APPENDIX C

CORRESPONDENCE
106 CORRESPONDENCE
Sherman G. Ruth, Executive Director
Dr Leo S. Butler Community Center
950 E Washington Street
Baton Rouge, LA 70802

Genny Nadler Thomas
Interim Executive Director
Knock Knock Children’s Museum
1900 Dalrymple Drive
Baton Rouge, LA 70808

Sadie Roberts-Joseph
Odell S. Williams African American Museum
538 South Blvd.
Baton Rouge, LA 70802

Suzanne Perlis, President
Louisiana Historical Society
5615 Perrier St.
New Orleans, LA 70115

Jonnie-Lu Dearmond Kleinpeter
5558 Coldwater Creek Ct.
Baton Rouge, LA 70808

Fresh Salon BR, LLC
9362 W Damuth Dr.
Baton Rouge, LA 70815

THE GRIFFON CHILDREN’S TRUST # 2
8732 JEFFERSON HWY
BATON ROUGE LA 70809

JOYCE DEARMOND MCINTIRE
1454 APPLEWOOD RD
BATON ROUGE LA 70808

BIEN K LE
2931 PERKINS RD
BATON ROUGE LA 70808

RODNEY JOSEPH BOURGEOIS
2943 PERKINS RD.
BATON ROUGE LA 70808

TWO THREE SIX THREE (2363)
HOLLYDALE, LLC
2363 HOLLYDALE AVE
BATON ROUGE LA 70808

SCHLITZ & GIGGLES PERKINS PROPERTIES, LLC
2355 FERNADE AVE
BATON ROUGE LA 70801

JACOB FAMILY PROPERTIES, LLC
3381 E LAKESHORE DR
BATON ROUGE LA 70808

LOUPE, JOEL HELEN GIROD
19644 S MUIRFIELD CIR
BATON ROUGE LA 70810

DUVIC PROPERTIES, LLC
2854 KALURAH
BATON ROUGE LA 70808

TIMOTHY CUNDIFF
410 MAGNOLIA WOODS DR
BATON ROUGE LA 70808

Mandy Ranslow
FHWA Liaison/Program Analyst
Advisory Council on Historic Preservation
Email: Mranslow@achp.gov

Sandra Stokes, President
Louisiana Landmarks Society
1440 Moss Street
New Orleans, LA 70119

Farleigh Jackson, Executive Director
Preserve Louisiana
PO Box 908
Baton Rouge, LA 70821

LASHPO:
Andrea McCarthy amccarthy@crt.la.gov
Nicole Hobson-Morris nmmorris@crt.la.gov
Chip McGimsey cmcgimsey@crt.la.gov
<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>City, State, Zip</th>
<th>Name</th>
<th>Address</th>
<th>City, State, Zip</th>
</tr>
</thead>
<tbody>
<tr>
<td>ELOIS, WILLARD</td>
<td>PO BOX 543</td>
<td>NEW ROADS, LA 70760</td>
<td>BUTLER, JOSHUA</td>
<td>PO BOX 73</td>
<td>ETHEL, LA 70730</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>SIMS, MICHAEL</td>
<td></td>
<td>1219 EAST WASHINGTON ST.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>BATON ROUGE, LA 70802</td>
</tr>
<tr>
<td>HALL, MAMYE LYNN, L.L.C.</td>
<td>PO BOX 14001</td>
<td>BATON ROUGE, LA 70898</td>
<td>HARRIS, JAMES ERIC</td>
<td></td>
<td>1234 E. WASHINGTON ST.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>BATON ROUGE, LA 70802</td>
</tr>
<tr>
<td>HARRIS, JANICE MARIE BATISTE</td>
<td>1832 VIRGINIA ST.</td>
<td>BATON ROUGE, LA 70802</td>
<td>THOMAS, LORAN AND FANNIE J.</td>
<td></td>
<td>1916 MISSOURI ST</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>BATON ROUGE, LA 70802</td>
</tr>
<tr>
<td>ELLIS, QUENTION T.</td>
<td>944 SILVER SPRINT CT</td>
<td>ST. AUGUSTINE, FL 32092</td>
<td>WATSON, FRANCES DEBORAH</td>
<td></td>
<td>2244 EBONY AVE</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>BATON ROUGE, LA 70808</td>
</tr>
<tr>
<td>TRAVASOS, MICHAEL PAUL</td>
<td>2421 DOGWOOD AVE</td>
<td>BATON ROUGE, LA 70808</td>
<td>TEN WEST PROPERTIES, L.L.C.</td>
<td></td>
<td>8317 KENSINGTON DR</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>BATON ROUGE, LA 70809</td>
</tr>
<tr>
<td>S &amp; L PROPERTIES OF PASS CHRISTIAN,</td>
<td>2727 E LAKESHORE DR</td>
<td>BATON ROUGE, LA 70808</td>
<td>LEE, WANDA SLAVEN</td>
<td></td>
<td>PO BOX 45418</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>BATON ROUGE, LA 70895</td>
</tr>
<tr>
<td>LEWIS, BARBARA STEVENSON</td>
<td>3375 E. LAKESHORE DR.</td>
<td>BATON ROUGE, LA 70808</td>
<td>GUTIERREZ, ROBERT G</td>
<td></td>
<td>3478 S. EUGENE ST</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>BATON ROUGE, LA 70808</td>
</tr>
<tr>
<td>PARKER, MARY MCNEELY C/O IRMA McNELLY</td>
<td>1860 NEBRASKA ST</td>
<td>BATON ROUGE, LA 70802</td>
<td>CEASEAR, HATTIE HAMMER</td>
<td>1848 VIRGINIA ST</td>
<td>1848 VIRGINIA ST</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>BATON ROUGE, LA 70802</td>
</tr>
<tr>
<td>OLINEY, JOHN ERNEST; CORRINE OLNEY</td>
<td>1976 ALABAMA ST</td>
<td>BATON ROUGE, LA 70802</td>
<td>BARNES, W. J.</td>
<td>22192 GREENWELL SPRINGS RD</td>
<td>GREENWELL SPRINGS, LA 70739</td>
</tr>
<tr>
<td>PAYNE, LOUIS, SR. 1/2 USUF 1/2</td>
<td>5515 RIVERBEND BLVD</td>
<td>BATON ROUGE, LA 70820</td>
<td>ELELLERSON, ALICE SCOTT 1/2 USUF 1/2,</td>
<td>PO BOX 872764</td>
<td>NEW ORLEANS, LA 70187</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PO BOX 82129</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>BATON ROUGE, LA 70884</td>
</tr>
</tbody>
</table>
CLAIBORNE, MATHEW
1227 COURT ST
PORT ALLEN, LA 70767
Charlene Moss
944 Maxamillian St
Baton Rouge, LA 70802

BROWN, JOSEPH M., JR. & THELMA S.
PO BOX 762
Baton Rouge, LA 70821
Lionel Williams
8620 Manchac Road
St. Gabriel, LA 70776

ASHFORD, JOSEPH C/O MARION STEWART
44 FRANKFORT ST
Daly City, CA 94014
Utilize Realty, LLC
4826 St. Gerard Ave.
Baton Rouge, LA 70805
<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hon. Paula Davis</td>
<td>LA House of Representatives</td>
<td></td>
</tr>
<tr>
<td>(District 69)</td>
<td>7902 Wrenwood Boulevard, Suite</td>
<td></td>
</tr>
<tr>
<td>Baton Rouge LA 70809</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hon. Regina Ashford Barrow</td>
<td>Louisiana State Senate</td>
<td></td>
</tr>
<tr>
<td>(District 15)</td>
<td>4811 Harding Boulevard</td>
<td></td>
</tr>
<tr>
<td>Baton Rouge LA 70811</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hon. Rick Ward</td>
<td>Louisiana State Senate</td>
<td></td>
</tr>
<tr>
<td>(District 17)</td>
<td>3741 Highway 1</td>
<td></td>
</tr>
<tr>
<td>Port Allen LA 70767</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hon. Stephen F. Carter</td>
<td>LA House of Representatives</td>
<td></td>
</tr>
<tr>
<td>(District 68)</td>
<td>3115 Old Forge</td>
<td></td>
</tr>
<tr>
<td>Baton Rouge LA 70808</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hon. Valerie Hodges</td>
<td>LA House of Representatives</td>
<td></td>
</tr>
<tr>
<td>(District 64)</td>
<td>35055 LA Hwy 16, Ste 2A</td>
<td></td>
</tr>
<tr>
<td>Denham Springs LA 70706</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hon. Yvonne Dorsey</td>
<td>Louisiana State Senate</td>
<td></td>
</tr>
<tr>
<td>(District 14)</td>
<td>1520 Thomas H. Delpit Drive</td>
<td></td>
</tr>
<tr>
<td>Suite 226</td>
<td>Baton Rouge LA 70802</td>
<td></td>
</tr>
<tr>
<td>Hon. Mack A. &quot;Bodi&quot; White,</td>
<td>Mayor City of Baton Rouge</td>
<td></td>
</tr>
<tr>
<td>Jr</td>
<td>Hon. Sharon Weston Broome</td>
<td></td>
</tr>
<tr>
<td>Louisiana State Senate</td>
<td>P O Box 1471</td>
<td></td>
</tr>
<tr>
<td>(District 6)</td>
<td>Baton Rouge LA 70821</td>
<td></td>
</tr>
<tr>
<td>Hon. Sharon Weston Broome</td>
<td>Mayor City of Baton Rouge</td>
<td></td>
</tr>
<tr>
<td>P O Box 1471</td>
<td>Baton Rouge LA 70821</td>
<td></td>
</tr>
<tr>
<td>Mississippi River Trail, Inc.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>858 North Jackson Drive</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fayetteville AR 72701</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Muscogee (Creek) Nation</td>
<td>Seminole Nation of Oklahoma</td>
<td>St. Francisville Planning</td>
</tr>
<tr>
<td>Ms. Raelynn Butler, THPO</td>
<td>Email Letters to Natalie Harjo</td>
<td>Commission</td>
</tr>
<tr>
<td>Email: <a href="mailto:Section106@MCN-NSN.gov">Section106@MCN-NSN.gov</a></td>
<td>Email: <a href="mailto:Harjo.N@SNO-NSN.gov">Harjo.N@SNO-NSN.gov</a></td>
<td>P O Box 400</td>
</tr>
<tr>
<td>Okmulgee OK 74447</td>
<td>Wewoka OK 74884</td>
<td>St. Francisville LA 70775</td>
</tr>
</tbody>
</table>
STATE PROJECT NO. H.004100
FEDERAL-AID PROJECT NO. H004100
I-10: LA 415 TO ESSEN ON I-10 AND I-12
ROUTES: I-10 AND I-12
PARISHES: EAST BATON ROUGE, WEST BATON ROUGE

SUBJECT: REQUEST FOR SECTION 106 CONSULTING PARTIES

The Louisiana Department of Transportation and Development (LADOTD), in conjunction with the Federal Highway Administration (FHWA), proposes improvements on I-10 from the Louisiana Highway 415 (LA 415) interchange in West Baton Rouge Parish to the I-10/I-12 interchanges at Essen Lane in East Baton Rouge Parish, Louisiana: project center located at 91°10′23.03″ West and 30°25′48.81″ North. An Environmental Assessment (EA) is being initiated in accordance with the National Environmental Policy Act and Stage 1 of DOTD’s Project Delivery Process.

The mainline alternative involves adding one additional travel lane to I-10 eastbound and to I-10 westbound through the project area, except for the Mississippi River Bridge. Interchange modifications are anticipated at the existing interchanges of I-10: LA Hwy 1, Highland Road/Nicholson Drive, Washington Street/Dalrymple Drive, Perkins Road, Acadian Thruway, and I-10/I-12 at College Drive. Street level roundabouts are also being proposed at Dalrymple Drive, Washington Street and Terrace Street. These modifications may include any of the following: interchange configuration modifications, ramp lengthening, frontage road additions, construction of roundabouts, and exit and entrance ramp relocations or removals.

FHWA, in conjunction with LADOTD, has determined the project may impact a number of properties eligible for the National Register of Historic Places (NRHP) or contributing to a National Register Historic District proposed by the Louisiana State Historic Preservation Officer (LASHPO): the Old South Baton Rouge Historic District (OSBRHD). LASHPO has also suggested some buildings in the Perkins Road Overpass area are eligible as a Multiple Property Submission on the NRHP. Research to identify additional historic properties and to determine the effects the proposed project will have on them is ongoing.

A Solicitation of Views letter was issued on March 6, 2017. Public meetings were held on August 28, 29 and 30, 2018. Section 106 of the National Historic Preservation Act (NHPA) calls for the FHWA, in consultation with the LASHPO, to identify consulting parties and invite them to participate in the Section 106 process. This consultation is being initiated to identify and assess the effects the proposed project may have on historic properties. It is anticipated that the primary result of the consultation process will be a Programmatic Agreement (PA) for the mitigation of project effects. The PA will
provide specific actions to be taken for various potential project alternatives, permitting flexibility as the project progresses without necessitating reopening the Section 106 consultation process.

If you would like to participate in this Section 106 consultation, please email a written request postmarked by December 5, 2018 to Mr. Kreg Ellzey at kreg.ellzey@la.gov, or place a copy in the mail to the address provided below. Please include project number H.004100 in your correspondence, and the reason you would like to be a consulting party member. Requests to be a consulting party will be submitted to FHWA for consideration.

Send mail responses to:
Mr. Kreg Ellzey
Section 28 Environmental
Louisiana Department of Transportation and Development
P.O. Box 94245
Baton Rouge, LA 70804-9245

Sincerely,

[Signature]

Noel Ardoin
Environmental Engineer Administrator

Enclosures
NA/ke
cc: FHWA
Solicitation of Views
I-10 Corridor Improvements EA
State Project No. H.004100.2
East Baton Rouge Parish & West Baton Rouge Parish, Louisiana

Latitude: 91° 10' 23.03" W
Longitude: 30° 25' 48.81" N

Legend
- Project Area
- Parish Boundary
- Logical Termini

Reference
Base map comprised Bing Maps aerial imagery from (c) 2013 Microsoft Corporation and its data suppliers.
SOVs
March 6, 2017

STATE PROJECT NO. H.004100.2
FEDERAL AID PROJECT NO. H004100
I-10: LA 415 TO ESSEN ON I-10/I-12
ROUTE I-10
EAST AND WEST BATON ROUGE PARISHES

SUBJECT: Solicitation of Views

Early in the planning stages of a transportation facility, views from federal, state and local agencies, organizations, and individuals are solicited. The special expertise of these groups can assist the Louisiana Department of Transportation and Development (DOTD) with the early identification of potentially economic, social, or environmental effects associated with project development. Your assistance in this effort is appreciated.

An Environmental Assessment (EA) is being prepared for the I-10 corridor improvements, State Project Number H.004100.2. The project’s approved logical termini are as follows: western logical terminus LA 415 at I-10 in West Baton Rouge Parish and eastern logical terminus is I-10/I-12 and Essen Lane in East Baton Rouge Parish. To assist in your review and comment, a project description and a map identifying the study area are attached.

We request that you review the attached information and provide us with your views and comments by April 6, 2017. All comments should be addressed to:

Environmental Engineer Administrator
Louisiana Department of Transportation and Development
P.O. Box 94245
Baton Rouge, LA 70804-9245
Email: noel.ardoin@la.gov

Please refer to State Project No. H.004100.2 in your reply. We appreciate your comments. If you have any questions, please call me at (225) 242-4501.

Sincerely,

Noel Ardoin
Environmental Engineer Administrator

Attachment
pc: District 61 Administrator
District 61 Traffic Operations Engineer
The Louisiana Department of Transportation and Development (DOTD) proposes to develop improvements on I-10 from the Louisiana Highway 415 (LA 415) interchange in West Baton Rouge Parish to the I-10/I-12 interchanges at Essen Lane in East Baton Rouge Parish, Louisiana: project center located at 91°10’23.03” West and 30°25’48.81” North. An Environmental Assessment (EA) is being initiated in accordance with the National Environmental Policy Act and Stage 1 of DOTD’s Project Delivery Process.

The proposed project involves the study of ten alternatives, one mainline and nine interchanges, designed to reduce congestion, improve traffic flow, and improve safety throughout the I-10 corridor. Any combination of alternatives may become the preferred alternative. The project is needed because the design capacity of the I-10 corridor (80,000 vehicles per day) was exceed by over 75,000 vehicles per day in 2011 and demand is expected to grow by approximately 30% by 2032. A safety analysis will be conducted to quantify additional safety benefits in areas where safety-related improvements are proposed.

The mainline alternative involves adding one additional travel lane to I-10 eastbound and to I-10 westbound through the project area, except for the Mississippi River Bridge. The Feasibility Study determined that it would not be feasible to widen or replace the existing bridge. The interchange alternatives include modifications at the existing interchanges of I-10: LA 415, Highland Road/Nicholson Drive, Washington Street/Dalrymple Drive, Perkins Road, Acadian Thruway, and I-10/I-12 at College Drive. These modifications may include any of the following: interchange configuration modifications, ramp lengthening, frontage road additions, and exit and entrance ramp relocations or removals.

Additional right-of-way and construction servitude may be required and residential and business relocations may occur. The EA will include analysis of possible impacts to wetlands, threatened and endangered species, cultural resources, business and residential relocations, community, environmental justice, noise, air, floodplain, and contamination concerns. Impacts and benefits to the above-referenced resources and communities will be identified and weighed to focus on a preferred alternative.

During the environmental review, one round of three public meetings and one round of two public hearings for the I-10 Corridor Improvements project will be held. The project is anticipated to take approximately 16 months.
Solicitation of Views
I-10 Corridor Improvements EA
State Project No. H.004100.2
East Baton Rouge Parish &
West Baton Rouge Parish, Louisiana

Latitude: 91° 10' 23.03" W
Longitude: 30° 25' 48.81" N

Legend
- Project Area
- Parish Boundary
- Logical Termini

Reference
Base map comprised Bing Maps aerial imagery from (c) 2013 Microsoft Corporation and its data suppliers.
From: Noel Ardoin <Noel.Ardoin@LA.GOV>
Sent: Monday, April 17, 2017 6:57 AM
To: Kerry Oriol
Cc: Brian Kendrick (DOTD)
Subject: FW: SOV.-H.004100.2

From: Bryant Celestine [mailto:celestine.bryant@mail.actribe.org]
Sent: Tuesday, April 11, 2017 4:52 PM
To: Noel Ardoin
Cc: Kenyetta West
Subject: Re: SOV.-H.004100.2

Dear Mr. Ardoin:

On behalf of Mikko Colabe III Clem Sylestin and the Alabama-Coushatta Tribe, our appreciation is expressed on your efforts to consult us regarding H004100.2 in East and West Baton Rouge Parish.

Our Tribe maintains ancestral interests throughout the state of Louisiana despite the absence of written records to completely identify Tribal activities, villages, trails, or burial sites. However, it is our objective to ensure significances of American Indian ancestry, especially of Alabama-Coushatta origin, are administered with the utmost considerations.

Upon review of your March 6, 2017, no immediately known impacts to cultural assets of the Alabama-Coushatta Tribe of Texas are anticipated in conjunction with this proposal. In the event of the inadvertent discovery of archaeological artifacts and/or human remains, activity in proximity to the location must cease and appropriate authorities, including this Office, notified without delay for additional consultations.

Should you require further assistance, please do not hesitate to contact us.

Sincerely,
Bryant J. Celestine
Historic Preservation Officer
Alabama-Coushatta Tribe of Texas
571 State Park Road 56
Livingston, Texas 77351
Office: (936) 563 - 1181
Cell: (936) 933 - 7297
Celestine.Bryant@actribe.org
RE: Response to Solicitation of Views

STATE PRJ. NO. H.004100.2
F.A.P. NO. H004100.2
I-10: LA 415 to Essen on I-10 & I/12

Noel Ardoin:

Please be see the following views and environmental concerns regarding STATE PROJECT No. H.004100.2; I-10 Corridor Improvements.

Context: The Louisiana Department of Transportation & Development (LADOTD) has solicited stakeholder views for improvements (and alternative improvements) to I-10 starting at the LA 415 interchange in West Baton Rouge Parish to the I-10/I-12 interchanges at Essen Lane in East Baton Rouge Parish, Louisiana. Over the past 30 years Baton Rouge Green Association Inc. has expended significant effort and capital improving the ecology, aesthetics, and environmental services within the proposed project area.

The descriptions of the project and alternatives provided in the solicitation views for H.004100.2 are broad in scope and without specifications. Therefore, please consider this letter as the initial response and outline of views from Baton Rouge Green Association Inc. (BRG) regarding H.004100.2. BRG welcomes the opportunity to comment in greater detail as this planning process evolves.

1. BRG typically advocates for conservation of our urban canopy; reserving strict preservation for landscapes of cultural/ecological significance or situations where no mitigation or reforestation plan is in place to offset net canopy loss. Our organization acknowledges that improvements to the existing corridor in some form are inevitable.
   a. However, these improvements should ONLY be done if a SIGNIFICANT improvement in safety and traffic conditions is predicted by their implementation.
   b. Additionally, any plans for improvement should include plant designs or action plans that specify zero (0) net canopy loss of plant material along and within the area of impact associated with this project. Simply, if trees are negatively affected or removed by the project; the relative loss of canopy (and associated ecological services) should be compensated for within or near the area in which that canopy was removed/reduced.

2. BRG has a vested interest in the project impacts created by either the “mainline alternative” or the “interchange alternatives.” Our Living Roadways program has established and maintains 1,257 trees and large shrubs within the proposed project area.
   a. Living Roadway sites potentially affected by the “mainline alternative”:
      i. 382 Trees; I-10 & Hwy. LA-1 interchange [W. Baton Rouge Parish]
      ii. 109 Trees; I-10 & Highland/Nicholson
      iii. 64 Trees; I-10 & Perkins
      iv. 7 Trees; I-10 @ Acadian
      v. 184 Trees; I-10 @ College
      vi. 511 Trees; I-10/I-12 Split & I-10 @ Essen
b. Living Roadways sites potentially affected by the “interchange alternatives”:
   i. 109 Trees; I-10 & Highland/Nicholson
   ii. 64 Trees; I-10 & Perkins
   iii. 7 Trees; I-10 @ Acadian
   iv. 184 Trees; I-10 @ College

3. The aforementioned trees provide essential environmental services in areas devoid of any other green infrastructure capable of performing these services at the same levels of proficiency. In brief, these trees:
   a. **Storm Water Runoff Reduction**; [Annually] Intercept 3,054,223 gallons of storm water surface runoff
   b. **CO2 Removed from Atmosphere**; [Annually] Remove and store 248,396 pounds of carbon from the atmosphere
      i. Additionally another 178,568 pounds of carbon is kept out of the atmosphere through avoided emissions.
   c. **CO2 Sequestered**; [Lifetime] Remove and sequester 2,737,837 pounds of carbon from the atmosphere
   d. **Pollutants removed**; [Annually] Remove 1,309.4 pounds of particulates, Volatile Organic Compounds (VOCs) and other greenhouse gasses through intercepted and avoided emissions.
   e. **Reduced Electricity Usage**; [Annually] Reduce citywide electricity usage by 130.4 Megawatt Hours.

4. The project area will include sections of interstate in close proximity to housing and non-industrial businesses. Mature trees and shrubs help to make these areas more livable:
   a. The aesthetics of the space and interstate infrastructure is improved by mature trees and shrubs
   b. Trees screen the interstate from residential and business districts
   c. Mature woody plant material diffuses low and high frequency soundwaves coming off of the interstate.
   d. Mature trees and shrubs help “scrub” the air near and around roadways
      i. Intercept airborne particulates, dust, and grime
      ii. Absorb ozone and other greenhouse gasses associated with engine exhaust

5. Damaging or removing urban canopy in the aforementioned Living Roadway Sites will have a significant adverse impact on the primary funding stream that BRG uses to conserve and maintain Baton Rouge’s urban canopy:
   a. The Living Roadway Program solicits sponsorship donations for individual sites from area businesses and private parties.
   b. The Living Roadways sites within the project area are extremely popular with area businesses and represent over half (55%) of the gross revenue generated by this program.
   c. The above mentioned revenue supports those sites within the project area as well as other “unsponsored” sites all over the Greater Baton Rouge area.
   d. The donations that the Living Roadways program brings in from sites along the project area represent an estimated $68,000 in actual gross annual revenue ($119,000 annual potential revenue).

6. There is much BRG and LADOTD can accomplish to ensure that the negative environmental impact(s) associated with this and future projects are minimized.
   a. BRG requests to be included in the pre-construction protection/mitigation plans and any post-construction mitigation plans.
   b. BRG has experience in designing, establishing, maintaining, and restoring roadside vegetation improvements.
   c. Our staff Arborist has experience in dealing with trees and tree protection zones in construction areas. BRG also has the in-house resources to submit plant designs and specifications for replacement trees.
Attached, is a schedule of the Living Roadway sites within the project area. This schedule outlines the populations of trees as well as the ecosystem services each sited provides for our community.

Please use Robert Seemann, Program Director for BRG the primary point of contact for correspondence regarding STATE PRJ. NO. H.004100.2. (See contact information below)

Sincerely,

Sage R. Foley
Executive Director, Baton Rouge Green

Robert Seemann
Program Director, Baton Rouge Green
ISA Arborist #RM-2558A
robert@batonrougegreen.com
225.381.0037

Attch: (1) Schedule of Baton Rouge Green Living Roadway Sites Within Project Area: Listed by intersection; with tree population data; and ecosystem service data
Schedule of Baton Rouge Green Living Roadway Sites Within Project Area: Listed by intersection; with tree population data; and ecosystem service data

<table>
<thead>
<tr>
<th>Living Roadways Sites potential affected by H.004100.2</th>
<th># OF TREES</th>
<th>Annual Stormwater Runoff Reduction (Gal)</th>
<th>Annual CO2 Removed (lbs)</th>
<th>Lifetime CO2 Sequestered (lbs)</th>
<th>Polutants* Removed/Avoided (lbs)</th>
<th>Annual Reduced Electricity Usage** (MWh)</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-10 &amp; Highland/Nicholson (LR Site #11)</td>
<td>109.00</td>
<td>117,569.00</td>
<td>8,563.00</td>
<td>128,168.00</td>
<td>118.50</td>
<td>7.80</td>
</tr>
<tr>
<td>I-10/I-12 Split &amp; I-10 @ Essen (LR Site #17)</td>
<td>511.00</td>
<td>1,898,743.00</td>
<td>157,074.00</td>
<td>1,844,465.00</td>
<td>754.50</td>
<td>78.80</td>
</tr>
<tr>
<td>I-10 &amp; Hwy. LA-1 interchange [W. Baton Rouge Parish] (LR Site #24)</td>
<td>382.00</td>
<td>700,834.00</td>
<td>60,551.00</td>
<td>726,394.00</td>
<td>195.30</td>
<td>30.00</td>
</tr>
<tr>
<td>I-10 &amp; Perkins (LR Site #13)</td>
<td>64.00</td>
<td>159,089.00</td>
<td>12,361.00</td>
<td>21,660.00</td>
<td>128.00</td>
<td>7.50</td>
</tr>
<tr>
<td>I-10 @ Acadian (LR Site #31)</td>
<td>7.00</td>
<td>95,059.00</td>
<td>4,068.00</td>
<td>6,820.00</td>
<td>48.00</td>
<td>2.60</td>
</tr>
<tr>
<td>I-10 @ College (LR Site #32)</td>
<td>184.00</td>
<td>82,929.00</td>
<td>5,778.00</td>
<td>10,331.00</td>
<td>65.00</td>
<td>3.70</td>
</tr>
<tr>
<td>TTL</td>
<td>1,257.00</td>
<td>3,054,223.00</td>
<td>248,395.00</td>
<td>2,737,838.00</td>
<td>1,309.30</td>
<td>130.40</td>
</tr>
</tbody>
</table>

*Particulates (PM10), VOCs, and Greenhouse Gasses

**The climate buffering effect these trees have on East Baton Rouge Parish reduces the annual amount of electricity needed to heat and cool homes and businesses.
March 14, 2017

Environmental Engineer Administrator
P.O. Box 94245
Baton Rouge, LA 70804-9245

Re: State Project No. H.004100.2
    Federal Aid Project No. H004100
    Name: I-10: LA 415 to Essen on I-10/I-12, Route I-10
    Parish: East and West Baton Rouge

Dear Sir:

Please be aware that there are numerous water wells located within the project area.

Sincerely,

Anthony J. Duplechin
Director
From: Linda (Brown) Hardy
Sent: Wednesday, April 26, 2017 3:58 PM
To: Noel Ardoin
Cc: Yasoob Zia
Subject: DEQ SOV 170424/0425 I-10 LA 415 to Essen

April 26, 2017

Noel Ardoin
Environmental Engineering Administrator
LA DOTD
PO Box 94245
Baton Rouge, LA 70804-9245
noel.ardoin@la.gov

RE: 170424/0425 I-10 LA 415 to Essen
H.004100.2

DOTD Funding
East and West Baton Rouge Parishes

Dear Ms. Ardoin:

The Assessment Division of the Office of Environmental Compliance has reviewed the information provided in your letter of March 6, 2017, regarding the referenced project in East and West Baton Rouge Parishes. Effective March 21, 2017, East and West Baton Rouge Parishes was designated by EPA as an ozone attainment area with a maintenance plan under the 8-hour standard (81 FR 95051, December 27, 2016). Federal actions proposed for construction in an ozone maintenance area are subject to the State’s transportation conformity regulations as promulgated under LAC 33:III.Chapter 14, Subchapter B.

If this project is deemed regionally significant it must be included in a conforming metropolitan transportation plan, i.e., included in a comprehensive regional emissions analysis which demonstrates conformity to the State Implementation Plan for control of ozone.

Should you have any questions regarding state rules and regulations pertaining to transportation conformity, please contact Yasoob Zia at (225) 219-2969. Thank you for affording us the opportunity to comment on this transportation project.

Sincerely,

Yasoob Zia
Environmental Senior Scientist
Air Planning and Assessment Division

SOV#170424/0425
Linda M. Hardy  
Environmental Manager  
Louisiana Dept. of Environmental Quality  
Office of the Secretary  
P.O. Box 4301  
Baton Rouge, LA  70821-4301  
Phone: (225) 219-3954  
Fax: (225) 219-3971  
Email: linda.hardy@la.gov
April 3, 2017

STATE PROJECT NOS.: H.004100.2
F.A.P. NOS: H004100
I-10: LA 415 TO ESSEN ON I-10/I-12
ROUTE: I-10
PARISH: EAST AND WEST BATON ROUGE PARISHES

LA DOTD
Environmental Engineer Administrator
P.O. Box 94245
Baton Rouge, LA 70804-9245

Subject: Solicitation of Views

Dear Administrator:

Enclosed is a copy of East Baton Rouge Parish and West Baton Rouge Parish’s Flood Insurance Rate Maps (FIRM), including the City of Port Allen, indicating the site of the proposed project.

During, and as a result of the construction, there must be allowance for the adequate flow of water and assurance that there will be no back up of water. There must be no instance of the creation of flooding where there was no flooding prior to construction. At this time, consideration must also be given to the responsibility for clearing debris and keeping the surrounding area clear so as not to interfere with its function.

In order to assure compliance with the Parish and the City’s requirements for the National Flood Insurance Program (NFIP), and ensure that appropriate permits are obtained, please contact the floodplain administrator for East and West Baton Rouge Parish and the City of Port Allen. The contact person for East Baton Rouge Parish is: Mr. Marlon Lemond, 1100 Laurel Street, Baton Rouge, LA, 70821, and telephone no. 225-389-3196. The contact person for West Baton Rouge Parish is: Mr. Kevin Durbin, 880 N. Alexander Avenue, Port Allen, LA, 70767, and telephone no. 225-336-2434. The contact person for the City of Port Allen is: Ms. Adrian Genre, 305 Court St., Port Allen, LA 70767, and telephone no. 225-346-5670.

We thank you for the opportunity to comment on this project. If you need additional information, please contact our office, (225) 379-3005.

Sincerely,

Pam Lightfoot
Pam Lightfoot, CFM
Floodplain Management Program Coordinator

Enclosures
pc: Mr. Marlon Lemond, EBR Parish
Mr. Kevin Durbin, WBR Parish
Ms. Adrian Genre, City of Port Allen
FIRM FLOOD INSURANCE RATE MAP

EAST BATON ROUGE PARISH,
LOUISIANA
AND INCORPORATED AREAS

PANEL 240 OF 360
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

<table>
<thead>
<tr>
<th>COMMUNITY NUMBER</th>
<th>PANEL</th>
<th>SUFFIX</th>
</tr>
</thead>
<tbody>
<tr>
<td>EAST BATON ROUGE PARISH</td>
<td>220068</td>
<td>0540</td>
</tr>
<tr>
<td>BATON ROUGE, CITY OF</td>
<td>220068</td>
<td>0540</td>
</tr>
</tbody>
</table>

Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.

MAP NUMBER
22033C0240E

EFFECTIVE DATE
MAY 2, 2008

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov
March 27, 2017

LA DOTD
Environmental Engineer Administrator
P.O. Box 94245
Baton Rouge, Louisiana 70804-9245

RE: State Project NO. : H.004100.2
Federal Aid Project No. : H004100
I-10: LA 415 to Essen on I-10/I-12
Route I-10
Parish: East and West Baton Rouge Parishes

Dear Environmental Engineer Administrator,

I have no comment at this time regarding the above referenced project.

Sincerely,

Bradley Spicer
Assistant Commissioner

BES: LA
TO: Ms. Noel Ardoin  
Environmental Engineer Administrator  
DOTD  
P. O. Box 94245  
Baton Rouge, Louisiana 70804-9245

RE: Solicitation of Views  
State Project No. H.004100.2  
Route I-10  
East and West Baton Rouge Parishes

Dear Ms. Ardoin:

In response to your letter dated March 6, 2017, concerning the referenced matter, please be advised that the Office of Conservation collects and maintains many types of information regarding oil and gas exploration, production, distribution, and other data relative to the petroleum industry as well as related and non-related injection well information, surface mining and ground water information and other natural resource related data. Most information concerning oil, gas and injection wells for any given area of the state, including the subject area of your letter can be obtained through records search via the SONRIS data access application available at:

http://www.dnr.louisiana.gov

A review of our computer records for the referenced project area indicates that there are active, shallow groundwater remediation wells located in the vicinity of the project area. The DNR water well database indicates that there are registered water wells in the vicinity of the project area. Additionally, unregistered water wells may be located in the area.
The Office of Conservation maintains records of all activities within its jurisdiction in paper, microfilm or electronic format. These records may be accessed during normal business hours, Monday through Friday, except on State holidays or emergencies that require the Office to be closed. Please call 225-342-5540 for specific contact information or for directions to the Office of Conservation, located in the LaSalle Building, 617 North Third Street, Baton Rouge, Louisiana. For pipelines and other underground hazards, please contact Louisiana One Call at 1-800-272-3020 prior to commencing operations. Should you need to direct your inquiry to any of our Divisions, you may use the following contact information:

<table>
<thead>
<tr>
<th>Division</th>
<th>Contact</th>
<th>Phone No.</th>
<th>E-mail Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engineering</td>
<td>Jeff Wells</td>
<td>225-342-5638</td>
<td><a href="mailto:jeff.wells@la.gov">jeff.wells@la.gov</a></td>
</tr>
<tr>
<td>Pipeline</td>
<td>Steven Giambrone</td>
<td>225-342-2989</td>
<td><a href="mailto:steven.giambrone@la.gov">steven.giambrone@la.gov</a></td>
</tr>
<tr>
<td>Injection &amp; Mining</td>
<td>Brad Bourgoyne</td>
<td>225-342-4286</td>
<td><a href="mailto:brad.bourgoyne@la.gov">brad.bourgoyne@la.gov</a></td>
</tr>
<tr>
<td>Geological</td>
<td>Mike Kline</td>
<td>225-342-3335</td>
<td><a href="mailto:mike.kline@la.gov">mike.kline@la.gov</a></td>
</tr>
<tr>
<td>Environmental</td>
<td>Gary Snellgrove</td>
<td>225-342-7222</td>
<td><a href="mailto:gary.snellgrove@la.gov">gary.snellgrove@la.gov</a></td>
</tr>
</tbody>
</table>

If you have difficulty in accessing the data via the referenced website because of computer related issues, you may obtain assistance from our technical support section by selecting Help on the SONRIS tool bar and submitting an email describing your problems and including a telephone number where you may be reached.

Sincerely,

[Signature]
Richard P. Ieyoub
Commissioner of Conservation

RPI:MSK:msk
March 24, 2017

LA DOTD
Environmental Engineer Administrator
P.O. Box 94245
Baton Rouge, LA 70804-9245

Re: Solicitation of Views; State Project Number H.004100.2; F.A.P. No.: H004100
Name: I-10: LA 415 to Essen on I-10/I-12
Route: I-10
Parish: East and West Baton Rouge Parishes

This office is in receipt of a Solicitation of Views regarding the above referenced project(s).

Based upon the information received from your office we have no objection to the referenced project(s) at this time. The applicant shall be aware of and comply with any and all applicable Louisiana State Sanitary Code regulations (LAC 51, as applicable). Furthermore, should additional project data become available to this office that in any way amend the information upon which this office’s response has been based, we reserve the right of additional comments on the referenced project(s).

In the event of any future discovery of evidence of non-compliance with the Louisiana Administrative Code Title 51 (Public Health-Sanitary Code) and the Title 48 (Public Health-General) regulations or any applicable public health laws or statutes which may have escaped our awareness during the course of this cursory review, please be advised that this office’s preliminary determination on this Solicitation of View of the project(s) shall not be construed as absolving the applicant of responsibility, if any, with respect to compliance with the Louisiana Administrative Code Title 51 (Public Health-Sanitary Code) and the Title 48 (Public Health-General) regulations or any other applicable public health laws or statutes.

Sincerely,

Yuanda Zhu, P.G., Ph.D.
Louisiana Department of Health
Office of Public Health Engineering Services
Telephone: (225) 342-7432
Electronic mail: yuanda.zhu@la.gov
Personnel of the Coastal & Nongame Resources Division have reviewed the preliminary data for the captioned project. After careful review of our database, no impacts to rare, threatened, or endangered species or critical habitats are anticipated for the proposed project. No state or federal parks, wildlife refuges, wildlife management areas, or scenic streams are known to occur at the specified site within Louisiana’s boundaries.

The Louisiana Natural Heritage Program (LNHP) has compiled data on rare, endangered, or otherwise significant plant and animal species, plant communities, and other natural features throughout the state of Louisiana. Heritage reports summarize the existing information known at the time of the request regarding the location in question. The quantity and quality of data collected by the LNHP are dependent on the research and observations of many individuals. In most cases, this information is not the result of comprehensive or site-specific field surveys; many natural areas in Louisiana have not been surveyed. This report does not address the occurrence of wetlands at the site in question. Heritage reports should not be considered final statements on the biological elements or areas being considered, nor should they be substituted for onsite surveys required for environmental assessments. LNHP requires that this office be acknowledged in all reports as the source of all data provided here. If at any time Heritage tracked species are encountered within the project area, please contact the LNHP Data Manager at 225-765-2643. If you have any questions, or need additional information, please call 225-765-2357.

Sincerely,

Amity Bass, Coordinator
Natural Heritage Program
This **Opinion** is being provided by Seminole Nation of Oklahoma’s Cultural Advisor, pursuant to authority vested by the Seminole Nation of Oklahoma General Council. The Seminole Nation of Oklahoma is an independently Federally-Recognized Indian Nation headquartered in Wewoka, OK.

In keeping with the National Environmental Policy Act (NEPA)d, and Section 106 of the National Historic Preservation Act (NHPA), 36 CFR Part 800, this letter is to acknowledge that the Seminole Nation of Oklahoma has received notice of the proposed projects at the above mentioned locations.

Based on the information provided and because the potential for buried cultural resources, the proposed projects have a probability of affecting archaeological resources, some of which may be eligible for listing in the National Register of Historic Places (NRHP), even in previously disturbed land.

The Seminole Nation of Oklahoma request that a copy of the finished EA be sent to the tribe. The Seminole Nation of Oklahoma wishes to defer to the Chitimacha Tribe of Louisiana.

Therefore, we will have no comment on the project as proposed once the documents requested are received. We do request that if cultural or archeological resource materials are encountered at all activity cease and the Seminole Nation of Oklahoma and other appropriate agencies be contacted immediately.

Furthermore, due to the historic presence of our people in the project area, inadvertent discoveries of human remains and related NAGPRA items may occur, even in areas of existing or prior development. Should this occur we request all work cease and the Seminole Nation of Oklahoma and other appropriate agencies be immediately notified.

**Theodore Isham**
Seminole Nation of Oklahoma
Historic Preservation Officer
PO Box 1498
Seminole, Ok  74868
From: Kenyetta West [mailto:Kenyetta.West@la.gov]
Sent: Monday, March 06, 2017 10:18 AM
To: Theodore Isham <isham.t@sno-nsn.gov>
Subject: SOV.-H.004100.2

Good Morning,

Attached is STATE PROJECT NO. H.004100.2 SOV list.

Thanks,
Kenyetta D. West
Administrative Assistant 4
La. Department of Transportation & Development
Section 28
Phone: (225) 242-4502
Email: Kenyetta.West@la.gov
March 10, 2017

Noel Ardoin
Environmental Engineer Administrator
LDOTD
P.O. Box 94245
Baton Rouge, LA 70804-9245

Re: Section 106 Review
Request for Additional Information
State Project No. H 004100.2
Proposed I-10 Improvements from LA 415 to Essen on I-10/I-12
East Baton Rouge and West Baton Rouge Parishes, LA

Dear Ms. Ardoin:

Thank you for your letter of March 6, 2017 concerning the above-referenced undertaking. We are unable to complete the Section 106 review at this time due to the submittal of insufficient documentation. We will need the following information to complete our review for the proposed undertaking:

☐ Name of federal agency, agency involvement (Funding, license/permit, etc. and description of the undertaking (Detailed description of project).

☐ Applicant contact information (Name, address, phone number and email address).

☐ Agency contact information (Name, address, phone number and email address).

☒ Description of the Area of Potential Effects (APE). The APE can be direct or indirect. It is defined as “the geographic area or areas within which an undertaking may cause changes in the character or use of historic properties, if any such properties exist.” (Include the latitude/longitude of the undertaking location and APE)

☒ Description of all historic properties within and adjacent to the APE. The historic standing structure is any structure fifty years of age and older. Under Section 106, it is the responsibility of the federal agency or its designee to identify all structures listed or eligible for listing in the National Register of Historic Places.
Detailed project scope of work including design plans.

Map and site plan showing APE and exact location of project undertaking.

Photographs of the entire APE and project location. Photographs of all historic (fifty years of age and older) within the APE. Buildings should be documented showing diagonal views of front and side and rear and opposite side of the building. All photos should be keyed to a site map and project plans if applicable.

If you have any questions, please contact Mike Varnado in the Division of Historic Preservation at (225) 219-4596 or mvarnado@crt.la.gov.

Sincerely,

Phil Boggan
State Historic Preservation Officer

PB: MV:s
<table>
<thead>
<tr>
<th>AGENCY/OFFICIAL</th>
<th>RESPONSE DATED</th>
<th>COMMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>USEPA – Source Water</td>
<td>March 22, 2017</td>
<td>Project lies above Southern Hills SSA, however, no adverse effect expected</td>
</tr>
<tr>
<td>USEPA- Region VI</td>
<td></td>
<td></td>
</tr>
<tr>
<td>USFWS</td>
<td>March 22, 2017</td>
<td>No effect on trust resources</td>
</tr>
<tr>
<td>FEMA Region VI</td>
<td></td>
<td></td>
</tr>
<tr>
<td>National Park Service Southeast</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Federal Transit Administration</td>
<td></td>
<td></td>
</tr>
<tr>
<td>USGS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>USDA - NRCS – State Conservationist</td>
<td>March 14, 2017</td>
<td>No Prime farmland - all urban, regulations don’t apply</td>
</tr>
<tr>
<td>USCG 8TH District</td>
<td>March 21, 2017</td>
<td>Accepted invitation to be a Cooperating Agency</td>
</tr>
<tr>
<td>USACE</td>
<td></td>
<td>• There may be wetlands present • work in the Mississippi River will require a Section 10 permit • Must obtain permits if working within 1500’ of the MR levee</td>
</tr>
<tr>
<td>Seminole Nation</td>
<td>March 30, 2017 -email</td>
<td>Defer to Chitimacha Tribe of LA for comments beyond the request for a copy of the EA when completed, noted that protected resources are possible in the project area and request that work cease if resources are located during the course of the project and tribes notified immediately.</td>
</tr>
<tr>
<td>Alabama Coushatta Tribe</td>
<td>April 11, 2017 email</td>
<td>No resources known in the project area -if any are found, please stop and advise</td>
</tr>
<tr>
<td>LDEQ</td>
<td>April 26, 2017 email</td>
<td>If project is regionally significant ensure it conforms to SIP</td>
</tr>
<tr>
<td>LA Department of Agricultural and Forestry/Office of Forestry</td>
<td>March 27, 2017</td>
<td>No comments.</td>
</tr>
<tr>
<td>LA Department of Agricultural and Forestry/Office of Soil/Water Conservation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LDCRT – Archaeology (response from Cultural Development)</td>
<td>March 10, 2017</td>
<td>Insufficient data to review – require APE, Historic Structures, project scope, maps, photographs</td>
</tr>
<tr>
<td>LDCRT – State Parks</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LA Department of Public Safety – Highway Safety</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Organization</td>
<td>Date</td>
<td>Response Details</td>
</tr>
<tr>
<td>------------------------------------------</td>
<td>-----------------</td>
<td>------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>LDPH – Chief Sanitarian</td>
<td>March 24, 2017</td>
<td>No objection, comply with Louisiana State Sanitary Code</td>
</tr>
<tr>
<td>LDPH – Engineering Services</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LDWF – Natural Heritage Division</td>
<td>March 31, 2017</td>
<td>No impacts to rare, threatened, endangered species or their habitats expected – no state or federal parks, wildlife refuges, wildlife management areas, or scenic streams</td>
</tr>
<tr>
<td>LA Department of Economic Development – Business Development</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LA Division of Administration – Facility Planning and Control</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LA Division of Administration – State Land Office</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DOTD – Floodplain Mgt Program</td>
<td>April 3, 2017</td>
<td>Provided FEMA FIRM for project area and advised that there should be no flooding where flooding has not previously occurred, maintenance of water flow during construction is essential (as well as debris free work zone) Contact area floodplain administrators</td>
</tr>
<tr>
<td>LDNR – Conservation</td>
<td>March 31, 2017</td>
<td>There are active remediation wells and registered water wells in the vicinity of the project area</td>
</tr>
<tr>
<td>LDNR – Minerals Management</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LA Forestry Association</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LSU – Sea Grant</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LA Department of Emergency Mgt/Emergency Ops Center</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LA Good Roads Association</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Coalition to Restore Coastal LA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Amite River Basin Commission</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Baton Rouge Bicycle Club</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Baton Rouge Chamber</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Baton Rouge Green Association</td>
<td>April 5, 2017</td>
<td>Initiate contact, would like to participate in process – comments • Project only if improves safety and traffic • Preserve canopy – letter provides interchanges where</td>
</tr>
<tr>
<td>Organization/Membership</td>
<td>Date</td>
<td>Description</td>
</tr>
<tr>
<td>-----------------------------------------------</td>
<td>------------</td>
<td>-----------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Baton Rouge Police Department</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Capital Area Groundwater Conservation Division</td>
<td>March 14, 2017</td>
<td>Be aware there are numerous water wells located in the project area</td>
</tr>
<tr>
<td>Capital Area Transit System</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Capital Region Planning Commission</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Capital Soil and Water Conservation District</td>
<td></td>
<td></td>
</tr>
<tr>
<td>East Baton Rouge Parish City Government</td>
<td></td>
<td></td>
</tr>
<tr>
<td>East Baton Rouge Parish City Planning Commission</td>
<td></td>
<td></td>
</tr>
<tr>
<td>East Baton Rouge Parish Metro Council</td>
<td></td>
<td></td>
</tr>
<tr>
<td>East Baton Rouge Parish Sheriff</td>
<td></td>
<td></td>
</tr>
<tr>
<td>East Baton Rouge Parish School Board</td>
<td></td>
<td></td>
</tr>
<tr>
<td>East Baton Rouge Parish Department of Emergency Mgt</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BREC – Superintendent Carolyn McKnight</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mississippi River Trail, Inc.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>US Senate – Senator Bill Cassidy, M.D.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>US Senate – Senator John Kennedy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>US House of Representatives – Honorable Steven J. Scalise (D 1)</td>
<td>March 14, 2017</td>
<td>Be aware there are numerous water wells located in the project area</td>
</tr>
<tr>
<td>US House of Representatives – Honorable Garret Graves (D 6)</td>
<td>March 14, 2017</td>
<td>Be aware there are numerous water wells located in the project area</td>
</tr>
<tr>
<td>US House of Representatives – Honorable Clay Higgins (D 3)</td>
<td>March 14, 2017</td>
<td>Be aware there are numerous water wells located in the project area</td>
</tr>
<tr>
<td>US House of Representatives- Honorable Cedric Richmond (D 2)</td>
<td>March 14, 2017</td>
<td>Be aware there are numerous water wells located in the project area</td>
</tr>
<tr>
<td>US House of Representatives – Honorable Mike Johnson (D 4)</td>
<td>March 14, 2017</td>
<td>Be aware there are numerous water wells located in the project area</td>
</tr>
<tr>
<td>US House of Representatives – Honorable Ralph Abraham (D 5)</td>
<td>March 14, 2017</td>
<td>Be aware there are numerous water wells located in the project area</td>
</tr>
<tr>
<td>LA House of Representatives - Honorable Rick Edmonds</td>
<td>March 14, 2017</td>
<td>Be aware there are numerous water wells located in the project area</td>
</tr>
<tr>
<td>LA House of Representatives - Honorable Barry Ivey</td>
<td>March 14, 2017</td>
<td>Be aware there are numerous water wells located in the project area</td>
</tr>
<tr>
<td>LA House of Representatives – Honorable C. Denise Marcelle</td>
<td></td>
<td></td>
</tr>
<tr>
<td>----------------------------------------------------------</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LA House of Representatives – Honorable Barbara West Carpenter</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LA House of Representatives – Honorable Kenneth E. Havard</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LA House of Representatives – Honorable Patricia Haynes Smith</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LA House of Representatives – Honorable Paula Davis</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LA House of Representatives – Honorable Stephen F. Carter</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LA House of Representatives – Honorable Valerie Hodges</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LA House of Representatives – Honorable Edward T. James III</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LA House of Representatives – Honorable Franklin J. Foil</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LA House of Representatives – Honorable Edmond Jordan</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LA House of Representatives – Honorable Major Thibaut</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LA Senate – Honorable Mack A. “Bodi” White</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LA Senate – Honorable Regina Ashford Barrow</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LA Senate – Honorable Rick Ward</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LA Senate – Honorable Yvonne Colomb</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LA Senate – Honorable Dan Claitor</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LA Senate – Honorable Dale Erdy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LA Senate - District 2 (Vacant)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mayor-President of Baton Rouge – Honorable Sharon Weston Broome</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mayor of Baker – Honorable Darnell Waites</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mayor of Zachary – Honorable David Amrhein</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mayor of Central – Honorable Jr. Shelton</td>
<td></td>
<td></td>
</tr>
<tr>
<td>St. Francisville Planning Commission</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Upper Delta Soil and Water Conservation District</td>
<td></td>
<td></td>
</tr>
<tr>
<td>West Baton Rouge Parish Council</td>
<td></td>
<td></td>
</tr>
<tr>
<td>--------------------------------</td>
<td></td>
<td></td>
</tr>
<tr>
<td>West Baton Rouge Parish Floodplain Administrator</td>
<td></td>
<td></td>
</tr>
<tr>
<td>West Baton Rouge Parish President – Honorable Pewee...</td>
<td></td>
<td></td>
</tr>
<tr>
<td>West Baton Rouge Parish Planning Commission</td>
<td></td>
<td></td>
</tr>
<tr>
<td>West Baton Rouge Parish School Board</td>
<td></td>
<td></td>
</tr>
<tr>
<td>West Baton Rouge Parish Sheriff</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mayor of Port Allen</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mayor of Addis</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mayor of Brusly</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ascension Parish President</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mayor of Gonzales</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mayor of Sorrento</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Livingston Parish President</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mayor of Denham Springs</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
TUNICA-BILOXI TRIBE OF LA.
EARL J. BARBRY, JR., THPO
P.O. BOX 1589
MARKSVILLE LA 71351

U.S. FISH & WILDLIFE SERVICE
ONLINE USFWS SOV
WWW.FWS.GOV/LAFAYETTE
Lafayette LA 70506

U.S. GEOLOGICAL SURVEY
REGION 6
1445 ROSS AVE, STE 1200
DALLAS TX 75202-2733

U.S. HOUSE OF REPRESENTATIVES
HON. CEDRIC RICHMOND
(DISTRICT 2)
2021 LAKESHORE DR., STE 309
NEW ORLEANS LA 70122

U.S. HOUSE OF REPRESENTATIVES
HON. CLAY HIGGINS
(DISTRICT 3)
P.O. BOX 61747
LAFAYETTE LA 70596

U.S. HOUSE OF REPRESENTATIVES
HON. GARRET GRAVES
(DISTRICT 6)
2351 ENERGY DRIVE, STE 1200
BATON ROUGE LA 70808

U.S. HOUSE OF REPRESENTATIVES
HON. MIKE JOHNSON
(DISTRICT 4)
P.O. BOX 6075
Bossier City LA 71171

U.S. HOUSE OF REPRESENTATIVES
HON. RALPH ABRAHAM
(DISTRICT 5)
426 DESIARD ST
MONROE LA 71201

U.S. HOUSE OF REPRESENTATIVES
HON. STEVE J. SCALISE
(DISTRICT 1)
110 VETERANS BLVD., STE. 500
METAIRIE LA 70005

UNITED STATES SENATE
SENATOR BILL CASSIDY M.D.
5555 HILTON AVENUE, STE 100
BATON ROUGE LA 70808

UNITED STATES SENATE
SENATOR JOHN KENNEDY
P.O. BOX 80418
Baton Rouge LA 70898

UNITED STATES SENATE
SENATOR JOHN KENNEDY
P.O. BOX 80418
Baton Rouge LA 70898

USEPA
REGION 6
1445 ROSS AVE, STE 1200
DALLAS TX 75202-2733
U.S. HOUSE OF REPRESENTATIVES
HON. STEVE J. SCALISE
(DISTRICT 1)
110 VETERANS BLVD., STE. 500
METAIRIE LA 70005

UNITED STATES SENATE SENATOR
BILL CASSIDY M.D.
5555 HILTON AVENUE, STE 100
BATON ROUGE LA 70808

UNITED STATES SENATE SENATOR
JOHN KENNEDY
P.O. BOX 80418
BATON ROUGE LA 70898

USEPA
REGION 6
1445 ROSS AVE, STE 1200
DALLAS TX 75202-2733
Ms. Noel Ardoin  
Louisiana Department of Transportation and Development  
Post Office Box 94245  
Baton Rouge, Louisiana  70804-9245  

Dear Ms. Ardoin:

Reference is made to your solicitation of views request for I-10 Corridor Improvements, **State Project No. H.004100.2**, located between Lobdell and Baton Rouge, East and West Baton Rouge Parishes, Louisiana (enclosed map). More specifically, the project proposes to construct corridor improvements along I-10 from an western terminus at LA 415 to the eastern termini at the Essen Lane intersections at I-10 and I-12.

Information and signatures obtained from recent maps, aerial photography, information provided with your request, and local soil surveys concerning this site are indicative of the occurrence of waters of the United States, including wetlands. Department of the Army (DA) permits are required prior to the deposition or redistribution of dredged or fill material into jurisdictional wetlands or waters. If an approved delineation is needed, please furnish us with the detailed field data concerning vegetation, soils, and hydrology that we require for all jurisdictional decisions. The fact that a field wetland delineation/determination has not been completed does not alleviate your responsibility to obtain the proper DA permits prior to working in jurisdictional wetlands or waters occurring on this property. Additionally, the Mississippi River is a navigable waterway and subject to Corps’ jurisdiction under Section 10 of the Rivers and Harbors Act. A DA Section 10 permit will be required prior to any work in this waterway.

You are advised that you must obtain a permit from the Metropolitan Council of Baton Rouge (for work on the east bank) and Atchafalaya Basin Levee District (for work on the west bank) for any work within 1,500 feet of a federal flood control structure such as a levee. Performance of all subsurface work within this area is usually restricted when the stage of the Mississippi River is above elevation +11.0 feet on the Carrollton gage, at New Orleans, Louisiana. As a consequence, subsurface work should be scheduled for performance during the low-water period (typically June through November) to avoid delays in performance of the proposed work. You must apply by letter to the Metropolitan Council of Baton Rouge and Atchafalaya Basin Levee District including full-size construction plans, cross sections, and details of the proposed work. Concurrently with your application to the Metropolitan Council of Baton Rouge and Atchafalaya Basin Levee District, you must also forward a copy of your letter and plans to Operations Division, Operations Manager for Completed Works of the Corps of Engineers and to the Coastal Protection and Restoration Authority (CPRA) office in...
Baton Rouge for their review and comments concerning the proposed work. The Metropolitan Council of Baton Rouge and Atchafalaya Basin Levee District will not issue a permit for the work to proceed until they have obtained letters of no objection from both of these reviewing agencies. For further information regarding permit requests affecting federal flood control levees and structures, please contact Ms. Amy Powell, Operations Manager for Completed Works at (504) 862-2241 or at Amy.E.Powell@usace.army.mil or MVNLeveePermits@usace.army.mil.

Should there be any questions concerning these matters or questions specific to the permit process, please contact Mr. Stephen Pfeffer at (504) 862-2099 and reference our Account No. MVN 2017-00397-MS.

Sincerely,

Stephen Pfeffer
Environmental Resources Specialist

Enclosure
March 6, 2017

STATE PROJECT NO. H.004100.2
FEDERAL AID PROJECT NO. H004100
I-10: LA 415 TO ESSEN ON I-10/I-12
ROUTE I-10
EAST AND WEST BATON ROUGE PARISHES

SUBJECT: Solicitation of Views

Early in the planning stages of a transportation facility, views from federal, state and local agencies, organizations, and individuals are solicited. The special expertise of these groups can assist the Louisiana Department of Transportation and Development (DOTD) with the early identification of potentially economic, social, or environmental effects associated with project development. Your assistance in this effort is appreciated.

An Environmental Assessment (EA) is being prepared for the I-10 corridor improvements, State Project Number H.004100.2. The project's approved logical termini are as follows: western logical terminus LA 415 at I-10 in West Baton Rouge Parish and eastern logical terminus is I-10/ I-12 and Essen Lane in East Baton Rouge Parish. To assist in your review and comment, a project description and a map identifying the study area are attached.

We request that you review the attached information and provide us with your views and comments by April 6, 2017. All comments should be addressed to:

Environmental Engineer Administrator
Louisiana Department of Transportation and Development
P. O. Box 94245
Baton Rouge, LA 70804-9245
Email: noel.ardoin@la.gov

Please refer to State Project No. H.004100.2 in your reply. We appreciate your comments. If you have any questions, please call me at (225) 242-4501.

Sincerely,

Noel Ardoin
Environmental Engineer Administrator

Attachment
pc: District 61 Administrator
   District 61 Traffic Operations Engineer
PROJECT DESCRIPTION
STATE PROJECT NO. H.004100.2
FEDERAL AID PROJECT NO. H004100
I-10: LA 415 TO ESSEN ON I-10/I-12
ROUTE I-10
EAST AND WEST BATON ROUGE PARISHES

The Louisiana Department of Transportation and Development (DOTD) proposes to develop improvements on I-10 from the Louisiana Highway 415 (LA 415) interchange in West Baton Rouge Parish to the I-10/I-12 interchanges at Essen Lane in East Baton Rouge Parish, Louisiana: project center located at 91°10'23.03" West and 30°25'48.81" North. An Environmental Assessment (EA) is being initiated in accordance with the National Environmental Policy Act and Stage 1 of DOTD’s Project Delivery Process.

The proposed project involves the study of ten alternatives, one mainline and nine interchanges, designed to reduce congestion, improve traffic flow, and improve safety throughout the I-10 corridor. Any combination of alternatives may become the preferred alternative. The project is needed because the design capacity of the I-10 corridor (80,000 vehicles per day) was exceeded by over 75,000 vehicles per day in 2011 and demand is expected to grow by approximately 30% by 2032. A safety analysis will be conducted to quantify additional safety benefits in areas where safety-related improvements are proposed.

The mainline alternative involves adding one additional travel lane to I-10 eastbound and to I-10 westbound through the project area, except for the Mississippi River Bridge. The Feasibility Study determined that it would not be feasible to widen or replace the existing bridge. The interchange alternatives include modifications at the existing interchanges of I-10: LA 415, Highland Road/Nicholson Drive, Washington Street/Dalrymple Drive, Perkins Road, Acadian Thruway, and I-10/I-12 at College Drive. These modifications may include any of the following: interchange configuration modifications, ramp lengthening, frontage road additions, and exit and entrance ramp relocations or removals.

Additional right-of-way and construction servitude may be required and residential and business relocations may occur. The EA will include analysis of possible impacts to wetlands, threatened and endangered species, cultural resources, business and residential relocations, community, environmental justice, noise, air, floodplain, and contamination concerns. Impacts and benefits to the above-referenced resources and communities will be identified and weighed to focus on a preferred alternative.

During the environmental review, one round of three public meetings and one round of two public hearings for the I-10 Corridor Improvements project will be held. The project is anticipated to take approximately 16 months.
March 14, 2017

Noel Ardoin
Environmental Engineer Administrator
Louisiana Department of Transportation and Development
P.O. Box 94245
Baton Rouge, LA 70804-9245

RE: State Project No. H.004100.2
    Federal Aid Project No. H004100
    I-10: LA 415 to Essen on I-10/I-12
    Route I-10
    East and West Baton Rouge Parishes

Dear Mr. Ardoin:

I have reviewed the above referenced project for potential requirements of the Farmland Protection Policy Act (FPPA) and potential impact to Natural Resource Conservation Service projects in the immediate vicinity.

Projects are subject to FPPA requirements if they may irreversibly convert farmland (directly or indirectly) to nonagricultural use and are completed by a federal agency or with assistance from a federal agency. For the purpose of FPPA, farmland includes prime farmland, unique farmland, and land of statewide or local importance. Farmland subject to FPPA requirements can be forest land, pastureland, cropland, or other land, but not water or urban built-up land.

The project map and narrative submitted with your request indicates that the proposed construction areas are within an urban area and therefore are exempt from the rules and regulations of the Farmland Protection Policy Act (FPPA)—Subtitle I of Title XV, Section 1539-1549. Furthermore, we do not predict impacts to NRCS work in the vicinity.

For specific information about the soils found in the project area, please visit our Web Soil Survey at the following location: http://websoilsurvey.nrcs.usda.gov/

Please direct all future correspondence to me at the address shown below.

Respectfully,

[Signature]

Acting for:
Kevin D. Norton
State Conservationist

Attachment
**FARMLAND CONVERSION IMPACT RATING**

**FOR CORRIDOR TYPE PROJECTS**

**PART I (To be completed by Federal Agency)**

1. Name of Project: I-10 - LA 415 to Essen
2. Type of Project: Road Construction
3. Date of Land Evaluation Request: 3/6/17
4. Sheet 1 of ______
5. Federal Agency Involved: FHWA
6. County and State: East and West Baton Rouge Parish, LA

**PART II (To be completed by NRCS)**

1. Date Request Received by NRCS: 3/9/17
2. Person Completing Form: M. Mouton
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the PFPFA does not apply - Do not complete additional parts of this form).
   - YES [ ]
   - NO [ ]
4. Area Irrigated: [ ]
   Average Farm Size: [ ]
5. Major Crop(s): [ ]
6. Farmable Land in Government Jurisdiction:
   - Acres: %
7. Amount of Farmland As Defined in PFPFA:
   - Acres: %
8. Name Of Land Evaluation System Used: [ ]
9. Name of Local Site Assessment System: [ ]
10. Date Land Evaluation Returned by NRCS: 3/14/17

**PART III (To be completed by Federal Agency)**

<table>
<thead>
<tr>
<th>Alternative Corridor For Segment</th>
<th>Corridor A</th>
<th>Corridor B</th>
<th>Corridor C</th>
<th>Corridor D</th>
</tr>
</thead>
</table>

**PART IV (To be completed by NRCS) Land Evaluation Information**

| A. Total Acres To Be Converted Directly | [ ] |
| B. Total Acres To Be Converted Indirectly, Or To Receive Services | [ ] |
| C. Total Acres In Corridor | [ ] |

**PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)**

<table>
<thead>
<tr>
<th>Criterion</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Area in Nonurban Use</td>
<td>15</td>
</tr>
<tr>
<td>2. Perimeter in Nonurban Use</td>
<td>10</td>
</tr>
<tr>
<td>3. Percent Of Corridor Being Farmed</td>
<td>20</td>
</tr>
<tr>
<td>4. Protection Provided By State And Local Government</td>
<td>20</td>
</tr>
<tr>
<td>5. Size of Present Farm Unit Compared To Average</td>
<td>10</td>
</tr>
<tr>
<td>6. Creation Of Nonfarmable Farmland</td>
<td>25</td>
</tr>
<tr>
<td>7. Availability Of Farm Support Services</td>
<td>5</td>
</tr>
<tr>
<td>8. On-Farm Investments</td>
<td>20</td>
</tr>
<tr>
<td>9. Effects Of Conversion On Farm Support Services</td>
<td>25</td>
</tr>
<tr>
<td>10. Compatibility With Existing Agricultural Use</td>
<td>10</td>
</tr>
</tbody>
</table>

**PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))**

| Maximum Points | 160 | 0 | 0 | 0 | 0 |

**PART VII (To be completed by Federal Agency)**

| Relative Value Of Farmland (From Part V) | 100 | 0 | 0 | 0 | 0 |
| Total Corridor Assessment (From Part VI above or a local site assessment) | 160 | 0 | 0 | 0 | 0 |
| TOTAL POINTS (Total of above 2 lines) | 260 | 0 | 0 | 0 | 0 |

1. Corridor Selected: [ ]
2. Total Acres of Farmlands to be Converted by Project: [ ]
3. Date Of Selection: [ ]
4. Was A Local Site Assessment Used? [ ]
5. Reason For Selection:

Signature of Person Completing this Part: [ ]

DATE: [ ]

**NOTE:** Complete a form for each segment with more than one Alternate Corridor.
Ms. Noel A. Ardoin  
Environmental Engineer Administrator  
Louisiana Department of Transportation and Development (LADOTD)  
P.O. Box 94245  
Baton Rouge, LA 70804-9245  

March 22, 2017  

Dear Ms. Ardoin:  

We have received your March 6, 2017, letter requesting our evaluation of the potential environmental impacts that might result from the following project:  

Adding One Additional Travel Lane East & West Bound Lanes to I-10, Except for the Mississippi River Bridge  
Existing Interchanges of I-10: LA 415, Highland Road/Nicholson Drive, Washington Street/Dalrymple Drive, Perkins Road, Acadian Thruway and I-10/I-12 at College Drive (I-10: LA 415 to Essen on I-10/I-12)  
SP No's: H.004100.2 & FAP No: H004100  
Baton Rouge, East & West Baton Rouge Parishes, Louisiana  

The project, proposed for financial assistance through the Louisiana Department of Transportation and Development funds, is located on the Southern Hills aquifer system which has been designated a sole source aquifer (SSA) by the EPA. Based on the information provided for the project, we have determined that the project, as proposed, should not have an adverse effect on the quality of the ground water underlying the project site.  

This approval of the proposed project does not relieve the applicant from adhering to other State and Federal requirements, which may apply. This approval is based solely upon the potential impact to the quality of ground water as it relates to the EPA’s authority pursuant to Section 1424(e) of the Safe Drinking Water Act.  

If you did not include a project description, project location, the parish, area map, plat and the federal funding agency if available, please do so in future Sole Source Aquifer correspondence.  

If you have any questions on this letter or the sole source aquifer program please contact me at (214) 665-8485.  

Sincerely yours,  

Omar T. Martinez, Coordinator  
Sole Source Aquifer Program  
Ground Water/UIC Section  

cc: Jesse Means, LDEQ
SPN H.004100.2 I-10: LA 415 to Essen Lane - Solicitation of Views letter

1 message

Kerry Oriol <kerryoriol@providenceeng.com>
To: "Lafayette@fws.gov" <Lafayette@fws.gov>

Good Morning,

Attached please find a solicitation of views request for a Louisiana Department of Transportation project to improve I-10 through Baton Rouge, Louisiana.

Most of the SOVs were sent via US mail on March 8th and 9th.

We apologize for this packet not being emailed on the same date(s), therefore, please assume the response date for this request to be no later than April 20, 2017.

Thank you in advance for your consideration of this request,

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.
<table>
<thead>
<tr>
<th>Address</th>
<th>City</th>
<th>Parish</th>
</tr>
</thead>
<tbody>
<tr>
<td>HON. EDMOND JORDAN</td>
<td>BATON ROUGE</td>
<td>LA</td>
</tr>
<tr>
<td>LA HOUSE OF REPRESENTATIVES</td>
<td>LA</td>
<td>(DISTRICT 29)</td>
</tr>
<tr>
<td>(DISTRICT 29)</td>
<td>70802</td>
<td></td>
</tr>
<tr>
<td>HON. MAJOR THIBAUT</td>
<td>NEW</td>
<td>ROADS</td>
</tr>
<tr>
<td>LA HOUSE OF REPRESENTATIVES</td>
<td>ROADS</td>
<td>LA 70760</td>
</tr>
<tr>
<td>(DISTRICT 18)</td>
<td>2004 FALSE</td>
<td></td>
</tr>
<tr>
<td></td>
<td>RIVER DR, STE.B</td>
<td></td>
</tr>
<tr>
<td>UPPER DELTA SOIL &amp; WATER</td>
<td>180 EAST</td>
<td>CONSERVATION</td>
</tr>
<tr>
<td>CONSERVATION DIST OF LA</td>
<td>MAIN ST NEW</td>
<td>DISTRICT</td>
</tr>
<tr>
<td></td>
<td>ROADS</td>
<td>70760</td>
</tr>
<tr>
<td>WEST BATON ROUGE PARISH</td>
<td>WEST</td>
<td>PARISH</td>
</tr>
<tr>
<td>PLANNING COMMISSION</td>
<td>BATON ROUGE</td>
<td>(DISTRICT 2)</td>
</tr>
<tr>
<td>P O BOX 757</td>
<td>LA</td>
<td>70767</td>
</tr>
<tr>
<td>MAYOR OF PORT ALLEN</td>
<td>MAYOR OF</td>
<td>PORT ALLEN</td>
</tr>
<tr>
<td>315 COURT STREET</td>
<td>ADDIS</td>
<td>70710</td>
</tr>
<tr>
<td>PORT ALLEN LA 70767</td>
<td>MAYOR OF</td>
<td>WEST</td>
</tr>
<tr>
<td>MAYOR OF ADDIS</td>
<td>BRUSLY</td>
<td>BATON ROUGE</td>
</tr>
<tr>
<td>8246 FIRST STREET</td>
<td>70719</td>
<td>PARISH</td>
</tr>
<tr>
<td>ADDIS LA 70710</td>
<td>WEST</td>
<td>PLANNING</td>
</tr>
<tr>
<td>WEST BATON ROUGE PARISH</td>
<td>MAYOR OF</td>
<td>COMMISSION</td>
</tr>
<tr>
<td>WEST BATON ROUGE PARISH COUNCIL</td>
<td>ADDIS</td>
<td>70710</td>
</tr>
<tr>
<td>P O BOX 757</td>
<td>MAYOR OF</td>
<td>WEST</td>
</tr>
<tr>
<td>315 COURT STREET</td>
<td>BRUSLY</td>
<td>BATON ROUGE</td>
</tr>
<tr>
<td>PORT ALLEN LA 70767</td>
<td>70719</td>
<td>PARISH</td>
</tr>
<tr>
<td>MAYOR OF BRUSLY</td>
<td>MAYOR OF</td>
<td>WEST</td>
</tr>
<tr>
<td>321 N. KIRKLAND DR.</td>
<td>DENHAM SPRINGS</td>
<td>BATON ROUGE</td>
</tr>
<tr>
<td>BRUSLY LA 70719</td>
<td>DENHAM SPRINGS</td>
<td>PARISH</td>
</tr>
<tr>
<td>MAYOR OF ADDIS</td>
<td>MAYOR OF</td>
<td>WEST</td>
</tr>
<tr>
<td>8246 FIRST STREET</td>
<td>BRUSLY</td>
<td>BATON ROUGE</td>
</tr>
<tr>
<td>ADDIS LA 70710</td>
<td>70719</td>
<td>PARISH</td>
</tr>
<tr>
<td>MAYOR OF BRUSLY</td>
<td>MAYOR OF</td>
<td>WEST</td>
</tr>
<tr>
<td>321 N. KIRKLAND DR.</td>
<td>DENHAM SPRINGS</td>
<td>BATON ROUGE</td>
</tr>
<tr>
<td>BRUSLY LA 70719</td>
<td>DENHAM SPRINGS</td>
<td>PARISH</td>
</tr>
<tr>
<td>MAYOR OF ADDIS</td>
<td>MAYOR OF</td>
<td>WEST</td>
</tr>
<tr>
<td>8246 FIRST STREET</td>
<td>BRUSLY</td>
<td>BATON ROUGE</td>
</tr>
<tr>
<td>ADDIS LA 70710</td>
<td>70719</td>
<td>PARISH</td>
</tr>
<tr>
<td>LOUISIANA STATE SENATE</td>
<td>WEST</td>
<td>BATON ROUGE</td>
</tr>
<tr>
<td>(DISTRICT 2)</td>
<td>MAYOR OF</td>
<td>PARISH</td>
</tr>
<tr>
<td>P.O BOX 974</td>
<td>DENHAM SPRINGS</td>
<td>WEST</td>
</tr>
<tr>
<td>NAPOLEONVILLE LA 70390</td>
<td>SPRINGS</td>
<td>BATON ROUGE</td>
</tr>
<tr>
<td>MAYOR OF GONZALES</td>
<td>MAYOR OF</td>
<td>WEST</td>
</tr>
<tr>
<td>1745 E. NELSON ST.</td>
<td>SORRENTO</td>
<td>BATON ROUGE</td>
</tr>
<tr>
<td>GONZALES LA 70737</td>
<td>70778</td>
<td>PARISH</td>
</tr>
<tr>
<td>MAYOR OF GONZALES</td>
<td>MAYOR OF</td>
<td>WEST</td>
</tr>
<tr>
<td>1745 E. NELSON ST.</td>
<td>SORRENTO</td>
<td>BATON ROUGE</td>
</tr>
<tr>
<td>GONZALES LA 70737</td>
<td>70778</td>
<td>PARISH</td>
</tr>
<tr>
<td>LIVINGSTON PARISH PRESIDENT</td>
<td>WEST</td>
<td>BATON ROUGE</td>
</tr>
<tr>
<td>P O BOX 426</td>
<td>70767</td>
<td>PARISH</td>
</tr>
<tr>
<td>MAYOR OF GONZALES</td>
<td>MAYOR OF</td>
<td>WEST</td>
</tr>
<tr>
<td>1745 E. NELSON ST.</td>
<td>SORRENTO</td>
<td>BATON ROUGE</td>
</tr>
<tr>
<td>GONZALES LA 70737</td>
<td>70778</td>
<td>PARISH</td>
</tr>
<tr>
<td>MAYOR OF GONZALES</td>
<td>MAYOR OF</td>
<td>WEST</td>
</tr>
<tr>
<td>1745 E. NELSON ST.</td>
<td>SORRENTO</td>
<td>BATON ROUGE</td>
</tr>
<tr>
<td>GONZALES LA 70737</td>
<td>70778</td>
<td>PARISH</td>
</tr>
</tbody>
</table>
ADDITIONAL CORRESPONDENCE
STATE PROJECT NO. H.004100.2
FEDERAL AID PROJECT NO. H004100
I-10: LA 415 TO ESSEN LANE ON I-10 AND I-12
ROUTE I-10
EAST AND WEST BATON ROUGE PARISHES

Wes Bolinger
Division Administrator
Federal Highway Administration
5304 Flanders Drive, Suite A
Baton Rouge, Louisiana 70808

SUBJECT: Request for Logical Termini

Dear Mr. Bolinger:

The Louisiana Department of Transportation and Development (DOTD) is preparing an Environmental Assessment (EA) on the above referenced project. We estimate the completion date of the Environmental Assessment to be May of 2018. The project calls for improvements to and the widening of the I-10 corridor from LA 415 in West Baton Rouge Parish to I-10 and I-12 at Essen Lane in East Baton Rouge Parish.

The proposed project involves the study of ten alternatives, one mainline and nine interchanges, designed to reduce congestion, improve traffic flow, and improve safety throughout the I-10 corridor. Any combination of alternatives may become the preferred alternative. The mainline alternative involves adding one additional travel lane to I-10 eastbound and to I-10 westbound through the project area, except for the Mississippi River Bridge. During the feasibility study, it was determined unfeasible to widen or replace the existing bridge. The inter-change alternatives include modifications at the following existing interchanges of I-10: LA 415, Highland Road/Nicholson Drive, Washington Street/Dalrymple Drive, Perkins Road, Acadian Thruway, and 1-10/I-12 at College Drive. These modifications may include any of the following: interchange configuration modifications, ramp lengthening, frontage road additions, and exit and entrance ramp relocations or removals.

The proposed logical termini for this project are shown on the attached exhibit. Proposed are the junction of LA 415 and I-10 (LA 415 interchange) to the west and the junction of I-10 and Essen Lane and the junction of I-12 and Essen (Essen Lane Interchanges) to the east.

There is a demonstrated need for this project to reduce congestion, improve traffic flow, and improve safety between the LA 415 and Essen Lane interchanges. Attached is supporting information from the feasibility study. Improvements east of Essen Lane through the City of Baton Rouge are planned for future consideration.
Logical Termini Request
February 13, 2017
Page 2

Rouge on both I-10 and I-12 were made in the recent past; therefore, no additional improvements are needed on either interstate immediately east of Essen Lane. No improvements are planned on I-10 to the west of LA 415. There is no funding available and no likelihood of improving the corridor beyond LA 415 in the near future.

The recommended termini will ensure that the proposed improvements functions appropriately and will not restrict consideration of alternatives for reasonably foreseeable transportation projects. With respect to the western terminus, one reasonably foreseeable project is the LA 1 Connector which will connect LA 1 south of the Intracoastal Waterway to LA 415. These projects share a logical terminus at the LA 415 interchange. With respect to the Essen Lane termini, there is an unfunded project to complete the partial interchange at the I-12/Essen Lane interchange, and no improvements are needed at the I-10/Essen Lane interchange.

For the above stated reasons, we are requesting approval of the abovementioned recommended logical termini. We appreciate your concurrence and/or comments. If you have any questions, please call me at (225) 242-4501.

Sincerely,

[Signature]

Noel Ardoin
Environmental Engineer Administrator

NA/na
Attachments

pc: Mr. Brian Kendrick
Logical Termini Justification

The logical termini proposed for the I-10 Corridor Improvements EA are:

- Begin: Louisiana Highway (LA) 415 at Interstate 10 (I-10)
- End: I-10/I-12 at Essen Lane (see Figure 1)

There has been a considerable amount of traffic modeling associated developing improvements to the I-10 Corridor to support the proposed action that supports the proposed logical termini. Traffic studies conducted between 2011 and 2014 for the I-10 Corridor were designed to:

- Identify and develop improvements to mitigate the operational deficiencies in on I-10 through the Baton Rouge area based on both existing and projected future traffic conditions
- Identify urban principal arterials that serve as alternate routes to I-10, incorporating the use of the microsimulation model, which was expanded to include I-10 from Essen Lane to Highland Road and I-12 from Essen Lane east to Louisiana Highway 447
- Identify feasible operational improvements to the I-10 mainline and interchanges between LA 415 and Essen Lane

Early traffic data indicated:

- Current I-10 infrastructure cannot support demand during peak traffic
- By 2032, traffic demand is expected to increase by 30%
- By 2032, travel times on I-10 are expected to increase by 20% to 80% relative to route and time of day
- Non-corridor projects cannot reduce demand to less than current traffic volumes
- Closing the Washington Street Exit will not solve the east bound congestion problem, as only 1.5% of total east bound traffic exits at this location.

It was determined that improvements to the mainline of I-10 would need to be implemented as part of the solution along with regional improvement projects. Traffic and engineering data along with the Tier 1 Analysis (attached) presented in the Stage 0 Feasibility Study resulted in the current project to study one additional lane in each direction on the mainline of I-10 and potential interchange modifications at the following locations:

- LA 415
- LA 1
- Washington Street
- Dalrymple Drive
- Perkins Road
Travel times in the models were compared, and the results for critical routes in the AM and PM peaks for the Design Year of 2032 are presented in the below exhibits. The yellow bar shows existing average travel times with current volumes, the red shows projected volumes in 2032 in a “do nothing” scenario, and the green represents the additional lane concept, left exit at Washington Street, and directional ramps to College from I-10 and I-12. A scale is not shown as the graph presents a relative comparison of the travel times, and the travel times vary depending on when during the peak-hour the data is recorded.

The traffic analysis indicates the additional lane will provide improvement, particularly by expanding the project area out to include Essen Lane to the east and LA 415 to the west.

Projects aimed at resolving traffic issues that exist at LA 415 and LA 1, Washington Street/Dairymple Drive, Perkins Drive/Acadian Thruway/College Drive, and College Drive at the I-10/I-12 Split are part of the proposed action to assess the most effective solutions at these interchange areas.

EXHIBIT 1
DESIGN YEAR 2032 AM PEAK TRAVEL TIME COMPARISON

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

- Existing (Today)
- "Do Nothing" (2032)
- Add Lane (2032)
EXHIBIT 2
DESIGN YEAR 2032 PM PEAK TRAVEL TIME COMPARISON

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

- Existing (Today)
- "Do Nothing" (2032)
- Add Lane (2032)
APPENDIX A

TIER 1 ANALYSIS
The following worksheets analyze various project alternatives at various locations. In this Tier 1 analysis, mainline alternatives were compared to like projects as is the same with interchange projects. Each comparative category is given a comparative analysis level. Those levels are defined below. Within those categories may exist several factors taken into consideration. If any one of those factors has a level higher than the others, the highest level will govern that category.

### MAINLINE INTERSTATE ALTERNATIVES

**TRAFFIC OPERATIONS**
- High − Expected to improve operations at major bottleneck points and throughout the entire project area
- Moderate − Expected to improve operations through a portion of the project area
- Low − Expected to improve operations in spot locations only,

**SAFETY IMPROVEMENT**
- Major - Expected to result in significant improvement
- Moderate - Expected to result in moderate improvement
- None - Expected to result in no improvement

**RIGHT-OF-WAY**
Right of way analysis takes into account several factors including impact to actual acreage, impacts to residential structures, impacts to businesses, and impacts to public buildings which includes churches, libraries, etc.
Impact levels are as follows:

<table>
<thead>
<tr>
<th>Acreage (ac)</th>
<th>Residences, Businesses, Public Buildings (per occurrence)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low: 0-10</td>
<td>Low: 0-5 Residential, 0-2 Businesses, 0-2 Public Building</td>
</tr>
<tr>
<td>Moderate: 25+</td>
<td>Moderate: 6-25 Residential, 3-10 Businesses, 3-6 Public Building</td>
</tr>
<tr>
<td>High: 25+</td>
<td>High: 26+ Residential, 11+ Businesses, 7+ Public Building</td>
</tr>
</tbody>
</table>

**ENVIRONMENTAL/SOCIAL IMPACTS**
This analysis takes into account several factors including impact to wetlands, environmental justice communities, 4f properties, historic properties and visual aesthetics.
Impact levels are as follows:

<table>
<thead>
<tr>
<th>Wetlands (ac)</th>
<th>EJ Impacts (per)</th>
<th>4f (ac)</th>
<th>Historic Structures (per)</th>
<th>Visual</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low: 0-3</td>
<td>Low: 0-3</td>
<td>Low: 0-3</td>
<td>Low: 0-1</td>
<td>Little to no change</td>
</tr>
<tr>
<td>Moderate: 3-10</td>
<td>Moderate: 3-10</td>
<td>Moderate: 3-10</td>
<td>Moderate: 1-3</td>
<td>Moderate: Some change</td>
</tr>
<tr>
<td>High: 10+</td>
<td>High: 10+</td>
<td>High: 10+</td>
<td>High: 3+</td>
<td>High: Major change</td>
</tr>
</tbody>
</table>

**COSTS**
- Low: Under $250M
- Moderate: $250M - $500M
- High: $500M +

### INTERCHANGE ALTERNATIVES*

**TRAFFIC OPERATIONS**
- High − Expected to accommodate the heavy demand movement with free flow and/or partially constrained operations
- Moderate − Expected to provide adequate operations for some but not all movements
- Low − Expected to provide poor operational conditions.

**SAFETY**
- Major - Expected to result in significant improvement
- Moderate - Expected to result in moderate improvement
- None - Expected to result in no improvement

**RIGHT-OF-WAY**
Right of way analysis takes into account several factors including impact to actual acreage, impacts to residential structures, impacts to businesses, and impacts to public buildings.
Impact levels are as follows:

<table>
<thead>
<tr>
<th>Acreage (ac)</th>
<th>Residences, Businesses, Public Buildings (per occurrence)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low: 0-5</td>
<td>Low: 0-5 Residential, 0-2 Businesses, 0-2 Public Building</td>
</tr>
<tr>
<td>Moderate: 5-10</td>
<td>Moderate: 6-10 Residential, 3-6 Businesses, 3-6 Public Building</td>
</tr>
<tr>
<td>High: 10+</td>
<td>High: 10+ Residential, 6+ Businesses, 6+ Public Building</td>
</tr>
</tbody>
</table>

**ENVIRONMENTAL/SOCIAL IMPACTS**
This analysis takes into account several factors including impact to wetlands, environmental justice.
Impact levels are as follows:

<table>
<thead>
<tr>
<th>Wetlands (ac)</th>
<th>EJ Impacts (per)</th>
<th>4f (ac)</th>
<th>Historic Structures (per)</th>
<th>Visual</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low: 0-3</td>
<td>Low: 0-3</td>
<td>Low: 0-2</td>
<td>Low: 0-1</td>
<td>Little to no change</td>
</tr>
<tr>
<td>Moderate: 3-10</td>
<td>Moderate: 3-6</td>
<td>Moderate: 2-5</td>
<td>Moderate: 1-3</td>
<td>Moderate: Some change</td>
</tr>
<tr>
<td>High: 10+</td>
<td>High: 6+</td>
<td>High: 5+</td>
<td>High: 3+</td>
<td>High: Major change</td>
</tr>
</tbody>
</table>

**COSTS**
- Low: Under $300M
- Moderate: $300M - $600M
- High: $600M +

*Interchange alternatives were developed to a very conceptual nature to be able to qualify the level of various categories. These interchange alternatives were not developed to a design level detail.
### MAINLINE ALTERNATIVES

<table>
<thead>
<tr>
<th>ALTERNATIVE CONCEPT</th>
<th>TRAFFIC OPERATIONS</th>
<th>SAFETY</th>
<th>RIGHT-OF-WAY</th>
<th>ENVIRONMENTAL/SOCIAL IMPACTS</th>
<th>COSTS</th>
<th>ABLE TO PHASE CONSTRUCTION</th>
<th>INTERCHANGE MODIFICATION REPORT REQUIRED</th>
<th>REMARKS</th>
<th>CONSIDERATION TIER 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>One Additional Lane</td>
<td>MODERATE CAPACITY</td>
<td>MAJOR</td>
<td>LOW</td>
<td>LOW</td>
<td>LOW</td>
<td>YES</td>
<td>YES</td>
<td>Interchange modification will be required to add additional lane. Additional lane concept excludes adding lane to the bridge.</td>
<td>YES</td>
</tr>
<tr>
<td>Multi Lane Addition</td>
<td>HIGH CAPACITY</td>
<td>MAJOR</td>
<td>HIGH</td>
<td>HIGH</td>
<td>HIGH</td>
<td>YES</td>
<td>YES</td>
<td>Requires M&amp;I modification to include additional lane in both directions.</td>
<td>NO</td>
</tr>
<tr>
<td>New Adjacent Bridge</td>
<td>HIGH CAPACITY</td>
<td>MAJOR</td>
<td>MODERATE</td>
<td>HIGH</td>
<td>HIGH</td>
<td>NO</td>
<td>YES</td>
<td>Reconfiguration of I-10/I-110 interchange required. Requires at least 1 (but likely 2) or more additional lanes in each direction on I-10 from I-10/I-110 to SF/I-110.</td>
<td>NO</td>
</tr>
<tr>
<td>High Pass</td>
<td>HIGH CAPACITY</td>
<td>MAJOR</td>
<td>MODERATE</td>
<td>HIGH</td>
<td>HIGH</td>
<td>NO</td>
<td>YES</td>
<td>ROW impacts depend on design speed of high pass. Visual impacts to adjacent communities are extreme.</td>
<td>NO</td>
</tr>
<tr>
<td>Movable Barrier</td>
<td>LOW CAPACITY</td>
<td>NONE</td>
<td>NONE</td>
<td>LOW</td>
<td>LOW</td>
<td>NO</td>
<td>NO</td>
<td>PM volumes are very balanced, AM volumes may be a better alternative, but cost/benefit is low.</td>
<td>NO</td>
</tr>
<tr>
<td>I-110-Westbank Connection</td>
<td>MODERATE CAPACITY</td>
<td>MODERATE</td>
<td>MODERATE</td>
<td>MODERATE</td>
<td>HIGH</td>
<td>NO</td>
<td>YES</td>
<td>Traffic volumes TBD. Cost/Benefit questionable. If a new bridge is built with required ROW for tie-in, better for I-110 traffic.</td>
<td>NO</td>
</tr>
<tr>
<td>LA/AA/I-30 Direct Connection</td>
<td>LOW CAPACITY</td>
<td>MODERATE</td>
<td>LOW</td>
<td>MODERATE</td>
<td>HIGH</td>
<td>NO</td>
<td>YES</td>
<td>High cost for potential low volume of traffic.</td>
<td>NO</td>
</tr>
<tr>
<td>I-110 Frontage Roads</td>
<td>MODERATE CAPACITY</td>
<td>MODERATE</td>
<td>MODERATE</td>
<td>HIGH</td>
<td>LOW</td>
<td>YES</td>
<td>NO</td>
<td>Provide frontage roads connecting Government St and Dahlmeier utilizing existing infrastructure as much as possible. Would continue 9th and 10th, Reconfigure traffic signals to treat frontage as major movement.</td>
<td>YES</td>
</tr>
<tr>
<td>INTERCHANGE FORM</td>
<td>ALTERNATIVE CONCEPT</td>
<td>INTERCHANGE TYPE</td>
<td>TRAFFIC OPERATIONS</td>
<td>SAFETY</td>
<td>RIGHT-OF-WAY</td>
<td>ENVIRONMENTAL IMPACTS</td>
<td>COSTS</td>
<td>ABLE TO PHASE CONSTRUCTION?</td>
<td>INTERCHANGE MODIFICATION REPORT Req'd</td>
</tr>
<tr>
<td>------------------</td>
<td>---------------------</td>
<td>-----------------</td>
<td>--------------------</td>
<td>--------</td>
<td>--------------</td>
<td>----------------------</td>
<td>-------</td>
<td>---------------------------</td>
<td>---------------------------------------</td>
</tr>
<tr>
<td>LA 415</td>
<td>TandY</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>N/A</td>
<td>Does not apply for 4 legged interchange.</td>
<td>NO</td>
</tr>
<tr>
<td>LA 415</td>
<td>Diamond</td>
<td>LOW CAPACITY</td>
<td>NONE</td>
<td></td>
<td></td>
<td></td>
<td>N/A</td>
<td>Current configuration.</td>
<td>N/A</td>
</tr>
<tr>
<td>LA 415</td>
<td>Cloverleaf</td>
<td>HIGH CAPACITY</td>
<td>MAJOR</td>
<td>HIGH</td>
<td>LOW</td>
<td>MODERATE</td>
<td>N/A</td>
<td>Night of way impacts extremely high</td>
<td>NO</td>
</tr>
<tr>
<td>LA 415</td>
<td>Partial Cloverleaf</td>
<td>PAR CLO-A</td>
<td>HIGH CAPACITY</td>
<td>MAJOR</td>
<td>MODERATE</td>
<td>LOW</td>
<td>LOW</td>
<td>Potentially req'd for south side only, Diamond ramps on north.</td>
<td>YES</td>
</tr>
<tr>
<td>LA 415</td>
<td>Directional</td>
<td>HIGH CAPACITY</td>
<td>MAJOR</td>
<td>LOW</td>
<td>LOW</td>
<td>MODERATE</td>
<td>N/A</td>
<td>Current needs are sb to sb for directional ramps. With 415 connector, the sb to sb have to converge at I-38.</td>
<td>YES</td>
</tr>
</tbody>
</table>
## LA HIGHWAY 1

<table>
<thead>
<tr>
<th>INTERCHANGE FORM</th>
<th>ALTERNATIVE CONCEPT</th>
<th>INTERCHANGE TYPE</th>
<th>TRAFFIC OPERATIONS</th>
<th>SAFETY</th>
<th>RIGHT-OFF-WAY</th>
<th>ENVIRONMENTAL / SOCIAL IMPACTS</th>
<th>COSTS</th>
<th>ABLE TO PHASE CONSTRUCTION?</th>
<th>INTERCHANGE MODIFICATION REPORT RECEIVED</th>
<th>REMARKS</th>
<th>CONSIDERATION TIER 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hwy 1</td>
<td>Terminal</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>N/A</td>
<td></td>
<td>Does not apply.</td>
<td>NO</td>
<td>NO</td>
</tr>
<tr>
<td>Hwy 1</td>
<td>Diamond</td>
<td>LOW CAPACITY</td>
<td>NONE</td>
<td></td>
<td></td>
<td></td>
<td>N/A</td>
<td></td>
<td>Less capacity than existing.</td>
<td>NO</td>
<td>NO</td>
</tr>
<tr>
<td>Hwy 1</td>
<td>Partial Cloverleaf</td>
<td>MODERATE CAPACITY</td>
<td>NONE</td>
<td></td>
<td></td>
<td></td>
<td>N/A</td>
<td></td>
<td>Less capacity than existing.</td>
<td>NO</td>
<td>NO</td>
</tr>
<tr>
<td>Hwy 1</td>
<td>Cloverleaf</td>
<td>CLOVERLEAF WITH C / O ROADS</td>
<td>MODERATE CAPACITY</td>
<td>NONE</td>
<td></td>
<td></td>
<td>N/A</td>
<td>Limited by valised</td>
<td>NO</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hwy 1</td>
<td>Directional</td>
<td>ALL-DIRECTIONAL</td>
<td>HIGH CAPACITY</td>
<td>NONE</td>
<td>LOW</td>
<td>LOW</td>
<td>LOW</td>
<td>HIGH</td>
<td>N/A</td>
<td>YES</td>
<td>YES</td>
</tr>
</tbody>
</table>

- Consider reconfiguration. One option is to eliminate the I-10 EB ramp and force traffic to use LA 455 connector.
<table>
<thead>
<tr>
<th>INTERCHANGE FORM</th>
<th>ALTERNATIVE CONCEPT</th>
<th>INTERCHANGE TYPE</th>
<th>TRAFFIC OPERATIONS</th>
<th>SAFETY</th>
<th>RIGHT-OF-WAY</th>
<th>COSTS</th>
<th>INTERCHANGE MODIFICATION</th>
<th>REMARKS</th>
<th>CONSIDERATION TIER 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highland - Nicholson</td>
<td>Taxify</td>
<td>Diamond</td>
<td>LOW CAPACITY</td>
<td>NONE</td>
<td>N/A</td>
<td>Does not apply</td>
<td>N/A</td>
<td>NO</td>
<td></td>
</tr>
<tr>
<td>Highland - Nicholson</td>
<td>Partial Cloverleaf</td>
<td>HIGH CAPACITY</td>
<td>NONE</td>
<td>N/A</td>
<td>N/A</td>
<td>Violates spacing creating unsafe conditions</td>
<td>N/A</td>
<td>NO</td>
<td></td>
</tr>
<tr>
<td>Highland - Nicholson</td>
<td>Cloverleaf</td>
<td>HIGH CAPACITY</td>
<td>NONE</td>
<td>N/A</td>
<td>N/A</td>
<td>Violates spacing creating unsafe conditions</td>
<td>N/A</td>
<td>NO</td>
<td></td>
</tr>
<tr>
<td>Highland - Nicholson</td>
<td>Directional</td>
<td>HIGH CAPACITY</td>
<td>NONE</td>
<td>N/A</td>
<td>N/A</td>
<td>Violates spacing creating unsafe conditions</td>
<td>N/A</td>
<td>NO</td>
<td></td>
</tr>
<tr>
<td>Highland - Nicholson_Observe</td>
<td>Major</td>
<td>MODERATE CAPACITY</td>
<td>NONE</td>
<td>LOW</td>
<td>LOW</td>
<td>LOW</td>
<td>N/A</td>
<td>YES</td>
<td>Adding additional lane for I-10 EB Nicholson toward WB accent lane to overhead truss portion of bridge</td>
</tr>
<tr>
<td>INTERCHANGE FORM</td>
<td>ALTERNATIVE CONCEPT</td>
<td>INTERCHANGE TYPE</td>
<td>INTERCHANGE FORM</td>
<td>TRAFFIC OPERATIONS</td>
<td>SAFETY</td>
<td>RIGHT-OFF IMPACTS</td>
<td>ENVIRONMENTAL/SOCIAL IMPACTS</td>
<td>COSTS</td>
<td>ABLE TO PHASE CONSTRUCTION?</td>
</tr>
<tr>
<td>------------------</td>
<td>---------------------</td>
<td>-----------------</td>
<td>------------------</td>
<td>-------------------</td>
<td>--------</td>
<td>------------------</td>
<td>-----------------------------</td>
<td>-------</td>
<td>---------------------------</td>
</tr>
<tr>
<td>I-110</td>
<td>Diamond</td>
<td></td>
<td>DIRECTIONAL/Y</td>
<td>HIGH CAPACITY</td>
<td>MODERATE</td>
<td>HIGH</td>
<td>HIGH</td>
<td>HIGH</td>
<td>N/A</td>
</tr>
<tr>
<td>I-110</td>
<td>Partial Cloverleaf</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>N/A</td>
</tr>
<tr>
<td>I-110</td>
<td>Cloverleaf</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>N/A</td>
</tr>
<tr>
<td>I-110</td>
<td>Directional</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>N/A</td>
</tr>
</tbody>
</table>
## Washington - Dalrymple

<table>
<thead>
<tr>
<th>INTERCHANGE FORM</th>
<th>ALTERNATIVE CONCEPT</th>
<th>INTERCHANGE TYPE</th>
<th>INTERCHANGE FORM</th>
<th>TRAFFIC OPERATIONS</th>
<th>SAFETY</th>
<th>RIGHT-OF-WAY</th>
<th>ENVIRONMENTAL/AESTHETIC IMPACTS</th>
<th>COSTS</th>
<th>ABLE TO PHASE CONSTRUCTION</th>
<th>INTERCHANGE MODIFICATION REPORT NO?</th>
<th>REMARKS</th>
<th>CONSIDERATION TIER 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Washington Mod 1</td>
<td>Tieball</td>
<td>Moderate</td>
<td>Moderate</td>
<td>None</td>
<td>Low</td>
<td>Moderate</td>
<td>N/A</td>
<td>N/A</td>
<td>Yes</td>
<td>new exit for Washington St off of I-110</td>
<td>YES</td>
<td>YES</td>
</tr>
<tr>
<td>Washington Mod 2</td>
<td>Tieball</td>
<td>Diamond</td>
<td>Low</td>
<td>None</td>
<td>High</td>
<td>High</td>
<td>N/A</td>
<td>N/A</td>
<td>Yes</td>
<td>Current configuration split diamond; Modification to full diamond would worsen current interchange spacing</td>
<td>NO</td>
<td>NO</td>
</tr>
<tr>
<td>Washington Mod 3</td>
<td>Partial Cloverleaf</td>
<td>Moderate</td>
<td>High</td>
<td>High</td>
<td>High</td>
<td>High</td>
<td>N/A</td>
<td>N/A</td>
<td>Yes</td>
<td>High row impact, Proximity violation</td>
<td>NO</td>
<td>NO</td>
</tr>
<tr>
<td>Washington Mod 4</td>
<td>Cloverleaf</td>
<td>High</td>
<td>Moderate</td>
<td>High</td>
<td>High</td>
<td>High</td>
<td>N/A</td>
<td>N/A</td>
<td>Yes</td>
<td>High row impact, Proximity violation</td>
<td>NO</td>
<td>NO</td>
</tr>
<tr>
<td>Washington Mod 5</td>
<td>Cloverleaf</td>
<td>High</td>
<td>Moderate</td>
<td>High</td>
<td>High</td>
<td>High</td>
<td>N/A</td>
<td>N/A</td>
<td>Yes</td>
<td>High row impact, Proximity violation</td>
<td>NO</td>
<td>NO</td>
</tr>
<tr>
<td>Dalrymple Mod_D</td>
<td>Diamond</td>
<td>TIGHT URBAN DIAMOND</td>
<td>Moderate</td>
<td>None</td>
<td>High</td>
<td>High</td>
<td>MODERATE</td>
<td>N/A</td>
<td>Yes</td>
<td>Alternative provides direct access ramp for Dalrymple across lakes to I-10 EB, high social impact for adding ramp, high right-of-way costs for acquisition on east side of bay.</td>
<td>NO</td>
<td>NO</td>
</tr>
<tr>
<td>Dalrymple Mod_1</td>
<td>Tieball</td>
<td>Diamond</td>
<td>Moderate</td>
<td>Moderate</td>
<td>High</td>
<td>High</td>
<td>N/A</td>
<td>N/A</td>
<td>Yes</td>
<td>High row impact, Proximity violation</td>
<td>NO</td>
<td>NO</td>
</tr>
<tr>
<td>Dalrymple Mod_2</td>
<td>Partial Cloverleaf</td>
<td>Moderate</td>
<td>High</td>
<td>High</td>
<td>High</td>
<td>High</td>
<td>N/A</td>
<td>N/A</td>
<td>Yes</td>
<td>High row impact, Proximity violation</td>
<td>NO</td>
<td>NO</td>
</tr>
<tr>
<td>Dalrymple Mod_3</td>
<td>Cloverleaf</td>
<td>High</td>
<td>Major</td>
<td>High</td>
<td>High</td>
<td>High</td>
<td>N/A</td>
<td>N/A</td>
<td>Yes</td>
<td>High row impact, Proximity violation</td>
<td>NO</td>
<td>NO</td>
</tr>
<tr>
<td>Dalrymple Mod_4</td>
<td>Directional</td>
<td>High</td>
<td>Major</td>
<td>High</td>
<td>High</td>
<td>High</td>
<td>N/A</td>
<td>N/A</td>
<td>Yes</td>
<td>High row impact, Proximity violation</td>
<td>NO</td>
<td>NO</td>
</tr>
<tr>
<td>Dalrymple Mod_B</td>
<td>Diamond</td>
<td>SPLIT DIAMOND</td>
<td>High</td>
<td>Major</td>
<td>Low</td>
<td>Moderate</td>
<td>HIGH</td>
<td>N/A</td>
<td>Yes</td>
<td>Provide an EB on ramp for Dalrymple, route entering traffic to use current WB on ramp at Dalrymple and continue with a frontage road to Washington St, where an EB will be located. Entrance ramp would then be introduced and be braced with current EB Dalrymple exit</td>
<td>YES</td>
<td>YES</td>
</tr>
<tr>
<td>Dalrymple Mod_B</td>
<td>Diamond</td>
<td>SPLIT DIAMOND</td>
<td>High</td>
<td>Moderate</td>
<td>Low</td>
<td>Moderate</td>
<td>HIGH</td>
<td>N/A</td>
<td>Yes</td>
<td>Provide an EB on ramp for Dalrymple, route entering traffic to use existing Washington Street, Entrance ramp would then be introduced and be braced with current EB Dalrymple exit</td>
<td>YES</td>
<td>YES</td>
</tr>
<tr>
<td>INTERCHANGE TYPE</td>
<td>INTERCHANGE FORM</td>
<td>ALTERNATIVE CONCEPT</td>
<td>TRAFFIC OPERATIONS</td>
<td>SAFETY</td>
<td>RIGHT-OF-WAY</td>
<td>ENVIRONMENTAL/JOINT IMPACTS</td>
<td>COSTS</td>
<td>ABLE TO PHASE CONSTRUCTION</td>
<td>INTERCHANGE MODIFICATION REPORT REV'D</td>
<td>REMARKS</td>
<td>CONSIDERATION TIER 2</td>
<td></td>
</tr>
<tr>
<td>-----------------</td>
<td>-----------------</td>
<td>---------------------</td>
<td>---------------------</td>
<td>--------</td>
<td>-------------</td>
<td>-----------------------------</td>
<td>-------</td>
<td>---------------------------</td>
<td>---------------------------------</td>
<td>---------</td>
<td>-----------------------</td>
<td></td>
</tr>
<tr>
<td>Diamond</td>
<td>SPLIT DIAMOND</td>
<td>Diamond</td>
<td>HIGH CAPACITY</td>
<td>MAJOR</td>
<td>HIGH</td>
<td>LOW</td>
<td>MODERATE</td>
<td>N/A</td>
<td>YES</td>
<td>Washington - Dalrymple would serve both Washington and Dalrymple. Restricts EB exit at Washington to I-10 only. This would now serve Washington and Dalrymple. I-510 would use relocated Washington exit. Traffic destined for Dalrymple would then continue via Frontage road to Dalrymple. Frontage roads would be constructed for both directions along I-10. Traffic would use EB on ramp from Dalrymple would use existing WB Dalrymple on ramp but continue on Frontage, U-turn location at Washington. EB on ramp located off of Frontage. Current EB exit at Dalrymple would be closed to accommodate EB on ramp. Washington Street WB on ramp would be closed and traffic would be rerouted to use existing Dalrymple on ramp.</td>
<td>YES</td>
<td></td>
</tr>
<tr>
<td>Diamond</td>
<td>SPLIT DIAMOND</td>
<td>Diamond</td>
<td>HIGH CAPACITY</td>
<td>MAJOR</td>
<td>LOW</td>
<td>MODERATE</td>
<td>HIGH</td>
<td>N/A</td>
<td>YES</td>
<td>Same as &quot;Dalrymple Modification - Braided&quot; but relocates the existing EB Washington Street exit further west on I-10 to eliminate the ability to access I-10 from I-10</td>
<td>YES</td>
<td></td>
</tr>
</tbody>
</table>
## Perkins Road

<table>
<thead>
<tr>
<th>Alternative Concept</th>
<th>Interchange Type</th>
<th>Interchange Form</th>
<th>Traffic Operations</th>
<th>Safety</th>
<th>Right-of-Way</th>
<th>Environmental/Social Impacts</th>
<th>Costs</th>
<th>Able to Phase Construction</th>
<th>Interchange Modification Report Ready?</th>
<th>Remarks</th>
<th>Consideration Tier 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Perkins Closure</td>
<td></td>
<td></td>
<td>Moderate</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>N/A</td>
<td>Partial interchange. Closure of both WB on-ramp and EB off-ramp due to its proximity to Airport</td>
<td>YES</td>
<td></td>
</tr>
<tr>
<td>Perkins Full Access Interchange</td>
<td>Treaty</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>N/A</td>
<td>Does not apply.</td>
<td>NO</td>
<td></td>
</tr>
<tr>
<td>Perkins</td>
<td>Diamond</td>
<td></td>
<td>Low Capacity</td>
<td>None</td>
<td>HIGH</td>
<td>HIGH</td>
<td>Low</td>
<td>N/A</td>
<td>YES</td>
<td>High right of way impact and associated cost. violates spacing creating unsafe conditions.</td>
<td>NO</td>
</tr>
<tr>
<td>Perkins</td>
<td>Partial Cloverleaf</td>
<td></td>
<td>Moderate Capacity</td>
<td>None</td>
<td>HIGH</td>
<td>HIGH</td>
<td>Moderate</td>
<td>N/A</td>
<td>YES</td>
<td>High right of way impact and associated cost. violates spacing creating unsafe conditions.</td>
<td>NO</td>
</tr>
<tr>
<td>Perkins</td>
<td>Cloverleaf</td>
<td></td>
<td>High Capacity</td>
<td>None</td>
<td>HIGH</td>
<td>HIGH</td>
<td>Moderate</td>
<td>N/A</td>
<td>YES</td>
<td>High right of way impact and associated cost. violates spacing creating unsafe conditions.</td>
<td>NO</td>
</tr>
<tr>
<td>Perkins</td>
<td>Directional</td>
<td></td>
<td>High Capacity</td>
<td>None</td>
<td>HIGH</td>
<td>HIGH</td>
<td>Moderate</td>
<td>N/A</td>
<td>YES</td>
<td>High right of way impact and associated cost. violates spacing creating unsafe conditions.</td>
<td>NO</td>
</tr>
<tr>
<td>INTERCHANGE FORM</td>
<td>ALTERNATIVE CONCEPT</td>
<td>INTERCHANGE TYPE</td>
<td>INTERCHANGE FORM</td>
<td>TRAFFIC OPERATIONS</td>
<td>SAFETY</td>
<td>RIGHT-OF-WAY</td>
<td>ENVIRONMENTAL/SOCIAL IMPACTS</td>
<td>COSTS</td>
<td>ABLE TO PHASE CONSTRUCTION</td>
<td>INTERCHANGE MODIFICATION REPORT REQUIRED</td>
<td>REMARKS</td>
</tr>
<tr>
<td>------------------</td>
<td>---------------------</td>
<td>----------------</td>
<td>-----------------</td>
<td>-------------------</td>
<td>--------</td>
<td>-------------</td>
<td>-----------------------------</td>
<td>-------</td>
<td>--------------------------</td>
<td>------------------------------------------</td>
<td>---------</td>
</tr>
<tr>
<td>Acadian Modifi...</td>
<td>Tandem</td>
<td>Diamond</td>
<td>Tight Urban Diamond</td>
<td>Moderate Capacity</td>
<td>None</td>
<td>None</td>
<td>Low</td>
<td>Low</td>
<td>Low</td>
<td>N/A</td>
<td>Does not apply</td>
</tr>
<tr>
<td>Acadian Modifi...</td>
<td>Diamond</td>
<td>Diamond</td>
<td>Tight Urban Diamond</td>
<td>Moderate Capacity</td>
<td>Moderate</td>
<td>Low</td>
<td>Low</td>
<td>Low</td>
<td>Low</td>
<td>N/A</td>
<td>Current configuration</td>
</tr>
<tr>
<td>Acadian Modifi...</td>
<td>Diamond</td>
<td>Diamond</td>
<td>Single-Point Diamond</td>
<td>Moderate Capacity</td>
<td>Moderate</td>
<td>None</td>
<td>Low</td>
<td>Low</td>
<td>Low</td>
<td>N/A</td>
<td>Yes</td>
</tr>
<tr>
<td>Acadian Modifi...</td>
<td>Diamond</td>
<td>Diamond</td>
<td>Divided</td>
<td>High Capacity</td>
<td>Moderate</td>
<td>Low</td>
<td>Low</td>
<td>Low</td>
<td>Low</td>
<td>N/A</td>
<td>Yes</td>
</tr>
<tr>
<td>Acadian Modifi...</td>
<td>Diamond</td>
<td>Diamond</td>
<td>Dispersed Left</td>
<td>High Capacity</td>
<td>Moderate</td>
<td>Moderate</td>
<td>Low</td>
<td>Low</td>
<td>Low</td>
<td>N/A</td>
<td>Available right of way and proximity of railroad underpass makes this option difficult to construct</td>
</tr>
<tr>
<td>Acadian Modifi...</td>
<td>Partial Cloverleaf</td>
<td>PAR CLD-A</td>
<td>High Capacity</td>
<td>Moderate</td>
<td>High</td>
<td>High</td>
<td>Moderate</td>
<td>N/A</td>
<td>Yes</td>
<td>Right of way impacts and associated costs are high</td>
<td>NO</td>
</tr>
<tr>
<td>Acadian Modifi...</td>
<td>Cloverleaf</td>
<td>High Capacity</td>
<td>Moderate</td>
<td>High</td>
<td>High</td>
<td>High</td>
<td>Moderate</td>
<td>N/A</td>
<td>Yes</td>
<td>Right of way impacts and associated costs are high</td>
<td>NO</td>
</tr>
<tr>
<td>Acadian Modifi...</td>
<td>Directional</td>
<td>High Capacity</td>
<td>Moderate</td>
<td>High</td>
<td>High</td>
<td>High</td>
<td>Moderate</td>
<td>N/A</td>
<td>Yes</td>
<td>Right of way impacts and associated costs are high</td>
<td>NO</td>
</tr>
</tbody>
</table>
## COLLEGE DRIVE

<table>
<thead>
<tr>
<th>ALTERNATIVE CONCEPT</th>
<th>INTERCHANGE TYPE</th>
<th>INTERCHANGE FORM</th>
<th>TRAFFIC OPERATIONS</th>
<th>SAFETY</th>
<th>RIGHT-OF-WAY</th>
<th>ENVIRONMENTAL/SOCIAL IMPACTS</th>
<th>COSTS</th>
<th>ARE TO PHASE CONSTRUCTION</th>
<th>INTERCHANGE MODIFICATION REPORT REQ'D</th>
<th>REMARKS</th>
<th>CONSIDERATION TIER 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>College Modification</td>
<td>TandY</td>
<td></td>
<td></td>
<td>MAJOR</td>
<td></td>
<td>N/A</td>
<td>N/A</td>
<td>NO</td>
<td>Does not apply</td>
<td>Current configuration with 2 quad par clo on north half.</td>
<td>NO</td>
</tr>
<tr>
<td>College Modification</td>
<td>Diamond</td>
<td>TIGHT URBAN DIAMOND</td>
<td>MODERATE CAPACITY</td>
<td>NONE</td>
<td>NONE</td>
<td>LOW</td>
<td>N/A</td>
<td>NO</td>
<td>Provide WB on ramp in standard diamond fashion. Would move WB off ramp closer to I-10. Would require new on the new quadrant. Would require braided ramps with Academy interchange to not violate spacing.</td>
<td>NO</td>
<td></td>
</tr>
<tr>
<td>College Modification</td>
<td>Diamond</td>
<td>TIGHT URBAN DIAMOND</td>
<td>MODERATE CAPACITY</td>
<td>NONE</td>
<td>MODERATE</td>
<td>LOW</td>
<td>LOW</td>
<td>N/A</td>
<td>YES</td>
<td>Right of way impacts and associated costs are high. Potentially have to widen span. Would affect Constitution Ave.</td>
<td>NO</td>
</tr>
<tr>
<td>College Modification</td>
<td>Diamond</td>
<td>SINGLE-POINT DIAMOND</td>
<td>LOW CAPACITY</td>
<td>MODERATE</td>
<td>HIGH</td>
<td>LOW</td>
<td>LOW</td>
<td>N/A</td>
<td>YES</td>
<td>Right of way impacts and associated costs are high. Potentially have to widen span. Would affect Constitution Ave.</td>
<td>NO</td>
</tr>
<tr>
<td>College Modification</td>
<td>Diamond</td>
<td>EDDI</td>
<td>LOW CAPACITY</td>
<td>MODERATE</td>
<td>HIGH</td>
<td>MODERATE</td>
<td>N/A</td>
<td>NO</td>
<td>YES</td>
<td>Right of way impacts and associated costs are high. Potentially have to widen span. Would affect Constitution Ave.</td>
<td>NO</td>
</tr>
<tr>
<td>College Modification</td>
<td>Diamond</td>
<td>Displaced Left</td>
<td>MODERATE CAPACITY</td>
<td>MODERATE</td>
<td>HIGH</td>
<td>MODERATE</td>
<td>N/A</td>
<td>NO</td>
<td>YES</td>
<td>Right of way impacts and associated costs are high. Potentially have to widen span. Would affect Constitution Ave.</td>
<td>NO</td>
</tr>
<tr>
<td>College Modification</td>
<td>Palli/Cloverleaf</td>
<td>PAR CLO-A</td>
<td>HIGH CAPACITY</td>
<td>MODERATE</td>
<td>HIGH</td>
<td>HIGH</td>
<td>MODERATE</td>
<td>N/A</td>
<td>YES</td>
<td>Right of way impacts and associated costs are high. Potentially have to widen span. Would affect Constitution Ave.</td>
<td>NO</td>
</tr>
<tr>
<td>College Modification</td>
<td>Cloverleaf</td>
<td>HIGH CAPACITY</td>
<td>MAJOR</td>
<td>HIGH</td>
<td>HIGH</td>
<td>HIGH</td>
<td>HIGH</td>
<td>N/A</td>
<td>YES</td>
<td>Right of way impacts and associated costs are high. Potentially have to widen span. Would affect Constitution Ave.</td>
<td>NO</td>
</tr>
<tr>
<td>College Modification</td>
<td>Directional</td>
<td>HIGH CAPACITY</td>
<td>MAJOR</td>
<td>HIGH</td>
<td>HIGH</td>
<td>HIGH</td>
<td>N/A</td>
<td>NO</td>
<td>YES</td>
<td>Right of way impacts and associated costs are high. Potentially have to widen span. Would affect Constitution Ave.</td>
<td>NO</td>
</tr>
</tbody>
</table>
## ACADIAN THRUWAY - COLLEGE DRIVE

<table>
<thead>
<tr>
<th>INTERCHANGE FORM</th>
<th>ALTERNATIVE CONCEPT</th>
<th>INTERCHANGE TYPE</th>
<th>INTERCHANGE FORM</th>
<th>TRAFFIC OPERATIONS</th>
<th>SAFETY</th>
<th>RIGHT-OFF-WAY</th>
<th>ENVIRONMENTAL/SOCIAL IMPACTS</th>
<th>COSTS</th>
<th>ASLE TO PHASE CONSTRUCTION</th>
<th>MODIFICATION REPORT READY</th>
<th>REMARKS</th>
<th>CONSIDERATION TIER 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>College/Acadian Frontage</td>
<td>Diamond</td>
<td>TIGHT URBAN DIAMOND</td>
<td>HIGH CAPACITY</td>
<td>MAJOR</td>
<td>MODERATE</td>
<td>HIGH</td>
<td>MODERATE</td>
<td>N/A</td>
<td>YES</td>
<td></td>
<td>Construct frontage roads connecting College and Acadian for I-59. Westbound ramps would have substantial impact. Eastbound ramps would have substantial visual impact and potential noise impact to parks. Project would serve a small segment of metro area population and not greater Baton Rouge area corridor thru-traffic.</td>
<td>NO</td>
</tr>
</tbody>
</table>
## I-10 / I-12 Split

<table>
<thead>
<tr>
<th>Interchange Form</th>
<th>Alternative Concept</th>
<th>Interchange Type</th>
<th>Traffic Operations</th>
<th>Safety</th>
<th>Right-of-Way</th>
<th>Environmental/L-social Impacts</th>
<th>Costs</th>
<th>Able to Phase Construction</th>
<th>Interchange Modification Report Req'd</th>
<th>Remarks</th>
<th>Consideration Tier 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-10 I-12 Split</td>
<td>College Directional Ramps</td>
<td>High Capacity</td>
<td>Major</td>
<td>None</td>
<td>Low</td>
<td>Moderate</td>
<td>N/A</td>
<td>Yes</td>
<td>Yes</td>
<td>Provide dedicated exit lanes to College Drive and separate from I-10/12 WB prior to I-10/I-12 merge. This would eliminate current weaving issue at merge.</td>
<td>YES</td>
</tr>
</tbody>
</table>

13 of 13
Ms. Noel Ardoin  
Louisiana Department of Transportation and Development  
Post Office Box 94245  
Baton Rouge, Louisiana  70804-9245

Dear Ms. Ardoin:

As indicated in your letter dated February 21, 2017, the Louisiana Department of Transportation and Development (LADOTD) is initiating an Environmental Assessment (EA) for State Project No. H.004100.2, I-10 Corridor Improvements from LA 415 to Essen Lane on I-10 and I-12. As this action may involve Department of the Army authorizations, we accept your request to become a cooperating agency in the preparation of this EA.

All correspondence and/or future communication regarding this matter should be directed to Mr. Stephen Pfeffer (CEMVN-OD-S):

Phone: (504) 862-2099  
E-Mail: stephen.d.pfeffer@usace.army.mil

We look forward to working with you on this project. Please reference our Account No. MVN 2017-00397-MS on future correspondence.

Sincerely,

Stephen Pfeffer  
Environmental Resources Specialist

Enclosure
February 21, 2017

State Project No. H.004100.2  
Federal Aid Project No. H004100  
I-10: LA 415 to Essen on I-10/I-12  
Route: I-10  
East and West Baton Rouge Parishes

Mr. Martin Mayer, Chief  
Regulatory Branch  
U.S. Army Corps of Engineers  
7400 Leake Avenue  
New Orleans, LA 70118

RE: Invitation to become a Cooperating Agency

The Federal Highway Administration (FHWA), in cooperation with the Louisiana Department of Transportation and Development (LADOTD), is initiating an Environmental Assessment for the I-10 Corridor Improvements project in East and West Baton Rouge Parishes, Louisiana.

The proposed project involves the study of ten alternatives, one mainline and nine interchanges, designed to reduce congestion, improve traffic flow, and improve safety throughout the I-10 corridor. Any combination of alternatives may become the preferred alternative.

The mainline alternative involves adding one additional travel lane to I-10 eastbound and to I-10 westbound through the project area, except for the Mississippi River Bridge. During the feasibility study, it was determined unfeasible to widen or replace the existing bridge. The inter-change alternatives include modifications at the following existing interchanges of I-10: LA 415, Highland Road/Nicholson Drive, Washington Street/Dalrymple Drive, Perkins Road, Acadian Thruway, and 1-10/I-12 at College Drive. These modifications may include any of the following: interchange configuration modifications, ramp lengthening, frontage road additions, and exit and entrance ramp relocations or removals.

Your agency has been identified as an agency that may have an interest in the project, as modifications to bridge approaches to the I-10 Mississippi River Bridge may be required. With this letter, we extend your agency an invitation to become a participating and cooperating agency with the FHWA in the development of the EA for this project. This designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the project.

We respectfully request that you respond with an acceptance or denial of the invitation prior to March 24, 2017. If your agency declines, the response should provide your reason for declining the invitation. Pursuant to applicable law, any federal agency that chooses to decline an invitation to participate, must specifically state in its response that it:
1. Has no jurisdiction or authority with respect to the project;
2. Has no information or expertise relevant to the project; and
3. Does not intend to submit comments on the project.

If you have any questions or would like to discuss in more detail the project or our agencies’ respective roles and responsibilities during the preparation of this EA, please contact Ms. Noel Ardoin at LADOTD at (225) 242-4501 or via email at noel.ardoin@la.gov.

For your reference, please find attached the preliminary project description and vicinity map from the Solicitation of Views. Thank you in advance for your cooperation.

Sincerely,

Noel Ardoin
Environmental Engineer Administrator

Attachment
pc: Mr. Brian Kendrick
    FHWA
PROJECT DESCRIPTION
STATE PROJECT NO. H.004100.2
FEDERAL AID PROJECT NO. H004100
I-10: LA 415 TO ESSON ON I-10/I-12
ROUTE I-10
EAST AND WEST BATON ROUGE PARISHES

The Louisiana Department of Transportation and Development (DOTD) proposes to develop improvements on I-10 from the Louisiana Highway 415 (LA 415) interchange in West Baton Rouge Parish to the I-10/I-12 interchanges at Essen Lane in East Baton Rouge Parish, Louisiana: project center located at 91°10′23.03″ West and 30°25′48.81″ North. An Environmental Assessment (EA) is being initiated in accordance with the National Environmental Policy Act and Stage 1 of DOTD’s Project Delivery Process.

The proposed project involves the study of ten alternatives, one mainline and nine interchanges, designed to reduce congestion, improve traffic flow, and improve safety throughout the I-10 corridor. Any combination of alternatives may become the preferred alternative. The project is needed because the design capacity of the I-10 corridor (80,000 vehicles per day) was exceed by over 75,000 vehicles per day in 2011 and demand is expected to grow by approximately 30% by 2032. A safety analysis will be conducted to quantify additional safety benefits in areas where safety-related improvements are proposed.

The mainline alternative involves adding one additional travel lane to I-10 eastbound and to I-10 westbound through the project area, except for the Mississippi River Bridge. The Feasibility Study determined that it would not be feasible to widen or replace the existing bridge. The interchange alternatives include modifications at the existing interchanges of I-10: LA 415, Highland Road/Nicholson Drive, Washington Street/Dalrymple Drive, Perkins Road, and 1-10/I-12 at College Drive. These modifications may include any of the following: interchange configuration modifications, ramp lengthening, frontage road additions, and exit and entrance ramp relocations or removals.

Additional right-of-way and construction servitudes will be required and residential and business relocations may occur. The EA will include analysis of possible impacts to wetlands, threatened and endangered species, cultural resources, business and residential relocations, community, environmental justice, noise, air, floodplain, and contamination concerns. Impacts and benefits to the above-referenced resources and communities will be identified and weighed to focus on a preferred alternative.

During the environmental review, one round of three public meetings and one round of two public hearings for the I-10 Corridor Improvements project will be held. The project is anticipated to take approximately 16 months.
Legend
- Project Area
- Parish Boundary
- Project Termi

Reference
Base map comprised Bing Maps aerial imagery from (c) 2013 Microsoft Corporation and its data suppliers.

Solicitation of Views
I-10 Corridor Improvements EA
State Project No. H.004100.2
East Baton Rouge Parish & West Baton Rouge Parish, Louisiana

Louisiana Department of Transportation and Development

<table>
<thead>
<tr>
<th>Field</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drawn By</td>
<td>AMV</td>
</tr>
<tr>
<td>Checked By</td>
<td>KO</td>
</tr>
<tr>
<td>Approved By</td>
<td>KO</td>
</tr>
<tr>
<td>Project Number</td>
<td>040-012-001</td>
</tr>
<tr>
<td>Drawing Number</td>
<td>040-012-001-A002</td>
</tr>
</tbody>
</table>

Figure 2
Memo

To: 040-012-001

From: Kerry Oriol

Date: 072617

Re: Call with Robert Seemann/Baton Rouge Green

Mr. Robert Seemann contacted us Tuesday, June 25th upon receipt of an email response to his email to Noel Ardoin of DOTD.

Baton Rouge Green sent a multipage response to the SOV outlining the group’s dedication to the beautification of Baton Rouge, specifically along I-10 and identifying ways the group could assist in the development of the project. Mr. Seemann sent a follow-up email to Noel Ardoin reiterating the group’s willingness to participate in the project and suggesting a meeting.

At DOTD’s request, Providence responded to Mr. Seemann’s email indicating we appreciate their interest and intend to schedule meetings when we have some indication from the condition assessment as to whether we are rehabbing or replacing structures in the project area.

Mr. Seemann called in response to convey that they are stewards of publicly donated money and want to ensure that all the work they have thus far performed along I-10 would remain or be restored and to offer assistance in planning the project to include no net loss of canopy cover in the project area. They would like a follow-up email indicating our commitment to work with them thru the NEPA process and into design as well as a tentative schedule of when we may meet and project milestones.

I advised that we are committed to building a project that Baton Rouge will be proud of, which includes mitigating for impacts to trees and specific plantings that have been part of the beautification effort. I also advised that we will contact Noel and assess what we can provide at this time in terms of commitment and schedule.
Since the first project workshop, there has been discussion over the I-10 interchange at LA 415 as part of State Project No. H.004100.2 I-10:LA 415 to Essen.

The Stage 0 study for this project recommended Directional and Partial Cloverleaf Interchanges to move into a Tier II study. The LA 415 Corridor Study, completed after the Stage 0 study, recommended a Directional Fly Over Right Interchange (same as in the Directional Interchange in the Stage 0 study) in addition to improvements to the existing Diamond Interchange (additional turn lanes and signalization) to move forward into a Tier II study.

The I-10 Stage 1 study considered both the Stage 0 study Tier 1 alternatives and the LA 415 Corridor Study Tier 1 alternatives. As part of the NEPA process, Transportation System Management (TSM) improvements, which were included in the LA 415 Corridor Study, are to be considered.

A SPUI (Single Point Urban Interchange) was studied and dropped from consideration in the LA 415 Corridor Study, as it would require replacement of the I-10 bridge over LA 415. Early bridge data collection efforts for the I-10 Stage 1 project revealed the need to replace the I-10 bridge over LA 415. With the replacement of the bridge, the SPUI would be a viable interchange alternative; therefore, the SPUI was added to the Stage 1 study. The SPUI would not require additional Right-of-way (ROW) and would therefore be without the ROW impacts associated with the Stage 0 alternatives (this includes the Directional Interchange which was a part of both the Stage 0 and LA 415 Corridor studies). The ROW impacts associated with the Stage 0 alternatives would also be avoided with the TSM improvements. Since both the SPUI and TSM proved to be less damaging than the Stage 0 alternatives, only the SPUI and TSM alternatives remained under consideration at LA 415 for the I-10 Stage 1 NEPA document.
The I-10:LA 415 to Essen project is a capacity improvements project that proposes to add one travel lane in each direction on I-10 between LA 415 and Essen Lane. The LA 415 interchange does not require replacement to be compatible with this project. Because the existing interchange form could remain by implementing improvements associated with the TSM recommendations, the following comparison was compiled to assess the need to continue evaluating the SPUI as part of the project.

<table>
<thead>
<tr>
<th>TABLE 1</th>
<th>Single Point Urban Interchange (SPUI) vs Transportation Systems Management (TSM) comparison*</th>
</tr>
</thead>
<tbody>
<tr>
<td>SPUI</td>
<td>TSM</td>
</tr>
<tr>
<td>Not shown to the public</td>
<td>Not shown to the public</td>
</tr>
<tr>
<td>No additional ROW</td>
<td>No additional ROW</td>
</tr>
<tr>
<td>Compatible with LA 415 Connector</td>
<td>Compatible with LA 415 Connector</td>
</tr>
<tr>
<td>Compatible with I-10 capacity improvements</td>
<td>Compatible with I-10 capacity improvements</td>
</tr>
<tr>
<td>Moderate to high cost</td>
<td>Relatively low cost</td>
</tr>
<tr>
<td>May increase capacity during I-10 detours</td>
<td>Will increase capacity during I-10 detours</td>
</tr>
<tr>
<td>High social/environmental impact</td>
<td>Minimal social/environmental impact</td>
</tr>
</tbody>
</table>

*Data obtained from the LA 415 Corridor Study prepared by Urban Systems Inc. with Forte and Tablata dated August 2016. The I-10 bridge over LA 415 will be replaced regardless of the alternative.

Based on the information provided in the LA 415 Corridor Study, it is recommended that the TSM alternative be advanced for study in the NEPA document being prepared under Stage 1 due to the lower cost and impacts that demonstrate it as being least damaging and most practical alternative that meets the project need.
Thanks Cleve. We don’t have East Polk as being included on our overall list of parks having received LWCF funds – we’ll make sure our maps are updated to reflect this. Most of our old maps will become obsolete as most of this information will be in our GIS system.

Thanks,

---

Reed Richard, CPRP, AICP, ASLA
Assistant Superintendent System Planning
6201 Florida Boulevard / Baton Rouge, LA 70806
Office: 225-273-6405 EXT 369 / rrichard@brec.org
Cell: 225-250-9947
BREC.ORG

---

From: Cleve Hardman [mailto:ghardman@crt.la.gov]
Sent: Friday, March 16, 2018 12:30 PM
To: 'Kerry Oriol' <kerryoriol@providenceeng.com>
Cc: Reed Richard <RRichard@brec.org>
Subject: LWCF Projects in I-10 Widening Area

Ms. Oriol,

I was on the road to Grand Isle yesterday and not able to review our files regarding East Polk Street Park until this morning. A staff member and I both reviewed our files through the history of the Land and Water Conservation Fund and could not identify a project that included East Polk Street Park. I then referenced a map of BREC facilities that have received LWCF assistance and I believe that is where my confusion initiated. As you will note this photograph of the map gives an idea of the scope of the various projects across East Baton Rouge:
East Polk Street Park is very small and initially it was difficult to identify whether the map was color coded to reflect the site had received assistance:

Ultimately we have concluded that East Polk Street Park has not received LWCF assistance and therefore no Section 6(f)(3) issues are in play for that site.
As for other facilities in the corridor, Expressway Park is on a lease arrangement between DOTD and BREC and therefore no longer bound by Section 6(f)(3) provisions. City Park would therefore be the only facility encumbered by the compliance provisions of the LWCF that is in the corridor for this widening project.

I hope this information is helpful and please let me know if you have additional questions or concerns.

Cleve Hardman  
Director of Outdoor Recreation  
Louisiana Office of State Parks  
P.O. Box 44426  
Baton Rouge, LA 70804-4426  
Tel: (225) 342-8111
Operations Division
Surveillance and Enforcement Section

Ms. Traci Johnson
Louisiana Department of Transportation and Development
Post Office Box 94245
Baton Rouge, Louisiana 70804-9245

Dear Ms. Johnson:

Reference is made to your request for a U.S. Army Corps of Engineers' (Corps) jurisdictional determination on a project site located in Sections 41, 51, 53, 69, 93 and 94, Township 7 South, Range 1 East and Sections 69 and 93, Township 7 South, Range 12 East in Baton Rouge, East and West Baton Rouge Parishes, Louisiana (enclosed map). Specifically, this site is identified as the right-of-way located along I-10 commencing at its intersection with LA 415 extending east to its intersection with Essen Lane near the I-10 and I-12 intersection.

Based on review of recent maps, aerial photography, soils data and the information provided with your request, we have determined that part of the project site contains wetlands and non-wetland waters and may be subject to Corps jurisdiction. The approximate limits of the wetland and non-wetland waters are designated in red and blue, respectively, on the map. A Department of the Army permit under Section 404 of the Clean Water Act will be required prior to the deposition or redistribution of dredged or fill material into wetlands that are waters of the U.S. Additionally, the Mississippi River is a navigable waterway and may be subject to Corps jurisdiction under Section 10 of the Rivers and Harbors Act. A DA permit will be required prior to any work in waters of the U.S. subject to Corps jurisdiction under Section 10 of the RHA.

You are advised that this preliminary jurisdictional determination is valid for a period of 5 years from the date of this letter unless new information warrants revision prior to the expiration date. Additionally, this determination is valid for the identified proposed project only and is not to be used in decision-making for any other project.

Additionally, federal projects are known to exist in this area that may require further engineering review prior to the initiation of any activities on this site. For more information, please contact Ms. Amy Powell of our Operations Division at (504) 862-2241.

Should there be any questions concerning these matters or the permit process, please contact Mr. Stephen Pfeffer at (504) 862-2099 and reference our Account No. MVN-2017-00397-MS.

Sincerely,

for Martin S. Mayer
Chief, Regulatory Branch

Enclosures
Site Plan
Wetland Data Report/Request For Preliminary Jurisdictional Determination
East and West Baton Rouge Parishes, Louisiana
Louisiana Department of Transportation and Development
I-10: LA 415 to Essen Lane on I-10 and I-12

Legend
- JD Review Area
- wetlands
- non-wetland waters
1 Sample Location

Reference
Base map comprised of Bing Maps aerial imagery from (c) 2017 Microsoft Corporation and its data suppliers, exported 06/12/18.
PRELIMINARY JURISDICTIONAL DETERMINATION

Legend
- JD Review Area
- wetlands
- non-wetland waters

Sample Location

Reference
Base map comprised of Bing Maps aerial imagery from (c) 2017 Microsoft Corporation and its data suppliers, exported 06/12/18.

Site Plan
Wetland Data Report/Request For Preliminary Jurisdictional Determination East and West: Baton Rouge Parishes, Louisiana

Louisiana Department of Transportation and Development
I-10: LA 415 to Essen Lane on I-10 and I-12

Drawn By: LMM 06/12/18
Checker By: LMH 06/12/18
Approved By: TCK 06/12/18

Project Number: 040-012-001
Drawing Number: 040-012-001-A153
Legend
- JD Review Area
- wetlands
- non-wetland waters
1 Sample Location

Reference
Base map comprised of Bing Maps aerial imagery from (c) 2017 Microsoft Corporation and its data suppliers, exported 06/12/18.

Site Plan
Wetland Data Report/Request For Preliminary Jurisdictional Determination
East and West Baton Rouge Parishes, Louisiana

Louisiana Department of Transportation and Development
I-10: LA 415 to Essen Lane on I-10 and I-12

Drawn By: LMM 06/12/19
Checked By: LMH 06/12/19
Approved By: TCK 06/12/19

Project Number: 040-012-001
Drawing Number: 040-012-001-A154

Providence Engineering and Environmental Group LLC

Scale: 1" = 1,000'
PRELIMINARY JURISDICTIONAL DETERMINATION (PJD) FORM

BACKGROUND INFORMATION

A. REPORT COMPLETION DATE FOR PJD: June 25, 2018

B. NAME AND ADDRESS OF PERSON REQUESTING PJD:
Ms. Traci Johnson
Louisiana Department of Transportation and Development
Post Office Box 94245
Baton Rouge, Louisiana 70804-9245

C. DISTRICT OFFICE, FILE NAME, AND NUMBER: MVN-2017-00397-MS

D. PROJECT LOCATION(S) AND BACKGROUND INFORMATION:
USE THE TABLE BELOW TO DOCUMENT MULTIPLE AQUATIC RESOURCES AND/OR AQUATIC RESOURCES AT DIFFERENT SITES:

<table>
<thead>
<tr>
<th>Site number</th>
<th>Latitude (decimal degrees)</th>
<th>Longitude (decimal degrees)</th>
<th>Estimated amount of aquatic resource in review area (acreage and linear feet, if applicable)</th>
<th>Type of aquatic resource (i.e., wetland vs. non-wetland waters)</th>
<th>Geographic authority to which the aquatic resource “may be” subject (i.e., Section 404 or Section 10/404)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>30.4394</td>
<td>-91.1964</td>
<td>2.9 acres</td>
<td>non-wetland waters</td>
<td>10/404</td>
</tr>
<tr>
<td>2</td>
<td>30.4164</td>
<td>-91.1094</td>
<td>9.8 acres</td>
<td>wetland</td>
<td>404</td>
</tr>
</tbody>
</table>

E. REVIEW PERFORMED FOR SITE EVALUATION (CHECK ALL THAT APPLY):
☒ Office (Desk) Determination. Date: 6/15/2018
☐ Field Determination. Date(s):

TABLE OF AQUATIC RESOURCES IN REVIEW AREA WHICH “MAY BE” SUBJECT TO REGULATORY JURISDICTION.
SUPPORTING DATA. Data reviewed for PJD (check all that apply)

Checked items should be included in subject file. Appropriately reference sources below where indicated for all checked items:

☐ Maps, plans, plots or plat submitted by or on behalf of the PJD requestor:
  Map: ________________________________.

☒ Data sheets prepared/submitted by or on behalf of the PJD requestor.
  ☐ Office concurs with data sheets/delineation report.
  ☐ Office does not concur with data sheets/delineation report. Rationale: ________________.

☐ Data sheets prepared by the Corps: ________________________________.

☐ Corps navigable waters’ study: ________________________________.

  ☐ USGS NHD data.
  ☒ USGS 8 and 12 digit HUC maps.

☒ U.S. Geological Survey map(s). Cite scale & quad name: 24K, West Baton Rouge ________________.

☒ Natural Resources Conservation Service Soil Survey. Citation: NRCS web soil survey.

☐ National wetlands inventory map(s). Cite name: ________________________________.

☐ State/local wetland inventory map(s): ________________________________.

☐ FEMA/FIRM maps: ________________________________.

☐ 100-year Floodplain Elevation is: ____. (National Geodetic Vertical Datum of 1929)

☒ Photographs:  ☒ Aerial (Name & Date): 15, 16 ________________________________.
  or  ☐ Other (Name & Date): ________________________________.

☒ Previous determination(s). File no. and date of response letter: ________________________________.

☐ Other information (please specify): ________________________________.

IMPORTANT NOTE: The information recorded on this form has not necessarily been verified by the Corps and should not be relied upon for later jurisdictional determinations.

Per 2/5/2013 E-mail Request from LADOTD for Blanket PJD

Signature and date of Regulatory staff member completing PJD

Signature and date of person requesting PJD (REQUIRED, unless obtaining the signature is impracticable)

1 Districts may establish timeframes for requestor to return signed PJD forms. If the requestor does not respond within the established time frame, the district may presume concurrence and no additional follow up is necessary prior to finalizing an action.
1) The Corps of Engineers believes that there may be jurisdictional aquatic resources in the review area, and the requestor of this PJD is hereby advised of his or her option to request and obtain an approved JD (AJD) for that review area based on an informed decision after having discussed the various types of JDs and their characteristics and circumstances when they may be appropriate.

2) In any circumstance where a permit applicant obtains an individual permit, or a Nationwide General Permit (NWP) or other general permit verification requiring “pre-construction notification” (PCN), or requests verification for a non-reporting NWP or other general permit, and the permit applicant has not requested an AJD for the activity, the permit applicant is hereby made aware that: (1) the permit applicant has elected to seek a permit authorization based on a PJD, which does not make an official determination of jurisdictional aquatic resources; (2) the applicant has the option to request an AJD before accepting the terms and conditions of the permit authorization, and that basing a permit authorization on an AJD could possibly result in less compensatory mitigation being required or different special conditions; (3) the applicant has the right to request an individual permit rather than accepting the terms and conditions of the NWP or other general permit authorization; (4) the applicant can accept a permit authorization and thereby agree to comply with all the terms and conditions of that permit, including whatever mitigation requirements the Corps has determined to be necessary; (5) undertaking any activity in reliance upon the subject permit authorization without requesting an AJD constitutes the applicant's acceptance of the use of the PJD; (6) accepting a permit authorization (e.g., signing a proffered individual permit) or undertaking any activity in reliance on any form of Corps permit authorization based on a PJD constitutes agreement that all aquatic resources in the review area affected in any way by that activity will be treated as jurisdictional, and waives any challenge to such jurisdiction in any administrative or judicial compliance or enforcement action, or in any administrative appeal or in any Federal court; and (7) whether the applicant elects to use either an AJD or a PJD, the JD will be processed as soon as practicable. Further, an AJD, a proffered individual permit (and all terms and conditions contained therein), or individual permit denial can be administratively appealed pursuant to 33 C.F.R. Part 331. If, during an administrative appeal, it becomes appropriate to make an official determination whether geographic jurisdiction exists over aquatic resources in the review area, or to provide an official delineation of jurisdictional aquatic resources in the review area, the Corps will provide an AJD to accomplish that result, as soon as is practicable. This PJD finds that there “may be” waters of the U.S. and/or that there “may be” navigable waters of the U.S. on the subject review area, and identifies all aquatic features in the review area that could be affected by the proposed activity, based on the following information:
# NOTIFICATION OF ADMINISTRATIVE APPEAL OPTIONS AND PROCESS AND REQUEST FOR APPEAL

**Applicant:** LA DOTD  
**File Number:** MVN 2017-00397-MS  
**Date:** June 25, 2018

<table>
<thead>
<tr>
<th>Attached is:</th>
<th>See Section below</th>
</tr>
</thead>
<tbody>
<tr>
<td>INITIAL PROFFERED PERMIT (Standard Permit or Letter of permission)</td>
<td>A</td>
</tr>
<tr>
<td>PROFFERED PERMIT (Standard Permit or Letter of permission)</td>
<td>B</td>
</tr>
<tr>
<td>PERMIT DENIAL</td>
<td>C</td>
</tr>
<tr>
<td>APPROVED JURISDICTIONAL DETERMINATION</td>
<td>D</td>
</tr>
<tr>
<td>PRELIMINARY JURISDICTIONAL DETERMINATION</td>
<td>E</td>
</tr>
</tbody>
</table>

## SECTION I - The following identifies your rights and options regarding an administrative appeal of the above decision. Additional information may be found at http://www.usace.army.mil/Missions/CivilWorks/RegulatoryProgramandPermits/appeals.aspx or Corps regulations at 33 CFR Part 331.

### A: INITIAL PROFFERED PERMIT: You may accept or object to the permit.

- **ACCEPT:** If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.

- **OBJECT:** If you object to the permit (Standard or LOP) because of certain terms and conditions therein, you may request that the permit be modified accordingly. You must complete Section II of this form and return the form to the district engineer. Your objections must be received by the district engineer within 60 days of the date of this notice, or you will forfeit your right to appeal the permit in the future. Upon receipt of your letter, the district engineer will evaluate your objections and may: (a) modify the permit to address all of your concerns, (b) modify the permit to address some of your objections, or (c) not modify the permit having determined that the permit should be issued as previously written. After evaluating your objections, the district engineer will send you a proffered permit for your reconsideration, as indicated in Section B below.

### B: PROFFERED PERMIT: You may accept or appeal the permit

- **ACCEPT:** If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.

- **APPEAL:** If you choose to decline the proffered permit (Standard or LOP) because of certain terms and conditions therein, you may appeal the declined permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

### C: PERMIT DENIAL: You may appeal the denial of a permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

### D: APPROVED JURISDICTIONAL DETERMINATION: You may accept or appeal the approved JD or provide new information.

- **ACCEPT:** You do not need to notify the Corps to accept an approved JD. Failure to notify the Corps within 60 days of the date of this notice, means that you accept the approved JD in its entirety, and waive all rights to appeal the approved JD.

- **APPEAL:** If you disagree with the approved JD, you may appeal the approved JD under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

### E: PRELIMINARY JURISDICTIONAL DETERMINATION: You do not need to respond to the Corps regarding the preliminary JD. The Preliminary JD is not appealable. If you wish, you may request an approved JD (which may be appealed), by contacting the Corps district for further instruction. Also you may provide new information for further consideration by the Corps to reevaluate the JD.
SECTION II - REQUEST FOR APPEAL or OBJECTIONS TO AN INITIAL PROFFERED PERMIT

REASONS FOR APPEAL OR OBJECTIONS: (Describe your reasons for appealing the decision or your objections to an initial proffered permit in clear concise statements. You may attach additional information to this form to clarify where your reasons or objections are addressed in the administrative record.)

ADDITIONAL INFORMATION: The appeal is limited to a review of the administrative record, the Corps memorandum for the record of the appeal conference or meeting, and any supplemental information that the review officer has determined is needed to clarify the administrative record. Neither the appellant nor the Corps may add new information or analyses to the record. However, you may provide additional information to clarify the location of information that is already in the administrative record.

POINT OF CONTACT FOR QUESTIONS OR INFORMATION:

If you have questions regarding this decision and/or the appeal process you may contact:

Chief, Surveillance & Enforcement Section
U.S. Army Corps of Engineers
7400 Leake Avenue
New Orleans, LA 70118
504-862-1288

If you only have questions regarding the appeal process you may also contact:

Administrative Appeals Review Officer
Mississippi Valley Division
P.O. Box 80 (1400 Walnut Street)
Vicksburg, MS 39181-0080
601-634-5820 FAX: 601-634-5816

RIGHT OF ENTRY: Your signature below grants the right of entry to Corps of Engineers personnel, and any government consultants, to conduct investigations of the project site during the course of the appeal process. You will be provided a 15 day notice of any site investigation, and will have the opportunity to participate in all site investigations.

Signature of appellant or agent._________________________ Date:_________________________ Telephone number:_________________________
September 7, 2018

Carey Coxe
Environmental Impact Specialist
Louisiana Department of Transportation and Development
Environmental Section
PO Box 94245
Baton Rouge, LA  70804


Mr. Coxe:

We have completed our review of the draft report, Phase I Cultural Resources Survey in Support of the Environmental Assessment of I-10: LA 415 to Essen EA, East Baton Rouge Parish and West Baton Rouge Parish, Louisiana (Volume I) dated April 2018, and have the following comments to offer.

The assigned Louisiana Historic Resource Inventory (LHRI) structure numbers of all properties must be included in the abstract, introduction, and conclusion. These can be listed as a range, but should also be referenced anytime specific properties are mentioned.

We concur with the area of potential effects (APE) as shown in Figure 7-1, which includes the proposed ROW as well as a 250 foot buffer to account for indirect effects (indirect APE). The architectural survey identified a total of 603 structures within the APE, 103 of which had been previously recorded, and the rest recorded for the first time and assigned LHRI numbers 17-01870 through 17-02369.

A total of 41 properties are contributing to the Beauregard Town National Register Historic District, and therefore listed on the National Register of Historic Places. One of these buildings, 17-00422 located at 720 South Blvd, was initially located within the direct APE. It is our understanding the DOTD has adjusted the right of way to avoid direct impacts to this property.

In order to concur with your finding that the properties located within the indirect APE will not be affected, we would need to know how construction vibrations might be monitored to ensure that there are no unexpected effects outside of the proposed ROW during the construction period.

In addition to historic Beauregard Town, there are nine properties within the indirect APE which DOTD/FHWA has recommended as eligible for listing on the National Register:

<table>
<thead>
<tr>
<th>LHRI Number</th>
<th>Address</th>
<th>Property Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>17-02184</td>
<td>998 Julia St.</td>
<td>Progressive Baptist Church</td>
</tr>
<tr>
<td>17-02089</td>
<td>1911 Georgia</td>
<td>Calvary II Baptist Church</td>
</tr>
<tr>
<td>17-02319</td>
<td>1029 Charles T. Smith Dr.</td>
<td>Knox Cottage</td>
</tr>
<tr>
<td>17-02154</td>
<td>1735 Thomas H. Delpit</td>
<td>Baranco Clark YMCA</td>
</tr>
<tr>
<td>17-02155</td>
<td>1150 South 12th Street</td>
<td>St. Francis Xavier Catholic Church</td>
</tr>
<tr>
<td>17-02154</td>
<td>1134 Julia St.</td>
<td>St. Francis Xavier Catholic Church</td>
</tr>
<tr>
<td>17-02343</td>
<td>1120 Government St.</td>
<td>School for the Blind</td>
</tr>
<tr>
<td>17-02313</td>
<td>1057 North Blvd.</td>
<td>Webb’s Service Station</td>
</tr>
<tr>
<td>17-00220</td>
<td>802 Mayflower St.</td>
<td>Baton Rouge FLAIM</td>
</tr>
</tbody>
</table>
We concur that these nine buildings are individually eligible for listing on the National Register, but may also be eligible as part of a potential Old South Baton Rouge (OSBR) National Register Historic District. The draft report discusses the OSBR neighborhood, but does not specifically address whether this might be an eligible NRHD. While there is currently no National Register district in OSBR, significant research has shown that the area has historic significance which would make it eligible for listing under Criterion A: Events that have made a significant contribution to the broad patterns of our history. Most of this area developed from land subdivided from Magnolia Mound Plantation and was settled by freed African Americans and their descendants. Furthermore, the OSBR area is significant primarily for its historical significance as an important African American and Italian (both considered minorities in Baton Rouge during the period of significance) neighborhood. It is a traditional neighborhood with a main commercial strip on Thomas Delpit, with residences, churches, and schools surrounding this area. It is still an intact neighborhood that holds important significance that helps to tell the story of Baton Rouge that isn’t often told. Many resources in the area are also significant for their role during the Civil Rights Movement in Baton Rouge and may be eligible as contributing to the district or may also be eligible as contributing resources to a multiple property submission for city-wide resources related to the Civil Rights Movement. There has been a lot of research placed on this area in the last decade or so supporting the area’s significance.

We have identified the boundaries of the proposed OSBR historic district to include the area south and east of I-10, north of W. Roosevelt Street, and east of the Corporation Canal on the northern half, and Vermont/Alaska Street on the southern half. Any buildings within this boundary which are at least 50 years old and have retained integrity, would be eligible as contributing resources to this potential National Register Historic District.

There are a total of 26 structures we have identified as being within the Direct APE of this district. At this time we do not know if these building will be demolished, avoided, relocated, or otherwise effected.

Of the 26 structures, we concur that the following 12 are not eligible for individual listing on the National Register or as contributing resources to any potential National Register Historic District.

<table>
<thead>
<tr>
<th>Number</th>
<th>Address</th>
<th>Eligibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>17-01903</td>
<td>3436 South Eugene St.</td>
<td>Ineligible</td>
</tr>
<tr>
<td>17-01904</td>
<td>3412 South Eugene St.</td>
<td>Ineligible</td>
</tr>
<tr>
<td>17-01927</td>
<td>3047 Greenwood Dr.</td>
<td>Ineligible</td>
</tr>
<tr>
<td>17-01969</td>
<td>1216 East Washington St.</td>
<td>Ineligible</td>
</tr>
<tr>
<td>17-01970</td>
<td>1234 East Washington St.</td>
<td>Ineligible</td>
</tr>
<tr>
<td>17-01975</td>
<td>1832 Virginia St.</td>
<td>Ineligible</td>
</tr>
<tr>
<td>17-01933</td>
<td>1933 Missouri</td>
<td>Ineligible</td>
</tr>
<tr>
<td>17-02015</td>
<td>1950 Carolina St.</td>
<td>Ineligible</td>
</tr>
<tr>
<td>17-02023</td>
<td>1420 East Harrison</td>
<td>Ineligible</td>
</tr>
<tr>
<td>17-02178</td>
<td>990 Myrtle St.</td>
<td>Ineligible</td>
</tr>
<tr>
<td>17-02221</td>
<td>2145 Carolina St.</td>
<td>Ineligible</td>
</tr>
</tbody>
</table>

Based on the eligibility of a potential OSBR National Register Historic District, we have identified 9 properties within the ROW that would be eligible as contributing resources to the district.

<table>
<thead>
<tr>
<th>Number</th>
<th>Address</th>
<th>Eligibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>17-02099</td>
<td>1855 Kentucky St.</td>
<td>Eligible</td>
</tr>
<tr>
<td>17-02100</td>
<td>1851 Kentucky St.</td>
<td>Eligible</td>
</tr>
<tr>
<td>17-02101</td>
<td>1839 Kentucky St.</td>
<td>Eligible</td>
</tr>
<tr>
<td>17-02167</td>
<td>931 Royal St.</td>
<td>Eligible</td>
</tr>
<tr>
<td>17-01132</td>
<td>928 Napoleon</td>
<td>Eligible</td>
</tr>
<tr>
<td>17-01159</td>
<td>943 Maximilian St.</td>
<td>Eligible</td>
</tr>
<tr>
<td>17-02175</td>
<td>944 Maximilian St.</td>
<td>Eligible</td>
</tr>
<tr>
<td>17-02223</td>
<td>2122 Carolina St.</td>
<td>Eligible</td>
</tr>
<tr>
<td>17-02235</td>
<td>2035 Missouri</td>
<td>Eligible</td>
</tr>
</tbody>
</table>
Additionally, we have examined the area locally known as the Perkins Road Overpass, largely with the assistance of research completed by Dr. Darius Spieth at Louisiana State University. The Overpass area was historically part of Richland Plantation, which was divided between 1920 and 1930 into the early suburban neighborhoods in the area recognized today. The railroad which bounds this area was established by the early 1900s, and the overpass bridge, which is eligible for listing on the National Register, was constructed in 1937 as part of WPA efforts. The Perkins road overpass area quickly developed between the 1930s and the 1950s, and was consolidated into Baton Rouge in 1949. During this time, it was a very active and significant early suburb and commercial district, known for its music scene, along with many locally owned bars, restaurants, and grocery stores. The 1960s brought the construction of an elevated I-10 through the neighborhood, and proceeded to shape, but not deter development in the area. These changes, along with modern infill construction, have compromised the geographic integrity required for a cohesive and contiguous district. However, the area’s significant local history is still conveyed through a number of historic buildings which have retained integrity and would be eligible for listing as part of a Multiple Property Submission under Criteria A and C. This area was and still is significant to the economy of Baton Rouge and also contains a significant number of historical residences. Many of these residences were occupied by the businesspeople who operated businesses in the area. We believe that the following buildings within direct effect would be eligible:

<table>
<thead>
<tr>
<th>Parcel Number</th>
<th>Address</th>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>17-01905</td>
<td>2255 Christian Street</td>
<td>Fresh</td>
</tr>
<tr>
<td>17-01915</td>
<td>2958 Perkins Rd.</td>
<td>Bolton’s Pharmacy</td>
</tr>
<tr>
<td>17-01920</td>
<td>2904 Perkins Rd.</td>
<td>The Overpass Merchant</td>
</tr>
<tr>
<td>17-01934</td>
<td>2312 Ferndale Ave.</td>
<td>Minimal Traditional Cottage</td>
</tr>
</tbody>
</table>

Based on our evaluation of the potential OSBR NRHD, and the potential Perkins Road Overpass Multiple Property Submission, a total of 13 NR eligible properties are located with the area of Direct Effects. In order to assess the effects on these properties, please submit detailed information on what the proposed undertaking will require of these properties.

In sum, we do not concur with all of the eligibly recommendations included in the Phase I report, and have detailed where our recommendations differ. This is based on two new eligible National Register listings which we have identified: Old South Baton Rouge NRHD and Perkins Overpass Multiple Property Submission.

We understand that properties located within the indirect effect area will not be demolished, removed, or otherwise directly affected; however, we would like additional information on how these properties will be protected from effects during construction activities. Please submit additional information on any vibration monitoring which will occur and how staging areas will be accessed to avoid construction traffic adjacent to any eligible properties.

In order to assess the effects to the 13 National Register eligible properties identified in this letter, we need detailed information on how each property will be affected.

If you have questions, please contact Andrea McCarthy at 225-342-8164 or by email at amccarthy@crt.la.gov.

Sincerely,

Kristin Sanders
State Historic Preservation Officer
December 2, 2018

Kerry Oriol, Project Manager
Providence Engineering and Design, LLC
1201 Main St
Baton Rouge, LA 70802

RE: SPN H.004100.2
    FAP H004100
    I-10 Widening
    East Polk Street Park

Kerry,

Thank you for reaching out to us on the potential impacts to BREC’s E. Polk Street Park under the provisions of Section 4(f). We appreciate the opportunities DOTD has provided for BREC to discuss Community Connections and Context Sensitive Solutions with regard to the I-10 Widening project and its potential impacts to some of our parks. We also appreciate the proposed trail along the proposed ROW to link the park with the lakefront area and hopefully, to the north toward downtown.

We understand that DOTD seeks to reach a finding of de minimus impact on this 4(f) property. BREC, however feels that the potential impacts to the park go beyond the physical footprint of the .04 acres for required right-of-way. The figure attached to your letter indicates a new Washington/Dalrymple Eastbound Connector that will be approximately 35 to 40 ft closer to the park’s edge than the current exit lane. The location of the proposed connector combined with the proposed retaining wall would necessitate the removal of about 400 linear feet of mature shade trees and shrubs. This vegetation is a contributing natural resource to the park that provides qualities that make it a special park where people go to nourish themselves by walking, playing sports, resting and relaxation. E. Polk Street Park is a hidden gem and, in a way, an inner sanctum to the surrounding neighborhood. The trees and vegetation provide a visual and sound buffer from the existing interstate and add to its appeal as a special place. Currently, their contribution to the park may seem benign, but they fundamentally contribute to the emotion of the park user.

FHWA’s community connections are intended to promote opportunities for connectivity, revitalizing communities, creating community cohesion, and improving public health and safety. One of FHWA’s Context Sensitive Solutions Core Principles is “Design outcomes meet or exceed the expectations of both designers and stakeholders, thereby adding lasting value to the community, the environment, and the transportation system.”

6201 Florida Boulevard, Baton Rouge, Louisiana, 70806
225.272.9200  |  225.273.6404  |  brec.org
With this in mind, we have identified some mitigation measures and enhancements that we hope you consider that would help mitigate these impacts to E. Polk Street Park:

1. To replace the existing tree and vegetation line, construct a green buffer that consists of earthen berms and masses of new shade tree and understory plant material. This will help maintain a strong buffer between two incompatible uses, minimize transmission of noise, and lessen visual pollution. It will reestablish a greater sense of privacy from visual and sound intrusion and help retain the park’s current qualities as a natural outdoor room.

2. Create an extension of the proposed trail into the park and create an internal walking loop within the park. This will not only activate the park’s positive usage but provide a strong connection for the neighborhood to the trails system and greater community context.

We sincerely appreciate the work you have done in the design to incorporate the critically needed trail system to connect the Dalrymple / City Park area to Downtown. We will continue to work with you and DOTD in a spirit of partnership during the EA process and toward successful implementation.

Sincerely,

O. Reed Richard
Asst. Superintendent, BREC Planning

CC:  Ms. Carolyn McKnight /BREC Superintendent
      Mr. Corey Wilson/BREC Chief of Management & Business Services
      Mr. Brian Kendrick/LA DOTD
      Ms. Noel Ardoin/LA DOTD
      Mr. Perry Franklin/Franklin Associates