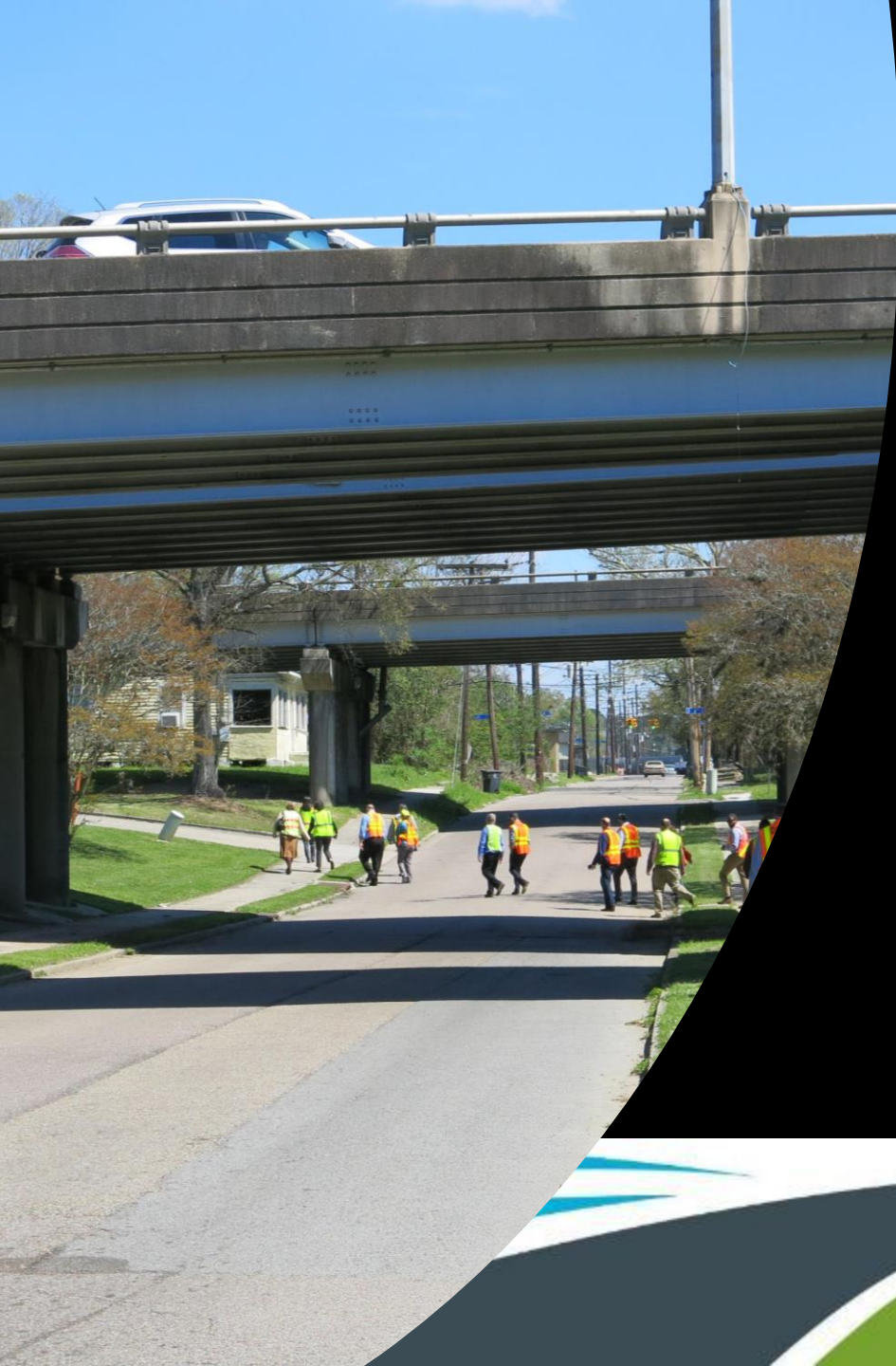




Welcome November 2019





Tonight's Hearing

1. Present the findings of the I-10 LA 415 to Essen Lane Environmental Assessment (SPN H.004100)
2. Receive your comments



Tonight's Hearing Format

This is an open house Public Hearing with information stations and project team members available for questions

This pre-recorded presentation will run continuously throughout the open house

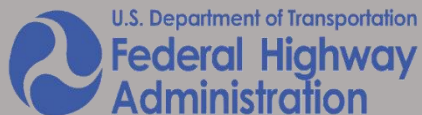
A court reporter will be present to receive statements during the open forum and statement hour

From 7pm to 8pm public statements will be accepted and recorded

Should you wish to speak, please visit the sign-in desk to fill out a speaker's form



Your Project Team



Agencies

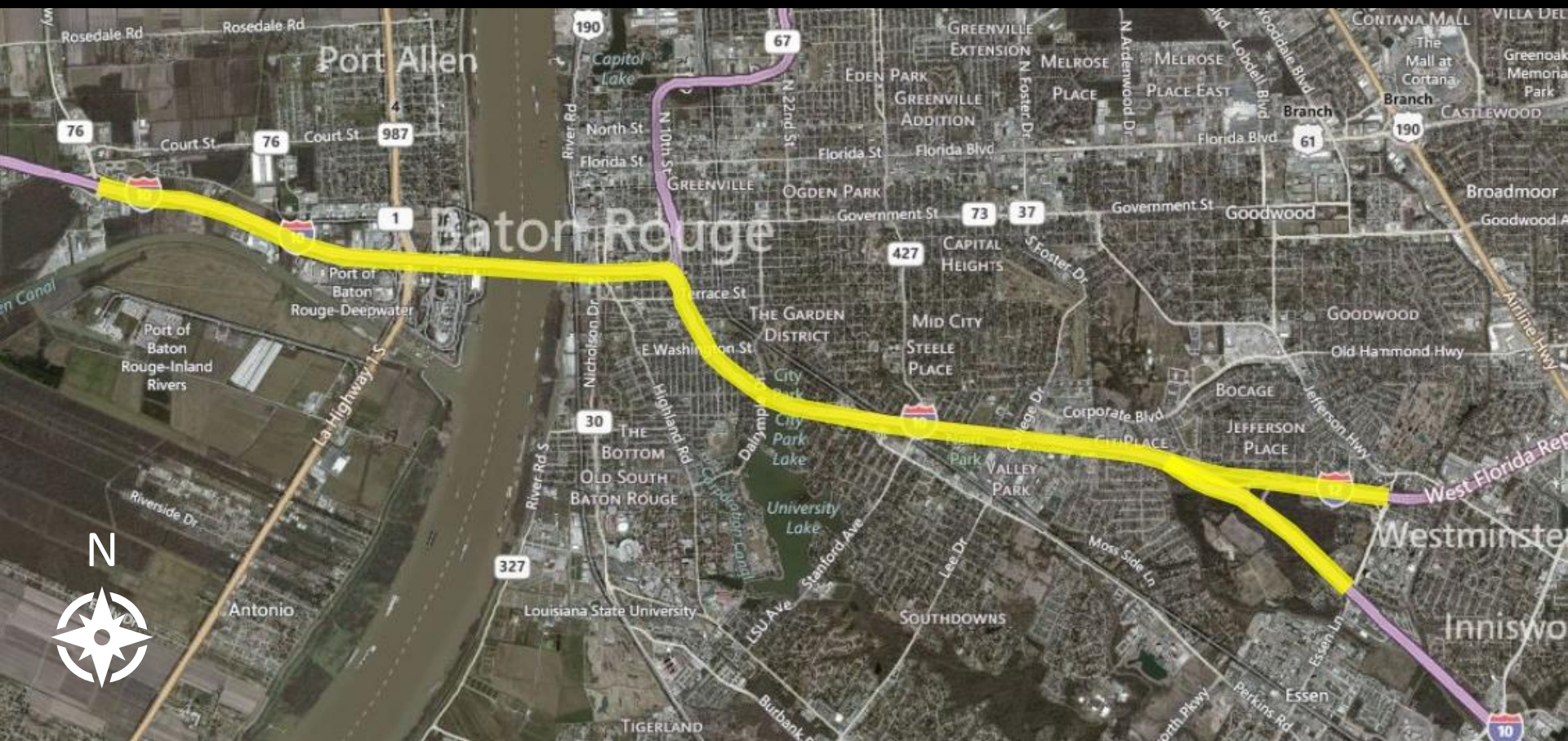


Bowlby & Associates, Inc.





Project Study Area





Current
Stage



Current Stage

Stage 0	Stage 1	Stage 2	Stage 3	Stage 4	Stage 5	Stage 6
Feasibility Completed	Planning/ Environment	Arranging Project Funding	Final Design Process	Bid Letting Process	Construction	Operation

- Stage 0 – Completed
- Stage 1 – Environmental Assessment (EA) is under public review and will be finalized after public hearing input



DOTD Project Delivery Process

Stage 0

FEASIBILITY STUDY

Large Outreach Component

Completed

Stage 1

PLANNING / ENVIRONMENTAL ANALYSIS

Alternatives Analysis

Determine positive/ negative effects

Corridor enhancement suggestions

Public meetings

Environmental Assessment (EA)

Public Hearing

Anticipated Completion 2020



Base Concept from Feasibility Stage

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



Current Conditions

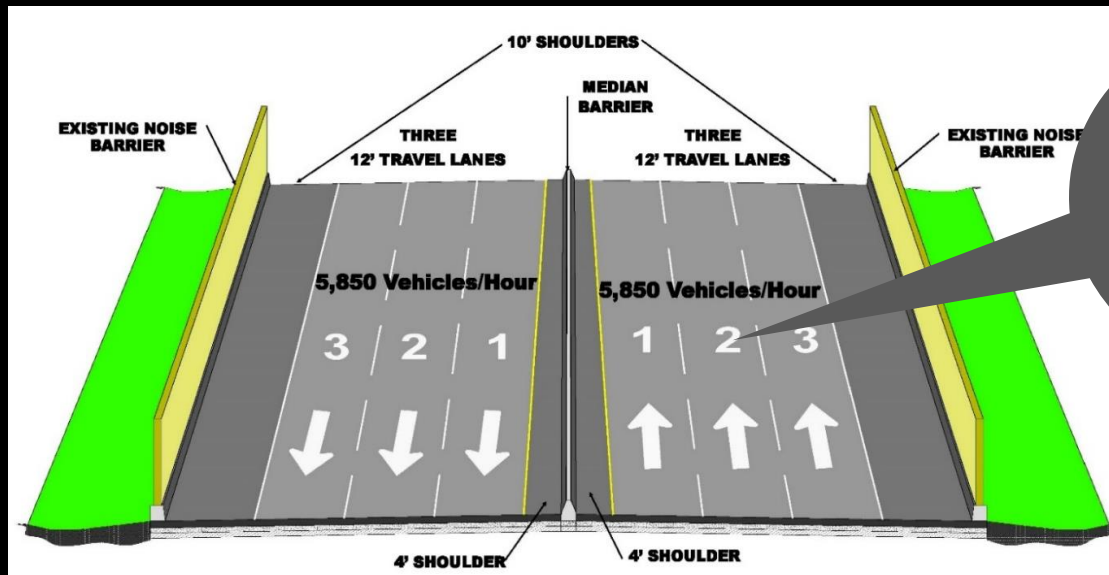


Current congested traffic conditions on I-10 are the result of inadequate, aging infrastructure and increased travel demand.



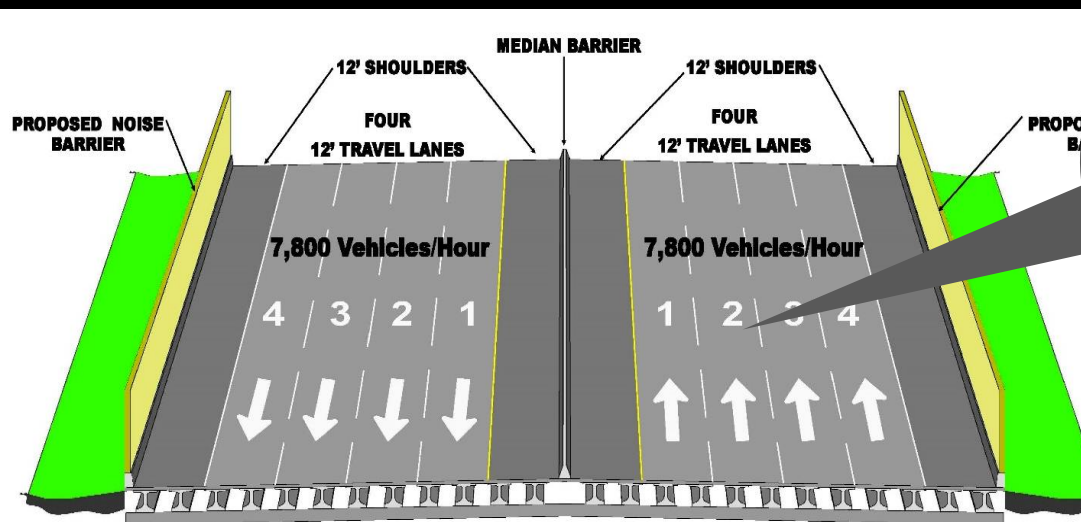
Capacity Comparison

Existing
Capacity
on I-10



5,850
Vehicles
per hour

Proposed
Capacity
on I-10



7,800
Vehicles
per hour



Purpose and Need

The Purpose of the project is to improve overall system operation of Interstate 10 (I-10) through the Baton Rouge area

The need of the project is to relieve congestion, improve operations, and extend the useful life of the facility



Alternatives Considered

- One Additional Lane in each direction
- Interchange Modifications
 - LA 415
 - Washington
 - Dalrymple
 - Perkins
 - Acadian
 - College/I-10/I-12 Split
- Not to build



Alternatives Screened

EA Alternatives Flow Chart

EA Analysis

Mainline	One Additional Lane
LA 415	<ul style="list-style-type: none">•ParClo•Directional•TSM¹•SPUI¹
LA 1	Ramp modification at I-10
Highland/ Nicholson	Lengthen Acc/Dec ² lanes on Mainline
Washington/ Dalrymple	Washington/Dalrymple Consolidated
Perkins	Closure
Acadian	<ul style="list-style-type: none">•Lengthen Ramps•SPUI•DDI
College/I-10 /I-12 Split	College Directional Ramps
No Build	No Action

Identified Preferred Alternative

One Additional Lane
No Action
Ramp modification at I-10
Lengthen Acc/Dec ² lanes on Mainline
Washington/Dalrymple Consolidated
Closure
Lengthen Ramps
College Directional Ramps (stand alone project)

¹TSM and SPUI Alternatives from the LA 415 Corridor Study

²Acceleration/Deceleration

ParClo – Partial
cloverleaf

TSM-
Transportation
System Mgt

SPUI –
Single Point
Urban
Interchange



The Project

In West Baton Rouge Parish:

- Westbound modifications at LA 1 and I-10 including:
 - Shoulder widening
 - Acceleration/deceleration lane lengthening
 - An additional travel lane westbound to LA 415
- An auxiliary lane eastbound from LA 415 to LA 1
- Widen shoulders on Mississippi River Bridge (MRB) approach



The MRB between the trusses remains unchanged.



The Project

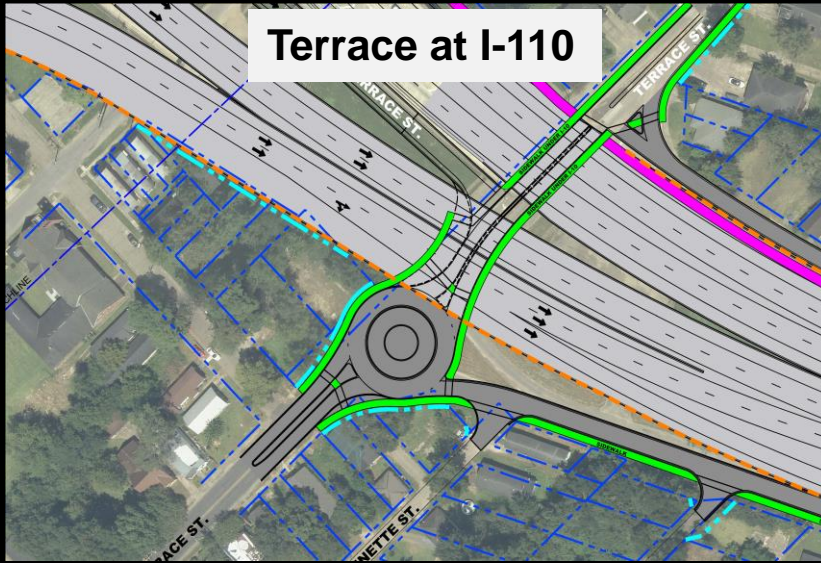
In East Baton Rouge Parish:

- Add shoulders and ramp capacity from MRB to I-110
- Lengthen the acceleration/deceleration lanes on I-10 for the Highland Road/Nicholson Drive interchange to the MRB truss
- Add one travel lane on I-10 from I-110 to the I-10/I-12 Split in both directions
- Consolidate Washington and Dalrymple interchanges into one interchange with roundabouts at several intersections
- Close and remove the Perkins Road exit/entrance ramps
- Lengthen ramps of the existing diamond interchange at Acadian along with surface street improvements

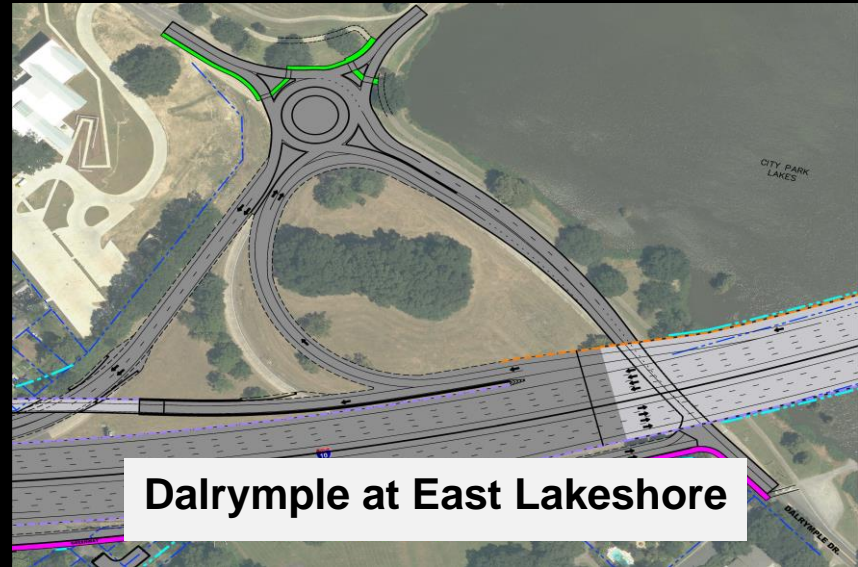


The Project

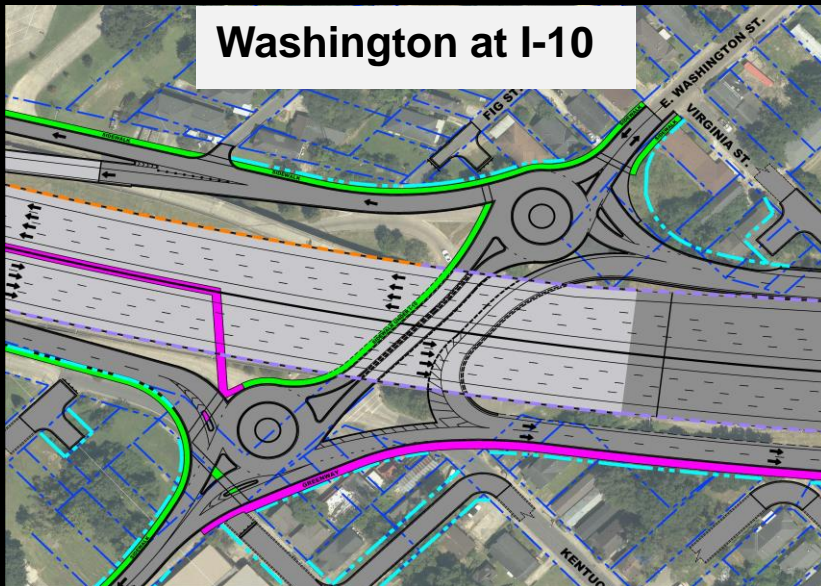
Terrace at I-110



Dalrymple at East Lakeshore



Washington at I-10



The Washington/Dalrymple Consolidated Interchange provides roundabouts at Terrace, Washington, and East Lakeshore as the most efficient intersection design for traffic flow



Project Findings

A Summary of the EA

Potential Impacts

Criteria	Preferred Alternative	No-Build Alternative
Purpose and Need		
Meets Purpose and Need	Yes	No
Potential Wetlands		
Jurisdictional Wetlands or Other Waters	<0.02 acres Other Waters	0 acres
Threatened/Endangered/Protected Species		
Potential Impact to Protected Species	No known species	No known species
Land Use		
Floodplains	0.46 acres	Future potential ¹
Hazardous Waste ²		
Underground Storage Tanks (Adjacent with Concerns)	2	0
Other Adjacent Areas with Concerns (former auto shops, gas stations, etc.)	6	0
Cultural Resources		
Historic Structures Affected	17	0
Archaeological Resources Affected	0	0
Section 4(f) Resources		
Section 4(f) Use (same historic structures)	17	0
Section 4(f) <i>de minimis</i> for historic	5 – four residences/one business	0
Section 4(f) <i>de minimis</i> for parks/recreation	2 – East Polk Street Park/City Park Lake Trail	0
Community Impacts		
Residential structures	28	0
Commercial structures	5	0
Properties	111 (not including the 33 structures)	0

Notes:

¹ Future potential relates to the need to do something to address congestion, any construction in the I-10 ROW has the potential to affect some of the resource since it is in existing ROW.

² USTs noted have been determined to require additional investigation. Other concerns are areas where additional investigation may be warranted.



Natural Resources: Landscaping & Wetlands

- Approximately 9.77 acres of jurisdictional wetlands were mapped in the project study area; however, no jurisdictional wetlands will be directly impacted by the project
- Less than 0.02 acre of “Other Waters” may be affected
- Some existing plantings will be affected

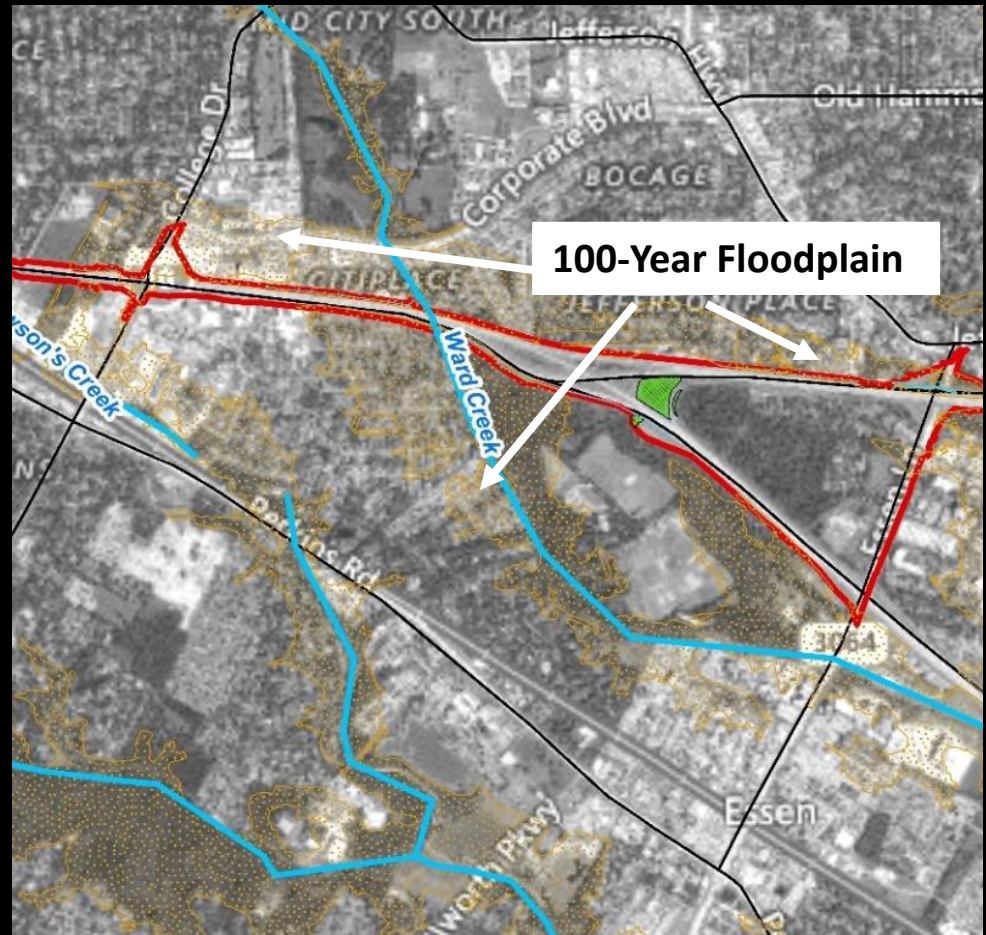


**See exhibit for locations*



Physical Resources: Floodplains

Approximately one-half acre of property within the 100-year floodplain will be affected by the additional travel lanes and interchange improvements

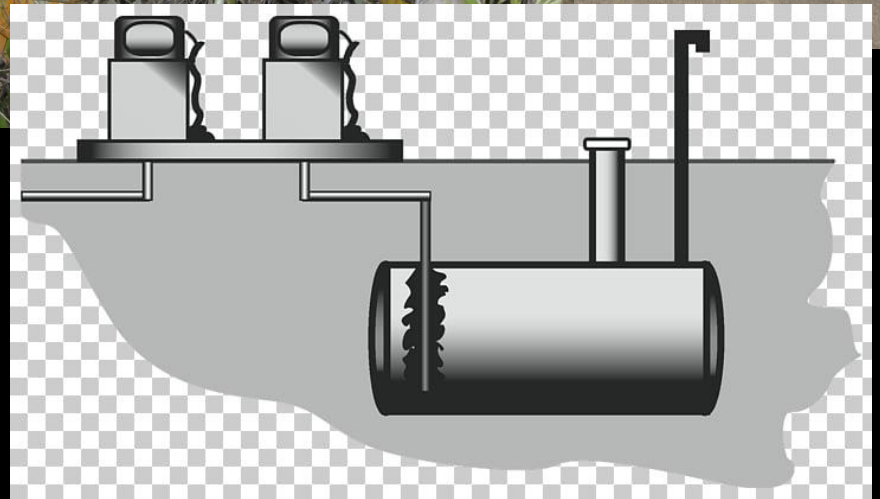
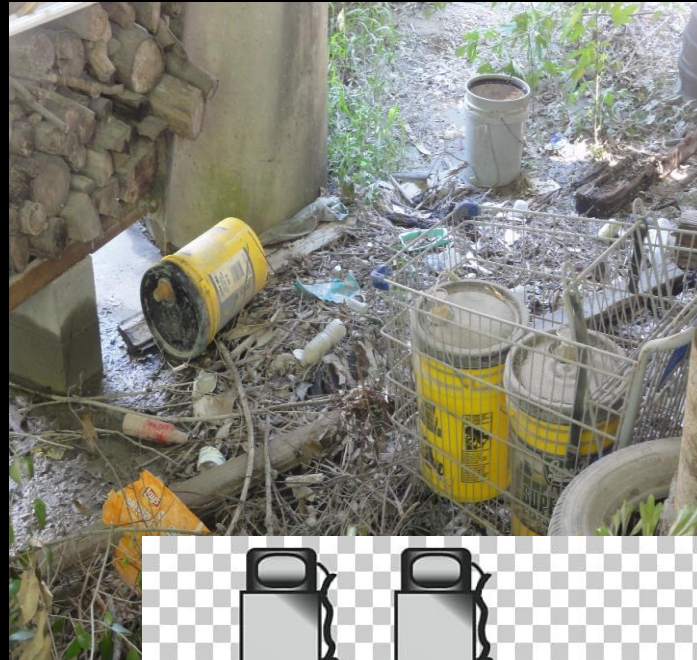


**See exhibit for locations*



Hazardous Waste

There are 8 locations adjacent to the ROW that contain Underground Storage Tanks or supported past activities (former gas stations, dry cleaners, etc.) that may require investigation to confirm the absence of contaminants.



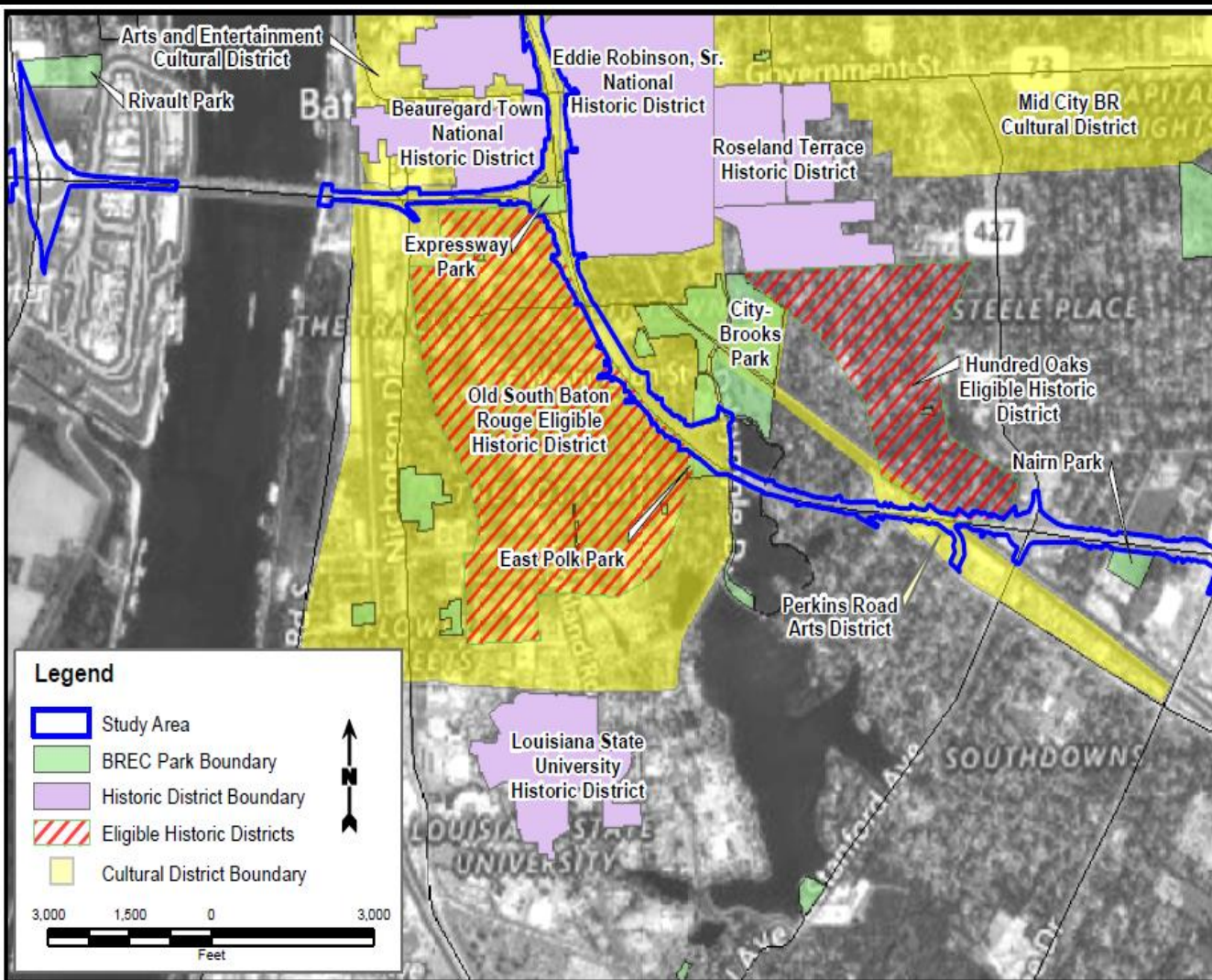
**See exhibit for locations*



Cultural Resources

Two newly defined historic districts and one multiple property submission were determined eligible for listing under the National Historic Preservation Act. They are:

- Old South Baton Rouge Historic District (OSBRHD)
- Hundred Oaks Residential Historic District (HOHD)
- Perkins Road Overpass Multiple Property Submission (PROMPS)





Cultural Resources

22 Properties were identified in the Area of Potential Effect that are considered contributing elements to the proposed OSBRHD, HOHD, and PROMPS

17 of these properties adversely affected

No properties in the existing Beauregard Town or Eddie Robinson, Sr. Historic Districts were determined adversely affected

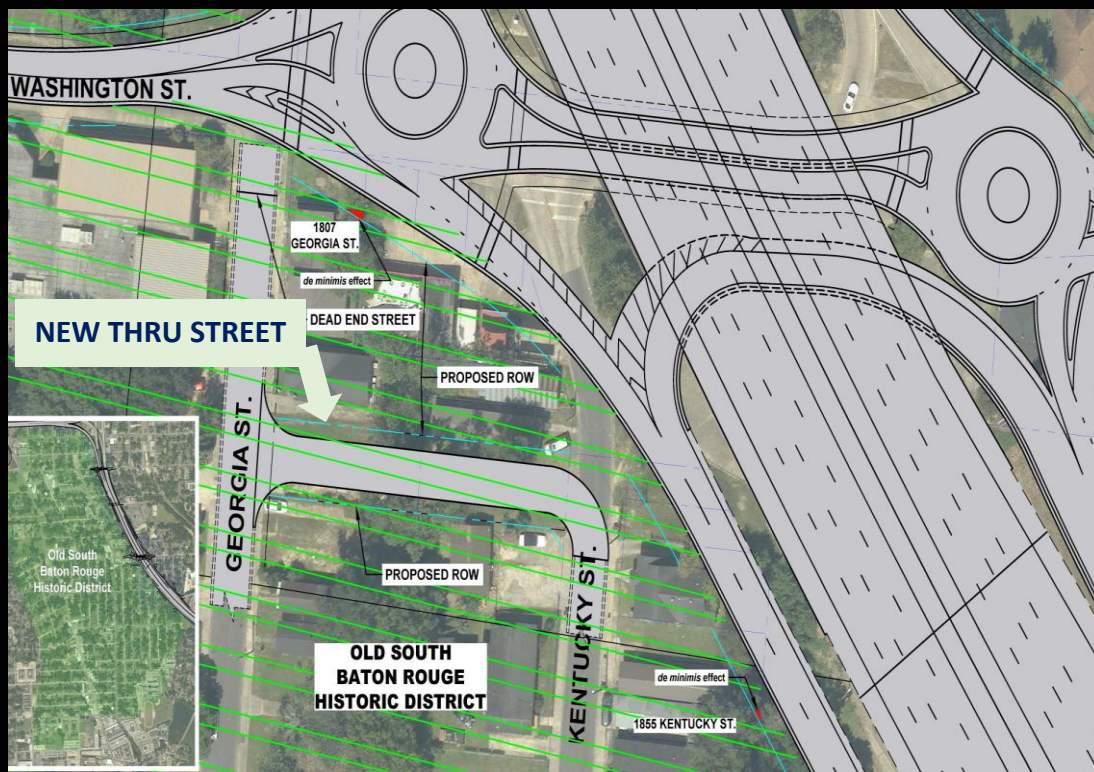




Cultural Resources

Avoidance and minimization measures were incorporated to the extent possible to minimize impact to the proposed OSBRHD, HOHD, and PROMPS.

These measures included reduction of ROW, widening to the inside where geometrically possible, the use of connector roads to maintain access, shifting roads as practicable, and the consideration of different intersection control types to reduce ROW requirements.



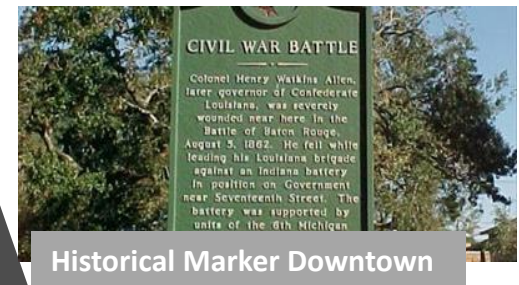
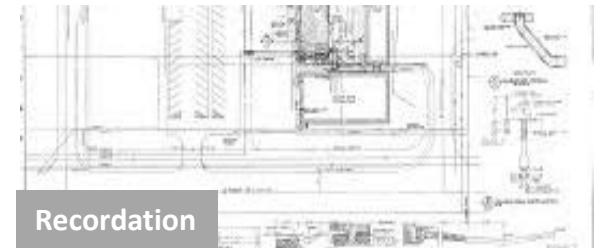
Implementing the Preferred Alternative may require the acquisition and removal of 17 contributing elements for the proposed OSBRHD, HOHD, and PROMPS.

Cultural Resources

After avoidance and minimization measures are implemented, mitigation for adverse effects is proposed

Mitigation measures include:

- Vibration monitoring
- Development and provision of historic texts
- Historic district public information displays in Expressway Park and East Polk Street Park
- Historic markers in DOTD ROW
- Recordation/documentation
- Relocation of buildings within their respective districts as feasible





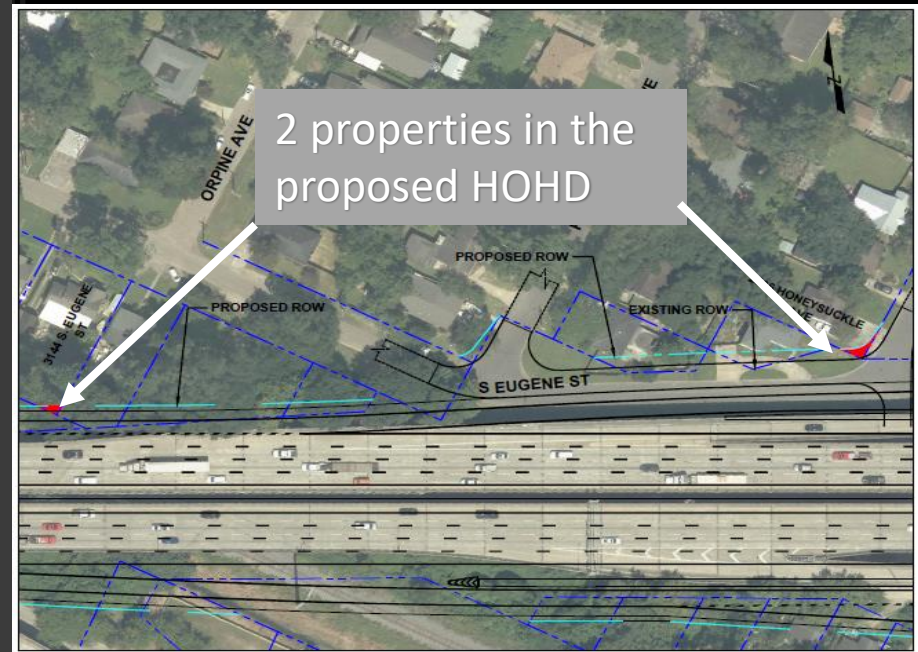
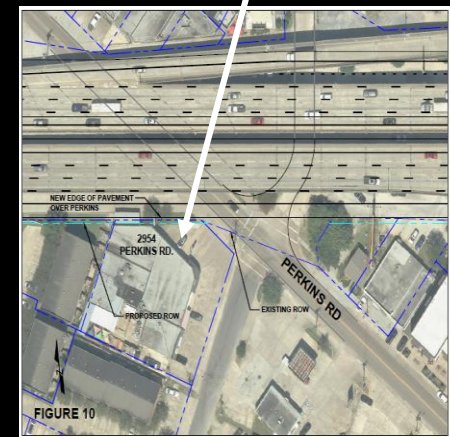
Cultural Resources

de minimis Impact to 5
Historic Properties

5 properties in proposed
historic districts may have a
de minimis impact as a
result of minimal parcel
acquisition or the removal
of a modern addition
(porch)



1 property in
proposed PROMPS



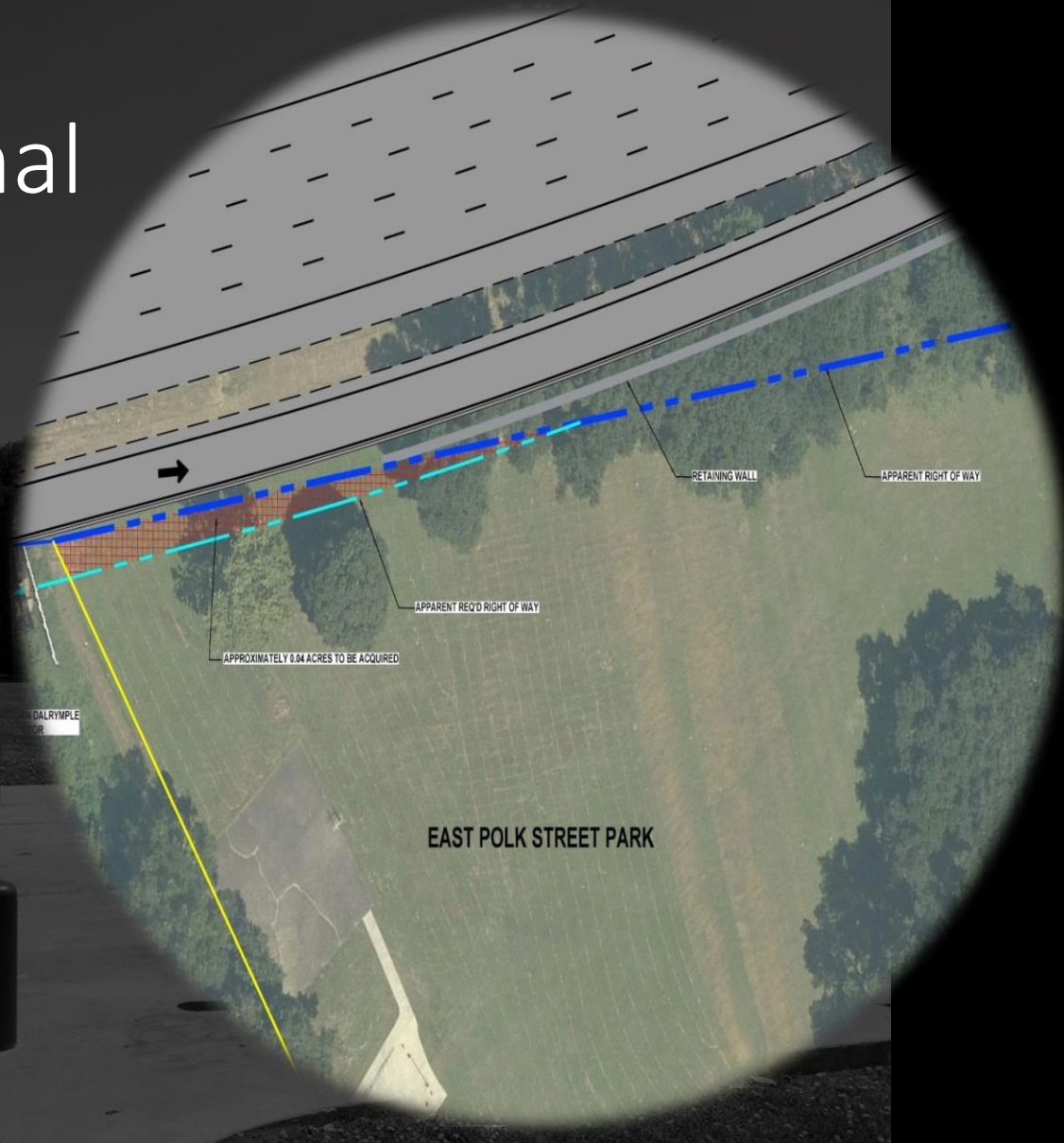
*see Section 4(f) *de minimis* Historic Properties exhibit



Cultural/ Recreational Resources

East Polk Street Park

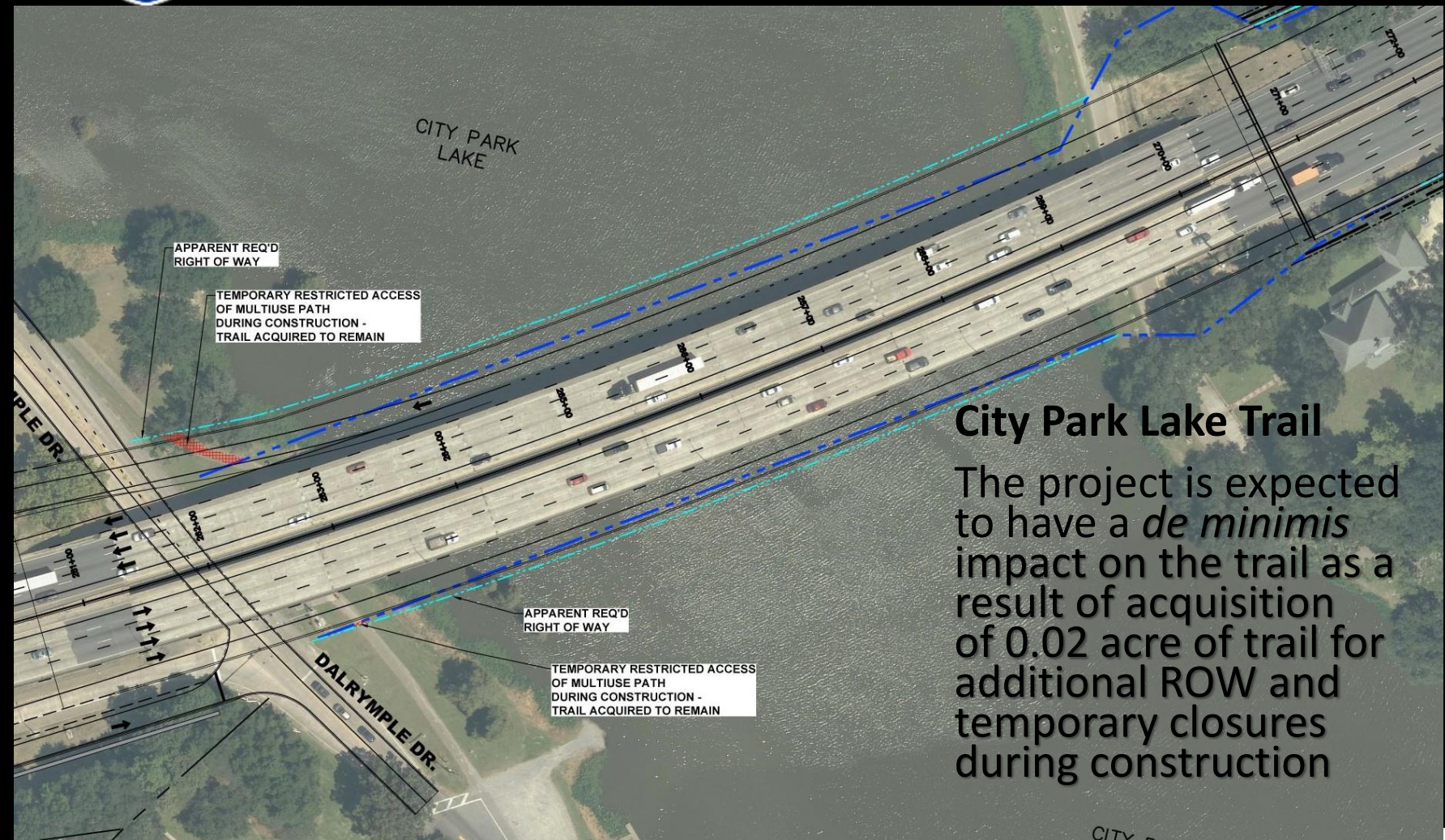
Consolidating the Washington/Dalrymple interchange is expected to result in a *de minimis* impact on East Polk Street Park as a result of the acquisition of approximately 0.04 acre of the park for additional ROW



*see East Polk Street Park exhibit



Cultural/Recreational Resources



City Park Lake Trail

The project is expected to have a *de minimis* impact on the trail as a result of acquisition of 0.02 acre of trail for additional ROW and temporary closures during construction

*see City Park Lake Trail exhibit



ROW Acquisition

Total required ROW is approximately 6 acres

Less than 0.3 acres of construction servitude may be required

Potential Acquisitions

- 28 residences
- 5 businesses
- 13 vacant lots
- Numerous partial parcels



**Structures (excluding signs) are labeled on the Study Area / Environmental Inventory exhibit. ROW is shown on the aerial exhibits of the Preferred Alternative in the Project Layout Station.*



Noise Study

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

**Please see the Preferred Alternative maps for noise barrier locations*



Noise Barriers Eligible for Federal Funding

**I-10 Westbound
Eligible Noise
Barriers** ➡

Dalrymple to
Washington along I-10
WB
(Avg. Height 13 feet)

Christian to east side of
City Park Lake along I-10
WB
(Avg. Height 13 feet)

**I-10 Eastbound
Eligible Noise
Barriers** ➡

Fig to east side of City
Park Lake along I-10 EB
(Avg. Height 14 feet
extending across
bridge)

East side of City Park Lake
to east of Christian along
I-10 EB (Avg. Height of 14
feet)



Noise Barriers Requiring Special State Appropriation

I-10
Westbound
Noise
Barriers →

Washington to
Terrace along
I-10 WB
(Avg. Height of
14 ft)

Across City Park
Lake (east to west)
along I-10 WB
(Avg. Height of
14 ft)

On-ramp from
Acadian to
Christian along I-
10 WB
(Avg. Height of
14 ft)

I-10
Eastbound
Noise
Barriers →

East Blvd to
Washington
along I-10 EB
(Avg. Height of
14 ft)

Christian to KCS
Railroad along I-10
EB
(Avg. Height of
14 ft)



Existing Noise Barriers

- Approximately 8,200 linear feet of existing noise barriers (mostly between Acadian and College) will be relocated or replaced in kind once shifted
- Moving of barriers will occur during the construction phase
- Approximately 13,000 linear feet of existing noise barriers will remain in place as they are today
- Most of the existing noise barriers are located between College Drive and Essen Lane





Context Sensitive Solutions (CSS)



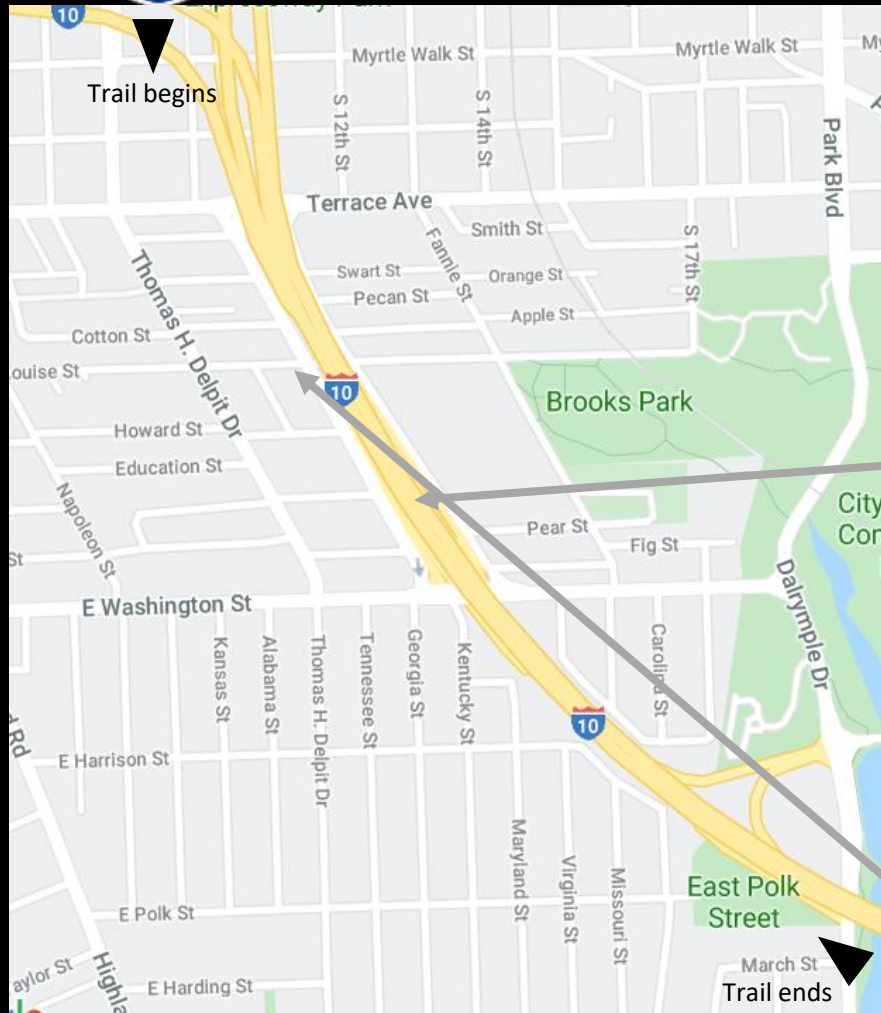
Source: FHWA



CSS is a collaborative approach whereby transportation solutions are developed to fit within the context of their surroundings while taking into consideration the needs and desires of the community.



Greenway Trail – Expressway Park to Dalrymple



Concept Rendering Under I-10

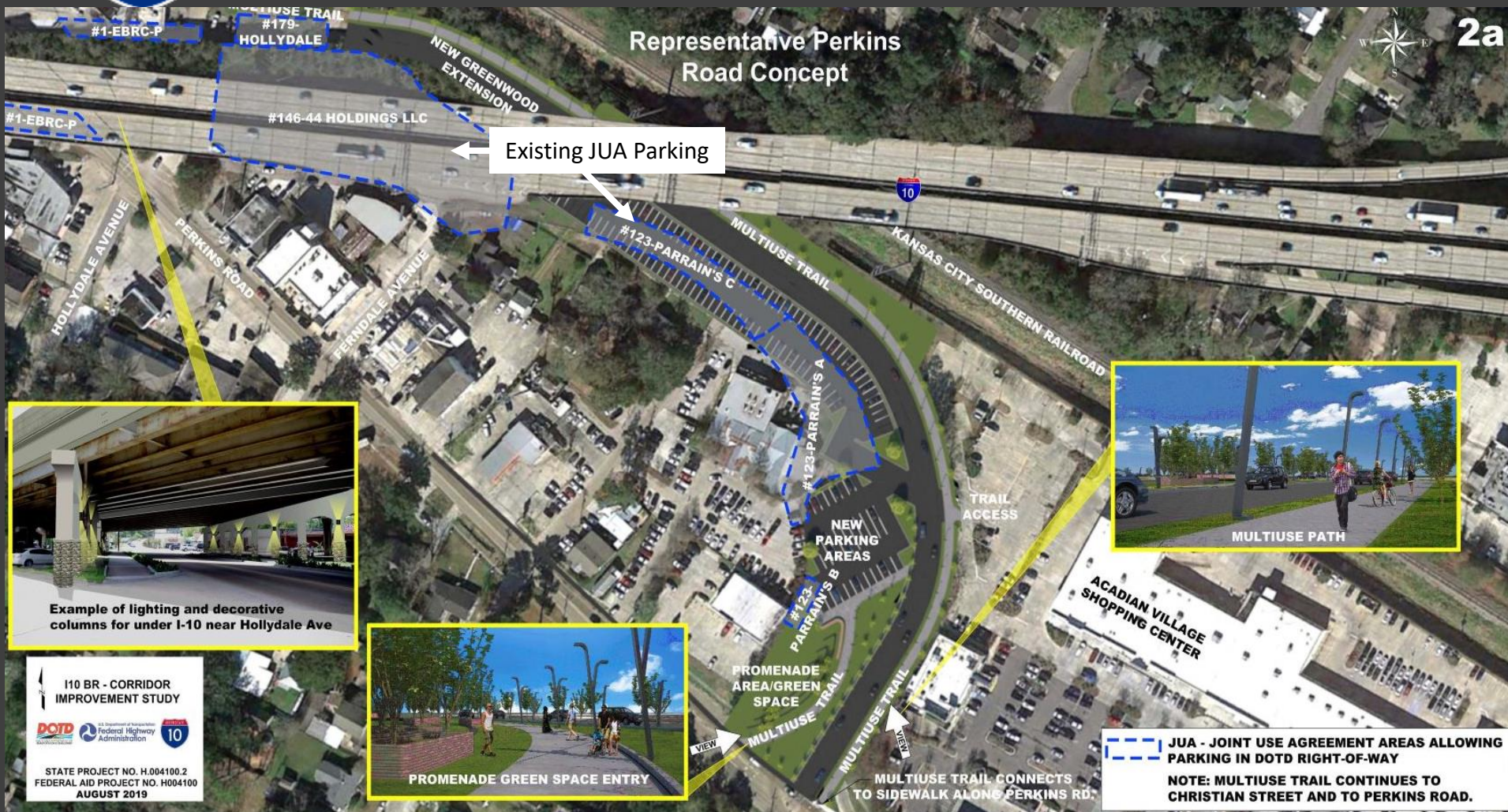


Concept Rendering at Louise Street

* See Greenway Trail Exhibit



Perkins Road

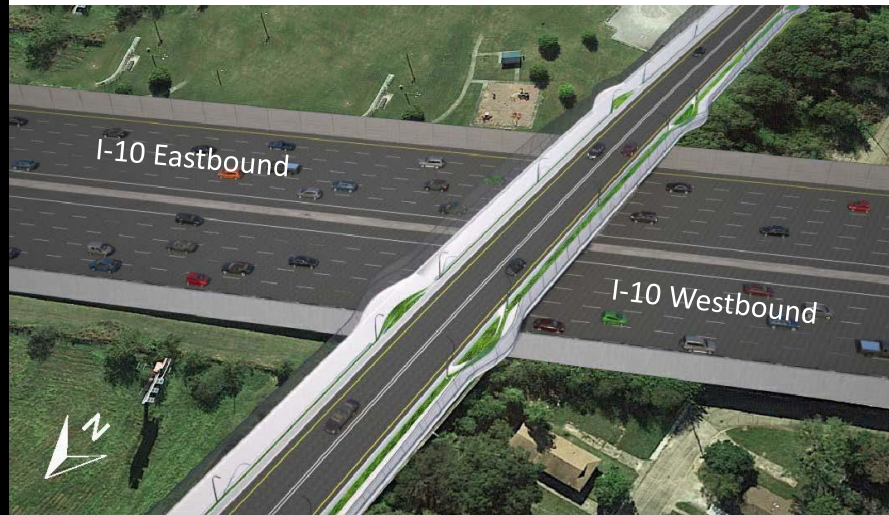


* See Exhibit for Perkins Road Concepts



Nairn Bridge

Concept Rendering Nairn Bridge with bumpouts

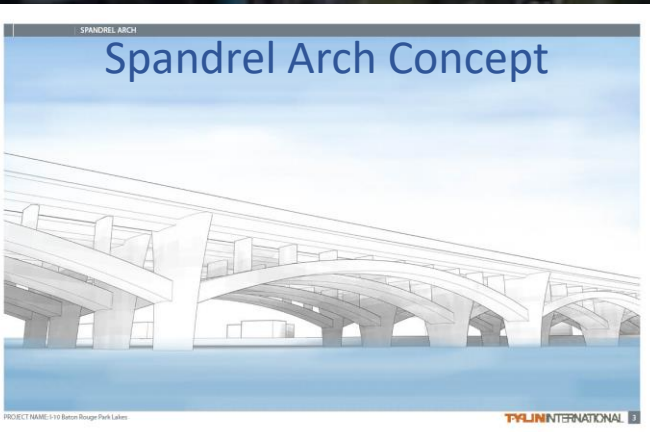
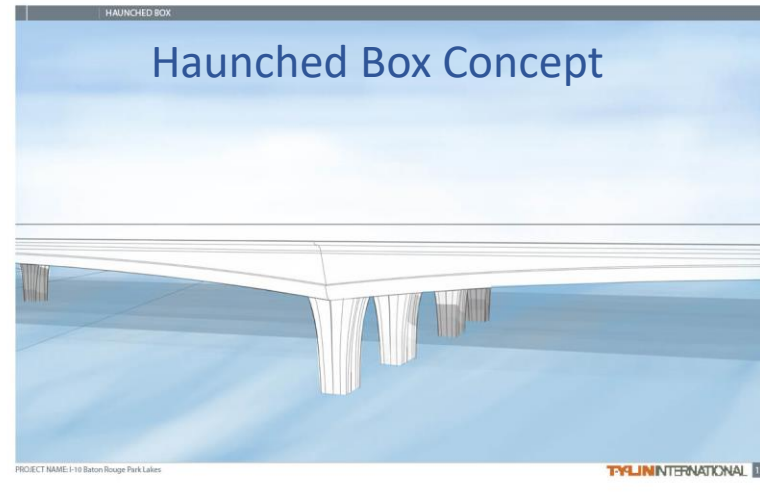


Concept Rendering Nairn Bridge without bumpouts

- The Nairn Drive overpass bridge will be replaced with a structure designed to enhance the transportation experience for all users
- The concept includes a multiuse and a pedestrian only path with options for bump-outs, bike lanes, aesthetic rail/screening, hard and/or vegetated barriers between paths and traffic

* See Exhibit for Nairn Concepts

City Park Lake Bridges



City Park Lake

** See Exhibit for City Park Lake Bridges Concepts CSS*



Community Connections

Community Connections is an FHWA initiative to improve connections within communities affected by transportation facilities of the past. Ideally, CC applies approaches that turn aging infrastructure into opportunities for reestablishing community connections and cohesion.





Community Connections

Shared Use Paths

- Expressway Park to Dalrymple (Greenway Trail)
- Nairn Overpass Bridge
- Greenwood Extension from Christian to Perkins
- Under consideration is a path from Expressway Park to the Mississippi River Levee

Community Gathering Spaces

- Expressway Park
- Perkins Promenade/Green Space

Promenade Rendering



Greenway Trail Rendering



Expressway Park





Greenwood Extension

Community Connections

Surface Street Connections, Access and Parking

- Extend Greenwood Drive as a two-lane roadway from its existing terminus to Perkins adjacent to the Acadian Village Shopping Center
- Provide new parking areas
- Restore and improve existing parking areas (some of which have Joint Use Agreements or JUAs) under I-10 and currently under the off ramp to be removed



Project Implementation Planning Opinion of Probable Cost

SECTION OF CONSTRUCTION	DESCRIPTION	CONSTRUCTION COST	ENGINEERING & PROJECT COSTS	UTILITY COSTS	RIGHT OF WAY & RELOCATION COSTS	TOTAL PROJECT COST
SEC-01	I-10: LA 415 to LA 1	\$25,900,000	\$4,921,000	\$1,036,000	\$0	\$31,857,000
SEC-02	I-10: MRB Westside Approach	\$108,100,000	\$20,539,000	\$4,324,000	\$4,388	\$132,967,388
SEC-03	I-10: MRB Eastside Approach	\$135,900,000	\$25,821,000	\$5,436,000	\$2,410	\$167,159,410
SEC-04	I-10 Eastbound Mainline (Ramp)	\$35,200,000	\$6,688,000	\$1,408,000	\$2,556,107	\$45,852,107
SEC-05	I-10: Washington/Dalrymple I/C Area	\$169,200,000	\$32,148,000	\$6,768,000	\$14,339,936	\$222,455,936
SEC-06	I-10: City Park Lake Bridge/ Roadways	\$92,100,000	\$17,499,000	\$3,684,000	\$1,322,873	\$114,605,873
SEC-07	I-10: Perkins/KCSRR/Acadian Overpass	\$183,800,000	\$34,922,000	\$7,352,000	\$9,977,121	\$236,051,121
SEC-07(A)	Acadian I/C At-Grade Improvements	\$11,900,000	\$2,261,000	\$476,000	\$41,532	\$14,678,532
SEC-07(B)	Perkins Area At-Grade Improvements	\$700,000	\$133,000	\$28,000	\$0	\$861,000
SEC-08	I-10: Acadian to College	\$66,000,000	\$12,540,000	\$2,640,000	\$16,497	\$81,196,497
SEC-08(A)	Nairn Drive Overpass over I-10	\$22,200,000	\$4,218,000	\$888,000	\$1,956	\$27,307,956
SEC-09	I-10: College Drive to I-10/I-12 I/C	\$21,800,000	\$4,142,000	\$872,000	\$12,463	\$26,826,463
I-10 Corridor Totals		\$872,800,000	\$172,311,000	\$36,276,000	\$28,275,281	\$1,101,819,281

Note: All costs are in 2019 dollars



Project Implementation Planning Funding

- \$360 Million in GARVEE Bonds have been secured to initiate the project
- More funding will be required to complete all sections and phases as proposed
- Using GARVEE Bonds should secure future funding, as the original bonds are repaid



Project Implementation Planning Scheduling

- Two projects along I-10 advanced and are complete or will be under construction by 2020:
 - Terrace Avenue off ramp (SPN H.012422)
 - Opened to drivers on October 11, 2019
 - College Drive Flyover (SPN H.013817)
 - Design-build planning initiated
- A FONSI is expected the first quarter of 2020
- Issuance of a FONSI will allow the project to advance, some sections to final design and acquisition of some of the ROW





Project Implementation Planning Conceptual Construction

- Entire Preferred Alternative will be built in sections and phased
- Individual phases may last from 6 months to 3 years
- Phasing will involve shifting traffic from one side to the other
- 3 lanes of traffic will be maintained in each direction during construction



Project Implementation Planning Conceptual Construction

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





Project Implementation Planning Conceptual Construction

HOW TO GET INFORMATION DURING CONSTRUCTION

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




Right-of-Way Acquisition and Relocation Information

A representative of the LDOTD Real Estate Section has a table here tonight and is available to answer any questions pertaining to LDOTD's Right of Way Acquisition and Relocation Assistance Program.

The LDOTD Brochure explaining Acquisition of Right of Way and Relocation Assistance Program is available tonight at that table or can be obtained later from:

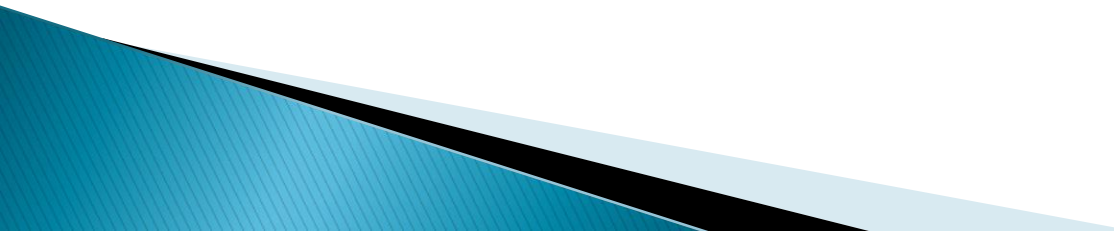
**LDOTD Real Estate Section
P.O. Box 94245
Baton Rouge, LA 70804 70804-9245
(225) 242-4591**

We suggest you read the brochure carefully. If you have any questions regarding your individual situation, consult with the agent when s/he meets with you, or contact the Region Real Estate Office.



Steps in the Acquisition Process

It is the DOTD's policy to pay just compensation for all properties required for the project.

- Owners of required properties will be contacted by an appraiser(s) to schedule an inspection.
 - All appraisals will be reviewed and approved by DOTD.
 - After review and approval, a Right of Way Agent will contact each property owner, and present a letter setting forth the amount of the DOTD's cash offer for the purchase of the property.
- 

RELOCATION ASSISTANCE

➤ Relocation Advisory Services

- Current and continuing information on:
 - Availability and prices of comparable, decent, safe, and sanitary dwellings for displaced residents
 - Federal and State programs offering assistance to displaced persons

RELOCATION ASSISTANCE

➤ Relocation Assistance Payments

- Relocation assistance payments are separate and in addition to payments for the purchase of your property. They are made for:
 - Moving expenses
 - Replacement housing
 - Business re-establishment expense
- Moving expense payments will be made to any individual, family, or business, in legal occupancy of the property either at the start of negotiations or at the time of purchase.


RELOCATED BUSINESSES

Displaced businesses, farms and non-profit organizations may be paid the actual, reasonable expenses of moving, together with certain eligible costs incident to the move.

Some businesses may also be eligible for certain actual costs incidental to re-establishing their businesses.

Instead of payment for moving expenses, some business owners may be eligible to receive a payment based on the average annual net earnings of the business. If the business meets the qualifications, this payment shall not be less than \$1,000.00 nor more than \$40,000.00.

Moving payment information for businesses may be found beginning on Page 22 of the brochure.



REPLACEMENT HOUSING PAYMENTS

Replacement housing payments are also available to qualifying owners and tenants:

- Must occupy property at start of negotiations
- Must have been there at least 90 days
- Must move into decent, safe, and sanitary replacement housing

The amount of your maximum supplemental payment will be given to you in writing. Additional requirements and payment limits may be found beginning on Page 14 of the brochure.

Certain owners and tenants not in occupancy for at least 90 days or who become occupants after negotiations have started may qualify for replacement housing payments:

- Must have been in occupancy at the time the property was acquired by the Department
- Must move into decent, safe, and sanitary replacement housing

RIGHT TO APPEAL

Applicants for a relocation payment have the right to appeal the DOTD's Determination of their eligibility for payment and/or the amount of payment.

- Appeals must be submitted to the Real Estate District Manager within 60 days after the applicant has been notified that his claim has not been approved.
- Final decisions on eligibility and payments will be made by the DOTD's Real Estate Administrator in Baton Rouge.
- Additional information on appeals may be found on Page 26 of the brochure.

OTHER TERMS and CONDITIONS

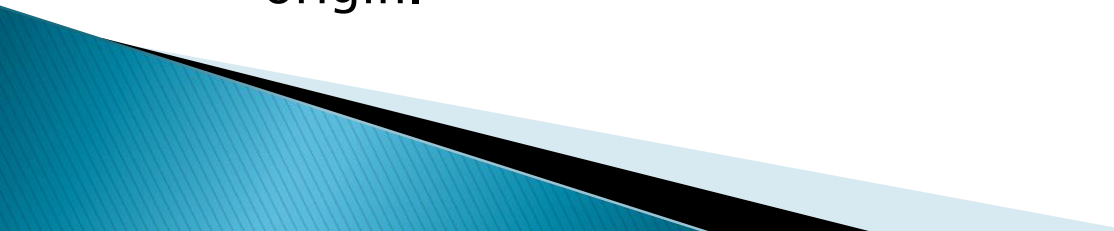
To the greatest extent practicable, no person lawfully occupying real property shall be required to move without at least 90 days written notice from DOTD.

The notice will indicate the specific date the property must be vacated.

No person lawfully occupying a dwelling will be required to move unless, and until, comparable, decent, safe and sanitary replacement housing is made available within the general area of the project.

The replacement housing must be available within a reasonable time prior to the scheduled move of the occupants, and must be within the occupants' financial means.

Replacement housing must be fair, open and offered to all persons regardless of race, color, religion, sex or national origin.

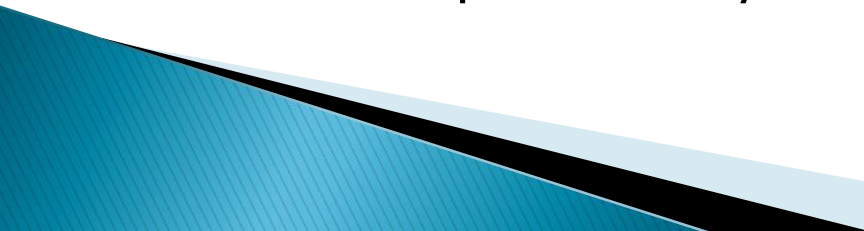


OTHER TERMS and CONDITIONS

Prior to negotiating for purchase of your property, a Right of Way Agent will personally contact and interview all persons who will be required to relocate. The benefits will be explained and a determination made of individual needs and intentions for relocating.

A SPECIAL WORD OF CAUTION

Before moving or purchasing replacement housing, contact DOTD to assure your eligibility and the prompt payment of your relocation benefits. If you move without prior notification to DOTD, you risk losing all possible benefits provided by the Relocation Assistance Program.



Thank you for your time.

- Please visit the remaining stations to view the exhibits and provide your comments
- **Public Statements can be made tonight from 7 to 8 pm**
- **Comments on the EA will be accepted through December 3, 2019**
 - Send comments after tonight using these methods:

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

This is the end of the presentation.

