

Comments Received During the EA Public Comment Period

COMMENTING PARTY	DATE RECEIVED	COMMENT	RESPONSE
DOI/National Park Service	11/29/2019	The Department has no objection to Section 4(f) approval of the project contingent on the subsequent full execution of the requirements identified in the finalized PA (Programmatic Agreement).	The PA has been finalized and signed by all parties. The requirements will be carried out as indicated.
Phillip Fetterman	12/3/2019	What has been done to confirm that accidents will not happen if I-10 is widened to four lanes between College Drive and the 10/110 split? If analysis has been done, can it be posted on the website?	An analysis of crash data at this location was not performed. All available documents are posted on web site including traffic studies.
		What analysis has been done to confirm that congestion will not increase? If analysis has been done, can it be posted to the website?	Traffic studies were performed during feasibility study and as part of the interchange modification reports. The feasibility traffic study is posted on the web at www.i10br.com and the traffic study performed as part of interchange modification reports is in Appendix B of the EA.
		During the open house sessions...additional maps that better show I-110 tying into I-10 were provided. Can those maps also be posted on the website?	Visuals presented during the public hearings, including the PowerPoint presentation are available for download from the project website.
		Why is the state going to put the residents of East Baton Rouge Parish through seven to eight years of construction?	The purpose of the project is to improve overall system operation of the interstate through the Baton Rouge area.
		Where is the constructability study done on this project that identifies how the work will be executed, how long it will take to do the construction on this project and what can be done to minimize the construction duration and impact to parish traffic during the construction period? We would like to see it.	Constructability and construction sequencing will be further analyzed during the design phase. The possible segments of construction are explained in Section 2.4.2 of the EA. Although not final, it is most likely that the first segment constructed will be between Nicholson and Dalrymple followed by the segment between Acadian and College. Nairn segment has to be worked before the Perkins to Acadian segment can begin. The Mississippi Bridge approaches will likely come before the segment on the west side of the river between LA 1 and LA 415. The length of time to construct the entire project is unknown as it is directly dependent on funding availability. If the project was fully funded, construction would take about 8-10 years.
		If the City Park Lake Bridge is going to be re-built, does that mean that the Atchafalaya Basin Bridge will also be rebuilt down the road?	The bridges over City Park Lake will be replaced under the project. The Atchafalaya Basin Bridge is outside the scope of this project and was not analyzed.
		Where is the constructability study done for replacing the City Park Lake Bridge? If one was done, what were the options presented on what needs to be done and what can be done to minimize the impact to I-10 traffic and traffic in East Baton Rouge Parish?	No specific constructability study was done for City Park Lake Bridge. Constructability and construction sequencing will be further analyzed during the design phase. The possible segments of construction are explained in Section 2.4.2 of EA.
		The i10br.com design map shows I-10 eastbound between LA-415 and the exit to LA-1 going south being widened to provide a long exit lane for LA-1. However, LaDOTD is going to extend LA-415 so it connects with LA-1 just south of the Intercoastal Canal. What is the rationale that the State needs to do both projects when only one of the two will be sufficient to handle the traffic going southbound on LA-1?	The I-10 project is designed to alleviate congestion on I-10. Providing the additional lane will allow vehicles exiting on LA 1 to be removed from the I-10 eastbound traffic lanes earlier and allow for vehicles entering I-10 at LA 415 greater merge distance. LA 415 to LA 1 is a separate project still being re-evaluated.
		The same i10br.com design map shows that I-10 westbound between LA-1 and LA-415 will be widened. In all of the years that I have been traveling I-10 westbound, I have seen only once the westbound traffic exiting at LA-415 backed up on I-10. So why is I-10 westbound between LA-1 and LA-415 being widened - traffic counts should be provided?	I-10 mainline is being widened from LA 415 to LA 1 to assist vehicles exiting and entering the interstate and to add needed capacity because the volume is expected to increase once the LA 1/LA 415 Connector is completed. Current Traffic counts for various roadways are available on DOTD's website. The 2016 ADT between LA 415 and LA 1 was 75477. A traffic study was done during feasibility study and is available on www.i10br.com. Additional traffic studies were done during the EA and are located in Appendix B.
		Terrace Street exit has been opened for awhile. Yet, when I was downtown Saturday morning traveling I-110 southbound from Florida Boulevard, I did not see any signage informing people that it is open and that people should be using Terrace Street instead of Washington Street. If signs have been posted, they are not obvious. If signs have not been posted, when will they be posted?	The Terrace Street ramp is signed. Notification that the ramp was opened was covered on local news channels and is also available on DOTD website.
Casey Parker	12/3/2019	As the owner of the property at <deleted >, it was distressing to see that my home was not marked on the environmental study that was done by the state. I am currently close enough to the interstate that I can see the traffic through my living room window. I am concerned that my home may have been overlooked, and that this oversight could cause a decline in both my property value and my quality of life as a resident if the property is not acquired for this project. My property line and barrier fence are approximately 30 feet from the edge of the current interstate. The dwelling is at varied distances of 9 to 15 feet from the barrier fence. Under the current plan...this would leave parts of the dwelling within 25 feet of the active highway. The construction of a 13 to 14 foot tall sound barrier, would necessitate destruction of my 4 live oaks which are along the barrier fence line. These trees are of significant value and their loss would materially impact the value of the lot and dwelling. Should they be impacted, compensation would be warranted and sought subject to a third-party appraisal.	The residence is not within required right-of-way. However, a servitude affecting property may be needed and will be determined during design phase. Once DOTD begins right-of-way acquisitions, if a servitude is required, you will be contacted regarding the appraisal process. Many trees in the required right-of-way would be removed and others could be cut back, as they may overhang existing right-of-way. When practical, DOTD will preserve or apply specific treatments to trees that do not require removal. Such considerations may include but are not limited to, temporary fencing to protect trees from construction equipment, avoidance of root zones, care of overhanging branches, safety issues where the tree must be removed, installing guard rail etc.
Paul Forman	12/3/2019	(Commenter is referring to a property that is adjacent to the apparent proposed right-of-way). Should they be impacted, compensation would be warranted and sought subject to a third-party appraisal. The scope and scale of this project is not without merit. However, the property owner will be negatively impacted by having a construction servitude / right-of-way approximately 10 feet of her residence for a prolonged period of time. While I understand the state is seeking to limit the amount of property required for the project, in this instance, it makes little sense to forego acquiring this lot/dwelling. Asking a resident to live within 15 to 20 feet of construction which will undoubtedly involve heavy equipment is, in itself, unreasonable. Upon a formal site assessment, I firmly believe DOTD would agree that the dwelling is simply too close to the highway / right of access / construction servitude and should be acquired.	The current proposal does not require acquisition of this residence. If the project requires right-of-way from an adjacent property, the property owner will be contacted regarding the appraisal process. Questions regarding acquisition process should be directed to the DOTD real estate team. The District 61 Real Estate Manager may be reached at 225.242.4593.

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Carl Benedict	12/2/2019	Your current proposal for the I-10 corridor is too grandiose, impractical, and expensive. The vast majority of your proposal will cause a traffic disaster for the 10 -15 years that it will take to design and build. I do not think that the LA DOTD has the skill set to design and manage this project. It will be a traffic disaster during construction. I think that you should combine the elements of the DOTD design where the west bound traffic lanes are extended from the bridge to the 415 overpass w/ the closing of Washington street exit and lane extension to the LSU lakes along w/ the proposal from the Coleman Brown and the Chamber of Commerce of EBR. You can save a boat load of money, driver frustration, and time with those two suggestions. there should be a significant improvement of traffic flow as well as significant monetary savings with the combination of those two proposals. the excess funds that are not spent on the grandiose DOTD proposal can be utilized for the design and building of a new bridge to the South of Baton Rouge.	We thank you for your comments, as well as those of Mr. Brown. The EA and other studies support the project as it has been proposed. The closure of Washington Street exit was considered during feasibility but rejected due to neighborhood concerns. Washington Street exit will be incorporated into the consolidate interchange and limited to I-10 traffic. To extend to LA 415 as suggested would require widening of the truss which is not part of the project. The consolidated interchange can be found in Appendix A of the EA in the Line and Grade exhibits.
Margaret McNamara	12/2/2019	I am in favor of the plan the Baton Rouge chamber has...spending less now and completing in a shorter time period. Addressing immediate concerns and alleviating major current problems first. Afterwards, we can begin working on incorporating widening in other areas where needed, if necessary.	Thank you for your comments.
Coleman Brown	12/1/2019	Why are you apparently adding \$650 million to your former \$360 million estimate you've had for two years now? Also you've doubled the time to construct from 5 years to possibly 10years. Why?	The cost estimate for the project is estimated at 1.1 billion dollars. The estimated cost is presented in the EA in Table 2-2. The \$360 million is the portion of funding from GARVEE bonds. The GARVEE bonds secured funding for only a portion of the project. The length of time to construct the entire project is unknown as it is directly dependent on funding availability. If the project was fully funded, construction would take about 8-10 years.
Anna White	11/30/2019	How difficult would it be to build the new "LSU I-10 bridge" over the current bridge with a carpool lane?	A LSU I-10 bridge is not part of the project and outside the scope.
Dorian Heroman	11/26/2019	To alleviate traffic problems thru Baton Rouge 2 main routes need developing: (A.) route Gross-Tete to new Bridge @ St. Francisville to I-55 north [this sends traffic heading north around BR to I-55] (B.) Gross Tete to Sunshine bridge to I-10 south of BR. These routing will eliminate 60% of trucks thru Baton Rouge and 40% cars traffic. Make toll roads to pay for construction.	Thank you for your comments.
Bryant Voth	11/19/2019	Highly support the project. Much needed for our city.	Thank you for your comments.
Mr. Ray Gauff	11/20/2019	My name is Ray Gauff I'm attending tonight for more info on the impact of the construction on Expressway Park and Old South BR.	Thank you for attending.
Charles H. Coates, Jr. & Peggy D. Coates	11/22/2019	1. The purpose of the study is incorrectly limited to improvement of I-10's traffic congestion, when it properly also needs to address improvement of the roadway's appearance and maintenance, which are presently deficient. 2. The present I-10's route through the middle of Baton Rouge has proved to be a colossal mistake due to its large-scale and negative socio-economic impact, instead of an original route to the south with connecting feeder roads. The report fails to present information justifying the proposed widening insofar as exacerbating the original mistake even more. 3. Three lanes east and west that reduce eventually to two lanes each way when crossing the bridge over the Mississippi River will not improve the present bottleneck of congestion, only aggravating it due to the resultant increased volume of traffic. Modifications to widen the bridge's roadway should be considered for a possible additional reversible center lane or for two lanes, one each way, or for reinforced bridge with a second deck.	Thank you for your comments. The project, as proposed, includes replacement of aging structures and installation of context-sensitive solutions that also improve aesthetics. Thank you for your comment.
		4. Where trees and other plantings are to be removed, removal must be minimal, with replacement at least 1.5 the number removed to avoid degradation of landscaping and to enhance present appearance.	Thank you for your comments. In accordance with its engineering directives, DOTD will implement a context sensitive design (i.e. preservation, specified limited impact, or special treatment) to accommodate significant trees where practical.
		5. Baton Rouge Green, the organization that installed the existing trees and plantings, should be the agency utilized for replacement.	DOTD is committed to working with Baton Rouge Green throughout the various phases of the project.
		6. Due to its inherent beauty, the Spandrel Arch Bridge is greatly preferred for replacement of the existing bridge over the lakes. The sides of the bridge should be designed to allow for maximum viewing of the lakes for aesthetic reasons.	Thank you for your comment.
Rawlston Phillips III	11/19/2019	DOTD must protect or replace all trees affected. Also it is important to plan areas for more plantings. Trees and green areas are critical to the health, safety and quality of life for GBR residence.	Thank you for your comments. In accordance with its engineering directives, DOTD will implement a context sensitive design (i.e. preservation, specified limited impact, or special treatment) to accommodate significant trees where practical.
Anonymous	11/19/2019	Any way to keep the Perkins exit? If Acadian floods then you won't be able to get off until College Dr. Can a design exception be considered for exit spacing? Really like the Spandrel Arch Bridge over the City Park Lakes. Great Project.	Thank you for your comments. The Perkins Road exit removal is necessary for improvements to the Acadian ramps. DOTD is currently replacing the existing pumps at the Acadian railroad underpass and the EBR Department of Transportation and Drainage is pursuing improvements to the Ward Creek/Dawson's Creek drainage system. Further, the railroad trestle is being replaced which will allow for a reduction in the depth of the roadway dip under the trestle.
		When widening elevated sections, keep the air/light gap between east & west bound lanes - that somewhat lessens the dark solid cover. Save the significant trees - they are significant to the feel of Baton Rouge - they also help mitigate the pollution generated by all the traffic.	Thank you for your comment. Widening will be conducted within existing right-of-way maintaining separate structure where separate structure currently exists. In accordance with its engineering directives, DOTD will implement a context sensitive design (i.e. preservation, specified limited impact, or special treatment) to accommodate significant trees where practical.

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Kathy Wascom	11/20/2019	I would ask that air monitoring for particulates be done and more air quality information be posted-especially in areas that have recreational facilities or schools. I would also ask that soil assessment be done on impacted areas with testing for oleas and other toxics.	Appendix F of the EA contains the air quality assessment conducted for the I-10 LA 415 to Essen Lane project. Results of modeling and projections relative to future traffic conditions are addressed in the assessment. No air monitoring was done. Regarding monitoring particulates during construction, the contractor must submit a dust control plan to DOTD for acceptance prior to construction. This corridor is considered dust sensitive and will be subject to more stringent requirements than a standard construction project. Testing of soil will occur in areas where contamination is suspected and/or has the potential to negatively impact DOTD's right-of-way.
Brian Falcon	11/20/2019	Is there really a necessity to have circles at Washington Street? I drive that street and have not seen it so busy that it warrants circles (larger interchange) that will require the demo of more houses in the neighborhood. Nairn bridge idea of including greenery and gathering/seating. Space seems too far fetched for an almost entirely purely utilitarian structure. Is it reasonable to expect pedestrians to want to stop on the bridge in such an unpleasant environment as I-10 and who's going to take care of the plantings? Could the bridge be more architecturally interesting in lieu of creating these enhanced pedestrian spaces?	The roundabouts are to accommodate traffic that will result from consolidating the Washington and Dalrymple interchanges along with the new Terrace Street off ramp. The Nairn concepts presented during the public meetings and public hearings are just concepts. The final concept may be with or without bump outs, with or without vegetation, with concrete barriers or rail type barriers between the pedestrian and multiuse paths and traffic lanes, and with some external barrier type that is not chain-link fence. We appreciate your comments relative the bridge aesthetic.
Doug Ramsey	11/20/2019	The multi-use greenway in the vicinity of the existing Perkins Road exit appears to have no bike/pedestrian access from neighborhood south of Perkins Rd. or the north side of the interstate. Is the expectation people will drive their car to the limited parking in the are to walk and bike? Nairn Dr. improvements look good, but am concerned about construction phase. It is the only reasonably safe interstate crossing for citizens without cars. How do they safely cross the interstate during construction?	Pedestrian/bike crossings of Perkins Road to access the new greenspace and trail along the proposed Greenwood extension would need to be completed by the EBR Department of Transportation and Drainage. The project is intended to work with the master plan under development for pedestrians and cyclists. It is anticipated that the Nairn Bridge will be closed during bridge replacement and alternative routes provided. Detour routes will be posted to the project website, myDOTD, and message boards.
Kathy Stites	11/20/2019	1. Glad to see the bike trail in the old location of on ramp @ Perkins. 2. Glad to see sound wall extended from Acadian to Christian St. on westbound lane. I live there on S. Eugene and the trucks and motorcycles are very loud now! Adding 2 lanes will intensify the sound levels. 3. Overpass @ Bawell-please use open (not solid) walls on each side! It will be much more pleasant in summer. I would be nice to have plants for shade or shade structures. 4. Bridge alternatives-spandrel arch is the more attractive option.	Thank you for your comments.
Danita LeBlanc	11/20/2019	Please keep proposed bike/pedestrian elements in the plan to be completed	Bike/pedestrian commitments presented in the EA document Sections 3.25.2 and 3.25.3 will be implemented during the construction phase of which they are a part and when agreements are in place.
T. Alost	11/20/2019	The Nairn Street overpass is nice but where does it go? No where safe on the Perkins Road side! That makes it useless for pedestrians and cyclists. It will only be useful it connects with a safe bike path. Bais behind Walmart is not safe enough for cyclist.	Nairn street bike/ped facilities (Section 3.23 of EA) will connect to EBR facilities in accordance with the EBR master plan presently under development.
Gavin Gautreau	11/20/2019	1. The presentation indicated that there would be sound walls 14-foot-tall on the City Park Bridge. This is concerning in an aesthetic sense. I can't see how that will make for a very beautiful bridge. 2. Please consider accelerated methods for the Nairn Bridge.	Thank you for your comments.
Justin Alford (Benny's Car Wash)	11/20/2019	Please find a way to keep Nairn Street Bridge open the entire time. The fire station uses that bridge to service the area. Will hurt business at Benny's Car Wash.	Thank you for your comments. Nairn bridge is being replaced on existing alignment and will be required to close temporarily. Alternative routes will be defined during construction for traffic that utilizes the Nairn Bridge.
George Kurz	11/20/2019	1. Great improvement 2. Sell the land where a ramp from Perkins will be abandoned. Lump money to improve a better or bigger park that is more meaningful. Right now this just benefits adjacent property owners, mainly the restaurant.	Thank you for your comments. DOTD will retain ownership of land where Perkins ramps are removed.
Ash Kahn	11/20/2019	Improve the traffic flow at the intersection of College Dr. I-10 off ramp Baton Rouge. I believe if you open an underpass and connect the I-10 College Drive exit (south bound) with the I-10 service road you can eliminate a traffic light altogether and improve the traffic flow on College Drive.	Thank you for your comments. This is outside the scope of the I-10 Widening Project. DOTD will consider this alternative during the College Drive Study.
Doug Moore	11/20/2019	1. Disappointed to see the multi-use path along the west side of Acadian get scrapped. It would be much safer for biking and walking than having to cross multiple on and off ramps. 2. Please consider a multi-use path connecting Eugene (at Honeysuckle) with Acadian. This would allow people to avoid having to walk long distances to access the businesses at the Perkins/Acadian area. This would also give them an alternative to driving on Acadian or Perkins both of which are already congested. 3. Please don't allow DOTD to do away with the "proposed" paths and sidewalks as they have so many times in the past. People who walk and bike matter too.	Sidewalks with pedestrian crossings are proposed along Acadian Thruway. See Line and Grade sheets AT01-AT-03 in Appendix A of EA.
STAGE 1 PLANNING/ENVIRONMENTAL STUDY - Construction Questions			
Anonymous	12/3/2019	When do you anticipate expansion to begin on the interstate alongside of Estates Road?	This is a complex project that will be constructed in several segments. Construction sequencing will be determined during the design phase. A start date for construction near Estates Road has not been established. Although not final, it is most likely that the first segment constructed will be between Nicholson and Dalrymple followed by the segment between Acadian and College. Nairn segment has to be worked before the Perkins to Acadian segment can begin. The Mississippi Bridge approaches will likely come before the segment on the west side of the river between LA 1 and LA 415. The length of time to construct the entire project is unknown as it is directly dependent on funding availability. If the project was fully funded, construction would take about 8-10 years.
		What is the projected duration of construction for this phase, which includes I-10 expansion alongside Estates Road?	The duration of construction for the phases will be determined during the design phase. Although not final, it is most likely that the first segment constructed will be between Nicholson and Dalrymple followed by the segment between Acadian and College. Nairn segment has to be worked before the Perkins to Acadian segment can begin. The Mississippi Bridge approaches will likely come before the segment on the west side of the river between LA 1 and LA 415. The length of time to construct the entire project is unknown as it is directly dependent on funding availability. If the project was fully funded, construction would take about 8-10 years.

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Anonymous	12/3/2019	<p>Will construction take place all day and all night alongside Estates Road? I am self-employed and work from my home. Disturbances will be damaging to my career and income during working hours, and disruptive to overall mental and wellbeing after hours, when trying to relax.</p> <p>I understand that the new shoulder requirement is 12 feet, new additional lane is 12 feet, 5 feet is necessary behind sound wall for maintenance. I was told that the sound wall will be at worst only 8'-0" from the existing chain link fence. If so, there is only 3'-0" of land behind that. So what are ALL other clearances, and will these items be included in the residential area in front of my house on Estates Road that runs alongside I-10? This would include space between shoulder and sound wall? Thickness of sound wall? Space allowed for crash barrier from shoulder? Thickness of crash barrier? Any other setbacks or requirements? If so, how much? I do not see how there is that much land owned by DOTD right-of-way.</p> <p>I understand that DOTD does not own all the land necessary along Estates Road and the parish owns the remaining portion needing to be acquired. I was told that the parish will grant whatever DOTD needs for acquisitions. What does that mean for the residents along Estates Road? How much of the road will be taken and where will the parish get the land to replace the portion of the street that is taken by DOTD? If the parish has to buy property from the homeowners, then is that cost added into the construction of the I-10 widening?</p> <p>I REQUEST IF AT ALL POSSIBLE TO ERECT THE SOUND WALL ALONG ESTATES ROAD PRIOR TO CONSTRUCTION. Once foliage and chain link fence is removed along Estates Road for the interstate construction to begin, what kind of security and privacy will be implemented for our families on Estates Road? Some of our homes are within 30-50 feet of construction and will be totally exposed and accessible to those 170,000 vehicles every day with the addition of the construction workers. There is at least 1 vehicle, car, truck or 18 wheeler broken down on I-10 in front of my house weekly. I have lived in my home for 18 years. I am a single woman. I have had people break down in front of my home, jump the chain link fence and knock on my door for assistance, no matter the time. Also, I walk my dog, work in my yard, and just driving into my driveway will expose me to the open public at all hours. How will I feel secure and be secure, not only from the drivers, but construction workers as well. And if construction is only during the day, protection and safety is even a bigger concern at night.</p> <p>During the 19 years I have lived here, safety has been an issue: cars driving off the interstate and hitting one of our homes; crashing through the chain link fence, which the pine trees have sometimes stopped vehicles or trailers from further damages; criminal activity when police stop suspects and they are able to run through and escape through our street; break down of trucks and cars where it will be easier to knock on someone's door for assistance that is open and exposed. All of these have happened over the years I have lived here. Exposure to theft. And what about human trafficking. How do you plan to implement safety and physical privacy to protect us for the duration of construction in front on my house and surrounding neighbors on Estates Road?</p> <p>Again, I REQUEST, IF AT ALL POSSIBLE, TO ERECT THE SOUND WALL ALONG ESTATES ROAD PRIOR TO CONSTRUCTION. My lifestyle will be shattered for the duration of this construction. I have worked very hard to live and stay in my home. I generally feel secure, with an overall sense of privacy. Once the foliage is removed, the general public of 170,000 vehicles per day will be looking and watching, creating exposure and interest to someone with bad intentions. This neighborhood along Estates Road and Fiero Street becomes an easy target for criminal activity.</p> <p>There are currently light posts along the interstate, alongside Estates Road. Those fixtures currently provide lighting along our street and into our neighborhood. What about safety lighting once those fixtures are removed for duration of construction?</p> <p>And will any permanent lighting be added to our side of the sound wall on Estates Road?</p> <p>What's to stop someone that is sitting in standstill traffic from driving off the interstate directly onto Estates Road or Fiero Street when they want to avoid the construction traffic?</p> <p>I understand there will be some type of temporary fence. We, as a subdivision, are not comfortable with a vinyl or temp galvanized fence if it is.</p> <p>What about construction workers and vehicle? Will they be accessing construction by using Estates Road?</p> <p>Will there be anything used to deter water, mud debris etc....from entering onto Estates Road?</p> <p>There is a portion of land owned by DOTD in front of my home on Estates Road. It is a triangular section of land. I had been previously told that would be a staging ground for equipment and workers. I totally object to that usage. Our lives will be disrupted enough. I request that that land not be used to stage equipment, nor allow contractors to park, group, meet, etc. on this land, in our neighborhood.</p> <p>What kind of construction noise and debris to be expected along Estates Road and Fiero Street?</p>	<p>For this project, construction in some areas is likely to occur during the overnight hours. At this stage of the project, there are no final details on construction phasing/sequencing and timing.</p> <p>DOTD's estimated required right-of-way is 5 feet from an elevated structure, 10 feet from the at-grade roadway where there is no noise barrier, and 1.5 feet from the back of a noise barrier. Behind the noise barriers, there is an additional 8.5 feet required for a temporary construction servitude. These temporary servitudes include what is necessary for construction operations. The temporary construction servitude will be returned to the property owner upon completion.</p> <p>The existing Estates Road will remain where it is currently located. This project does not require your property.</p> <p>It is DOTD's intent to construct sound walls prior to roadway construction wherever it is practicable to do so. Existing fencing would remain where feasible and temporary fencing installed as needed for safety and security. Temporary fencing would likely be chain link fence, not a privacy fence. Concrete barriers would be installed between the east and westbound sides during construction. The ability for vehicles to stop and access neighborhood streets will be lessened by the presence of multiple barriers.</p> <p>It is DOTD's intent to construct noise barriers prior to roadway construction whenever practicable to do so. Trees in the required right-of-way would be removed and others could be cut back, as they may overhang existing right-of-way. Existing fencing would remain where feasible and temporary fencing installed as needed for safety and security. Temporary fencing would likely be chain link fence, not a privacy fence. Concrete barriers would be installed between the east and westbound sides during construction. The ability for vehicles to stop and access neighborhood streets will be lessened by the presence of multiple barriers.</p> <p>It is DOTD's intent to construct noise barriers prior to roadway construction whenever practicable to do so. Trees in the required right-of-way would be removed and others could be cut back, as they may overhang existing right-of-way. Existing fencing would remain where feasible and temporary fencing installed as needed for safety and security. Temporary fencing would likely be chain link fence, not a privacy fence. Concrete barriers would be installed between the east and westbound sides during construction. The ability for vehicles to stop and access neighborhood streets will be lessened by the presence of multiple barriers and consistent presence of construction personnel.</p> <p>It is not yet known if there will be a need to remove street lighting during the construction phase. New street lighting to replace any lighting that may be removed would be designed in Stage 3, Final Design.</p> <p>Sound barriers do not typically have lighting. Any request for new street lighting should be directed to the City of Baton Rouge.</p> <p>Concrete barriers and fencing are the most likely materials to be utilized to control the construction site, vehicles on I-10 will not have access to Fiero Street or Estates Road, as they do not have access to those local roads today.</p> <p>Thank you for your comment.</p> <p>Construction equipment, vehicles, and personnel should not be using Estates Road to access the construction site (I-10), they should be working within existing and required right-of-way.</p> <p>The fence along the right-of-way should deter litter and blowing debris from entering the neighborhood. Likewise, silt fencing will be installed during construction to prevent offsite migration of stormwater.</p> <p>Staging areas will utilize land within existing right-of-way to the extent possible. Staging areas will be determined during Stage 3, Final Design. Your comment has been noted.</p> <p>Given your proximity to the interstate, you will hear the construction. DOTD will have project specifications that the contractor must adhere to during construction to minimize issues, including mufflers on equipment, specified timeframes for certain construction activities, proper disposal of construction materials, etc.</p>

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Anonymous	12/3/2019	What kind of environmental issues and hazards will we be living in day by day during construction? Constant dust, tar, damage to our vehicles; dust in our homes and yards. Breathing and living in this environment.	During construction, the traveling public and adjacent property owners will likely experience a number of inconveniences including dust. Other possible inconveniences may be traffic detours, increased travel times in and around construction site, increase noise during construction, and short term closures of streets or sidewalks.
		Is it safe for me and the residents along Estates Road to breathe construction debris every day for the duration of this project in front of our homes?	The contractor must submit a dust control plan to DOTD for acceptance prior to construction. This corridor is considered dust sensitive and will be subject to more stringent requirements than a standard construction project.
		Any dust shields or water trucks being required at certain times to lower dust?	The contractor must submit a dust control plan to DOTD for acceptance prior to construction. This corridor is considered dust sensitive and will be subject to more stringent requirements than a standard construction project. The contractor is allowed flexibility in determining means and methods to achieve required dust control, but water trucks, off-site mixing, and alternative materials are common strategies in road construction.
		What kind of hazards to our health due to the noise of construction?	DOTD will have project specifications that the contractor must adhere to during construction to minimize issues, including mufflers on equipment, specified time frames for certain construction activities, etc.
		And what about hazards to our health due to the noise after construction if the sound wall is added at a later date?	The noise barriers will be constructed with each phase of the project; where practicable, at the beginning of the construction phase. The noise barrier is designed to reduce noise from the interstate. As Estates and Fiero have no such barrier at present, the noise levels experienced by residents living on these streets will be lower with the barriers in place.
		What kind of hazards to our health due to vibration of construction?	Vibration levels during construction are not expected to pose a health risk. The contractor will be required to submit a vibration monitoring plan to DOTD for acceptance prior to construction.
		And what about hazards to our health due to vibration after construction with more vehicles passing at a steadier speed?	Vibration levels are not expected to pose health risk. A noise barrier is proposed in your area and will reduce noise vibrations.
		What about structural damage to our homes being so close to the construction along Estates Road and Fiero Street? Is there a recommended distance from construction that will not cause structural damage and shifting to our homes?	Generally, regular construction activities for roadways typically do not cause vibrations that rise to the level of property damage. In the event property owners feel they are experiencing damaging vibrations during construction, they can contact the Project Engineer and ask that it be investigated. A "Vibration Complaint Form" is available to the property owner(s) for such occurrences and can be obtained via the office of the Project Engineer as necessary.
		Will there be monitors monitoring vibration from construction?	DOTD has a policy for monitoring vibrations during pile driving with specific procedures for documenting adjacent structures before and after pile driving activities.
		I understand drill shafts used over City Park Lake, which is close proximity, so that is concern for vibration and noise as well, as well as structural impact to my home.	Thank you for your comments. The construction methods have not been finalized; however, drilled shafts should have less impacts than pile driving.
		Many concerns for structural damage to our homes due to vibration after construction is complete. There will be more trucks and vehicles passing at a steadier speed, and now, at a closer distance to my house.	Please see responses above. A noise barrier is proposed for this area.
		What about the change and impact to the quality of my lifestyle that I have created for myself to be in this historical area of Baton Rouge. This includes working in our yards, sitting back and relaxing outdoors, enjoying the breeze coming from the lakes, lying in the hammock, walking the dog, jogging, socializing with our neighbors. I fear I will be locked in my home, scared for my privacy and safety, unable to breathe outside, everything covered in concrete dust, black top, or whatever, construction equipment and workers in our front yards, noise pollution of construction, and so on. Only able to hear construction pounding, scraping, grinding, jack hammers, honking, and beeping, along with more emergency vehicles.	You will experience some inconvenience during construction. Construction is temporary; the duration of construction in your area will be less than the total project time-frame.
		I remain under constant anxiety since the announcement of the new plans to move forward on this project. I cannot concentrate on my work and other matters. I am having sleepless nights. And I am spending time researching the all the aspects of impact due to this project.	You will experience some inconvenience during construction. Construction is temporary; the duration of construction in your area will be less than the total project time-frame.
		My house is now unmarketable due to the announcement of the widening. If I HAD to sell my home or did not think I could withstand the construction nightmares, I would be trapped. Finally, I could not relocate without selling my home, which is now impossible without giving it away.	Thank you for your comment. Your residence is not within proposed right-of-way for the project.
I am reluctant to improve and continue any maintenance to my home and yard because of uncertainty in the market, and concerns during construction.	Thank you for your comment. Your residence is not within proposed right-of-way for the project.		
Other concerns:			
Anonymous	12/3/2019	1. What happens along Perkins Road to the lane dedicated for the Perkins Road Westbound onramp? We are not interested in widening Perkins Road, so where will that lane end?	A new sidewalk and lane tapering (merging the traffic from two to one lane) will occur to bring Perkins to one lane, consistent with its current alignment. Please visit the project website at www.i10br.com to download visuals of the Perkins Road ramp area concept.
		2. I am concerned that the I-10 widening and changes will bring more vehicles through Dalrymple area with the closure of Perkins Road Exit. More vehicles will now be exiting at Dalrymple to access Perkins Road, instead of backtracking at Acadian, which by the way handles the amount of traffic nicely at this time. And more vehicles will be exiting at Dalrymple when East bound traffic is at a standstill since the ease of Perkins Road Exit will no longer be an option. Joggers, walkers and bikers are already dodging vehicles all day long around City Park due to inadequate paths, that are either nonexistent, or at road level.	The Washington and Dalrymple exits will be consolidated into one exit with roundabouts at Terrace and Washington to maintain traffic flows. The vast majority of the traffic exiting at Perkins Road turns left toward College Drive. This traffic will likely continue to Acadian or exits further to the east. With completion of the project, traffic congestion on I-10 will be reduced, thereby alleviating the need to exit I-10 for alternative routes. Please visit the project website at www.i10br.com to view the layout for the new interchange.

COMMENTING PARTY	DATE RECEIVED	COMMENT	RESPONSE
Anonymous	12/3/2019	3. I am concerned that the addition of the East Bound onramp at Dalrymple will bring more vehicles through Dalrymple/City Park area. If traffic is backed up at I-10 when drivers are approaching Dalrymple, they will be speeding through the lake are to get to Perkins Road. And then Perkins Road and Acadian Thruway will now be congested.	The Washington and Dalrymple exits will be consolidated into one exit with roundabouts at Terrace and Washington to maintain traffic flows. Surface street improvements on Acadian are designed to accommodate projected additional traffic. Westbound traffic currently exits at Dalrymple. Providing an eastbound on-ramp simply allows vehicles to return the same way they came rather than using May Street, East Lakeshore Drive, Morning Glory Avenue, and Stanford Avenue to reach the eastbound on-ramp at Acadian. An eastbound on-ramp at Dalrymple should reduce traffic in the neighborhoods. Please visit the project website at www.i10br.com to view the layouts for these areas.
		4. Currently Acadian Thruway traffic flows nicely. Closing Perkins Road exit and onramp will congest Acadian Thruway.	Thank you for your comment. Improvements to Acadian are designed to accommodate the projected additional traffic.
		5. Drivers are given the right-of-way around and through City Park. Changes to that should be made. There is little respect given to the pedestrians, joggers and bikers, especially with the changes of on and off ramps in the area.	Thank you for your comment. Your recommendation will be made available to the EBR Department of Transportation and Drainage.
		6. Speed restrictions should be made and enforced in the underlying areas where changes are being made to the I-10 corridor, especially where there is more pedestrian activity. This includes Dalrymple, East Lakeshore and Perkins Road from Broussard all the way to Acadian Thruway.	Thank you for your comment. Your recommendation will be made available to the EBR Department of Transportation and Drainage.
		7. Safety restrictions should be made and enforced in the underlying areas where changes are being made to the I-10 corridor. Drivers are not paying attention to pedestrians, joggers, bikers, mothers with baby strollers, ducks, etc. This includes Dalrymple, East Lakeshore and Perkins Road from Broussard all the way to Acadian Thruway.	Thank you for your comment. Your recommendation will be made available to the EBR Department of Transportation and Drainage.
Landscape and Architectural improvement questions:			
Anonymous	12/3/2019	1. Importance of maintaining the character of this beautiful historic part of Baton Rouge. Many of us purchased or built homes to live in this are because of its historic beauty, we are not looking to change it into something else.	Thank you for your comment.
		2. Is there a study being done for the population of pedestrians, bikers and vehicle use to justify expense in the beautification project at the different locations?	The City, in coordination with DOTD, is completing a bicycle and pedestrian master plan for the greater Baton Rouge area. The bike and pedestrian elements of the project are consistent with the master plan,-DOTD Complete Streets and FHWA Community Connections initiatives.
		3. Improvements under I-10 at Dalrymple and Lakeshore were not considered in the designs at the focus group meeting on May 14, 2018. There are more pedestrians, joggers, bikers, and vehicles that use these areas for exercise and passage than I know of the other areas that were mentioned at the meetings.	Thank you for your comment. Context Sensitive Solutions proposed for the project did not include the trails associated with the City Park and University Lakes, as these are included in the Lakes Master Plan developed in conjunction with the Baton Rouge Area Foundation.
		4. Also, improvements under I-10 at Christian Street were not considered in the designs at the focus group meeting on May 14, 2018.	Thank you for your comment. The Perkins Ramp area representative concepts presented may include lighting and streetscape improvements under I-10 near Hollydale.
REPUBLICAN PARTY OF EAST BATON ROUGE PARISH			
Woody Jenkins	12/3/2019	1) We strongly support improvements to I-10 and I-110 in Baton Rouge to reduce traffic congestion and improve traffic flow. However, we strongly oppose the proposed \$1 billion I-10/I-110 construction plan proposed by the Louisiana Department of Transportation and Development and instead we support the \$77 million improvement plan proposed by the Chamber of Commerce of East Baton Rouge Parish.	Thank you for your comments.
		2) Louisiana has a backlog of between \$12 billion and \$15 billion in important highway, bridge, and other transportation projects. There is no room for wasteful projects that expend massive sums of tax dollars. If we waste our precious dollars, too many urgent needs will go unmet. The proposed DOTD plan for I-10/I-110 represents a colossal waste of money. The essence of it is to tear down miles of existing highways and bridges, including the bridge over City Park Lakes, the Nairn Bridge, and the railroad bridge, and build new structures in their place. This project will take 10 years or more and mire Interstate traffic in Baton Rouge in gridlock — the very thing we all want to avoid.	Thank you for your comments. The existing infrastructure is reaching its design life and will require replacement or rehabilitation to remain in active service in the coming years. Structures will not be able to remain as they are indefinitely.
		3) The I-10/I-110 plan being promoted by the Chamber of Commerce of East Baton Rouge Parish is a sensible approach that keeps the existing infrastructure and simply adds another lane of traffic to I-10. It does this by adjusting exits to conform to federal highway standards. Its modest \$77 million price tag and three-year timetable for completion will make major improvements that are realistic and cost effective. It also preserves taxpayer resources for other desperately-needed projects.	Thank you for your comments.
		4) The Republican Party of East Baton Rouge Parish urges that the LA DOTD plan be rejected and the Chamber EBR plan be substituted in its place.	We thank you for your comments, as well as those of the Chamber. The EA and other studies support the project as it has been proposed. The closure of Washington Street exit was considered during feasibility but rejected due to neighborhood concerns. Washington Street exit will be incorporated into the consolidate interchange and limited to I-10 traffic. To extend to LA 415 as suggested would require widening of the truss which is not part of the project. The consolidated interchange can be found in Appendix A of the EA in the Line and Grade exhibits.
Michael Allen	12/3/2019	An idea born out of government always seems to be a boulder rolling downhill. It's great that this boulder wants to ask for opinions as it rolls past, but let it be clear and fully known that my opinion is that this boulder needs to stop rolling. Look where you are going. Sure, you're gonna clear a path, but at what cost? And to what avail? This is not the path we need. Studies show that adding lanes only increases traffic. Increased traffic leads to more accidents. The cases are so numerous that I don't feel the need to point them out to you. It's not my job to point them out to you. Do your job, do the research, and please make wiser decisions about our future before the people get so fed up with your leadership that we put you out of a job.	Thank you for your comments. Traffic, structure, and environmental studies were conducted during this planning stage to further analyze and define the proper course of action to alleviate congestion on I-10 through Baton Rouge.

COMMENTING PARTY	DATE RECEIVED	COMMENT	RESPONSE
Regarding the Context Sensitive Solutions and Community Connections			
Molly Donalson	12/3/2019	It is unclear what the plans are for the areas beneath the interstate near George's, Schlitz & Giggles, etc. These areas currently have joint-use parking agreements, but have poor lighting, uneven walking surfaces, poor drainage, and are generally unsafe. It is imperative that these areas be improved, beautified, and safety increased.	Thank you for your comments. The concept presented for this area can be viewed on the project website at www.i10br.com .
Regarding the Perkins Road/Acadian Thruway Intersection			
Molly Donalson	12/3/2019	There is no improvement proposed for this intersection. With the closure of the Perkins Road on/off ramps, traffic will be increased at the Perkins/Acadian intersection. Traffic is already a problem at this location throughout the day and will only worsen. It is imperative that this intersection be improved to better handle the increased amount of traffic.	Surface street improvements to Acadian Thruway are proposed and can be viewed on the layouts downloadable from the project website at www.i10br.com .
Regarding the Perkins Road Corridor between the Railroad Overpass and Acadian Thruway			
Molly Donalson	12/3/2019	I realize that this is a City/Parish issue more than a state issue; however, I wish to point out that there is no stop sign or signal between Park Boulevard and the base of the Perkins Road ramp. Traffic will likely only increase in this area once the Perkins Road ramps are removed. I would propose that some traffic calming measures be taken to alleviate this issue. In addition, I propose making the "Dales" north of Perkins Road one-way to the North to connect to Greenwood in order to provide good traffic flow in this area.	Thank you for your comments. Your recommendation will be made available to the EBR Department of Transportation and Drainage.
Deborah Roe	12/3/2019	With this newly revised, expanded, and more costly plan, my trepidation grows. Responses to comments in original public input process show the inadequacy of current planning. Answers such as "we don't know that yet" OR "we are currently looking into that" OR well discuss that when we get there" surely do indicate a lot of unknowns. To proceed without detailed knowledge of plans, impacts, contingencies etc. is pure folly. Again, I would like more information on air quality, noise remediation, vibration from construction, and mostly traffic congestion created on ground streets, especially Perkins. To answer those questions by telling people to call engineer reflects your lack of a sense of accountability you have for the dangers, destruction, health concerns amidst your ten year project. Please freeze project until you actually can answer questions!	This project is in the planning stage, Stage 3 is Final Design, where final design is completed and any "unknowns" are determined. The EA appendices contains an air quality assessment, noise analysis, and traffic analysis. The data from these individual studies was utilized to assess project impacts and can be viewed on the project website at www.i10br.com .
Sanaz Aghazadeh	12/3/2019	I am against this proposal. Please use the Chamber alternative instead. You are going to ruin the LSU lakes and surrounding neighborhoods. This is one of the few truly walkable areas of town.	Thank you for your comments.
Elizabeth Delaney	12/3/2019	Nairn Road Bridge: We suggest that the protective screening should inhibit drivers view of activities that may take place on the bridge. In the past, groups of people have used the bridge to present their cause or message. This has caused extensive slow downs and delays due to driver distraction. This is also a potential cause for crashes.	The Nairn concepts presented are preliminary. The final concept may be with or without bump outs, with or without vegetation, with concrete barriers or rail type barriers between the pedestrian and multiuse paths and traffic lanes, and with some external barrier type that is not chain-link fence. We appreciate your comments relative the bridge aesthetic.
		City Park Lake Bridge: Preference is for the Spandrel Arch. We like the way it looks and is in keeping with the surroundings, lakes and homes. Also, please do NOT install sound barrier walls on this bridge. The lakes provide for a pleasing change of scenery along I-10 (well, they will again once they are cleaned up). We look forward to the annual appearance of the pelicans and the Spanish Town Flamingos. I heard that transparent walls are being considered, but I think over time they will become an eyesore covered with grit.	Thank you for your comments. Noise barrier placement is governed by noise regulations and noise policy. Noise study can be found in Appendix E.
		Corridor Enhancement: We would like to present installing a pedestrian walkway over I-10 connecting the Citiplace area with the restaurant/hotel area on Constitution Ave. The various businesses may be interested in participating with the cost. There is a legal firm with office buildings on both sides of the Interstate. This would be an attractive feature for tourists and conference attendees.	Thank you for your comments. There are crossings under the interstate at College.
		Perkins Road between Park and Acadian: This span of road is already seeing high traffic volumes especially during work day mornings, lunch and evenings. What is the predicted impact to traffic volume as a result of the Interstate work? It is difficult and dangerous now for pedestrians to cross the street. This area is has unique character and should be safe for the residents to access the businesses. The sidewalks were refurbished on north side of Perkins by the city, but on the south side the sidewalks are either in disrepair or non-existent. We like the additional parking, multi-use trail on the north side, but we risk our lives trying to cross Perkins Road. We are requesting multi-use side paths (walking/bicycle) on the south side of Perkins and lighted protected pedestrian crosswalks. The area between the overpass and to Cedardale could use several of this protected crosswalks. There are other locations along Perkins as well that would benefit such as City Park and Zeeland St. Market areas.	Thank you for your comments. The Perkins Road ramp area representative concept has been developed with the EBR Department of Transportation and Drainage. Comments relative to improvements in addition to this concept are being forwarded to this department.
Angelle Bradford	12/2/2019	I write in absolute earnest and ask that the DOTD reconsiders the I-10 widening project. Not only is the project costly, it introduces yet more concrete into our natural landscape, when we should instead be considering alternative ways to develop, to move, to travel. Furthermore, widening and expanding highways is not supported by data to be a useful nor functional action. Despite the investment, widening the interstate only creates the illusion of progress. In an era where so many other cities and countries are considering mass transit in a responsible and climate-conscious manner, Baton Rouge is going, for lack of a better phrase, in the wrong direction. We need to think more intentionally and proactively about what really makes sense for a state and a city that is already impacted by climate change and flooding on a near-yearly basis now. We need to be bold, say "no" to the old ways of thinking, and decline the proposals to develop more land, interstates and highways. Let's get serious about climate change and stop spinning our wheels, in individuals cars, within a model that serves a few at a time. Let's move on to responsible and effective public transportation projects that strengthen our communities, our access to one another, and reduce our carbon footprint.	Thank you for your comments.

COMMENTING PARTY	DATE RECEIVED	COMMENT	RESPONSE
Thomas Douthat	11/20/2019	I could not attend the public meetings but wanted to comment on the designs. After reviewing the documents online, I would like to reiterate my hope that there is an exploration of a bike-pedestrian connection to Eugene Ave/St as part of the new Acadian Exit. To be frank, it is vexing the project would consider a multi use trail, but not consider connecting to Eugene St (either via Acadian under the interstate or over the tracks (which I know is harder)). I really don't see much ROI for a trail that lacks that connection, a connection which would resolve the lack of safe crossing over Perkins (https://10br.com/wp-content/uploads/2019/11/2019-1114-Perkins-Road-Concept.jpg), and which at Acadia, at least, would require only a very minimal infrastructural investment, compared to the proposed multiuse trail which is an area that because of low connectivity, I assume will have more minimal pedestrian-vehicular conflicts. Also, after reviewing the designs presented at meetings, it appears that there has been much more thought and consideration for pedestrians in the designs around the segment from the river to Dalrymple, but I am very concerned about the Acadian Design. I do not see how pedestrian and bike flow from Balwell St. to Perkins Road are really being considered). This may be because I was not at the meetings, but there are schools near there, university student housing, low income areas, and important destinations, such as grocery stores.	Thank you for your comments. DOTD considered the connectivity of the proposed new paths that are part of this project to other proposed improvements under the Baton Rouge Pedestrian and Bicycle Master Plan that is under development. Your suggestions are welcomed as the context sensitive solutions for the project are further refined during the design stage.
		However, with consideration of Dalrymple, I would like to request that you consider sidewalks on all four sides of the roundabout. The current designs only have sidewalks on three sides, so leave Dalrymple without connections on both sides of the streets, which in effects makes the area difficult for transit. Lets say a kid is playing at the East Polk St. Park. She does not have a direct route under these designs to Knock Knock or Central Park. To be safe and integrated the round-about (which I applaud) needs to have four sides of crossing and sidewalks, or at least three if the crossing at the exit-ingress location is too difficult. I recognize that design at that point is difficult, but it needs a little more thought if it wants to protect pedestrian safety and convenience. Please take pedestrian and cyclist accessibility and safety in to greater consideration when considering finalized plans for the intersections and exit ramps.	Thank you for your comments. A new pedestrian crossing is proposed at March Street that would allow for users of East Polk Street Park to cross safely enroute to the Knock Knock Museum, the boat launch, or just around the lakes. The roundabout at East Lakeshore Drive connects existing sidewalks through the roundabout.
		I would also like to reiterate my concerns about dangers to pedestrians and cyclists at the New Terrace St. Exit. That may be a different project team and funding source but the increased flows from I10 expansion will exacerbate current design flaws. Regarding the visual field of motorists and the lack of sufficient visual signaling that Terrace is a multimodal urban street (e.g. flashing signs and high visibility crosswalks).	A roundabout is proposed at Terrace Avenue and Braddock/10th to accommodate the additional traffic flow anticipated as a result of this project. Sidewalks and a new "greenway" multiuse path from Expressway Park through to Dalrymple are included.
Related to the proposed I-10 upgrade in Baton Rouge:			
Phillip Lillard	11/19/2019	When I was driving from Essen Lane to downtown to metro-council meetings, the right lanes were usually passable while the left lanes that go to the MS River bridge were blocked with traffic. That creates a mess for the entire Interstate system going west. The problem is the MS River bridge westbound. If DOTD wants to ever add a new MS River bridge, perhaps it should be right next to the existing Interstate bridge in Baton Rouge.	Thank you for your comments. DOTD is working with the Capital Area Road and Bridge District to pursue another Mississippi River crossing in the region.
		From Essen to downtown Baton Rouge there are lanes that end, and that forces through traffic drivers to merge to the left several times. One of those lanes that now end could be extended, and that is about all that needs to be done in that section.	The current westbound lane that drops at Acadian will be extended to I-110. The extension will include the addition of left and right shoulders.
		I also still suggest closing the Washington Street exit and extending a new Interstate I-10 eastbound lane all the way from Washington Street to Dalrymple Drive.	The closure of Washington Street exit was considered during feasibility but rejected due to neighborhood concerns. Washington Street exit will be incorporated into the consolidate interchange and limited to I-10 traffic. The consolidated interchange can be found in Appendix A of the EA in the Line and Grade exhibits.
		Also I see no need to revise the existing Highland Road exit off of the Interstate/bridge. I think that was a political move for the Water Campus folks.	The proposed project extends the exit lane for Highland Road, it does not move it. See Appendix A of EA for layout.
		The above can be performed first, and that is all that is needed for now in Baton Rouge. After those upgrades are made they could be tried for a while and then more additions could be made later if actually required.	Thank you for your comments.
		I also suggest making the West (Port Allen) side highways all the way from the OLD Mississippi River Bridge to the Sunshine Bridge Interstate quality, and also connect the Old bridge on the Baton Rouge side to I-110 with Interstate Highway. That would interconnect the three EXISTING bridges on the West side of the river with Interstate quality highways and form a west side bypass of Baton rouge and also connect the BR airport better to the West side. The Sunshine Bridge could also connect to I-10 better with an Interstate highway to form a complete West side loop of I-10 around Baton Rouge. A new bridge could than be inserted later at ANY time and be interconnected to the new Interstate highway on the West side of the river. These highway improvements/bypass etc. would also lessen traffic traveling in Baton Rouge on the I-10 section that is now being planned to be upgraded. Thank you for your consideration of the above.	Thank you for your comments. This is outside the scope of the I-10 Widening Project.
Elizabeth Smith	11/18/2019	It's so important that this project gets done. Please make sure that it moves forward as quickly as possible!	Thank you for your comments.
Representative Edmond Jordan (verbal)	11/19/2019	What I think would be beneficial and helpful. is to make sure that we have the LA 1 to 415 connector built out. In addition to that, to make sure that we have some expressway from 415 to 190 that would tie into 190 into the old bridge and then make that part of the bump project and make sort of a northern loop, because I think if we did that we would certainly alleviate some of the congestion that we have prior to starting this project...if we implode a part of the interstate near the Perkins Road/Acadian area that is going to cause a backup on LA 1, that maybe we could alleviate by doing the 415, LA to 415 and bump project first.	Thank you for your comments and suggestions. DOTD is re-evaluating the LA 1 to LA 415 Connector project.
Kelly Phillips (verbal)	11/20/2019	I like the idea of the bridge, the king bridge, and I like the idea of bump outs.	Thank you for your comments.
Ash Khan (verbal)	11/20/2019	I believe that if you open an underpass and connect the I-10 College Drive exit with the I-10 service road you can eliminate a traffic light altogether and improve the traffic flow on College Drive.	Thank you for your comments. The EBR Department of Transportation and Drainage and the Capital Region Planning Commission are studying surface street improvements for Baton Rouge.
Carolyn Grimes (verbal)	11/20/2019	...It's very impressive what you have done, however, I'm still concerned about some of the impact on my particular neighborhood and that Perkins Road area. I know that your planning on just having the Acadian Thruway open and I have the feeling that's gonna have a giant impact on the dales (Cedardale, Ferndale, ..) We have very narrow streets with no sidewalks. The only other option is to go to Stanford, which has also become, as you know, a rocket ramp...its not going to be very pedestrian friendly.	Thank you for your comments. The Perkins Road ramp area concept has been developed with the EBR Department of Transportation and Drainage, who are aware of the pedestrian concerns in that area.

COMMENTING PARTY	DATE RECEIVED	COMMENT	RESPONSE
Carolyn Grimes (verbal)	11/20/2019	I also feel that there will be an impact on the lakes. I really hope you did a lot of study on that and that those will be impacted any worse than they already have been.	Thank you for your comments. No specific studies of the City Park and University Lakes were conducted as part of this project.
		...We still need another bridge and we still need a road around this town where do not have major truck traffic coming through the area.	Thank you for your comments. DOTD is working with the Capital Area Road and Bridge District to pursue another Mississippi River crossing in the region.
Stanley Livingston (verbal)	11/20/2019	...what y'all are doing is not anything as far as increasing the flow around the two lane on ramp onto the bridge going westbound and also coming off the bridge going eastbound going around the same curve. That's the curve between the exist at Nicholson drive and Washington. Your probably going to make it worse because y'all are increasing the flow of traffic both ways from three lanes to four lanes, I mean three lanes to two versus now four lanes to two. I would rather y'all do something to that curve and no do anything from there to the split and just make that three lanes.	Thank you for your comments.
Ray Gauff (verbal)	11/20/2019	...my interest remains with Expressway Park. There is supposed to be bleachers underneath. They're still not there. There was supposed to be an Olympic size pool in that recreation facility out there, its still not there. There are things that can be done to make it an attractive park, not just for residents of Louisiana but for people all over the United States. There is a proposed bicycle trail out there. That would be grand... It will allow people who are limited in transportation to also utilize their bicycles and other means of transportation, other than the pollutant vehicles. There supposed to be placards of my deceased friends on those poles where they perished in that area of construction..would like to see those placards on the poles...also want tanks strapped to the columns to trap (spills before the materials fall on the park).	Thank you for your comments. BREC and DOTD are working to increase the park's amenities and expand its use.
Trey Williams (verbal)	11/20/2019	The Perkins Road overpass is the only area in this whole expansion that, as far as I know, where commerce is seriously going to be impacted, seriously. I would ask that, that it be considered to break this, that particular leg down into like maybe an A and a B phase, so if its Phase 2 you'll have a Phase 2A and a Phase 2B, where they can come in and work. Maybe it'll cost a little bit more, I don't know. But if you can come in and really put some time and effort to minimize the time of disruption in that area, I cannot tell you how much you would help commerce in that area. I really ask that you take that into consideration, try to minimize the time that the commerce in that area is going to be disrupted.	Thank you for your suggestions and comments. DOTD's objective is to minimize impacts to both businesses and residents during construction.
Coleman Brown (verbal)	11/19/2019	...Our concept of about \$80 million dollars (see full transcript for detail of plan as described to stenographer). We'd like to see Washington Street restricted because its still open...move the entrance ramp for Washington back to Louise. We really don't have objections to the flyover idea. That's a good idea, just like the Terrace is a good idea. This would take two to three years to build (reference is to the 80 million dollar plan).	Thank you for your suggestions and comments. These plans closely resemble considerations made during project development; a number of factors and constraints not addressed in these plans led the project team to arrive at preferred alternatives as shown in public hearings. The closure of Washington Street exit was considered during feasibility but rejected due to neighborhood concerns. Washington Street exit will be incorporated into the consolidate interchange and limited to I-10 traffic. The consolidated interchange can be found in Appendix A of the EA in the Line and Grade exhibits.
Coleman Brown (verbal)	11/20/2019	...Our concept of about \$80 million dollars as opposed to a billion one million dollars focuses on what Mr. Livingston talked about and Mr. Williams talked about, those areas of Perkins Road and starting at the curve...(see full transcript for detail of plan as described to stenographer). We saw that the base of these columns over by the lakes were getting eaten up by high pH factor, we had an engineer look at it. Don't have the results yet...ours will take about three years and they are looking at, I think ten years.	Thank you for your suggestions and comments. Our bridges are inspected at a minimum of every two years.
Cecil Cavanaugh (verbal)	11/20/2019	Concerned about the fact that it is going to impact some businesses at the Perkins Road overpass. Its a lot of money...the real problem, I think, is the bridge, and all we are doing is moving the bottleneck from further...until we get that resolved...until we know where the new bridge is going to be located, then it doesn't do a lot of good to spend.	Thank you for your suggestions and comments. DOTD is working with the Capital Area Road and Bridge District to pursue an additional Mississippi River crossing in the region.
		They say there will be three lanes open all the time, I hope they can do it but I don't think they will be able to do it all the time. I think what we are proposing is three years versus, they say eight to ten, which ...you're probably looking at longer than that, 10 to 15. We ought to look at another alternative and wait until we get the money put together for a bridge, and then let us what where we go from there.	Thank you for your comments.
Phillip Lillard (verbal)	11/20/2019	My views agree a lot with Coleman Brown's and this groups views. I sent this email to DOTD yesterday, so I'm just going to try to read what I can in five minutes.	The written comments precede the verbal in this table. The comments read into the record are provided above along with responses.
Kathy Rhorer Wascom (verbal)	11/20/2019	We will be looking at air monitoring along the increasing sites. If you have a Mississippi River that is not expanded, you're gonna have a larger parking lot and more air emissions. We would like to see air quality monitoring done, especially for particulates and for areas where the design calls for recreation al areas under the overpass where the air quality might not be appropriate for families or children and for the residents in the area.	Appendix F of the EA contains the air quality assessment conducted for the I-10, from LA 415 to Essen Lane project. Results of modeling and projections relative to future traffic conditions are addressed in the assessment. No air monitoring is proposed.
		If you have areas located next to schools and playgrounds and properties that LADOTD is going to purchase, they should be tested for lead and other toxics.	DOTD will conduct due diligence on properties to be acquired for the right-of-way as determined necessary.
Donna Roppolo (verbal)	11/20/2019	I've had numerous concerns about the project impact my home, first of all, and then living through construction. There is currently a row of vegetation that protects my subdivision and myself now with a chain-link fence and that's about it. Its not very private and safe. One of my biggest concerns would be that when the foliage it taken down for the widening of the interstate, having that security before a sound wall is erected.	It is assumed the comment is suggesting a preference for construction of noise barriers prior to construction on the mainline of I-10. It is DOTD's intent to construct noise barriers prior to roadway construction when practicable to do so. Existing fencing would remain where feasible and temporary fencing installed as needed for safety and security.
		I feel like the interstate and construction will make a huge impact on all of the lifestyles of the people that live in that subdivision and in that neighborhood and the people that come there to exercise and enjoy so much of what our city has to offer, pelicans and so forth. And the project itself would destroy a lot of the homeowners that live there, their lifestyle, what they have worked so hard for to retire in that area...now I could be living through a construction nightmare on my street in front of my home, exposed to 170 million people that drive down that interstate every single day watching me check my mail and walk my dog and basically just talk to me while they're sitting in the cars in traffic during construction.	Installation of a noise barrier will reduce noise levels and provide a measure of privacy that the existing chain-link fence and vegetation do not.

COMMENTING PARTY	DATE RECEIVED	COMMENT	RESPONSE
Michael Allen (verbal)	11/20/2019	If I had to say anything about my minimal knowledge on this project is don't do it. It's not gonna solve traffic. Why do you need a sound barrier? If you want to strengthen your community you should strengthen the bicycle community, first of all, slow it down, interact, you know. Widening the roads, adding lanes, it doesn't solve the problem, okay.	Thank you for your comments. Sound barriers mitigate noise impacts and provide a measure of privacy that the existing chain-link fence and vegetation do not.
Bond Lux (verbal)	11/20/2019	...the whole bottom part of Jefferson Place was put in the FEMA flood zone. So we are concerned about during construction, after constructing, maintaining drainage. How are you going to coordinate with the City-Parish to insure that , not just your drainage, the DOTD drainage, but how does all the drainage stay open and keep us from flooding?	Roadway drainage will be designed during Stage 3, Final Design. DOTD will implement Best Management Practices during construction to control stormwater runoff from the site. Per DOTD procedures, drainage will be improved upon or maintained within project right-of-way.
		...we gotta tackle the problem of going over the railroad as opposed to trying to go under the railroad (at Acadian). Its gonna flood no matter how many pumps you put down there.	Thank you for your comments.
Noise and Noise Barrier Comments			
Trey Roberts	12/2/2019	On behalf of Lamar Advertising, I would like to express our opposition to sound walls being placed on the elevated stretches of I-10. Specifically, we are opposed to any sound walls being built on the stretch between Dalrymple and where existing sound walls begin at I-10 and Acadian. We feel our advertiser's, many of whom are Baton Rouge small business owners, advertising messages would be affected by these obstructions. We also believe the Perkins Road Overpass businesses currently benefit from the exposure they receive from drivers on I-10. Many of these businesses have signage that will not be visible with a sound wall. Please consider these affects when deciding if a sound wall is necessary and if so, the height required.	Thank you for your comments. Noise barrier placement is governed by noise regulations and noise policy. Noise study can be found in Appendix E.
Anonymous	11/19/2019	LSU Lake/City Park Lake is virtually the gateway to our city and for many years have provided impressive view of our city & LSU. Fencing this area with noise walls will take away from this beauty and eventually look dirty and unattractive like the rest of the noise walls in our city. Please avoid placing these walls.	Thank you for your comments. Noise barrier placement is governed by noise regulations and noise policy. Noise study can be found in Appendix E.
Anonymous	11/19/2019	Installing 14' sound barriers when I-10 crosses the LSU lakes is unacceptable. Catering to a few residents who knowingly built or bought a home adjacent to an interstate highway does not give the privilege of having the view of the lakes for their exclusive enjoyment. The lakes are on of the great visual assets of Baton Rouge.	Thank you for your comments. Noise barrier placement is governed by noise regulations and noise policy. Noise study can be found in Appendix E.
Molly Donalson	12/3/2019	1. The number of impacted residences in this area (noise area EB3) may have been miscalculated. I count approximately 80 impacts within 500' of the interstate, while the study (Table 5) counts 48 impacts. 2. No test readings were taken in area EB3b. 3. I have been told that the noise study was preliminary and was based on incomplete information (i.e. it does not take into account whether the steel girders of the elevated portion of interstate will be replaced by concrete girders). I am concerned that the fact that a preliminary study has declared area EB3b to not require noise barriers will mean that this area is not studied further as the project moves forward. This would be to the detriment of the property owners of this area. 4. If the elevated portion of interstate is replaced using concrete girders, then sound would be reduced and thus the addition of sound barriers would make an even greater reduction of sound for impacted properties. This would increase the number of properties positively impacted by installation of barriers, and therefore warrants further study. 5. If barriers are erected along both sides of the interstate in other area, but are not placed in area EB3b, then this could actually increase the amount of noise that is projected into area EB3b. This possibility has not been studied. 6. For the above reasons, I propose that sound barriers should be extended through area EB3b at least to the railroad tracks, if not beyond.	EB3a has 29 impacts and EB3b has 48 impacts for a total of 77 impacts. That is correct. Three measurements were conducted in area EB3a. The measurement plan was developed and executed before area EB3 was split into two areas. The FHWA Traffic Noise Model (TNM) does not account for noise generated by bridge structures. Therefore, the noise contributions from the future bridge structures were estimated using the procedure in National Cooperative Research Report (NCHRP) 791 and noise measurements near the existing I-10 bridges at Rhododendron Avenue and Royal Street. The predicted noise levels from the bridge structures were added to the TNM predicted noise levels to develop overall noise levels. A noise barrier is not proposed opposite area EB3b, so single wall reflections will not increase the noise levels in area EB3b. Noise barriers beyond the EB3b area will not effect the noise levels in area EB3b. One of the main purposes of the noise study was to determine whether noise walls qualified for federal funding or would need to be funded through special state appropriation. It was determined that noise walls for Section EB3b do not qualify for federal funding and; therefore, a special state appropriation will be pursued to construct these walls.
Regarding the bridge at LSU Lakes			
Molly Donalson	12/3/2019	Renderings of the bridge continue to show the bridge without sound walls, while the maps indicate that the bridges will have sound walls. This is misleading to the public.	It is not yet known what the bridge structure will be and how noise barriers will be incorporated. All the visuals shown to the public have been noted as "representative concepts" or "concepts". Noise barrier placement is governed by noise regulations and noise policy. Noise study can be found in Appendix E.
Brian Falcon	11/20/2019	Please give the bridge crossing the lakes more consideration in terms of its aesthetics. I noted that 14' tall sound barriers are proposed. The bridge is already ugly, but it is the one scenic point on I-10 in EBR. Imagine what it would have looked like if built at the time the lakes were built . Probably would have beautiful light standards and railings, etc.	Thank you for your comments.
Gavin Gautreau	11/20/2019	1. The presentation indicated that there would be sound walls 14-foot-tall on the City Park Bridge. This is concerning in an aesthetic sense. I can't see how that will make for a very beautiful bridge. 2. Please consider accelerated methods for the Naim Bridge.	Thank you for your comments. Noise barrier placement is governed by noise regulations and noise policy. Noise study can be found in Appendix E. DOTD understands the importance of this connection and will utilize available means and methods to accelerate the replacement.
Elizabeth Delaney	12/3/2019	City Park Lake Bridge: Preference is for the Spandrel Arch. We like the way it looks and is in keeping with the surroundings, lakes and homes. Also, please do NOT install sound barrier walls on this bridge. The lakes provide for a pleasing change of scenery along I-10 (well, they will again once they are cleaned up). We look forward to the annual appearance of the pelicans and the Spanish Town Flamingos. I heard that transparent walls are being considered, but I think over time they will become an eyesore covered with grit.	Thank you for your comments. Noise barrier placement is governed by noise regulations and noise policy. Noise study can be found in Appendix E.

COMMENTING PARTY	DATE RECEIVED	COMMENT	RESPONSE
Sound wall questions:			
Anonymous	11/19/2019	1. Removal of the majestic oak trees along Estates Road? As I was told by DOTD representative that the sound wall will be constructed 8 feet from existing chain link fence. There is a significant oak tree in front of my home. Will contractors be taking every precaution to save that tree and any additional trees and foliage outside of that measurement?	DOTD's specifications regarding the health and/or preservation of significant trees within the right-of-way or operational influence in a zone of construction, requires that an ISA certified arborist provide assistance in the form of supervision, consultation and recommendations to the Project Engineer. The Project Engineer, along with the guidance of the Landscape Architectural staff, shall then determine the best course of action (i.e. preservation, specified limited impact, or special treatment) to accommodate these trees, where practical. Trees will be removed or trimmed as needed, impact to significant trees will be avoided to the extent practicable.
Anonymous	11/19/2019	2. Can and will the sound wall be erected first so that residents are physically secure and visually secure and protected from the 170,000 drivers, construction workers, debris, dust and additional noise from construction every single day and night over the many years of construction? I am extremely concerned for my safety and wellbeing of the neighbors and families that live within 50-75 feet from I-10 corridor that runs alongside of Estates Road.	Construction sequencing has not yet been confirmed, but it is DOTD's desire to install approved noise barriers as quickly as possible. Early installation, that is prior to highway construction, will be dependent on the right-of-way available for construction.
Anonymous	11/19/2019	3. I received some confliction information on the back side of the wall. Who will be maintaining this? I hear DOTD then I hear the home owners, please advise.	DOTD District 61 oversees maintenance on I-10 through the Baton Rouge area. DOTD will maintain noise barriers that are within the I-10 right-of-way.
DOTD Real Estate Comments			
Leslie Sims	11/24/2019	In my small front yard is my main gas lines, water meter ad main plumbing line. How will your project affect that? Also I've been here about 29 years and because of the high volume traffic on this interstate we already have really bad foundation problems. My windows and doors are rumbling and shaking so bad it's hard to hear the T.V. in the daytime and even harder to sleep at night because of the noise, we can hear everything on and around that interstate. Those trucks are so big and heavy it seems as if that interstate will collapse at any moment. If you take a portion of what's left of this little yard where will my grandkids play? They are with us 90% of the time. Also for the summer and holidays there will be no place to entertain. We won't be able to entertain for Christmas or Thanksgiving because we won't have a place to park and no area to go out and smoke anymore. No more summer parties or birthday parties for my grandkids. It just seems like this project will affect my family in a lot of ways. What about leaving home and coming back home once the work starts , what about the machinery you will need to do your work how will that affect us. How much of that lot on the side of me you will use, although it not mine we need some space. Please take into consideration the foundation problems that I already have with the interstate being where it is now and if it comes any closer it will only make it worse. No one can smoke in my house-breathing respiratory issues. Thank you.	Thank you for your comments. It is anticipated that your entire property will be needed for the project. DOTD will provide relocation assistance. Your name and contact information have been provided to the DOTD Real Estate team.
Treuil Montague	11/20/2019	I own a unit at the Hollydale condos that lies on the proposed expansion and I'm concerned about value, safety and being able to rent my property. If you can contact me to please further discuss I'd greatly appreciate it.	Thank you for your comments. The current apparent required right-of-way does not encompass any of the Hollydale Condominium buildings. Your name and contact information has been forwarded to the Real Estate Section of DOTD.
Jeff Donnes	11/22/2019	My interest is about the Hollydale Condo complex. It appear that one of our 6 building is very close to the affected area and is NOT scheduled to be removed. My concern is if later the building is decided to be removed and those property owners compensated, what might happen to the remaining members of the complex. Because our maintenance cost would be share by a smaller number of units therefore increasing the individual cost.	The current apparent required right-of-way does not encompass any of the Hollydale Condominium buildings; this will be finalized during the design phase. DOTD Real Estate personnel will be available to assist all property owners with questions and concerns relative to acquisitions.
Anonymous	11/19/2019	When will someone be notified if their home will be physically impacted by DOTD I-10 widening? And how will they be notified? What if the parish has to impact a homeowner due to results of previous question #5? And how will they be notified if the parish is now impacting a home or homeowner's property?	Notification occurs after final design and after right-of-way maps are developed. A project notification letter will be sent by DOTD at that time via regular mail. Regarding the previous question #5, no impact anticipated.
Anonymous	11/19/2019	I am self-employed and work out of my home. I am concerned about the disturbances to my work on a daily basis. I rely on my income and fear the disturbances due to construction will impair my productivity and destroy my business and income. I fear I will be at a significant loss during the construction phase. What are requirements for financial assistance and inconveniences to businesses that are impacted by construction?	Concerns about compensation should be directed to the DOTD real estate team. The District 61 Real Estate Manager may be reached at 225.242.4593.
Anonymous	11/19/2019	Does DOTD temporarily relocate homeowners that are affected by construction?	The District 61 Real Estate Manager may be reached at 225.242.4593 for information.
Rochelle Poor	12/3/2019	Hello - I'm writing to ask whether or not the list of 28 affected private properties has or will be made public and where it can be located? Thank you for your time.	The EA indicates that there are full acquisitions of properties with structures, full vacant lots, and partial vacant lots that are in the apparent required right-of-way for the project. A listing of all of these by address is not included in the EA. If you are concerned about a specific property, please contact the DOTD District 61 Real Estate Manager at 225.242.4593.
Maintenance Comments			
Charles H. Coates, Jr. & Peggy D. Coates	11/22/2019	The entire project needs a detailed review to reduce maintenance, which is lacking in the present design (e.g., storm drains in elevated sections). It is suggested also that an appendix to the study should contain the results of this review.	DOTD District 61 oversees maintenance on I-10 through the Baton Rouge area. Your concern relative to maintenance has been forwarded to the district office.
Charles H. Coates, Jr. & Peggy D. Coates	11/22/2019	The entire project needs a detailed review to improve roadway appearance, including landscaping and plantings (e.g., groves or lines of oak and bald cypress trees). The present I-10 is significantly lacking in appearance. It is suggested that the review be carried out by an ad hoc committee of qualified in and out-of-house members, and that an appendix to the study should contain the results.	Thank you for your comment.
Elizabeth Delaney	12/3/2019	DOTD Traffic Cameras: These cameras are essential to the management of the roadway. I strongly recommend that they be operational during the construction period. To accomplish this, require that the contractor install the new CCTV camera sites prior to the demolition of the existing sites. There are still areas that are not covered either at all or adequately by the existing CCTV camera sites. I suggest meeting with TMC staff to assess sites for the replacement and new installations.	Thank you for your comments. During design, ITS will be a consideration.
		Dynamic Message Signs (DMS): With the additional lanes, pole mounted DMSs (ex. I-10 EB at Citiplace) are difficult to read from the far lanes. I recommend full truss (no cantilever) installations. Also, a WB sign at Citiplace is also needed.	Thank you for your comments. DOTD will consider this during the design phase.

COMMENTING PARTY	DATE RECEIVED	COMMENT	RESPONSE
Comments to share with City-Parish			
Anonymous	11/19/2019	Request for DOTD to add requirement for active off duty details by the Sheriff's Office? Requiring uniformed deputies and marked units. And will any permanent lighting be added to our side of the sound wall on Estates Road?	Your request has been noted. Noise barriers do not typically have lighting. Any new street lighting would be addressed by the EBR Department of Transportation and Drainage.
Elizabeth Delaney	12/3/2019	Perkins Road between Park and Acadian: This span of road is already seeing high traffic volumes especially during work day mornings, lunch and evenings. What is the predicted impact to traffic volume as a result of the Interstate work? It is difficult and dangerous now for pedestrians to cross the street. This area is has unique character and should be safe for the residents to access the businesses. The sidewalks were refurbished on north side of Perkins by the city, but on the south side the sidewalks are either in disrepair or non-existent. We like the additional parking, multi-use trail on the north side, but we risk our lives trying to cross Perkins Road. We are requesting multi-use side paths (walking/bicycle) on the south side of Perkins and lighted protected pedestrian crosswalks. The area between the overpass and to Cedardale could use several of this protected crosswalks. There are other locations along Perkins as well that would benefit such as City Park and Zeeland St. Market areas.	The Perkins Road ramp area representative concept has been developed with the EBR Department of Transportation and Drainage. Proposed improvements to the Perkins area include a roadway connecting Perkins to Greenwood, parking, greenery and pedestrian/bike sidewalks/paths. Comments relative to improvements in addition to this concept are being forwarded to the EBR Department of Transportation and Drainage.
Comments on College Drive Flyover			
Suzanne Horton	11/20/2019	Concerning the flyover and exit to College Dr. Please reconsider having a fixed barrier separating the two exit lanes from the main road. 1. A solid barrier (if in the left lane) is as dangerous roadway as a construction zone especially with an 18 wheeler in the right lane. No allowance has been made for a shoulder on the left side of the left lane. 2. In the event of a major accident further west on I-10, traffic will be unable to move to secondary streets at the College Drive area.	The College Drive flyover is being handled as a separate project. Your comments relative to the flyover and its effects are being forwarded to the project team managing the flyover design-build process.
Bond Lux	11/20/2019	1. How will the security be maintained or improved during flyover construction for Jefferson Place/Bocage and Bocage Place? 2. How with the drainage for JPB (Jefferson Place/Bocage) be maintained unimpaired during construction? Remember that the part of JPB that parallels I-2/I-0 is in the FEMA flood zone. 3. How (Who!!) will coordinate with EBR keeping all drainage ways, including the ditch @ rear property line along full length of Richards Drive, clear during construction? 4. After flyover, how do you keep folks from being "imprisoned" in the College Drive exit canyon? It is a 1 mile stretch with no bailout. 5. Acadian exit revisions appear to be adding an eastbound exit lane. Great but now you will be cramming 4 lanes und the RR. Better revisit that design.	The College Drive flyover is being handled as a separate project. Your comments relative to the flyover and its effects on Jefferson Place/Bocage are being forwarded to the project team managing the flyover design-build process.
Patricia Lowrey-Dufour	11/20/2019	1. It is unclear what the benefit is of creating a College Drive flyover to address vehicles exiting from I-10 relative to the cost of the project. 2. The additional noise, air, and stormwater pollution to my neighborhood (Jefferson Place/Bocage) due the diversion of the vehicles closer to the neighborhood causes me grave concern about the health, safety, and welfare of my family, and my neighbors. 3. I am very concerned about the loss of property value due to the above concerns. 4. I am generally concerned about the loss of mature trees and greenery during the construction phase of this project (the entire I-10 project) because mature trees and greenery cannot be immediately replaced and their value to our community as air, water, and noise pollution "diffusers" as well as their ability to absorb stormwater cannot be immediately replaced as younger trees simply don't replace a mature tree. 5. More effort should be taken to improve BR traffic by improve BR surface streets and better planning. This will direct traffic off the interstate and resolve some of these traffic issues without the need to revise the interstate system. 6. Would really appreciate a meeting w/project developers and our neighborhood to go over details as they seem to be changing and evolving as time goes on to change the effect of the College Drive flyover on my neighborhood and my neighbors. 7. Our neighbors and our POA board and CPIO board have voted to oppose this project (College Drive Flyover)	The College Drive flyover is being handled as a separate project. Your comments relative to the flyover and its effects on Jefferson Place/Bocage are being forwarded to the project team managing the flyover design-build process. Relative to the loss of trees, DOTD is committed to working with Baton Rouge Green throughout the various phases of the project. The EBR Department of Transportation and Drainage and the Capital Region Planning Commission work diligently to resolve surface street congestion and other non-state/federal highways in the Baton Rouge area. Specific suggestions on surface street improvements should be directed to the EBR Department of Transportation and Drainage.
Teddi Hessburg	11/20/2019	In regards to the College Drive Flyover, my is in Jefferson Place/Bocage and is going to be the most impacted, personally, by the flyover proposed so far. What is being addressed regarding security once/while yellow dotted line relocating interstate wall is being relocated? -What type of temporary fencing is being installed? -How secure is fencing? -During the relocation you will expose my home, our pond and the entire neighborhood open to theft, children to any sexual predator, any possible criminal while wall is removed and relocated. -How will you address sound during temp fencing? -How is sound being addressed of flyover along our neighborhood? -How is pollution being addressed during construction? -We have a stocked pond in our backyard...how will you protect killing our fish and wildlife that lives in and around our pond? -How do you plan to keep out children or anyone from our yard so we do not find someone drowned in our pond while wall is being relocated? -Why does wall need to be relocated at all, there are other possible footprints that should not effect our home or neighborhood at all? -Where is the innovation in this project? -Have we engaged other areas o the country or world that have done this type of road work more effective, efficient and less costly? -Once you have more information can we have a meeting with all new studies and research as we've been told there is more information being investigated from our HNTB meeting/comments? -Perry Franklin called me and said once all studies were complete he would schedule a meeting with me and our neighborhoods to go over the finding earlier in the year and late 2018. I would like this meeting. -Please use this as written documentation that all Bocage and Jefferson Place residents OPPOSE this flyover.	Thank you for your comments. The College Drive flyover is being handled as a separate project. Your comments relative to the flyover and its effects on Jefferson Place/Bocage are being forwarded to the project team managing the flyover design-build process.
Bond Lux (verbal)	11/20/2019	When you are constructing the flyover, the existing sound wall, a portion of it will be coming down we understand. That's a big part of our security in the neighborhood. We are concerned about security during construction. And then after construction, how do we restore the somewhat secure environment that we currently enjoy with the new wall? ..no matter what you do to straighten out the flyover, you've still got a half a mile canyon of people that have committed to College Drive...still over a half of mile where people are trapped. Police can't get there, fire can't get there. Ambulance can't get there. There needs to still be another dump-off closer to where the flyover and the lanes merge together.	Thank you for your comments. The College Drive flyover is being handled as a separate project. Your comments relative to the flyover and its effects on Jefferson Place/Bocage are being forwarded to the project team managing the flyover design-build process. Thank you for your comments. The College Drive flyover is being handled as a separate project. Your comments relative to the flyover and its effects are being forwarded to the project team managing the flyover design-build process.

Note: Verbal comments are paraphrased and may not be included in their entirety. A complete copy of the verbal comments is available in the Public Hearing Summary document.