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

SIGMA Consulting Group, Inc.

Providence

Franklin Associates Strategic Consultants

ESI Archaeology History Historic Preservation

Bowlby & Associates, Inc.

U.S. Federal Highway Administration

Capital Region Planning Commission

U.S. Coast Guard District
<table>
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<tr>
<th>Stage 0</th>
<th>Stage 1</th>
<th>Stage 2</th>
<th>Stage 3</th>
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<th>Stage 5</th>
<th>Stage 6</th>
</tr>
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<tr>
<td>Feasibility</td>
<td>Planning/Environment</td>
<td>Arranging Project Funding</td>
<td>Final Design Process</td>
<td>Bid Letting Process</td>
<td>Construction</td>
<td>Operation</td>
</tr>
</tbody>
</table>

• Stage 0 – Completed

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

Proposed Capacity on I-10

5,850 Vehicles per hour

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

- **Mainline**: One Additional Lane
  - LA 415: •ParClo
    - Directional
    - TSM
    - SPUI
  - LA 1: Ramp modification at I-10
  - Highland/Nicholson: Lengthen Acc/Dec lanes on Mainline
  - Perkins: Closure
  - Acadian: •Lengthen Ramps
    - SPUI
    - DDI
  - College/I-10/I-12 Split: College Directional Ramps
  - No Build: No Action

- **Identified Preferred Alternative**
  - Mainline: One Additional Lane
  - LA 415: No Action
  - LA 1: Ramp modification at I-10
  - Highland/Nicholson: Lengthen Acc/Dec lanes on Mainline
  - Perkins: Closure
  - Acadian: Lengthen Ramps
  - College/I-10/I-12 Split: College Directional Ramps (stand alone project)

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 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

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

**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*
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.
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)

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

## 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)

## Additional
- Christian to east side of City Park Lake along I-10 WB (Avg. Height 13 feet)
- East side of City Park Lake to east of Christian along I-10 EB (Avg. Height of 14 feet)
| 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)

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.

Source: FHWA
Greenway Trail – Expressway Park to Dalrymple

* See Greenway Trail Exhibit
Perkins Road

* See Exhibit for Perkins Road Concepts
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

Spandrel Arch Concept

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

Note: All costs are in 2019 dollars

<table>
<thead>
<tr>
<th>SECTION OF CONSTRUCTION</th>
<th>DESCRIPTION</th>
<th>CONSTRUCTION COST</th>
<th>ENGINEERING &amp; PROJECT COSTS</th>
<th>UTILITY COSTS</th>
<th>RIGHT OF WAY &amp; RELOCATION COSTS</th>
<th>TOTAL PROJECT COST</th>
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</thead>
<tbody>
<tr>
<td>SEC-01</td>
<td>I-10: LA 415 to LA 1</td>
<td>$25,900,000</td>
<td>$4,921,000</td>
<td>$1,036,000</td>
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<td>$31,857,000</td>
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<td>SEC-02</td>
<td>I-10: MRB Westside Approach</td>
<td>$108,100,000</td>
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<td>$4,388</td>
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<td>SEC-03</td>
<td>I-10: MRB Eastside Approach</td>
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<td>SEC-04</td>
<td>I-10 Eastbound Mainline (Ramp)</td>
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<td>I-10: Washington/Dalrymple I/C Area</td>
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<td>SEC-06</td>
<td>I-10: City Park Lake Bridge/ Roadways</td>
<td>$92,100,000</td>
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<td>SEC-07</td>
<td>I-10: Perkins/KCSRR/Acadian Overpass</td>
<td>$183,800,000</td>
<td>$34,922,000</td>
<td>$7,352,000</td>
<td>$9,977,121</td>
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<td>Perkins Area At-Grade Improvements</td>
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<td>SEC-08</td>
<td>I-10: Acadian to College</td>
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<td>SEC-08(A)</td>
<td>Naim Drive Overpass over I-10</td>
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<td>SEC-09</td>
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<td><strong>I-10 Corridor Totals</strong></td>
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<td>$872,800,000</td>
<td>$172,311,000</td>
<td>$36,276,000</td>
<td>$28,275,281</td>
<td>$1,101,819,281</td>
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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
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 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.
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 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
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.
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:

<table>
<thead>
<tr>
<th>Website</th>
<th>Email</th>
<th>U.S. Postal Service</th>
</tr>
</thead>
</table>
| 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.