information will be provided in a taped presentation that will play continuously throughout the meetings. Each meeting will offer interactive exercises where the public can submit their input on community connections and context sensitive solutions. Representatives of the LADOTD and the project team will be present to answer questions about the planning effort.

Verbal comments can be recorded at the meeting. Written statements can be submitted at the meeting, mailed to the address shown below, or submitted via email to info@i10br.com. All comments must be received or postmarked by September 11, 2018 to become part of the official meeting transcript.


Should anyone require special assistance due to a disability to participate in this meeting, please contact Franklin Associates at the address shown below, or by telephone at 225.389.6518, at least five working days prior to the meetings.

I-10 BR: Stage 1
2148 Government Street
Baton Rouge, LA, 70806

To view and print a flyer with detailed information related to the public meetings, [CLICK HERE](#).

To view and print a post card related to the public meetings, [CLICK HERE](#).

For more information, call:
225-389-6518
Or visit i10br.com

 Forward to a Friend

STATE PROJECT NO. H.004100.2
FEDERAL AID PROJECT NO. H004100

Email Statistics**Email Name: REMINDER: I-10 Stage 1 Summer 2018 Public Meetings Next Week****Lists:**

I-10 – GeauxWider
 I-10 Businesses
 I-10 citizens
 I-10 elected officials
 I-10 consultant team

I-10 Focus Group Participants
 I-10 Agencies
 I-10 Focus Group Invitees
 DDD Leadership

Email Run History

Sending Type	Sent	Run Date	Status
Original Send	866	08/22/2018	Successfully Sent

Email Stats

Sent	Bounces	Spam Reports	Opt-outs	Opens	Clicks	Forwards
866	7.9% (68)	0	0.3% (3)	34.0% (271)	17.7% (48)	0

Click-Through Stats


Email Link	Unique Click-throughs	Click-through Distribution
http://files.constantcontact.com/2330f97f001l-71c617a2-f1bd-46c4-90a2-53b719d69e63.pdf	14	18.4%
http://files.constantcontact.com/2330197f001l-ac14ab31-3846-4616-86a7-e9b5513448e2.pdf	19	25.0%
http://www.i10br.com	31	40.8%
https://i10br.com	12	15.8%
Total Click-throughs	76	100.00%

E-Blast: Public Comments Reminder

E-Blast: I-10 Public Meetings Comments Reminder

I-10: LA 415 to Essen Lane on I-10 and I-12

Public Meetings Held, Comments Welcome



Last week, the Louisiana Department of Transportation and Development (LADOTD) and the I-10 BR Project Team conducted three public meetings to discuss proposed improvements to the I-10 Corridor from LA 415 in Port Allen to Essen Lane in Baton Rouge.

Nearly 800 people attended the three meetings August 28, 29, and 30, which were intended to share information and solicit public comment on the project. Anyone who missed these meetings, or wishes to further review the information presented, is encouraged to visit www.i10br.com to obtain project information and provide comments.


On the project website, the "[Project Info](#)" tab offers links to the August 2018 meeting presentation materials, as well as meeting exhibits. On the main page of the website the "[Leave a Comment](#)" button offers quick access to an online commenting function.

Comments submitted in writing or verbally with the stenographer at the meetings, or those mailed, emailed or sent in through the website by September 12, will be included in the official meeting transcript. These comments will be addressed with responses posted online after that deadline.

Written statements can be submitted through the "[Leave a Comment](#)" button online, mailed to the address shown below, or submitted via email to info@i10br.com. All comments must be received or postmarked by September 12, 2018 to become part of the official meeting transcript.

I-10 BR: Stage 1
2148 Government Street
Baton Rouge, LA, 70806

For more information, call:
225-389-6518
Or visit i10br.com

 [Forward to a Friend](#)

STATE PROJECT NO. H.004100.2
FEDERAL AID PROJECT NO. H004100

Email Statistics**Email Name:** Comment Deadline: I-10 Summer 2018

Lists: 1-10 Businesses
 1-10 Citizens
 1-10 elected officials
 EBR Ministers
 I-10 Agencies

I-10 Consultant team
 I-10 Focus Group Participants
 I-10 Briefing Participants_2018
 Franklin Staff

Email Run History

Sending Type	Sent	Run Date	Status
Resend	69	9/5/2018	Successfully Sent
Original Send	830	09/5/2018	Successfully Sent

Email Stats

Sent	Bounces	Spam Reports	Unsubscribes	Opens	Clicks	Forwards
899	2.7% (24)	0	0	35.7% (312)	17.9% (56)	0

Click-Through Stats

Email Link	Unique Click-throughs	Click-through Distribution
http://www.i10br.com	31	34.8%
http://i10br.com	13	14.6%
http://www.i10br.com/contact/submit-a-comment/	23	25.8%
https://i10br.com/project-info	22	24.7%
Total Click-throughs	89	100%

There were multiple announcements about the project in the media. Below are a few screen captures of these:



NEWS

FOR IMMEDIATE RELEASE
July 16, 2018

State Project No. H.004100.2
Federal Aid Project No. H004100

For more information, contact:
Rodney Mallett
DOTD Communications Director
225-379-1275

LADOTD to Host Public Meetings Regarding I-10 Corridor Improvements

BATON ROUGE – The Louisiana Department of Transportation and Development (LADOTD) and the I10BR Project Team will conduct three Public Meetings to discuss proposed improvements to the I-10 Corridor, from LA 415 in Port Allen to Essen Lane in Baton Rouge. The purpose of the meetings is to solicit public comment on the project.

This project is currently in the planning stage (Stage 1). Representatives of the project team will be present to receive comments and answer questions related to the Stage 1 Planning/Environmental Analysis. Residents are encouraged to attend one of the three meetings to obtain project information and provide comments; all three meetings will provide the same information.

Tuesday, August 28, 2018: McKinley Middle Magnet School
1550 Eddie Robinson Sr. Drive, Baton Rouge, LA 70802
5:30 p.m. to 8:00 p.m.

Wednesday, August 29, 2018: Addis Community Center
7520 Highway 1 South, Addis, LA 70710
5:30 p.m. to 8:00 p.m.

Thursday, August 30, 2018: Baton Rouge Marriott Hotel
5500 Hilton Avenue, Baton Rouge, LA 70808
5:30 p.m. to 8:00 p.m.

Members of the public may arrive at any time during the meetings. The LADOTD and project team will present information at the start of the meeting and the same information will be provided in a taped presentation that will play continuously throughout the meetings. Each meeting will offer interactive exercises where the public can submit their input on community connections and context sensitive solutions. Representatives of the LADOTD and the project team will be present to answer questions about the planning effort.

###

https://www.theadvocate.com/baton_rouge/news/politics/article_9f25359c-aa48-11e8-9638-432e28a853b2.html

Thoughts on I-10 widening plan in Baton Rouge? Some support; others worry about 'impact'

BY WILL SENTELL | WSENTELL@THEADVOCATE.COM | AUG 28, 2018 - 7:21 PM
Will Sentell

Anxious residents got their first detailed look Tuesday night at state plans to widen Interstate 10 between the Mississippi River bridge and the I-10/12 split.

The gathering, the first of three meetings this week, included a 30-minute overview of the project by officials of the state Department of Transportation and Development, and a chance for members of the public to study maps and exhibits and ask questions.

"It is not necessarily our choice," Shawn Wilson, secretary for DOTD, told about 200 residents who gathered in the auditorium at McKinley Middle Magnet School.

Story Continued Below

"We want your input," Wilson said.



I-10 widening to dramatically improve traffic, but impact 17 homes, 4 shops, officials say

The work includes new lanes in each direction along the 3 1/2 mile corridor, one of the most congested in the Baton Rouge area.

"While it is hard to believe congestion can get worse, it can," Wilson said. "Doing nothing is not an option."

But the project is sparking push-back.

East Baton Rouge Parish Family Court Judge Pamela J. Baker, who lives on the corridor, said the project is a huge problem at her home.

"If you widen the interstate we can't live there," Baker said. "They said

Plans for a sound wall, she said, would only add to the mess.

"And it is not going to solve Baton Rouge's problem," she added.

Al Phillips backs the project.

"They should have done it 20 years ago," Phillips said, a reference to a nearly two decades ago.

But Phillips said Baton Rouge also needs a loop to route big trucks and most similarly-sized cities have.

I-10 Corridor Improvement Study
Stage 1 Planning/Environmental Analysis
SPN H.004100.2 | Federal Aid Project No. H004100

Tuesday, August 28, 2018
5:30 pm - 8:00 pm
McKinley Middle Magnet School
1550 Eddie Robinson Sr. Drive
Baton Rouge, LA 70802

Wednesday, August 29, 2018
5:30 pm - 8:00 pm
Addis Community Center
7520 Hwy. 1 South
Addis, LA 70710

Thursday, August 30, 2018
5:30 pm - 8:00 pm
Baton Rouge Marriott
5500 Hilton Avenue
Baton Rouge, LA 70808

The same information will be presented at each meeting. Interested parties need only attend one.

I-10 Corridor Improvement Study

July 25 - 6

Public meeting dates have been set for the I-10 BR project - mark your calendars for Aug. 28, 29 or 30, 2018.

2

1 Share

Mayor- President Sharon Weston Broome shared a post. 3 hrs · 6

LADOTD and the I-10BR Project will conduct three public meetings to discuss proposed improvements to the I-10 Corridor from LA 415 in West Baton Rouge Parish to Essen Lane in East Baton Rouge Parish.

OPEN HOUSE PUBLIC MEETING
I-10 Corridor Improvement Study
Stage 1 Planning/Environmental Analysis
SPN H.004100.2 | Federal Aid Project No. H004100

Tuesday, August 28, 2018
5:30 pm - 8:00 pm
McKinley Middle Magnet School
1550 Eddie Robinson Sr. Drive
Baton Rouge, LA 70802

Wednesday, August 29, 2018
5:30 pm - 8:00 pm
Addis Community Center
7520 Hwy. 1 South
Addis, LA 70710

Thursday, August 30, 2018
5:30 pm - 8:00 pm
Baton Rouge Marriott
5500 Hilton Avenue
Baton Rouge, LA 70808

The same information will be presented at each meeting. Interested parties need only attend one.

I-10 Corridor Improvement Study
July 25 at 9:11 AM · 6

Public meeting dates have been set for the I-10 BR project - mark your calendars for Aug. 28, 29 or 30, 2018.

You and 2 others 1 Comment 3 Shares

Love Comment Share

Oldest ▾

View 1 comment

Write a comment...

State Project No. H.004100.2, and Federal Aid Project No. H004100
East and West Baton Rouge Parishes, Louisiana



Upcoming meetings to encourage feedback on Baton Rouge I-10 widening

STEPHANIE RIEGEL

August 6, 2018

The much anticipated widening of Interstate 10 through Baton Rouge and how it will affect motorists, residents and businesses is the subject of three upcoming public hearings.

On Aug. 28, 29 and 30, consultants working with the Louisiana Department of Transportation and Development will hold community meetings to let the public know where things stand in the planning process, and gather input on how the widening project could impact their neighborhoods and workplaces.

"I've been telling people bring me your thoughts, your ideas, what makes you happy, what concerns you," says Perry Franklin of Franklin Associates, which is working with DOTD on the projects. "Let the engineers and designers know so they can factor that into their plans."

They'll cover how the planned widening project will affect the merchants and restaurants around the Perkins Road overpass area and also how the project could potentially create additional space for much-needed parking for the busy corridor.

As currently envisioned, the widening of I-10 will likely result in the removal of the Perkins Road interchange just west of South Acadian Thruway. Once those on- and off-ramps are removed, the state-owned property they occupied could be developed into a pedestrian-friendly parking lot that would benefit businesses in the area.

At least, that's one of the ideas on the table, according to Zippy's owner Neal Hendrick, who says it's a potentially exciting solution to the chronic parking shortage that is only expected to get worse once the I-10 expansion project begins.



HOME ([HTTP://WWW.THEWESTSIDEJOURNAL.COM/](http://www.thewestsidejournal.com/)) » NEWS
([HTTP://WWW.THEWESTSIDEJOURNAL.COM/CATEGORY/NEWS/](http://www.thewestsidejournal.com/category/news/)) » DOTD, I10 BR TEAM TALK
WIDENING PROJECT



DOTD, I10 BR Team talk widening project

Posted By: Cole Williams (<http://www.thewestsidejournal.com/author/cole/>) Posted date: September 06, 2018 In: News (<http://www.thewestsidejournal.com/category/news/>) 1 Comment (<http://www.thewestsidejournal.com/dotd-i10-br-team-talk-widening-project/#comments>)

Staff Report
editor@thewestsidejournal.com

The Louisiana Department of Transportation and Development (DOTD) and I10 BR Team presented the state's plan to widen Interstate 10 between the Mississippi River bridge and I-10/12 split to about 200 West Side residents, Wednesday, Aug. 29.

The public meeting was the second of three presented in the Baton Rouge Metro area. DOTD Secretary Shawn Wilson called the project a "regional approach" to the traffic issues that plague the Capital Region.

The proposed project will add lanes in each direction along the 3.5-mile corridor between the new bridge and I-10/12 split. It will also add a lane in West Baton Rouge going in both directions along I-10 between the Mississippi River Bridge and La. 415 in Port Allen. It will also consolidate the Washington and Dairymple exits in Baton Rouge.

Although La. 1 and the Intracoastal won't directly benefit from the project, residents said they are hopeful the project will alleviate traffic once it's complete.

"I believe the biggest problem is when the interstate is reduced down to one lane due to the Washington Street exit, and that is being addressed as we speak," West Baton Rouge Parish resident Caleb Kleinpeter said.

Parish President Riley "PeeWee" Berthelot expects the project to relieve traffic congestion upon completion, but the construction period will cause some pain and frustration in the parish he said.

The project is scheduled to begin in 2019 and will take between five and seven years to complete.

"Five to seven years of construction is going to be a long time," Berthelot said.

Berthelot requested DOTD reroute trucks to the old bridge during busy hours throughout the

West Side Journal Retweeted

WBRchamber @WestBRChamber · 1d
Calling all Westsiders to join in on this important dialogue. Begins at 5:30 pm at the Addis Community Center, 7520 Hwy 1 S, Addis, LA 70710. See you there!

Shawn Wilson, Ph.D. @onevisionary
The joys of public service. As I settle in after tonight well attended public meeting this is a great social media post to end the night. It a response to an earlier tweet.

West Side Journal @WestSideJournal · Aug 28
Representatives of the project team will be in attendance to receive comments and answer questions related to the planning and environmental analysis.

DOTD, I10 BR Project Team to hold public meeting -
Staff report Editor@thewestsidejournal.com The Louisiana Department of Transportation and Development (DOTD) and I10BR Project team will hos...
thewestsidejournal.com

II. Public Meeting Delivery

Between Tuesday, August 28, 2018, and Thursday, August 30, 2018, the project team conducted open house public meetings in two locations in East Baton Rouge Parish and one location in West Baton Rouge Parish in efforts to solicit public input during the Stage 1 portion of the I-10 Baton Rouge project. Locations were selected with an aim to reach various geographic areas along the corridor (east, middle, and west), and thereby to conveniently accommodate various populations. While all were evening meetings that began at 5:30 PM and lasted until 8:00 PM, the meetings were scheduled for different weeknights within the same week to generate publicity momentum.

The meetings were held at the following locations:



Tuesday, August 28, 2018, 5:30 PM
McKinley Middle Magnet School
1550 Eddie Robinson Sr. Drive
Baton Rouge, LA 70802



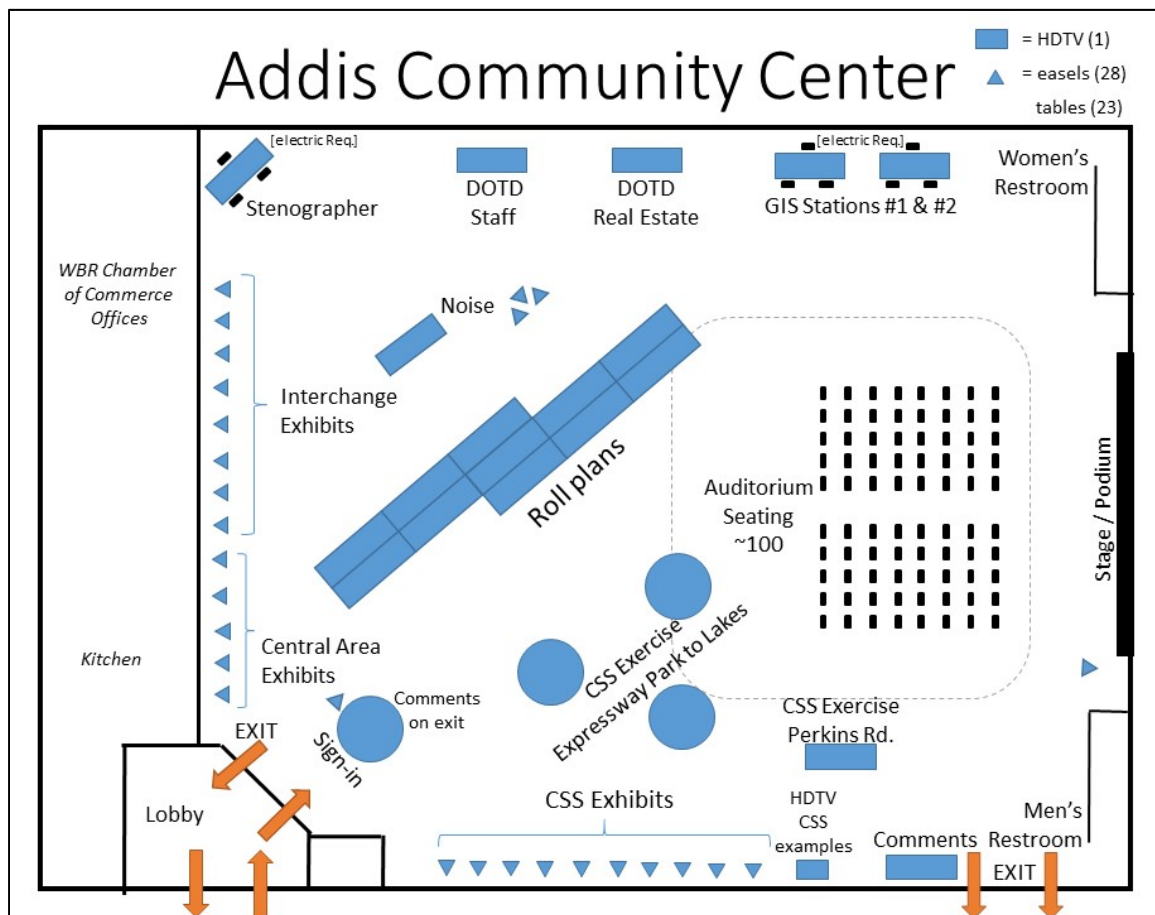
Wednesday, August 29, 2018, 5:30 PM
Addis Community Center
7520 Highway 1 South
Addis, LA 70710



Thursday, August 30, 2018, 5:30 PM
Baton Rouge Marriott
5500 Hilton Avenue
Baton Rouge, LA 70808

A. Meeting Format

All three public meetings delivered identical information, beginning with a brief overview from DOTD leadership then launching into an informative audio recorded PowerPoint presentation with onscreen graphics. Participants then were able to walk through an open house exhibit area featuring maps, conceptual solutions, and Context Sensitive Solution exhibit stations. Each was staffed by members of the project team and/or DOTD. A GIS mapping station was offered to provide site-specific answers to property questions, and the DOTD real estate team was on hand at each meeting to answer potential acquisition questions. In addition, a written comment station was available as was a stenographer to capture participants' verbal comments. Below is an example of the meeting layout from the Addis, Louisiana Community Center.















B. Meeting Presentation

A PowerPoint presentation provided detailing the following information:

- Purpose and Need of the project
- Project Study Area
- Project Team
- I-10 and the Regional Approach
- Project Background
- DOTD Project Delivery Process
- Project Findings/What Moved Forward to Stage 1
- Context Sensitive Solutions (CSS) and Community Connections
- Alternative Analysis Overview
 - Preliminary Alternatives
 - Screening Criteria
 - Traffic Analysis
- Project Goals
- Next Steps
- Methods for Providing Input

A copy of the presentation slides is included in Appendix B. This and all meeting material can be found and downloaded from the project website www.i10br.com as illustrated below.

I-10 CORRIDOR IMPROVEMENTS: STAGE 1 EA AUGUST 2018 PUBLIC MEETINGS

I-10 Open House Presentation  DOWNLOAD PDF	Stage 1: I-10 Handout  DOWNLOAD PDF	2018 Acquisition Brochure  DOWNLOAD PDF
Stage 1: 2018 Comment Form  DOWNLOAD WORD DOC	DOTD Project Delivery Process  DOWNLOAD PDF	Environmental Inventory (1)  DOWNLOAD PDF
Environmental Inventory (2)  DOWNLOAD PDF	I-10 Typicals  DOWNLOAD PDF	Roundabout Examples  DOWNLOAD PDF
Roundabout Information and Instructions  DOWNLOAD PDF	Washington Street Roundabouts  DOWNLOAD PDF	Dalymple Roundabout  DOWNLOAD PDF
City Lake Bridge Concepts	City Park Lakes Bridge Alternative Concepts	Nairn Bridge - Aerial Views

State Project No. H.004100.2, and Federal Aid Project No. H004100
East and West Baton Rouge Parishes, Louisiana

C. Meeting Exhibits

The open house portion of the meeting offered exhibits describing possible solutions for project areas along the I-10 corridor through Baton Rouge and across the river into West Baton Rouge Parish.



*The above diagram of the project study area illustrates the geographic scope

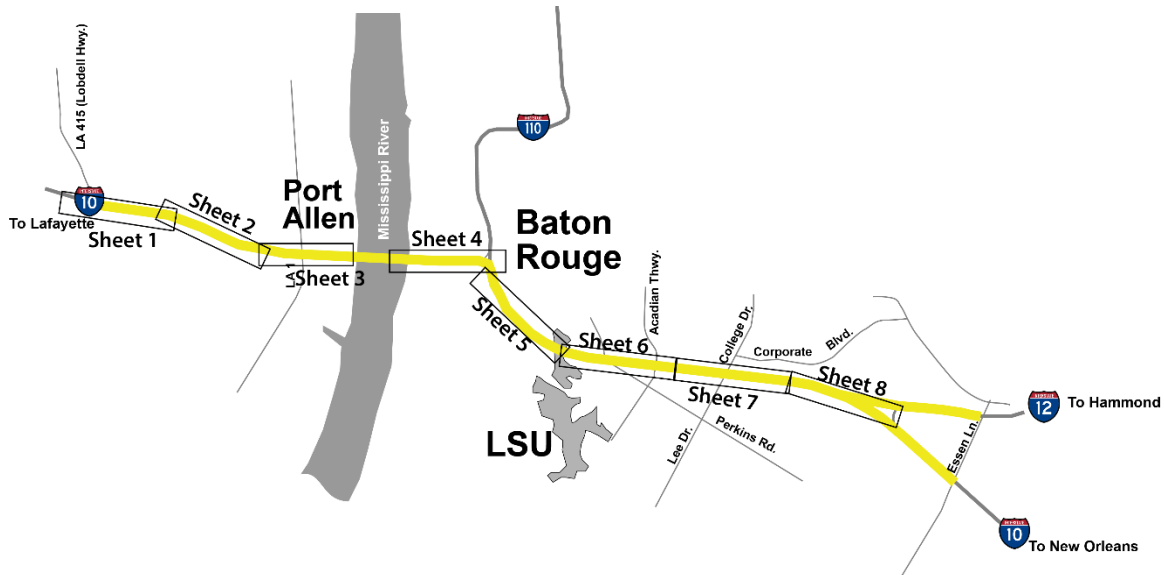
Considering the public meeting venue floorplan diagram from Addis, one notices a collection of tables labeled “roll plans” at the center of the room. It is surrounded by an “interchange area” generally which was located at the corners of the room, interspersed with additional exhibit tables. The exhibit maps, graphics, charts, are displayed at the stations that are described below.

Current Roll Plans

Essentially, the concept for the corridor is a plan to widen the interstate to improve capacity and safety, staying mostly within the corridor’s existing right-of-way and to provide sound walls as needed for noise mitigation.

The “roll plans” were a series of eight large maps (represented on the following page) that were spliced together and covered multiple tables. They were on display at each meeting for review by attendees. The “index map” on the following page illustrates how these sheets fit together from west to east along the I-10 corridor through Baton Rouge. During each open house meeting, subject matter experts (consultant team and DOTD engineers) were available at this and all exhibit areas to describe the conceptual plans and answer any questions or concerns that attendees may have had.

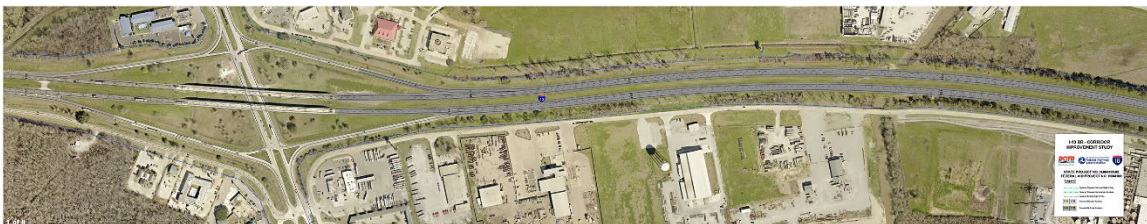
Index map of Roll Plan Sheets



Below are greatly reduced representations of these roll plan maps. The originals measure over ten feet in length, so understandably much detail is lost when reduced to fit this page. Full size versions of each of these graphics are available for download at the project website: i10br.com. These plans show (in grey) the proposed lane configuration after project implementation. Darker grey tones represent at-grade roadway, while light grey signifies elevated roadway. On each sheet, a title block contains a map legend, identifying the meaning of each line color.

Overall, key project concepts include:

Sheet 1 of 8



In West Baton Rouge Parish, an additional lane would be added between LA 1 and LA 415, and the shoulders on the bridge approach would be widened. This is depicted on sheets 1, 2 and 3.

Sheet 2 of 8



Sheet 2 illustrates the addition of one travel lane in both east and west-bound directions.

Sheet 3 of 8



Note that there is a gap in map coverage between sheets 3 and 4 – the full span of the Horace Wilkinson Mississippi River Bridge is not shown, because this project proposes no modifications there. The bridge between the trusses would remain unchanged with the current number of lanes.

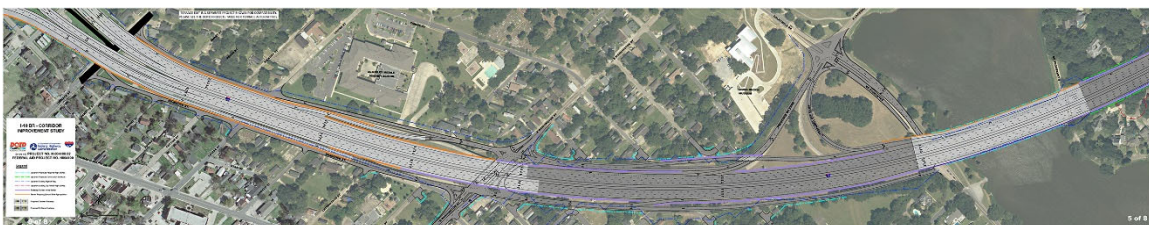
On the east bank of the Mississippi River through Baton Rouge proper, the project includes critical changes as depicted in the following exhibits and described as follows:

Sheet 4 of 8



Shoulders and ramp capacity would be added from the Horace Wilkinson bridge to the I-110 interchange. Continuing east through the remainder of the exhibit sheets, a travel lane would be added from I-110 to the Split in both directions.

Sheet 5 of 8



Washington and Dalrymple interchanges would be consolidated into one interchange.

Sheet 6 of 8



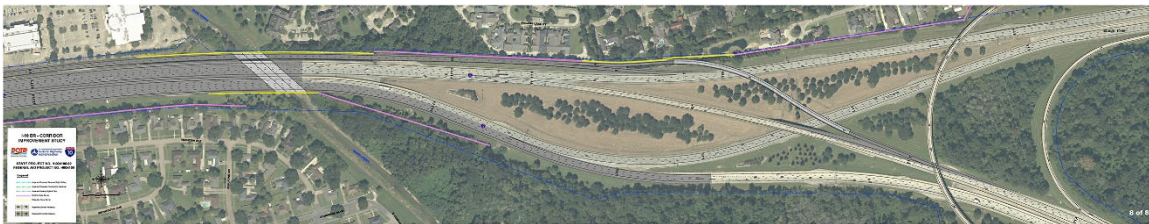
The Acadian Thruway interchange would be modified, resulting in the closure and removal of the Perkins Road exit and entrance ramps.

Sheet 7 of 8



A dedicated exit ramp would be built to College Drive, allowing westbound vehicles to exit to College Drive without merging into westbound I-12 traffic.

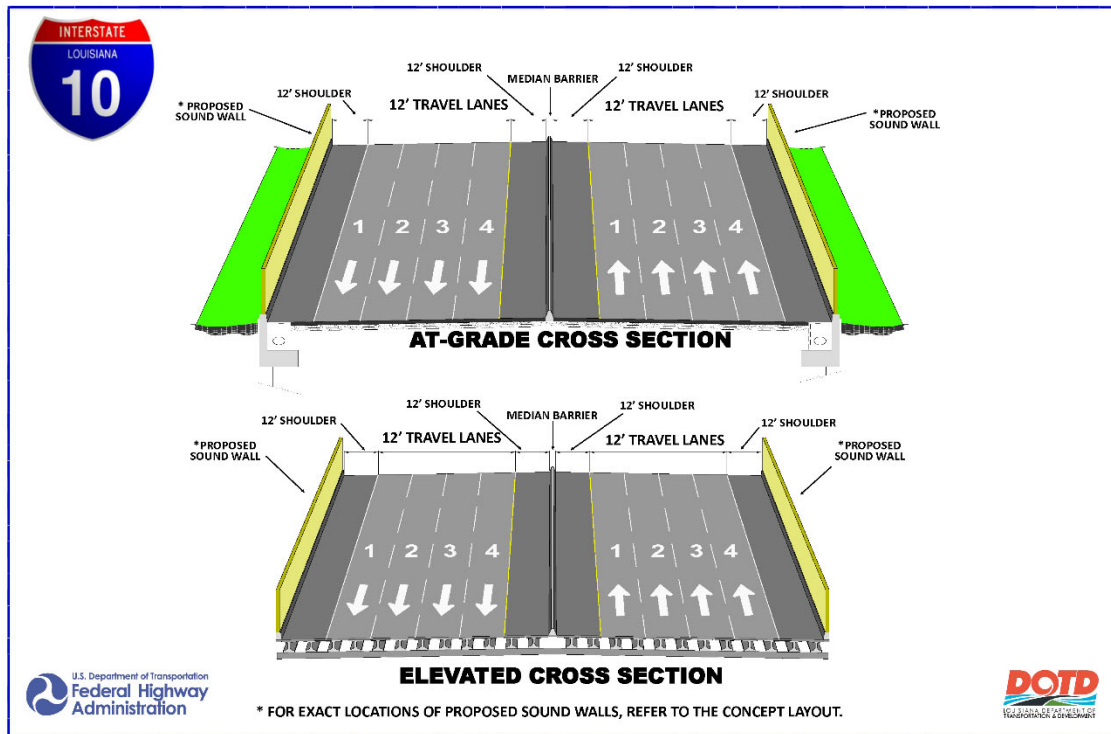
Sheet 8 of 8



At the I-10/12 Split, a new flyover exit ramp from westbound I-10 is proposed. This eliminates the conflict with I-12 westbound traffic for those vehicles bound for College Drive.

I-10 Existing & Base Concept Cross Sections

This “cross section” drawing illustrates how four traffic lanes in each direction can be accommodated in a typical area along this corridor.



Context Sensitive Solution (CSS) Community Connections

The open house public meetings were opportunities for constituents to see and suggest possible aesthetic improvements that would be made throughout the corridor during any structural improvements, which is known as Context Sensitive Solutions, or Community Connections.

The CSS process is a collaborative, interdisciplinary, and holistic approach to the development of transportation projects, involving all stakeholders, including community members, elected officials, interest groups, and affected local, state, and federal agencies. The CSS process is an effort to balance the needs of transportation with those of the community.

Community Connections are “performance management approaches for planning, designing and building transportation projects that promote connectivity, revitalize communities and improve public health and safety.”



Above and below are artist conceptions of a multi-use path where I-10 eastbound exits at Dalrymple Drive.

Expressway Park to Dalrymple

What would make the Expressway Park to Dalrymple Dr. trail concept work for me is...

15 comment cards were received at this exhibit station.

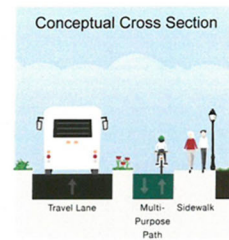
MY NAME

EMAIL OR CONTACT #

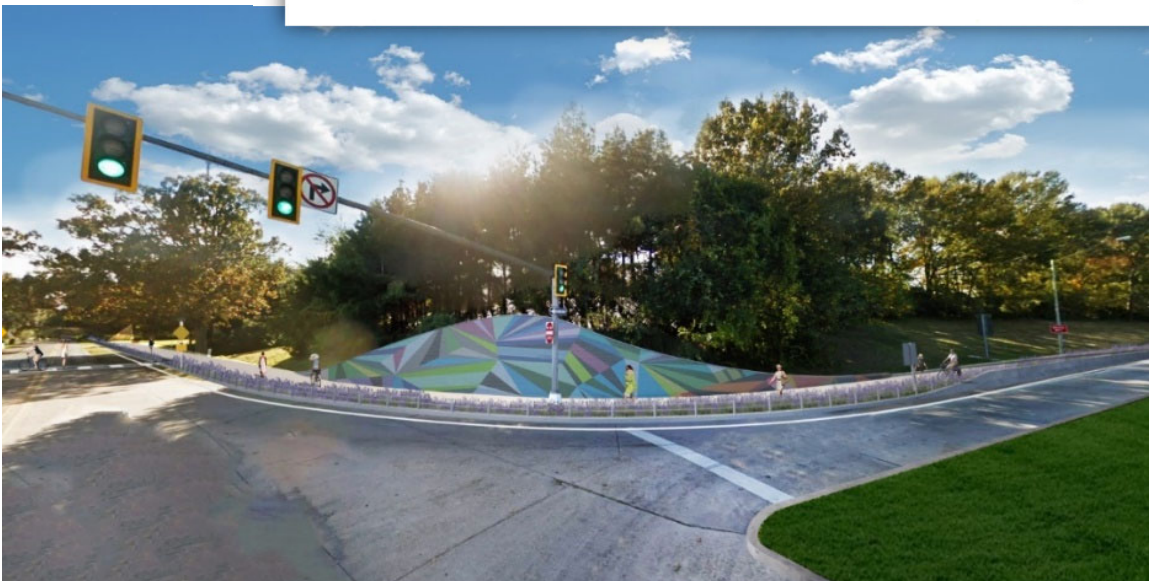
I-10 from LA 415 to I-10/I-12

State Project No. H.004100.2

August 2018




Conceptual multi-use trail linking Expressway Park to Dalrymple Dr., a distance of approximately one mile.



**State Project No. H.004100.2, and Federal Aid Project No. H004100
East and West Baton Rouge Parishes, Louisiana**

HAUNCHED BOX



PROJECT NAME: I-10 Baton Rouge Park Lakes

City Park Lake Bridge

What would make the City Park Lake bridge concept work for me is...

26 comment cards received were received at this exhibit station.

MY NAME _____

EMAIL OR CONTACT # _____


I-10 from LA 415 to I-10/I-12

State Project No. H.004100.2



August 2018

Conceptual designs for a new bridge.

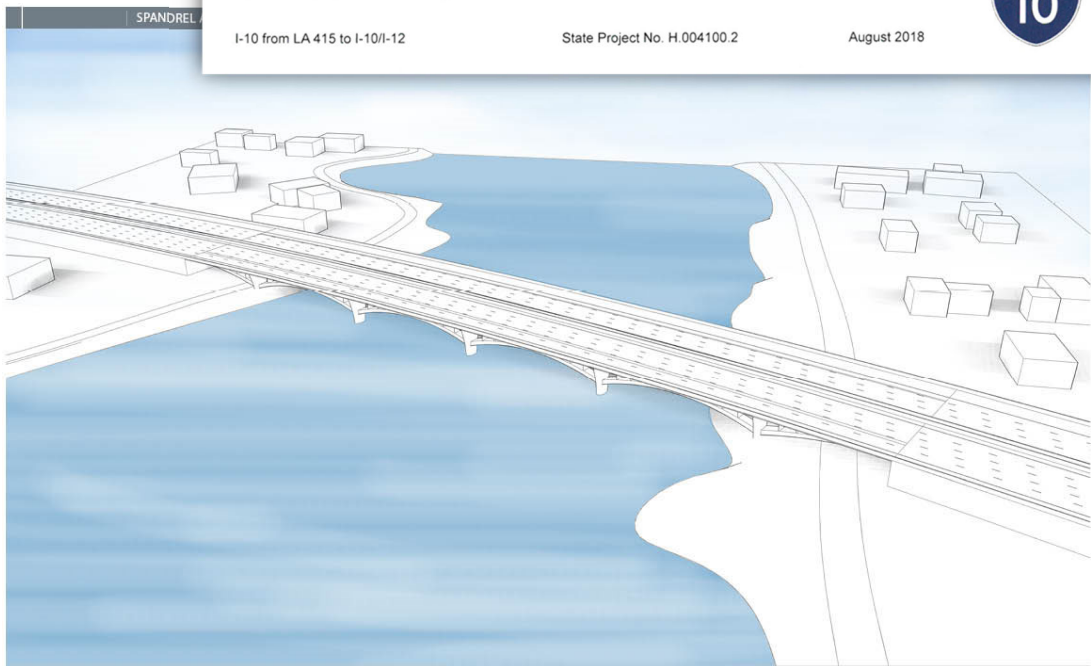
Spandrel Arch



Haunched Box



SPANDREL



PROJECT NAME: I-10 Baton Rouge Park Lakes

TYLIN INTERNATIONAL 1

Nairn Drive Bridge

What would make the Nairn Drive bridge concept work for me is...

**21 comment cards were received
at this exhibit station.**

MY NAME

EMAIL OR
CONTACT #

I-10 from LA 415 to I-10/I-12

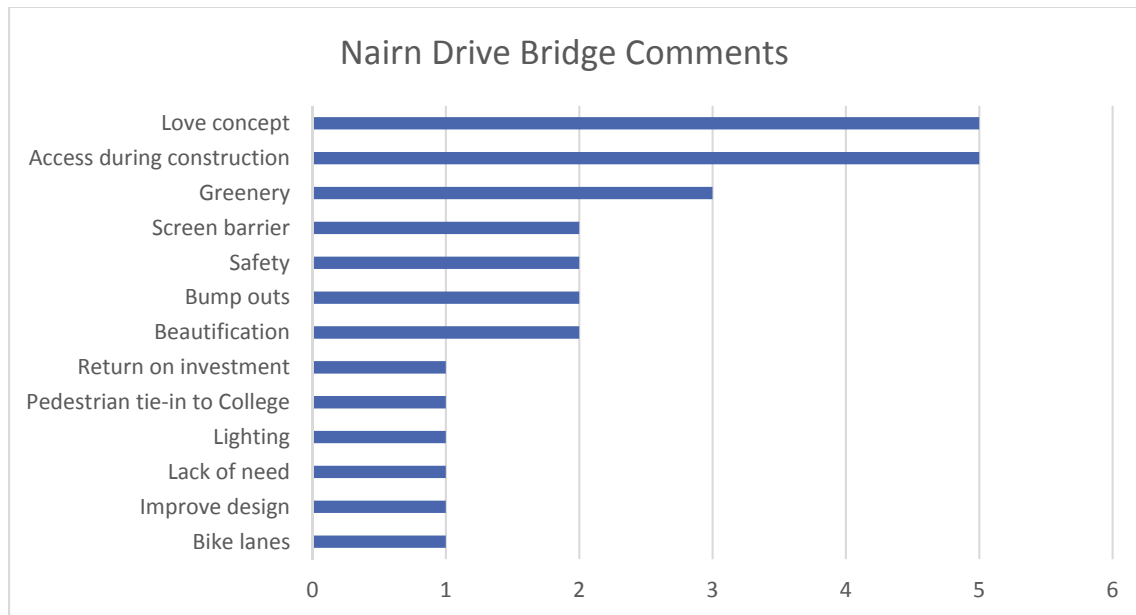
State Project No. H.004100.2

New 2-lane bridge
adds multi-use path
accommodating
bicycles.
August 2018



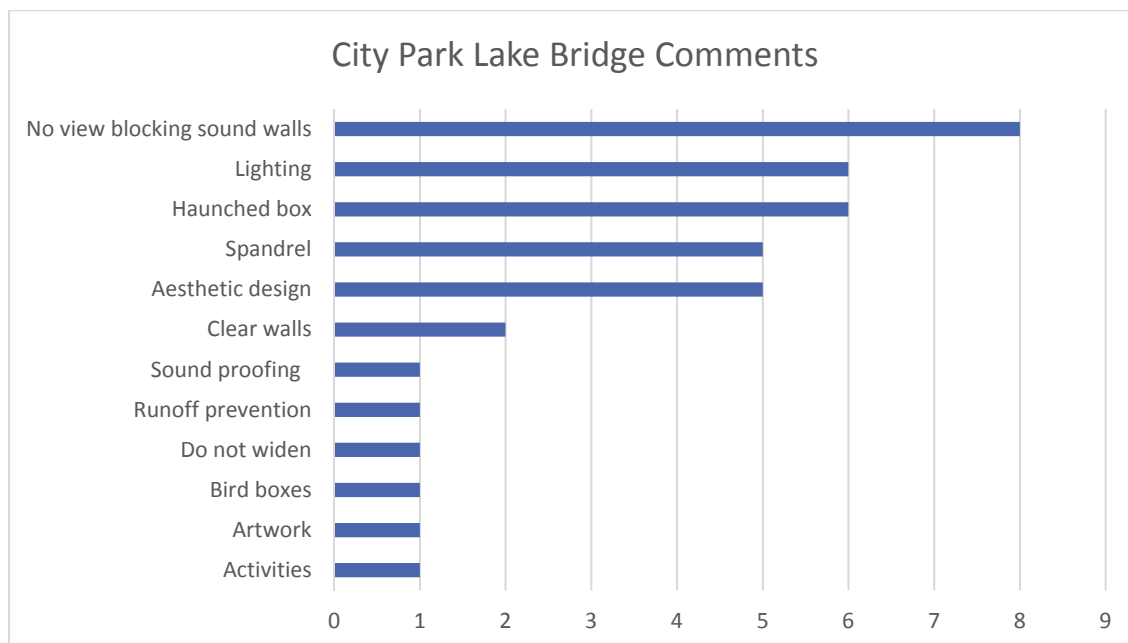
CSS 1 – Nairn Drive Bridge

The project team received 21 comments offering input about the conceptual plans. Of these, 5 mentioned they approved of the concepts, 5 cited an importance regarding having access during construction, and 3 noted greenery was a key factor.



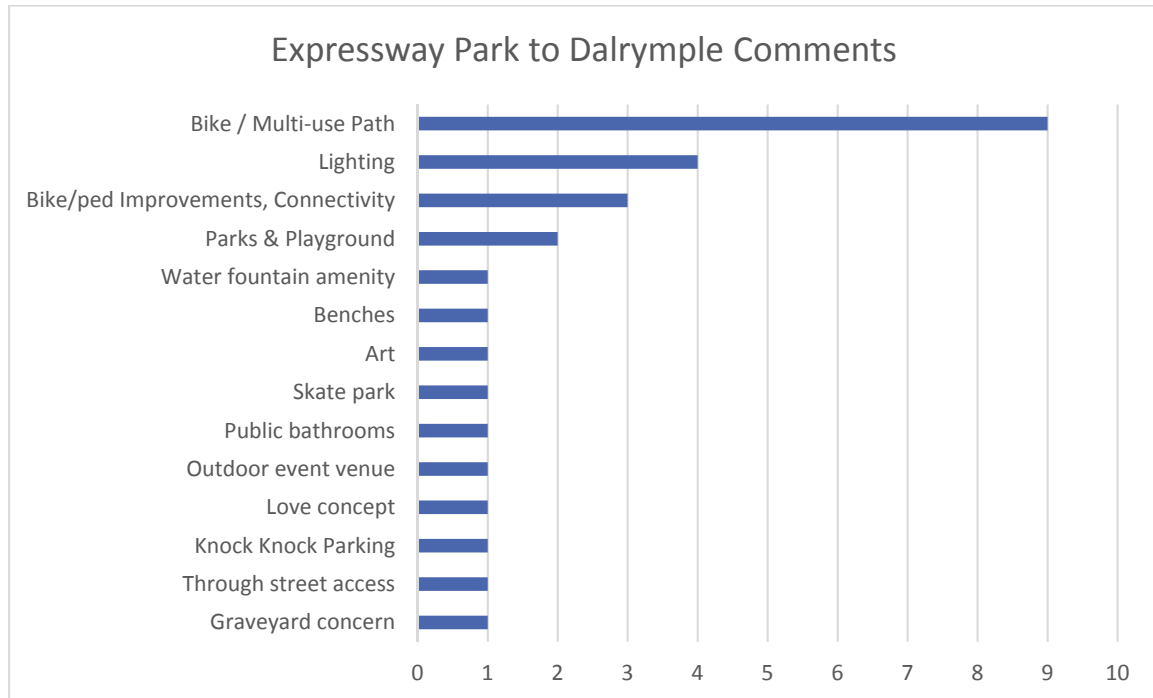
CSS 2 – City Park Lake Bridge

At the City Park Lake Bridge exhibit area, 26 written comments were received. Of these, 8 comments were specifically related to a concern about the viewshed on the lake, while 6 comments were tied to lighting.



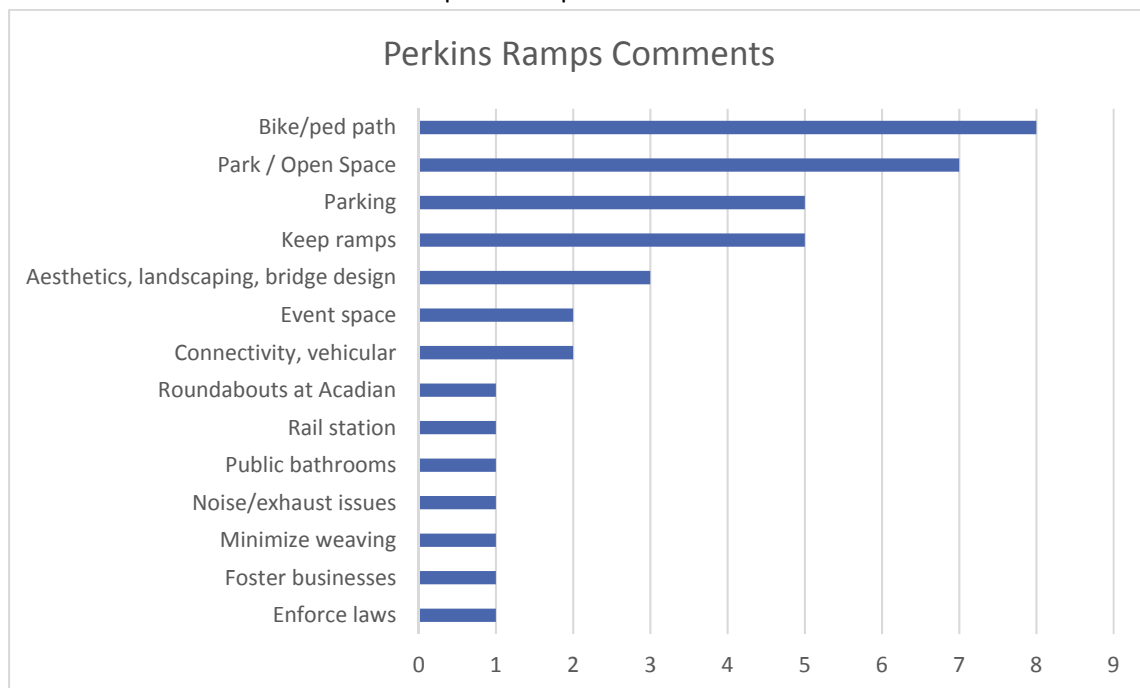
CSS 3 – Expressway Park to Dalrymple

At the Expressway Park to Dalrymple exhibit area, 15 written comments were received. Of these, 9 endorsed the conceptual bike/multi use path connection and another 4 expressed input about lighting tied to the path.



CSS 4 – Perkins Ramps

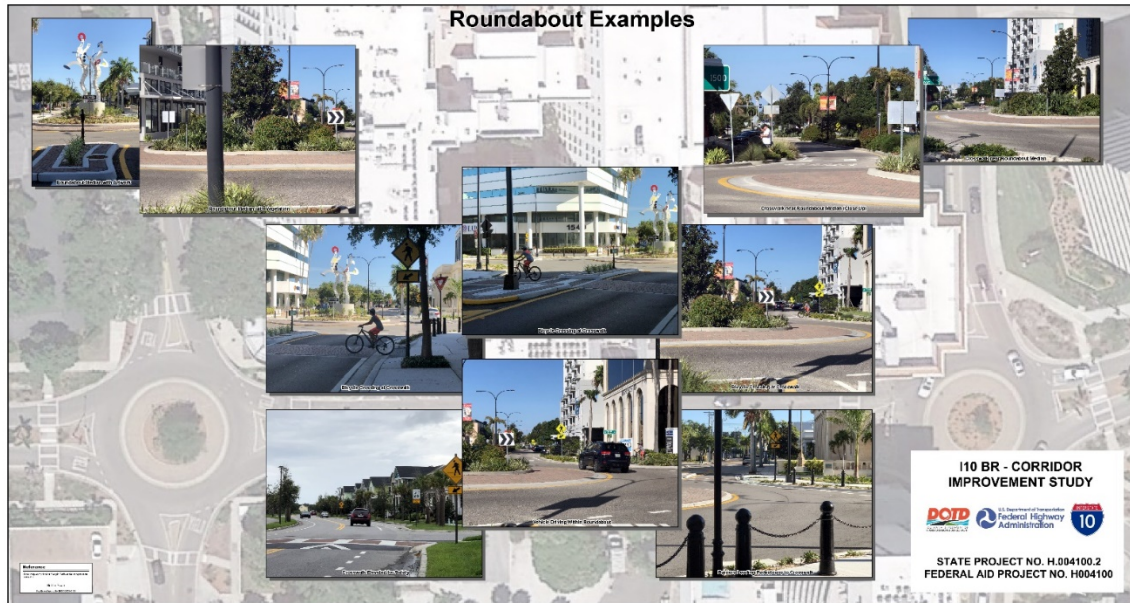
At the Perkins Ramps exhibit area, there were 30 written comments received. Of these, 8 mentioned a bike/ped path, 7 discussed a park or open space and 5 mentioned parking, while another 5 mentioned a desire to keep the ramps.



Additional Exhibits

In addition to roll plan maps and CSS exhibits displayed at each public meeting, six additional exhibits were on display featuring illustrations, diagrams, and matrices. These included the following:

Roundabout Examples



Washington Street Roundabouts Layout



State Project No. H.004100.2, and Federal Aid Project No. H004100
East and West Baton Rouge Parishes, Louisiana

Dalrymple Roundabout Alternative

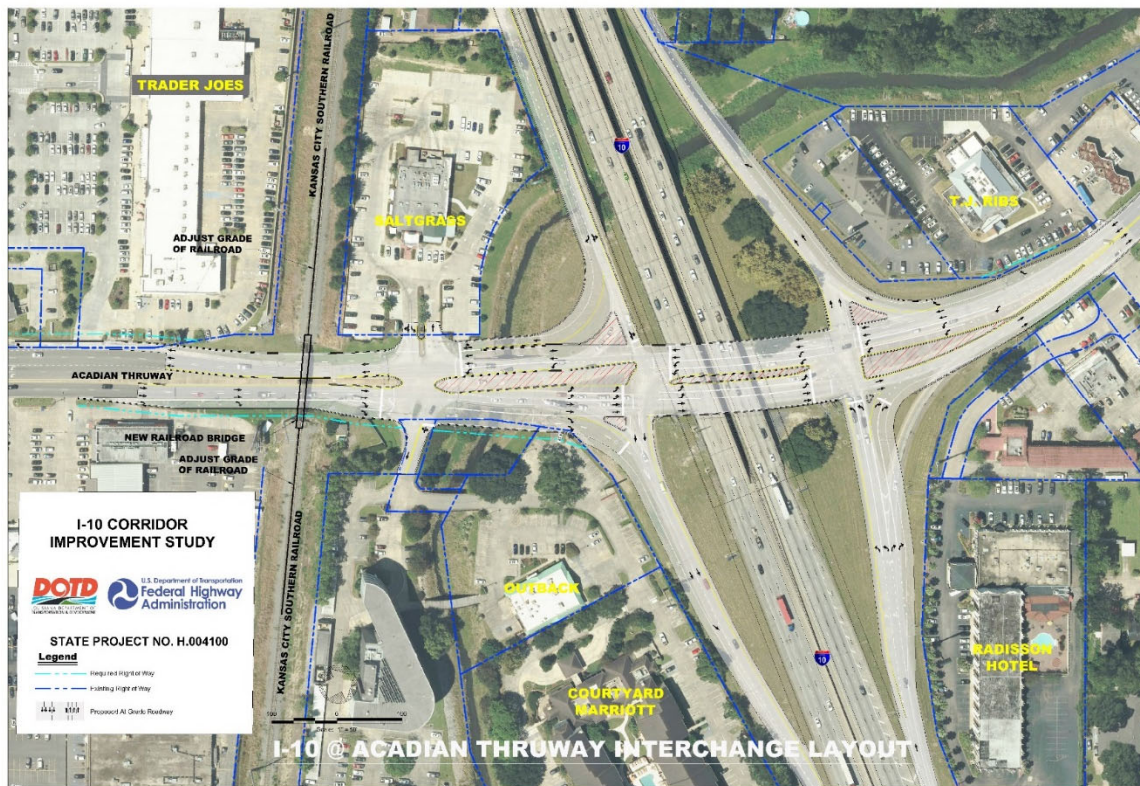


"How to Drive" Washington and Dalrymple



By following the color-coded arrows, guests viewing the "how to drive" exhibits could better visualize how they would actually use the proposed infrastructure improvements.

Acadian Interchange Layout



Nairn Bridge – Conceptual Views (exhibit A)

NAIRN BRIDGE REPLACEMENT CONCEPT FREEWAY VIEWS

Freeway View During the Night



Freeway View During the Day



Nairn Bridge – Conceptual Views (exhibit B)

NAIRN BRIDGE REPLACEMENT CONCEPT PEDESTRIAN VIEWS AT NIGHT



Nairn Bridge – Conceptual Views (exhibit C)

NAIRN BRIDGE REPLACEMENT CONCEPT PEDESTRIAN VIEWS DURING DAY



Pedestrian View (Facing South) with Outside Screen Barrier
And Inside Living Barrier



Pedestrian View (Facing South) with Outside Screen Barrier
And Inside Hard Barrier



Pedestrian View (Facing South) with Outside Wall and Inside Living Barrier

“How to Drive” College Drive



“How to Drive” College Drive from I-10 East Bound (with Flyover)



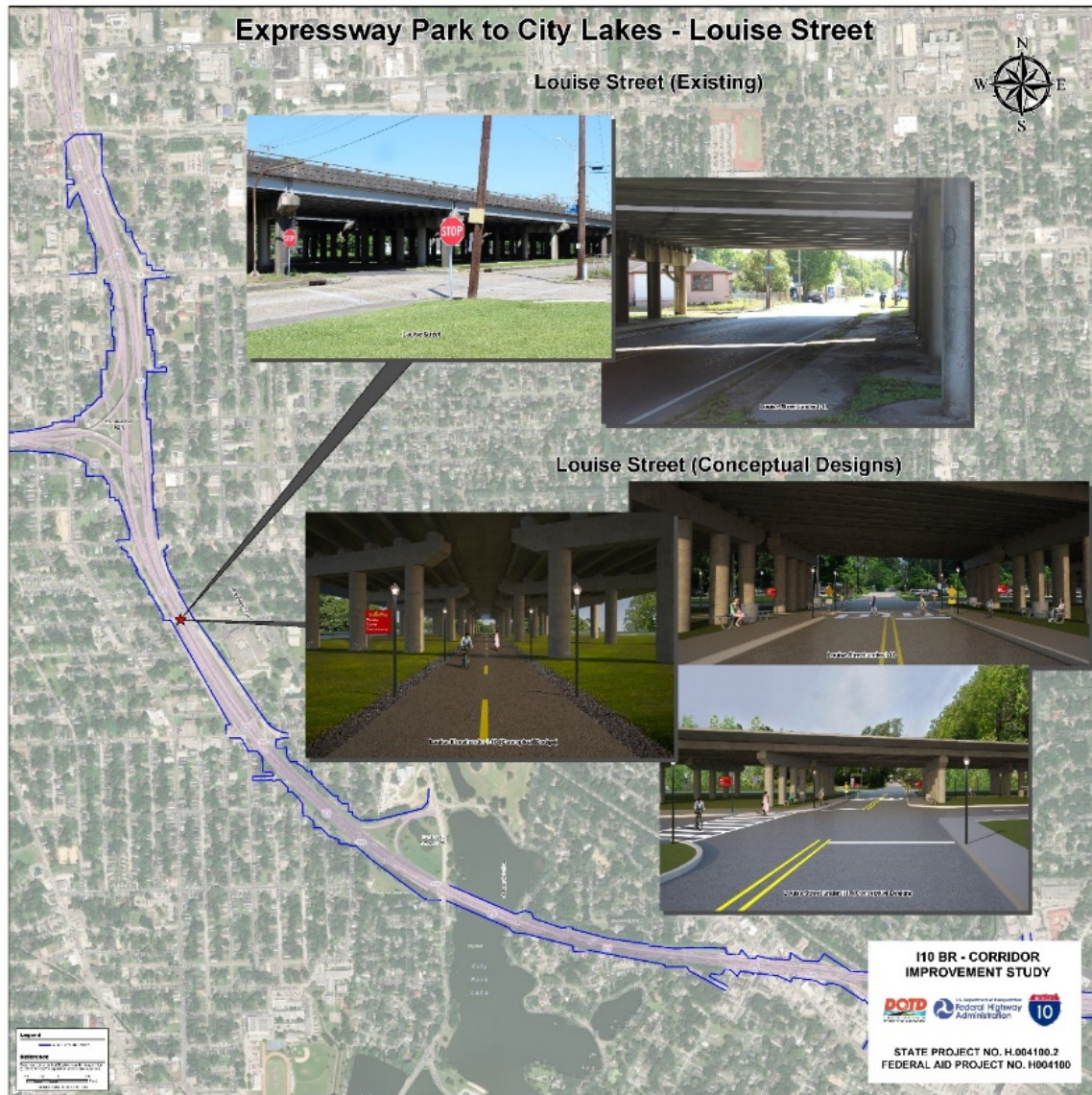
Concept Trails



East Polk Street Park



Expressway Park to City Lakes – Louise Street



D. Meeting Attendance

Sign-in sheets at each of the three meetings reflect attendance totals as follows:

<i>Meeting</i>	<i>General Public</i>	<i>Agencies and Elected Officials</i>	<i>Project Team</i>	<i>Total</i>
Tuesday, August 28 – McKinley Middle Magnet School	237	21	14	278
Wednesday, August 29 – Addis Community Center	127	30	13	171
Thursday, August 30 – Marriott Baton Rouge	247	26	15	288
Totals	737	*	*	--

Official Count of I-10 Corridor Improvement Study Stage 1

*Not totaled because it would largely be re-counts of the same individuals.

Sign in sheets can be viewed in Appendix C.

E. Public Meeting Comment Forms

The general comment form sought ideas and concerns covering the entire scope of the project, allowing persons to write whatever they wished to share. There were 46 written comment forms deposited in comment boxes during the week of the meetings. These comments are contained at the end of Appendix D.

During the public meetings, opportunities were provided for participants to give their written comments and suggestions for the project. Two different types were provided:

- 1) A general public comment form, provided upon entering the open house exhibits
- 2) Comment cards for the Context Sensitive Solution (CSS) Community Connection Exhibits (The four community connection comment cards were part of individual exhibits and were intended to get more specific ideas and comments concerning various conceptual options at four specific areas of the interstate study area.)

Comment Cards for the Context Sensitive Solution (CSS) Community Connection Exhibits

City Park Lake Bridge

What would make the City Park Lake bridge concept work for me is...



Spandrel Arch



Haunched Box

Conceptual designs
for a new bridge.



August 2018

004100.2

Nairn Drive Bridge

What would make the Nairn Drive bridge concept work for me is...



New 2-lane bridge
adds multi-use path
accommodating
bicycles.
August 2018



MY NAME

EMAIL OR
CONTACT #

I-10 from LA 415 to I-10/I-12

State Project No. H.004100.2

Perkins Ramps

What would make the Perkins ramps makeover concept work for me is...



Removal of I-10 ramps at Perkins
Rd. offers opportunity site for new
use.

~3 acres of land,
> 2 football fields

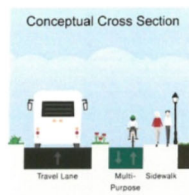


August 2018

004100.2

Expressway Park to Dalrymple

What would make the Expressway Park to Dalrymple Dr. trail concept
work for me is...



Conceptual multi-use trail linking
Expressway Park to Dalrymple Dr.,
a distance of approxi-
mately one mile.



MY NAME

EMAIL OR
CONTACT #

I-10 from LA 415 to I-10/I-12

State Project No. H.004100.2

August 2018

IV. Public Meeting Feedback

The open house public meetings brought out ample amounts of constituents each night. Every member of the project team was dedicated to helping the public understand where things stand in the planning process and gather input on how the project could impact their neighborhoods and workplaces.

A project of this magnitude understandably generates a large number of questions. Meeting participants were able to meet individually with experts in specific project fields to procure insights into different project areas and learned that the project team and DOTD will be factoring all feedback into the next phases of the effort that will be presented to the public before the project moves to the final stages of funding, design, and construction.

The project team will develop responses to comments received and both the meeting transcript and the comments and responses will be posted online as swiftly as possible following the conclusion of the comment period. A notification e-blast will be distributed when these responses are posted to the project website at www.i10br.com.

A. Comments Received at Meetings

At all the open house public meetings, participants were given the opportunity to speak directly with members of the project team to clarify specific questions. Participants were provided a hard copy comment form for use at the meeting to leave specific project comments onsite to be entered into the project record. At the three meetings, a total of 43 written comments were received on the project meeting comment forms.

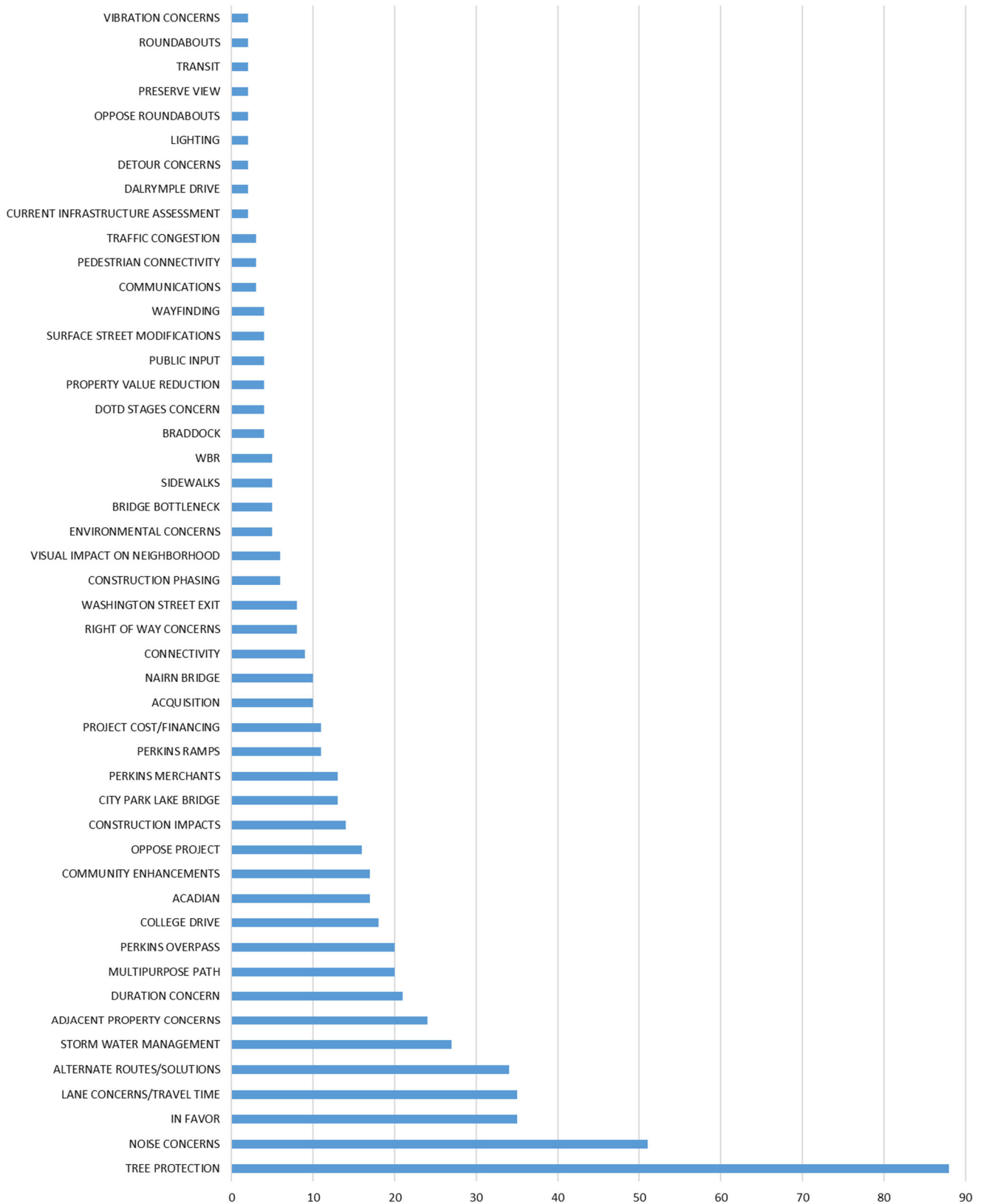
B. Oral Comments Captured by Court Reporter

A stenographer was present at all three meetings allowing participants the option of giving their comments verbally. There were a total of 10 verbal comments received between the three meetings.

C. Comments by Mail, Email and Website

Meeting participants and anyone who was subsequently informed of this opportunity by word-of-mouth or social media, had the option to submit comments to the project team by U.S. mail or email. The deadline for submittal (postmark) was two weeks after the last public meeting – September 12, 2018. We received a total of 108 comments that were submitted via i10br.com project website. We also received a total of 86 comments that were submitted to the project team by mail or email.

Trending of the total 247 comments received through the general comment forms (not specific to Context Sensitive Solutions exhibits) can be seen in the chart below and individual comments are referenced in the appendixes. Each comment was trended along all topics mentioned within the comments, meaning a total of more than 600 individual comment trends were recorded among the received comments.



V. Public Meeting Photos

Tuesday, August 28, 2018

McKinley Middle Magnet School



McKinley Middle Magnet School



McKinley Middle Magnet School



McKinley Middle Magnet School



McKinley Middle Magnet School



McKinley Middle Magnet School



Wednesday, August 29, 2018

Addis Community Center



Addis Community Center

Addis Community Center



Addis Community Center



Addis Community Center



Addis Community Center



Thursday, August 30, 2018

Baton Rouge Marriott



Baton Rouge Marriott

Baton Rouge Marriott



Baton Rouge Marriott



Baton Rouge Marriott



Baton Rouge Marriott





FRANKLIN

ASSOCIATES

STRATEGIC CONSULTANTS

2148 Government Street
Baton Rouge, Louisiana 70806

(225) 389-6518

www.franklinassoc.com

COMMENTS

PUBLIC MEETING COMMENT LOG

COMMENT	Method	KEY WORDS	RESPONSE
<p>1) Our city's roadside trees and green infrastructure and critical and significantly valuable to me.</p> <p>2) DOTD must allocate adequate funds and budget for comprehensive management for our valuable green infrastructure as a crucial component of the I-10 widening project. Including tree replacement and arboricultural care.</p> <p>3) Economic and ecological value of trees within the proposed project area</p> <p>4) All trees removed during the process should be accounted for and replace at the ratio of 3:1 in an effort to recover the loss of ecological and environmental services that the current trees provide.</p>	Mail/Email	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.
First, since it is acknowledged that this project will not solve the long term problem with traffic in BR, and that by the time all the construction is completed it will be time to start over, why not address the problem with a permanent long term solution. A new bridge that connects with a loop within BR that could be an upgraded Airline Highway which would serve both BR traffic and I-10 through traffic. It could also be an opportunity for new development along Airline or where ever the corridor is. An increasingly larger and larger I-10 through the heart of BR is counter to the idea of smart streets that give more options not fewer larger streets. The interstate system in BR was poorly conceived from the start, why continue the poor planning when an improved look at the problem could give better results?	Online Comment	OPPOSED, ALTERNATIVE ROUTES, SOLUTIONS	During the Stage 0 Feasibility Study for this project, alternative regional transportation improvements were considered including a new southern Mississippi River Bridge crossing and a Northern Bypass. Though these megaprojects will provide improved traffic flow through the Baton Rouge metro area, the I-10 Improvement through Baton Rouge is necessary to help alleviate congestion through the area.
Adding lanes going up to the bridge, which can't be widened, creates a bottleneck at the approach. coming off the bridge into BR is a problem, so remove Washington exit (Dalrymple is right there and Terrace will serve i110) and make 2 dedicated lanes off the bridge.	Online Comment	MISSISSIPPI RIVER BRIDGE TRAFFIC, WASHINGTON STREET EXIT	Traffic Analysis shows that two lanes are required on I-10 Eastbound from the Bridge and two lanes are required from I-110 Southbound to I-10 Eastbound. This configuration makes up the proposed four through lanes on I-10 Eastbound east of the I-10/I-110 Interchange. Alternatives to the College Drive interchange were considered in the Stage 0 Feasibility Study and did not move into the Stage 1 study due to environmental impacts.
The main detrimental effect of widening is to the Perkins Rd area. Prolonged construction can have a serious effect on businesses in close proximity. This is a thriving area that could suffer greatly with the plans at hand , and should be protected. I have seen many areas where almost all the businesses failed while prolonged construction blocked easy access, also noise and dust, etc.	Online Comment	PERKINS MERCHANTS, CONSTRUCTION IMPACTS	LA DOTD intends to minimize any adverse impacts to the local businesses and residences in this area during construction of this project.
Keep the elevated spans separate, to provide light and air to the crossing street. Widening the spans on the inside lanes and thereby eliminating the open space between spans gives an undesirable dark tunnel that is not inviting or welcoming. Electric lights are not the solution, they use electricity and burn out or are otherwise not working, and are seldom replaced, and never bright enough to counter the ugly space that is created.	Online Comment	COMMUNITY ENHANCEMENTS	Widening to the inside minimizes impacts to adjacent properties. Context Sensitive Solution designs will be incorporated to provide a more pedestrian/bike friendly under facility environment.
Roundabouts, contrary to your handout, do take more pavement and resources (and are non pervious surfaces that cause water problems), and can end up taking more time than traffic lights. I got stuck exiting i12 in Hammond at the roundabout. I wanted to turn to the left. The roundabout is 2 lanes and small and the through traffic was solid and continuous, there was no way I could enter and merge in, much less get into the inside lane to go left around and continue into Hammond.	Online Comment	ROUNDAOBOUTS, SURFACE STREET MODIFICATIONS	Traffic analysis of the roundabouts indicate that they will function well at the locations for which they are proposed.

COMMENT	Method	KEY WORDS	RESPONSE
There is NOT enough information regarding what will happen to/how our property will be affected. My tenants are asking lots of questions and you haven't given us the answers yet. I own 2E in Hollydale. Please advise and please do not to disrupt our precious little urban area that people have worked so hard to build. Thank you for listening and for your consideration.	Mail/Email	ADJACENT PROPERTY IMPACTS, PERKINS OVERPASS	Project information developed to date is located on the project website at www.i10br.com . Real Estate specific questions can be directed to DOTD's Real Estate section and they will assist you. More information will be available as the project progresses and an Environmental Assessment will be published for public review.
In an effort to recover the loss of ecological and environmental services that trees provide, all trees removed during the I-10 corridor improvement should be allowed for and replaced at a ratio of 3:1.	Mail/Email	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where possible in coordination with Baton Rouge Green.
I am a Garden District resident, and I think the proposal for a bike path that makes it easier to get from our neighborhood to the part of town including Trader Joe's, Magpie and Zippys would be a great improvement to our community! This promotes health and will lead to less fuel emission for local residents. The continuation of the north/south path on Eugene that currently meets the existing east/west Capital Heights and planned Government St paths would be a simple addition for the city as all land in between is open and available. This could lead to the expansion of business in these parts of the city that have not yet been developed.	Online Comment	PERKINS OVERPASS, MULTIPURPOSE PATH	Thank you for your comment and we take your route suggestion under advisement as we further develop connectivity concepts.
Please put concrete wall on Eugene that will protect the people living on Rhododendron. Thank you!	Meeting Comment Box	NOISE	The project team has analyzed the effect of a noise barrier along I-10 to reduce noise levels in the neighborhood. A noise barrier in your neighborhood does not meet FHWA and DOTD policy for Federal funding and would require a special state appropriation in order to be constructed. If funding for this wall is obtained, it will be on the structure and not on Eugene.
What are the impacts to our community?	Meeting Comment Box	ADJACENT PROPERTY IMPACT	The Environmental Assessment will consider impacts associated with the construction and operation of the project.
2. We don't understand how long construction will take? Some reports are five years, some are seven years. Where is the schedule? What is the real cost of the project if \$350M is ONLY the first phase listed on your website?	Meeting Comment Box	DURATION, COST, FINANCING	DOTD is working on construction sequencing. The majority of the work east of the Mississippi River is expected to have a construction time frame of up to seven years depending on the complexity of the segment. The work west of the Mississippi River would be initiated as the construction on the east side is nearing completion. An Opinion of Probable Cost is under development and will be included in Environmental Assessment.
4. Why is Phase 2 Financing being ramrodded almost ahead of a Phase 1 Public Review and Comment? You don't even know what the public wants, so how do you know this is the correct plan to finance. Why?	Meeting Comment Box	DOTD STAGES, COST, FINANCING	Preliminary cost estimates were developed in the feasibility phase. More detail estimates are under development and will be included in the Environmental Assessment as the Opinion of Probable Cost. These costs will be based on the alternatives developed during the Environmental Assessment. Financing can occur concurrently with the Environmental process, as the goal is to identify a source of funding, then secure the funding. A source of initial funding has been identified and the Department continues to look for additional sources based on the anticipated need from preliminary cost estimates.
5. Is this the only chance to come in before the environmental document is complete?	Meeting Comment Box	PUBLIC INPUT OPPORTUNITIES	The public will have an opportunity to attend and comment at the public hearing. A public hearing will be scheduled when the environmental document has been published for public review. Also, the public may provide written comments on the environmental document once it is published. Comments can be received via the project website (www.i10br.com) and email to the project team through the public hearing comment period.
6. Will there be a glass sound wall over the City Park and University lakes?	Meeting Comment Box	CITY PARK LAKE BRIDGE, NOISE	Sound wall design comments have been received and will be considered as the project moves into the design stage. Presently, only the eastbound side of the City Park Lakes bridges qualifies for a federally funded noise wall. A special state appropriation will be necessary to fund a noise wall on the westbound side.
7. Will there be a signature bridge replacing the Nairn Street Bridge?	Meeting Comment Box	NAIRN BRIDGE	The Nairn Street bridge will be replaced as a result of this project. The concepts are to have a signature bridge with pedestrian and bicycle paths.

COMMENT	Method	KEY WORDS	RESPONSE
8. How many columns are in need of repair and replacement at the present time?	Meeting Comment Box	CURRENT INFRASTRUCTURE ASSESSMENT	The majority of the elevated segments are scheduled to be replaced. However, there are approximately 200 columns slated to remain. For those cases the goal would be to remove the accumulated debris, power wash them and provide them with a concrete sealant coupled with a surface finish to match the color of the new bridge segments. In order to support higher truck loads, many of the columns and substructure elements scheduled to remain may also need to be strengthened. The strengthening process will take into account the structural requirements, aesthetics and low maintenance of the rehabilitated column.
9. How many lanes will Interstate 110 have and for how long?	Meeting Comment Box	LANES, TRAVEL TIME	If the question is relative to how many lanes will be open during construction, the answer is three in each direction during daylight hours, with the potential for lane closures during the overnight hours. Traffic Analysis shows that two lanes are required on I-10 Eastbound from the Bridge and two lanes are required from I-110 Southbound to I-10 Eastbound. This configuration makes up the proposed four through lanes on I-10 Eastbound east of the I-10/I-110 Interchange.
10. How long will interstate 110 be closed at the Baton Rouge side of the bridge? How many times will it be closed?	Meeting Comment Box	DURATION, CONSTRUCTION	No closures of I-10 to traffic are anticipated as a result of construction, lane shifts and overnight lane closures reducing the open travel lanes to less than three are expected.
11. How long will Interstate 110 be one lane at the East side of the New Bridge?	Meeting Comment Box	LANES, TRAVEL TIME	Traffic Analysis shows that two lanes are required on I-10 Eastbound from the Bridge and two lanes are required from I-110 Southbound to I-10 Eastbound. This configuration makes up the proposed four through lanes on I-10 Eastbound east of the I-10/I-110 Interchange.
12. How long will interstate 110 be two lanes at the eastern foot of the bridge?	Meeting Comment Box	LANES, TRAVEL TIME	Traffic Analysis shows that two lanes are required on I-10 Eastbound from the Bridge and two lanes are required from I-110 Southbound to I-10 Eastbound. This configuration makes up the proposed four through lanes on I-10 Eastbound east of the I-10/I-110 Interchange.
13. Interstate 10 backs up to the Louisiana 415 Lobdell interchange in West Baton Rouge every afternoon now, how much further will it be backed up during construction?	Meeting Comment Box	LANES, TRAVEL TIME	The comment speaks to a future condition that cannot be accurately addressed until all the traffic analysis is completed, other than maintaining three lanes of traffic will be the most effective method of reducing congestion during construction.
14. Isn't there supposed to be a Traffic management plan? If so is it available now, if not when will it be complete? 15. How will this traffic management plan be communicated to the public?	Meeting Comment Box	LANES, TRAVEL TIME	A traffic management plan will be developed when geometry is approved and the traffic study is completed. The traffic management plan will be posted to the project website when it is complete, presumed in mid-2019.
16. Isn't this [traffic management] plan required to be made public now rather than later	Meeting Comment Box	LANES, TRAVEL TIME	A traffic management plan will be developed when geometry is approved and the traffic study is completed. The traffic management plan will be posted to the project website when it is complete, presumed in mid-2019.
17. Have any alternate studies been done to incorporate widening say Airline Highway at \$100 million and removing some of the lights to make it a faster more direct route from Interstate 110 to Prairieville rather than taking the Interstate	Meeting Comment Box	ALTERNATE ROUTES,SOLUTIONS	DOTD investigated this in the Baton Rouge Urban Mobility Plan (BUMP) study. Model runs showed that only a minimal amount of traffic is diverted away from I-10 if we built the BUMP, or essentially widen Airline Highway.
18. Why wouldn't it be better idea to widen Airline Highway and make it six lanes first from Plank Road to Prairieville before work of any kind much less this radical widening is even contemplated on the interstate	Meeting Comment Box	ALTERNATE ROUTE, SOLUTIONS	DOTD investigated this in the Baton Rouge Urban Mobility Plan (BUMP) study. Model runs showed that only a minimal amount of traffic is diverted away from I-10 if we built the BUMP, or essentially widen Airline Highway.
19. Will the traffic lights on Airline Highway be removed during construction to facilitate an alternate route?	Meeting Comment Box	ALTERNATE ROUTES, SOLUTIONS, LANES, TRAVEL TIME	A full Transportation Management plan will be performed prior to construction of the project to help facilitate traffic and determine any mitigating projects that need to be completed.
20. Will median openings be closed on alternate routes during construction?	Meeting Comment Box	ALTERNATE ROUTES, SOLUTIONS, LANES, TRAVEL TIME	A full Transportation Management plan will be performed prior to construction of the project to help facilitate traffic and determine any mitigating projects that need to be completed.

COMMENT	Method	KEY WORDS	RESPONSE
21. When will I know if my business will be affected? 22. If it is affected how long can I expect to be impacted?	Meeting Comment Box	STAGES	21 - The existing apparent proposed right-of-way shows businesses that will be directly affected by the widening. Other business impacts, such as access during construction, will be worked out during the design stage. 22-How long a business could be affected by construction is relative to where the business is and the length of the construction associated with that particular section. DOTD will keep the public updated on construction activities through the project website, DOTD's website, the MyDOTD app, and local media.
23. How long will the following interchanges be closed during construction? 24. College Drive? 25. Acadian Thruway? 26. Perkins Road? 27. Dalrymple Drive? Round About? 28. Washington Street 29. The new Terrace Street Exit? 30. Then Nairn Street Bridge?	Meeting Comment Box	CONSTRUCTION PHASING	. 23-28 Portions of each interchange will need to be closed during various phases of the construction process. The exact times for closure of specific entrance and exit ramps will be determined in the Stage 3 Final Design Process. 29 - The Terrace exit will be operational while this project is under construction. 30-The replacement of the Nairn Street bridge is proposed to be conducted over several months, where by the existing bridge will be removed and traffic re-routed until the new bridge is in place. The length of time necessary to remove and replace the bridge will depend on weather conditions, but the intent is to replace it during the summer months
31. When will the detour routes be identified?	Meeting Comment Box	LANES,TRAVEL TIME	31 - The traffic management plan will provide some detail on potential detour routes. This plan will be completed in mid-2019.
32.How will the detour routes be communicated to the public? 33. How will the detour routes be communicated to those that live outside the parish? 34. How will out of state Travelers be directed and diverted through the Baton Rouge area?	Meeting Comment Box	LANES,TRAVEL TIME	During construction, information, such as detour routes and when detours may be necessary, information will be available via the project website, DOTD's website, MyDOTD, and local news media.
35. Will there be any changes on the ground local road network as a result of the Terrace Street exit?	Meeting Comment Box	TERRACE STREET EXIT, SURFACE STREET MODIFICATIONS	While not part of this project, the new Terrace Street exit may result in modifications at Terrace and Braddock, relative to whether a roundabout is constructed at that location.
36. Will community enhancement be made before the project starts? Or will they never get done like most projects	Meeting Comment Box	COMMUNITY ENHANCEMENTS,COST,FINANCING	DOTD will make commitments for community enhancements, mitigation, and context sensitive solutions in the EA. Implementation of these items will vary depending on phasing of the project.
37. What will be the increase in time to get to my job at LSU from the medical district? 38. Increase in time from Southdown's or from West Baton Rouge Parish and Iberville? 39. I live on the east side and work on the west side how will Travel be impacted?	Meeting Comment Box	LANES,TRAVEL TIME	37-38 -We can not speculate your travel time or which routes you presently use. 39- Travel delays are anticipated during construction. Three travel lanes are proposed to be open and flowing during daylight hours, which should minimize travel delays. Lane closures should only be allowed during times when the queue analysis indicates the impacts would be acceptable, which is most likely at night and on weekends.
40. If my children are just starting LSU now will it be finished before my children graduate?	Meeting Comment Box	DURATION	We can not speculate the completion of construction versus your family's graduation timing.

COMMENT	Method	KEY WORDS	RESPONSE
<p>41. Will carpools and vanpools have a priority line through or around during construction?</p> <p>42. Why wouldn't it be more practical to have police on motorcycles monitor any accidents and assist with moving vehicles to the side of the road</p> <p>43. Why do we not fine people like Florida does if they run out of gas on the top of the bridge? Or fined for not moving their vehicle off to safety and the side of the road on the interstate going through Baton Rouge?</p> <p>44. Why do we not fine people if they do not move their car regardless of the condition to the side of the road to allow traffic to pass on the interstate?</p> <p>47. Why do we not have the police monitoring the dozens of DOT cameras ready to respond to that any accidents on the interstate?</p> <p>49. Why do the wrecker companies divide the bridge work at the parish line rather than a more common sense approach of those that are eastbound be serviced by East Baton Rouge Parish and those that are westbound be serviced by West Baton Rouge Parish wreckers?</p>	Meeting Comment Box	LANES,TRAVEL TIME	<p>41 - The Transportation Management plan will consider priority to vanpools and carpools. 42 - There are no accident monitoring proposals included in this project, however, Construction Motorist Assistance Patrol (MAP) trucks will be on site throughout the project.) 43-44- Highway laws are outside the authority of the LA DOTD and outside the scope of this project. 47 - MAP will be considered in the Traffic Management Plan (TMP). MAP will patrol the construction zone, quickly respond to any incidents as they occur, be in constant communication with the Traffic Management Centers (TMCs) responsible for monitoring the roadways and dispatching the police and other first responders as needed. zone, quickly respond to any incidents as they occur, be in constant communication with the Traffic Management Centers (TMCs) responsible for monitoring the roadways and dispatching the police and other first responders as needed. 49- This is outside the authority of the LA DOTD and outside the scope of this project.</p>
<p>45. Why do we not have an emergency crossover at the foot of the bridge near the Washington Street exit?</p> <p>46. Why have other emergency crossover locations not been considered?</p>	Meeting Comment Box	LANES,TRAVEL TIME	The comment is not entirely clear. If the term "emergency crossovers" is to allow emergency vehicles to uturn, this concept would not allow required highway geometry to be achieved on I-10 from College to the Mississippi River Bridge.
48. Why are about 20 percent Of the lights on the interstate not working?	Meeting Comment Box	CURRENT INFRASTRUCTURE ASSESSMENT	The City-Parish of East Baton Rouge has a maintenance contract with Entergy for the lights.
50. How much money has been spent on Surveys so far?	Meeting Comment Box	COST,FINANCING	The current on-going survey of the I-10BR corridor is approximately \$6.8M.
Don't take off the ramps.	Meeting Comment Box	PERKINS RAMPS	The Perkins Road ramps need to be removed to modify the Acadian ramps. They cannot remain in place with the additional travel lanes.
Long ugly process but it will be nice	Meeting Comment Box	DURATION	Thank you for your comment.
Please take BR Fault line into consideration in bridge planning and construction.	Meeting Comment Box	GEOTECH	Thank you for your comment. Seismic considerations were included in the bridge studies conducted in concert with this project.
If the Acadian WB Off Ramp could somehow be incorporated into the new College Off Ramp that is separate from the main flow, that would potentially help the thru traffic also. Looks to me like there are almost as many getting off at Acadian, as College, when LSU/schools are in session.	Meeting Comment Box	ACADIAN	Thank you for your comment. Variations of this were considered in the Stage 0 Feasibility Study and did not move into the Stage 1 study due to its environmental impacts.
I hate that the Perkins WB Off Ramp is going away. To have to turn off Perkins and go down and turn left onto Acadian ramp is just not a good option. The Acadian Underpass sometimes floods, as well as getting into unnecessary traffic. If there was an alternate way to get to the Acadian On Ramp, but does not seem feasible. What about a fifth lane with the on ramp that possible terminates at the Dalrymple Off Ramp?	Meeting Comment Box	PERKINS RAMPS REMOVAL	Thank you for your comment. Additional lanes on the mainline would require more right-of-way acquisitions and increase the environmental impacts.
The Perkins EB Off Ramp is not as critical as the WB On Ramp, but is such a viable alternative to having to turn left onto Perkins from Acadian. Also on occasion, that railroad underpass floods. This is an option.	Meeting Comment Box	PERKINS RAMPS REMOVAL	The removal of the Perkins ramps is necessary to accommodate modifications to the Acadian interchange.

COMMENT	Method	KEY WORDS	RESPONSE
I saw an exhibit that showed a multi-use path looping out and back on the west of Acadian Thruway, connecting the Thruway north of I-10 to south of I-10, and spanning Dawson Creek. There is also another exhibit showing good pedestrian and bicycle paths on the Nairn bridge. I appreciate the provision of sidewalks and paths that provide safer crossings by avoiding conflicts with traffic entering and exiting I-10. This is really fabulous, forward thinking, and inclusive. However, pedestrians will always be tempted to take the shortest route. They may be running late for work, or they just want to get to their destination more quickly because the weather is so very hot and humid. So these great facilities should not replace pedestrian infrastructure that runs directly alongside surface streets. Formal pedestrian infrastructure still needs to be provided along Acadian Thruway, College, and other surface streets and roads as they pass under I-10. This infrastructure should include sidewalks, striped crossings, and walk/don't walk signals.	Online Comment	ACADIAN, MULTIPURPOSE PATH	Thank you for your comments. Concepts for Acadian are incomplete at this time, we will take your suggestion under advisement.
It is inconceivable to me that DOTD would even consider REMOVING TREES that have been deliberately purchased, planted and nurtured as they mature!!! Our city's roadside trees and green infrastructure are crucial and valuable to me and the citizenry of baton rouge and of course to the planet!!! At the very least, DOTD must budget for the replacement of all trees to be removed as a critical element of the I-10 Widening project budget, not an afterthought! IF, some of them must be removed, then RELOCATE THEM!! Do not just cut them down!!!!	Online Comment	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where possible in coordination with Baton Rouge Green.
The improvements to the I-10 from Port Allen to Essen is a good start. Though much is needed in terms of infrastructure improvements in Baton Rouge, this start paves the way to "seeing" results the community has longed for with the use of tax dollars. As a commuter in the daily hustle-and-bustle of the I-10 gridlock, it is comforting to know that the improvement frees up much needed minutes for other, more enjoyable activities. We have to start somewhere: the I-10 between Port Allen and Essen is a good start.	Online Comment	SUPPORT	Thank you for your comments.
PLEASE keep the bike/pedestrian design elements included thus far. These items have a way of vanishing from the "plans" and are an essential safety feature. THANK YOU.	Online Comment	BRADDOCK ST,MULTIPURPOSE PATH	Thank you for your comments.
PLEASE add some form of sidewalk along Acadian Thruway (there are multiple schools in the area .)	Online Comment	ACADIAN,SIDEWALKS	Thank you for your comments. Existing sidewalks will be replaced. New sidewalks are being evaluated, but any new sidewalks proposed will require maintenance agreement with City before implementation.
Please consider the problems along College Drive. Sidewalks and NO bike infrastructure. We folks on bikes take the back streets , as much as possible but getting thru the College drive area on College * from Bawell South to the Walmart area is problematic.at best.	Online Comment	COLLEGE DRIVE,SIDEWALKS	Thank you for your comments. The bike and pedestrian elements presented to date include the addition of a multiuse path on the Nairn Bridge providing improved bike and ped connectivity in the area.
And YES, we do cross the Nairn I-19 overpass Bridge and then use the small bridge at the back of the BREC Park that leads to Ferret Street.... WHAT will we do when y'all are messing with the Nairn Bridge over the I-10. PLEASE consider our safety. THANK YOU	Online Comment	NAIRN BRIDGE,LANES,TRAVEL TIME	Thank you for your comments. Potential detour routes for traffic will be presented in the Transportation Mangaement Plan under development for this project.

COMMENT	Method	KEY WORDS	RESPONSE
<p>Okay. So one of the questions that I had for Perry outside is regarding the Perkins Road overpass. I have the building that is under the overpass, right adjacent with the big round top building. It's been there. It's a restaurant, K Street Grill. K Street Grill. Kalurah Street Grill. And the question that I think both Mike, that has DiGiulio, and then I had with K Street Grill would be could they maybe increase the parking under the overpass area since they're going to be taking parking away from under the interstate curtain for those people that want to still go to restaurants in that area? So my suggestion is that they increase the parking under the Perkins Road overpass where they have, you know, room all the way to the railroad tracks.</p> <p>And I think that's really it, because everything else was kind of answered for me. But I'm trying to stay in business, okay? Thank you. And I'll write Barbara Freiberg, too, my council woman, but that's it. Have a good day. Thanks.</p>	Stenographer	PERKINS MERCHANTS	We are in the process of developing final recommendations for mitigation and enhancements to be implemented as part of this project. The design for the Perkins Road ramp area is proposed to include additional parking.
Concerned with how Washington St. exit will impact the community. Will this improvement create a more congestive issue for South Blvd., Terrace and 13th/Eddie Robinson?	Meeting Comment Box	WASHINGTON STREET EXIT	DOTD has not studied the impacts of increased traffic on other areas.
Consider bridging over from South Bluebonnet to WBR to give I-10 East and West A break trying to commute back and forth over the MS River. Especially for plant workers. Truckers and pass thru people need some relief.	Meeting Comment Box	ALTERNATE ROUTES,SOLUTIONS	During the Stage 0 Feasibility Study for this project, alternative regional transportation improvements were considered during the traffic study, including a new southern Mississippi River Bridge crossing and a Northern Bypass. Though these megaprojects will provide improved traffic flow through the Baton Rouge metro area, the I-10 Improvement through Baton Rouge is necessary to help alleviate congestion through the area.
Okay. I was reading over the GPS system, computer help over there, and it appears that our location at 1358 is out of the way of construction. But the major concern is the traffic pattern. There is a straight direct drive in the middle of the traffic zone, or the construction zone, that may alter access to our location. And we would like to know how would that be alleviated?	Stenographer	CONSTRUCTION IMPACTS,ACCESSIBILITY	Access to homes, businesses and community facilities will be maintained to fullest extent practicable during all phases of construction. Note though that there may be times when access is impacted.
<p>1) Our city's roadside trees and green infrastructure are crucial and valuable to me</p> <p>2) DOTD must budget for the replacement of all trees to be removed as a critical element of the I-10 Widening project budget, not an afterthought</p>	Online Comment	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.
This is a short sighted plan. A band aid and waste of money. We need a bypass. You will take property and businesses and just push the problem down the road.	Meeting Comment Box	OPPOSED	During the Stage 0 Feasibility Study for this project, alternative regional transportation improvements were considered including a new southern Mississippi River Bridge crossing and a Northern Bypass. Though these megaprojects will provide improved traffic flow through the Baton Rouge metro area, the I-10 Improvement through Baton Rouge is necessary to help alleviate congestion through the area. The proposed configuration does show two dedicated lanes on I-10 eastbound combining with two lanes from I-110 southbound to make up the four through lanes for I-10 Eastbound to the I-10/I-12 Split.
I live in the Jefferson Place/Bocage neighborhood. It is so noisy in my backyard already. Now a flyover is being considered during new road construction. I can only imagine the added noise level. The noise wall that was constructed years ago makes little difference. Please reconsider the flyover as it will add an immense amount of noise to the Jefferson Place neighborhood.	Mail/Email	NOISE	Thank you for your comments.The project team is evaluating the effect of the flyover ramp on the noise levels for the residences in the Jefferson Place and Bocage neighborhoods in accordance with FHWA regulations and DOTD Highway Noise Policy.
I am in favor of the project. Traffic congestion is adversely affecting our economic growth and our quality of life. Please move forward as quickly as possible.	Mail/Email	SUPPORT	Thank you for your comments.

COMMENT	Method	KEY WORDS	RESPONSE
I am writing as a concerned citizen. The proposed flyover that borders our neighborhood will increase noise from I-10, may adversely impact drainage, may be visible from our neighborhood, and as a result may adversely impact our daily way of life. It is my understanding that the noise created by the expansion, specifically the flyover bordering our neighborhood, has not been communicated to the impacted residents. A noise reduction plan and potential flood impacts also needs to be communicated and addressed. This is very concerning in light of recent floods that devastated so many.	Mail/Email	NOISE,STORMWATER	Thank you for your comments.The project team is evaluating the effect of the flyover ramp on the noise levels for the residences in the Jefferson Place and Bocage neighborhoods.
Cannot imagine driving that route without seeing trees. Please replace them.	Online Comment	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.
My wife is a life long resident (pre-dating the original I-10 construction) and I am a 28 year resident of Jefferson Place subdivision. We currently bear the noise and environmental impacts from the I-10 near our neighborhood. We attended the recent public meeting concerning the proposed widening of I-10 and related flyover to College Drive. After the meeting, we have several unanswered questions and related concerns that we would like addressed prior to approval of this project. NOISE: What additional noise (total dB level) will be created in our neighborhood as a result of the proposed flyover, and how far will this elevated structure project the noise? We request additional noise abatement created to mitigate the additional noise as part of this project.	Mail/Email	NOISE	Thank you for your comments.The project team is evaluating the effect of the flyover ramp on the noise levels for the residences in the Jefferson Place and Bocage neighborhoods.
DRAINAGE: Will any adverse drainage issues be created as a result of the expansion and what will be done to alleviate related problems for our property?	Mail/Email	STORMWATER MANAGEMENT	Drainage patterns in this area will be similar as they are after construction of this project. Any potential drainage issues in this area and proper drainage design for the whole project area will be an important component of the Stage 3 Final Design Process.
FLYOVER: Will the flyover be visible from our property and/or property owners in our neighborhood? If the flyover is visible, we request some form of sight barrier to prevent a view of the flyover and at a minimum the lights from vehicles utilizing the flyover.	Mail/Email	COLLEGE DRIVE,BILLBOARD LIGHTS	Some residences in the Jefferson Place neighborhood will have a visual of the flyover. An evaluation is ongoing relative to the effect of the flyover ramp on noise levels.
We respectfully request that this information is communicated for additional public comment prior to any acceptance and authorization of the project.	Mail/Email	PUBLIC INPUT OPPORTUNITIES	The public input process includes a public hearing that will be offered in upcoming months. Please stay tuned to the project website at www.i10br.com .
As a member of the Baton Rouge Green Board, I am writing to implore LADOTD to account for and replace all trees removed during the I-10 widening project. This should be done at the ratio of 3:1 in order to recover the loss of the service of these trees provide both environmentally and ecologically. Those roadside trees and green infrastructure are crucial and valuable to me.	Mail/Email	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.
Please save as many mature trees as possible during the widening of I-10 in BTR. Out of town friends praise BTR for the canopy of trees surrounding parts of I-10. Please budget a suffice to amount to replace any destroyed/damaged in this process. Please plan to work 24 hours a day like the outstanding work done by the contractor years ago at the I-10/12 split. They got millions in incentive awards. Great for all. Work around neighborhoods at night time. Thanks and best wishes.	Online Comment	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.
Do not do this to our beautiful Perkins overpass and surrounding area. It will forever change the culture and atmosphere. It will add more noise and destroy the current ambience.	Online Comment	PERKINS OVERPASS, MERCHANTS	Thank you for you comment. Enhancements are being conceptually designed to improve the Perkins Road ramp area. Noise walls are proposed along I-10 through the Perkins area; some qualify for federal funding, some do not. A special state appropriation will be necessary to fund the non-qualifying walls.

COMMENT	Method	KEY WORDS	RESPONSE
Theses are mostly great ideas and needed improvements.	Meeting Comment Box	SUPPORT	Thank you for your comments.
Nairn Street Bridge: conceptual renderings look great, but concerned it won't end up like that. Green barriers and spacious multi use paths need to stay!	Meeting Comment Box	NAIRN BRIDGE	Thank you for your comments.
Perkins Road Overpass: the "opportunity areas" need to be improvements that benefit people and residents of the area. Do not sell off these areas to the highest bidding developer who only wants to exploit the character of our neighborhood. Give it to BREC!	Meeting Comment Box	PERKINS OVERPASS	Thank you for your comments.
Roundabouts: We need more of them in Baton Rouge. The Dalrymple redesign is not ideal, especially for me personally. A roundabout at Washington Street will at least keep me moving after I have to exit at Terrace.	Meeting Comment Box	ROUNDABOUTS	Thank you for your comments.
Sound walls: In my experience, these make sound worse for those of us who live away from them. I am skeptical of their benefit over the lakes, but also concerned about increased noise. I can already hear Interstate from my house.	Meeting Comment Box	NOISE	Thank you for your comments.
BUT: Widening I-10 will not improve traffic! "Induced Demand" is real! Why can't we try "REDUCED demand" instead, and spend the money on public transit or widening the bridge, or building a new bridge. You can make the top of the funnel as wide as you want, but if the spout stays the same size, it does nothing! \$360 Million thrown out the window.	Meeting Comment Box	ALTERNATE ROUTES,SOLUTIONS	Thank you for your comments. The final traffic study will be available for review prior to the public hearing.
The I-10 widening project is extremely vital for the future travel patterns of commercial traffic. Not only does the intra-state traffic need less congestion, the tractor trailer movement along I-10 provides a lot of fuel and retail sales, and tax dollars. Atlanta and east coast traffic (non Florida) needs relief through Baton Rouge and if there's too long of a delay in providing this, the future I-69 corridor will receive more of those dollars to the northern section of the state.	Online Comment	SUPPORT	Thank you for your comments.
comments on proposed widening	Mail/Email		No comments were provided.
I'm really concerned about pile driving for the bridge at Nairn Street and the sound wall between College and Acadian Drive. That's it.	Stenographer	CONSTRUCTION IMPACTS,NOISE	We do not yet know if there will be any pile driving on the project. DOTD has a policy for monitoring vibrations during pile driving with specific procedures for documenting adjacent structures before and after pile driving activities. Generally, regular construction activities for roadways typically do not cause vibrations that rise to the level of property damage. In the event property owners feel they are experiencing damaging vibrations during construction, they can contact the Project Engineer and ask that it be investigated. A "Vibration Complaint Form" is available to the property owner(s) for such occurrences and can be obtained via the office of the Project Engineer as necessary. Relative to the noise walls between Acadian and College, all barriers moved as necessary for this project will be replaced with structures of the same height and length as presently exist.
Please consider an alternative route for freight during construction, like Hwy 190	Meeting Comment Box	CONSTRUCTION IMPACTS,ALTERNATIVES,SOLUTIONS	Alternative routes during construction will be developed in a Draft Transportation/Traffic Management Plan (TMP), which will be complete in mid-2019.
Traffic is a nightmare in this city and something needs to be done. This may not be the answer to all of our problems but, it is a step in the right direction.	Online Comment	SUPPORT	Thank you for your comments.
Is this a done deal or will Baton Rouge citizens be able to end this construction? A concerned WBR citizen.	Meeting Comment Box	OPPOSED	DOTD intends to move forward with the completion of the Environmental process.

COMMENT	Method	KEY WORDS	RESPONSE
I am a resident of Jefferson Place/Bocage and am extremely concerned about the proposed elevated flyover that I feel certain will impact the interstate noise level in my neighborhood. It is my understanding that there have not been any studies as to the amount of new traffic noise that will occur due to this project or any form of proposal to abate it. Any increase of road noise will certainly affect the quality of life in our neighborhood. Please take this serious issue under serious consideration.	Mail/Email	NOISE	Thank you for your comments.The project team is evaluating the effect of the flyover ramp on the noise levels for the residences in the Jefferson Place and Bocage neighborhoods.
I went to the open house last week and am very concerned about not widening the bridge. I realize it is going to be a major undertaking but that's really the main issue. Extending the entrance and exit ramps will help but the main issue is the bridge. I am also wondering why we are spending the money on the Nairn St. bridge. I use this bridge multiple times a day and don't see anything wrong with the bridge. I don't have a problem with the businesses under the overpass, if they loose some income they will survive. I will be effected also because of the traffic but that all part of the much needed progress. Thanks	Online Comment	MISSISSIPPI RIVER BRIDGE TRAFFIC	Alternatives to the Mississippi River Bridge, including widening the bridge and constructing a new parallel bridge, were considered in the Stage 0 Feasibility Study and did not move into the Stage 1 study due to significant environmental impacts. The Nairn bridge is being replaced due the need to move the existing noise barriers to accomodate the additional travel lanes.
Intercoastal bridge -3 lanes - one lane to port allen only. All traffic going to Lafayette and Port Allen could get passed all traffic trying to get on bridge. Extra lane on curve going from bridge to I-10 East.	Meeting Comment Box	WEST BANK, WASHINGTON STREET EXIT	Thank you for your comment. The Intercoastal Bridge is outside of the project limits; however, the alternative to have an additional lane on the LA 1 eastbound entrance ramp will be considered.
Please find a place to plant the trees on I-10 when construction is underway. Please replant the trees!	Online Comment	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.
PLEASE do everything possible to protect the trees along I-10 during the upcoming widening project. It has taken years for them to grow and they do so much to improve the city's landscape. Don't go back in time -- go forward!!	Online Comment	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.
You are going to be restricting the freedoms of Baton Rouge Green if you obstruct their project by removing these trees for I10. I do not approve of these efforts as our southern Louisiana trees are a part of what makes this home for me and many others. I10 does not need to be widened right now.	Online Comment	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.
The recommended bicycle connection between Mid-City's designated bike lanes and the pedestrian-friendly Historic Overpass Area is currently an orange rated route that takes cyclists under the Perkins Road Overpass into a muddy, unlit gulch. The widening of I-10 is our community's opportunity to create a designated crossing wide enough for bicycles and double-wide strollers. The Perkins Road Overpass itself is a historic WPA project. Unfortunately, the pitch and rise of the curve make it very dangerous for cyclists to ride safely on the street. The sidewalk is too narrow for cyclists or wide strollers. Both problems explain why the Official Bike Baton Road Bike Map recommends riders travel under the overpass. A solution is to keep cyclists on South Eugene until the Rhododendron Ave intersection. At that point a pedestrian bridge could be built over the train tracks and under the interstate. The bridge would connect to the end of Prince Street or the well lit parking lot behind Trader Joe's, PetSmart and Acme Oyster House. See the orange recommendation rating here: https://bikebr.org/map/	Online Comment	PERKINS OVERPASS,MULTIPURPOSE PATH	Thank you for your comment and we take your route suggestion under advisement as we further develop connectivity concepts.
Please reconsider the overdevelopment that is occurring in BR. I live in Southeast BR where profound flooding took place. Removing land and substituting concrete minimizes water flow.	Online Comment	STORM WATER MANAGEMENT	Thank you for your comments. A large amount of the project will occur on elevated interstate/bridge sections, minimizing additional pavement on the ground.

COMMENT	Method	KEY WORDS	RESPONSE
We are concerned about continuing to live in our current location due to the project. The interstate is already very noisy and close to our property. We do not know how noisy the construction will be and if the completed project will be any quieter than it is now in spite of assurances that it will be quieter. We don't know how much closer the interstate will be to our house. Would it be possible that our property be bought as part of the mitigation strategy?	Online Comment	ADJACENT PROPERTY,NOISE	We appreciate your comments. Without an address, we are unable to provide the answers you seek. There is an interactive map on the project website, www.i10br.com that will assist you in determining where the widened interstate will be relative to the location of your house. Owners of residences directly affected by the acquisition of new right-of-way have been or will be contacted by DOTD relative to the anticipated impact. Residences that may be impacted due to increased proximity to the interstate as a result of the project may be looked at on a case by case basis, relative to distance to the travel lanes. Please contact DOTD Real Estate if you determine that your home could be adversely affected by the widening.
Noise reduction: It was state that the new construction would be concrete instead of the steel and concrete currently in place on the raised portions of the interstate. Will anything be done with the existing steel and concrete construction to reduce the noise? Will the steel also be covered with concrete? What is the percentage of noise reduction expected?	Online Comment	NOISE	We are researching the expected noise reduction from an enclosed concrete box beam construction compared to the existing exposed steel beam construction.
Very concerned about the impact of construction on nearby homes and businesses. Would it not make significantly more sense to construct a loop that would allow travelers and big rigs the ability to bypass the heart of our city entirely? As proposed, this project stands to: 1. Cause significant damage to nearby structures during the initial phases;	Online Comment	ALTERNATE ROUTES,SOLUTIONS	Thank you for your comments. During the Stage 0 Feasibility Study for this project, alternative regional transportation improvements were considered during the traffic study including a new southern Mississippi River Bridge crossing and a Northern Bypass. Though these megaprojects will provide improved traffic flow through the Baton Rouge metro area, the I-10 Improvement through Baton Rouge is necessary to help alleviate congestion through the area. The vast majority of the project will be constructed within existing right-of-way, minimizing damage to structures and acquisition of properties.
2. Create months, to years, of increased dust and noise during construction;	Online Comment	NOISE	DOTD has specifications that the contractor must adhere to during construction to minimize issues, including mufflers on equipment, specified time frames for certain construction activities, dust suppression, etc.
3. Reduce privacy and safety as the interstate will basically be in backyards, thereby promoting further unhealthy habits for our already unhealthy state, as it is unsafe to be outside where a car could easily hit you going over 70 mph.	Online Comment	PRIVACY IMPACT	The existing fencing would remain where feasible and temporary fencing installed as needed for safety and security during construction. Temporary fencing would likely be chain link fence, not a privacy fence. Concrete barriers would be installed between the east and westbound sides during construction. The ability for vehicles to careen onto neighborhood streets will be lessened by the presence of multiple barriers and consistent presence of construction personnel. Noise barriers may be installed in locations that do not currently support barriers. Noise barriers will provide the added benefit of preventing vehicles from entering private property or local streets from the interstate.
4. Reduce property values	Online Comment	PROPERTY VALUES	DOTD does not speculate on future conditions. As the interstate is present, the affect of widening on property values should be assessed by a Real Estate professional with knowledge of your specific location.
5. Increase traffic thru our city leading to increased delays caused by accidents, etc., as well as increased use of public resources such as EMS/Fire/Police when these accidents occur. Diverting the non local traffic via a loop or making one lane of our interstate an HOV lane during high traffic hours to encourage carpooling would be a much better idea.	Online Comment	TRAFFIC CONGESTION	During the Stage 0 Feasibility Study for this project, alternative regional transportation improvements were considered during traffic study including a new southern Mississippi River Bridge crossing and a Northern Bypass. Though these megaprojects will provide improved traffic flow through the Baton Rouge metro area, the I-10 Improvement through Baton Rouge is necessary to help alleviate congestion through the area.

COMMENT	Method	KEY WORDS	RESPONSE
Working on I-10 (especially fixing the east banks side of the Mississippi River bridge) is a good project. Baton Rouge is a lush city full of beautiful trees, and the I-10 widening project should do everything practical to preserve the trees along our roads. This is especially true for the trees and greenery that is maintained by Baton Rouge Green and supported by the Baton Rouge community. In the event that trees must be removed, this project must include the replacement of an equal number of trees in the scope of the project and budget accordingly. The Baton Rouge community voluntarily paid for and tends those trees because that's the kind of community we want. This project must respect and uphold the values and the investment of our community.	Online Comment	SUPPORT	Thank you for your comments.
The problem I have with the highway department giving more money is the design process that we use to design our highways is terrible. We need to reach out to Texas and get them to show us how to design highways. We are not capable of doing it in our highway department. I have no problem giving them money, but I won't vote for the 10 cents or a 17 cent sales tax until they do a better job of designing the highways in Louisiana, okay? Now, I went to the Washington Street exit meeting about a year ago at the Butler Center. Shawn Wilson was there. He spoke to the TV cameras and the three TV stations, but when it came to speak to the general public, he went and got in the corner and they had two men standing in front of him and they said, "He's not taking questions." Why was he there?	Stenographer	DISTRUST WITH DOTD	Thank you for you comments. Dr. Wilson and DOTD staff have been available for questions and comments throughout the process and will continue to be a resource for citizens with concerns about the I-10 widening proposed under this project.
Please reach out to TEXAS. They do a much better job in designing their Instate Highways.	Meeting Comment Box	TEXAS	Thank you for your comment.
1. We don't understand how long construction will take. Some reports say 5 years, some say 7. Where is the schedule?	Mail/Email	DURATION	The construction window for each individual segment of the project is projected at five to seven years. A construction schedule will be developed during detailed design under Stage 3, Final Design.
2. What are the impacts on our community?	Mail/Email	CONSTRUCTION IMPACTS	The Environmental Assessment will consider impacts associated with the construction and operation of the project.
3. How many lanes will 110 have and for how long?	Mail/Email	LANES,TRAVEL TIME	If the question is relative to how many lanes will be open during construction, the answer is three in each direction during daylight hours, with the potential for lane closures during the overnight hours. Traffic Analysis shows that two lanes are required on I-10 Eastbound from the Bridge and two lanes are required from I-110 Southbound to I-10 Eastbound. This configuration makes up the proposed four through lanes on I-10 Eastbound east of the I-10/I-110 Interchange.
4. How long will Interstate 110 be closed at the Baton Rouge side of the bridge?	Mail/Email	LANES,TRAVEL TIME	Traffic Analysis shows that two lanes are required on I-10 Eastbound from the Bridge and two lanes are required from I-110 Southbound to I-10 Eastbound. This configuration makes up the proposed four through lanes on I-10 Eastbound east of the I-10/I-110 Interchange.
5. How long will Interstate 110 be one lane on the east side of the new bridge.	Mail/Email	LANES,TRAVEL TIME	Traffic Analysis shows that two lanes are required on I-10 Eastbound from the Bridge and two lanes are required from I-110 Southbound to I-10 Eastbound. This configuration makes up the proposed four through lanes on I-10 Eastbound east of the I-10/I-110 Interchange.
6. How long will Interstate 110 be two lanes on the east side of the new bridge.	Mail/Email	LANES,TRAVEL TIME	Traffic Analysis shows that two lanes are required on I-10 Eastbound from the Bridge and two lanes are required from I-110 Southbound to I-10 Eastbound. This configuration makes up the proposed four through lanes on I-10 Eastbound east of the I-10/I-110 Interchange.

COMMENT	Method	KEY WORDS	RESPONSE
7. Interstate 10 backs up to LA 415 Lobdell interchange every afternoon. How much further will it be backed up during construction?	Mail/Email	LANES,TRAVEL TIME,WEST BATON ROUGE	The comment speaks to a future condition that cannot be accurately addressed, other than maintaining three lanes of traffic will be the most effective method of reducing congestion during construction. Lane closures should only be allowed during times when the queue analysis indicates the impacts would be acceptable, which will most likely be at night and on weekends.
8. Will the traffic lights on Airline Highway be removed during construction to facilitate an alternate route?	Mail/Email	ALTERNATE ROUTES,SOLUTIONS	A full Transportation Management plan will be performed prior to construction of the project to help facilitate traffic and determine any mitigating projects that need to be completed.
9. Why wouldn't it be a better idea to widen Airline Highway and make it six lanes first from Plank Road to Prairieville before work of any kind, much less this radical widening, is even contemplated on the interstate?	Mail/Email	ALTERNATE ROUTES,SOLUTIONS	DOTD investigated this in the Baton Rouge Urban Mobility Plan (BUMP) study. Model runs showed that only a minimal amount of traffic is diverted away from I-10 if we built the BUMP, or essentially widen Airline Highway.
10. Have any alternate studies been done to incorporate widening say Airline Highway at \$100 million and removing some of the lights to make it a faster more direct route from 110 to Prairieville rather than taking the Interstate?	Mail/Email	ALTERNATE ROUTES,SOLUTIONS	DOTD investigated this in the Baton Rouge Urban Mobility Plan (BUMP) study. Model runs showed that only a minimal amount of traffic is diverted away from I-10 if we built the BUMP, or essentially widen Airline Highway.
11. Will median openings be closed on alternates routes during construction?	Mail/Email	ALTERNATE ROUTES,SOLUTIONS	A full Transportation Management plan will be performed prior to construction of the project to help facilitate traffic and determine any mitigating projects that need to be completed.
12. What will be the increase in time to get to my job at LSU from the medical district?	Mail/Email	LANES,TRAVEL TIME	We can not speculate your travel time or which routes you presently use. Travel delays are anticipated during construction. Three travel lanes are proposed to be open and flowing during daylight hours, which should minimize travel delays.
13. What is the increase in time from Southdowns or from West Baton Rouge Parish and Iberville to LSU or downtown?	Mail/Email	LANES,TRAVEL TIME	We can not speculate your travel time or which routes you presently use. Travel delays are anticipated during construction. Three travel lanes are proposed to be open and flowing during daylight hours, which should minimize travel delays.
14. I live on the east side and work on the west side. How will travel be impacted?	Mail/Email	LANES,TRAVEL TIME,WEST BATON ROUGE	We can not speculate your travel time or which routes you presently use. Travel delays are anticipated during construction. Three travel lanes are proposed to be open and flowing during daylight hours, which should minimize travel delays.
15. If my children are just now starting LSU, will it be finished before my children graduate?	Mail/Email	DURATION	We can not speculate the completion of construction versus your family's graduation timing.
16. Will carpools and vanpools have a priority line through or around during construction?	Mail/Email	LANES,TRAVEL TIME	The Transportation Management plan will consider priority to vanpools and carpools.
17. Is this my only chance to come in before the environmental document is complete?	Mail/Email	PUBLIC INPUT OPPORTUNITIES	The public will have an opportunity to attend and comment at the public hearing. A public hearing will be scheduled when the environmental document has been published for public review. Also, the public may provide written comments on the environmental document once it is published. Comments can be received via the project website (www.i10br.com) and email to the project team through the public hearing comment period.
18. Isn't there supposed to be a traffic management plan? If so, is it available now? If not, when will it be complete?	Mail/Email	LANES,TRAVEL TIME	A traffic management plan will be developed when geometry is approved and the traffic study is completed. The traffic management plan will be posted to the project website when it is complete, presumed in mid-2019.
19. How will this traffic management plan be communicated to the public?	Mail/Email	COMMUNICATIONS	A traffic management plan will be developed when geometry is approved and the traffic study is completed. The traffic management plan will be posted to the project website when it is complete, presumed in mid-2019.
20. Isn't this plan required to be made public now, rather than later?	Mail/Email	DOTD STAGES	A traffic management plan will be developed when geometry is approved and the traffic study is completed. The traffic management plan will be posted to the project website when it is complete, presumed in mid-2019.

COMMENT	Method	KEY WORDS	RESPONSE
21. Why is Phase 2 financing being ramrodded almost ahead of a Phase 1 public review and comment> You don't even know what the public wants, so how do you know this is the correct plan to finance? Why?	Mail/Email	COST,FINANCING	Preliminary cost estimates were developed in the feasibility phase. More detail estimates are under development and will be included in the Environmental Assessment as the Opinion of Probable Cost. These costs will be based on the alternatives developed during the Environmental Assessment. Financing can occur concurrently with the Environmental process, as the goal is to identify a source of funding, then secure the funding. A source of initial funding has been identified and the Department continues to look for additional sources based on the anticipated need from preliminary cost estimates.
22. When will I know if my business will be affected?	Mail/Email	CONSTRUCTION IMPACTS	The existing apparent proposed right-of-way shows businesses that will be directly affected by the widening. Other business impacts, such as access during construction, will be worked out during the design stage.
23. If it is affected, how long can I expect to be impacted?	Mail/Email	DURATION	How long a business could be affected by construction is relative to where the business is and the length of the construction associated with that particular section. DOTD will keep the public updated on construction activities through the project website, DOTD's website, MyDOTD, and local media.
24-31. How long will the following interchanges be closed during construction: College Drive, Acadian Thruway, Perkins Road, Dalrymple Drive, Washington Street, new Terrace Street exit, Nairn Street bridge?	Mail/Email		Portions of each interchange will need to be closed during various phases of the construction process. The exact times for closure of specific entrance and exit ramps will be determined in the Stage 3 Final Design Process. The Terrace exit will be operational while this project is under construction. The replacement of the Nairn Street bridge is proposed to be conducted over several months, where by the existing bridge will be removed and traffic re-routed until the new bridge is in place. The length of time necessary to remove and replace the bridge will depend on weather conditions, but the intent is to replace it during the summer months.
32. When will the detour routes be identified?	Mail/Email	DETOUR	The traffic management plan will provide some detail on potential detour routes. When this plan is complete, it will be posted to the project website at www.i10br.com .
33. How will the detour routes be communicated to the public?	Mail/Email	COMMUNICATIONS	During construction, information, such as detour routes and when detours may be necessary, information will be available via the project website, DOTD's website, MyDOTD, and local media.
34. How will the detour routes be communicated to those that live outside the parish?	Mail/Email	COMMUNICATIONS	During construction, information, such as detour routes and when detours may be necessary, information will be available via the project website, DOTD's website, MyDOTD, and local media.
35. How will out of state travelers be directed and diverted through the Baton Rouge area?	Mail/Email	DETOUR	During construction, information, such as detour routes and when detours may be necessary, information will be available via the project website, DOTD's website, MyDOTD, and local media.
36. Will community enhancement be made before the project starts? Or will they never get done like most projects?	Mail/Email	COMMUNITY ENHANCEMENTS	DOTD will make commitments for community enhancements, mitigation, and context sensitive solutions in the EA. Implementation of these items will vary depending on phasing of the project.
37. Will there be a glass sound wall over the City Park and University Lakes?	Mail/Email	NOISE	Noise barrier design comments will be considered as the project moves into the design stage. Presently, only the eastbound side of the City Park Lakes bridges qualifies for a federally funded noise wall. A special state appropriation will be necessary to fund a noise wall on the westbound side.
I understand the Perkins road exit has to be demolished to add the additional eastbound lane, BUT why can't the exit be redone in the same place afterwards since the area already exists? Thanks	Online Comment	PERKINS RAMPS	The ramps for Perkins Road and Acadian Thoroughway do not currently meet recommended interchange spacing distance as defined by AASHTO. If Perkins remains, then Acadian on ramp in WB and off-ramp in EB could not be lengthened and brought up to standards.
I hope that any sound barrier on the LSU Lake bridge will be clear because messing up one of the prettiest views in Baton Rouge would be a huge mistake aesthetically. What are the plans? Thank you!	Online Comment	CITY PARK LAKE BRIDGE,PRESERVATION OF VIEWS	DOTD is in the process of gathering public input relative to noise barriers on the City Park Lake bridge and appreciates your comments.

COMMENT	Method	KEY WORDS	RESPONSE
The project as proposed will do very little to alleviate the daily congestion currently being experienced. The real problem is associated with the lack of sufficient vehicle capacity of the bridge crossing the Mississippi River. Until an expanded or supplemental bridge is completed, there can be no suitable solution to the local traffic problem on the Interstate system. It seems to me that if the bridge was modified or another adjacent bridge built and feeder roads revamped there would be no need for additional lanes and the resources available would be better utilized and in 7 years there would be a much more functional flow of traffic. Without more river crossing capacity there will be the same problem presenting itself the day the proposed project is completed, not saying anything about the traffic nightmare problems that will be experienced for 7 more years.	Online Comment	OPPOSED,MISSISSIPPI RIVER BRIDGE TRAFFIC	Thank you for your comments. DOTD is in the process of studying locations for an additional bridge crossing.
I applaud the plan and the benefits that will result from these I-10 changes and additions. I commend the Secretary for his boldness and tenacity in spite of all the barriers that have been placed in his way. Perhaps aerial pictures of the total backup in all directions would continually remind us of the cost of inaction.	Online Comment	IN FAVOR	Thank you for your comments.
Please do not remove the trees from the green space.	Online Comment	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.
Most of the Roll Maps will not load.	Online Comment	TECHNICAL DIFFICULTIES	The roll maps are large files that current require a high speed internet connection and enough memory to open them. We have worked to reduce the file size so that they are more readily downloaded from the website. Please try again and send a comment via www.i10br.com if you continue to have issues downloading the maps.
I am a resident of Jefferson Place. I am writing this note in opposition of no action to address additional road noise as a result of the fly over portion of the project. We currently experience road noise and this project will exacerbate this issue. I support the project but I also believe appropriate controls to minimize residential impacts should be included in the project. By excluding enhanced sound barriers, unnecessary road noise will certainly impact our neighborhood.	Online Comment	NOISE	The project team is evaluating the effect of the flyover ramp on the noise levels for the residences in the Jefferson Place and Bocage neighborhoods.
Baton Rouge is rapidly developing, and often that means losing the green spaces in our city. Please take care to preserve the greenery our city enjoys! Budget for the replacement of whatever trees are removed. It's one of the few pleasures we Baton-Rougians have on our daily commute!	Online Comment	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.
I fully support the widening of I 10 through Baton Rouge. The time spent in traffic is a drain on everyone who lives here both financially and emotionally. Please push forward.	Online Comment	SUPPORT	Thank you for your comments.
1. When the bridge over the Perkins Street business area is replaced, that architectural lighting is placed under the bridge to enhanced the area for parking/walking/ general safety concerns. 2. The bridge be built using longer spans to enhance the area below the bridge for neighborhood use. 3. Ensuring the area under the new bridge would have connectivity with the businesses in the form of walking/bike paths.	Meeting Comment Box	PERKINS OVERPASS,COMMUNITY ENHANCEMENT	The project team is actively working on enhancements for the Perkins Road area and will consider the recommendations provided.
4. Connect the Greenwood Dr.(road that runs behind the businesses) to the shopping center on Perkins/S. Acadian or back to Perkins Rd. as the Perkins Rd. on/off ramps are being taken away. This would help alleviate some of the traffic on Perkins. The new area created by the removal of the ramps should be landscaped and lit to ensure the safety of the people using it.	Meeting Comment Box	PERKINS RAMPS,CONNECTIVITY	The project team is actively working on enhancements for the Perkins Road area and will consider the recommendations provided.

COMMENT	Method	KEY WORDS	RESPONSE
5. The S. Acadian/1-10 Interchange needs to be modified to handle the additional traffic this project will generate. This would include both Northbound Stanford/S. Acadian and Southbound Stanford/S. Acadian from Perkins Rd to the interstate. The idea is three lanes crossing Perkins with one dedicated to turning onto the 1-10, a middle lane where one could go straight or turn onto 1-10 and a third outside lane to go straight.	Meeting Comment Box	ACADIAN,LANES,TRAVEL TIME	Thank you for your comment. This alternative will be considered.
6. Improvements to the Perkins Rd-S. Acadian Intersection and underpass. If the Perkins Rd entrance and exits ramps are removed, that will increase the use of S. Acadian entrance and exit ramps. In order to access the ramps, you have to go under the train tracks and this passage always floods. Every time it rains, we will only have access to the 1-10 via College which cannot handle more traffic. What is being done to enhance the current pumping station for this area? Was a study done and if so is it available for public review? Have they looked at adding additional lanes to help alleviate traffic?	Meeting Comment Box	ACADIAN,STORMWATER MANAGEMENT	Thank you for your comment. Proper drainage design for this area will be an important component of the Stage 3 Final Design Process. Additional lanes on Acadian are in the proposed alternative.
7. Valley Street/Nairn Dr. Bridge. This is another important thoroughfare for the neighborhood that keeps traffic off of S. Acadian and College. How is the replacement of this bridge going to be handled? The new bridge will need to have a separated pedestrian/bike pathway. Are motifs going to be added such as the Wisner bridge in New Orleans. Could recommend something to signify LSU and SU Universities. Are Lights included on this new bridge.	Meeting Comment Box	NAIRN BRIDGE,MULTIPURPOSE PATH	Potential designs for the new Nairn bridge can be viewed on www.i10br.com in the public meeting exhibits. These designs have lighting and barrier separated pedestrian/bike paths.
8. Bridges that cross the lakes. These new spans should be aesthetically pleasing and should have lighting and landscaping underneath. Same reasons as above with business district. 9. Can the bridges over the LSU Lakes be designed to minimize the effect of water/trash runoff?	Meeting Comment Box	CITY PARK LAKE BRIDGE,COMMUNITY ENHANCEMENTS	8- Potential designs for the City Park Lake bridge are also on the project website and could have lighting and landscaping incorporated. 9- We have noted the comment to consider stormwater collection in the design.
10. Is an environmental study being done regarding the Lakes Project? If so are the results available to the public?	Meeting Comment Box	CITY PARK LAKE BRIDGE,STORMWATER MANAGEMENT	The proposed project does not include any study of the lakes; however, the project is being designed with consideration to the Lakes Master Plan.
11. What about the trees on Perkins and S. Acadian. Are they being removed and if so what is planned to replace them?	Meeting Comment Box	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.
12. Will sound barriers and other new technology be used in construction to reduce the noise from the interstate since widening the interstate will bring the cars closer to the homes and businesses in the Perkins Rd Area.	Meeting Comment Box	NOISE	Noise walls are proposed to be on structure and new structure will be concrete with longer spans. It should be noted that the noise walls proposed for the Perkins area will require a special state appropriation to be funded.
13. What properties will need to be acquired by the state to complete this project?	Meeting Comment Box	ADJACENT PROPERTY	Potential properties in the apparent required right-of-way will need to be acquired. The interactive map on www.i10br.com can be used to determine potentially affected properties. DOTD's Real Estate Division has contacted some property owners that may be directly affected.
14. What actions are being taken to ensure customers can still access the businesses in the Perkins Rd. area?	Meeting Comment Box	PERKINS MERCHANTS,LANES,TRAVEL TIME	DOTD will maintain access to residences and businesses during construction, but there may be times when access is temporarily unavailable. The specifics of construction access methods will be developed during the design stage.
15. Are studies being done as to how this expansion may affect Baton Rouge's Air Quality?	Meeting Comment Box	ENVIRONMENTAL	An air quality study is being conducted for this project. Results of the study will be included in the Environmental Assessment.
16. How is Dalrymple-110 ramps being configured to help alleviate traffic from LSU so not everyone is forced to use S. Acadian or College Dr.	Meeting Comment Box	ALTERNATE ROUTES,SOLUTIONS	An eastbound entrance ramp to I-10 from Dalrymple Drive is being provided by utilizing the westbound entrance ramp and collector road to the dedicated U-Turn under I-10 just east of Washington Street. This leads to the eastbound slip ramp onto eastbound I-10. This provides the final missing movement at the I-10/Dalrymple Interchange and will redirect some of the LSU traffic from the eastbound entrance ramps at Acadian Thruway and College Drive.

COMMENT	Method	KEY WORDS	RESPONSE
<p>Roadway and median trees and other green infrastructure are an essential priority for attractive roadways in Baton Rouge.</p> <p>Accordingly, funds must be included by LADOTD in its project budget for the replacement of all present trees that will be removed during the I-10 Widening project! Additional landscaping also should be provided where appropriate to achieve this purpose.</p> <p>The present trees, especially at the I-10/12 split, have given these roadways a very attractive appearance that must be retained as much as possible. Where necessary to remove trees, they must be replaced at least one for one in proper locations to restore appearance, along with additional trees for overall design. The future is not concrete or asphaltic pavement alone, but also with urban landscaping that makes roadways attractive to all residents, transients, and visitors.</p>	Mail/Email	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.
<p>We are so fortunate to have a non-profit organization like Baton Rouge Green that promotes the conservation and planting of native trees in the greater Baton Rouge community. Baton Rouge Green has successfully partnered with DOTD and corporate partners for decades to reforest our roadway corridors and maintain them. These trees are now providing essential ecological benefits and desperately needed beautification for our capital city. I strongly urge that the planners for the I-10 Widening Project include the cost to design new tree planting plans, plant trees, and maintain them in the future along this major transportation corridor through out city.</p>	Online Comment	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.
<p>The trees planted by Baton Rouge Green over the past 20 years along the Interstate system in Baton Rouge are the only thing that sets Baton Rouge apart when it comes to beautification seen by thousands of people daily. I encourage DOTD to make every effort to preserve these now-mature trees in the upcoming construction projects.</p>	Online Comment	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.
<p>As a resident (Rhododendron Ave) in the areas affected by the widening project I propose the addition of sound walls along the interstate near the Perkins Rd overpass. With the addition of another 2 traffic lanes the noise level will also increase and be closer to my house. To alleviate this problem I feel having an adequate sound wall in place will provide a quieter atmosphere that the Hundred Oaks and Hundred Oaks Park residents will appreciate.</p>	Mail/Email	NOISE	The project team has analyzed the effect of a noise barrier along I-10 to reduce noise levels in the neighborhood. A noise barrier in your neighborhood does not meet FHWA and DOTD policy for Federal funding; however, as shown during the public meetings, a noise barrier in your area would need a special state appropriation in order to be constructed.
<p>1) Our city's roadside trees and green infrastructure are crucial and valuable to me.</p> <p>2) DOTD must budget for the replacement of all trees to be removed as a critical element of the I-10 widening project budget, not an afterthought</p> <p>3) Community trees within the proposed project area: Intercept almost 3,000,000 gallons of storm water every year; Collects over 1000 lbs. of greenhouse gasses and fine-particulate pollutants in the air each year; and Scrub almost 240,000 lbs. of carbon dioxide (CO2) out of the air every year.</p> <p>4) All trees removed during this process should be accounted for and replaced at a ratio of 3:1 In an effort to recover the loss of ecological and environmental services that the current trees provide.</p>	Mail/Email	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.

COMMENT	Method	KEY WORDS	RESPONSE
A way to walk or bike for the homeowners in the Hundred Oaks area to the historic shopping area on the other side of 1-10 would be a great SAFE way for them to get there. Presently, there is no safe way for bikers or strollers. And, personally, that bridge over the train has a very narrow sidewalk and I won't use it even to walk. My daughter and her family live on Tyrone and I am there weekly to visit my grandson. I would love a safe way to push a stroller into the shopping area. Walking is great exercise and it is too bad that 1-10 as it is was built without regard to the citizens on the side of One Hundred Oaks. Please consider the idea my daughter, Cullen Boudreaux, has come up with for a walkway/bikeway to alleviate what was done when 1-10 was put in place originally.	Online Comment	PERKINS OVERPASS,MULTIPURPOSE PATH	Thank you for your comments. We are actively developing connectivity solutions for this area that should be available for review during the public hearing.
The recommended bicycle connection between Mid-City's designated bike lanes with the pedestrian friendly Historic Overpass Area is currently an orange rated route that takes cyclists under the Perkins Road Overpass into a muddy, unlit gulch. The widening of I-10 is our community's opportunity to create a designated crossing wide enough for bicycles and double-wide strollers. The Perkins Road Overpass itself is a historic WPA project. Unfortunately, the pitch and rise of the curve make it very dangerous for cyclists to ride safely on the street. The sidewalk is too narrow for cyclists or wide strollers. Both problems explain why the Official Bike Baton Road Bike Map recommends riders travel under the overpass. A solution is to keep cyclists on South Eugene until the Rhododendron Ave intersection. At that point a pedestrian bridge could be built over the train tracks and under the interstate. The bridge would connect to the end of Prince Street or the well lit parking lot behind Trader Joe's, PetSmart and Acme Oyster House.	Online Comment	PERKINS OVERPASS,MULTIPURPOSE PATH	Thank you for your comment and we take your route suggestion under advisement as we further develop connectivity concepts.
Documents and content provided for the meeting at i10.com/project-info were very helpful and informative.	Mail/Email	SUPPORT	Thank you for your comment.
The proposed designs for the city lake bridge and proposed walking trail connections looked very enjoyable.	Mail/Email	CITY PARK LAKE BRIDGE,MULTIPURPOSE PATH	Thank you for your comment.
As a resident of the garden district/Perkins road overpass area, I am very concerned with what the areas underneath the I-10 elevated areas will look like, especially the area known as "merchants district," the area where the Perkins road goes underneath I-10. After reviewing the information on the website, I was disappointed to not see many concepts for what the areas underneath I-10 would look like, albeit for those areas where potential art/community gathering spaces are planned (such as near Expressway Park), ESPECIALLY during construction. Construction is planned to take 5-7 years. That's 5-7 years of disrupting the main access point (Perkins road) to my home. Undoubtedly traffic will grow during construction. Are there any plans to mitigate traffic during construction? Also, will the construction on the elevated sections of I-10 disrupt the local businesses? I saw that there was a survey provided to local businesses about their thoughts on this project. Will the state at all consult with these local businesses to make sure minimal business is loss during construction? I would have like to have seen concepts for what these underneath areas will look like once complete.	Mail/Email	PERKINS OVERPASS,COMMUNITY ENHANCEMENT	Thank you for expressing your concerns and comments on the project. Since the project would remove the Perkins Road ramps, the concepts for what uses the public suggests and may ultimately occur there were the primary purpose of the context sensitive solution station for that area. If you have specific concepts in mind, please submit additional comments relative to what you would like to the area to have, parking, pedestrian/bike paths, open areas, connectivity with Trader Joe's, etc... Construction of the entire project, if fully funded, is proposed to take five to seven years; no one location along the entire project route will be under construction for that length of time and, depending on the area, some may only be affected for several months. Traffic management is part of the Transportation Management Plan to be developed for this project. The survey that you are noting was provided several years ago during the Feasibility Study, it involved local, state, and interstate users of I-10. DOTD is currently consulting with local businesses and property owners in the Perkins Merchants district to develop solutions for access and parking during construction. Relative to aesthetics, concepts for under highway lighting, pier aesthetics, and other enhancements, such as new parking areas, are all under development at this time and will be available for review during the public hearing.

COMMENT	Method	KEY WORDS	RESPONSE
Also, I would've liked to have seen more information on how the construction of these new elevated lanes will affect local roads and business. The area underneath I-10 where Perkins goes beneath it are a treasure trove of local businesses. I was disappointed to learn that many of those businesses were going to be acquired by the state. While eminent domain is a justifiable method for public needs, I would've like to have seen just how "unfeasible" it would've been to construct these new elevated lanes while keeping these businesses intact. Was that a thought at all? Many of the documents provided on the website showed how aesthetically pleasing these new elevated sections could be to those underneath it. However, is funding already in place for the aesthetic ideas planned? Or once all of these new elevated spans are constructed, residents are forced to look at plain concrete and steel (similar to the way the I-10 overpass over Perkins Road looks now). I'm sure this project will go over budget at some point, and I'm sure the first thing to go would be the aesthetics. Thanks so much for listening to a local citizen's concerns.	Mail/Email	PERKINS OVERPASS,PROPERTY IMPACTS	As of this time, only two businesses in this area may require relocation, another may have a construction impact to a covered patio that could be restored post-construction. DOTD is currently consulting with these businesses and property owners and all those in the Perkins Merchants district to develop solutions for access and parking during construction. Relative to aesthetics, concepts for under highway lighting, pier aesthetics, and other enhancements, such as new parking areas, are all under development at this time and will be available for review during the public hearing.
The reason I'm making a comment about the I-10 corridor expansion is because I believe that the encroachment of the new addition on residences next to the, right next to the interstate will have property values devalued considerably because of the noise and pollution and other possible things that happen when you have traffic that close to a residence. And I believe that there should be other properties that are very close considered for acquisition because of that, because of that -- because of the problems that it would cause from it being so close to the properties, especially properties where the interstate will be encroached, encroaching on the border of the property or on the border of the property. Or -- we have property at 3144 South Eugene, Baton Rouge, Louisiana, 70808, which is at the corner of Orpine and South Eugene backing up to the railroad track, which is directly, almost directly under the interstate now.	Stenographer	ACQUISITION GUIDANCE,NOISE	Acquisitions shall comply with the Uniform Relocation Assistance and Real Property Acquisition Act. Property owners are encouraged to discuss damages with the appraiser when contacted.
Please keep the bike/pedestrian design element you currently have included. Also, please add bike/pedestrian elements that have been omitted, such as a sidewalk along the east side of S. Acadian and along College Dr.	Online Comment	BRADDOCK ST,MULTIPURPOSE PATH	Thank you for your comments.
I don't feel our biggest concern or care is acquisition but the value or our property during and after completion of I-10 widening. I do believe the real estate answers at, Thursday night's meeting, were not able to conclude or dispel our concerns (not just questions on acquisition).	Online Comment	ADJACENT PROPERTY IMPACT,DURATOIN	Thank you for your comments. DOTD Real Estate personnel remain available to answer questions about specific property acquisitions associated with the project. As the property in question presently borders the interstate, a qualified appraiser with knowledge of current property values in your neighborhood would be better able to address value concerns.
The questionable light blue and dark blue lines were not definitive. Showing "the small amount of property to the rear of our townhomes that may be needed" as you stated is still our common area and would have to be discussed.	Online Comment	ADJACENT PROPERTY IMPACT,ROW	Thank you for your comments.
The length of construction wasn't defined either.	Online Comment	DURATION	Thank you for your comments. The overall construction time frame, assuming project is fully funded as discussed during the meetings and shown in the presentation is approximately 5 to 7 years. Your area of the project may be affected for 6 months or longer, relative to the construction complexity in your specific location.
There were no maps or drawings of where our members would be able to "walk, bike or park" during construction.	Online Comment	LANES,TRAVEL TIME, CONSTRUCTION STAGING	Thank you for your comments. Existing walking paths may see detours, and could be temporarily closed for safety when construction may be occurring overhead. DOTD will transmit construction information through the project website, DOTD's website, MyDOTD, and local media.

COMMENT	Method	KEY WORDS	RESPONSE
<p>It seems cutting out the Perkins Interstate exit and entrance is suppose to "help" us when it does not seem to currently cause any problems.</p> <p>I still can't understand that the State would want to break up an urban area that works so well for the city of Baton Rouge. People have invested so much in this area. Such a diverse area where everyone feels welcome.</p> <p>Interstate travelers are usually traveling THROUGH our city.... Please be considerate to the people who LIVE AND WORK HERE.</p>	Online Comment	PERKINS RAMPS,PERKINS MERCHANTS	The Perkins Road ramps need to be removed to modify the Acadian ramps. Enhancements are being conceptually designed to improve the Perkins Road ramp area.
<p>If we can't build a new bridge or do a loop how about looking into widening Airline Highway and directing traffic towards the old bridge?</p> <p>Thanks for allowing me to express my opinion.</p>	Online Comment	ALTERNATE ROUTES,SOLUTIONS	During the Stage 0 Feasibility Study for this project, alternative regional transportation improvements were considered including a new southern Mississippi River Bridge crossing and a Northern Bypass. Though these megaprojects will provide improved traffic flow through the Baton Rouge metro area, the I-10 Improvement through Baton Rouge is necessary to help alleviate congestion through the area. The proposed configuration does show two dedicated lanes on I-10 eastbound combining with two lanes from I-110 southbound to make up the four through lanes for I-10 Eastbound to the I-10/I-12 Split. DOTD investigated widening Airline Highway in the Baton Rouge Urban Mobility Plan (BUMP) study. Model runs showed that only a minimal amount of traffic is diverted away from I-10 if we built the BUMP, or essentially widen Airline Highway.
<p>I am President of the Hollydale Homeowner's Association for 36 individually owned Condominiums located at 2293 Hollydale Avenue. We will be strongly impacted by the widening of I-10.</p> <p>I don't understand why the state would want to disrupt a city's model urban area? Perkins Road Overpass is unique and works so well.</p> <p>Suspect is always questionable but knowledge is understanding.</p> <p>Thanks for the opportunity to express my concerns.</p> <p>Re DiVincenti</p>	Online Comment	PERKINS OVERPASS,PERKINS MERCHANTS	The proposed apparent right-of-way was shown at the public meetings, it may also be viewed on www.i10br.com . No Hollydale condominium buildings are in the proposed apparent right-of-way, therefore, none will be acquired. Access to residences and businesses will be maintained during construction. Additional questions can be provided via the project website or through DOTD's Real Estate section.
<p>After attending the meeting on Thursday August 30th, 2018, I felt my many questions were not given any definitive answers. The "Real Estate" area could not answer my questions but I was told that the "billboards" would be removed. If you look at our property an existing billboard is inside our gated community and just a few feet from one of our buildings which houses 5 units. I was told to write my name on a piece of paper and they would express our concerns? The map showing blue and purple lines were not clear.</p>	Online Comment	ADJACENT PROPERTY,ROW	The proposed apparent right-of-way was shown at the public meetings, it may also be viewed on www.i10br.com . No Hollydale condominium buildings are in the proposed apparent right-of-way, therefore, none will be acquired. Access to residences and businesses will be maintained during construction. Additional questions can be provided via the project website or through DOTD's Real Estate section.
<p>1)Our city's roadside trees and green infrastructure are crucial and valuable to me.</p> <p>2)DOTD must budget for the replacement of all trees to be removed as a critical element of the I-10 Widening project budget, not an afterthought.</p>	Mail/Email	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.

COMMENT	Method	KEY WORDS	RESPONSE
Design-Build project process makes it very difficult to comment on design, as there is basically no real design available for review. Will there be an opportunity for public comment after the plans are more developed? Short comment period (2 weeks), by written comment only, only 3 public meetings (all the same week).DOTD has not disclosed the locations of all of the businesses/homes to be affected. Is there sufficient money to do all of the things that are being shown/discussed in the presentations (i.e. noise barriers, roundabouts, context sensitive solutions, trails, bridge designs, landscaping)? DOTD is showing a lot of “possibilities” which may or may not come to fruition. It seems somewhat misleading to show these things, if there is not sufficient funding to make them happen. And, if there is not sufficient funding to do this project fully and properly and well, then it should not go forward, in my opinion.	Mail/Email	PUBLIC INPUT OPPORTUNITIES,ACQUISITIONS	1- The conceptual design as shown during the public meetings and available on www.i10br.com is the design, with some modification based on public comments, geometric considerations, and final traffic data, that will be proposed for approval in the Environmental Assessment. Approval of the Environmental Assessment will allow the concept design to be carried forward into Stage 3, Final Design (Stage 2 is funding, which as been identified for a portion of the project). 2- A public hearing will occur after the Environmental Assessment has been released for public comment. Comments are welcome on the project through the end of the public hearing comment period, which will be in 2019. Comments can be submitted via the project website, www.i10br.com. 3- The specific locations of affected homes and businesses were shown on the public meeting exhibits, but may change as more information becomes available. 4- The project will be constructed in stages, as the final design moves forward, additional funding will be necessary to fund all the stages. Context sensitive designs approved will be funded in the stages of which they are a part.
What is the projected timeline for the other projects which are included in the multifaceted traffic solution? It seems unlikely that these projects will ever occur, and that the widening project is just the easiest one to push through. Noise Barriers: eliminate proposed sound walls over the City Park Lakes (or provide clear sound walls to allow view of Lakes);noise barriers should be aesthetically pleasing; noise barriers between Dawson’s Creek and Christian Street (WB) and between Christian Street and Railroad (EB) are preferable, especially if the steel spans are not being replaced with noise-reducing reinforced concrete; Provide landscaping between travel lanes and noise barriers. I-10 Handout Comments: What are the 4 businesses that will be impacted and to what extent? What is the construction schedule? Night-time and weekend construction in residential areas is unacceptable. Perkins Road must stay open to traffic at all times. Any damage to Perkins Road and other construction impacted roads should be repaired properly as part of this project.	Mail/Email	ALTERNATE ROUTES,SOLUTIONS,NOISE	Others projects are in various stages of study; predicting a time line for those projects would be irresponsible. At the time of the public meetings multiple businesses were shown to be affected on the project role maps, as the project progresses, the potential exists for additional impact. Directly affected businesses in the Washington/Dalrymple area include a barber shop, tire shop, and convenience store. In the Perkins merchant area, directly affected businesses include a hair salon and restaurant. A construction schedule will be developed during Stage 3, Final Design; the project is anticipated to take five to ten years to construct. No closures of Perkins Road are anticipated, there may be occasional detours around construction zones where overhead hazards may be present.
Access to Perkins Road Overpass area businesses shall be maintained at all times. Construction traffic shall not go down residential streets south of Perkins Road unless absolutely necessary. Environmental Inventory Comments: Are City Park and LSU Lakes protected under Section 4f of Dept of Transportation Act? Many significant trees appear to be impacted, both along the Interstate near Baywood and Fiero Streets, and at the Acadian Thruway interchange. Replacement of these trees (in kind) should be included in the project. Baton Rouge Green’s investment in our community is an important asset. Any landscaping or trees which are impacted should be replaced as part of the project. Additional trees and landscaping should be included.	Mail/Email	PERKINS MERCHANTS,ENVIRONMENTAL IMPACTS	No closures of Perkins Road are anticipated, there may be occasional detours around construction zones where overhead hazards may be present. Brooks-City Park is a property covered under Section 4(f) of the Department of Transportation Act, waterbodies are not uniformly included and may or may not be covered under Section 4f. DOTD is working with Baton Rouge Green and is committed to replacing trees in accordance with DOTD's significant tree policy.

COMMENT	Method	KEY WORDS	RESPONSE
What efforts are being made to prevent runoff from the construction from running into the adjacent Lakes and/or bayous? Bird Refuge concerns? Air and/or water monitoring? I-10 Typical Comments: At elevated portions of the project, existing steel spans should be replaced with reinforced concrete in order to reduce “roar”. Sound barriers should be included in the budget for this project. They should be decorative and landscaped on the road side for additional sound mitigation and beautification. Are all of the columns and spans at elevated portions to be replaced? In areas where parking, recreation, etc. are proposed to be beneath the Interstate, any new columns should be more decorative and include downspouts to subsurface drainage. Roundabouts Comments: Two roundabouts are proposed at Washington Street. One roundabout is proposed at Dalrymple Drive. This seems like a good way to keep traffic moving through these intersections. Provide crosswalks with push-button lights, decorative pavers, security lighting, and landscaping.	Mail/Email	STORM WATER MANAGEMENT,COMMUNITY ENHANCEMENT	The contractor(s) hired for the construction will be required to create and follow a stormwater pollution prevention plan to address runoff and migration of materials offsite. There are no wildlife refuge areas to be affected by the proposed project. The Stormwater Pollution Prevention Plan will have requirements for the control of migration of water,dust, and dirt from the construction areas. A noise analysis is being completed as part of this project. The location of currently proposed noise barriers can be viewed on the roll maps from August 2018 public meetings at www.i10br.com . Not all columns associated with elevated portions of I-10 will require replacement. Roundabouts are proposed with crosswalks.
City Park Lakes Bridge: Spandrel Arch option will be covered with bird excrement, and appears to require more columns in the Lakes. Haunched Box appears to be sleeker, to have fewer columns in the Lakes, and would have fewer bird roosting issues. Sound barriers are proposed for the bridge. I would prefer that there3 be either no sound barriers on the bridge, or that they be clear. Solid sound barriers on the Lakes bridge will block views of the Lakes from the Interstate; any sound walls used on the Lakes bridge should be clear acrylic to allow for views of the Lakes, arrival of white pelicans, Spanish Town flamingos, etc. The City Park Lakes Bridge, the Nairn Street Bridge, and the Perkins Road Bridge could be of similar design so that there is a consistent aesthetic amongst them. The Lakes are an important recreation area for many people in Baton Rouge, and a welcoming gateway for visitors and for LSU. Landscaping, decorative security lighting, and pedestrian/bike trails should be included in the project. The Lakes Master Plan calls for biofiltration at locations where runoff goes directly into the Lakes. If downspouts are directed to the Lakes, biofiltration landscaping should be included as part of this project. Nairn Bridge: This is an important visual for people driving along I-10. It is important that this bridge be aesthetically pleasing and welcoming. No just nasty chain link fencing. Well lit. Consider having the Nairn Bridge be aesthetically similar to the City Park Lakes Bridge and the Perkins Road Bridge. Separate the pedestrian walkway from the travel lanes by Living Barrier? How will it get any water and who will maintain it? It cannot be left to become an eyesore. Connection to pedestrian and multi-use trails should be included in the project. Will an outside wall cut off circulation and make the walk across the bridge uncomfortable for pedestrians? Concrete always gets so dirty. How prevent/clean graffiti on a concrete wall above the interstate?	Mail/Email	CITY PARK LAKE BRIDGE,NAIRN BRIDGE	Thank you for your comments. The project team is researching noise barrier types, however, decisions relative to design will be completed in Stage 3, Final Design. Complete streets concepts with bicycle and pedestrian path linkages are proposed for this project. Some of these areas are being considered for locally created public art.

COMMENT	Method	KEY WORDS	RESPONSE
could eliminate some light cycles? Can oak trees be maintained? Request landscaping, sidewalks, and nice lighting from interchange to Perkins Road and Bawell. Not just brick pavers in the medians. Provide protection for pedestrians to separate them from traffic. Acadian Thruway is a major entry/exit point for people visiting LSU, and it needs to look nice. Drainage issue at the railroad trestle MUST be fixed. It is unacceptable for all the traffic to be funneled to Acadian, and then for it to flood. Is the elevation of Acadian being raised? Is Dawson Creek being cleaned out or its elevation lowered? The trestle needs to be replaced, widened, and made more aesthetically pleasing. Is the pump replacement part of this project or a separate project? Has capacity analysis already been done? How can interested parties review the analysis (public record)? Turn lane from NB Acadian to EB I-10 should be extended as far S as possible. The adjacent shopping center (Burgersmith etc.) has 3 driveways to Acadian thruway which are all very close together – this seems excessive, and they could be reduced in order to allow extension of the EB on ramp. Acadian/Perkins intersection is not being reworked in this proposal. This is unacceptable. The amount of traffic will increase greatly, and the intersection must be reworked in order to move traffic through more quickly, and to prevent traffic from funneling off of Stanford and Perkins onto the very narrow residential streets in the area. Context Sensitive Solution Examples: Trails, Polk Street Park, Dalrymple, Louise St.: Again, are these included in the project, or are these simply ideas for what could be done after the fact? I'd love to see BREC work in conjunction with DOTD to provide some of these (climbing wall, skate park) at Expressway Park and East Polk Park. Bike trails/concept trails, improved sidewalks, lighting, and landscaping should be included at each of these locations. Murals and art installations are also great ideas. Bike trail/concept trail connection ideas for Dalrymple look great. The bridge over Dalrymple needs to be reviewed and improved. Dalrymple is a major entry/exit point for people	Mail/Email	ACADIAN,LANES,TRAVEL TIME	Interchange modifications at Acadian are included to accommodate the widening of I-10; the scope of this project does not include individual interchange redesign outside of that which is necessary to accommodate the changes to the I-10 mainline. Context sensitive designs were presented during the public meetings and can be viewed on the project website at www.i10br.com . The railroad bridge will be replaced by the railroad and the pump station that serves Acadian is being considered for replacement. Any dredging or cleaning of Dawson's Creek would be pursued by others, as it is not part of this project. Documents generated for this Environmental Assessment will be posted to the project website and are also available for viewing at DOTD's Headquarters building in Baton Rouge. DOTD is working with the community on context sensitive designs for the Perkins Road Overpass area; we appreciate your feedback on concepts.
This is a waste of time and money	Meeting Comment Box	OPPOSED	Thank you for your comment.
I am extremely supportive of this project. Transportation is key to economic development in this area and this project is just one step in the many we need to take to ensure the Baton Rouge area will succeed.	Online Comment	SUPPORT	Thank you for your comments.
As a member of the Baton Rouge Green Board, I am writing to implore LADOTD to account for and replace all trees removed during the I-10 widening project. This should be done at the ratio of 3:1 in order to recover the loss of the service of these trees provide both environmentally and ecologically. DOTD must budget for the replacement of all trees to be removed as a critical element of the I-10 widening project budget, not as an afterthought.	Mail/Email	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.
Our city's roadside trees and green infrastructure are crucial and valuable to me. DOTD must budget for replacing trees as a critical element of the I-10 widening project. Community trees within the proposed project area intercept almost three million gallons of storm water every year; collect over one thousand pounds of greenhouse gases and fine particulate pollutants in the air each year; and scrub almost 240,000 pounds of carbon dioxide (CO2) out of the air every year. All trees that are removed during this process should be accounted for and replaced at a ratio of 3:1 in a effort to recover the loss of ecological and environmental services that the current trees provide.	Mail/Email	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.

COMMENT	Method	KEY WORDS	RESPONSE
One of the things that makes Baton Rouge Beautiful is all of its trees. Baton Rouge Green has worked hard to extend that beauty around the city, including our highways. The trees are also valuable due to their environmental benefits. In designing and carrying out this highway project, I implore you to: 1) Aim to minimize negative impacts on our urban green spaces and trees; and 2) Pledge to replace any trees that are removed during construction and include tree plantings as part of the project. Thank you!	Meeting Comment Box	TREE PROTECTION	Thank you for your comment.
Please do not cut down any of the beautiful live oaks at the i10 i12 split. They add so much to our town and I have loved watching them grow over the years!	Online Comment	TREE PROTECTION	DOTD is committed to minimizing impact to significant trees. The College Drive flyover ramp will be elevated in the vicinity of the trees. Tree locations have been noted and will be consulted during the design process to minimize pile placement impact.
As a resident of Jefferson place, I would like to voice my family's deep concern for the proposed flyover. We live on the hill half way up McConnell and the elevation makes us surprisingly prone to road noise from the interstate. Depending on atmospheric conditions it can be quite noisy as is. Adding any elevation to the existing source of road noise could significantly affect the quality of life in our neighborhood, especially for us. I hope a thorough study is done to make an effort to ensure that adequate engineering is done to create a sufficient sound barrier not only prevents additional noise, but possibly even reduces existing noise. Even better, fix the existing noise and scuttle the plans for a flyover. Thank you for your consideration	Mail/Email	NOISE, FLYOVER	The project team is evaluating the effect of the flyover ramp on the noise levels for the residences in the Jefferson Place and Bocage neighborhoods.
I am in support of protecting & replacing Baton Rouge Green trees during the I-10 widening project!	Online Comment	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.
Please budget for the replacement of any trees destroyed during the interstate 10 widening project. It is wonderful DOTD has developed a place to ease our traffic woes. The critical benefits of trees alongside the roadway should be protected. Those trees help prevent flooding by soaking up excess rainwater. They also collect greenhouse gases and other pollutants in the air and scrub out tons of carbon dioxide. Keeping our green canopy goes to the quality of life in Baton Rouge. I know budget dollars are tight, but replanting these trees is as critical as the type of road material and engineering.	Mail/Email	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.

COMMENT	Method	KEY WORDS	RESPONSE
<p>Rouge Green Board of Directors (with the remaining two having been submitted electronically) regarding the above referenced project. Baton Rouge Green staff is represented here as well. We ask that all these comments be recorded in the Stage 1 Planning/Environmental Study documentation for H.004100.2.</p> <p>Baton Rouge Green does not oppose the improvements being planned for the 1-10 corridor. However, we cannot overstate how crucial it is for the Louisiana Department of Transportation and Development to plan and budget accordingly for the protection and replacement of the trees affected during the 1-10 Widening project. As the agency that planted and currently maintains 1,257 trees and large shrubs within the project area,</p> <p>Baton Rouge Green cannot continue to ask our private donor who have supported this work for 30 years to continue to carry the cost burden of repairing damaged canopy and landscapes in the wake of roadway enhancements. DOTD must include protected monies in the project budget to replace the trees lost or severely damaged at a ratio of 3:1 in an effort to recover the environmental services lost, as well as require the contractor ultimately selected to take precautions to protect remaining trees during construction activities. Baton Rouge Green stands ready and willing to assist in the process in any way possible. These actions requested are not just vital to the beautification of our roadways and the quality of life of our citizens, but are also requisite in maintaining the necessary environmental benefits that these trees provide, including vast sequestration of carbon, prevention of millions of gallons of storm water runoff each year, and amelioration of the harmful particulate matter {pollution} proven to have significant negative health effects on human beings, wildlife and plant life.</p> <p>Specifically, we would request that language enumerating the following procedures and specifications should be included in the environmental section</p>	Mail/Email	TREE PROTECTION	<p>We appreciate your comments and look forward to continuing our cooperative relationship as this project moves forward. DOTD is committed to maintain/restoring mitigating the impact to the landscaping that Baton Rouge Green has worked to create.</p>
<p>1) Our city's roadside trees and green infrastructure are crucial and valuable to me.</p> <p>2) DOTD must budget for the replacement of all trees to be removed as a critical element of the I-10 widening project budget, not an afterthought</p> <p>3) Community trees within the proposed project area: Intercept almost 3,000,000 gallons of storm water every year; Collects over 1000 lbs. of greenhouse gasses and fine-particulate pollutants in the air each year; Scrub almost 240,000 lbs. of carbon dioxide (CO2) out of the air every year</p> <p>4) All trees removed during this process should be accounted for and replaced at a ratio of 3:1 In an effort to recover the loss of ecological and environmental services that the current tree provide. The trees within the project area are treasured community assets paid for and supported by thousands of citizens and local businesses over the past 30 years. To not address this directly and make appropriate plans to repair the damage in the wake of the roadway enhancements would be an insult to these thousands of people and millions of dollars expended in the name of pride of place. Please be proactive and honor this great investment in our people by funding the protection and replacement of this tremendous asset.</p>	Mail/Email	TREE PROTECTION	<p>DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.</p>
<p>I am in GREAT support of and I encourage you all to strongly move toward a plan to relocate/save all the beautiful trees that BR Green has planted on I-10.</p>	Online Comment	TREE PROTECTION	<p>DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.</p>

COMMENT	Method	KEY WORDS	RESPONSE
Also, can something PLEASE be done about I-110! This stretch of intrastate in absolutely appalling from an aesthetic standpoint. Anyone travelling south on this roadway should be able to admire the view of our auspicious governor's mansion and our towering state capital building. Instead we see disgusting LITTER filled roadways and WEEDS!	Online Comment	COMMUNITY ENHANCEMENTS,ALTERNATIVE ROUTES,SOLUTIONS	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.
Roadside trees in BR along all green infrastructure are crucial and valuable to me. DOTD must budget for the replacement of all trees to be removed as a critical element of the I-10 widening project, not as an afterthought!	Mail/Email	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.
Please do all you can to begin the process of fixing our traffic issues. We need solutions and we need them now. Thanks for your efforts.	Mail/Email	SUPPORT	Thank you for your comments.
I support the Expressway Park to Dalrymple initiative. I also strongly support the 'softening' of the I-10 bridge as it crosses over the City Park Lake. While this project (State Project No. H.004100.2) may be needed, Baton Rouge also needs BOTH a North and South loop around Baton Rouge. Had we built true bypasses around Baton Rouge 25 or 30 years ago, we may have avoided a need to consider this project.	Mail/Email	BRADDOCK ST,CITY PARK LAKE BRIDGE	Thank you for your comments.
Now about this project - two areas. One. I live in the Jefferson Place - Bocage sub-division, and attended the public meeting held on August 29, 2018. As I understand it, the stated need for the I-10 Westbound flyover near the I-10/I-12 merge, is to eliminate the need for those on I-10 westbound to cross over 'several lanes of traffic' in order to use the College Drive exit. I understand the proposed changes in traffic flow, but am not convinced that it is needed, particularly for the I-10 westbound traffic. Assuming however, the decision is made that the I-10 westbound flyover is needed, then I VERY STRONGLY suggest that sound walls/barriers be added to the to/from approach ramps and on the flyover itself. This flyover is different from the existing nearby flyover. This I-12 to I-10 flyover essentially is a 180-degree slingshot flyover. That is, it's a relatively 'low speed' ramp, not likely to generate the amount of noise that a straight ramp would.	Mail/Email	COLLEGE DRIVE,NOISE	The project team is evaluating the effect of the flyover ramp on the noise levels for the residences in the Jefferson Place and Bocage neighborhoods.
Two. As I understand it, the bridges across City Park Lake are to be reworked. Part of that rework will be the addition of Sound Walls on the Bridges. Of the many miles of Interstate that pass through Baton Rouge, the "lakes" (City Park/LSU area) are the only places really worth looking at. It would be a grave mistake to wall off that area. The sound deadening added to the bridge should be enough to negate the need for Sound Walls.	Mail/Email	CITY PARK LAKE BRIDGE,PRESERVATION OF VIEWS	DOTD is required to investigate the reasonableness and feasibility of reducing noise levels from I-10 for impacted residences. Our analysis indicates that a noise barrier can be reasonable and feasible for nearby impacted residences on the south side of I-10. A noise barrier on the south side of I-10 across the City Park Lake Bridge qualifies for federal funding. A potential noise barrier on the north side of I-10 across City Park Lake Bridge does not qualify for federal funding and would need a special state appropriation to be constructed. DOTD and the project team are researching and evaluating options for those noise barriers that would preserve the view of City Park Lake.
How about we consider the ramps at college?	Meeting Comment Box	COLLEGE DRIVE	Thank you for your comment. We are considering modification of the westbound exit lanes.
Please try to avoid destroying as many trees as possible. Particularly concerned about section 4-F where the new exit will run.	Meeting Comment Box	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green. The 0.04 acre slice of East Polk Street Park has no direct impact on any active or passive park uses. Additionally, the proposed multiuse path may utilize some of this space.

COMMENT	Method	KEY WORDS	RESPONSE
I am excited about this project but would like to add a request that you preserve and/or budget for the replacement of trees along the new roadways and entrances/exits.	Online Comment	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.
My name is Clark Gernon. I live at 2357 Horace Street in Poets Corner Neighborhood. I'm also a principal at Remson, Haley, Herpin Architects here in Baton Rouge and my office is downtown on Government Street. Been living in my neighborhood since 1992. I've seen it kind of change and evolve in a lot of ways. I will say one of the best things about our, the area in which we live in, and particularly the overpass area, is the unique quality of life and experiences that gives the residents of Baton Rouge, with appreciation to the traffic needs of the city and beyond, we -- I hope that there's opportunities to do even -- perhaps maybe some unconventional things to help save structures in that area due to the fact there are so few already that, a few or more lost it could certainly destroy the area very quickly. Any opportunity to save that area would be, in my mind, very, very important, not just to me as a resident in the vicinity, but Baton Rouge as a whole. My focus there would be to just find any way you can to make sure that there are ways to protect those businesses so that they can continue to operate in whatever way that allows the interstate to continue to do what it has to do for the State of Louisiana and beyond.	Stenographer	PERKINS MERCHANTS	Thank you for your comments. Under the conceptual plan, two businesses in the Perkins merchant area fall within the proposed right-of-way. DOTD is working with the business and property owners to find equitable solutions to relocation and continued business operations. DOTD is committed to developing community sensitive concepts for the right-of-way formerly supporting the Perkins Road on and off ramps.
I think the biggest problem we actually have that everyone knows is getting over the bridge. Even if you bring all these people, add a lane, you're still going to have more people crowded up trying to get across the bridge. If you could find a way to get the people, the big trucks, off the interstate before they get to the Airline Highway, or the Airline Highway, if you added some service roads, get the big trucks on the old bridge and make it a rule that they have to go over the old bridge, then we wouldn't have something broken all the time on the bridge. And the people in cars could get over the bridge and back. That's it.	Stenographer	ALTERNATE ROUTES,SOLUTIONS	Thank you for your comments. While Airline Highway is outside of the logical termini for this project, DOTD continues to study additional solutions to the traffic congestion in the Baton Rouge Metropolitan Area.
I'm very concerned with noise, dust, dirt, security, vibrations from construction equipment and paving, increase in my allergies, loss of tranquility at my property, loss of property value, CONSTANT noise from "fly over" and extra lanes/vehicles. This are just a few issues. The sound wall has NOT prevented the noise and using my backyard is almost impossible. The dirt and dust created during the last 1-10 "improvement" wore me out and ruined my vacuum it was gross. Also the view is now going to be a ramp. Please figure out another solution.	Online Comment	NOISE,PROPERTY VALUES	The construction firm ultimately contracted to build the project will be responsible for developing and implementing a construction management plan including a stormwater management plan with best management practices to limit the release of pollutants, including dust from the job site. Vibration is typically associated with pile driving and it is unknown if there will be any pile driving as part of this project. DOTD has a policy for monitoring vibrations during pile driving with specific procedures for documenting adjacent structures before and after pile driving activities. Generally, regular construction activities for roadways typically do not cause vibrations that rise to the level of property damage. In the event property owners feel they are experiencing damaging vibrations during construction, they can contact the Project Engineer and ask that it be investigated. The project team is evaluating the effect of the flyover ramp on the noise levels for the residences in the Jefferson Place and Bocage neighborhoods and whether the current noise barrier meets FHWA and DOTD Highway Noise Policy requirements.
Completely remove the access to Washington St. Use the deceleration lane off the bridge as designed to stay elevated and exit at Dalrymple. Remove the Washington Street entry as well. Save the funds and move any traffic to Dalrymple as the access point.	Meeting Comment Box	WASHINGTON STREET EXIT,COLLEGE DRIVE	Traffic Analysis shows that consolidated Washington Street/Dalrymple Drive Interchange will function at an acceptable level of service. Other alternative arrangements were considered in the Stage 0 Feasibility Study and were eliminated from further study due to significant environmental impact or lack of traffic service.

COMMENT	Method	KEY WORDS	RESPONSE
Use the frontage road as the access ramp and reduce the amount of traffic lights on College. The two back to back lights can be replaced by a large traffic circle. At the end of the Frontage Road, access the Interstate. Use the funds saved on materials on Interstate at ramp to improve Frontage Road to three lanes.	Meeting Comment Box	COLLEGE DRIVE	Thank you for your comments. No modifications to College Drive were proposed as part of this project, only the flyover. The project team is considering a slip ramp to allow westbound traffic existing at College Drive to turn to Trust Drive for direct access to Corporate Boulevard.
	Online Comment		comments from this person follow -
BR's Interstate system is critical and in need of improvement, however any planned widening efforts must include replacing the trees and shrubs that will be adversely impacted. Trees are critical not only to the artistic appeal for visitors, but they are essential to a healthy community by replacing the carbon monoxide in the air we breathe. Trees and greenery are also crucial in helping to minimize the impact of flooding. Strategic tree placement can help intercept almost 3 million gallons of storm water every year. All trees removed during the process should be accounted for and replaced at a ratio of 3 to 1 to help recover the loss of ecological and environmental services that the current trees provide.	Mail/Email	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.
Great Job!!!	Meeting Comment Box	SUPPORT	Thank you for your comment.
Is it at all possible to create a center turn lane on Perkins road? Pretty much just from the spot where Perkins becomes two lanes up to the base of the Overpass. People turning left off of Perkins in that small section of Perkins, myself included, create much of the traffic/backups on Perkins Road from past Acadian in one direction and past the Overpass in the other direction. Not sure it is feasible, but considering we are losing the on and off ramps from Perkins Road, it seems like this could possibly happen. I have also noticed that the light in front of the Trader Joe's parking lot as also created much traffic during peak times. Could there be some sort of sensors or something besides a timer that will change that light only when needed? Many times I sit on Perkins road right there at a red light when there are no cars trying to turn onto Perkins and no one turning left off of Perkins.	Online Comment	PERKINS RAMPS,SURFACE STREET MODIFICATIONS	This falls outside of the I-10 Improvements traffic study area. We will pass on your input to the proper City/Parish authorities.
Could you please let me and the other owners of townhomes at 2293 Hollydale Ave if we can expect to lose our investments or not? It appears that no finite answer has been given on this issue. Also, if the state does purchase these properties, do the owners who rely on them for income get an amount above and beyond the market price of the property?	Online Comment	ADJACENT PROPERTY CONCERNS,ROW	The proposed apparent right-of-way was shown at the public meetings, it may also be viewed on www.i10br.com . None of the Hollydale Condominium buildings are in the proposed apparent right-of-way, therefore, none will be acquired. Brochures from DOTD's Real Estate section with more details on the acquisition process can be downloaded here: http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Real_Estate/Manuals/2016%20Acquisition%20Brochure%20revised%208.31.16.pdf .
:) 1) Our city's roadside trees and green infrastructure are crucial and valuable to me 2) DOTD must budget for the replacement of all trees to be removed as a critical element of the I-10 Widening project budget, not an afterthought	Online Comment	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.

COMMENT	Method	KEY WORDS	RESPONSE
The impact to business and the community of widening this major corridor cannot be overestimated! The daily travel time, the accidents, the lost work time due to the excessive travel time in and out of the city all add up to costs for business and a less desirable community to live in. Trying to hire individual's from outside of the state is problematic for many reasons, however, the traffic congestion is a major one. We need this project to keep Baton Rouge growing and the community thriving.	Mail/Email	TRAFFIC CONGESTION	Thank you for your comments.
Infrastructure design should work with human psychology to anticipate human behavior and provide safe facilities. It is great that the I-10 Widening Project includes multi-use paths and walkways for cyclists and pedestrians along Acadian Thruway, connecting TJ Ribs to the Saltgrass by crossing Dawson Creek, and along Nairn Bridge. Thank you for considering bicyclists and pedestrians by offering routes that are safer because they avoid the motorist traffic entering and exiting I-10. However, pedestrians will often take the shortest route to their destination, which will usually be directly alongside the surface street or along an arterial road with business and civic destinations. Please do not provide these other options at the expense of adding sidewalks alongside Acadian Thruway and College Drive. Robust pedestrian infrastructure (including high visibility marked crosswalks and pedestrian signals) is needed alongside all surface streets that include interchanges with I-10. Pedestrians should not be shortchanged, as they are the most likely to die in a collision with a motorist.	Online Comment	ACADIAN,MULTIPURPOSE PATH	Thank you for your comments. Concepts for Acadian are incomplete at this time, we will take your suggestion under advisement.
Tim Harris, 65 years old. I think I drove across that bridge before it was completed on a bicycle. And it's still a subject of the matter. One lane. Only place from California in the United States all the way to the east coast. We got it. We are number one in something. The second thing that came into mind when I got into this meeting is that they had the number, the year 2032. And they talked about everything in Baton Rouge. And what they want to do right here.	Stenographer	LANES,TRAVEL TIME	Thank you for your comments. The proposed project adds one lane at this location with minimal right-of-way acquisition and environmental impact.
And what I couldn't even think about and I kept waiting and kept waiting and they never talked about, the bridge that was existing that they built from nowhere to nowhere again, New Roads to St. Francisville, on another road coming straight from Alexandria. If you draw a line, as the crow flies, it's not bad. It can go straight as it can be, all right. And I-49, my God, that thing has been talking about I-49 so long it's -- they trying to do stuff in Morgan City now to make it drivable. They doing -- but still it's not on I-49 going to New Orleans. And guess what that would do? That would alleviate a bunch of traffic that they didn't figure in because it wouldn't be coming through Baton Rouge. Period.	Stenographer	ALTERNATE ROUTES,SOLUTIONS	Thank you for your comments. DOTD is in the process of studying additional Mississippi River crossings to assist in the alleviating the traffic congestion; however, a new bridge is years away from approval and construction.
To whom it may concern. First of all we should be building a loop instead of widening I-10 but seems like the decision has been made, so please please PLEASE can we try to spare as many mature trees as possible? Our gorgeous trees add to our city's overall appeal and clean our air as well as reduce temperature and help prevent flooding. Green spaces are important to me and my family! Thank you for considering my perspective and have a great day.	Online Comment	ALTERNATE ROUTES,SOLUTIONS,TREE PROTECTION	During the Stage 0 Feasibility Study for this project, alternative regional transportation improvements were considered including a new southern Mississippi River Bridge crossing and a Northern Bypass. Though these megaprojects will provide improved traffic flow through the Baton Rouge metro area, the I-10 Improvement through Baton Rouge is necessary to help alleviate congestion through the area. The proposed configuration does show two dedicated lanes on I-10 eastbound combining with two lanes from I-110 southbound to make up the four through lanes for I-10 Eastbound to the I-10/I-12 Split. DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.
Widening I-10 is something we have to do. There is not another practical way to reduce the congestion there.	Online Comment	SUPPORT	Thank you for your comments.

COMMENT	Method	KEY WORDS	RESPONSE
These are 2 bullets from the presentation that stand out to me: "Increasing the capacity of I-10 must be part of a larger multi-faceted solution" and "Do what is right for society as a whole..." One of the facets that could be right for society as a whole is an above-ground light rail system, yet I don't hear anything about it.	Online Comment	MULTIMODAL ALTERNATIVES	Thank you for your comments.
Save the trees :)	Online Comment	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.
Only take the land that is needed, replace what was taken X2. If this is done we thrive, if it isn't we only survive for 1 generation.	Online Comment	ADJACENT PROPERTY IMPACT,ROW	Brochures from DOTD's Real Estate section with more details on the acquisition process can be downloaded here: http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Real_Estate/Manuals/2016%20Acquisition%20Brochure%20revised%208.31.16.pdf
1) Our city's roadside trees and green infrastructure are crucial and valuable to me. 2) DOTD must budget for the replacement of all trees to be removed as a critical element of the I-10 widening project budget, not an afterthought 3) Community trees within the proposed project area: Intercept almost 3,000,000 gallons of storm water every year; Collects over 1000 lbs. of greenhouse gasses and fine-particulate pollutants in the air each year Scrub almost 240,000 lbs. of carbon dioxide (CO2) out of the air every year 4) All trees removed during this process should be accounted for and replaced at a ratio of 3:1 In an effort to recover the loss of ecological and environmental services that the current tree provide.	Mail/Email	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.
Louisiana needs to be FAR-SEEING and not Band-aiding; There should be plans made to go to Grosse Tete and have 2 new roads implemented; South: connect the Sunshine Bridge to Grosse Tete to divert west bound trucks [and cars] to I-49 and I-10 west. North: connect to St. Francisville bridge and to I-55 to divert north bound trucks [and cars] away from Baton Rouge and form a 'loop' around Baton Rouge on the west side. There also is a need to tie I-55 to I-10 east so trucks [and cars] do not have to go thru Hammond and Covington to go east. THERE NEEDS TO BE THE MINDSET OF DIVERTING TRAFFIC FROM THE LAFAYETTE, BATON ROUGE, HAMMOND AND COVINGTON CORRIDOR SO THRU TRAFFIC DOES NOT HINDER THE CORRIDORS NORMAL INTER-CITY TRAVELS ... GOOD LUCK. ADDING LANES IS A SMALL HELP TO THE PROBLEM THAT GROWS EVERY YEAR, AND WILL ONLY GET WORSE IN THE NEXT 5.	Online Comment	OPPOSED,ALTERNATE ROUTES,SOLUTIONS	Thank you for your comments.
Hi, I am a resident of Jefferson Place/ Bocage. I am writing to express my concerns over the flyover proposed in the I-10 expansion. I am concerned about increased noise and drainage issues that will certainly result from this expansion. I, respectfully, ask that you take the necessary steps to mitigate the increases in noise and drainage problems. Specifically, I would like to see a taller sound barrier, more trees planted and a study to see what can be done to improve drainage. I would also like to see service roads discussed as a possible solution to the traffic issues. Extending Constitution to Essen could greatly improve the traffic situation.	Mail/Email	NOISE,STORMWATER	The project team is evaluating the effect of the flyover ramp on the noise levels for the residences in the Jefferson Place and Bocage neighborhoods.
We strongly request that the above proposal to widen the I-10 includes a budget to replace any trees that are removed or damaged on the interstate right of way. My husband and I have both paid for these trees, on I-10 and I-12 for some 20 years. We have pride in our environment. Both traffic and trees can have a happy life together!	Mail/Email	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.

COMMENT	Method	KEY WORDS	RESPONSE
There is no doubt we need to work on the I10 corridor through our city, BUT we don't need to "take paradise and put up a parking lot". Traffic on the interstate system through Baton Rouge is horrible. That is a fact. We do need to widen and improve flow, but I also believe we need to be cognizant of taking care of what little green spaces we have in Baton Rouge. We need to make sure we also keep our city GREEN. Trees are important to our environment and beauty of Louisiana. Let's not sacrifice one tree that we don't have to and also commit to replacing ones that will have to be removed.	Online Comment	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.
We would like to see the barrier walls extend from the Mississippi Bridge to the curve on East Boulevard. Increased traffic means increased noise.	Meeting Comment Box	NOISE	DOTD is required to investigate the reasonableness and feasibility of reducing noise levels from I-10 for impacted residences. Our analysis indicates that a potential noise barrier on the south side I-10 from the vicinity of Maxmillian east bound does not qualify for federal funding and would require a special state appropriation to be constructed.
I live right near the Acadian westbound ramp. I may consider a buyout, but I need to meet w/a real estate rep to find out more details. I forgot to do this @ Wed meeting. Can someone contact me regarding this matter?	Online Comment	ADJACENT PROPERTY CONCERNS,ROW	Real Estate at DOTD has been in touch and we understand your concerns have been addressed.
For the sake of myself as if I'm not bought out my home will be right next to the new right-of-way. A sound wall is needed for protect us as well as for the sound. I live right next to the Acadian entrance ramp-west bound.	Online Comment	NOISE	Our analysis indicates that a potential noise barrier on the Acadian west bound on ramp does not qualify for federal funding and would require a special state appropriation to be constructed. A noise barrier in this area would be located on the ramp, not on the ground.
I need to find out ASAP where the new right-of-way is going to fall. The house @2547 Honeysuckle Ave. It is slated to be torn down. Mine is right next door. 2533 Honeysuckle Ave.The state is telling me they need to buy some of my property. I need a real estate rep to come out ASAP to answer any and all questions regarding this. Thanks	Online Comment	ADJACENT PROPERTY,ROW	Real Estate at DOTD has been in touch and we understand your concerns have been addressed.
I'm facing elevation of my home due to flood issues and now this. How much of fair market value could I get for a buyout of my property?	Online Comment	ACQUISITIONS	During the acquisition process, appraisals are done to determine value.
We remain VERY concerned about the effects of the widening of I-10/I-12. Removing hundreds of trees, with no plan to replace them, is irresponsible: Doing so will adversely affect drainage and potential flooding and will also increase the noise issue. Also problematic is your failure to plan for noise mitigation. If you do not address these issues, we shall contact our congressional representative.	Online Comment	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green. Relative to noise, proposed locations for noise barriers are located on the project roll maps/aerial exhibits that were available for review during the meeting and are located on the project website at www.i10br.com .
Hi I would like to be added to the mailing list for the I-10 BR LA 415 to Essen Project. My mailing address is 4216 Cornell Crossing, Kennesaw, Georgia, 30144.	Online Comment	MAILING LIST	You have been added to the mailing list for this project.

COMMENT	Method	KEY WORDS	RESPONSE
<p>I attended the public meeting about the I 10 project on Aug 28. The meeting showed an impressive amount of thought, and effort being placed on this important project. The request for comments and ideas from the public hit home.</p> <p>I have an idea regarding the Perkins Road exit ramps that I hope you may consider if you have not yet done so. Do NOT tear down the ramps but repurpose them into a double decker park or recreational area. NYC has a walking park built up on an unused highway which is popular. Baton Rouge doesn't have many hills and these ramps could be uses to hike, climb, maybe bike or skateboard. The underneath part could be a covered recreational area with shade or protection from rain. Perhaps some sort of amphitheater could be there or at least be a look out point. It could be a monument to DODT. Your work is appreciated.</p> <p>Thank you for your consideration.</p> <p>Juliette Hynes</p>	Online Comment	PERKINS RAMPS,COMMUNITY ENHANCEMENT	The Perkins Road ramps have to be removed in order to improve the ramps for Acadian Throughway. We appreciate your comments and will consider reuse of the existing pavement that is at grade/on the ground.
<p>I am writing to express my concerns over the I-10 widening project. While I understand the need for growth in our transportation infrastructure, I am concerned of the impact this will have on the city's trees and green infrastructure. DOTD must budget for the replacement of any and all trees removed as a part of the project, and this cannot be only an afterthought. This has taken decades to achieve and needs to be considered carefully in this project.</p>	Mail/Email	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.
<p>Our city's roadside trees and green infrastructure are crucial to our environment and valuable to me and our future generations, all citizens of our capital city. DOTD must budget for the replacement of all trees to be removed as a critical element of the I-10 widening project budget. The removal and replacement of trees needs to be considered an important part. All trees within the proposed area intercept an estimated 3 million gallons of storm water each year, and they collect over 1000 pounds of greenhouse gases and fine particulate pollutants in the air each year. All trees removed during this process should be accounted for and replaced at a ratio of 3 to 1, in an effort to recover the ecological and environmental services that the current trees provide.</p>	Mail/Email	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.
<p>PLEASE!!! Be considerate of the tree population that this widening will affect. So many beautiful trees around the Baton Rouge area have been removed in the past few years which is changing the entire landscape of our city; for instance the widening of Staring Lane and no replacement of trees. But then, how do you replace beautiful mature trees.</p> <p>I ask you as someone who has lived in Baton Rouge for 40+ years and watched development take over with what appears to be little regard for our city's "claim-to-fame" - beautiful with so many mature trees enhancing landscaping. Trees are even covered under many homeowner policies when taken down as a result of mother nature. That should say something of their value.</p> <p>We need the I-10 Widening project but not without considering the city's landscape. Thank you for this opportunity to send my comments</p>	Online Comment	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.
<p>Great concern for our property use and value due to this project.</p>	Meeting Comment Box	ADJACENT PROPERTY IMPACTS	Thank you for your comment.
<p>Iconic City Park Lakes Bridge. Connect bridge runoff to storm water drainage and lakes.</p>	Meeting Comment Box	STORM WATER MANAGEMENT	Thank you for your comments.

COMMENT	Method	KEY WORDS	RESPONSE
Maintain character of Perkins Road Overpass. Create sense of place.	Meeting Comment Box	PERKINS OVERPASS	Thank you for your comments.
Use elevated Interstate to create row for bikes and pedestrians to cool parks.	Meeting Comment Box	MULTIPURPOSE PATH	We presume that the comment suggests uses for the areas under the interstate, particularly in the Perkins Road area. Thank you for your comments.
Polk Street Park should be maintained as much as possible. Create safe connection for OSBR to lakes.	Meeting Comment Box	CONNECTIVITY	East Polk Street Park is part of a concept plan to provide a trail from Expressway Park to the City Park Lake/Dalrymple Drive. No impact to active park uses are anticipated as a result of the acquisition of .04 acres along the existing right-of-way nor from a concept trail.
I am concerned about the noise pollution from the proposed College Dr. flyover. What plans are made for noise abatement to the surrounding neighborhoods? What is the positive impact of the flyover in real terms. I am against the flyover without extra sound barriers.	Online Comment	NOISE	The project team is evaluating the effect of the flyover ramp on the noise levels for the residences in the Jefferson Place and Bocage neighborhoods.
We live at 7436 Richards Drive and already have to deal with interstate noise and the flyover from I-12 to I-10 and very much object to another flyover behind our subdivision. This would be very detrimental to our quality of life and our property value. Please note our objection to this project and strongly encourage an alternate plan for this problem.	Mail/Email	NOISE, VISUAL IMPACTS	The project team is evaluating the effect of the flyover ramp on the noise levels for the residences in the Jefferson Place and Bocage neighborhoods.
We desperately need to widen 1-10 East bound at the bridge, all the way to the 10/12 split.	Mail/Email	SUPPORT	Thank you for your comments.
I was very impressed with the presentation and the maps. I like the overall approach to the project. I do wonder why the Nicholson/Highland exit doesn't include Washington Street and completely do away with the Washington street exit as it exists or is planned. Washington Street is only 6 blocks down Highland Road. If the Washington Street exit has to remain, there appears to be enough shoulder available to move the split lane for the exit around the curve farther west, closer to the bridge. Thanks for the meeting and information, Alan S. Karr BSIE - LSU 1982	Online Comment	WASHINGTON STREET EXIT	Multiple alternatives, similar to the ones suggested, were considered in the Stage 0 Feasibility Study and did not move into the Stage 1 study due to high environmental, cost, or traffic serviceability impacts.
My main concern is the impact to the Perkins Road overpass area. I would NOT support any measure that would have a negative impact on such an iconic part of Baton Rouge.	Online Comment	PERKINS OVERPASS,PERKINS MERCHANTS	Thank you for you comment. Enhancements are being conceptually designed to improve the Perkins Road ramp area.
I live in Stratford Place near the I-10/I-12 split. The trees along the I-10 corridor are essential to my enjoyment of my yard and home. Without those trees, the noise from the interstate will lower my property value, become a nuisance, and discourage my enjoyment of my yard. As plans are made to widen the Interstate, they must also include noise barriers and tree replacements. Thank you	Online Comment	TREE PROTECTION,NOISE	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green. DOTD is required to investigate the reasonableness and feasibility of reducing noise levels from I-10 for impacted residences. Our analysis has demonstrated the potential for new noise barriers and the relocation of some existing noise barriers. Preliminary proposed locations for noise barriers were shown on roll maps during the public meetings and can be viewed on the project website, i10br.com.
I just moved to Baton Rouge from the state of Rhode Island. My biggest thrill has been to see and experience the beauty of our huge oak trees. It is a gift of this city to its citizens. Please do whatever you can to preserve the beauty of this gift of nature to us. I am definitely in favor of improving our interstate road system, especially I-10 here in the city, but not at the expense of losing so much of our natural beauty. Thanks for your kind consideration!	Online Comment	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.

COMMENT	Method	KEY WORDS	RESPONSE
I am writing on behalf of the Capital Region Industry for Sustainable Infrastructure Solutions (CRISIS). Representing many of the major companies in the Capital Region, CRISIS undertook a data-driven analysis several years ago to identify the most effective major projects in the region. The I-10 widening was at the top of the list. The benefits to commuters, customers, businesses and the movement of products in the Capital Region will be enormous. All of the solutions to the traffic woes of this region require multiple major projects, but I-10 must be widened regardless of the project mix. To not proceed with this project would be a disservice to this community and the businesses and industry a part of this community. CRISIS supports the I-10 widening project.	Online Comment	SUPPORT	Thank you for your comments and additional data.
My name is Kenny Kleinpeter. I am a homeowner at 7022 Richards Drive. I am writing to express concern about the flyover and it's effect on my home and property. This letter is not meant to stifle growth of the community or hinder progress. It is a plea to strongly consider whatever means necessary to mitigate the visual and auditory impacts on my neighbor's and my own property, quality of life and property value. If there is no means to mitigate this damage, please consider omitting the flyover from the expansion. Thank you for considering this letter.	Mail/Email	NOISE,VISUAL IMPACTS	The project team is evaluating the effect of the flyover ramp on the noise levels for the residences in the Jefferson Place and Bocage neighborhoods.
To the attention of US DOT, FHA, and LA-DOTD: The Baton Rouge Area Chamber – serving as the regional economic development organization for a nine parish region with a population of 850,000, and representing 1,500 investor businesses throughout the capital region – strongly supports this project as a signature urban infrastructure redevelopment. The widening of I-10 will provide much-needed traffic relief to the state's worst traffic chokepoint, which has severely impacted quality of life and economic activity in the Capital Region. In annual surveys of regional businesses, traffic or transportation infrastructure has been rated as the top obstacle to business for many years. While this project does not solve all of the region's traffic woes, it is a critical piece of the solution that will create greater workforce mobility and effective movement of people and goods through Louisiana's second largest metro area. At the same time, the project creates the opportunity for significant quality of life improvements in the neighborhoods directly impacted by construction, such as the Perkins Overpass and LSU Lakes communities. Through deep public engagement and thoughtful, context sensitive solutions, the project team must ensure that residents and businesses of impacted areas see mitigation of construction impact wherever possible, and long-term improvements made to the built environment through improved connectivity, infrastructure design, and drainage. Smart planning concepts must be applied to the design and construction of this kind of major urban thoroughway, including sensitivity to the way redesign of interchanges impact the surface street network, in particular the Acadian exit and Perkins Road. On behalf of our board and the 1,500 business owners that make up our membership, we commend DOTD on their public engagement thus far, and look forward to continuing that engagement as the project moves into its next phase.	Mail/Email	SUPPORT	Thank you for your comments. Context sensitive designs presented for comment during the public meetings will be refined for inclusion in the project design and included in the Environmental Assessment.

COMMENT	Method	KEY WORDS	RESPONSE
<p>I'm concerned about the trees along the roadside!</p> <p>1) Our city's roadside trees and green infrastructure are crucial and valuable to me!</p> <p>2) DOTD must budget for the replacement of all trees to be removed as a critical element of the I-10 Widening project budget, not an afterthought!</p>	Online Comment	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.
<p>1) Our city's roadside trees and green infrastructure are crucial and valuable to me!</p> <p>2) DOTD must budget for the replacement of all trees to be removed as a critical element of the I-10 Widening project budget, not an afterthought!</p> <p>3) The trees add a beauty to our landscape around the interstate not only for us as residents to enjoy, but also to show our visitors to Baton Rouge area and Louisiana the beauty of our great State and city and surrounding area.</p> <p>4) Trees are vital to our environment. They help cleanse our air and provide shade and shelter for native animals.</p>	Online Comment	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.
<p>No painting on sculptures on I-10 pylons.</p>	Meeting Comment Box	ART	Thank you for your comment.
<p>We need 2 lanes on WB entrance ramp at Acadian, because of increase in traffic from the Garden District, Hundred Oaks and other areas that now use the WB entrance at Perkins.</p>	Meeting Comment Box	ACADIAN	Two lanes are provided on the westbound entrance ramp from Acadian Thruway to I-10 for a length of approximately 600 feet from the intersection at Acadian. It then tapers to one lane prior to the parallel acceleration lane on to I-10.
<p>Please continue path to fix traffic. I support.</p>	Mail/Email	SUPPORT	Thank you for your comments.
<p>I would like to express my opinion and concern about any loss of trees as a result of the I-110 widening project. Plans need to be made to address any loss of trees on the front end of the planning cycle. Having roadside trees and green infrastructure is important to the general appeal of our City and is important to me personally. The trees that will be impacted have a significant benefit to our environment as they help intercept storm water runoff and help remove pollutants and CO2 from our atmosphere. I believe DOTD should replace any removed trees at a ratio of 3 to 1, to offset the loss of so many mature trees. I hope you will give this matter proper consideration. Like many other concerned citizens, I want Baton Rouge to keep pace with other "smart" cities on this critical issue.</p>	Mail/Email	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.

COMMENT	Method	KEY WORDS	RESPONSE
<p>As two time graduate of the "stately oaks and broad magnolias" filled campus of Louisiana State, resident of Baton Rouge's historical Garden District, a small business owner of a business downtown, as well as a business located in Perkins Overpass area, and a member of Baton Rouge Green's Board of Directors, our city's roadside trees and green infrastructure are crucial and valuable to me. As someone who lives and daily travels along the I-10 corridor, these trees are an integral component of my health and businesses. Trees are imperative as t us in abundant. Trees aid in heat stroke protection, cleaner air, better breathing, sounder sleep, stress relief, disease prevention, storm water drainage, and defense from depression, just to name a few. To advance this project of widening I-10 without properly accounting for and replacing</p> <p>The attraction of trees lost would be a travesty and no advancement..at..all DOTD must budget for replacement of all trees to be removed as a critical element of the I-10 Widening project budget, not as an afterthought. Community trees within the proposed project are vital to the sustainability of my businesses and health. The benefits are measurable Specifically, these trees intercept almost 3 million gallons of storm water every year, collect over 1,000 pounds of greenhouse gases and fine-particle pollutants in the air each year, and scrub almost 240,000 pounds of carbon dioxide out of the air every year. DOTD must commit to appropriately and adequately investing in trees. All trees removed during this process should be accounted for and replaced at a minimum ratio of 3 to 1, in an effort to recover the loss of ecological and environmental services that the current trees provide. Anything less is not acceptable.</p>	Mail/Email	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.
<p>1. Make upgrades in West Baton Rouge as planned.</p> <p>2. In Baton Rouge:</p> <p>a. Eliminate Washington Street Exit and extend new lane from bridge to Dalrymple Dr on Eastbound.</p> <p>b. Add lane from College Drive to Acadian Thruway on Westbound I-10</p> <p>c. Leave the Highland Road exit from bridge as it currently is.</p>	Meeting Comment Box	SUPPORT,WASHINGTON STREET EXIT	Multiple alternatives, similar to the ones suggested, were considered in the Stage 0 Feasibility Study and did not move into the Stage 1 study due to a large number of environmental impacts.
<p>Do all the above in one initial phase and wait and see the results. Then consider additional additions to I-10 only if needed.</p> <p>The financing method of the I-10 Interstate upgrades is questionable with GARVEE bonds so I recommend to use other financing methods (not a new tax).</p>	Meeting Comment Box	COST,FINANCING	Multiple alternatives, similar to the ones suggested, were considered in the Stage 0 Feasibility Study and did not move into the Stage 1 study due to a large number of environmental impacts.
<p>I am concerned about the TOTAL costs of this project and how it will actually be funded, so I would like the public to see a total itemized cost estimate including the public meetings, planning costs to date and future, design, construction etc. The video I watched from the DOTD seems to indicate that the \$360 MILLION in GARVEE bonds will not pay for actual construction. Is that correct?</p>	Online Comment	COST,FINANCING	An Opinion of Probable Cost will be included in the line and grade submittal and appended to the Environmental Assessment. \$360 million dollars will not fund the entire project.
<p>I would like to see a total estimate from beginning to end of the project including the public meetings and planning, design, construction etc.</p>	Online Comment	COST,FINANCING	An Opinion of Probable Cost will be included in the line and grade submittal and appended to the Environmental Assessment. You may contact the DOTD Project Manager on how to formally request and obtain information on costs for various contracts related to this project.
<p>To reduce the likelihood of purchasing houses on Eugene St.</p>	Meeting Comment Box	ACQUISITION GUIDANCE	Thank you for your comment. In order to provide improvements to the Acadian interchange, two residences on Eugene are in or immediately adjacent to proposed right-of-way and would require acquisition. Others on Eugene may be offered opportunity to sale due to access issues during construction.

COMMENT	Method	KEY WORDS	RESPONSE
1. When will we get a definitive answer if any of our units will need to be acquired or strongly affected? Would you just absorb some of the units? What exactly is the extent of road blockage during construction resulting in loss of rentals.	Mail/Email	ACQUISITIONS	The proposed apparent right-of-way was shown at the public meetings, it may also be viewed on www.i10br.com . None of the Hollydale Condominium buildings are in the proposed apparent right-of-way, therefore, none will be acquired. Brochures from DOTD's Real Estate section with more details on the acquisition process can be downloaded here: http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Real_Estate/Manuals/2016%20Acquisition%20Brochure%20revised%208.31.16.pdf . Access to residences and businesses will be maintained during construction. There may be occasions where access will be affected.
2. Will the movement of the new Interstate columns add to our noise factor and what will be done about construction noise? How much more noise can these tenants take? It is already pretty bad. Will you be building any noise baffles or such to reduce the noise?	Mail/Email	NOISE,CONSTRUCTION IMPACTS	DOTD is required to investigate the reasonableness and feasibility of reducing noise levels from I-10 for impacted residences. Our analysis indicates that a noise barrier can be reasonable and feasible for nearby impacted residences on the south side of I-10 and qualifies for federal funding from Fig Street to between Christian Street and Hollydale.
3. What reflection will this project have on our property value? I am concerned that my tenants might want to move out now that there is supposedly going to be massive construction, which of course you know will not likely be completed on time (based on the rest of the construction/destruction around Baton Rouge.	Mail/Email	ADJACENT PROPERTY IMPACTS	Since the condominiums in question are not to be acquired and are presently adjacent to I-10, only a real estate appraiser with specific experience in your area would be able to address whether there will be an affect on property values.
4. What is their plan to make this area walkable during construction? How can our tenants take advantage of the conveniences we offered them in the rental advertisements, such as WALKABLE to all areas of the Perkins Road overpass area? 5. What happens to our area of parking when construction worker's have to park? Where are these construction workers going to park their own cars? Where is all of the equipment going to be housed?	Mail/Email	CONSTRUCTION IMPACTS,NOISE	4- The area to be vacated by the Perkins Road ramps removal is being considered for community connectivity enhancements. Walkability should improve with the enhancements under consideration. During construction, walking within construction area may be limited or prohibited. 5- For businesses/residences utilizing parking under I-10 that may be affected, DOTD is committed to locating temporary parking during construction. Equipment laydown areas are proposed to be within existing rights-of-way to the extent possible. Construction servitudes are shown on the roll maps from the public meetings and can be viewed at www.i10br.com .
6. Is there an estimated construction start time and completion date? Very important to know to allay the fears of the tenants who might want to relocate at the end of their lease due to the mess around the area. Thank you for your time. I would appreciate a response in an appropriate amount of time.	Mail/Email	CONSTRUCTION PHASING,ADJACENT PROPERTY IMPACTS	DOTD will be working through construction sequencing, however, exact order of construction will be determined during Stage 3, Final Design.
I'm in Building 2 of the Hollydale condos. I am worried about all tenants being inconvenienced during construction. Any amount of common area taken from our space will affect all who are living there.	Mail/Email	ADJACENT PROPERTY IMPACTS,CONSTRUCTION IMPACTS	DOTD will maintain access for residences during construction.
This (Perkins Overpass & lower Garden District) is one of the most viable neighborhoods in the City and has been for decades. "If it isn't broke don't fix it." There is nothing wrong with the entrance or exit off Perkins Road. Works well all the time because only locals get on and off there. No need for anyone traveling through BR to get off there. Thanks for your response.	Mail/Email	PERKINS RAMPS	The Perkins Road on and off ramps have to be removed to modify the Acadian Throughway ramps.

COMMENT	Method	KEY WORDS	RESPONSE
<p>I am very concerned about the destruction of trees and other green areas relative to these proposals to "improve" traffic flow. I am also very concerned about increased noise in my neighborhood due to this expansion and the removal of green space buffer. The traffic noise in my neighborhood is already very bad, I can't imagine how much worse it will be when the interstate is widened, trees are removed, and the College Drive "flyover" is implemented. I hope that DOTD has plans and a budget to replace every tree and green area that is destroyed in this proposal and that it has plans and a budget to improve the sound wall for my neighborhood (Jefferson Place/Bocage). I would hope that after the historic floods, the annual threat of hurricanes and tropical storms, the pollution levels, and the ever increasing heat in our area that my government would be planting MORE trees, not removing them. Did you know that trees can reduce air temperature both by blocking sunlight and transpiration and that the evaporation from a single tree can produce the cooling effect of 10 room size air conditioners operating 20 hours a day? Did you know that trees can be used to reduce wind speed from potentially damaging winds? Did you know that a well placed tree can reduce noise by as much as 40%? Did you know that trees help settle out and trap dust, pollen and smoke from the air. Did you know that trees absorb carbon dioxide and potentially harmful gasses, such as sulfur dioxide, carbon monoxide, from the air? Did you know that one large tree can supply a day's supply of oxygen for four people? Did you know that for every 10,000 miles you drive, it takes 7 trees to remove the amount of carbon dioxide produced if your car gets 40 miles per gallon (mpg); it will take 10 trees at 30 mpg; 15 trees at 20 mpg; 20 trees at 15 mpg; and 25 trees at 12 mpg)? Did you know that trees help reduce surface water runoff from storms, thus decreasing soil erosion and the accumulation of sediments in streams? Did you know that trees increase ground water recharge and reduce the number of potentially harmful chemicals transported to our</p>	Mail/Email	TREE PROTECTION	<p>DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green. The project team is evaluating the effect of the flyover ramp on the noise levels for the residences in the Jefferson Place and Bocage neighborhoods.</p>
<p>After attending the public hearing on August 30, 2018, I am even more concerned about the removal of green space buffers and trees, particularly for the proposed College Drive exit flyover. There was very little detail given about the flyover exit, such as the plans to address drainage issues, and plans for what will happen during construction to protect the areas impacted from noise and water. Will it require the taking of any of my neighbor's property in Jefferson Place/Bocage? Will my neighborhood be completely without a sound barrier in sections during construction? Will the "reconstructed to current standards" sound wall be placed closer to my neighborhood? As I am sure you know, exposure to noise pollution is hazardous and can bring about various adverse health consequences, such as sleep disturbance, hearing impairment, hypertension, and ischemic heart disease. We have a lot of young children in our neighborhood who could suffer life long-impacts from this exposure. We also have a lot of health care professionals living in our neighborhood that our community depends on for their health care needs and we, as a community, have an interest in these professionals performing at their highest levels of competency. Additionally, we have a lot of flash flooding of the streets in my neighborhood and surrounding areas. How will all of this construction, removal of green space and trees, and additional hard surface impact both the noise level and the drainage in this area? What are the plans to mitigate the additional noise, runoff, and loss of green space and trees? I hope that the plans I saw and heard at the public meeting can be revised to protect our trees and green spaces and to increase plans for additional sound barriers, green spaces, and trees to help shield our citizens from the traffic noise.</p>	Mail/Email	TREE PROTECTION,STORMWATER MANAGEMENT	<p>DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green. No additional right-of-way is currently proposed for the construction and operation of the College Drive flyover ramp. The project team is evaluating the concept of a right turn from the College Drive westbound exist to allow travels to direct access to Corporate Boulevard. The project team is evaluating the effect of the flyover ramp on the noise levels for the residences in the Jefferson Place and Bocage neighborhoods. It is the desire of the DOTD to provide noise barriers in advance of construction whenever possible. As there is a barrier in place, the barrier would remain until such time as it would need to be moved. Any potential drainage issues in this area and proper drainage design for the whole project area will be an important component of the Stage 3 Final Design Process.</p>

COMMENT	Method	KEY WORDS	RESPONSE
<p>After attending the public hearing on August 30, 2018, I am even more concerned about the removal of green space buffers and trees, particularly for the proposed College Drive exit flyover. There was very little detail given about the flyover exit, such as the plans to address drainage issues, and plans for what will happen during construction to protect the areas impacted from noise and water. Will it require the taking of any of my neighbor's property in Jefferson Place/Bocage? Will my neighborhood be completely without a sound barrier in sections during construction? Will the "reconstructed to current standards" sound wall be placed closer to my neighborhood? As I am sure you know, exposure to noise pollution is hazardous and can bring about various adverse health consequences, such as sleep disturbance, hearing impairment, hypertension, and ischemic heart disease. We have a lot of young children in our neighborhood who could suffer life long-impacts from this exposure. We also have a lot of health care professionals living in our neighborhood that our community depends on for their health care needs and we, as a community, have an interest in these professionals performing at their highest levels of competency. Additionally, we have a lot of flash flooding of the streets in my neighborhood and surrounding areas. How will all of this construction, removal of green space and trees, and additional hard surface impact both the noise level and the drainage in this area? What are the plans to mitigate the additional noise, runoff, and loss of green space and trees? I hope that the plans I saw and heard at the public meeting can be revised to protect our trees and green spaces and to increase plans for additional sound barriers, green spaces, and trees to help shield our citizens from the traffic noise.</p>	Mail/Email	NOISE	<p>DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green. The project team is evaluating the effect of the flyover ramp on the noise levels for the residences in the Jefferson Place and Bocage neighborhoods.</p>
<p>I find this proposal completely devastating to the very things I enjoy about Baton Rouge. I'm all for great infrastructure- I recently drove cross country and marveled at the smooth roads and wide interstates along the way, and laughed to myself about how far behind Louisiana lags. BUT driving through places like Dallas, for example, made me miss home. Sure, they have a loop, 6 lane wide interstates, and seemingly great infrastructure, but very few trees or character. I can best describe it as a concrete jungle. Is that what BR wants to be? Projects like Baton Rouge Green's interstate trees, and businesses like the Overpass Merchant, to me, are what make a big vast city a place worth living. Character, charm, green spaces, etc. I don't disagree that we have a traffic problem, but I think this is a quick fix that will barely be a drop in the traffic bucket.</p>	Online Comment	TREE PROTECTION,PERKINS MERCHANTS	<p>DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.</p>

COMMENT	Method	KEY WORDS	RESPONSE
<p>I want to reiterate our concern over impacts to drainage during and after this construction is complete. All of Jefferson Place along the existing sound wall and along Richards Drive was placed in the Flood Zone after Hurricane Gustav. I believe most of Bocage Lake Estates is in the flood zone. I have expressed this concern at all 3 focus group meetings.</p> <p>Many others I heard ratify the concern. Folks in the Valley Park area have expressed equal concern.</p> <p>We want to make sure that our houses are not threatened by flooding due to the proposed barrier wall along the new College Drive exit (aka the 2016 flooding in Livingston Parish), changes to the Sound wall along the corridor, temporary changes/blockages of drainage during construction, or long term impacts to the Wards Creek drainage corridor (including the "feeder" ditches in individual subdivisions.</p>	Online Comment	STORM WATER MANAGEMENT	Any potential drainage issues in this area and proper drainage design for the whole project area will be an important component of the Stage 3 Final Design Process.
<p>The proposed College Drive exit for I-10/I-12 is fundamentally a good idea however the proposed design is making motorists commit to that exit for approximately 1 mile. The problem is that it appears the project is not addressing the underlying traffic hairball called College Drive. There is no bail-out opportunity for motorists. The inevitable backup on the new "service drive" is going to probably be worse than the current backups we see however unlike today there will be no way to get out of a bad decision once on that dedicated exit.</p> <p>My suggestion is to introduce additional "service drive" exits from the dedicated ramp onto some of the streets (maybe even a new dedicated street along Wards Creek) that dump onto Corporate Blvd. If folks do not have to go all the way to College Drive (unless they want to) then you've helped reduce the mess at College Drive plus you've provided "safety valves" for folks and emergency vehicles that would be otherwise stuck on that ramp.</p>	Online Comment	COLLEGE DRIVE,CONNECTIVITY	Any potential drainage issues in this area and proper drainage design for the whole project area will be an important component of the Stage 3 Final Design Process. The project team is considering the concept of a dedicated right from the College Drive westbound exit to allow traffic to travel directly to Corporate Boulevard.
<p>The flyover will pass along side Richards Drive in my subdivision, Jefferson Place. The section of Richards Drive where I live is susceptible to flooding already. Richards Drive regularly fills up with water during heavy rains, and that water rises up into the yards near our houses. Some houses on this street have already flooded in the past because of hurricane rain and other heavy rains. I am extremely concerned that this flyover will limit or slow water drainage to the extent that even more houses will flood, including mine. These concerns must be addressed.</p>	Mail/Email	SUPPORT	Any potential drainage issues in this area and proper drainage design for the whole project area will be an important component of the Stage 3 Final Design Process.
<p>Why do we always let a few loud voices stop progress. On behalf of the thousands of people that sit still on the interstate daily, we beg you to fix it.</p>	Mail/Email	SUPPORT	Thank you for your comments.

COMMENT	Method	KEY WORDS	RESPONSE
<p>My name is Earl Marcelle and I'm one of the property owners of the property at 1026 East Washington Street. If they do the roundabout option, it will take the property completely. I am opposed to that option and I prefer the option with the signals. And it'll still have the turnaround. Even though I think long-term the roundabout may be the best option, but as it impacts me and the neighborhood that I'm, I'm in, I have a problem with that option. And it's some angst in that because where the tire shop now is was my father's former service station. And it relocated once already for the East Washington Street ramp. It took his original station that was constructed in 1945, and somewhere around the late 1950s he had to get out and build another station. He was fortunate enough to obtain the property across the street from the original station. In addition to that, his childhood home on East Boulevard was taken, right in the middle of East Boulevard where Expressway Park is today. So I don't really want to hear anything about taking any more property. And I understand progress has to move on, but I'll be willing to talk with anybody about any option, but I prefer option 1 with the signal lights because that does the less damage to me and other folks in that neighborhood. I'm done.</p>	Stenographer	ROUNDABOUTS,ACQUISITIONS	<p>Thank you for your comments. DOTD Real Estate staff have been and will continue to be available to you to work through potential solutions to possible impacts to your properties.</p>
<p>I support noise barriers and feel they are important for neighborhoods bordering the Interstate project. I would hope that consideration would also be given to not raising any billboards along the project. Raising billboard to provide visibility over the sound barriers make them far to visible to adjoining neighborhood. This is particularly disturbing when they are illuminated at night</p>	Mail/Email	NOISE,BILLBOARDS	<p>Thank you for your comments. Some of the noise barriers proposed qualify for federal funding, other do not. A special state appropriation will be necessary to construct noise barriers not eligible for federal funding. DOTD does not construct billboards.</p>
<p>I hope something can be done to mitigate flooding problems that we experience on Acadian!</p>	Meeting Comment Box	STORM WATER MANAGEMENT,ACADIAN	<p>Any potential drainage issues in this area and proper drainage design for the whole project area will be an important component of the Stage 3 Final Design Process. Drainage concerns pecific to Acadian Thruway separate from the I-10 interchange will need to be addressed by the City-Parish.</p>
<p>My concern is the Nairn overpass bridge. On the display panels, there were two of those panels, the right-hand one at the bottom showed a scene with concrete barrier walls and a living internal barrier, I think they were calling it. Do not do that. That -- just don't. That would be insane to have a bridge with ever how tall those would be. The other ones with the cable and the fencing is perfect. Air gets through. We get to see the madness below. Everything is terrific. Do not put concrete walls on that bridge. Thank you. That's enough.</p>	Stenographer	NAIRN BRIDGE	<p>Thank you for your comments. We will consider all comments relative to the design of the Nairn Bridge.</p>

COMMENT	Method	KEY WORDS	RESPONSE
<p>I have listened to your video....if you would like for people who live & work here in Baton Rouge to be able to get to work & around the city then you need to have alternative routes not just ONE route that was a poor poor design to begin with.....if you keep funneling traffic through one area it will only make more congestion....190 NEEDS to be an interstate....not a Hwy.....190 has access to the Old Bridge & To Hwy 55...also you could access the Audubon Bridge easier from that location as well.....you can make 190 an interstate with service roads on the side....if you could access 190 say close to the Gross Tete exit then you could funnel traffic down 190....also if you could access the Sunshine Bridge from the Gross Tete exit that would be a way to funnel traffic....then make the road accessible to Hwy 55....there is your loop around the city & more accessibly to other towns....you already have 3 bridges in place you just need to have a better transportation system to access the bridges.....also I think a bus lane would help people get to work easier.....in today's changing world with Uber & Lift....the i10 is not only congested on the week days it is also congested on the weekend as well.... thank you & I really do hope that you do LISTEN to the people....</p>	Online Comment	ALTERNATE ROUTES,SOLUTIONS	Thank you for your comments and suggested solutions.
<p>\$360,000,000 is a waste of money and a waste of time. First reason, in about two or three years after completion, it will be just as congested. It'll be just as bad as it is now, different way, different manner, but the way the city is growing and the way traffic is growing, that's my opinion. I think a longer range plan would be better served if we built a new bridge with connections from the west side I-10 to the east side going south of the city connecting to I-10 and I-12 and the east side of East Baton Rouge -- the east side past East Baton Rouge. he project that you're talking about now is scheduled to cost, estimated cost \$360,000,000. A new bridge was said to be \$500,000,000. For \$140,000,000, let's do something right. Let's do it so that it will not be outdated in a few years.</p> <p>And I would suggest also a possible way of financing this. I suggest that the State, the Federal government, or whoever, enters into a private/public partnership with trucking firms, giving trucking firms the -- asking the trucking firms to help finance a major portion of this project and giving them first option on what is the final construction. That is, they would have the road to use as more or less their own with no toll fees. They would then -- you could also have some private ownership company -- if cars want to go through, charge toll fees to help pay. The reason for suggesting that is to help the truckers save money and time, prevent accidents that cause them money and cause harms, and also will provide them with a quick way to not have to go through Baton Rouge unless they're delivering there. I think also that it will provide a saving of money because they will be on time. They also will not have to pay for a lot of accidents that they're having to deal with now or destruction of what they're carrying.</p> <p>For the people, it would be a good option because it allows us to decongest Interstate 10 through Baton Rouge. And it will also allow those who want to, to take the route with the truckers, if that's what they want to do. And I think it's</p>	Stenographer	ALTERNATE ROUTES,SOLUTIONS	Thank you for your comments. DOTD is in the process of studying additional Mississippi River crossings to assist in the alleviating the traffic congestion; however, a new bridge is years away from approval and construction. The proposed project allows for additional capacity to be added in the near term with minimal right-of-way acquisition and environmental impact; it is part of a larger vision to reduce congestion and improve travel time on I-10 through the Baton Rouge area.

COMMENT	Method	KEY WORDS	RESPONSE
<p>Okay. The, the additions that I want to make is that everything I said earlier pre-supposed that the only thing that was going to be done was the, the interstate without looking at the possibilities that -- of having to improve the current situation and then adding a new bridge, not instead of, but at adding the new bridge. And, and everything that goes with the new bridge that I said.</p> <p>The reasoning for that is that, is they mentioned several times the congestion is going to grow and continue. And so the project at present, the one that was explained, has some very good details and some very good possibilities and is necessary for improvement of the current interstate. And the only thing that I really object to is the four laning part. I think the four lanes are unnecessary and it's a waste of money there that could be spent on looking at the idea of a new bridge connecting from 415 to the south of -- to east of the city and connecting into 10 at -- and 12 and Ascension and Livingston. The, the cost will be modified a bit, I think, by eliminating the four lanes and shifting that over.</p> <p>So that's the correction that I would make. I started -- my earlier comment sort of indicated that it was an either/or situation. I don't think that would work, but I do think taking care of the present we need to push toward the future, and that includes improving what we have, but not quite in the same way, and adding a new bridge and connection, call it Interstate 210, or whatever you want to call it, sort of a, a loop, half loop, from the west side to the east side.</p> <p>And so commendations to the planning, but let's do a little bit more. Now, I also think if we don't include that, the idea of a new bridge and a new highway, it will be pushed out for another 50 years, and then we'll be in the same situation we're in now, too late, too much more, let's do it right and do it over the period that we're looking with.</p>	Stenographer	OPPOSED	<p>Thank you for your comments. DOTD is in the process of studying additional Mississippi River crossings to assist in the alleviating the traffic congestion; however, a new bridge is years away from approval and construction. The proposed project allows for additional capacity to be added in the near term with minimal right-of-way acquisition and environmental impact; it is part of a larger vision to reduce congestion and improve travel time on I-10 through the Baton Rouge area. During the Stage 0 Feasibility Study for this project, alternative regional transportation improvements were considered during the traffic study including a new southern Mississippi River Bridge crossing and a Northern Bypass. Though these megaprojects will provide improved traffic flow through the Baton Rouge metro area, the I-10 Improvement through Baton Rouge is necessary to help alleviate congestion through the area.</p>
<p>And, again, I'd go to the public/private partnership with a trucking firm for the new place.</p> <p>Also, the Nicholson Drive project, which is separate from this, but a part of it, that the public/public partnership be combined with the LSU Athletic Foundation because that project is opening up access to LSU athletic events from the west. And I think the athletic foundation might could pay a part of that. And that's it.</p>	Stenographer	PUBLIC-PRIVATE PARTNERSHIP	<p>Thank you for your comments. DOTD is also working internally on project coordination between the proposed project and other projects in the area, including the LA 1/LA 415 and Highland/Nicholson projects.</p>

COMMENT	Method	KEY WORDS	RESPONSE
Over the years of living and driving around Baton Rouge, what I have come to notice is where the traffic usually begins is at on ramps. This seems to be because people typically have a fear of or have never learned to merge into lanes of traffic. This is especially the issue at the College East Bound On Ramp, more so because a large part of the traffic entering the interstate at this point have the intention of going 1-12 which in order to do so need to be in the middle to left lane. At this point you have traffic coming from the west on 1-10 traveling in excess of 55 MPH on 3.lanes meeting traffic entering and crossing lanes at or below 50 MPH to get to their destination. This begins the braking process and when people peak the college overpass and see break gets ahead of them, they begin braking and so forth behind them until it continues all the way back to the bottle neck at the bridge. While I believe the overall plan is a good one, it still isn't addressing some major issues and I understand that money is the main factor in deciding what is done. But I've attached a simple sketch of what I believe will help alleviate the issue called out above. It's a mirror concept of the west bound College Ramp. On I-12 East bound at 61 intersection, extend the off ramp/on ramp lane through and pass the intersection similar to Clearview in Metairie with concrete jersey barriers. A camera system can be set up to issue tickets to those who attempt to use this on/off ramp access as an avenue to pass any traffic that may be sitting in the main I-12 lanes.	Mail/Email	COLLEGE DRIVE	Thank you for your suggestion. Traffic studies were conducted to evaluate performance. I-10 eastbound does not have the merge issue that I-10 westbound has. In the westbound direction, three lane changes are needed to get from I-10 westbound to exit at College. In the eastbound direction, when entering at the College EB ramp, only one lane change is needed to access I-12.
Please proceed with the widening of I-10 according to the published plan. My full support, as a businessman who commutes daily to the downtown area, is behind it. I do realize some people will be inconvenienced and impacted. These people should be appropriately compensated. However, this number pales in comparison to the number who are daily impacted by the current situation. The environmental and financial costs of the current situation must be astronomical. This must end. Thanks.	Mail/Email	SUPPORT	Thank you for your comments.
When I visit Baton Rouge, I always enjoy seeing the trees Baton Rouge Green has planted along the interstate. They are an asset to your community and worthy of pride by your citizens. It would be a shame to lose something so beautiful to more concrete.	Online Comment	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.
Regarding the Flyover of the I-10 project at the I-12 split, and as a resident on Richards Drive in Baton Rouge, I need to express my feelings about this as a NO. My home is in the 72 hundred block of Richards Drive just at the split and the noise is unbelievable. If what you are intending to build goes through this will only add more noise to what we already have (hear). Please think about what you are doing. I know there is a "sound wall" which helps to block the sound but please take my word for it ----- "it does not." I am not an engineer, you are! ADD ANOTHER WALL. MAKE IT DEEPER AND HIGHER. I feel sure it is hard for any of you to believe what I am saying is true. My husband and children have lived here since the day the interstate has been built. Don't add more traffic to places until it is well thought out.	Mail/Email	NOISE	The project team is evaluating the effect of the flyover ramp on the noise levels for the residences in the Jefferson Place and Bocage neighborhoods.
I will oppose the flyover for west bound I-10 traffic at the I-10/I12 intersection to get to College Drive unless an additional sound barrier is added to prevent the invasion of excessive noise into the Jefferson Place-Bocage neighborhood. Please investigate adding a sound barrier on the right hand shoulder of the fly over to reflect sound back to empty space in this area.	Mail/Email	FLYOVER,NOISE BARRIER	The project team is evaluating the effect of the flyover ramp on the noise levels for the residences in the Jefferson Place and Bocage neighborhoods.

COMMENT	Method	KEY WORDS	RESPONSE
<p>1) Our city's roadside trees and green infrastructure are crucial and valuable to me.</p> <p>2) DOTD must budget for the replacement of all trees to be removed as a critical element of the I-10 widening project budget, not an afterthought.</p> <p>3) Community trees within the proposed project area: Intercept almost 3,000,000 gallons of storm water every year; Collects over 1000 lbs. of greenhouse gasses and fine-particulate pollutants in the air each year; and Scrub almost 240,000 lbs. of carbon dioxide (CO2) out of the air every year.</p> <p>4) All trees removed during this process should be accounted for and replaced at a ratio of 3:1 In an effort to recover the loss of ecological and environmental services that the current tree provide.</p>	Mail/Email	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.
<p>Our city's roadside trees and green infrastructure are crucial and valuable to me</p> <p>DOTD must budget for the replacement of all trees to be removed as a critical element of the I-10 Widening project budget, not an afterthought</p>	Online Comment	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.
I would like to see plans to replace the trees to be removed as part of the I10/12 widening project; or plans to erect sound barrier walls to mitigate the increased noise that is likely to occur.	Online Comment	TREE PROTECTION,NOISE	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green. Locations of proposed noise barriers can be viewed on the project roll maps/aerial exhibits located on the project website at www.10br.com .
<p>Hello – I live in University Gardens and I am opposed to this expansion. If, however, widening I-10 at Perkins is inevitable, then please make plans to creatively develop the existing and new areas under the overpass to improve outcomes for our neighborhood. Add to the charm of the area and mitigate the property value loss through enhancements. Such as.....?</p> <p>LSU School of Landscape Architecture could take on the project to reimagine ways to use this space to create usable, walkable areas that contribute to the community instead of ruining it.</p> <p>☑Improve walkability along Perkins and safe crosswalks</p> <p>☑Create a BREC Pocket Park for kids to play</p> <p>☑Create a sculpture garden park</p> <p>☑Transform the space into a spot for food trucks and farmers market</p> <p>☑Give tax incentives to develop shops and restaurants under the Interstate</p> <p>☑Create better parking – the existing parking under the overpass is filled with pot holes</p> <p>☑Attractively connect the space with the LSU running/walking paths</p>	Mail/Email	OPPOSED,COMMUNITY ENHANCEMENT	Thank you for your comments. DOTD is actively working on CSS for this area. Designs will be presented during the public hearing.
Hello - I live in University Gardens. Can you send me information about how the expansion will effect drainage and walkability for my neighborhood? Thanks	Mail/Email	STORM WATER MANAGEMENT,PEDESTRIANS	Drainage patterns in this area will be similar as they are after construction of this project. Any potential drainage issues in this area and proper drainage design for the whole project area will be an important component of the Stage 3 Final Design Process.
<p>1) Our city's roadside trees and green infrastructure are crucial and valuable to me!</p> <p>2) DOTD must budget for the replacement of all trees to be removed as a critical element of the I-10 Widening project budget, not an afterthought!</p>	Mail/Email	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.
Please work to replace our urban canopy!! It is the best for our urban pollinators, storm water mitigation and beauty for our city!!!!?	Online Comment	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.

COMMENT	Method	KEY WORDS	RESPONSE
<p>Hi, you all have heard from me quite a lot about this. I appreciate the great work doing public outreach and engagement that your firms have done on this project. If you could find time to answer to these questions officially, we'd appreciate it:</p> <p>If project costs turn out to be more than anticipated, which elements will be eliminated? One big fear among our membership is that we're being led to support a project with talk of multi-use paths only for those design elements to be eliminated later due to cost overruns.</p> <p>Thanks very much for all your hard work.</p>	Online Comment	COST,FINANCING,MULTIPURPOSE PATH	Context sensitive design elements will be incorporated into the project and will be identified in the Environmental Assessment. Pedestrian access and bike paths are part of the concept to link Expressway Park to Dalrymple. Concepts at Acadian remain under development, it is possible additional sidewalks and crosswalks may be incorporated. Design concepts for the Nairn Bridge were well recieved during the meetings and many comments have been provided relative to preferences in design.
<p>Will pedestrian access be preserved for those needing to cross under the interstate at Terrace, Louise and Washington streets?</p> <p>We're pleased to see a multi-use path on the west side of Acadian, even though it's merely conceptual at this point, but what about those needing to walk along the east side of Acadian between Perkins Rd. and Bawell?</p>	Online Comment	CONNECTIVITY,ACADIAN	Pedestrian access under the interstate at Terrace, Louise and Washington will remain. Context sensitive design elements will be identified in the Environmental Assessment. Concepts at Acadian remain under development, it is possible additional sidewalks and crosswalks may be incorporated.
Why are there no pedestrian accommodations on College Drive where it crosses under the interstate?	Online Comment	COLLEGE DRIVE,SIDEWALKS	As the project proposes a flyover for College and no modifications to the surface street, no pedestrian considerations were incorporated.
We love the Nairn Bridge concept drawings. What is the suggested alternative route for bikes/pedestrians during the time it takes to rebuild the Nairn Bridge?	Online Comment	NAIRN BRIDGE,MULTIPURPOSE PATH	Thank you for your comments. Conceptual alternative routes for traffic using the Nairn Bridge will be developed, it is not know if these detours would accomodate pedestrian and bike traffic as they are not yet defined.
<p>Regarding the widening of I-10 and the flyover. I'm a resident in Bocage subdivision and have a few concerns about this.</p> <ol style="list-style-type: none"> 1. noise created by the expansion, specifically the flyover bordering our neighborhood, has not been communicated to the impacted residents, a resulting noise reduction plan needs to be created. 2. potential flood impacts need to be communicated and addressed. 3. visual impact on our neighbor needs to be communicated and addressed. <p>I know several of residents have these same concerns.</p>	Online Comment	NOISE,STORMWATER	The project team is evaluating the effect of the flyover ramp on the noise levels for the residences in the Jefferson Place and Bocage neighborhoods.
Please get started as soon as possible. Traffic in BR is horrible and this needs to be done ASAP. The plan looks great and impact appears minimal for good of entire region. Good Luck!	Meeting Comment Box	SUPPORT	Thank you for your comment.

COMMENT	Method	KEY WORDS	RESPONSE
<p>To Whom It May Concern:</p> <p>DOTD must budget for and prioritize the complete and equivalent replacement of all, if not increase, of trees removed by the widening of I-10. Roadside trees are not only environmentally friendly and aesthetically pleasing, but they demonstrate to locals and passers-through alike that Baton Rouge is a forward-thinking, conscientious city that embraces the spirit and beauty of Sportsman's Paradise in urban settings. Since at least the mid-nineteenth century, urban developers have recognized the social, civic, psychological, aesthetic value of natural spaces in the midst of urban settings. Trees in the middle of an interstate may not provide the same escape as Frederick Law Olmsted's Central Park or Portland, Oregon's Japanese and Rose Test Gardens, but remain in the same noble tradition. Baton Rouge, as the capital of a state long recognized for its lush and abundant natural beauty and resources, should embrace this image and tradition. What better way to represent our community and state than to feature historic natural value simultaneous with modernizing transportation improvements? On a personal note, the trees Baton Rouge Green and others have planted along and between the thoroughfares and in the middle of on- and off- ramps are a genuine and consistent source of joy. Quite simply, they are pretty and they make me happy. Also, as a Calcasieu Parish native, I still feel a sense of loss, regret, and sadness when driving that last stretch of I-10 between Vinton and the Texas border because the state removed very old and absolutely stunning oak trees between the east- and west-bound lanes many years ago. Please do not make this mistake. Many, many others have similar sentimental attachments and I hope you will respect these values and local pride in the planning and budgeting process. Thank you for your time.</p>	Mail/Email	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.
<p>As an architect who has studied urban design, I do not understand why the proponents of this plan think that funneling 4 lanes of traffic into 2 lanes of traffic is better than funneling 3 lanes of traffic into 2 lanes of traffic across the bridge. The bridge is the problem here and until it is widened, the problem will persist in the west bound direction. This solution only reconfigures the parking lot. It's also not good to have all of that pass through traffic flowing through Baton Rouge. WE NEED A LOOP!</p>	Online Comment	ALTERNATE ROUTES,SOLUTIONS	During the Stage 0 Feasibility Study for this project, alternative regional transportation improvements were considered during the traffic study including a new southern Mississippi River Bridge crossing and a Northern Bypass. Though these megaprojects will provide improved traffic flow through the Baton Rouge metro area, the I-10 Improvement through Baton Rouge is necessary to help alleviate congestion through the area. The vast majority of the project will be constructed within existing right-of-way, minimizing damage to structures and acquisition of properties.
<p>I am in support of protecting & replacing Baton Rouge Green trees during the I-10 widening project!</p>	Online Comment	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.
<p>Please save as many of these trees as possible and replace all trees that have to be taken down! Our city's roadside trees and green infrastructure are crucial and valuable to me! DOTD must budget for the replacement of all trees to be removed as a critical element of the I-10 Widening project budget, not an afterthought!</p> <p>Thank You</p>	Online Comment	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.
<p>So our concern is about traffic coming on 110 from the north wanting to take the Dalrymple exit to get to Knock Knock Children's Museum. If I'm understanding it right, those -- that traffic will need to get off at the Terrace exit and make a jog-over to get on the frontage road. So we're concerned that it's going to be difficult to navigate. And we want to make sure that if that is how the design ends up, that there's adequate signage on the freeway for the exit. And then wayfinding signage at the Terrace jog and along the front road to be able to find the Children's Museum. And it that's it.</p>	Stenographer	WAYFINDING SIGNAGE	Drivers traveling southbound from I-110 will exit at Terrace and use the south/eastbound frontage road to access Dalrymple. DOTD is committed to working with BREC/Knock Knock Museum in the proper location of freeway and wayfinding signage. Exact locations of signs will be determined during Stage 3, Final Design.

COMMENT	Method	KEY WORDS	RESPONSE
Over the years we have been able to appreciate the value of our city's roadside trees and green infrastructure. I hope these trees and spaces are accounted for and replaced after completion of the widening project. I pray that remediation of these sites is considered and included into the initial budgeting of the project.	Mail/Email	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.
1) Our city's roadside trees and green infrastructure are crucial and valuable to me. 2) DOTD must budget for the replacement of all trees to be removed as a critical element of the I-10 widening project budget, not an afterthought. 3) Community trees within the proposed project area: Intercept almost 3,000,000 gallons of storm water every year; Collect over 1000 lbs. of greenhouse gasses and fine-particulate pollutants in the air each year; and Scrub almost 240,000 lbs. of carbon dioxide (CO2) out of the air every year.	Mail/Email	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.
	Online Comment	VOID	VOID
More pedestrian access under I-10 and around Perkins Road Overpass during and after construction.,	Meeting Comment Box	PEDESTRIAN FACILITIES	Pedestrian safety and access both during and after construction are part of the design process. Proposed pedestrian crossings will be included in the complete streets and context sensitive designs to be shown during the public hearings.
Support local businesses and prevent construction from putting them out of business. Educate about real impacts during and after construction. Activate the area with signs above the interstate to drive business below. Pop-up events to help fundraise for local businesses.	Meeting Comment Box	CONSTRUCTION	Thank you for your comments.
For improvements, even if it takes people's home. It's best for community.	Meeting Comment Box	SUPPORT	Thank you for your comment.
To whom it may concern. I am in support of the overall project and realize that some times you must give to get and there will be impacted areas of the road work. I do ask that DOTD take in consideration of the existing trees and overall esthetics of the road project. The trees are a great asset to DOTD and the commuters of the road. The cost to plant a new tree is nothing when looked at the true dollars they can save in the long run. DOTD could even turn this in to a revenue center with producing air quality tax credits and selling them.	Mail/Email	SUPPORT,TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.

COMMENT	Method	KEY WORDS	RESPONSE
<p>I am very on concerned. The interstate is already on top of us... looks like the want to move it closer. The noise will be unbearable. I have lost 2 sale because of what's coming. I think They should buy our complex. A few questions below:</p> <p>1. When will we get a definitive answer if any of our units will need to be acquired or strongly affected?</p> <p>2. Will the movement of the new Interstate columns add to our noise factor and what will be done about construction noise?</p> <p>3. What reflection will this project have on our property value?</p> <p>4. What is their plan to make this area walkable during construction?</p> <p>5. What happens to our area of parking when construction worker's have to park?</p> <p>6. Is there an estimated construction start time and completion date?</p>	Online Comment	ADJACENT PROPERTY IMPACTS	<p>1- The proposed apparent right-of-way was shown at the public meetings, it may also be viewed on www.i10br.com. No buildings associated with the Hollydale Condominium Association are in the proposed apparent right-of-way, therefore, none will be acquired. Access to residences and businesses will be maintained during construction. 2- DOTD is required to investigate the reasonableness and feasibility of reducing noise levels from I-10 for impacted residences. Our analysis indicates that a noise barrier can be reasonable and feasible for nearby impacted residences on the south side of I-10 and qualifies for federal funding from Fig Street to between Christian Street and Hollydale. 3- Since the condominiums in question are not to be acquired and are presently adjacent to I-10, only a real estate appraiser with expertise in your area would be able to address whether there will be an affect on property values. 4- The area to be vacated by the Perkins Road ramps removal is being considered for community connectivity enhancements. Walkability should improve with the enhancements under consideration. 5- For all residences and businesses that utilize parking under I-10 that may be affected, DOTD is committed to locating temporary parking during construction. Construction servitudes are shown on the roll maps from the public meetings and can be viewed at www.i10br.com. 6- DOTD will be working through construction sequencing.</p>
<p>Concern about older homes sitting within 100 yards from interstate which are affected by vibration causing structure damage</p>	Meeting Comment Box	ADJACENT PROPERTY IMPACTS	<p>We do not yet know if there will be any pile driving on the project. DOTD has a policy for monitoring vibrations during pile driving with specific procedures for documenting adjacent structures before and after pile driving activities. Generally, regular construction activities for roadways typically do not cause vibrations that rise to the level of property damage. In the event property owners feel they are experiencing damaging vibrations during construction, they can contact the Project Engineer and ask that it be investigated. A "Vibration Complaint Form" is available to the property owner(s) for such occurrences and can be obtained via the office of the Project Engineer as necessary.</p>
<p>I am a member of the media and would like to request a media packet</p>	Online Comment		<p>There were no media packets developed for the public meetings. All the materials presented can be downloaded from the project website at www.i10br.com.</p>

COMMENT	Method	KEY WORDS	RESPONSE
<p>congestion problems for a few years before everyone is stuck in traffic again and we have to widen the interstate even more. If you build it, they will come, the cars, that is. Baton Rouge is a BIG city. Since Katrina, it is now the biggest city in the state and likely to stay that way. Big cities have real and functional public transportation that is a desirable alternative to travel via personal automobile. Baton Rouge needs to accept that it is only going to continue to grow, and sprawl, and invest money in constructing a light rail system in the city and outlying parishes with trains arriving every 20 minutes that can get passengers to their destinations faster and easier than they could travel by auto. Train stations in the outlying parishes would allow commuters to park their cars and ride into the densely populated parts of the city such as downtown, LSU, Southern, and the medical campus without the hassle of parking or traffic. The current CATS system should be dismantled entirely--it has grown worse under new leadership and is still the transportation of last resort since buses take hours to travel a distance drivable in 30-40 minutes in the very worst traffic conditions, and there are few bus stops that shelter people from the elements. Also, buses use the same roads as cars, so they get stuck in traffic too. Buses are not a workable form of public transportation that would decrease the traffic in this city. A new commuter rail system would have to have stations where passengers could wait without being caught in the rain and heat, at least. As well, no business or neighborhood should be permitted to veto plans for a stop in their area due to baseless fears that public transportation that public transportation is just a criminal and homeless person delivery system. This same flawed logic has been used by some who object to bike paths in their neighborhoods. For the money we are spending to widen sections of the interstate, we could invest in a good, workable rail system that serves the city and the outlying parishes that people would willingly use rather than drive.</p>	Online Comment	OPPOSED	Thank you for your comments.
<p>And my comment is on the LA 1 entrance eastbound to, on I-10, to the new bridge. The current design is where the north and southbound LA 1 merges. It's in a curve and it already backs up as it doesn't flow well. Even when the bridge is moving and not over capacity, that merge doesn't flow. A zipper effect is over capacity there. Our new design does not have any -- current projected new design does not have any fix or any adjustments to that intersection. It's still the zipper merge inside of a curve. And I feel that once the widening is complete we'll draw more cars to this area and to this merge that is already over capacity. I suggest either adding double lanes and then merge up towards the bridge before the zipper straining starts, or ramp meters from one of the sides of LA 1 to where the zipper effect would actually be effective.</p>	Stenographer	WEST BATON ROUGE APPROACH	Thank you for your comment. This alternative will be evaluated. If changes are deemed appropriate, they will be shown at the public hearing.
<p>I am in support of the I-10 Widening Project to help with traffic congestion.</p>	Mail/Email	SUPPORT	Thank you for your comments.

COMMENT	Method	KEY WORDS	RESPONSE
Having moved to University Gardens after the 2016 flood, I have observed that the I-10 Eastbound Acadian on-ramp lane is used as a cut-through for folks to get from Acadian to College drive. Thus, we have folks only driving 40 mph to cut over to College which results in people entering I-10 eastbound traffic only going 40 mph. This causes I-10 to back up to the bridge during rush-hour. I vote for a second lane, service road, to allow slow cars to be in the right lane going to College Dr. with the left lane being an acceleration/deceleration lane as intended. Another observation: going west on I-10, the signs telling folks that I-10 west to Lafayette is a left exit need to be seen a lot sooner. Folks unfamiliar with the road who are in the far right lane have a last-minute warning to get in the middle lane to go west on I-10 instead of I-110. This, plus the fact of this being on an up-hill tends to slow traffic down at this interchange - especially trucks in the far right lane needing to get in the middle lane. Requiring no trucks in the far left lane in both directions on I-10 and I-12 would also improve traffic flow.	Mail/Email	LANES,TRAVEL TIME, WAYFINDING	The alternative to have a frontage road or braided ramp between Acadian and College was studied in the Stage 0 Feasibility Study and did not move into the Stage 1 study due to environmental impacts.
Ronald Ray. You want my address? 10771 Misty Hollow, Baton Rouge, 70810. I was reviewing the Baton Rouge interstate widening plans and a lot of it is very, very good, and I think it will be very beneficial, but I do have a couple of comments. One main comment is that the three lanes that come across the bridge need to continue as three lanes. I realize that one of those three lanes coming eastbound, one of those is going to have to exit somewhere before the university lakes. I understand that, but the interstate actually is four lanes wide there. But coming across that -- the bridge is three lanes, the interstate I-10 needs to be three lanes all the way through. It will probably have to have a mandatory exit lane. I understand that we can't get rid of the Washington Street exit, and I'm not trying to, but I'd like to think there's some way to reconfigure it to where we can still have the Washington Street exit and the Dalrymple Street exit. I'm, I'm not at all sure that doubling up those exits is such a great idea, but if you do that, is there any way to drop that onto the surface, onto the ground, and keep that third lane all the way to the bridge crossing university lake? I think that's very, very important. I think the three lanes should be continuous from California to - I don't even know where it goes - Washington D.C.. And I, and I can't stress that enough. It needs to be three lanes. It's just not enough coming across the bridge going from three lanes on the bridge down to two lanes. You're still going to have the same traffic stall you have right now. It's going to continue to happen. Please try to figure out a way to keep those three lanes continuous until, at least, I-10 becomes four lanes wide. That way I-110 and I-10 will have time to merge. And I think four lanes is going to have to be enough, but it needs to be three lanes making the turn at the I-10 merge. Okay, so stop.	Stenographer	SUPPORT	Traffic Analysis shows that two lanes are required on I-10 Eastbound from the Bridge and two lanes are required from I-110 Southbound to I-10 Eastbound. This configuration makes up the proposed four through lanes on I-10 Eastbound east of the I-10/I-110 Interchange.
Now, there's one other thing. I'm not through yet, but let me think a minute. Okay. This is my issue Number 2: Is there any way possible to, please, get a right-hand entrance ramp off College Drive westbound instead of having to turn left on the loop-de-loop? I still want to leave that entrance ramp for the eastbound College Drive. I don't want to get rid of that entrance ramp. I just want an entrance ramp turning right off of College Drive coming from Corporate extension to help the traffic flow. Okay. Stop.	Stenographer	COLLEGE DRIVE	The project team is evaluating the concept of a right turn from the College Drive westbound exit to allow travelers direct access to Corporate Boulevard via Trust Drive.

COMMENT	Method	KEY WORDS	RESPONSE
Now, where else was I? In addition to my three lanes coming off the bridge consistently, the exit at the split, at the 12/10 split, 10 needs to be maintained at three lanes there also. 12 does too, because it's got plenty of traffic. But I'm kind of concentrating on 10. They both need to be three lanes at the split with the decision lane being the lane in the middle of five lanes on the original 10. Oh, God, that didn't make any sense at all. Wait a minute. Three lanes need to split off at the I-10/12 split going eastbound. They both have them, but they don't at the split, so they both split at two. Well, that means those go down to two. They need to be three.	Stenographer	LANES,TRAVEL TIME	Traffic Analysis shows that two lanes are required on I-10 Eastbound from the Bridge and two lanes are required from I-110 Southbound to I-10 Eastbound. This configuration makes up the proposed four through lanes on I-10 Eastbound east of the I-10/I-110 Interchange.
The trees are valuable to me and our community. Trees reduce the amount of storm water runoff. Trees absorb carbon dioxide and potentially harmful gases from the air and release oxygen. Trees create an ecosystem to provide habitat and food for animals. DOTD should budget for the replacement of all trees that will be removed as part of the project to recover ecological and environmental losses the current trees provide.	Mail/Email	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.
I am writing to express my concerns about the removal of vegetation in order to achieve the desired the I-10 corridor widening. It is imperative that our green infrastructure be preserved where feasible. Baton Rouge Green's "Living Roadways" initiative has enhanced aesthetic quality of our major corridors and interstates. Any necessary removal of these plantings should be replaced at an appropriate ratio, to insure the original integrity is restored. Overall project budget numbers should include a very healthy line item for this remediation of vegetation removal. This budgeted number shall not be value engineered out of the project.	Mail/Email	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.
The current recommended bike connection between Mid-City and the overpass area takes cyclists under the overpass and is muddy and not well lit. We need a designated crossing wide enough for bicyclists or strollers. A pedestrian bridge could be built from the Rhododendron Avenue intersection over the train tracks and under the interstate. The bridge would connect to the end of Prince Street or the well lit parking lot behind Trader Joe's, PetSmart and Acme Oyster House.	Online Comment	PERKINS OVERPASS,MULTIPURPOSE PATH	Thank you for your comments. The project team is in the process of developing enhancements in the areas you have noted and will take your ideas under advisement.
As a resident of Jefferson Place/Bocage, my primary concerns, which are also the concerns of many I have spoken with in our neighborhood, are the impact on drainage and noise. Particularly concerning is the I-10 "flyover" that is planned at College Drive. This is an elevated structure that "flies" right next to our neighborhood. Not only will this be an eyesore, it will also significantly increase noise. The interstate "roar" is already a problem in our neighborhood and the new elevated structure is going to exacerbate this. Based on what I've seen thus far, there are no plans to modify or replace the existing sound barrier or any other plan to address this problem. It's a significant issue and needs to be addressed. Regarding drainage - that's always a concern as we learned during the flood of 2016. During heavy rains, the current drainage system in our neighborhood is insufficient. Hopefully the I-10 project will not make matters worse. Thanks for the opportunity to provide input. Much appreciated.	Online Comment	NOISE,STORMWATER	The project team is evaluating the effect of the flyover ramp on the noise levels for the residences in the Jefferson Place and Bocage neighborhoods. Any potential drainage issues in this area and proper drainage design for the whole project area will be an important component of the Stage 3 Final Design Process.

COMMENT	Method	KEY WORDS	RESPONSE
<p>I attended the Aug 28 meeting but haven't yet submitted feedback.</p> <p>My overall feedback for this I-10 project is this: dismantle the interstate highway within Baton Rouge city limits and replace much of it with a boulevard. This is in line with the forward-thinking movement to remove urban freeways, as they are now known to cause a multitude of negative consequences and create environments where nobody wants to be. There are many examples worldwide of freeway removal.</p> <p>I am definitely against adding additional lanes as it well known that it does not improve congestion and only induces additional demand, resulting in equal or worse congestion. It is not sustainable to keep adding lanes as congestion is deemed too high. It only worsens the problem it's attempting to solve.</p> <p>For an urban highway that won't immediately be removed, I am in favor of removing entrance and exit ramps, such as with the Perkins onramp. This is a decent early step on the way to community repair until the highway is removed altogether.</p> <p>I am upset about the large loss of roadside trees in the current design. Trees and any future roadside prairies DOTD creates (such as what other states have, like Iowa's Living Roadway program) are important to me and the city. Should this project advance, any removed trees must be replaced using project dollars. Even better, the number of new trees should be larger, they should all be native to Louisiana, and there should be no-mow areas of native prairie plants.</p> <p>But finally, if the project advances, there should be a pedestrian bridge between the hotels along Constitution Ave and the restaurants in the Citiplace area.</p>	Online Comment	OPPOSED	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.
<p>On behalf of the Downtown Development District (DDD), I'd like to take this opportunity to comment on the above mentioned project, and submit the following items to be considered as part of the design and planning process.</p> <p>1) Downtown Access & Signage As downtown welcomes over 140,000 daily visitors, the interstate widening should prioritize accessibility from the interstate to downtown. Downtown Baton Rouge is the job center of the capitol city with over 25,890 workers, and the residential population has grown to over 9,400; substantiating the need to maximize accessibility to the downtown area. In addition, signage indicating all exits with access to downtown should be included as part of this project.</p>	Mail/Email	LANES,TRAVEL TIME,WAYFINDING	Current access to downtown is not being affected, DOTD may consider downtown signage when the signs are updated on I-110.
<p>2) LSU Access & Signage Due to the limitations of traveling through the LSU campus via vehicle, access to the east side of LSU and the surrounding urbanized area is critical to the success of this project. Southbound travelers from I-110 would be limited to two options to access the LSU east campus at Terrace Street and Acadian Thruway. Improvements to Highland Road would encourage downtown workers and residents to utilize Highland Road versus the interstate system. In addition, signage identifying all viable exits accessing LSU should be included as part of this project.</p>	Mail/Email	ALTERNATE ROUTES,SOLUTIONS	DOTD will forward your concerns relative to Highland Road to the City of Baton Rouge. Signage for LSU will be considered as the project is further designed.

COMMENT	Method	KEY WORDS	RESPONSE
<p>3) Interstate Project Coordination Several I-10/I-110 projects are in the planning stage and should be coordinated and comprehensively analyzed to ensure the entire interstate system works effectively and efficiently. In addition, each of these interstate projects has a corresponding impact on the city street system and these impacts should be considered in conjunction. These projects include H.004100.2 (I-10/I-12 From LA 415 to Essen Lane), H. 001099 (South Blvd. to Chimes), and H.012422 (I-110 Interchange Modification @ Terrace). In particular, Washington Street traffic would seemingly increase from the both the I-10 expansion (H.004100.2) and (H. 001099 – South Blvd. to Chimes). For the H.001009 project, the city street grid at Terrace Avenue would be severed and access to the Water Campus, downtown, and the neighborhoods east of Highland Road would be limited. Those attempting to access the these eastern neighborhoods from the I-10 exit, exiting on Oklahoma, would need to utilize East Washington street, increasing the traffic volume of this road. In addition, direct access to downtown from either the exit or surrounding neighborhoods would be eliminated as users would have to turn left on Highland Road, take an immediate right on Oklahoma Street, and a right on Nicholson Drive.</p>	Mail/Email	COORDINATE MULTIPLE PROJECT IMPACTS,ALTERNATE ROUTES,SOLUTIONS	Thank you for your comment. DOTD teams are working together to ensure these projects work in concert with each other.
<p>4) Braddock Complete Street Proposal The LADOTD proposed complete street improvements on Braddock Street connecting Expressway Park to Dalrymple Drive provide citizens a safe route to travel as a pedestrian or on a bicycle and should be implemented as part of this project. Expressway Park is a component of the overall Downtown Greenway, a pedestrian and bicycling corridor that links inner city residential neighborhoods to downtown parks, businesses, and cultural attractions. The connection of the Braddock Street Complete Street to the Downtown Greenway at Expressway Park should be thoroughly analyzed and developed to ensure a safe transition between the two bicycle/pedestrian systems. I applaud the project teams' effort to connect and develop safe bicycle and pedestrian infrastructure.</p>	Mail/Email	BRADDOCK ST,MULTIPURPOSE PATH	Thank you for your comment. We will continue to work with BREC and the DDD to select a route that compliments other routes both existing and planned.
<p>5) Neighborhood and Street Impact Any closures or separation of neighborhood streets proposed in this project should be studied and minimized. The closure and/or separation of neighborhood streets has historically divided neighborhoods and spurred disinvestment and safety issues amongst the nearby properties. Streets in the downtown area that were closed when interstates I-10 and I-110 were constructed, suffered devastating disinvestment over the years. In contrast, streets that were left open and conserved the city grid street system have experienced less disinvestment and emergency vehicle access has been maintained.</p> <p>We appreciate your continued collaboration with East Baton Rouge City-Parish public representatives and citizens. In addition, we appreciate your consideration of the continued requests/concerns cited in this letter. Please let me know if you have any further questions or would like to discuss further.</p>	Mail/Email	CONNECTIVITY,ADJACENT PROPERTY IMPACTS	Any street closure is carefully considered during preliminary design and is only done where necessary for interstate improvements and safety.

COMMENT	Method	KEY WORDS	RESPONSE
I own unit 4E in 2293 Hollydale It is in line with the ad post you are taking down. Are you telling me you have to take down the post but not the adjacent condo where people live and sleep? I am very concerned about the dynamics. I could not find my unit on the map. Also all the property around the condo is common area. Are you taking any of that? What about the common ground that is owned by the HOA association and the enclosed backyard patios?	Mail/Email	ADJACENT PROPERTY IMPACTS,ROW	The proposed apparent right-of-way was shown at the public meetings, it may also be viewed on www.i10br.com . None of the Hollydale Condominium buildings are in the proposed apparent right-of-way, therefore, none will be acquired.
All right. Well, what I had was concern about the homeless people in the areas that they're doing the renovations and things. And I was wondering how about a public shower, a public bath, that will, like, help, you know, keep them cleaner. Maybe they, that's the only thing that's keeping them from getting a job is, like, a smell or their appearance and whatnot. So I was feeling like a public bath in one of these areas, like, close to the park maybe would be, like, beneficial to the town, to the city as a whole. So I was -- I saw a few problems that we was running into like the, how we're going to pay for the water and the sanitation products that they'll need and, basically, the maintenance of it all. And those are my only concerns. But if we can, like, you know, come over that challenge there, I feel like that'll be, like, a great benefit for the city.	Stenographer	HOMELESS, FACILITIES	Thank you for your comments. Concepts for mitigation and community enhancements are under design and should be available for comment during the public hearing.
In reference to the widening of interstate 110....Please be sure to include \$\$\$ to replace the trees that will be cut down due to the widening project! This is important to me!	Mail/Email	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.
PLEASE make certain that an effective tree replanting plan is part of the planning for this work. In addition, the sound from I-10 is already very disruptive in our neighborhood near St Joseph's Academy. Thank you for your attention.	Mail/Email	TREE PROTECTION,NOISE	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.
1. The public needs and deserves to be informed about how this project is being coordinated with the City Parish effort to "improve" the overpass/Perkins area and the private effort to reinvigorate the lakes and surrounding parkway. Are these projects going to run concurrently? Are they going to function separately adding years to the varying projected length (5,7,9 longer??) of this project. THIS MUST BE CLARIFIED BEFORE MOVING FORWARD.	Mail/Email	TIMELINE	DOTD has and continues to coordinate with the City and Parish as well as the Baton Rouge Area Foundation regarding their proposed projects. The City and BRAF projects are separate projects not funded, managed or controlled by DOTD. A number of meetings have been held with these and other stakeholders regarding the Perkins ramp area and the lakes. DOTD is evaluating a signature bridge over the lake and is working with City regarding features that may be provided in the Perkins ramp area. A joint use agreement with the City is anticipated. This coordination is ongoing. No final decisions have been made at this time. The decisions made will be included in the Environmental Assessment.
2. The work planned for the interchanges with I-10 look to me to be of significant benefit in and of themselves. This should be Phase 1 of the project with a pause for evaluating the impact of these changes before a final plan for interstate changes is implemented. INTERCHANGE WORK SHOULD BE DONE FIRST AND INFORM ANY FURTHER WORK ON INTERSTATE.	Mail/Email	CONSTRUCTION PHASING	The Feasibility Study for this project involved the study of improvements for both the main line of I-10 and its interchanges including and between LA 415 and Essen Lane. The interchange improvements that are included in this project have been studied and will provide benefit in conjunction with the widening of I-10.
3. INTERSTATE EXCHANGES WILL INDEED ALLEVIATE CONGESTION BUT THEN YOU BUILD CONGESTION BACK IN WHEN YOU WIDEN THE INTERSTATE. THE TWO WORK AT CROSS PURPOSES.	Mail/Email	TRAFFIC CONGESTION	Thank you for your comment. Traffic studies are incomplete at this time, but demonstrate that this project is needed in concert with other projects in order to fully address congestion in the Baton Rouge Metropolitan Area.
4. I am opposed to widening the interstate in this area. Enlarging a funnel but keeping the receptacle the same size does not eliminate overflow. Widening the interstate but funneling traffic onto the same size bridge only enlarges the congestion over a residential/historic/small business neighborhood vs. along an occupied interstate corridor between College and Airline. DO NOT WIDEN THE INTERSTATE UNTIL INTERCHANGE BENEFITS ARE MEASURED.	Mail/Email	OPPOSED,ALTERNATATE ROUTES,SOLUTIONS	Thank you for your comment. Interchange improvements were studied in the Feasibility stage and further studied as part of the Interchange Modification Reports.

COMMENT	Method	KEY WORDS	RESPONSE
5. We should be informed of and deserve to know how DOTD projects work flow. Given my observations, road projects to step one, then 3 months later step 2, then 4 months later step 3, then 6 months later the stripping. This kind of work schedule on a project this big would devastate businesses and property values in this historic neighborhood. DOTD NEEDS TO DEMONSTRATE HOW THEIR PLANNED WORK FLOW IS SCHEDULED, THAT SUFFICIENT NUMBER OF CONTRACTORS ARE INVOLVED TO AVOID DELAYS AND THAT THOSE CONTRACTORS HAVE SUFFICIENT MANPOWER TO ACCOMPLISH THE YET TO BE RELEASED WORK SCHEDULE. CAN DOTD PROVIDE US WITH A WORK SCHEDULE??	Mail/Email	CONSTRUCTION PHASING	A work schedule for the construction of the project has not been developed. A preliminary sequence of construction will be developed and included in the Environmental Assessment. Once the environmental process (we are in Stage 1) is complete, the project moves to Stages 2 and 3, funding and final design. Stage 3 will recommend construction phasing and staging. Stage 4 is when the DOTD would develop the documents required to solicit bids for construction and select a contractor(s). A full work schedule will be developed in Stage 4.
6. Sound barriers over the lakes are not only not necessary but hide Baton Rouge's greatest scenery. When sound barriers were asked for the area around the overpass, the answer was we have to request money for that simply move sound barriers to business and heavily populated neighborhoods. DO A REQUEST FOR CHANGE MOVING SOUND BARRIERS AWAY FROM LAKES OVERPASS AND PLACING THEM IN THE SMALL BUSINESS RESIDENTIAL AREA OF THE PROJECT.	Mail/Email	NOISE	DOTD is required to investigate the reasonableness and feasibility of reducing noise levels from I-10 for impacted residences. Per federal and state noise policy, noise barriers cannot be located or relocated at random, they must be evaluated and meet the criteria for reasonableness and feasibility. Our analysis demonstrated that some noise barriers are reasonable and feasible and qualify for federal funding and others do not (they are not both reasonable and feasible). Noise barriers that do not qualify for federal funding require a special state allocation to be constructed. DOTD and the project team are researching and evaluating options for those noise barriers that would preserve the view of City Park Lake.
7. DOTD needs to give us assurances that heavy equipment will not be traveled down the residential nearby areas of Perkins Rd. What are the plans for the movement of heavy equipment and man power through this historic area populated with two lane roads?	Mail/Email	CONSTRUCTION IMPACTS	During the final design and construction administration, DOTD will be working toward keeping construction equipment movements confined to existing right-of-way as much as possible, limiting impacts to the areas adjacent to the project to as minimal as possible.
8. DOTD should agree not to make substantial project changes without informing the public and getting buy in from City Council. ... My understanding is the bus pull overs were in the Government St. plan when presented to City Council and then taken out by DOTD afterward. The project proceeded with an incomplete transit component. HOW WILL THIS PROJECT IMPACT PEDESTRIAN, AUTO, AND PUBLIC TRANSIT AND FOR HOW LONG? FINALLY, USE FUNDS SAVED TO BUILD ACCESSIBLE SIDEWALKS ALONG FLORIDA AND AIRLINE TO SAVE LIVES AND HAVE A MORE PEDESTRIAN AND TRANSIT FRIENDLY BATON ROUGE.	Mail/Email	DURATION	The Government Street project team evaluated bus turnouts along Government Street, but found them to be cost prohibitive due to required right-of-way purchase. The project scope presented to DOTD in the Road Transfer Agreement between East Baton Rouge City/Parish and DOTD is a pavement preservation project (no right-of-way acquisition), with the addition of a roundabout at the intersection of Government Street and Lobdell Avenue. Exhibits presented to the public during the December 2015 public meeting did not include bus turnouts. After construction of this project, East Baton Rouge City/Parish will take ownership of the roadway. DOTD has been notified that the City/Parish is currently seeking partnerships with private investors and businesses to provide servitudes to use for bus turnout alternatives. CATS has determined that with improved walkability, the number of bus stops on Government Street could be reduced, which will be evaluated after construction. DOTD was informed that CATS patrons would be willing to travel one or two extra blocks to a bus stop if sidewalks are improved to ADA Standards.
I would like to see a plan that includes the replacement of trees that are scheduled to be removed or a noise barrier wall erected to protect the Stratford Place neighborhood!	Online Comment	TREE PROTECTION,NOISE	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green. The Stratford Place neighborhood is over 900 feet from the closest lane of traffic on I-10. Though traffic noise levels will increase slightly with the project, the proposed project is not expected to significantly affect the noise environment for your neighborhood.

COMMENT	Method	KEY WORDS	RESPONSE
<p>representatives that told me and my neighbors that DOTD has all the ROW needed in front of our homes on Estates Road and Fiero. I was told that the map displayed at the public meeting was worst case scenario and that my home, nor any of our homes would be impacted. I previously sent in a series of questions to Franklin Associates, which in turn was forwarded and answered by DOTD, which one of them is listed below.</p> <p>My questions now are:</p> <ol style="list-style-type: none"> 1. Have the ROW maps been developed? 2. And if not, how accurate are the current maps and measurements? 3. And are the current map measurements truly worst case scenario, or is there a chance that one or more of the homes on Estates Road or Fiero could be impacted? <p>My previous question sent to Franklin Associates:</p> <ol style="list-style-type: none"> 1. When will someone be notified if their home will be physically impacted? And how will they be notified? <p>Answered by DOTD and forwarded to me from Franklin Associates on June 12, 2018:</p> <p>If the project is approved to move forward (after the current environmental phase), ROW maps will be developed, funding will be approved, and DOTD will contact property owners with a "general letter," which is a notice to property owners advising that the project has been programmed for construction and that negotiations for acquisition of ROW are proposed. The general letter will state that DOTD's records indicate the recipient of the letter owns property which may be required as ROW for the project, and a representative will contact the property owner during negotiations to discuss any questions he or she may have concerning the project. DOTD encloses the acquisition of ROW and relocation assistance brochure in the mailing and states that as soon as the ROW acquisition schedule permits, the property owner will be contacted concerning</p>	Mail/Email	ACQUISITIONS	<p>Thank you for staying engaged through this process. In response to your new questions- 1- Preliminary right-of-way maps have been developed. Surveying is ongoing throughout the remainder of 2018 into 2019. Final right-of-way maps will be based on surveyed property maps. 2- The roll maps have the right-of-way as it is defined by the project design and drawn in computer aided drafting software. This data is lain over aerial photography with property lines from the East and West Baton Rouge Parish's respective Assessor's Offices; they cannot be as accurate as true survey data. 3- What is shown represents potentially more than what may be needed in some areas. There are no acquisitions of homes on Fiero or Estates Drive under the current proposed design.</p>
<p>I was told at one of the focus group meetings that requirements were necessary to meet for a sound wall. And studies would extend through past the environmental phase. At the public meeting, we were told that federal funding was approved for a sound wall along Estates Road. Does this mean that we have met all qualifications and are guaranteed a sound wall on Estates Road with the widening of I-10? I live at 2124 Estates Road. My street runs alongside I-10.</p>	Mail/Email	NOISE CONCERNS,ROW	<p>Federal funding has not been approved yet, but the noise barrier in that area would be eligible for federal funding if it is found to be both reasonable and feasible under the policy. The Environmental Assessment will disclose noise barriers that are likely. Only barriers determined to be both reasonable and feasible are eligible for federal funding, any other noise barriers will require a special state appropriation by the state legislature. The noise policy can be found on DOTD's web site at http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Environmental/Noise%20Policy/LDOTD%20Noise%20Policy%204_26_2011.pdf</p>

COMMENT	Method	KEY WORDS	RESPONSE
<p>Construction questions:</p> <p>1. When do you anticipate expansion to begin on the interstate alongside of Estates Road?</p> <p>2. What is the projected duration of construction for this phase, which includes I-10 expansion alongside Estates Road?</p> <p>3. Will construction take place all day and all night alongside Estates Road? I am self-employed and work from my home. Disturbances will be damaging to my career and income.</p> <p>4. I understand that the new shoulder requirement is 12 feet, new additional lane is 12 feet, 5 feet is necessary behind sound wall for maintenance. I was told that the sound wall will be at worst only 8'-0" from the existing chain link fence. If so, there is only 3'-0" of land behind that. So what are ALL other clearances, and will these items be included in the residential area in front of my house on Estates Road that runs alongside I-10? This would include space between shoulder and sound wall? Thickness of sound wall? Space allowed for crash barrier from shoulder? Thickness of crash barrier? Any other setbacks or requirements? If so, how much? I do not see how there is that much land owned by DOTD right of way.</p> <p>5. When will someone be notified if their home will be physically impacted? And how will they be notified?</p> <p>6. I am self-employed and work out of my home. I am concerned about the disturbances to my work on a daily basis. I rely on my income and fear the disturbances due to construction will impair my productivity and destroy my business and income. I fear I will be at a significant loss during the construction phase. What are requirements for financial assistance and inconveniences to businesses that are impacted by construction?</p> <p>7. Does DOTD temporarily relocate homeowners that are affected by construction?</p>	Mail/Email	CONSTRUCTION IMPACTS,DURATION	<p>1 - The construction phasing plan is not final, as this is the environmental phase. 2 - Order of and duration of construction phases are determined during the design phase. At this time, it can be indicated that the duration of construction for this particular area will be less than the total project time-frame. 3 - Construction hours are typically similar to a standard working day. For this project, construction in some areas will occur during the overnight hours. At this stage of the project, there are no final details on construction phasing/sequencing and timing; however, as this is an interstate construction project, nighttime work is a possibility. 4 -The potential right-of-way requirements were further clarified by DOTD on May 18, 2018 as follows: 5 feet from an elevated structure, 10 feet from the at-grade roadway where there is no noise barrier, and 1.5 feet from the back of a noise barrier. Behind the noise barriers, there is an additional 8.5 feet required for a construction servitude. These servitudes include what is necessary for construction operations. The construction servitude will be returned to the property owner upon completion. 5-If the project is approved to move forward (after the current environmental phase), ROW maps will be developed, funding will be approved, and DOTD will contact property owners with a "general letter," which is a notice to property owners advising that the project has been programmed for construction and that negotiations for acquisition of ROW are proposed. The general letter will state that DOTD's records indicate the recipient of the letter owns property which may be required as ROW for the project, and a representative will contact the property owner during negotiations to discuss any questions he or she may have concerning the project. DOTD encloses the acquisition of ROW and relocation assistance brochure in the mailing and states that as soon as the ROW acquisition schedule permits, the property owner will be contacted concerning the project. DOTD will offer a direct point of contact. Appraisals will begin after the general letter is sent out to allow DOTD to develop a just compensation offer. 6-Construction hours are typically similar to a standard working day, for this project, construction in some areas will occur during the overnight hours. DOTD real estate to address any compensation and #7. 8- It is DOTD's intent to construct sound walls prior to construction wherever it is possible to do so while maintaining access to the construction site. The construction site should be secured; therefore, existing fencing would remain where feasible and temporary fencing installed as needed for safety and</p>

COMMENT	Method	KEY WORDS	RESPONSE
<p>and hitting one of our homes; crashing through the chain link fence, which the pine trees have sometimes stopped vehicles or trailers from further damages; criminal activity when police stop suspects and they are able to run through and escape through our street; break down of trucks and cars where it will be easier to knock on someone's door for assistance that is open and exposed. All of these have happened over the years I have lived here. Exposure to theft. And what about human trafficking. How do you plan to implement safety and physical distraction to protect us for the duration of construction in front on my house and surrounding neighbors?</p> <p>10. Request for DOTD to add requirement for active off duty details by the Sheriff's Office? Requiring uniformed deputies and marked units</p> <p>11. Again, I REQUEST, IF AT ALL POSSIBLE, TO ERECT THE SOUND WALL ALONG ESTATES ROAD PRIOR TO CONSTRUCTION. My lifestyle will be shattered for the duration of this construction. I have worked very hard to live in my home. I generally feel secure, with an overall sense of privacy. Once the foliage is removed, the general public of 170,000 vehicles per day will be looking and watching, creating exposure and interest to someone with bad intentions. This neighborhood along Estates Road and Fiero Street becomes an easy target for criminal activity.</p> <p>12. There are currently light posts along the interstate, alongside Estates Road. Those fixtures currently provide lighting along our street and into our neighborhood. What about safety lighting once those fixtures are removed for duration of construction?</p> <p>13. And will any permanent lighting be added to our side of the sound wall on Estates Road?</p> <p>14. What's to stop someone that is sitting in standstill traffic from driving off the interstate directly onto Estates Road or Fiero Street when they want to avoid the construction traffic? I understand there will be some type of temporary fence.</p>	Mail/Email	LIGHTING,SAFETY	<p>9-Trees in the required ROW would be removed and others could be cut back, as they may overhang existing ROW. The construction site should be secured; therefore, existing fencing would remain where feasible and temporary fencing installed as needed for safety and security. Temporary fencing would likely be chain link fence, not a privacy fence. Concrete barriers would be installed between the east and westbound sides during construction. The ability for vehicles to stop and access neighborhood streets will be lessened by the presence of multiple barriers and consistent presence of construction personnel. As previously stated, your section should be affected for less time than the project construction schedule. 10 -Request noted. 11 - See response to Number 9. 12 and 13 - It is not yet known if there will be a need to remove street lighting during the construction phase. New street lighting to replace any lighting that may be removed would be designed in Stage 3. 14- Concrete barriers and secured fencing are the most likely materials to be utilized to control the construction site, vehicles on I-10 will not have access to Fiero Street or Estates Road, as they do not have access to those local roads now. 15 - Construction equipment, vehicles, and personnel should not be using Estates Road to access the construction site (I-10), they should be working within existing and required ROW. 16- The fence along the ROW should prevent most of any blowing debris from entering the neighborhood. 17 - Comment noted. 18 - 22 - Given your proximity to the interstate, you will hear the construction. DOTD has specifications that the contractor must adhere to during construction to minimize issues, including mufflers on equipment, specified time frames for certain construction activities, etc. Required pollution prevention plans should keep air borne particles from migrating offsite.</p>

COMMENT	Method	KEY WORDS	RESPONSE
<p>23. And what about hazards to our health due to the noise after construction if the sound wall is added at a later date?</p> <p>24. What kind of hazards to our health due to vibration of construction?</p> <p>25. And what about hazards to our health due to vibration after construction with more vehicles passing at a steadier speed?</p> <p>26. What about structural damage to our homes being so close to the construction along Estates Road and Fiero Street? Is there a recommended distance from construction that will not cause structural damage and shifting to our homes?</p> <p>27. Will there be monitors monitoring vibration from construction?</p> <p>28. I understand drill shafts used over City Park Lake, which is close proximity, so that is concern for vibration and noise as well.</p> <p>29. Many concerns for structural damage to our homes due to vibration after construction is complete. There will be more trucks and vehicles passing at a steadier speed, and now, at a closer distance to my house.</p> <p>30. What about the change and impact to the quality of my lifestyle that I have created for myself to be in this historical area of Baton Rouge. This includes working in our yards, sitting back and relaxing outdoors, enjoying the breeze coming from the lakes, lying in the hammock, walking the dog, jogging, socializing with our neighbors. I fear I will we be locked in my home, scared for my privacy and safety, unable to breathe outside, everything covered in concrete dust, black top, or whatever, construction equipment and workers in our front yards, noise pollution of construction, and so on. Only able to hear construction pounding, scraping, grinding, jack hammers, honking, and beeping, along with more emergency vehicles.</p> <p>31. I remain under constant anxiety since the announcement of the new plans to move forward on this project. I cannot concentrate on my work and other matters. I am having sleepless nights. And I am spending time researching the all</p>	Mail/Email	VIBRATION,PROPERTY VALUES	<p>23-29- Reasonable and Feasible noise barriers will be constructed as part of the project. We do not yet know if there will be any pile driving on the project. DOTD has a policy for monitoring vibrations during pile driving with specific procedures for documenting adjacent structures before and after pile driving activities. Generally, regular construction activities for roadways typically do not cause vibrations that rise to the level of property damage. In the event property owners feel they are experiencing damaging vibrations during construction, they can contact the Project Engineer and ask that it be investigated. A “Vibration Complaint Form” is available to the property owner(s) for such occurrences and can be obtained via the office of the Project Engineer as necessary. 30 and 31- We appreciate your comment and indicate that the duration of construction in your area will be less than the total project time-frame. Please refer to other responses to alleviate your concerns. 32-DOTD hires licensed appraisers to appraise properties. We cannot speculate as to the value of your current home. 33-As the project is presently in the planning stages, we would suggest continuing to maintain your property in the way you do now. Other concerns: 1-DOTD is seeking input on context sensitive solutions for the Perkins Road ramp area. Concepts moving forward should be available for review during the public hearing. 2-7 - A traffic study is being complete for this project. The study will be appended to the Environmental Assessment and can be reviewed when the draft document is released. Soundwall questions: 1- Trees will be trimmed as needed, impact to significant trees will be avoided as practicable. 2 - Construction sequencing has not yet been confirmed, but it is DOTD’s desire to install approved noise barriers as quickly as possible. Early installation, that is prior to highway construction, will be dependent on the ROW available for construction and how it is constructed. 3-DOTD will maintain noise walls that are within their right-of-way. Landscape/Architecture questions: 1-4 - DOTD presented context sensitive solutions concepts during the August public meetings which can be viewed on the project website at www.i10br.com. DOTD continues to accept concepts for consideration.</p>
I am in support of protecting & replacing Baton Rouge Green trees during the I-10 widening project	Online Comment	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.
This is in regard to the College Drive flyover construction. We live in Jefferson Place-Bocage and hope you will give proper consideration on how it will effect our neighbors with noise pollution and drainage problems.	Mail/Email	NOISE,STORMWATER	The project team is evaluating the effect of the flyover ramp on the noise levels for the residences in the Jefferson Place and Bocage neighborhoods.
<p>1) Our city’s roadside trees and green infrastructure are crucial and valuable to me.</p> <p>2) DOTD must budget for the replacement of all trees to be removed as a critical element of the I-10 widening project budget, not an afterthought</p> <p>3) Community trees within the proposed project area: Intercept almost 3,000,000 gallons of storm water every year; Collect over 1000 lbs. of greenhouse gasses and fine-particulate pollutants in the air each year; and Scrub almost 240,000 lbs. of carbon dioxide (CO2) out of the air every year.</p> <p>4) All trees removed during this process should be accounted for and replaced at a ratio of 3:1 In an effort to recover the loss of ecological and environmental services that the current tree provide.</p>	Mail/Email	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.

COMMENT	Method	KEY WORDS	RESPONSE
<p>various places throughout the US, primarily South and Southeast for over 25 years. I have traveled the I-10 corridor for all of my life from as far east as it goes and as far west to West Texas. Baton Rouge and Louisiana in general are the worst part of the entire trip including a very recent road trip to Houston which took me over 3 hours to get from Baton Rouge to Lafayette, making the entire trip over 8 hours. I limit my road travel on I-10 specifically because of the daily congestion and issues that plague our portion of the interstate. Living off Essen Lane and having to deal with that primary road way every single day, the traffic issues are never going to improve as long as we keep over populating areas that are already problematic with more traffic.</p> <p>The Essen Lane expansion was completed recently and has added another headache of these extra lanes to grid lock from the I-10 bridge towards Jefferson Highway during rush hours. The 'Green Light' program that has studied and timed the lights now at least 4 times is a complete joke as the light cycles are irrelevant to true traffic flow and residents spend over 30 minutes every morning to get less than ½ mile. We continue to build and promote medical expansion as a future of the 'medical corridor' has been proposed to this area however, it is already backed up and further proposed expansion on the interstate affects this area immediately with no resolve. Realistically, I'd like to see someone that fights this daily problem wasting time and resources to have a valid conversation. There are other areas of Baton Rouge that can be expanded and improved to alleviate the traffic patterns we currently have however no one wants to invest in areas that are blighted to bring them back to life given the volatile political scene. I10 should be a Federally funded system that was introduced by Pres Eisenhower in 1956. LA should have plenty of resources to offer viable solutions and taxpayers have paid on numerous bills for this but our state has wasted the resources provided to them over the years on projects that are not related to the project they were slated for. Now we are debating the</p>	Mail/Email	OPPOSED,ALTERNATATE ROUTES,SOLUTIONS	<p>We appreciate your comments and suggestions for solutions. The proposed project is one part of a larger vision to reduce congestion and improve travel time through the Baton Rouge Metropolitan Area. Additional solutions, including a new bridge, are under study. During the Stage 0 Feasibility Study for this project, alternative regional transportation improvements were considered during the traffic study including a new southern Mississippi River Bridge crossing and a Northern Bypass. Though these megaprojects will provide improved traffic flow through the Baton Rouge metro area, the I-10 Improvement through Baton Rouge is necessary to help alleviate congestion through the area.</p>
<p>1) Our city's roadside trees and green infrastructure are crucial and valuable to me!</p> <p>2) DOTD must budget for the replacement of all trees to be removed as a critical element of the I-10 Widening project budget, not an afterthought!</p>	Mail/Email	TREE PROTECTION	<p>DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.</p>

COMMENT	Method	KEY WORDS	RESPONSE
<p>Jenny, It is my hope that the redesign of the bridge can be done in such a way to be complimentary of the Baton Rouge Lakes Master Plan. As a result of our visit, there were several tasks that I needed to take care of and follow-up on for your benefit.</p> <p>Baton Rouge Lakes Master Plan</p> <p>I believe that I have secured for you a full printed version of the Baton Rouge Lakes Master Plan as produced by the consultants. Most likely, I will be getting my hands on that printed version next week and will then work to get that into your hands. In the meantime, you can go to batonrougelakes.org and download an abbreviated version of that report.</p> <p>Rowing Equipment to Be Used on Proposed Racing Course</p> <p>See link below to a Rowing 101: Equipment website. We're looking at both the 4 man and the 8 man racing shell. The length would vary from 44 feet for the 4 man boat and 65 feet for the 8 man boat. The oars for both are approx. 12'4". Knowing that there are oars extended on both sides, that would give you a combined width of just under 25 feet (actually a couple of feet less than that as there is some overlap in the boat where the oarsmen are located) . Confused?</p> <p>The printed version of the Lakes Master Plan will have a rendition of a proposed race course that begins on the South end of University Lake and ends on the North end of City Park Lake.</p> <p>http://www.nbcolympics.com/news/rowing-101-equipment</p> <p>I will contact you next week when I get you the printed copy of the Lakes Master Plan. In the meantime, should you need to contact me with any follow-up questions, please see my contact info below.</p>	Mail/Email	CITY PARK LAKE BRIDGE	Thank you for the comment relative to developing the City Park Lake bridge concept to be complimentary of the Baton Rouge Lakes Master Plan.
<p>The Baton Rouge area, State and Local governments need to continue to identify ways to address the traffic issues our area faces. The present flow of traffic and lack of options are barriers to continued industrial (any by default with the indirect impacts - our community) growth. CRISIS and forward looking people have been working diligently on trying to ensure adequate understanding of the whole issue, immediate and future impacts to our area by an "unfriendly" commuting environment.</p>	Online Comment	SUPPORT	Thank you for your comments.
<p>1) Our city's roadside trees and green infrastructure are crucial and valuable to me.</p> <p>2) DOTD must budget for the replacement of all trees to be removed as a critical element of the I-10 widening project budget, not an afterthought.</p> <p>3) Community trees within the proposed project area: Intercept almost 3,000,000 gallons of storm water every year; Collect over 1000 lbs. of greenhouse gasses and fine-particulate pollutants in the air each year; and Scrub almost 240,000 lbs. of carbon dioxide (CO2) out of the air every year.</p> <p>4) All trees removed during this process should be accounted for and replaced at a ratio of 3:1 In an effort to recover the loss of ecological and environmental services that the current tree provide.</p>	Mail/Email	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.
<p>1) Our city's roadside trees and green infrastructure are crucial and valuable to me!</p> <p>2) DOTD must budget for the replacement of all trees to be removed as a critical element of the I-10 Widening project budget, not an afterthought!</p>	Mail/Email	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.

COMMENT	Method	KEY WORDS	RESPONSE
Why does DOTD not support a toll loop ? Exit I10 East of Grosse Tete go south until turning east to tie into hwy1 between Addis and Dow . Cross Mississippi River turning slight southeast to tie into I10 west of Hwy 73 ? Allow oil companies to build service stations in middle of loop like Florida did to help pay for it! Nothing you change through Baton Rouge will solve the traffic problem except getting folks out of the city!	Online Comment	ALTERNATE ROUTES,SOLUTIONS	DOTD is a co-lead agency for the Baton Rouge Loop. A Tier 1 Final Environmental Impact Statement was published for the BRLoop which evaluated potential corridors. A Record of Decision has not been signed.
I live on a dead end street (Honeysuckle) that has only one way in and one way out. If they are going to expand in my direction, I will potentially have no entrance or egress while they have to relocate the lower end of Eugene---This is unacceptable as I have a heart condition and need to be assured that emergency vehicles --not to mention my own vehicles will be able to get in and out! The ten years of construction will only exacerbate the problem with the traffic and make it intolerable for local residents. What genius concocted this idea????	Online Comment	LANES,TRAVEL TIME	DOTD is committed to maintaining access to homes, businesses, and community facilities to fullest extent practicable during all phases of construction. Note though that there may be times when access is impacted.
This project does not address the problem. We need alternate routes! A loop, another MS River bridge and/or better surface streets!	Meeting Comment Box	OPPOSED	Data-driven analysis conducted in 2015 by the industry-led CRISIS group, ranked the widening of I-10 as the single most important project, and the one that would deliver the most bang for the buck relative to alleviating traffic congestion. As represented by DOTD from the Feasibility Study stage of this project, widening I-10 is a part of an overall vision to improve traffic conditions in the Baton Rouge Metropolitan Statistical Area. During the Stage 0 Feasibility Study for this project, alternative regional transportation improvements were considered during the traffic study including a new southern Mississippi River Bridge crossing and a Northern Bypass. Though these megaprojects will provide improved traffic flow through the Baton Rouge metro area, the I-10 Improvement through Baton Rouge is necessary to help alleviate congestion through the area.
We live in Jefferson Place/Bocage. Two thoughts: 1. Please do not further devalue subdivision properties by haphazardly placing a flyover that will impact us. The sound wall is already ridiculous... of very little help to the noise level. I'm sure the folks that are closer to the sound wall than we are appreciate it more than we do and I cannot even imagine what this area will be like if you add another level of traffic to that without trying to do something about sound. 2. Have you ever considered doing some type of overpass/bypass from Jefferson Hwy to Perkins Road that gives cars no option but to go to or from those streets? Essen & College primarily are always deadlocked... for that matter, Bluebonnet is not much better depending on the time of the day.	Mail/Email	PROPERTY VALUE,NOISE	1- The project team is evaluating the effect of the flyover ramp on the noise levels for the residences in the Jefferson Place and Bocage neighborhoods. 2- Thank you for your suggestion.
I have a house located at 2515 Honesuckle Ave and I am very concerned about the impacts this project will have on my house and property. From the project maps it appears that the fascia of the new Acadian Street on ramp will be approximately 30' closer to my house than the existing fascia. Also the widening of the main westbound lanes will move closer. It is my understanding that this area does not qualify for federal aid to mitigate the noise impacts. What is the existing noise level at my property and what will be the increase in noise? How close is this area to qualifying for federal aid for sound walls.	Online Comment	ADJACENT PROPERTY IMPACT,NOISE	Our traffic noise analysis indicates that noise levels at your property are currently in the upper 67-69 dBA range and will increase 1-2 dB in the future with the proposed project. A noise barrier for your neighborhood is not reasonable and feasible.

COMMENT	Method	KEY WORDS	RESPONSE
I am also very concerned about construction impacts. It appears that South Eugene will have to be relocated approximately 30' to the east. What limitations will be placed on the Contractor to minimize access problems to Honeysuckle? My house already vibrates from the traffic on the interstate. What will the Contractor be required to do to minimize impacts during construction? Particularly during pile driving. What length of time (construction days) will the Contractor be allowed to impact neighborhoods? I think the construction time for the total is estimated at five years. That length of time for construction impacts in my neighborhood would be unacceptable. It appears to me that requiring the Contractor to substantially complete construction in certain areas with an expedited schedule would be beneficial.	Online Comment	ADJACENT PROPERTY IMPACT,CONSTRUCTION IMPACT	The entire project, if fully funded may take from five to seven years to construct, phases of the project will take considerably less time. Relative to pile driving, DOTD has a policy for monitoring vibrations during pile driving with specific procedures for documenting adjacent structures before and after pile driving activities. We do not yet know if there will be any pile driving on the project. Generally, regular construction activities for roadways typically do not cause vibrations that rise to the level of property damage. In the event property owners feel they are experiencing damaging vibrations during construction, they can contact the Project Engineer and ask that it be investigated. A "Vibration Complaint Form" is available to the property owner(s) for such occurrences and can be obtained via the office of the Project Engineer as necessary.
It is my understanding that the DOTD is proposing a project to widen I-10 and I-12 through Baton Rouge. While this is a valuable and worthwhile project, the current plan calls for the removal of HUNDREDS of trees and does not include any plans to replace them or to erect noise walls to protect our neighborhood from increased traffic noise. I currently reside at 5811 Stratford Ave in Baton Rouge and would be opposed to the widening project without provisions for erecting noise barriers to protect our neighborhood, thanks.	Online Comment	SUPPORT,TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.
1) Our city's roadside trees and green infrastructure are crucial and valuable to me! 2) DOTD must budget for the replacement of all trees to be removed as a critical element of the I-10 Widening project budget, not an afterthought!	Online Comment	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.
I would like it to be known that the trees on the construction corridor be replanted or replaced should they need to be removed. Baton Rouge Green has been working tirelessly to beautify our city . please don't destroy their plans for Baton Rouge's landscape...keep the trees growing!!!	Online Comment	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.
The 1-10 project will effect the one of the areas that make our neighborhood unique and a highly desirable location for families. The SCCA would like to make the following recommendations for the project. I. When the bridge over the Perkins Street business area is replaced, that architectural lighting is placed under the bridge to enhanced the area for parking/walking/ general safety concerns.	Meeting Comment Box	PERKINS OVERPASS,LIGHTING	The project team is actively working on enhancements for the Perkins Road area and will consider the recommendations provided.
2. The bridge be built using longer spans and architectural pier shapes to enhance the area below the bridge for neighborhood use.	Meeting Comment Box	PERKINS OVERPASS,COMMUNITY ENHANCEMENT	The project team is actively working on enhancements for the Perkins Road area and will consider the recommendations provided.
3. Ensuring the area under the new bridge would have connectivity with the businesses in the form of walking/bike paths.	Meeting Comment Box	PERKINS OVERPASS,MULTIPURPOSE PATH	The project team is actively working on enhancements for the Perkins Road area and will consider the recommendations provided.
4. Connect the Greenwood Dr.(road that runs behind the businesses) to the shopping center on Perkins/S. Acadian or back to Perkins Rd. as the Perkins Rd. on/off ramps are being taken away. This would help alleviate some of the traffic on Perkins. The new area created by the removal of the ramps should be landscaped and lit to ensure the safety of the people using it.	Meeting Comment Box	PERKINS RAMPS,CONNECTIVITY	The project team is actively working on enhancements for the Perkins Road area and will consider the recommendations provided.

COMMENT	Method	KEY WORDS	RESPONSE
5. The S. Acadian/I-10 Interchange needs to be modified to handle the additional traffic this project will generate. This would include both Northbound Stanford/S. Acadian and Southbound Stanford/S. Acadian from Perkins Rd to the interstate. The idea is three through lanes crossing Perkins with two of these dedicated to turning onto the 1- I 0 eastbound.	Meeting Comment Box	ACADIAN	Thank you for your comments. The project team will consider your suggestions.
6. Improvements to the Perkins Rd-S. Acadian Intersection and underpass. If the Perkins Rd entrance and exits ramps are removed, that will increase the use of S. Acadian entrance and exit ramps. In order to access the ramps, you have to go under the train tracks and this passage always floods. Every time it rains, we will only have access to the 1-10 via College which cannot handle more traffic. What is being done to enhance the current pumping station for this area? Was a study done and if so is it available for public review? Have they looked at adding additional lanes to help alleviate traffic?	Meeting Comment Box	ACADIAN,STORMWATER MANAGEMENT	Thank you for your comment. Proper drainage design for this area will be an important component of the Stage 3 Final Design Process. Additional lanes on Acadian are in the proposed alternative.
7. Valley Street/Nairn Dr. Bridge. This is another important thoroughfare for the neighborhood that keeps traffic off of S. Acadian and College. How is the replacement of this bridge going to be handled? The new bridge will need to have a separated pedestrian/bike pathway. Are motifs going to be added such as the Wisner bridge in New Orleans. Could recommend something to signify LSU and SU Universities. Are Lights included on this new bridge.	Meeting Comment Box	NAIRN BRIDGE,COMMUNITY ENHANCEMENT	Potential designs for the new Nairn bridge can be viewed on www.i10br.com in the public meeting exhibits. These designs have lighting and barrier separated pedestrian/bike paths.
8. Bridges that cross the lakes. These new spans should be aesthetically pleasing and should have lighting and landscaping underneath. Same reasons as above with business district. 9. Can the bridges over the LSU Lakes be designed to minimize the effect of water/trash runoff?	Meeting Comment Box	CITY PARK LAKE BRIDGE,STORMWATER MANGEMENT	8- Potential designs for the City Park Lake bridge are also on the project website and could have lighting and landscaping incorporated. 9-We have noted the comment to consider stormwater collection in the design.
10. Is an environmental study being done regarding the Lakes Project? If so are the results available to the public?	Meeting Comment Box	CITY PARK LAKE BRIDGE,STORMWATER MANGEMENT	10- The proposed project does not include any study of the lakes; however, the project is being designed with consideration to the Lakes Master Plan.
11. What about the trees on Perkins and S. Acadian. Are they being removed and if so what is planned to replace them?	Meeting Comment Box	TREE PROTECTION	Until such time as a design is approved for enhancements to the Perkins Road ramp area, it will be unknown if any trees will require removal. DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.
12. Will sound barriers and other new technology be used in construction to reduce the noise from the interstate since widening the interstate will bring the cars closer to the homes and businesses in the Perkins Rd Area	Meeting Comment Box	NOISE	Noise barriers are proposed to be on structure and new structure will be concrete with longer spans. It should be noted that the noise barriers proposed for the Perkins area will require a special state appropriation to be funded.
13. What properties will need to be acquired by the state to complete this project?	Meeting Comment Box	ADJACENT PROPERTY IMPACTS	Potential properties in the apparent required right-of-way will need to be acquired. The interactive map on www.i10br.com can be used to determine potentially affected properties.
14. What is actions are being taken to ensure customers can still access the businesses in the Perkins Rd. area?	Meeting Comment Box	PERKINS MERCHANTS	DOTD will maintain access to residences and businesses during construction. The specifics of construction access methods will be developed during the design stage.
15. Are studies being done as to how this expansion may affect Baton Rouge's Air Quality?	Meeting Comment Box	ENVIRONMENTAL	An air quality study is being conducted for this project. Results of the study will be included in the Environmental Assessment.
16. How are Dalrymple-I-10 ramps being configured to help alleviate traffic from LSU so not everyone is forced to use S. Acadian or College Dr.	Meeting Comment Box	ALTERNATE ROUTES,SOLUTIONS	An eastbound entrance ramp to I-10 from Dalrymple Drive is being provided by utilizing the westbound entrance ramp and collector road to the dedicated U-Turn under I-10 just east of Washington Street. This leads to the eastbound slip ramp onto eastbound I-10. This provides the final missing movement at the I-10/Dalrymple Interchange and will redirect some of the LSU traffic from the eastbound entrance ramps at Acadian Thruway and College Drive.

COMMENT	Method	KEY WORDS	RESPONSE
I live at 3363 McCarroll Dr. in Bocage / Jefferson Place subdivision and we have a serious drainage problem at Richards / McCarroll intersection. It is likely the result of poor maintenance of the drainage system in the subdivision and the outlets downstream at I-10 and beyond. What measures are being proposed to address the current drainage problems and to insure that during construction and the new highway will not increase flooding problems in the subdivision?	Online Comment	STORM WATER MANAGEMENT	Proper drainage design for the whole project area will be an important component of the Stage 3 Final Design Process. Drainage concerns for the referenced intersection should be directed to the City-Parish.
I fully support the widening project. As a resident of the Mid City area, I look forward to the reconfiguration of the exits, particularly the addition of the Terrace exit and the changes to Washington and Dalrymple. The flyover to College is also a convenient addition for us, as we live off that exit. For work, I sometimes make trips to Lafayette, and I hope to see some reduction to the traffic congestion, particularly coming back in the afternoon. There are certainly other areas of our infrastructure that need improvement, but this is a good step forward.	Online Comment	SUPPORT	Thank you for your comments.
First, I applaud your presentation of a plan that will significantly reduce some of the traffic woes in the Baton Rouge corridor. However, I feel the project engineers and managers have skipped an important step that will prevent the new construction from decreasing the quality of life for those who live along the proposed construction areas. I live in Jefferson Place, a neighborhood established since 1960. As Baton Rouge has grown, the interstate has expanded several times and swallowed up the wilderness area that used to buffer this subdivision. The noise level at the back of our subdivision is already above what I consider to be acceptable because of the I-12 to I-10 loop exit and the extra interstate lanes that have been added over the years. Our subdivision also has some drainage issues that may be contributed to by the runoff from the current interstate. If I understand the proposal correctly, the project does not currently include ANY mitigation for additional noise or increased load on the already overloaded drainage pathways near the back of our subdivision. I believe this is a SERIOUS mistake to ask residents whose homes predate the very existence of I-12 and I-10 to accept this additional construction - including the College Drive flyover which is directly behind our neighborhood - without mitigating the negative impacts for us. Please, solve the traffic issue but mitigate the citizens whose quality of life and property values will be negatively impacted by the need to provide better traffic flow. Thank you!	Online Comment	NOISE	The project team is evaluating the effect of the flyover ramp on the noise levels for the residences in the Jefferson Place and Bocage neighborhoods. Proper drainage design for the project area will be an important component of the Stage 3 Final Design Process.

COMMENT	Method	KEY WORDS	RESPONSE
<p>with her position.</p> <p>First, I applaud your presentation of a plan that will significantly reduce some of the traffic woes in the Baton Rouge corridor. However, I feel the project engineers and managers have skipped an important step that will prevent the new construction from decreasing the quality of life for those who live along the proposed construction areas.</p> <p>I live in Jefferson Place, a neighborhood established since 1960. As Baton Rouge has grown, the interstate has expanded several times and swallowed up the wilderness area that used to buffer this subdivision. The noise level at the back of our subdivision is already above what I consider to be acceptable because of the I-12 to I-10 loop exit and the extra interstate lanes that have been added over the years. Our subdivision also has some drainage issues that may be contributed to by the runoff from the current interstate. If I understand the proposal correctly, the project does not currently include ANY mitigation for additional noise or increased load on the already overloaded drainage pathways near the back of our subdivision.</p> <p>I believe this is a SERIOUS mistake to ask residents whose homes predate the very existence of I-12 and I-10 to accept this additional construction - including the College Drive flyover which is directly behind our neighborhood - without mitigating the negative impacts for us. Please, solve the traffic issue but mitigate the citizens whose quality of life and property values will be negatively impacted by the need to provide better traffic flow.</p> <p>Thank you!</p>	Online Comment	NOISE,STORMWATER	The project team is evaluating the effect of the flyover ramp on the noise levels for the residences in the Jefferson Place and Bocage neighborhoods. Proper drainage design for the project area will be an important component of the Stage 3 Final Design Process.
VERY CONCERNED THAT A HIGH BRIDGE WILL ONLY ADD TO THE NOISE LEVELS. AND IT MAY BE AN EYESORE FROM OUR VANTAGE POINT.	Mail/Email	NOISE,VISUAL IMPACTS	A noise study is being conducted for this project. Potential noise barrier locations have been presented to the public during the August public meetings and can be viewed on the project website at www.i10br.com .
<p>1) Our city's roadside trees and green infrastructure are crucial and valuable to me</p> <p>2) DOTD must budget for the replacement of all trees to be removed as a critical element of the I-10 Widening project budget, not an afterthought</p>	Online Comment	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.
The widening of I-10 is critical for the growth of Baton Rouge.	Mail/Email	SUPPORT	Thank you for your comment.
Bridge near Concord Estates is damaged	Meeting Comment Box	EXISTING INFRASTRUCTURE DAMAGE	Thank you for providing this information. DOTD has been made aware of the situation.
The roundabouts near Dalrymple near the Knock Knock Museum is a great idea. Traffic would flow much better than with traffic lights.	Meeting Comment Box	ROUNDABOUTS	Thank you for your comment.
I want to address the Homeowner's Association for Hollydale Condominiums only because I manage homeowner associations. The building that's going to be underneath, or appears to be on the servitude closest to the interstate, if that building has to be taken, that is less properties in this community to pay homeowner dues. That will make the community have less money every month to pay for their bills. And this would cause a hardship on that homeowner association. If some of the units were bought out, there is no way to compensate them for the loss of homeowner dues. And that's a consideration that needs to be taken into effect. Thank you.	Stenographer	ACQUISITIONS, HOA	The proposed apparent right-of-way was shown at the public meetings, it may also be viewed on www.i10br.com . None of the Hollydale Condominium buildings are in the proposed apparent right-of-way, therefore, none will be acquired.
Please move forward with the I-10 widening project. It is long overdue and desperately needed.	Mail/Email	SUPPORT	Thank you for your comment.

COMMENT	Method	KEY WORDS	RESPONSE
I am writing regarding the I-10 widening project. I care about pedestrian and bike safety, and think Baton Rouge has a long way to go on this issue. Will the I-10 project include protected bike and pedestrian improvements to protect pedestrians and bikers from increased traffic volume and speeds that we can expect from the project? In particular, I am concerned about how the project will interact with Dalrymple Dr., Perkins Rd., E. Washington St., and Terrace Ave. I hope the project provides facilities at least to the standard of the NACTO guide (https://nacto.org/publication/urban-bikeway-design-guide/intersection-treatments/), if not full length recessed bicycle tracts (e.g., Madsen and Lahrmen, 2017). That is, with the widening, "complete intersections" (like complete streets) will be crucial for this project to safely interact with vulnerable transportation groups.	Online Comment	MULTIPURPOSE PATH	Complete streets concepts as well as accommodation for pedestrians and bicyclists are proposed and under consideration for multiple locations through the study corridor. The City-Parish will ultimately decide where these facilities will be acceptable. Geometry for the design of Acadian Throughway is incomplete; however, we note your comment relative to provision of a side walk on the east side.
I am also concerned that the project has omitted a sidewalk on the east side of S. Acadian. In an urban environment, near schools, parks and Universities sidewalks are a must. Transportation engineers must remember that their designs have a direct affect on pedestrians and cyclists. Engineers must take responsibility for multimodal safety. 40,200 people died in accidents involving motor vehicles in 2016, many of which were pedestrians and cyclists. That is an epidemic that projects like this have a moral mandate to improve. Roundabouts are a crucial part too.	Online Comment	ACADIAN,SIDEWALKS	Complete streets concepts as well as accommodation for pedestrians and bicyclists are proposed and under consideration for multiple locations through the study corridor. The City-Parish will ultimately decide where these facilities will be acceptable. Geometry for the design of Acadian Throughway is incomplete; however, we note your comment relative to provision of a side walk on the east side.
Widening I-10 without addressing the capacity of the Mississippi River Bridge will be a fruitless, expensive boondoggle. Referencing the I-10 Open House PowerPoint presentation, August 2018: "Increasing capacity of I-10 must be a part of a larger multi-faceted solution" [slide 12]. So, where is the multi-faceted, larger solution that goes along with the widening? ☐How many vehicles accessed the bridge in 2014 during your "survey time?" ☐What is the traffic projection for number of vehicles in 2032? ☐And most importantly, where is the data showing the effects of the proposed I-10 widening on Mississippi River Bridge traffic? Slides 20-24 show a comparison of traffic volume in 2014, projections of volume for 2032, and projections with the proposed I-10 expansion – but no numbers or percentages are given to support the graphs. Where is the real [hard] data for the information on the graphs? By what percent did you project the increase in traffic for 2032? How did you project the subsequent decrease in traffic with the expansion? Where is the data showing the comparable traffic information for the Mississippi River Bridge? This I-10 widening project will only create great disruption [5 – 7 years] and greater expense – it's acknowledged that there isn't enough money for the "plans" as presented. The major problem, though, is that the project will NOT have a positive impact on travel across the Mississippi River. You'll still have to funnel all the traffic down to two lanes to cross the bridge. Where is the solution to that?	Mail/Email	OPPOSED,MISSISSIPPI RIVER BRIDGE TRAFFIC	Widening the Mississippi River Bridge and other options were included in the study that can be accessed at https://i10br.com/wp-content/uploads/2018/04/Appendix-B-Traffic-Study.pdf . The following responses reference specific page numbers from this report. a.This is discussed in Project Justification – page 4-5 (pdf page 8-9) and Previous Studies and Planned Projects are discussed on pages 9-10 (pdf pages 13-14) 2015 traffic volumes used in the traffic model begin on page 75 (pdf page 79 of 108). Updated traffic volumes are part of the Stage 1 will be available on the I10BR website when completed. b.2032 projected traffic volumes begin on page 79 (pdf page 83 of 108). Updated traffic volumes are part of the Stage 1 will be available on the I10BR website when completed. c.Projected traffic data with the proposed widening is on page 87 (pdf page 91). Updated traffic volumes are part of the Stage 1 will be available on the I10BR website when completed. d.These slides present travel times and are not comparing traffic volumes. The travel times and percentages will vary by area, start/end points and start/end times. Data used was averaged from the traffic models and is in Appendix B on the website. Data on the traffic projections is on page 24 (pdf page 28 of 108) Slides 23-24 indicate that travel times will decrease. These slides are not comparing traffic volumes. e.Traffic information on the Mississippi River Bridge is presented in several locations in the report, as described above. f. Flow across the Mississippi River is expected to improve because: 1. Now, there is a lane drop at Washington immediately after the bridge. This results in an uneven lane distribution – more vehicles are stacked in the left lane since the right lane ends. The combination of a new Terrace Street off-ramp from I-110 and changes at the Washington/Dalrymple interchange (layouts available on the website) will more evenly distribute traffic, resulting in increased capacity. 2.The additional lane will increase capacity and relieve queues that at times back up and impeded flow on the bridge.
1) Our city's roadside trees and green infrastructure are crucial and valuable to me! 2) DOTD must budget for the replacement of all trees to be removed as a critical element of the I-10 Widening project budget, not an afterthought!	Online Comment	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.

COMMENT	Method	KEY WORDS	RESPONSE
The I-10 widening project is sorely needed to improve transportation through the corridor. It won't fix all of our traffic woes, but it will go a long way in helping to relieve congestion. We need our community to push to see this project through to completion.	Online Comment	SUPPORT	Thank you for your comments.
1) Our city's roadside trees and green infrastructure are crucial and valuable to me. 2) DOTD must budget for the replacement of all trees to be removed as a critical element of the I-10 widening project budget, not an afterthought. 3) Community trees within the proposed project area: Intercept almost 3,000,000 gallons of storm water every year; Collect over 1000 lbs. of greenhouse gasses and fine-particulate pollutants in the air each year; and Scrub almost 240,000 lbs. of carbon dioxide (CO2) out of the air every year 4) All trees removed during this process should be accounted for and replaced at a ratio of 3:1 In an effort to recover the loss of ecological and environmental services that the current tree provide.	Mail/Email	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.
I would like to see a double lane entrance to the bridge from LA 1 all the way to the trusses of the Mississippi River bridge.	Stenographer	WEST BATON ROUGE APPROACH	Thank you for your comment. This alternative concept will be reviewed, if it has merit, any resulting design changes will be shown during the public hearing.
I'm addressing the College I-10 east departure ramp that will be running into a bottleneck on the College side. And the green space that feeds into College should be reduced to help alleviate that, okay? Because I notice that the construction stops with the two lanes, but it doesn't carry on into the lights, other than just two lanes turning left and one lane turning right, which right now, when traffic is up, the first left lane to turn left doesn't move and causes a back up because of the merging lane, or exit lane, to get onto I-10 going west. So the back up of the traffic from that, underneath that, underneath I-10 is causing one lane on the exit ramp to back up and that causes the back up. So putting two lanes helps a bit, but it doesn't address the problem.	Stenographer	COLLEGE DRIVE	Modifications to College Drive are not within the scope of work carried forward in the Feasibility Study.
Also, on that service road that you, that you are building, you should also make provisions for exits to streets prior to College Drive. Because that would allow some of the traffic to be dispersed because a lot of people want to go right to Corporate. And if you made exits, a couple of exits to the service road there, as they do in Texas, which works in Texas phenomenally -- I don't understand how we can go to Texas and drive on these roads and see how well they do, and then we come here and we lose our minds and don't do the same thing. It just, it just irks me.	Stenographer	COLLEGE DRIVE	Alternatives to the College Drive interchange were considered in the Stage 0 Feasibility Study and did not move into the Stage 1 study due to environmental impacts. The project team is considering a slip ramp that would allow travelers on the College Drive westbound off ramp to access Corporate Boulevard via Trust Drive.
Oh, by the way, how about if we take a course -- or whoever is doing the synchronization of the lights, is not doing their job. Did they -- where did they go to school? Because all over the city, the lights don't synchronize, not just in certain areas and certain other -- all over the city, they do not synchronize. Now, that's one of the things that the mayor said she was going to work on. And it got better for a moment and then it went and got worse. I don't understand it. We should be always synchronizing the lights, enhancing the changes during, during peak periods, and then reducing them back when there's not peak periods. It's like -- it's just not new, something new technology. Cars have been doing this for years, you know. So we are really behind. Mississippi is beating our pants when it comes to roads. Okay. We used to rest our laurels on "Hey, we're better than Mississippi." Not any more.	Stenographer	TRAFFIC LIGHT SYNCHRONIZATION	Thank you for your comment.

COMMENT	Method	KEY WORDS	RESPONSE
Great Job	Meeting Comment Box	SUPPORT	Thank you for your comment.
1) Our city's roadside trees and green infrastructure are crucial and valuable to me! 2) DOTD must budget for the replacement of all trees to be removed as a critical element of the I-10 Widening project budget, not an afterthought!	Online Comment	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.
Please keep bike lanes on Dalrymple on lake side rather than crossing streets.	Meeting Comment Box	MULTIPURPOSE PATH,DALRYMPLE	Thank you for your comment, we will take them under advisement while working through potential mitigation and enhancements for the project.
Until you get more lanes OVER the bridge you will not be able to alleviate traffic woes, all else is window dressing. More lanes to the bridge could worsen traffic woes, as cars would have to merge (again) at base. The new Huey P. Long Bridge in Jefferson Parish is one incredible example of modern engineering and construction technology. There is no excuse for BR to not to make that happen at either BR I-10 or Huey P bridges. I trust the "Rhodes Scholar" who designed the planned one lane eastbound I-10 (just before the Washington street exit, now it's a pretend two lane) is no longer with the department. And the one who put the Washington St. exit there to start with as well.	Mail/Email	OPPOSED,MISSISSIPPI RIVER BRIDGE TRAFFIC	Thank you for your comments. DOTD is in the process of studying locations for an additional bridge crossing.
Our city's roadside trees and green infrastructure is crucial and important to me. DOTD must budget for the replacement of all trees to be removed as a critical element of the i-10 widening project budget, not an afterthought	Online Comment	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.
Priority should be given to correcting the Washington Street Exit, as it requires a single lane crossing the bridge. This is the MAJOR cause for traffic jams. What are the traffic counts per day using the Washington Street Exit?	Meeting Comment Box	WASHINGTON STREET EXIT	Thank you for your comment. When completed, the traffic study for this project will be posted to the project website at www.i10br.com . Count data will be in the appendices of the traffic study.
I am opposed to the widening of the Interstate in the Overpass and Lakes area. The construction will cut through the core of the city, create blight and diminish the quality of life in an historic neighborhood. The "benefits" of travel time do not compare to the costs not only of the project, but to the quality of life of the area. This is a 20 year project that doesn't seem have any new and creative ways to address traffic.	Online Comment	OPPOSED,BLIGHT	Thank you for your comments.

COMMENT	Method	KEY WORDS	RESPONSE
<p>Three suggestions: One, I would start with the College Drive eastbound widening. I would start there and work into town as the, one of the first projects. The reason for that is -- let's say from the down ramp to College to the split, that would make that section four, four lanes wide, and it could probably be finished in the first three years as opposed to waiting seven. And as you work backwards into town, everyone in the community could see that there would be progress right away, instead of waiting seven years for the entire project to be built. That would be a recommended first priority.</p> <p>The second priority might be the addition to the lake bridges, only because of the cost. In other words, if you wait seven years, the cost to do the concrete for the bridges might rise substantially. And the cost to build a bridge is one of the -- that's going to drive up the cost of this whole project. So doing that early on might hold down costs later on.</p> <p>Third recommendation, do the exit ramp at Louise, because a couple of ramps need to be fixed at that, and, and the U-turn and the turnarounds. The reason for that is on the west bound side going into town, literally, you're starting at the beginning and working backwards up to the lakes and toward College Drive. In other words, there's four to five lanes of traffic at the split between 10 that crosses the river and 110 that goes north. So start bringing the four lanes back toward, toward College Drive, means there would be quick, quick changes to the traffic flow. That's it.</p> <p>Please consider other modes of transportation (biking, walking etc.) when planning this project.</p>	Stenographer	CONSTRUCTION PHASING, COLLEGE DRIVE	Thank you for your comments. The construction sequencing is under development and should be available during the public hearing.
<p>H.004100.2 / Federal Aid Project No. H004100 (hereafter referred to as "The I-10 Widening Project") is crucial to the continued growth and improvement of the City of Baton Rouge and East Baton Rouge Parish (EBRP), and my administration is supportive of all efforts to engage our citizens about the project. As part of my conversations with groups regarding the future of transportation and beautification in our parish from the I-10 Widening Project I would like to strongly encourage the Louisiana Department of Transportation & Development (DOTD) to thoughtfully & thoroughly plan and budget for complete design and implementation of renewed landscaping, with special emphasis on the replanting of trees along the project corridor and at all affected interchanges. I also encourage DOTD's project team to work closely with Baton Rouge Green, a non-profit community partner to both EBRP and DOTD, in the planning and implementation of this renewed landscape. Baton Rouge Green has served the vital role of maintaining over 4,300 trees along major roadways in our area since 1990, and independently raises its own private funding to do so. We ask that DOTD provide adequate funding to replace the trees and landscape that must be removed as part of The I-10 Widening Project, and to continue to partner with Baton Rouge Green in their work to maintain these trees as they have for over 30 years. Specifically, my office asks that language enumerating the following procedures and specifications be included in the environmental section of final contracts for design and construction with any consulting party selected to complete The I-10 Widening Project: 1) DOTD/Builder/Design-Builder shall coordinate tree protection and/or replacement with Baton Rouge Green, and in accordance with Baton Rouge Green specifications, as well as DOTD's Tree Protection standards and best management practices. 2) If it is determined that damage to trees is unavoidable, DOTD/Builder/Design-Builder will work with Baton Rouge Green to minimize and mitigate damage, or design and budget accordingly to plant new trees to appropriately offset the canopy loss of those</p>	Comment	MULTIPURPOSE PATH	Thank you for your comment. Concepts to incorporate pedestrian/bike access are under
	Mail/Email	SUPPORT, TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green. Likewise, DOTD has and will continue to work cooperatively with Baton Rouge Green through the design and construction process.

COMMENT	Method	KEY WORDS	RESPONSE
How do you plan on replacing the trees which are being used as a sound barrier for my subdivision, Stratford Place? I agree with the widening but a sound wall or additional trees need to be planted to reduce vehicle noise in our subdivision. Thanks for listening.	Online Comment	TREE PROTECTION,NOISE	
Primary concern is the sound barrier, it will be impossible to use our backyard.	Meeting Comment Box	NOISE	Noise barriers will be located on top of structure where they are proposed along elevated sections of I-10. The noise barrier nearest Rhododendron Avenue will be located on the westbound onramp, additionally, the ramp will be replaced with a newer concrete structure. Please note that the noise barrier in this area does not qualify for federal funding; therefore, a special state appropriation will be required to fund the wall.
The trees that will be affected by the I-10 project are extremely important for the following reasons: 1) Interception of significant amounts of storm water each year 2) Collection of greenhouse gases and pollution (over 1,000 lb.) 3) Scrubbing almost 240,000 lbs. of CO2 in the air each year Therefore, the planning of this project should include appropriating necessary funds to replace the removed trees at a ratio of no less than 3 to 1 to provide ecological and environmental recovery from these natural resources.	Mail/Email	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.
One of the first things large companies wanting to relocate look at is curb appeal of the community. People want to move to places that look nice. The cost/return ratio of simply planting trees is enormous. Please consider the green infrastructure when planning this widening. We have enough stacked against us to pass on a low-cost, high reward beautification project.	Mail/Email	TREE PROTECTION	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green.
I am opposed to the designed plan to create a College Drive overpass. The use of an elevated section and the relocation of the sound wall closer to the homes demonstrates a disregard to the sound impacts, the vibration impacts to the nearby homes, the air quality impacts, the drainage impacts on the back side of the wall, the drainage impacts of the cross drain that crosses under I-12 and I-10, and the utility relocation impacts for the adjoining neighborhood. I have never seen traffic on I-12 Westbound or I-10 Westbound backed up because of the weaving maneuver from I-10 Westbound to the College Drive Ramp. Rather, the backup is either farther west or it is because of the I-12 Westbound to I-10 Southbound turn. Money would be much better spent making two lanes for the I-12 to I-10 Southbound turn than on building a ramp and all of the extra lane pavements and structures for the designed revised College Drive exit ramp. A value engineering study should be performed to assess the dollars versus time savings for this proposed action. The distance from I-10/I-12 gore is a mile which is near the desirable length for necessary weave. The bigger problem is the functional capacity of the trumpet type interchange and the back up created by the left turn signal at the ramp exit and the College Drive intersection. Adding a lane to the ramp near the exit such that it does not narrow to one lane as it currently does in a manner that provides that delays at the light stop the maneuver from Interstate to Corporate Blvd. would improve the traffic through this reach at a much lower cost and would increase the effective weave distance for the I-10 to College Drive exit maneuver. With all the median area available at this location, it is really disappointing to see that there is no alternative involving locating the flyover farther west and leaving the sound walls in their current location. If a flyover is built, it could be built on the inside lane of I-10. This could be done at a lower cost and with much less impact to the adjoining neighborhoods.	Mail/Email	COLLEGE DRIVE,NOISE	Thank you for your comments.

COMMENT	Method	KEY WORDS	RESPONSE
<p>Thank you for working on the traffic problem of Baton Rouge, however, I have several concerns regarding the flyover and my neighborhood, Jefferson Place/Bocage. The proposed flyover that borders our neighborhood will increase noise from the I-10, may adversely impact drainage, may be visible from our neighborhood, and as a result may adversely impact our quality of life and ultimately our property values. The increased noise created by the expansion, specifically the flyover bordering our neighborhood, has not been communicated to the impacted residents. A resulting noise reduction plan needs to be created, potential flood impacts need to be communicated and addressed, and the visual impact on our neighbor needs to be communicated and addressed. Thank you in advance for your attention to a proposal that will impact us all. Your input to these matters will directly impact my quality of life.</p>	Mail/Email	NOISE,STORMWATER	<p>The project team is evaluating the effect of the flyover ramp on the noise levels for the residences in the Jefferson Place and Bocage neighborhoods.</p>
<p>Ten years from now, will it help Baton Rouge to have this somewhat wider section of I-10? Will we look back in 2028 and say that we were so glad that all the money and disruption was worth it to solve the problem? I think everyone is frustrated and everyone wants to do something. But we really need to do the "right" thing, not just something. I see this widening project as a make work project that will marginally and temporarily improve some of the traffic flow. What is needed is an alternative route, often referred to as a loop, which includes a new bridge. A loop will allow traffic to move in multiple flows instead of one unmanageable giant flow. This seems to me to have many advantages for the future. Please do not waste precious time and money on this non solution.</p>	Mail/Email	ALTERNATE ROUTES,SOLUTIONS	<p>During the Stage 0 Feasibility Study for this project, alternative regional transportation improvements were considered including a new southern Mississippi River Bridge crossing and a Northern Bypass. Though these megaprojects will provide improved traffic flow through the Baton Rouge metro area, the I-10 Improvement through Baton Rouge is necessary to help alleviate congestion through the area. The proposed configuration does show two dedicated lanes on I-10 eastbound combining with two lanes from I-110 southbound to make up the four through lanes for I-10 Eastbound to the I-10/I-12 Split.</p>
<p>I travel weekly and have to cross the I-10 bridge. I am tired of being stuck in traffic. It's horrific that I-10 goes down to one lane creating havoc for commuters. I understand why the owners of businesses and homes are upset over this, but this project is decades past due and it will help relieve at least some of Baton Rouge's traffic problems</p>	Mail/Email	SUPPORT	<p>Thank you for your comments.</p>

Contact Name	Comment	Trends	Response
G. Gilbert	What is the expectation of pedestrian users and expected cost per use?	Nairn, investment	DOTD -City - any numbers on current use?
Maurice Broussard	Outside screen barrier and inside, if landscaping is maintained. Bumpouts plus a few stools at the top of bridge, to rest before traveling the rest of way.	Nairn, screen barrier,bump outs	Thank you for your comments.
Sal Christina	The bridge crosses the interstate instead of chainlink fence, using a design like the did the siser brider in New Orleans could put designs to honor LSU & SU	Nairn, better design	Thank you for your comments. We will suggest review of the Wisner Bridge design.
	Please Include the proposed bump outs. Better lighting would also be appreciated.	Nairn,safety,lighting,bump outs	Thank you for your comments.
Coleman Brown	Do NOT REMOVE THIS BRIDGE. IT IS VITAL. WHAT IF THERE IS ANOTHER GAS LEAK ON COLLEGE DRIVE?	Nairn,safety	The Nairn Bridge will be replaced under the proposed project. Replacement will require removal of the current structure and closure of the road over I-10 for several months while the new bridge is constructed.
Greg Caballeo	It seems that the bridge would be a quick way to spruce up the area.	Nairn,Beautification	Thank you for your comments.
Greg Bofinger	Leave it the way it is. No need to spend all the money. This has no influence on the traffic.	Nairn,don't build Nairn	The Nairn Bridge will be replaced as a result of the widening of I-10. The additional lanes require relocation of existing noise barriers in this area, including those that are under the bridge. Replacement of the bridge will allow safe relocation of the noise
	Better pavement, bike lanes & greenery.	Nairn, bike, greenery	Thank you for your comments.
Mark E. Martin	No concrete walls. One of the conceptual illustrations shows concrete walls with unsafe barrier. Please do not put this. Screen barrier will be much better.	Nairn,screen barrier	Thank you for your comments. The concrete outer wall has not received support from the public.
	Cut the weeds!	Nairn,maintenance	It is not known if this comment is a request to mow the grassy areas around the existing bridge or to not include a planted strip in the design. If the final design includes a planted strip on the bridge, it will be maintained.
Christopher Cooper	Love the Nairn Drive Concept. Would be eager to see greenery on it, but may be difficult to maintain.	Nairn,support concept,greenry	Thank you for your comments.
Becca B.	Conceptual renderings look great, but what are the chances of it actually looking as such? Don't tease, if not going to follow through.	Nairn,support concept,commitment	Thank you for your comments. Only designs that are feasible and would be supported by DOTD were presented. The bridge will have paths on both sides and comments have indicated that a mesh outer barrier is preferred. It is not yet known if a planted strip will be included in the final design, as maintenance committments will be required.
Danita LeBlanc	ensure emergency vehicles, pedestrians, bikes, etc. Can get across while construction occurs.	Nairn, construction access	The entire bridge will be removed to facilitate relocation of noise barriers. It cannot remain open during construction of the new bridge. Alternative routes will be in the Transportation Management Plan, which will be posted to the project website when completed.
Bernadette Wilkinson	Consider all emergency vehicles currently at Nairn & Perkins which use that bridge every day, all day. Access to other side of I-10 wil be diminished during construction. How long will it take to replace bridge?	Nairn, construction access	A schedule for the replacement of the Nairn Bridge, including downtime will be developed in Stage 3, Final Design; however, it is the DOTDs intent to replace the structure over the summer months, when usage is expected to be lower.
	How are people supposed to walk alongside of College Drive or cross it on foot?	Nairn, pedestrian/bike on east side	The comment does not apply to the Nairn Bridge repalcement, it is relative to College Drive, which is not being modified under this project; only College Drive ramps will be modified.
Doug Ramsey	How would the bridge be useful to bicycle and pedestrian access during construction? Is there a reason why the bike/ped lane can't be on the Nairn Park/FLAIM school side of the road?	Nairn, construction access	The bridge will not be available for bike or pedestrian use during construction. The multiuse path is on the east side, which is the Nairn Park/FLAIM school side.
Doug	How will people cross the interstate during construction period? Bridge design is great!	Nairn, construction access,support concept	Thank you for your comments. Alternative routes will be identified and provided in the Transportation Mangaement Plan, which will be posted to the project website when completed.
	keeping it passable while its in the construction phase .. That is bike/ped friendly and safe.	Nairn, construction access	The entire bridge will be removed to facilitate relocation of noise barriers. It cannot remain open during construction of the new bridge. Alternative routes will be in the Transportation Management Plan, which will be posted to the project website when completed.
Bruce Wicker	I like the proposed design, however if fund are short, add the amenities to the east side only, so it connects to the park on the south side of I-10.	Nairn,support concept	Thank you for your comments.
	More Artwork, Bring in neighborhood artists to help.	Nairn,Beautification	Thank you for your comments.
Kathy Stiles	The conceptual sketches indicate that the bridge is open & will allow air flow for cyclists who often use this bridge to cross I-10. This is a solution I would support	Nairn,support concept	Thank you for your comments.

Contact Name	Comment	Trends	Response
Tim Mayeaux	1/3 of Louisiana motorists do not have insurance. If you have a 3-lane hwy that is congested, enforcing the laws of the land would be a good start to solve this problem.	Perkins,law enforcement	Thank you for your comments.
Bruce Wicker	The pedestrian/bicycle access @ Acadian is a welcome addition. I prefer 10 ft. wide access with minimal ramp crossing conflicts.	Perkins,bike,pedestrian,weaving,safety	Thank you for your comments.
	I would consider roundabouts for the Acadian interchange it would be another opportunity consider gettting LSU gameday traffic flowing.	Acadian roundabouts	Thank you for your comments. Roundabouts at Acadian at I-10 would have a significant impact on residences and businesses. If the suggestion is for roundabouts on Acadian in general, we will pass that comment along.
	Public bath areas for homeless/joggers, etc.	Perkins,public bath	Thank you for your comments.
	To enhance the aesthestic of the columns of the bridge. Landscaping. Parking (paved) under the bridge for the restaurants & shops	Perkins,aesthetics,landscaping,parking	Thank you for your comments.
	Clean up the garbage collector under the bridge near Perkins, parking should connect roads to Trader Joes.	Perkins,parking,garbage collection	Thank you for your comments.
Christopher Cooper	Incorporate businesses that were displaced, as well as keep open for greenery & events. We must keep fostering this thriving BR Community hub.	Perkins,open space,keep business,green space	Thank you for your comments. DOTD Real Estate is in contact with affected businesses.
Becca Behrnes	Significant improvements of Acadian. The park concept on the board is a good idea. Give all of the "opportunity areas" to BREC. What about increased noise & exhaust in this high-use pedestrian areas?	Perkins,parks,noise, air quality	#####
	Please use additional space for bike/walking running path to get bikes and pedestrian off treacherous perkins road. Great opportunity for "green" connections with commercial area.	Perkins,bike, pedestrian	Thank you for your comments.
Kevin Bongiorno	Use this space for bike/pedestrian path linking to local neighborhood	Perkins,bike, pedestrian	Thank you for your comments.
	Connect Eugene!	Connect Eugene	Thank you for your comments.
Doug Moore	keep "conceptual path" along acadian. Replace perkins ramp with walk/bike path	Perkins,bike, pedestrian	Thank you for your comments.
Kathey Wascom	I would like that area to remain. Too much traffic is being sent to acadian down perkins.	Perkins,keep ramps	Thank you for your comments. The Perkins Road ramps must be removed to allow for modifications to the Acadian interchange.
G. Gilbert	I think this is a good idea. Right/Left lane confusion for traffic continuing downtown on perkins is a problem. Including pedestrian access from One Hundress Oaks Extention would be good. Crawroad is an issue.	Perkins,bike, pedestrian	Thank you for your comments.
Mark E. Martin	Adding a bike lane from Eugene street at the interstate to the conceptual bike path along Acadian by running the eugene connector parallel to the existing interstate	Perkins,bike, pedestrian	Thank you for your comments.
	No Football field. Passenger rail station to N. O. Music venues. Ponds replanting trees, natural native plants, butterfly plants, benches, small stages.	Perkins,rail,park,event space	Thank you for your comments.
Clay Jackson	1st choice leave the ramp. 2nd choice green space park.	Perkins,keep ramps,park space	Thank you for your comments. The Perkins Road ramps must be removed to allow for modifications to the Acadian interchange.
	use space for parking	Perkins,parking,garbage collection	Thank you for your comments.
Carol Davis	Establish a dedicated bridge only lane on the intracoastal bridge, utilizing a barrier between both north bound lanes to prevent cars from cutting lanes.	LA 1	Thank you for your comments. This comment applies to the LA 1 project.
	Don't close perkins exit.	Perkins,keep ramps	Thank you for your comments. The Perkins Road ramps must be removed to allow for modifications to the Acadian interchange.
Coleman Brown	Oppose ramp removal.	Perkins,keep ramps	Thank you for your comments. The Perkins Road ramps must be removed to allow for modifications to the Acadian interchange.
Sal Christina	Extend Grenwell (behind Georges) to link w/shopping center or perkins	Perkins,Extend Grenwell	Thank you for your comments.
Desha Martin	would love for this to become a dedicated green space with trees, flowers, etc, sidewalks, benches, picnic tables, for people to gather.	Perkins,green space	Thank you for your comments.
Jenn	Public gathering space. Additional parking for existing businesses.	Perkins, green space, parking	Thank you for your comments.
Tim Mayeaux	America has spent \$22 trillion dollars on an ungrateful society. Many jobs have been created for those who are doing for others, who should be doing for themselves. We have invented a monster that is bankrupt. We will not kill him. He is going to kill us. Stealing & lying is wrong.		Thank you for your comments.
Sandy Deslatte	Additional parking for growing entertainment areas	Perkins,parking	Thank you for your comments.
Wayne Lee	Family property is located at 3425 Eugene. 3412 S. Eugene. (4 Residences at the end of Eugene) We want to keep it. Please do not force us out.	Perkins,acquisitions	#####
Brice Lee	3412 S. Eugene. (4 Residences at the end of Eugene) We want to keep it. Been in family for 60 years. Moving would be a hardship.	Perkins,acquisitions	Thank you for your comments. Please contact DOTD Real Estate relative to specific questions associated with the Uniform Relocation Act.
Melissa Hollinger	Bike and pedestrain pathways	Perkins,bike, pedestrian	Thank you for your comments.
	Don't close perkins exit.	Perkins,keep ramps	Thank you for your comments. The Perkins Road ramps must be removed to allow for modifications to the Acadian interchange.

Contact Name	Comment	Trends1	Response
	Public bath/showers for homeless/joggers	Trails, public facilities	Thank you for your comment.
Tonya Folse	to provide lighting and a cement path along the bridge from Government to Washington st. including bike area with park benches	Expressway trail, multipurpose path,benches	Thank you for your comment.
	Include the amenities of this project - parks, bike paths, places, for kids to play	Expressway trail,playground, bike path	Thank you for your comment.
	Improved bike lanes, landscaping, lighting, public art, sidewalks, would be greatly appreciated.	Expressway trail,lighting,art,sidewalks,landscape	Thank you for your comments.
Brittany Marshall-Zeno	Why is the downtown greenway proposed trail going thru the graveyard?	Greenway,graveyard	The Downtown Greeaway trail is a concept, it has not been designed as of yet. The Downtown Development District is
Doug M.	Preserve pedestrian access on Terrace, Louise and Washington Streets, so that people can safely cross under the interstate.	Expressway trail,pedestrians	Thank you for your comments. Pedestrian access will be restored where it exists and additional access is included in
Martha Crayton	I'd like to see an open area for outdoor activities such as movie outside area keep an area for bike riding without traveling in the way of traffic.	Expressway trail,bike path	Thank you for your comments.
Dan Cadwallder	The area south of the golf course needs to be converted to parking for the Knock Knock museum. We do not need a boat dock.	Expressway trail,parking	Thank you for your comments. The proposed project does not intend to change the uses of exising BREC facilities.
Martha Crayton	To keep streets open to flow through to the other side of interstate & instead of going around on out of the way to get to certain location.	street closures	Thank you for your comments. Due to control of access concerns, several streets will have to close connections to Braddock or Washington; none of the affected streets currently run under I-10.
Melissa Hollinger	Definitely want pedestrian and bike pathway!	Expressway multipurpose trail support	Thank you for your comments.
Bruce W.	I like the designs as proposed for the mulitiuse trail (Red) paralleling I-10 project. I would prefer the path not underneath the bridge (parallel). This will attract the homeless, creating a trail less likely to be used by commuters.	Expressway trail	Thank you for your comments.
Desha Martin	I would hope that the trails will be lighted at night for safety. I would like to see something functional placed at the Trail connection at Dalrymple Drive - a waterway station, pumps for bicycles, rest stops, etc.	Expressway trail,lighting,facilities	Thank you for your comments.
	Skate Park, Bike Path, Running Path, Water Fountains (Like at the Shaw Center)	Expressway trail,bike path,skate park,jog trail,fountain	Thank you for your comments.
	Build an elevated ramp over Dalrymple so we don't have to fight cars to cross the lakes. Thanks. Love this!	Dalrymple,pedestrians,support	Thank you for your comments. An elevated pedestrian bridge over Dalrymple is not under consideration at this time.
Eric Dexter	Well lit areas are key. Signals and beacons that will help to alert vehicles of peds + Cyclists. Connectivity to the greater network of trails.	Expressway trail,lighting,bike,pedestrians,signals,connectivity	Additional trail access and a safe pedestrian signal crossing Thank you for your comments.

Contact Name	Comment	Trends1	Response
	Allow Clear Wall Only	City Park Lake Bridge, clear noise barrier	Thank you for your comment.
Joan L. Jandell	The spandrel arch is my choice! With lights at night would be an asset and would accent lights @ knock Knock museum! Geaux Progress!	City Park Lake Bridge, spandrel,lighting	Thank you for your comments.
	City Park should have local community activities on going all year long for Senior Citizens, daily from 9-5. EX: TV, Football, Basketball, etc.	City Park Lake Bridge,park,activities	Thank you for your comments.
	No Sound Walls on bridge! The view is beautiful. We see migrating birds as well as the flamingos before the Spanish Town Ball & Parade.	City Park Lake Bridge,no noise barrier	Thank you for your comments.
	Sound proofing, nesting boxes for birds, prevention of run-off pollution into lakes, lighting , art work, under spans, classical architecture.	City Park Lake Bridge,soundproof,bird boxes,s	Thank you for your comments.
G. Gilbert	Not a supporter of a sound wall componet to bridege even though I live in city park and I hear road always	City Park Lake Bridge,no noise barrier	Thank you for your comments.
Daniel Miller	Please do not put noise barriers that will block the biew of the Lakes or city park. This is Baton Rouge's welcome mat!	City Park Lake Bridge,no noise barrier	Thank you for your comments.
Bill Scheffy	See BRAF Lake Study* Prefers Haunched Box Design, but no sound walls	City Park Lake Bridge, BRAF,haunched box,no	Thank you for your comments.
Micheal Neal	Haunched Box. Low Profile. Longer Arches.	City Park Lake Bridge,haunched box,arches	Thank you for your comments.
	The think the spaundrel arch has the most aesthetic appeal	City Park Lake Bridge, spandrel	Thank you for your comments.
Coleman Brown	DO NOT DESTROY OR WIDEN THIS BRIDGE	City Park Lake Bridge, no action	Thank you for your comments. The bridge represents aging infrastructure that would eventually require replacement with or without the proposed project. Under the proposed project, the public's opinion on the design of the new bridge is being sought.
George Bagle	Please get clear sound wall for LSU Lakes	City Park Lake Bridge,clear noise barrier	Thank you for your comments.
	Lighting and aesthetic design, please. BR needs a signature bridge.	City Park Lake Bridge, aesthetics,lighting	Thank you for your comments.
	Recommend no sound wall on the bridge. Maintenance issue. Block beautiful views	City Park Lake Bridge,no noise barrier	Thank you for your comments.
	Sound walls?!? Along the lake? Really? Horrible idea!	City Park Lake Bridge,no noise barrier	Thank you for your comments.
	Want some pretty columns/etc. On the top of the bridge @ both ends	City Park Lake Bridge, aesthetics	Thank you for your comments.
CaroleAnne Brown	I like the Haunched box. Cleaner looks like less upkeep less spans, more access to lake activities	City Park Lake Bridge,aesthetics	Thank you for your comments.
	Plexiglass barrier would become filthy and scratched - please eliminate as an idea. A lighted bridge would be fantastic. Spandrel Arch.	City Park Lake Bridge, spandrel,lighting, noise	Thank you for your comments.
Kevin Bongiorno	It would be nice to have a signature bridge that is creatively designed and has interesting dynamic ligting making it almost like a sculpture.	City Park Lake Bridge, lighting,aesthetics	Thank you for your comments.
	Haunched Box - Keep space between the E & W lanes. Not too low to the water. Raise up so you do not feel so crowded.	City Park Lake Bridge,haunched box,elevated	Thank you for your comments.
	Spandrel Arch	City Park Lake Bridge, spandrel	Thank you for your comments.

Contact Name	Comment	Trends1	Response
Marissa	Spandrel Arch w/ accent lighting	City Park Lake Bridge,spandrel,lighting	Thank you for your comments.
	Haunched Box, More Elegant	City Park Lake Bridge,haunched box	Thank you for your comments.
	Prefer a bridge that make a statement to the thousands of people passing through.	City Park Lake Bridge,aesthetics	Thank you for your comments.
Sandy Deslate	The City park lakes is one of the most visible and inviting views for people entering the city. We must maintain the view of the lakes and not put up view-blocking sound walls over the lakes themselves. I prefer the haunched box model.	City Park Lake Bridge,no noise barrier,haunched	Thank you for your comments.
Brain Fallon, AIA	They are both boring and uninspiring. Get an engineer from somewhere else who can design a beautiful bridge. This site is an exclamation point! It should be held to a higher standard. Why don't they show the renderings of the sound barriers.	City Park Lake Bridge, design,noise barrier	Thank you for your comments. The noise study for this project is ongoing. Presently, noise barriers can be federally funded on the eastbound side, but the westbound side will require a special state appropriation. Noise barrier designs will be considered as the project moves forward.

OTHER COMMENTS

From: [Brian Kendrick \(DOTD\)](#)
To: [Brendan Rush](#)
Cc: [Kerry Oriol](#); [Jolie Dufrene Maberry, PE](#); [James Taylor \(james@franklinassoc.com\)](#)
Subject: [E] FW: I-10 widening plan at College Drive.
Date: Wednesday, February 21, 2018 8:49:16 AM
Attachments: [image001.png](#)
[i10college.jpg](#)

Brendan,

I'd direct them to the website where they can submit a question/comment and register to receive notifications. I'm forwarding this to Franklin to log it in.

<https://i10br.com/>

Brian

From: Brendan Rush
Sent: Wednesday, February 21, 2018 8:28 AM
To: Brian Kendrick (DOTD) <Brian.Kendrick@LA.GOV>
Subject: FW: I-10 widening plan at College Drive.

Who should I send these suggestions to?



[Brendan J. Rush](#)

Customer Service Manager 1-225-379-1273

Department of Transportation and Development

For additional DOTD services, visit: [DOTD A-Z](#)

Please let us know how we may better serve you: [Customer Service Survey](#)

Connect to DOTD [Social Media!](#)

For Traffic Updates [511](#)

From: Dayle Smith [mailto:dayle_smith2@hotmail.com]
Sent: Tuesday, February 20, 2018 8:27 PM
To: _DOTD-CustomerService <DOTDCS@LA.GOV>
Subject: I-10 widening plan at College Drive.

Hello, looked at the widening plan and I saw the part about the elevated ramp from I-10 W to cross over I-12 to get to the College Dr exit. Looks good. Just a suggestion: How about having that ramp come off the left side of I-10 W, elevated, and do a right turn, crossing over I-10 W to go down Ward Creek to Corporate Drive and make a T intersection there? You would split some of the traffic away from the I-10/College intersection.

Thanks

From: [Brian Kendrick \(DOTD\)](#)
To: ["risa@franklinassoc.com"](mailto:risa@franklinassoc.com)
Cc: [Arthur D'Andrea](#); [ZhengZheng Fu](#); [William Scheffy](#); [Kerry Oriol](#); [Jolie Dufréne Maberry, PE](#)
Subject: [E] RE: I-10 Bridge Work Over City Park Lake
Date: Friday, September 28, 2018 1:03:15 PM

Risa,

Please log the following 3 comments and prepare responses accordingly.

Thank you,

Brian

-----Original Message-----

From: ZhengZheng Fu
Sent: Wednesday, September 26, 2018 10:34 PM
To: William Scheffy <wscheffy@att.net>
Cc: Brian Kendrick (DOTD) <https://urldefense.proofpoint.com/v2/url?u=http-3A__Brian.Kendrick-40LA.GOV&d=DwIFAg&c=euGZstcaTDllvimEN8b7jXrwqOf-v5A_CdpqnVfiiMM&r=fzxcN6BsZY8iQj5PtAmWdvIkRRQWaraLWRDCMAK2Wjk&m=If20AQxmZZaPDJSUaTXrellPl0K_3_8B6MaaZJfUxw&s=p3i4LPNscDS08YJqiddXRNUD6-_wAiHwH7sD3a34bdo&e=>>; Arthur D'Andrea <Arthur.DAndrea@LA.GOV>
Subject: Re: I-10 Bridge Work Over City Park Lake

Good evening Bill

It was nice seeing you too. Because this project is still in environmental stage, no detail design has started yet, therefore I will not be able to provide answer to your questions at this time. But I will check with the project manager (Mr. Brian Kendrick, see cc for his email) tomorrow on your questions and we will provide responses back to you as soon as possible.
Jenny

Sent from my iPhone
Zhengzheng "Jenny" Fu

> On Sep 26, 2018, at 9:41 PM, William Scheffy <wscheffy@att.net> wrote:
>
> Jenny, it was good seeing you Sunday morning and getting to meet your husband.
>
> I will be meeting for lunch tomorrow with several individuals who live on or near City Park Lake and who have been involved with the Lakes project.
>
> I have several questions that I hope you can answer:
>
> 1) Regarding the bridge design that I like the best (the one with the long sleek arches), how many rows of actual bridge supports will be in the water - one or two or more? Of course, the fewer the better, and in any case it looks like there will be fewer than what exists today.
>
> 2) In terms of construction, it is my understanding that the first work will be adding the extra lanes and shoulders north and south of the existing structure. Once that is completed, then work will commence on demolishing and rebuilding the existing three lanes (in each direction) of the old structure. Is that the plan?
>
> 3) To the extend that DOTD will be contracting with someone to do the lake bed work around the bridge structure, would it be possible for the City Parish, or BREC, or some other local entity to contract with that same entity to do other work in City Park Lake that would be complimentary to the Lakes Project design recommendations?
>
> Bill Scheffy

From: [Brian Kendrick \(DOTD\)](#)
To: [nhan truong](#); [Brendan Rush](#); [Risa Mueller](#); [Kerry Oriol](#); [Noel Ardoin](#)
Subject: [E] RE: I-10 expansion project in Baton Rouge
Date: Wednesday, December 26, 2018 10:28:12 AM

Nhan,

You should be well out of the construction zone with no physical impacts to or immediately near your property. There will be a sound wall constructed along the interstate that should lower the noise level in the future. The main impacts in your subdivision will be on the north side of Estate Dr immediately adjacent to the interstate. The below link will take you to our website and roll map 6 of 8 illustrating a plan view of your area. There won't be any full acquisitions or relocations in your subdivision.

<https://i10br.com/wp-content/uploads/2018/09/2018-0829-Roll-Map-6of8.pdf>

Please let me know if you have any additional questions or require additional information.

Thank you,

Brian

Sent from [Mail](#) for Windows 10

From: [nhan truong](#)
Sent: Wednesday, December 26, 2018 9:51 AM
To: [Brian Kendrick \(DOTD\)](#)
Subject: I-10 expansion project in Baton Rouge

Hi Brian,

I left you a voice message earlier this morning. I came home from an oversee trip and found out a few things done around my house and neighborhood. My address is 2216 Estates Road 70808. Would you please tell me how will my house and neighborhood (Lake Ridge Estates) be affected by this project? You can also call me at 225-636-1685.

Thanks,

Nhan

From: [Brian Kendrick \(DOTD\)](#)
To: [Brendan Rush](#)
Cc: [Kerry Oriol](#); [Jolie Dufrene Maberry, PE](#); [James Taylor \(james@franklinassoc.com\)](#)
Subject: [E] FW: I-10 widening plan at College Drive.
Date: Wednesday, February 21, 2018 8:49:16 AM
Attachments: [image001.png](#)
[i10college.jpg](#)

Brendan,

I'd direct them to the website where they can submit a question/comment and register to receive notifications. I'm forwarding this to Franklin to log it in.

<https://i10br.com/>

Brian

From: Brendan Rush
Sent: Wednesday, February 21, 2018 8:28 AM
To: Brian Kendrick (DOTD) <Brian.Kendrick@LA.GOV>
Subject: FW: I-10 widening plan at College Drive.

Who should I send these suggestions to?



[Brendan J. Rush](#)

Customer Service Manager 1-225-379-1273

Department of Transportation and Development

For additional DOTD services, visit: [DOTD A-Z](#)

Please let us know how we may better serve you: [Customer Service Survey](#)

Connect to DOTD [Social Media!](#)

For Traffic Updates [511](#)

From: Dayle Smith [mailto:dayle_smith2@hotmail.com]
Sent: Tuesday, February 20, 2018 8:27 PM
To: _DOTD-CustomerService <DOTDCS@LA.GOV>
Subject: I-10 widening plan at College Drive.

Hello, looked at the widening plan and I saw the part about the elevated ramp from I-10 W to cross over I-12 to get to the College Dr exit. Looks good. Just a suggestion: How about having that ramp come off the left side of I-10 W, elevated, and do a right turn, crossing over I-10 W to go down Ward Creek to Corporate Drive and make a T intersection there? You would split some of the traffic away from the I-10/College intersection.

Thanks



**PUBLIC MEETING COMMENT FORM
I-10 CORRIDOR IMPROVEMENT STUDY PUBLIC MEETING
STAGE 1 PLANNING/ENVIRONMENTAL STUDY**

**State Project No. H.004100.2
Federal Aid Project No. H004100
August 28, 29, 30, 2018
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 12, 2018 to be included in the meeting transcript.

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

Date: 9/5/18
Name: Cody Matherne
Address: 2293 Hollydale Ave
Baton Rouge 70808
cmather8@gmail.com

Please add comments below:

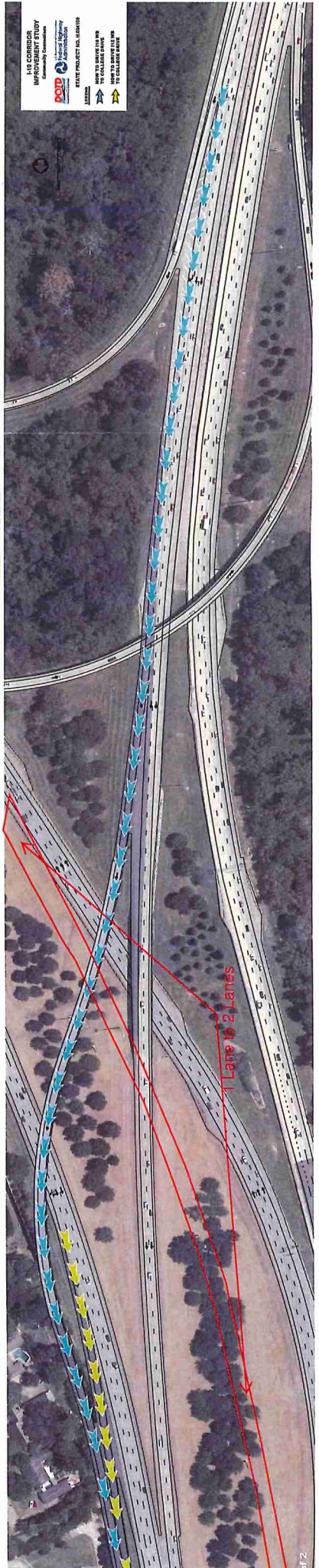
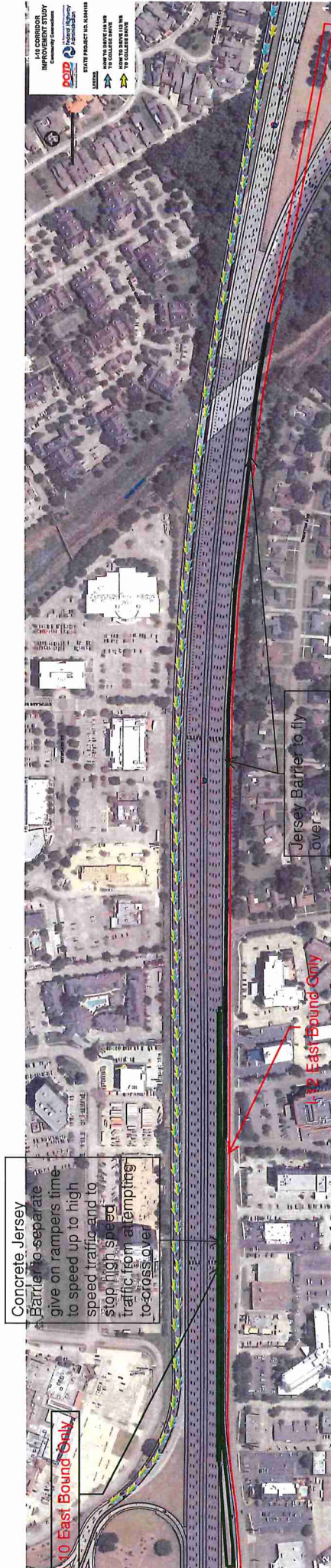
Good Afternoon.

Over the years of living and driving around Baton Rouge, what I have come to notice is where the traffic usually begins is at on ramps. This seems to be because people typically have a fear of or have never learned to merge into lanes of traffic. This is especially the issue at the College East Bound On Ramp, more so because a large part of the traffic entering the interstate at this point have the intention of going I-12 which in order to do so need to be in the middle to left lane. At this point you have traffic coming from the west on I-10 traveling in excess of 55 MPH on 3 lanes meeting traffic entering and crossing lanes at or below 50 MPH to get to their destination. This begins the braking process and when people peak the college overpass and see break lights ahead of them, they begin braking and so forth behind them until it continues all the way back to the bottle neck at the bridge.

While I believe the overall plan is a good one, it still isn't addressing some major issues and I understand that money is the main factor in deciding what is done. But I've attached a simple sketch of what I believe will help alleviate the issue called out above. It's a mirror concept of the west bound College Ramp.

On I-12 East bound at 61 intersection, extend the off ramp/on ramp lane through and pass the

Intersection similar to Clearview in Metairie with Concrete Jersey Barriers. A camera system can be set up as to issue tickets to those who attempt to use this on/off ramp access as an avenue to pass any traffic that may be sitting in the main I-12 lanes.

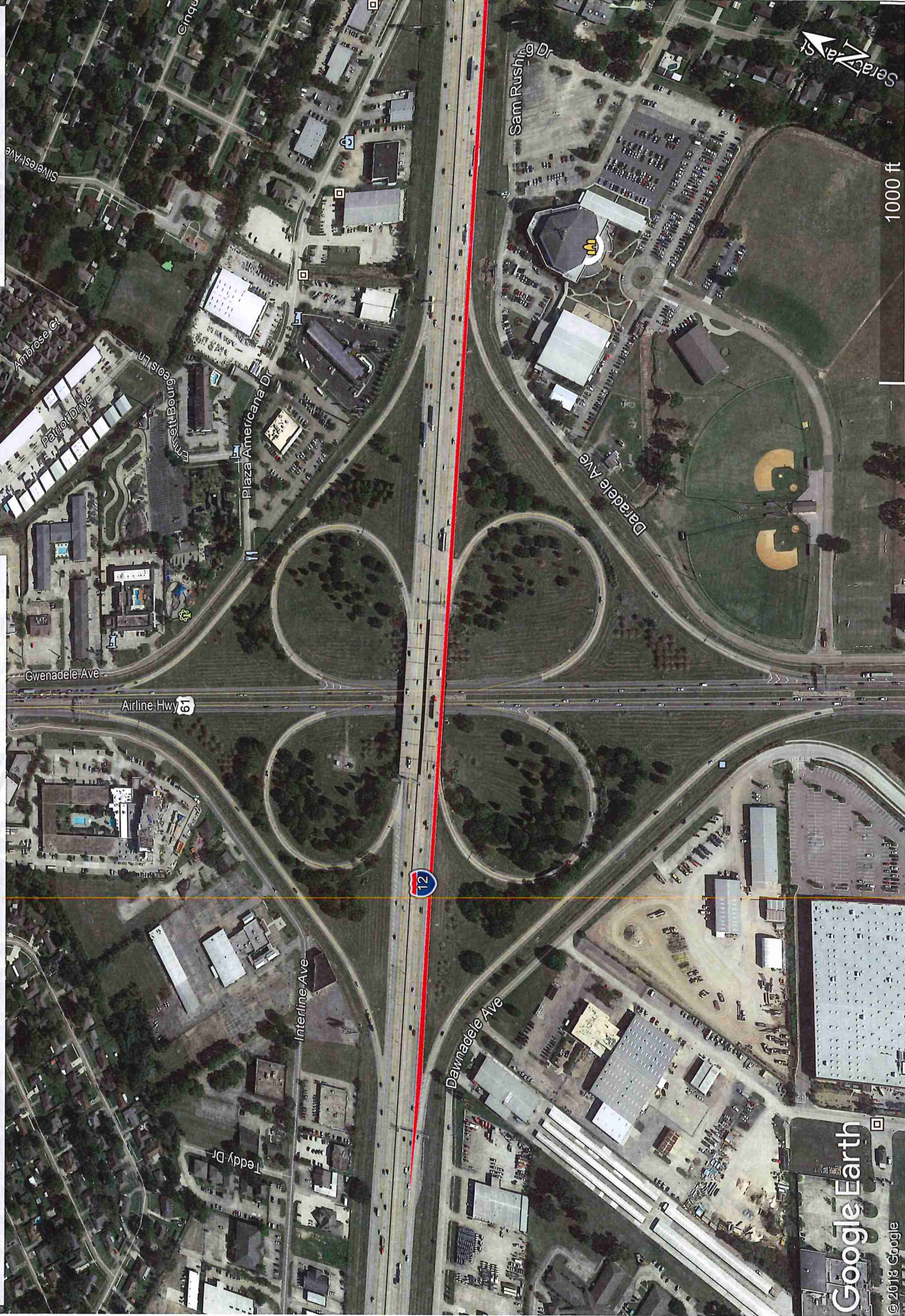


Extension of I-12 East Bound Off/On Ramp at 61

W/ Concrete Jersey Barrier similar to Clearview Pkwy/I-10 intersection in New Orleans

Legend

 Extension of Travel Lane



From: [Brian Kendrick \(DOTD\)](#)
To: ["risa@franklinassoc.com"](mailto:risa@franklinassoc.com)
Cc: [Arthur D'Andrea](#); [ZhengZheng Fu](#); [William Scheffy](#); [Kerry Oriol](#); [Jolie Dufréne Maberry, PE](#)
Subject: [E] RE: I-10 Bridge Work Over City Park Lake
Date: Friday, September 28, 2018 1:03:15 PM

Risa,

Please log the following 3 comments and prepare responses accordingly.

Thank you,

Brian

-----Original Message-----

From: ZhengZheng Fu
Sent: Wednesday, September 26, 2018 10:34 PM
To: William Scheffy <wscheffy@att.net>
Cc: Brian Kendrick (DOTD) <https://urldefense.proofpoint.com/v2/url?u=http-3A__Brian.Kendrick-40LA.GOV&d=DwIFAg&c=euGZstcaTDllvimEN8b7jXrwqOf-v5A_CdpqnVfiiMM&r=fzxcN6BsZY8iQj5PtAmWdvIkRRQWaraLWRDCMAK2Wjk&m=If20AQxmZZaPDJSUaTXrellPl0K_3_8B6MaaZJfUxw&s=p3i4LPNscDS08YJqiddXRNUD6-_wAiHwH7sD3a34bdo&e=>>; Arthur D'Andrea <Arthur.DAndrea@LA.GOV>
Subject: Re: I-10 Bridge Work Over City Park Lake

Good evening Bill

It was nice seeing you too. Because this project is still in environmental stage, no detail design has started yet, therefore I will not be able to provide answer to your questions at this time. But I will check with the project manager (Mr. Brian Kendrick, see cc for his email) tomorrow on your questions and we will provide responses back to you as soon as possible.

Jenny

Sent from my iPhone
Zhengzheng "Jenny" Fu

> On Sep 26, 2018, at 9:41 PM, William Scheffy <wscheffy@att.net> wrote:
>
> Jenny, it was good seeing you Sunday morning and getting to meet your husband.
>
> I will be meeting for lunch tomorrow with several individuals who live on or near City Park Lake and who have been involved with the Lakes project.
>
> I have several questions that I hope you can answer:
>
> 1) Regarding the bridge design that I like the best (the one with the long sleek arches), how many rows of actual bridge supports will be in the water - one or two or more? Of course, the fewer the better, and in any case it looks like there will be fewer than what exists today.
>
> 2) In terms of construction, it is my understanding that the first work will be adding the extra lanes and shoulders north and south of the existing structure. Once that is completed, then work will commence on demolishing and rebuilding the existing three lanes (in each direction) of the old structure. Is that the plan?
>
> 3) To the extend that DOTD will be contracting with someone to do the lake bed work around the bridge structure, would it be possible for the City Parish, or BREC, or some other local entity to contract with that same entity to do other work in City Park Lake that would be complimentary to the Lakes Project design recommendations?
>
> Bill Scheffy

From: [Perry Franklin](#)
To: [Donna Roppolo](#)
Cc: [Brian Kendrick \(DOTD\)](#); noel.ardoin@la.gov; "[Kerry Oriol](#)"
Subject: Updates to your questions and comments
Date: Tuesday, June 12, 2018 5:24:00 PM
Attachments: [DRoppolo response draft 061118 v4.doc](#)

Good Evening Ms. Roppolo,

Attached you will find an update to your questions and comments presented to the project team on May 17, 2018. We have attempted to answer each of your questions to the best of our ability in the midst of changing circumstances, as the project continues to analyze information.

We are still in the process of collecting information some of which has not been fully vetted. For those questions where there is not complete data, we will continue to communicate with you when such information is available.

I will reach out to you when the public meetings are rescheduled as they will not take place in late June as previously discussed. Thank you again for being engaged on this matter.

Best Regards—Perry Franklin

Perry J. Franklin, MBA

p - 225 389 6518 | m - 225 933 7591 | franklinassoc.com



Questions and Concerns:

Construction questions:

1. I was told at the last focus group meeting on May 14, 2018 that the new shoulder requirement is 12 feet, new additional lane is 12 feet, 5 feet is necessary behind sound wall for maintenance. So what are ALL other clearances, and will these items be included in the residential area in front of Estates Road that runs alongside of I-10? This would include space between shoulder and sound wall? Thickness of sound wall? Space allowed for crash barrier from shoulder? Thickness of crash barrier? Any other setbacks or requirements? If so, how much?

The potential right-of-way (ROW) requirements were further clarified by DOTD on May 18, 2018 as follows: 5 feet from an elevated structure, 10 feet from the at-grade roadway where there is no noise barrier, and 1.5 feet from the back of a noise barrier. Behind the noise barriers, there is an additional 8.5 feet required for a construction servitude. These servitudes include what is necessary for construction operations. The construction servitude will be returned to the property owner upon completion.

2. Will construction take place all day and all night during the estimated 5-7 years?

At this point in the project, we do not have final details on construction phasing/sequencing and timing; however, your section should be affected for less time than the project construction schedule. As this is an interstate construction project, nighttime work is a possibility.

3. If someone's home is physically impacted, how is compensation calculated?

DOTD hires licensed appraisers to appraise such properties. A full copy of the appraisal is shared with DOTD and a just compensation offer amount will be provided to the property owners. Brochures from DOTD's Real Estate section have been made available to those attending stakeholder briefings and can be downloaded here:

http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Real_Estate/Manuals/2016%20Acquisition%20Brochure%20revised%208.31.16.pdf

This brochure should be able to answer all your questions, if it is not sufficient, please advise and we will respond accordingly.

4. When will someone be notified if their home will be physically impacted? And how will they be notified?

If the project is approved to move forward (after the current environmental phase), ROW maps will be developed, funding will be approved, and DOTD will contact property owners with a "general letter," which is a notice to property owners advising that the project has been programmed for construction and that negotiations for acquisition of ROW are proposed.

The general letter will state that DOTD's records indicate the recipient of the letter owns property which may be required as ROW for the project, and a representative will contact the property owner during negotiations to discuss any questions he or she may have concerning the project. DOTD encloses the acquisition of ROW and relocation assistance brochure in the mailing and states that as soon as the ROW acquisition schedule permits, the property owner will be contacted concerning the project. DOTD will offer a direct point of contact. Appraisals will begin after the general letter is sent out to allow DOTD to develop a just compensation offer.

5. Removal of the majestic oak trees along Estates Road?

Trees along the interstate that are in the required ROW will likely be removed. If a tree is outside the required ROW but the drip line falls within the required ROW, there may be impact to the tree, as it likely the contractor will have to cut the tree back. Trees on private property outside required ROW should not be affected.

6. Once foliage and chain link fence is removed along Estates Road for the interstate construction to begin, what kind of security and privacy will be implemented for our families on Estates Road? Some of our homes are within 30-50 feet of construction and will be totally exposed and accessible to those 170,000 vehicles every day with the addition of the construction workers for 5-7 years!

As stated, trees in the required ROW would be removed and others could be cut back, as they may overhang existing ROW.

While the construction phasing plan is not final, the construction concept for this project is to allow for the construction contractor to operate within existing ROW. There would be no need for the contractor to remove any fencing that presently separates I-10 from neighborhood streets, unless it is in the required ROW or construction servitude.

The construction site should be secured; therefore, existing fencing would remain where feasible and temporary fencing installed as needed for safety and security. Temporary fencing would likely be chain link fence, not a privacy fence. Concrete barriers would be installed between the east and westbound sides during construction. The ability for vehicles to stop and access neighborhood streets will be lessened by the presence of multiple barriers and consistent presence of construction personnel. As previously stated, your section should be affected for less time than the project construction schedule.

Pending the outcome of the traffic noise analysis, if noise barriers are recommended for locations with existing fences, it is likely that the existing fence would be removed and replaced with the noise barrier. The noise barrier would provide both privacy and noise dampening that is currently absent from this area. If a noise barrier is not proposed, the chain link fence would remain or be replaced in the same manner as it is today. Noise barriers are implemented if they are shown through the study to be feasible and reasonable. Actual design and siting of noise barriers will occur in the Design phase of the project.

7. Safety concerns include vehicles physically closer with no barrier to stop vehicles from hitting our homes; criminal activity when police stop suspects and they are able to run through and escape through our street; break down of trucks and cars where it will be easier to knock on someone's door for assistance that is open and exposed. All of these have happened over the years I have lived here. Exposure to theft. And what about human trafficking...I understand this corridor of I-10 has the most in all of the United States.

Please see response to Question 6.

8. Privacy concerns include 170,000 vehicles every day for the projected 5-7 years of construction looking and watching, creating exposure and interest to someone with bad intentions. This neighborhood along Estates Road and Fiero Street becomes an easy target for criminal activity.

Please see response to Question 6.

9. What's to stop someone that is sitting in standstill traffic from driving off the interstate directly onto Estates Road or Fiero Street when they want to avoid the construction traffic?

Please see response to Question 6.

10. What kind of construction noise and debris to be expected along Estates Road and Fiero Street?

Construction equipment, vehicles, and personnel should not be using Estates Road to access the construction site (I-10), minimizing the potential for debris from trucks or equipment from falling on the road. As previously indicated, the construction contractors should be working within existing and required ROW. The fence along the ROW should prevent most of any blowing debris from entering the neighborhood.

Given your proximity to the interstate, you will hear the construction. DOTD has specifications that the contractor must adhere to during construction to minimize issues, including mufflers on equipment, specified time frames for certain construction activities, *etc.*

11. What kind of environmental issues and hazards will we be living in day by day during construction? Constant dust, tar, damage to our vehicles; dust in our homes and yards. Breathing and living in this environment.

Construction related impacts that would be reasonable to expect will be detailed in the Environmental Assessment being prepared for this project. Dust is to be expected; however, pollution prevention plans are required to be implemented by the contractor that should minimize the amount of dust released from the site.

12. How safe will breathing construction debris every day for 5-7 years be for the residents our subdivision?

Construction in your area is not expected to occur for five to seven years. While we cannot give a specific time frame, the section adjacent to your location is at-grade and should be completed in considerably less time. Air quality issues are typically associated with dust, which is required to be minimized by the contractor. No exceedances of air quality standards are expected.

13. What kind of hazards to our health due to the noise of construction?

Noise minimization measures are also required to be implemented and maintained during the duration of construction.

14. And what about hazards to our health due to the noise after construction if no sound wall is erected?

The traffic noise analysis is ongoing. There is presently no noise barrier along this section of I-10. Whether a noise barrier is warranted will be determined by the traffic noise analysis, the results of which are expected prior to upcoming public meetings.

15. What kind of hazards to our health due to vibration of construction?

Vibration is an expected byproduct of pile driving. DOTD has a policy for monitoring vibrations during pile driving with specific procedures for documenting adjacent structures before and after pile driving activities. We do not yet know if there will be any pile driving on the project. Generally, regular construction activities for roadways typically do not cause vibrations that rise to the level of property damage. In the event property owners feel they are experiencing damaging vibrations during construction; they can contact the Project Engineer and ask that it be investigated. A "Vibration Complaint Form" is available to the property owner(s) for such occurrences and can be obtained via the office of the Project Engineer as necessary.

16. And what about hazards to our health due to vibration after construction with more vehicles passing at a steadier speed?

Please see response to Question 15.

17. What about structural damage to our homes being so close to the construction along Estates Road and Fiero Street? Is there a recommended distance from construction that will not cause structural damage and shifting to our homes?

Please see response to Question 15.

18. Many concerns for structural damage to our homes due to vibration after construction is completed. There will be more trucks and vehicles passing at a steadier speed, at a closer distance to our home.

Please see response to Question 15.

19. I work out of my home. I am concerned about the disturbances to my work, sleep, and overall health and lifestyle.

We appreciate your comment and again indicate that the duration of construction in your area will be less than the total project time-frame.

20. What about the change and impact to the quality of lifestyle that so many of us have created for ourselves to be in this beautiful area of Baton Rouge. This includes working in our yards, sitting back and relaxing outdoors, enjoying the breeze coming from the lakes, lying in the hammock, walking the dog, jogging, socializing with our neighbors. For 5-7 years, will we be locked in our homes, scared for our privacy and safety, unable to breathe outside, everything covered in concrete dust, black top, or whatever, construction equipment and workers in our front yards, noise pollution of construction, and so on. Only able to hear construction pounding, scraping, grinding, jack hammers, honking, beep...beep...beeping,

We appreciate your comment and again indicate that the duration of construction in your area will be less than the total project time-frame. Please refer to responses to Questions 6, 10, 12, and 15.

21. I already mentioned at both focus group meetings that I am under constant anxiety since the announcement of the new plans to move forward on this project. I cannot concentrate on my work and other matters. I am having sleepless nights. And I am spending time researching the all the aspects of impact due to this project.

These responses should be helpful in resolving some of your concerns.

22. My house is now unmarketable due to the announcement of the widening.

Please see response to Question 3.

23. I am reluctant to improve and continue any maintenance to my home and yard because of uncertainty.

As the project is presently in the planning stages, we would suggest continuing to maintain your property in the way you do now.

24. What happens along Perkins Road to the lane dedicated for the Perkins Road Westbound onramp? We are not interested in widening Perkins Road, so where will that lane end?

Ramps are proposed to be removed. There are focus group meetings and interactive exercises proposed for the public meetings to develop context sensitive designs for this area. You can learn about context sensitive design/solutions here: <https://www.fhwa.dot.gov/planning/css/>

25. I am concerned that the I-10 widening and changes will bring more vehicles through Dalrymple area with the closure of Perkins Road Exit. More vehicles will now be exiting at Dalrymple to access Perkins Road, instead of backtracking at Acadian, which by the way handles the amount of traffic nicely at this time. And more vehicles will be exiting at Dalrymple when East bound traffic is at a

standstill since the ease of Perkins Road Exit will no longer be an option. Joggers, walkers and bikers are already dodging vehicles all day long around City Park due to inadequate paths, that are either nonexistent, or at road level.

The traffic study for this project is ongoing and will provide information on anticipated traffic volumes. Study results will indicate where traffic will access the interstate with the removal of the Perkins ramps and with the modifications of existing interchanges.

26. I am concerned that the addition of the East Bound onramp at Dalrymple will bring more vehicles through Dalrymple/City Park area. If traffic is backed up at I-10 when drivers are approaching Dalrymple, they will be speeding through the lake area to get to Perkins Road. And then Perkins Road and Acadian Thruway will now be congested.

Please see response to Question 25.

27. Currently Acadian Thruway traffic flows nicely. Closing Perkins Road exit and onramp will congest Acadian Thruway.

Please see response to Question 25.

28. Drivers are given the right of way around and through City Park. Changes to that should be made. There is little respect given to the pedestrians, joggers and bikers, especially with the changes of on and off ramps in the area.

Please see response to Question 25. Please also see the following two links for plans developed by other entities associated with improvements to the City Park/Lakes area:

<http://www.braf.org/br-health-district/>

<http://www.braf.org/br-lakes/>

29. Speed restrictions should be made and enforced in the underlying areas where changes are being made to the I-10 corridor, especially where there is more pedestrian activity. This includes Dalrymple, East Lakeshore and Perkins Road from Broussard all the way to Acadian Thruway.

Please see response to Question 28.

30. Safety restrictions should be made and enforced in the underlying areas where changes are being made to the I-10 corridor. Drivers are not paying attention to pedestrians, joggers, bikers, mothers with baby strollers, ducks, etc. This includes Dalrymple, East Lakeshore and Perkins Road from Broussard all the way to Acadian Thruway.

Please see response to Question 28.

Sound wall questions:

1. I was told at the last focus group meeting on May 14, 2018 that a sound wall will not automatically be included in the residential areas where I-10 is widened.

So then what are ALL of the qualifications?

DOTD's noise policy is located here:

http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Environmental/Noise%20Policy/LDOTD%20Noise%20Policy%204_26_2011.pdf

FHWA traffic noise guidance is located here:

https://www.fhwa.dot.gov/Environment/noise/regulations_and_guidance/analysis_and_abatement_guidance/polguide02.cfm

The above referenced sites and documents define the noise analysis under state and federal guidance. Noise data collection for this project has been completed and the modeling is underway. Barrier analysis results are expected in several weeks and will be presented at the summer 2018 public meetings.

If the noise barrier analysis indicates that a noise barrier is warranted but does not meet the DOTD's reasonable and feasible criteria, the DOTD would have to petition the state legislature to appropriate funding to provide a barrier.

2. At the last focus group meeting on May 14, 2018, I was also told they are studying noise levels for the sound wall at this time. Once the widening is complete, wouldn't it be safe to say that more vehicles will be traveling and at higher speeds, so wouldn't that affect noise levels? We were told that up to 170,000 vehicles pass in a 24 hour period at this time. Adding a lane in each direction, with the addition of closing Washington Street Exit to allow 2 lanes to continue from the bridge means that traffic should flow evenly, therefore, more cars can pass at higher speeds, therefore, more noise and pollution.

The noise analysis is ongoing. It is premature to comment on the outcome.

3. Is the sound wall being studied to include over City Park lake? Ms. Noel, with DOTD, said that if it was constructed, it would look like the ones over College Drive. I find those to be extremely unattractive, especially if used in such an important area of Baton Rouge. Are there other alternatives?

As is common practice, noise barrier designs are selected with input by the effected communities. Per DOTD, "The look of the sound walls in New Orleans and in Baton Rouge were the direct result of community input, desires, and many meetings. The Baton Rouge walls were designed with input from local community and Baton Rouge Green. Baton Rouge chose a wave pattern to represent the Mississippi River, the pelican pattern from the State Capitol, and a dual color panel. They also planted fig vines on some segments to create a green wall look and planted trees in front of the walls."

Any proposed walls should be artistically consistent to extent practicable. DOTD is accepting comments and ideas for context sensitive solutions and community connections. Please use the website (www.i10br.com) and public meetings to provide this input.

4. I also find the sound walls at ground level to be unattractive and poorly maintained. New Orleans has done a wonderful job with the design and maintenance of their walls. It has an aggregate finish, I believe, and may contribute to less maintenance since it does not have a painted finish. Is it possible to use something more similar to what was used there?

Per DOTD, “New Orleans chose a palmetto design with a raked finish and single-color panel. They did not have much space for landscaping in front of the walls in New Orleans.” If the designs of the walls in New Orleans are preferable to you, please provide this input during the public meetings or submit your suggestions through the project website.

5. What is the height of the sound walls?

The height of a proposed sound wall is determined in the noise barrier analysis, which has not been completed.

6. Can and will the sound wall be erected first so that residents are physically secure and visually secure and protected from the 170,000 drivers, construction workers, debris, dust and additional noise from construction every single day and night over the 5-7 years of construction? I am extremely concerned for the safety and wellbeing of the homeowners that live within 50-75 feet from I-10 corridor that runs alongside of Estates Road.

As previously stated, security of the construction site will be provided for the duration of construction. The time your neighborhood will be experiencing construction noise and activity will be less than the project construction time-frame.

Construction sequencing has not yet been confirmed, but it is DOTD’s desire to install approved noise barriers as quickly as possible. Early installation, that is prior to highway construction, will be dependent on the ROW available for construction and how it is constructed.

Landscape and Architectural improvement questions:

1. Importance of maintaining the character of this beautiful historic part of Baton Rouge. Many of us purchased or built homes to live in this are because of its historic beauty, we are not looking to change it into something else.

DOTD is accepting comments and ideas for context sensitive solutions and community connections. Please provide input during the upcoming public meetings or submit your suggestions through the project website.

2. Is there a study being done for the population of pedestrians, bikers and vehicle use to justify expense in the beautification project at the different locations?

DOTD and members of the project team have met and continue to meet with stakeholders including BREC, BRAF, Baton Rouge Green, Knock Knock Museum, LSU, Perkins Road Merchants, Bike Baton Rouge, neighborhood associations, and others to identify locations for and types of

improvements/enhancements that could be included in the project. We are also actively participating in the proposed Pedestrian and Bicycle Master Plan meetings presently underway. All the improvements/enhancements under consideration or recommended during the public outreach process are the context sensitive solutions for which DOTD is seeking input.

3. Improvements under I-10 at Dalrymple and E.Lakeshore were not considered in the designs at the focus group meeting on May 14, 2018. There are more pedestrians, joggers, bikers, and vehicles that use these areas for exercise and passage than I know of the other areas that were mentioned at the meeting.

Focus group meetings are time-limited, out of respect for participants. DOTD is actively seeking comments and ideas for context sensitive solutions and community connections. Please provide input during the upcoming public meetings or submit your suggestions through the project website.

4. Also, improvements under I-10 at Christian Street were not considered in the designs at the focus group meeting on May 14, 2018.

Please see response to Questions 1, 2, and 3.

5. Shouldn't there be coordination for design improvements with the City Park Lake and LSU Lake improvement project?

Yes, the project team is coordinating with BREC, BRAF, and LSU.

Donna Roppolo
225-939-3649 mobile
donnaroppolo@gmail.com

Questions and Concerns:

Construction questions:

1. I was told at the last focus group meeting on May 14, 2018 that the new shoulder requirement is 12 feet, new additional lane is 12 feet, 5 feet is necessary behind sound wall for maintenance. So what are ALL other clearances, and will these items be included in the residential area in front of Estates Road that runs alongside of I-10? This would include space between shoulder and sound wall? Thickness of sound wall? Space allowed for crash barrier from shoulder? Thickness of crash barrier? Any other setbacks or requirements? If so, how much?

The potential right-of-way (ROW) requirements were further clarified by DOTD on May 18, 2018 as follows: 5 feet from an elevated structure, 10 feet from the at-grade roadway where there is no noise barrier, and 1.5 feet from the back of a noise barrier. Behind the noise barriers, there is an additional 8.5 feet required for a construction servitude. These servitudes include what is necessary for construction operations. The construction servitude will be returned to the property owner upon completion.

2. Will construction take place all day and all night during the estimated 5-7 years?

At this point in the project, we do not have final details on construction phasing/sequencing and timing; however, your section should be affected for less time than the project construction schedule. As this is an interstate construction project, nighttime work is a possibility.

3. If someone's home is physically impacted, how is compensation calculated?

DOTD hires licensed appraisers to appraise such properties. A full copy of the appraisal is shared with DOTD and a just compensation offer amount will be provided to the property owners. Brochures from DOTD's Real Estate section have been made available to those attending stakeholder briefings and can be downloaded here:

http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Real_Estate/Manuals/2016%20Acquisition%20Brochure%20revised%208.31.16.pdf

This brochure should be able to answer all your questions, if it is not sufficient, please advise and we will respond accordingly.

4. When will someone be notified if their home will be physically impacted? And how will they be notified?

If the project is approved to move forward (after the current environmental phase), ROW maps will be developed, funding will be approved, and DOTD will contact property owners with a "general letter," which is a notice to property owners advising that the project has been programmed for construction and that negotiations for acquisition of ROW are proposed.

The general letter will state that DOTD's records indicate the recipient of the letter owns property which may be required as ROW for the project, and a representative will contact the property owner during negotiations to discuss any questions he or she may have concerning the project. DOTD encloses the acquisition of ROW and relocation assistance brochure in the mailing and states that as soon as the ROW acquisition schedule permits, the property owner will be contacted concerning the project. DOTD will offer a direct point of contact. Appraisals will begin after the general letter is sent out to allow DOTD to develop a just compensation offer.

5. Removal of the majestic oak trees along Estates Road?

Trees along the interstate that are in the required ROW will likely be removed. If a tree is outside the required ROW but the drip line falls within the required ROW, there may be impact to the tree, as it likely the contractor will have to cut the tree back. Trees on private property outside required ROW should not be affected.

6. Once foliage and chain link fence is removed along Estates Road for the interstate construction to begin, what kind of security and privacy will be implemented for our families on Estates Road? Some of our homes are within 30-50 feet of construction and will be totally exposed and accessible to those 170,000 vehicles every day with the addition of the construction workers for 5-7 years!

As stated, trees in the required ROW would be removed and others could be cut back, as they may overhang existing ROW.

While the construction phasing plan is not final, the construction concept for this project is to allow for the construction contractor to operate within existing ROW. There would be no need for the contractor to remove any fencing that presently separates I-10 from neighborhood streets, unless it is in the required ROW or construction servitude.

The construction site should be secured; therefore, existing fencing would remain where feasible and temporary fencing installed as needed for safety and security. Temporary fencing would likely be chain link fence, not a privacy fence. Concrete barriers would be installed between the east and westbound sides during construction. The ability for vehicles to stop and access neighborhood streets will be lessened by the presence of multiple barriers and consistent presence of construction personnel. As previously stated, your section should be affected for less time than the project construction schedule.

Pending the outcome of the traffic noise analysis, if noise barriers are recommended for locations with existing fences, it is likely that the existing fence would be removed and replaced with the noise barrier. The noise barrier would provide both privacy and noise dampening that is currently absent from this area. If a noise barrier is not proposed, the chain link fence would remain or be replaced in the same manner as it is today. Noise barriers are implemented if they are shown through the study to be feasible and reasonable. Actual design and siting of noise barriers will occur in the Design phase of the project.

7. Safety concerns include vehicles physically closer with no barrier to stop vehicles from hitting our homes; criminal activity when police stop suspects and they are able to run through and escape through our street; break down of trucks and cars where it will be easier to knock on someone's door for assistance that is open and exposed. All of these have happened over the years I have lived here. Exposure to theft. And what about human trafficking...I understand this corridor of I-10 has the most in all of the United States.

Please see response to Question 6.

8. Privacy concerns include 170,000 vehicles every day for the projected 5-7 years of construction looking and watching, creating exposure and interest to someone with bad intentions. This neighborhood along Estates Road and Fiero Street becomes an easy target for criminal activity.

Please see response to Question 6.

9. What's to stop someone that is sitting in standstill traffic from driving off the interstate directly onto Estates Road or Fiero Street when they want to avoid the construction traffic?

Please see response to Question 6.

10. What kind of construction noise and debris to be expected along Estates Road and Fiero Street?

Construction equipment, vehicles, and personnel should not be using Estates Road to access the construction site (I-10), minimizing the potential for debris from trucks or equipment from falling on the road. As previously indicated, the construction contractors should be working within existing and required ROW. The fence along the ROW should prevent most of any blowing debris from entering the neighborhood.

Given your proximity to the interstate, you will hear the construction. DOTD has specifications that the contractor must adhere to during construction to minimize issues, including mufflers on equipment, specified time frames for certain construction activities, *etc.*

11. What kind of environmental issues and hazards will we be living in day by day during construction? Constant dust, tar, damage to our vehicles; dust in our homes and yards. Breathing and living in this environment.

Construction related impacts that would be reasonable to expect will be detailed in the Environmental Assessment being prepared for this project. Dust is to be expected; however, pollution prevention plans are required to be implemented by the contractor that should minimize the amount of dust released from the site.

12. How safe will breathing construction debris every day for 5-7 years be for the residents our subdivision?

Construction in your area is not expected to occur for five to seven years. While we cannot give a specific time frame, the section adjacent to your location is at-grade and should be completed in considerably less time. Air quality issues are typically associated with dust, which is required to be minimized by the contractor. No exceedances of air quality standards are expected.

13. What kind of hazards to our health due to the noise of construction?

Noise minimization measures are also required to be implemented and maintained during the duration of construction.

14. And what about hazards to our health due to the noise after construction if no sound wall is erected?

The traffic noise analysis is ongoing. There is presently no noise barrier along this section of I-10. Whether a noise barrier is warranted will be determined by the traffic noise analysis, the results of which are expected prior to upcoming public meetings.

15. What kind of hazards to our health due to vibration of construction?

Vibration is an expected byproduct of pile driving. DOTD has a policy for monitoring vibrations during pile driving with specific procedures for documenting adjacent structures before and after pile driving activities. We do not yet know if there will be any pile driving on the project. Generally, regular construction activities for roadways typically do not cause vibrations that rise to the level of property damage. In the event property owners feel they are experiencing damaging vibrations during construction; they can contact the Project Engineer and ask that it be investigated. A "Vibration Complaint Form" is available to the property owner(s) for such occurrences and can be obtained via the office of the Project Engineer as necessary.

16. And what about hazards to our health due to vibration after construction with more vehicles passing at a steadier speed?

Please see response to Question 15.

17. What about structural damage to our homes being so close to the construction along Estates Road and Fiero Street? Is there a recommended distance from construction that will not cause structural damage and shifting to our homes?

Please see response to Question 15.

18. Many concerns for structural damage to our homes due to vibration after construction is completed. There will be more trucks and vehicles passing at a steadier speed, at a closer distance to our home.

Please see response to Question 15.

19. I work out of my home. I am concerned about the disturbances to my work, sleep, and overall health and lifestyle.

We appreciate your comment and again indicate that the duration of construction in your area will be less than the total project time-frame.

20. What about the change and impact to the quality of lifestyle that so many of us have created for ourselves to be in this beautiful area of Baton Rouge. This includes working in our yards, sitting back and relaxing outdoors, enjoying the breeze coming from the lakes, lying in the hammock, walking the dog, jogging, socializing with our neighbors. For 5-7 years, will we be locked in our homes, scared for our privacy and safety, unable to breathe outside, everything covered in concrete dust, black top, or whatever, construction equipment and workers in our front yards, noise pollution of construction, and so on. Only able to hear construction pounding, scraping, grinding, jack hammers, honking, beep...beep...beeping,

We appreciate your comment and again indicate that the duration of construction in your area will be less than the total project time-frame. Please refer to responses to Questions 6, 10, 12, and 15.

21. I already mentioned at both focus group meetings that I am under constant anxiety since the announcement of the new plans to move forward on this project. I cannot concentrate on my work and other matters. I am having sleepless nights. And I am spending time researching the all the aspects of impact due to this project.

These responses should be helpful in resolving some of your concerns.

22. My house is now unmarketable due to the announcement of the widening.

Please see response to Question 3.

23. I am reluctant to improve and continue any maintenance to my home and yard because of uncertainty.

As the project is presently in the planning stages, we would suggest continuing to maintain your property in the way you do now.

24. What happens along Perkins Road to the lane dedicated for the Perkins Road Westbound onramp? We are not interested in widening Perkins Road, so where will that lane end?

Ramps are proposed to be removed. There are focus group meetings and interactive exercises proposed for the public meetings to develop context sensitive designs for this area. You can learn about context sensitive design/solutions here: <https://www.fhwa.dot.gov/planning/css/>

25. I am concerned that the I-10 widening and changes will bring more vehicles through Dalrymple area with the closure of Perkins Road Exit. More vehicles will now be exiting at Dalrymple to access Perkins Road, instead of backtracking at Acadian, which by the way handles the amount of traffic nicely at this time. And more vehicles will be exiting at Dalrymple when East bound traffic is at a

standstill since the ease of Perkins Road Exit will no longer be an option. Joggers, walkers and bikers are already dodging vehicles all day long around City Park due to inadequate paths, that are either nonexistent, or at road level.

The traffic study for this project is ongoing and will provide information on anticipated traffic volumes. Study results will indicate where traffic will access the interstate with the removal of the Perkins ramps and with the modifications of existing interchanges.

26. I am concerned that the addition of the East Bound onramp at Dalrymple will bring more vehicles through Dalrymple/City Park area. If traffic is backed up at I-10 when drivers are approaching Dalrymple, they will be speeding through the lake area to get to Perkins Road. And then Perkins Road and Acadian Thruway will now be congested.

Please see response to Question 25.

27. Currently Acadian Thruway traffic flows nicely. Closing Perkins Road exit and onramp will congest Acadian Thruway.

Please see response to Question 25.

28. Drivers are given the right of way around and through City Park. Changes to that should be made. There is little respect given to the pedestrians, joggers and bikers, especially with the changes of on and off ramps in the area.

Please see response to Question 25. Please also see the following two links for plans developed by other entities associated with improvements to the City Park/Lakes area:

<http://www.braf.org/br-health-district/>

<http://www.braf.org/br-lakes/>

29. Speed restrictions should be made and enforced in the underlying areas where changes are being made to the I-10 corridor, especially where there is more pedestrian activity. This includes Dalrymple, East Lakeshore and Perkins Road from Broussard all the way to Acadian Thruway.

Please see response to Question 28.

30. Safety restrictions should be made and enforced in the underlying areas where changes are being made to the I-10 corridor. Drivers are not paying attention to pedestrians, joggers, bikers, mothers with baby strollers, ducks, etc. This includes Dalrymple, East Lakeshore and Perkins Road from Broussard all the way to Acadian Thruway.

Please see response to Question 28.

Sound wall questions:

1. I was told at the last focus group meeting on May 14, 2018 that a sound wall will not automatically be included in the residential areas where I-10 is widened.

So then what are ALL of the qualifications?

DOTD's noise policy is located here:

http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Environmental/Noise%20Policy/LDOTD%20Noise%20Policy%204_26_2011.pdf

FHWA traffic noise guidance is located here:

https://www.fhwa.dot.gov/Environment/noise/regulations_and_guidance/analysis_and_abatement_guidance/polguide02.cfm

The above referenced sites and documents define the noise analysis under state and federal guidance. Noise data collection for this project has been completed and the modeling is underway. Barrier analysis results are expected in several weeks and will be presented at the summer 2018 public meetings.

If the noise barrier analysis indicates that a noise barrier is warranted but does not meet the DOTD's reasonable and feasible criteria, the DOTD would have to petition the state legislature to appropriate funding to provide a barrier.

2. At the last focus group meeting on May 14, 2018, I was also told they are studying noise levels for the sound wall at this time. Once the widening is complete, wouldn't it be safe to say that more vehicles will be traveling and at higher speeds, so wouldn't that affect noise levels? We were told that up to 170,000 vehicles pass in a 24 hour period at this time. Adding a lane in each direction, with the addition of closing Washington Street Exit to allow 2 lanes to continue from the bridge means that traffic should flow evenly, therefore, more cars can pass at higher speeds, therefore, more noise and pollution.

The noise analysis is ongoing. It is premature to comment on the outcome.

3. Is the sound wall being studied to include over City Park lake? Ms. Noel, with DOTD, said that if it was constructed, it would look like the ones over College Drive. I find those to be extremely unattractive, especially if used in such an important area of Baton Rouge. Are there other alternatives?

As is common practice, noise barrier designs are selected with input by the effected communities. Per DOTD, "The look of the sound walls in New Orleans and in Baton Rouge were the direct result of community input, desires, and many meetings. The Baton Rouge walls were designed with input from local community and Baton Rouge Green. Baton Rouge chose a wave pattern to represent the Mississippi River, the pelican pattern from the State Capitol, and a dual color panel. They also planted fig vines on some segments to create a green wall look and planted trees in front of the walls."

Any proposed walls should be artistically consistent to extent practicable. DOTD is accepting comments and ideas for context sensitive solutions and community connections. Please use the website (www.i10br.com) and public meetings to provide this input.

4. I also find the sound walls at ground level to be unattractive and poorly maintained. New Orleans has done a wonderful job with the design and maintenance of their walls. It has an aggregate finish, I believe, and may contribute to less maintenance since it does not have a painted finish. Is it possible to use something more similar to what was used there?

Per DOTD, “New Orleans chose a palmetto design with a raked finish and single-color panel. They did not have much space for landscaping in front of the walls in New Orleans.” If the designs of the walls in New Orleans are preferable to you, please provide this input during the public meetings or submit your suggestions through the project website.

5. What is the height of the sound walls?

The height of a proposed sound wall is determined in the noise barrier analysis, which has not been completed.

6. Can and will the sound wall be erected first so that residents are physically secure and visually secure and protected from the 170,000 drivers, construction workers, debris, dust and additional noise from construction every single day and night over the 5-7 years of construction? I am extremely concerned for the safety and wellbeing of the homeowners that live within 50-75 feet from I-10 corridor that runs alongside of Estates Road.

As previously stated, security of the construction site will be provided for the duration of construction. The time your neighborhood will be experiencing construction noise and activity will be less than the project construction time-frame.

Construction sequencing has not yet been confirmed, but it is DOTD’s desire to install approved noise barriers as quickly as possible. Early installation, that is prior to highway construction, will be dependent on the ROW available for construction and how it is constructed.

Landscape and Architectural improvement questions:

1. Importance of maintaining the character of this beautiful historic part of Baton Rouge. Many of us purchased or built homes to live in this are because of its historic beauty, we are not looking to change it into something else.

DOTD is accepting comments and ideas for context sensitive solutions and community connections. Please provide input during the upcoming public meetings or submit your suggestions through the project website.

2. Is there a study being done for the population of pedestrians, bikers and vehicle use to justify expense in the beautification project at the different locations?

DOTD and members of the project team have met and continue to meet with stakeholders including BREC, BRAF, Baton Rouge Green, Knock Knock Museum, LSU, Perkins Road Merchants, Bike Baton Rouge, neighborhood associations, and others to identify locations for and types of

improvements/enhancements that could be included in the project. We are also actively participating in the proposed Pedestrian and Bicycle Master Plan meetings presently underway. All the improvements/enhancements under consideration or recommended during the public outreach process are the context sensitive solutions for which DOTD is seeking input.

3. Improvements under I-10 at Dalrymple and E.Lakeshore were not considered in the designs at the focus group meeting on May 14, 2018. There are more pedestrians, joggers, bikers, and vehicles that use these areas for exercise and passage than I know of the other areas that were mentioned at the meeting.

Focus group meetings are time-limited, out of respect for participants. DOTD is actively seeking comments and ideas for context sensitive solutions and community connections. Please provide input during the upcoming public meetings or submit your suggestions through the project website.

4. Also, improvements under I-10 at Christian Street were not considered in the designs at the focus group meeting on May 14, 2018.

Please see response to Questions 1, 2, and 3.

5. Shouldn't there be coordination for design improvements with the City Park Lake and LSU Lake improvement project?

Yes, the project team is coordinating with BREC, BRAF, and LSU.

Donna Roppolo
225-939-3649 mobile
donnaroppolo@gmail.com

From: [Brian Kendrick \(DOTD\)](#)
To: [nhan truong](#); [Brendan Rush](#); [Risa Mueller](#); [Kerry Oriol](#); [Noel Ardoin](#)
Subject: [E] RE: I-10 expansion project in Baton Rouge
Date: Wednesday, December 26, 2018 10:28:12 AM

Nhan,

You should be well out of the construction zone with no physical impacts to or immediately near your property. There will be a sound wall constructed along the interstate that should lower the noise level in the future. The main impacts in your subdivision will be on the north side of Estate Dr immediately adjacent to the interstate. The below link will take you to our website and roll map 6 of 8 illustrating a plan view of your area. There won't be any full acquisitions or relocations in your subdivision.

<https://i10br.com/wp-content/uploads/2018/09/2018-0829-Roll-Map-6of8.pdf>

Please let me know if you have any additional questions or require additional information.

Thank you,

Brian

Sent from [Mail](#) for Windows 10

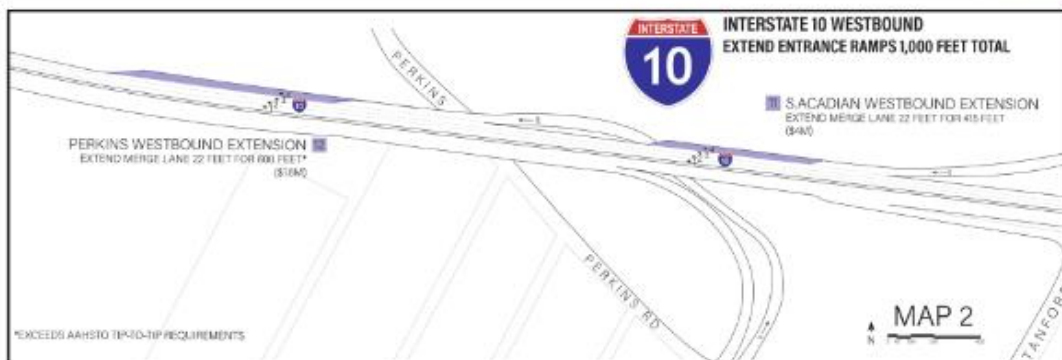
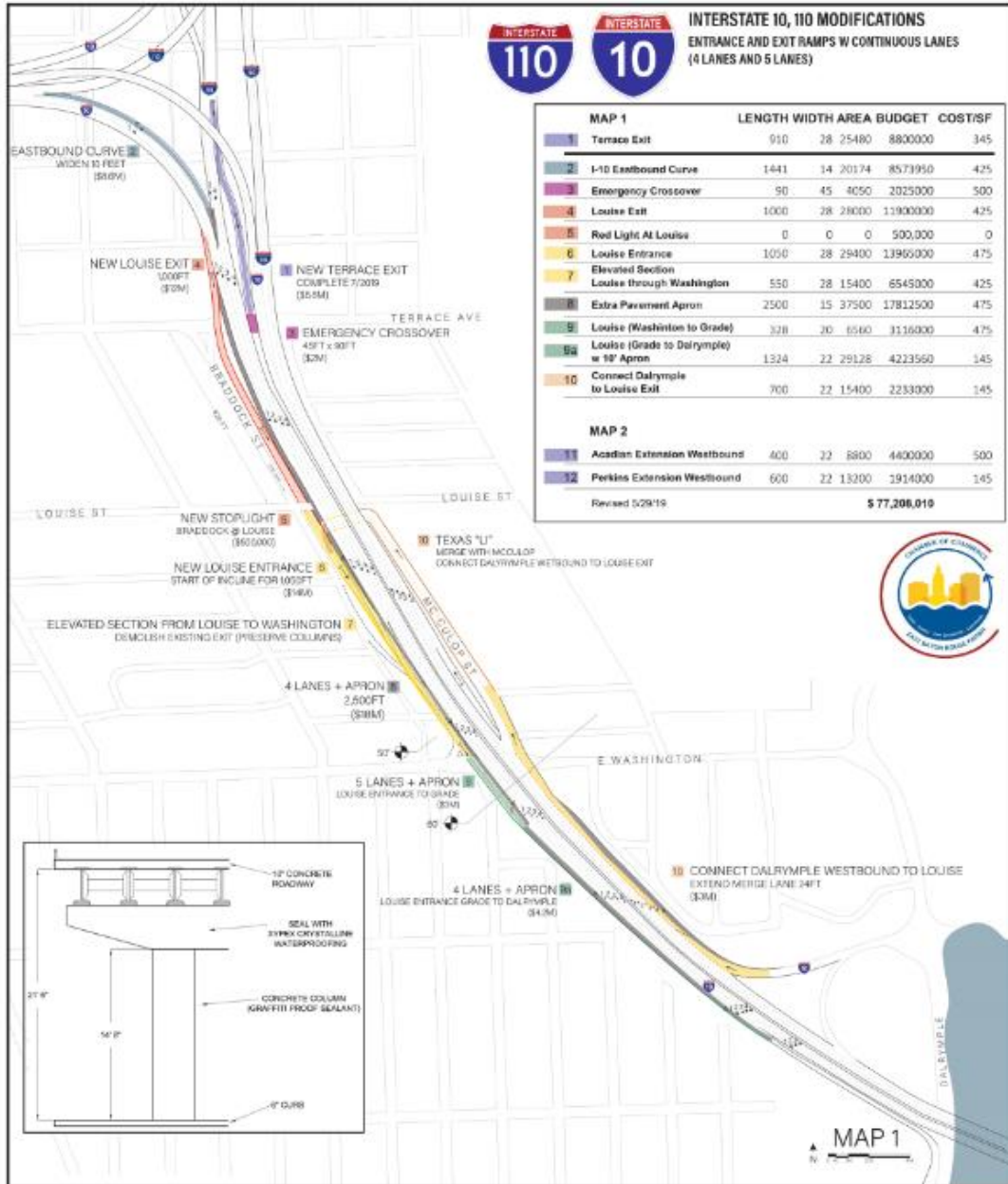
From: [nhan truong](#)
Sent: Wednesday, December 26, 2018 9:51 AM
To: [Brian Kendrick \(DOTD\)](#)
Subject: I-10 expansion project in Baton Rouge

Hi Brian,

I left you a voice message earlier this morning. I came home from an oversee trip and found out a few things done around my house and neighborhood. My address is 2216 Estates Road 70808. Would you please tell me how will my house and neighborhood (Lake Ridge Estates) be affected by this project? You can also call me at 225-636-1685.

Thanks,

Nhan



From: [Brian Kendrick \(DOTD\)](#)
To: [nhan truong](#); [Brendan Rush](#); [Risa Mueller](#); [Kerry Oriol](#); [Noel Ardoin](#)
Subject: [E] RE: I-10 expansion project in Baton Rouge
Date: Wednesday, December 26, 2018 10:28:12 AM

Nhan,

You should be well out of the construction zone with no physical impacts to or immediately near your property. There will be a sound wall constructed along the interstate that should lower the noise level in the future. The main impacts in your subdivision will be on the north side of Estate Dr immediately adjacent to the interstate. The below link will take you to our website and roll map 6 of 8 illustrating a plan view of your area. There won't be any full acquisitions or relocations in your subdivision.

<https://i10br.com/wp-content/uploads/2018/09/2018-0829-Roll-Map-6of8.pdf>

Please let me know if you have any additional questions or require additional information.

Thank you,

Brian

Sent from [Mail](#) for Windows 10

From: [nhan truong](#)
Sent: Wednesday, December 26, 2018 9:51 AM
To: [Brian Kendrick \(DOTD\)](#)
Subject: I-10 expansion project in Baton Rouge

Hi Brian,

I left you a voice message earlier this morning. I came home from an oversee trip and found out a few things done around my house and neighborhood. My address is 2216 Estates Road 70808. Would you please tell me how will my house and neighborhood (Lake Ridge Estates) be affected by this project? You can also call me at 225-636-1685.

Thanks,

Nhan

From: Kerry Oriol
To: "toby.picard@arcadis.com"
Cc: Mikeila Morgan; James Taylor (james@franklinassoc.com)
Subject: I-10 LA 415 to Essen - State Project No. H.004100.2 - request for information
Date: Wednesday, August 2, 2017 9:20:00 AM
Attachments: [image001.png](#)
[image002.png](#)

Good Morning Mr. Picard,

We are in the process of updating contact response notifications on the I-10 project website.
We apologize for the late reply, as we were not receiving alerts for new messages.

Per your comment "Was digging around on the website trying to find a link that would take me to the actual Final Feasibility Study. Even though the website stated the report is posted, I was not able to find the actual report. could you please direct me to the Final Feasibility Report? Thanks!"

Please use the below link, it will take you to the Final Feasibility Study, which is downloadable in sections.

<http://i10br.com/project-info/>

Thank you for your interest in the project.
The website will be updated as new data is developed for the Stage 1 study.

Regards,
Kerry

Kerry Oriol
Project Manager
kerryoriol@providenceeng.com
Main: 225-766-7400
Fax: 225-766-7440

www.providenceeng.com
1201 Main Street, Baton Rouge, LA 70802
Providence Engineering and Environmental Group LLC

CONFIDENTIALITY NOTICE: This email is intended for the person to whom it is addressed and may contain certain information that is privileged or exempt from disclosure under applicable law. If you are not the intended recipient (s), you are notified that the dissemination, distribution, or copying of this message is strictly prohibited. If you receive this message in error, please notify the sender and delete from your computer. Thank you.