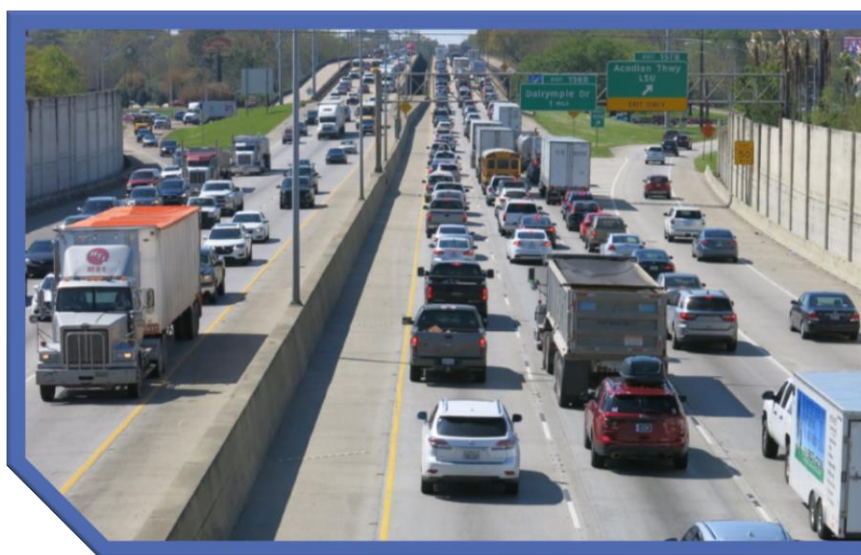


I-10 Corridor Improvement Study



Stage 1: Stakeholder, Public Engagement and Public Hearings Summary Report November 2019



I-10 Corridor Improvement Study
Stage 1 Planning/Environmental Analysis
SPN H.004100 | Federal Aid Project No. H004100
Prepared: February 26, 2020

*State Project No. H.004100, and Federal Aid Project No. H004100
East and West Baton Rouge Parishes, Louisiana*



Executive Summary

Representatives from the Louisiana Department of Transportation and Development (DOTD), Federal Highway Administration (FHWA), and the I-10 Baton Rouge project team joined together to deliver public hearings in November 2019 for the Stage 1 Environmental and Planning Study of I-10 from Louisiana Highway 415 (LA 415) in West Baton Rouge Parish to the I-10/I-12 split near Essen Lane in East Baton Rouge Parish.



The public hearings took place over two evenings, each beginning at 5:00 p.m. and ending at 8:00 p.m. The hearings were offered on Tuesday, November 19, at West Baton Rouge Conference Center in Lobdell, and on Wednesday, November 20, at the Marriott in Baton Rouge.

These public hearings were the third and final large-scale public input mechanisms for State Project No. H.004100.2 Stage 1 Environmental Assessment.

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

Continual inquiry resolution was available throughout the project period and all stakeholders were encouraged to participate at the level they desired, to have their questions answered, their concerns heard, and their opinions valued.

This summary documents the efforts tied to public engagement leading up to the November 2019 public hearings, as well as documenting the feedback received at the hearings and during the official comment period.

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I. Overview of Outreach Activities

A. Notification and Distributions to the Public

Item	Date Sent	Entity posting/distributing information
Public notice #1	10/21/2019	<i>The Advocate</i>
Hearing press release	10/21/2019	Project website
Public notice	10/21/2019	Project website
Public notice	10/21/2019	DOTD website
Hearing press release	10/21/2019	DOTD website
Eblast #1	10/21/2019	Franklin Associates/Constant Contact
Public notice mailout to SOV list	10/24/2019	Franklin Associates (See Appendix E for full list of addresses)
Public notice #2	11/11/2019	<i>The Advocate</i>
Eblast #2 (Reminder)	11/13/2019	Franklin Associates/Constant Contact
Eblast #3	11/22/2019	Franklin Associates/Constant Contact

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

Public Notice to Stakeholders Regarding the Public Hearings

The mail lists for the Public Notice can be found in Appendix A.

PUBLIC HEARING

I-10: LA 415 to Essen Lane on I-10 and I-12
SPN H.004100
Federal Aid Project No. H004100

The Louisiana Department of Transportation and Development (LADOTD) and the I-10 Project Team will hold an open house-style public hearing to discuss the results of the Environmental Assessment (EA) for the I-10: LA 415 to Essen Lane project in West and East Baton Rouge Parishes. Detailed project information is presented in the EA document available for review and/or copying at the EBRP Main Library (7711 Goodwood Blvd., Baton Rouge), Carver Branch Library (720 Terrace Ave., Baton Rouge), West Baton Rouge Library (830 N. Alexander Ave., Port Allen), LADOTD Headquarters (1201 Capitol Access Rd., Baton Rouge) and at LADOTD District 61 offices (8100 Airline Hwy., Baton Rouge). Copies of the EA will be made available upon request at the expense of the requestor at the cost of reproduction. The EA may be downloaded at no cost from the I10BR website or the LADOTD website:

<http://www.i10br.com>

http://www.sp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Environmental/Pages/default.aspx

All interested parties are invited to review the EA and are encouraged to attend this public hearing, which will be offered at two sites, over two days. The scheduled dates, times, and locations are listed below. The same information will be presented at each meeting.

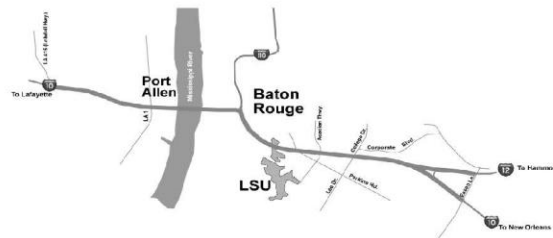
Wednesday, November 13, 2019
5:00 pm to 8:00 pm
Addis Community Center
7520 Highway 1 South
Addis, LA 70710

Thursday, November 14, 2019
5:00 pm to 8:00 pm
Baton Rouge Marriott
5500 Hilton Avenue
Baton Rouge, LA 70808

The public hearing will begin with a brief introduction from LADOTD followed by an open house forum with information stations, including a Real Estate station. Representatives of the LADOTD and project team will be available to answer questions relative to this project. A prerecorded presentation of information relative to the general location, design features, impacts of the project, tentative project schedule, acquisition of right-of-way, and relocation assistance will play continuously during the open house forum. During the final hour of the hearing, attendees will have an opportunity to make a public statement using the microphone provided. Attendees wishing to make a statement will be asked to submit a comment card prior to being called to the microphone. The amount of time allotted to each speaker will be determined by the number of people wishing to speak.

A court reporter will be present to record and transcribe oral statements for the hearing record during the open forum and statement period. Written statements may be submitted at the public hearing or sent via mail to Franklin Associates, I-10 BR: Stage 1, 2148 Government Street, Baton Rouge, LA 70806, or via email to info@i10br.com. Written statements and other exhibits in lieu of, or in addition to, oral statements made at the public hearing must be submitted and postmarked no later than Tuesday, November 26, 2019, to be included in the hearing transcript.

Should a member of the public require an interpreter or special assistance due to a disability to participate in this hearing, please contact Franklin Associates at the address above, or by telephone at (225) 389-6518 at least five business days prior to the public hearing.



I-10 EA PH Notice Draft

Public Notice Publication Information**CAPITAL CITY PRESS**

Publisher of
THE ADVOCATE

PROOF OF PUBLICATION

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

10/21/2019, 11/11/2019


Kristi Bunch, Public Notices Representative

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

11/11/2019



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

PUBLIC HEARING

I-10: LA 415 to Essen Lane on I-10 and I-12
SPN H.004100
Federal Aid Project No. H004100

The Louisiana Department of Transportation and Development (LADOTD) and the I-10 Project Team will hold an open house-style public hearing to discuss the results of the Environmental Assessment (EA) for the I-10: LA 415 to Essen Lane project in West and East Baton Rouge Parishes. Detailed project information is presented in the EA document available for review and/or copying at the EBRP Main Library (7711 Goodwood Blvd., Baton Rouge), Carver Branch Library (720 Terrace Ave., Baton Rouge), West Baton Rouge Library (830 N. Alexander Ave., Port Allen), LADOTD Headquarters (1201 Capitol Access Rd., Baton Rouge) and at LADOTD District 61 offices (8100 Airline Hwy., Baton Rouge). Copies of the EA will be made available upon request at the expense of the requestor at the cost of reproduction. The EA may be downloaded at no cost from the I10BR website or the LADOTD website:

<http://www.i10br.com>
http://www.sp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Environmental/Pages/default.aspx

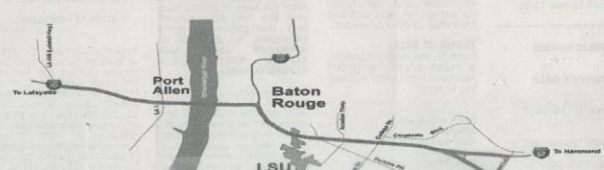
All interested parties are invited to review the EA and are encouraged to attend this public hearing, which will be offered at two sites, over two days. The scheduled dates, times, and locations are listed below. The same information will be presented at each meeting.

Tuesday, November 19, 2019 5:00 pm to 8:00 pm West Baton Rouge Conference Center 2750 N Westport Drive Port Allen, LA 70767	Wednesday, November 20, 2019 5:00 pm to 8:00 pm Baton Rouge Marriott 5500 Hilton Avenue Baton Rouge, LA 70808
---	---

The public hearing will begin with a brief introduction from LADOTD followed by an open house forum with information stations, including a Real Estate station. Representatives of the LADOTD and project team will be available to answer questions relative to this project. A prerecorded presentation of information relative to the general location, design features, impacts of the project, tentative project schedule, acquisition of right-of-way, and relocation assistance will play continuously during the open house forum. During the final hour of the hearing, attendees will have an opportunity to make a public statement using the microphone provided. Attendees wishing to make a statement will be asked to submit a comment card prior to being called to the microphone. The amount of time allotted to each speaker will be determined by the number of people wishing to speak.

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Should a member of the public require an interpreter or special assistance due to a disability to participate in this hearing, please contact Franklin Associates at the address above, or by telephone at (225) 389-6518 at least five business days prior to the public hearing.




FRANKLIN ASSOCIATES LLC 390980-01
KYLA COLLIER
2148 GOVERNMENT ST
BATON ROUGE, LA 70806

***Public Notice Published in the Advocate on October 21 (30 days prior to first hearing) and November 11 (9 days prior to first hearing)**

**State Project No. H.004100, and Federal Aid Project No. H004100
East and West Baton Rouge Parishes, Louisiana**

E-Blasts, Press Releases & Social Media


On Monday, October 21, 2019 in conjunction with DOTD's first news release about the I-10 public hearings, the project team sent the first of three e-blasts via Constant Contact, announcing to stakeholders the dates for the public hearings. The e-blast was sent to 1,022 stakeholders. A second e-blast was sent out as a reminder on November 13, 2019, just ahead of the first public hearing on November 19, 2019, to 1021 stakeholders.

Over 200 people, including the project team and elected officials, attended both hearings, which were intended to share information and solicit public comment on the project. A follow-up e-blast was sent out to total of 1,153 stakeholders on November 22, 2019, thanking attendees for participating and again notifying constituents that written statements could be submitted through a direct commenting link on the website, via mail to the Franklin Associates office or via email to info@i10br.com, with the reminder that these must be received or postmarked by December 3, 2019 to become part of the official hearing transcript.

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

E-blast #1: I-10 Public Hearings Set - Sent October 21, 2019

I-10 Baton Rouge



I-10: LA 415 to Essen Lane on I-10 and I-12 Public Hearings Set, EA Available for Review

The Louisiana Department of Transportation and Development (LADOTD) and the I-10 Project Team will hold an open house-style public hearing to discuss the results of the Environmental Assessment (EA) for the I-10: LA 415 to Essen Lane project in West and East Baton Rouge Parishes. Detailed project information is presented in the EA document available for review and/or copying at the EBRP Main Library (7711 Goodwood Blvd., Baton Rouge), Carver Branch Library (720 Terrace Ave., Baton Rouge), West Baton Rouge Library (830 N. Alexander Ave., Port Allen), LADOTD Headquarters (1201 Capitol Access Rd., Baton Rouge) and at LADOTD District 61 offices (8100 Airline Hwy., Baton Rouge). Copies of the EA will be made available upon request at the expense of the requestor at the cost of reproduction. The EA may be downloaded at no cost from the I10BR website or the LADOTD website:

<http://www.i10br.com>

http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Environmental/Pages/default.aspx

All interested parties are invited to review the EA and are encouraged to attend this public hearing, which will be offered at two sites, over two days. The scheduled dates, times, and locations are listed below.

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Tuesday, November 19, 2019
5:00 p.m. - 8:00 p.m.
West Baton Rouge Conference Center
2750 N Westport Drive

Port Allen, LA 70767

Wednesday, November 20, 2019
5:00 p.m. - 8:00 p.m.
Baton Rouge Marriott
5500 Hilton Avenue
Baton Rouge, LA 70806

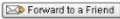
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I-10 BR: Stage 1
2148 Government Street
Baton Rouge, LA, 70806

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

 Forward to a Friend

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

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[Print Report](#)

Franklin Associates
Email Statistics
1/13/2020

Email Name: I-10 Stage 1 Public Hearing ANNOUNCEMENT

Template: - Banner Green

Lists: I-10 - GeauxWider
I-10 Businesses
I-10 citizens
I-10 elected officials
I-10 consultant team
I-10 Focus Group Participants
I-10 Briefing Participants_2018
I-10 Agencies
I-10 Trust Drive Stakeholders

Email Run History

Sending Type	Sent	Run Date	Status
Original Send	1022	10/21/2019	Successfully Sent

Email Stats

Sent	Bounces	Spam Reports	Unsubscribes	Opens	Clicks	Forwards
1022	7.3% (75)	0	0.2% (2)	39.6% (375)	20.5% (77)	0

Click-through Stats

Email Link	Unique Click-throughs	Click-through Distribution
http://www.i10br.com	46	46.0%
http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Environmental/Pages/default.aspx	48	48.0%
https://i10br.com	6	6.0%
Total Click-throughs	100	100%

Social Stats

Page Views	Share	Send	Like	Twitter	LinkedIn	(Other)
0	0	0	0	0	0	0


[Print Report](#)

Eblast Analytics 1

E-blast #2: *NEXT WEEK*I-10 Public Hearings - Sent November 13, 2019

I-10 Baton Rouge

NEXT WEEK
I-10: LA 415 to
Essen Lane on I-10
and I-12
Public Hearings



The Louisiana Department of Transportation and Development (LADOTD) and the I-10 Project Team will hold an open house-style public hearing to discuss the results of the Environmental Assessment (EA) for the I-10: LA 415 to Essen Lane project in West and East Baton Rouge Parishes. Detailed project information is presented in the EA document available for review and/or copying at the EBRP Main Library (7711 Goodwood Blvd., Baton Rouge), Carver Branch Library (720 Terrace Ave., Baton Rouge), West Baton Rouge Library (830 N. Alexander Ave., Port Allen), LADOTD Headquarters (1201 Capitol Access Rd., Baton Rouge) and at LADOTD District 6 offices (8100 Airline Hwy., Baton Rouge). Copies of the EA will be made available upon request at the expense of the requestor at the cost of reproduction. The EA may be downloaded at no cost from the I-10BR website or the LADOTD website.

<http://www.i10br.com>

http://wwwsp.dotd.la.gov/inside_LaDOTD/Divisions/Engineering/Environmental/Pages/default.aspx

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 West Baton Rouge Conference Center
 2750 N Westport Drive

Port Allen, LA 70767

Wednesday, November 20, 2019
 5:00 p.m. - 8:00 p.m.
 Baton Rouge Marriott
 5500 Hilton Avenue
 Baton Rouge, LA 70808

The public hearing will begin with a brief introduction from LADOTD followed by an open house forum with information stations, including a Real Estate station. Representatives of the LADOTD and project team will be available to answer questions relative to this project. A prerecorded presentation of information relative to the general location, design features, impacts of the project, tentative project schedule, acquisition of right-of-way, and relocation assistance will play continuously during the open house forum. During the final hour of the hearing, attendees will have an opportunity to make a public statement using the microphone provided. Attendees wishing to make a statement will be asked to submit a comment card prior to being called to the microphone. The amount of time allotted to each speaker will be determined by the number of people wishing to speak.

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

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

[Forward to a Friend](#)

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


[Print Report](#)

Franklin Associates
Email Statistics
1/13/2020

Email Name: Copy of I-10 Stage 1 Public Hearing ANNOUNCEMENT
Template: - Banner Green
Lists: I-10 - GeauxWider
I-10 Businesses
I-10 citizens
I-10 elected officials
I-10 consultant team
I-10 Focus Group Participants
I-10 Briefing Participants_2018
I-10 Agencies
I-10 Trust Drive Stakeholders

Email Run History

Sending Type	Sent	Run Date	Status
Original Send	1021	11/13/2019	Successfully Sent

Email Stats

Sent	Bounces	Spam Reports	Unsubscribes	Opens	Clicks	Forwards
1021	7.4% (76)	0	0	30.7% (290)	7.9% (23)	0.3% (1)

Click-through Stats

Email Link	Unique Click-throughs	Click-through Distribution
http://www.i10br.com	19	59.4%
http://www.sp.dotd.la.gov/Inside_LaDOT/Divisions/Engineering/Environmental/Pages/default.aspx	13	40.6%
https://i10br.com	0	0.0%
Total Click-throughs	32	100%

Social Stats

Page Views	Share	Sent	Like	Twitter	LinkedIn	(Other)
0	0	0	0	0	0	0


[Print Report](#)

Eblast Analytics 2

*E-blast #3: *THANK YOU*I-10 Public Hearings - Sent November 22, 2019*

I-10 Baton Rouge

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



THANK YOU!
We appreciate all citizens who were able to participate at the public hearings held this week. Anyone who was not able to attend can view the video presentation from both nights by clicking the link below.

[I-10 Public Hearing Presentation](#)

DON'T FORGET!
Whether or not you were able to attend this week, anyone can still submit comments on this project via options listed below.

Project Website

Project Email


US Postal Mail

www.i10br.com

info@franklinassoc.com

Franklin Associates
ATTN: I-10 Corridor Improvement Study
2148 Government Street
Baton Rouge, LA 70806

*****COMMENTS MUST BE RECEIVED/POSTMARKED BY**
11:59PM MONDAY, DECEMBER 3, 2019***



STATE PROJECT NO. H.004100
FEDERAL AID PROJECT NO. H004100


[Print Report](#)
Franklin Associates

 Email Statistics
11/13/2020

Email Name: Thank you for attending/comments reminder

Template: - Banner Green

Lists: I-10 - GeauxWider
I-10 Businesses
I-10 citizens
I-10 elected officials
I-10 consultant team
I-10 Focus Group Participants
I-10 Briefing Participants_2018
I-10 Agencies
I-10 Trust Drive Stakeholders

Email Run History

Sending Type	Sent	Run Date	Status
Original Send	1153	11/22/2019	Successfully Sent

Email Stats

Sent	Bounces	Spam Reports	Unsubscribes	Opens	Clicks	Forwards
1153	8.0% (92)	1	0.2% (2)	32.4% (344)	21.2% (73)	0

Click-through Stats

Email Link	Unique Click-throughs	Click-through Distribution
http://info@franklinassoc.com	4	4.5%
http://www.i10br.com	32	36.4%
https://vimeo.com/374236397	52	59.1%
Total Click-throughs	88	100%

Social Stats

Page Views	Share	Send	Like	Twitter	LinkedIn	(Other)
0	0	0	0	0	0	0

[Print Report](#)
Eblast Analytics 3

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



BATON ROUGE – The trendy Perkins Road overpass area will be significantly impacted by the I-10 widening project a report released this week by DOTD showed.

An [environmental assessment](#) quietly revealed what has been widely speculated – 111 properties, including popular businesses, are eyed by the state highway department and are within the construction area. Of those properties, 33 of them are structures, and 17 are historic properties.

On the list is the Overpass Merchant, a bar and restaurant on Perkins Road in the shadow of the current I-10 bridge. DOTD listed the business as an “adversely affected historical” property and offered two options: A possible purchase and demolition or save the older, historical part of the building and remove a modern addition. The Overpass Merchant structure includes a patio and covered outdoor seating area.

The state said the business is under the expanded westbound lanes of the highway.

The assessment study also proposed purchasing Fresh Salon on Christian Street and demolish the building. Owner Ashley Quartararo says she's sad about the news but looking toward the future.

"The first time I walked in here, I knew it was something special," she said. "This is an investment. This is my retirement. If I'm going to lose it, I hope it's worth it."

Historic homes were listed as being possibly purchased for demolition along Honeysuckle, South Eugene, Rhododendron and various Old South Baton Rouge addresses abutting the highway on Braddock, Maximillian, East Blvd., Julia, E. Washington, Kentucky and Terrace.

Some of those historic properties could have the option to move the structure to a new property, or within the existing footprint. In the short-term, DOTD says it doesn't expect residents to move in the next 6-12 months but it will work with them to assist them in relocating.

"We've taken an extraordinary step to work with a non-profit organization and that's going to help facilitate relocating those facilities within the footprint on vacant lots," DOTD Secretary Dr. Shawn Wilson said.

Most of the properties are slivers of land from various owners.

"For those residences and businesses that are not going to be impacted, you're going to have a much better footprint," Wilson said. "It may be enhanced parking. It may be bicycle lanes. It may be sidewalks, other things that you don't have today."

The state is still going through the environmental process and has not acquired any necessary property at this time. Once the environmental process is completed, it can then begin to acquire land. But the full list of properties won't be finalized until the environmental clearance is given. DOTD has been talking to residents and business owners throughout the construction footprint and says it's talking to many "willing sellers."

DOTD says it's already looked at property values, and soon after the environmental process is completed, it expects to make offers on amicable sales.

[Hearings are scheduled](#) over the next few weeks to discuss impacts with the community and property owners.

The widening project was welcoming news in 2018 as an effort to fight the gridlock that plagues the greater Baton Rouge area.

Construction is not expected to begin until sometime in 2020. A new estimate on the total cost put the project at about \$1.1 billion.

https://www.theadvocate.com/baton_rouge/news/weather_traffic/article_fd371de0-0acc-11ea-bd22-e31bf87c0862.html

I-10 expansion in Baton Rouge will affect 28 homes and 5 businesses, officials say

BY WILL SENTELL | STAFF WRITER
NOV 19, 2019 - 6:30 PM



Jenny Fu, left, and Mary Jean McAdams with DOTD's bridge design department look over a roll map of the Interstate 10 expansion, Tuesday, November 19, 2019, at the West Baton Rouge Conference Center. STAFF PHOTO BY HILARY SCHEINUK

Will Sentell

A total of 28 homes and five businesses are in the way of the \$380 million plan to widen Interstate 10 between the Mississippi River bridge and the I-10/12 split, state officials said Tuesday.

The list includes 17 historic homes, some of which will be relocated, said Brian Kendrick, an official of the state Department of Transportation and Development and project manager.

More than a year ago a total of 17 homes, and a handful of businesses, were identified as being in the path of the expansion.

Taxpayers on Tuesday got a detailed look at the plans, which have sparked off an on discussions for two decade, during a three-hour "open house" at the West Baton Rouge Parish Conference Center.

The gathering included a brief presentation by DOTD officials, pre-recorded information on the project, the impact of the work and a

tentative schedule.

The overhaul is being financed with federal bonds.

Eric Kalivoda, deputy secretary for DOTD, said the hearing is one of two needed, and documents submitted to federal officials, before the state can begin serious talks with affected property owners.

Kalivoda said the state will provide relocation assistance to residents of homes being moved or demolished, including renters.

The process includes the state getting two appraisals of the property, and using the highest.

Property owners can get their own appraisals.

"It is all based on fair market value," he said.

Kalivoda also said it will be another 2-3 years before motorists notice major construction on the corridor.

"We haven't designed anything yet," he said.

"Design work will begin next year."

After that, Kalivoda said, the work will take 5-7 years.

That means the entire project could be a decade away from completion.



RELATED

Noticeable work on widening I-10 in Baton Rouge a year away, transportation chief says

An earlier round of public sessions were held about 14 months ago.

"The basic concept remains unchanged," Kalivoda said.

The expansion has been discussed at least since 2000 but financing was always the stumbling block.

The project will add a new lane in each direction on the 3.5-mile corridor.

It will close on- and off-ramps at Perkins Road, replace bridges that cross City Park lakes and add a westbound flyover ramp between the split and College Drive.

RELATED

Drew Williams, who lives in Baton Rouge, questioned the impact of the work.

"If you don't widen the bridge over the Mississippi River it seems like it is still going to bottleneck," Williams said.

Ida Pierre owns a home on La. Hwy. 415, the westernmost line for the expansion.

Asked if the widening of I-10 will pay dividends she said, "I certainly hope it does, especially in the morning and the evening."

The work is being paid for by the state essentially getting an advance on its annual federal aid.



RELATED

First wave of bond sales for major Baton Rouge, New Orleans projects easily clears commission

The borrowing will be repaid by state officials using \$67 million of Louisiana's roughly \$780 million in federal transportation dollars for 12 years.

The federal bonds are called Grant Anticipation Revenue Vehicle bonds.



Taxpayers get first look at \$30M College Drive flyover on I-10 in Baton Rouge; see details

The work will also mean a longer westbound on-ramp and eastbound off-ramp at Acadian Thruway and a revamped Dalrymple/Washington Street exit for eastbound motorists.

About 80,000 cars and trucks use the route daily.

Major backups during morning and evening rush hours are commonplace, including Tuesday afternoon on the eve of the hearing.

William Hart, one of the early arrivals at the Tuesday hearing, said he likes what he saw.

"It's moving forward and we need to do something," Hart said.

He said he formerly used Park Boulevard and other surface routes rather than I-10 to get downtown during daily commutes because of regular backups.

The second hearing is Wednesday from 5 p.m. to 8 p.m. at the Baton Rouge Marriott, 5500 Hilton Ave.

Terry Vavasseur, who retired 1 1/2 years ago, said his 52-mile commute between Geismar and False River would sometimes take more than two hours because of traffic backups.

Vavasseur said planned improvements around the Washington Street exit, just east of the bridge, and the College Drive flyover will be especially helpful.

"A lot of stuff that needs to be done is being addressed," he said.

The I-10 expansion is the largest of four outlined by Gov. John Bel Edwards in January 2018.

The other key project will improve access to Louis Armstrong New Orleans International Airport.

Edwards has said the effort is aimed at allowing transportation improvements at a time when the state has a \$14 billion backlog of road and bridge needs and no political consensus on raising new revenue.



LIVE NEWS WEATHER TRAFFIC THE INVESTIGATORS SPORTS HEALTH

TRAFFIC

DOTD to hold public hearings for I-10 widening project



(Source: WAFB)



By WAFB Staff | October 21, 2019 at 2:20 PM CDT - Updated October 21 at 3:51 PM



(WAFB) - The Louisiana Department of Transportation and Development (DOTD) will hold a public hearing at two locations for the I-10 widening project in East and West Baton Rouge parishes.



This proposed project will add an additional lane in each direction on I-10 from LA 415 to Essen Lane.

The public hearings are scheduled for **Tuesday, Nov. 19** from 5 to 8 p.m. at the West Baton Rouge Conference Center, and **Wednesday, Nov. 20** from 5 to 8 p.m. at the Baton Rouge Marriott.

The same information will be presented at both meetings.

"I'm proud to say we are moving forward with the much-needed widening of I-10 in Baton Rouge. We've waited long enough and citizens across Louisiana talk about Baton Rouge's congestion," Governor John Bel Edwards said in a prepared statement.

DOTD Secretary Shawn Wilson adds that the project is crucial for the capital region, saying the I-10 corridor is heavily traveled by both local and out-of-state drivers.

The public hearings will begin with a brief introduction from DOTD, followed by an open house forum with information stations, including a Real Estate station.

Representatives of DOTD and the project team will be available to answer questions. A prerecorded presentation of information relative to the general location, design features, impacts of the project, tentative project schedule, acquisition of right-of-way, and relocation assistance will play continuously during the open house forum.

During the final hour of the hearing, attendees will have an opportunity to make a public statement for the public record.

Oral and written comments on the project may be submitted at the public hearing or sent via mail to Franklin Associates, I-10 BR: Stage 1, 2148 Government St., Baton Rouge, LA 70806, or via email to info@i10br.com.

Written statements must be submitted and postmarked no later than Tuesday, Dec. 3 to be included in the hearing transcript.

Information provided by the Louisiana Department of Transportation and Development.

**State Project No. H.004100, and Federal Aid Project No. H004100
East and West Baton Rouge Parishes, Louisiana**



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DOTD to host public meetings for I-10 widening project from La. 415 eastward

STAFF REPORT editor@thewestsidejournal.com Oct 23, 2019 0

The Louisiana Department of Transportation and Development (DOTD) will hold a public hearing at two locations for the I-10 widening project in East and West Baton Rouge Parishes. This proposed project will add an additional lane in each direction on I-10 from LA 415 to Essen Lane.

"I'm proud to say we are moving forward with the much-needed widening of I-10 in Baton Rouge. We've waited long enough and citizens across Louisiana talk about Baton Rouge's congestion," said Gov. John Bel Edwards. "This process is an example of what the state and citizens can do when we all work together for the good of the state. These improvements have been on the books for decades, and by using innovative funding mechanisms like GARVEE bonds for the first time, we are able to finally advance this project."

Corbis Catering & www

LATEST NEWS

"This widening project is crucial for the Capital Region," said DOTD Secretary Shawn D. Wilson, Ph.D. "This stretch of the I-10 corridor is heavily traveled by both local and out-of-state motorists, and we see the outcome of failing to make a decision over the last 20 years regarding this corridor. It's not good. Once this project is completed, traffic flow and congestion will be greatly improved to benefit citizens and businesses, while protecting and enhancing the adjacent communities. In order to provide an interstate system for a booming economy, we must grow and sustain infrastructure to secure the vitality of this region for the future."

The public hearing will begin with a brief introduction from DOTD followed by an open house forum with information stations, including a Real Estate station. Representatives of the DOTD and the project team will be available to answer questions relative to this project. A prerecorded presentation of information relative to the general location, design features, impacts of the project, tentative project schedule, acquisition of right-of-way, and relocation assistance will play continuously during the open house forum.

During the final hour of the hearing, attendees will have an opportunity to make a public statement for the public record.

Oral and written comments on the project may be submitted at the public hearing or sent via mail to Franklin Associates, I-10 BR: Stage 1, 2148 Government Street, Baton Rouge, LA 70806, or via email to info@i10br.com. Written statements and other exhibits in lieu of, or in addition to, oral statements made at the public hearing must be submitted and postmarked no later than Tuesday, December 3, 2019, to be included in the hearing transcript.

The public hearings are as follows:

Tuesday, November 19

5 p.m. to 8 p.m.

West Baton Rouge Conference Center

2750 N. Westport Drive

Port Allen, LA 70767

Wednesday, November 20

5 p.m. to 8 p.m.

Baton Rouge Marriott

5500 Hilton Avenue

Baton Rouge, LA 70808

The same information will be presented at both locations.

II. Public Hearing Delivery

Between Tuesday, November 19, 2019, and Wednesday, November 20, 2019, the project team conducted an open house public hearing at one location in East Baton Rouge Parish and one location in West Baton Rouge Parish to solicit public feedback on the Stage 1 Environmental Assessment of the I-10 Baton Rouge project. While both were evening hearings that began at 5:00 PM and lasted until 8:00 PM, the hearings were scheduled for different weeknights within the same week to provide ample opportunity across both parishes within the study area for the public to provide feedback.

The hearings were held at the following locations:



Tuesday, November 19, 2019 5:00 PM
West Baton Rouge Conference Center
2750 N. Westport Drive
Port Allen, LA 70767



Wednesday, November 20, 2019 5:00 PM
Baton Rouge Marriott
5500 Hilton Avenue
Baton Rouge, LA 70808

A. Hearing Format

Both public hearings delivered identical information, beginning with a brief overview from DOTD leadership then launching into an informative audio recorded PowerPoint presentation with onscreen graphics. Participants then were able to walk through an open house exhibit area featuring maps, conceptual solutions, and Context Sensitive Solution exhibit stations. A full copy of the Environmental Assessment document was available within the open house area, as well.

Each exhibit area was staffed by members of the project team and/or DOTD. A GIS mapping station was offered to provide site-specific answers to property questions, and the DOTD real estate team was on hand at each hearing to answer potential acquisition questions. In addition, a written comment station was available as was a stenographer to capture participants' verbal comments. During the final hour of both hearings, a formal public statement period was offered, during which participants made formal verbal statements into the record. Representatives of the DOTD were stationed at a listening table during the statement period, which was facilitated by Franklin Associates and recorded by the stenographer.

B. Hearing Presentation

A PowerPoint presentation provided detailing the following information:

- Project Team
- Project Study Area
- DOTD Project Delivery Process
- Base Concept from Feasibility Stage
- Current Conditions/Capacity Comparison
- Project Purpose and Need
- Alternatives Considered/Screened
- Project
 - Improvements
 - Findings
 - Potential Impacts
 - Natural Resources
 - Physical Resources
 - Cultural Resources
- Noise Study
- Context Sensitive Solutions (CSS)
- Project Implementation Planning
- ROW Acquisition/Relocation Assistance
- Methods for Providing Input

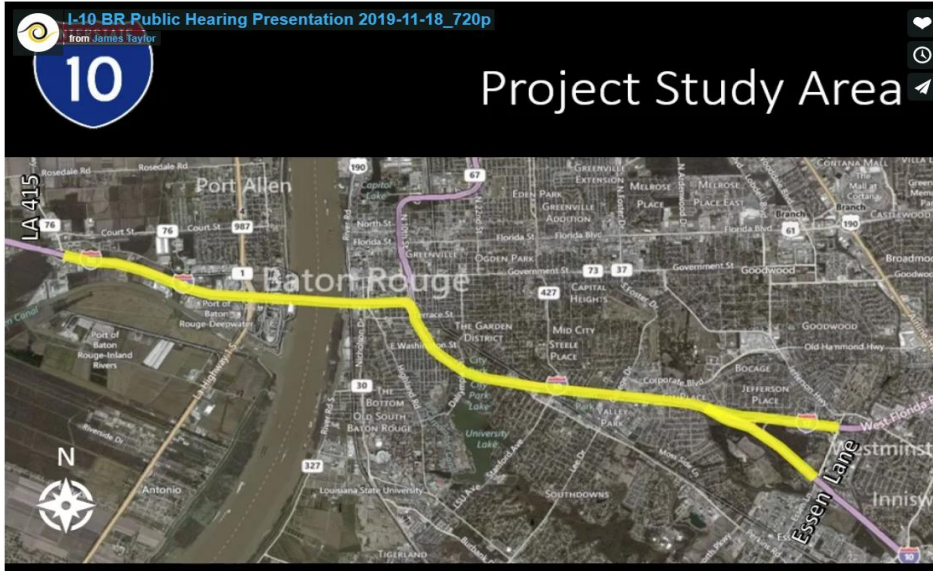
A copy of the presentation slides is included in Appendix B and is available on the project website.













C. Hearing Exhibits





The open house portion of the hearing offered exhibits describing possible solutions for project areas along the I-10 corridor through Baton Rouge and across the river into West Baton Rouge Parish. The exhibit maps, graphics, charts, are displayed at the stations that are described below. All hearing materials can be found and downloaded from the project website www.i10br.com as illustrated below.

I-10 LA 415 TO ESSEN LANE ON I-10 AND I-12 STAGE 1 ENVIRONMENTAL ASSESSMENT AND SECTION 4(F) EVALUATION: NOVEMBER 2019 PUBLIC HEARINGS

Watch the presentation from the Public Hearings below



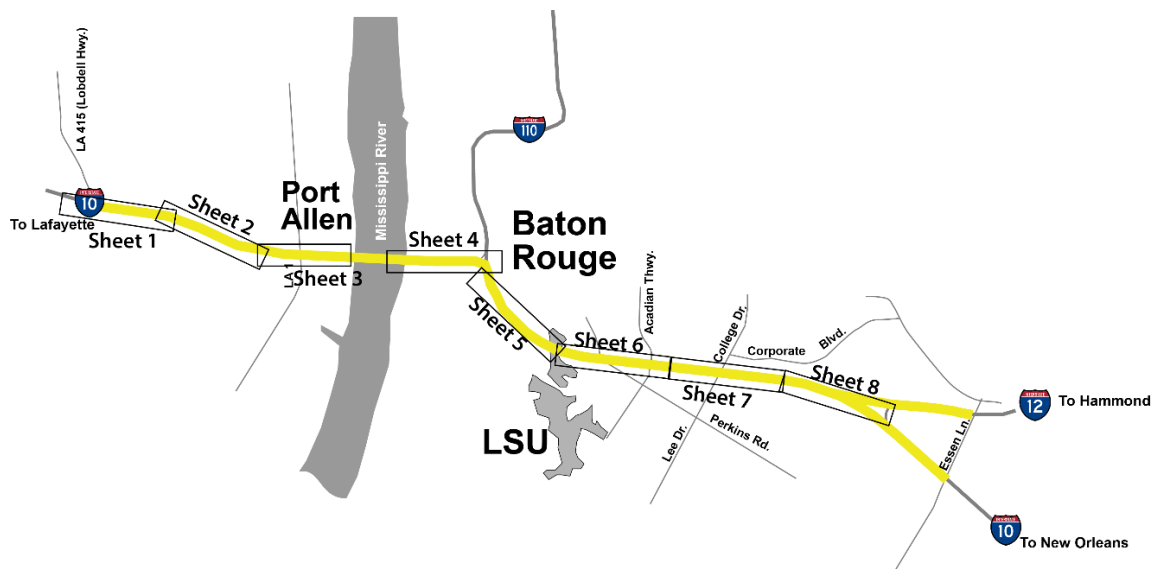
I-10 Open House Presentation	Study Area Environmental Inventory 1	Study Area Environmental Inventory 2
 DOWNLOAD PDF	 DOWNLOAD PDF	 DOWNLOAD PDF
Study Area Environmental Inventory 3	Summary of Potential Impacts	Section 4(f) de minimis Impact Historic Districts
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I-10 Typical Sections	Greenway Trails	City Park Lake Trail
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East Polk Street Park	Nairn Bridge Concepts	Perkins Road Concept
 DOWNLOAD PDF	 DOWNLOAD PDF	 DOWNLOAD PDF

City Park Lake Bridges Design Concepts	Public Hearing Roll Map 1	Public Hearing Roll Map 2
 DOWNLOAD PDF	 DOWNLOAD PDF	 DOWNLOAD PDF
Public Hearing Roll Map 3	Public Hearing Roll Map 4	Public Hearing Roll Map 5
 DOWNLOAD PDF	 DOWNLOAD PDF	 DOWNLOAD PDF
Public Hearing Roll Map 6	Public Hearing Roll Map 7	Public Hearing Roll Map 8
 DOWNLOAD PDF	 DOWNLOAD PDF	 DOWNLOAD PDF

Current Roll Plans

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

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



Index map of Roll Plan Sheets

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

Overall, key project concepts include:

Sheet 1 of 8



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

Sheet 2 of 8



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

Sheet 3 of 8



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

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

Sheet 4 of 8



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

Sheet 5 of 8



Washington and Dalrymple interchanges would be consolidated into one interchange.

Sheet 6 of 8



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

Sheet 7 of 8



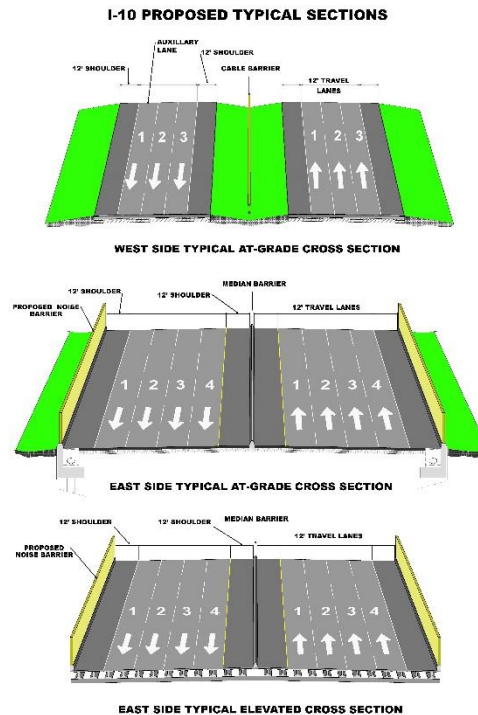
A dedicated exit ramp would be built to College Drive, allowing westbound vehicles to exit to College Drive without merging into westbound I-12 traffic.

Sheet 8 of 8

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

Proposed Typical Sections

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



Context Sensitive Solution (CSS) Community Connections

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

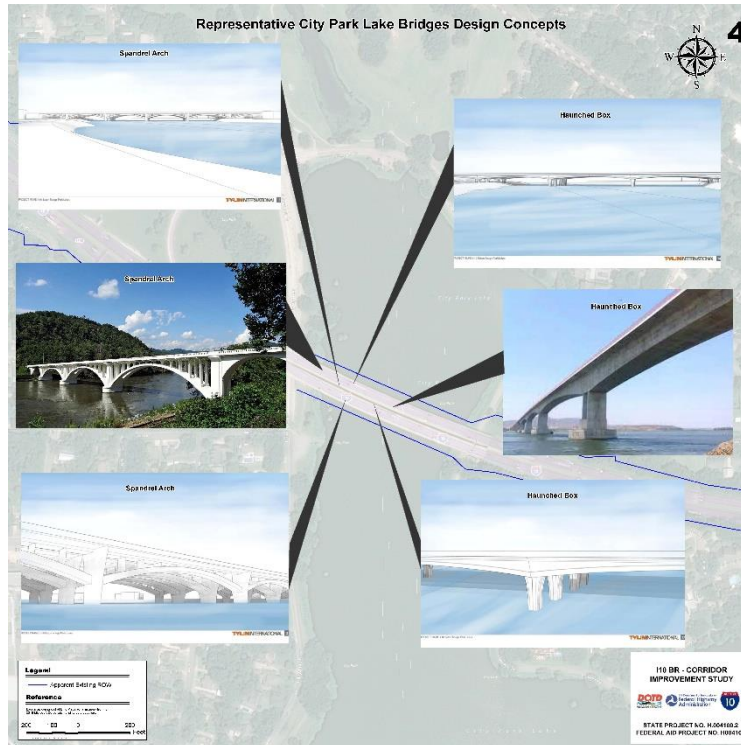
The CSS process is a collaborative, interdisciplinary, and holistic approach to the development of transportation projects, involving all stakeholders, including community members, elected officials, interest groups, and affected local, state, and federal agencies. The CSS process is an effort to balance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

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

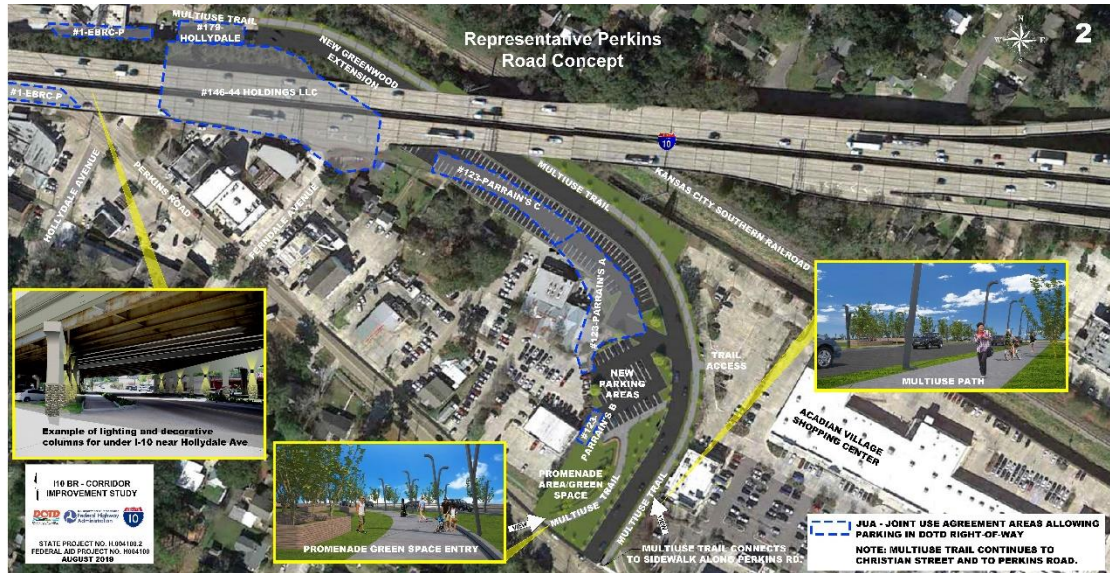
The public hearings were the opportune time for attendees to see and provide valuable feedback on specific CSS visualizations, including a new bridge at Nairn Drive, a new bridge over the City Park Lake, concepts to link Expressway Park to other facilities and trails, such as East Polk Street Park and bike trails proposed by the Downtown Development District, and concepts for Perkins Road near the overpass.

Again, full resolution versions of all graphics represented below are available at the project website: i10br.com.

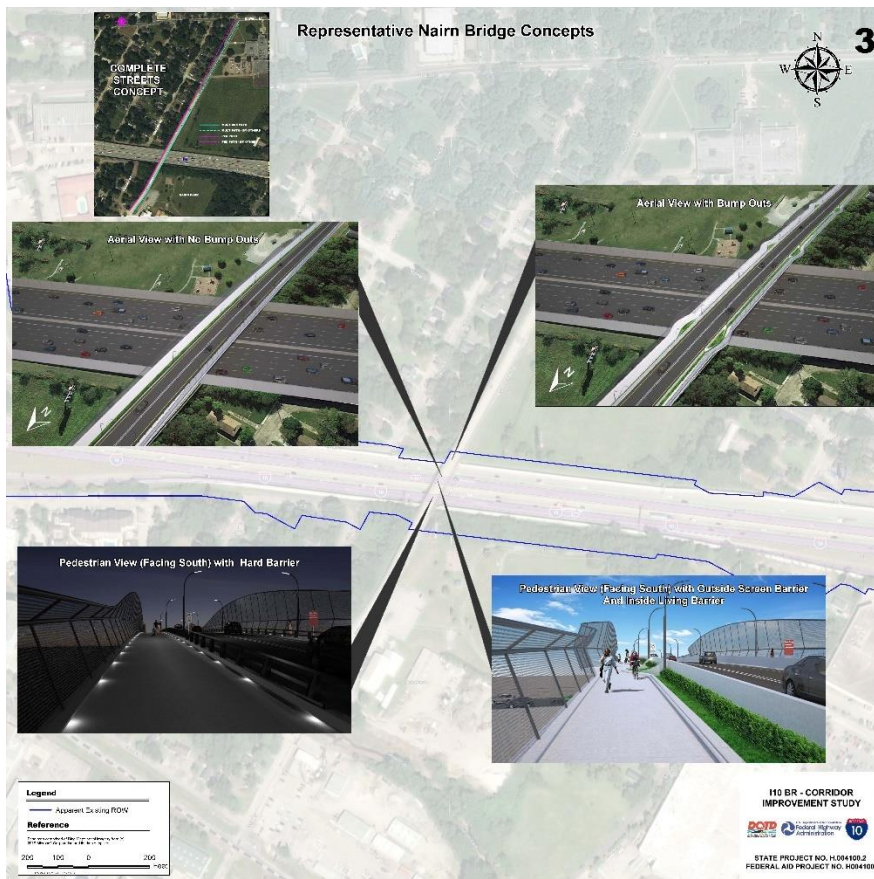
City Park Lake Bridges



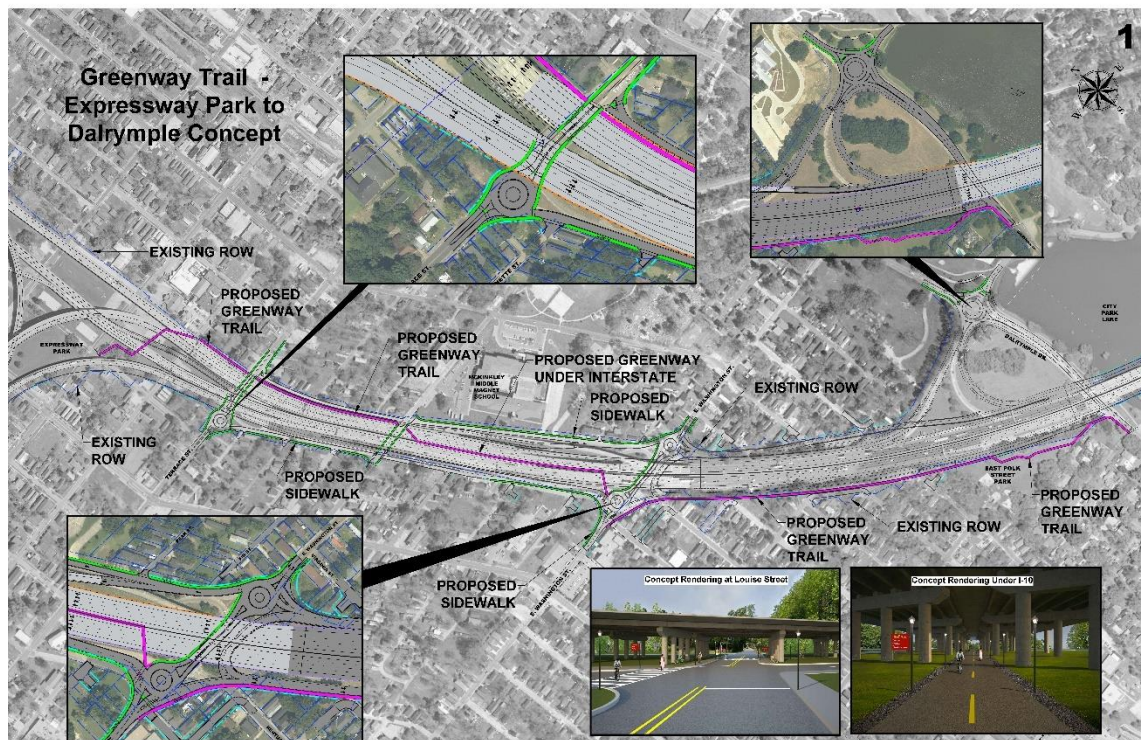
Perkins Road Concept



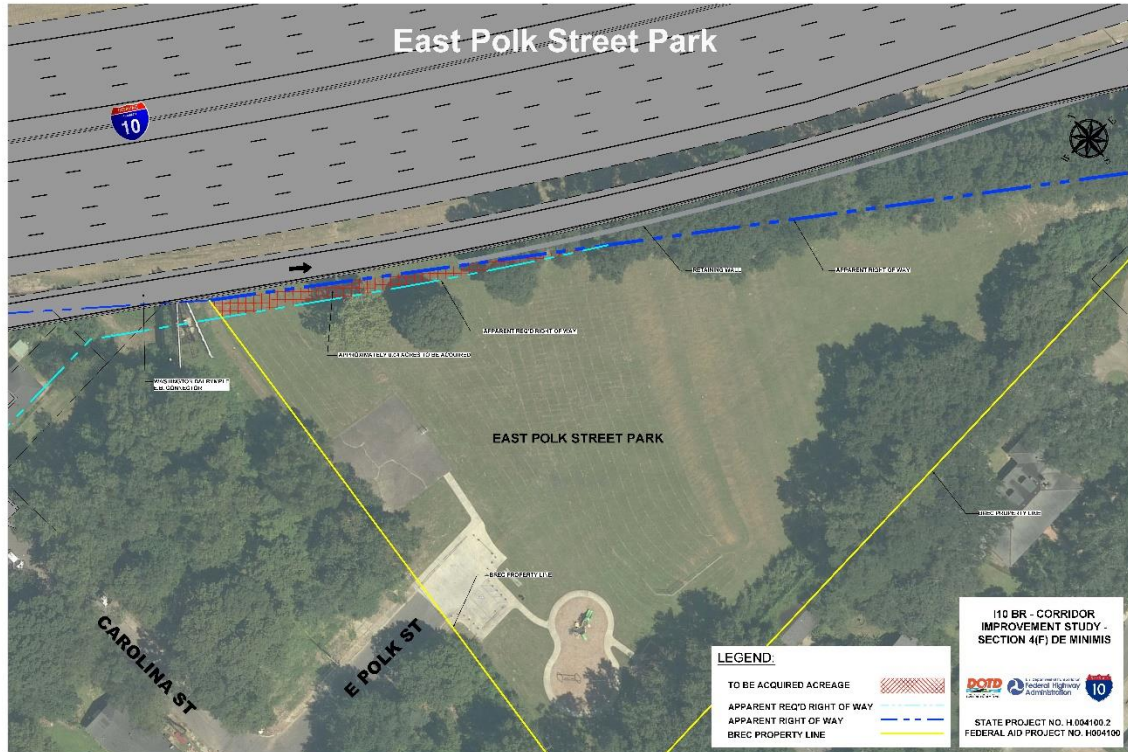
Nairn Bridge Concepts



Concept Trails



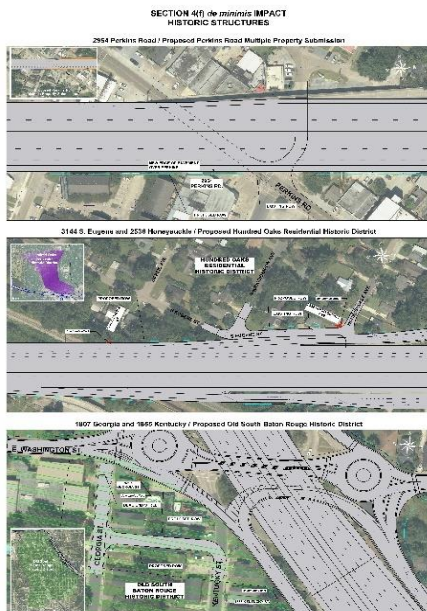
East Polk Street Park

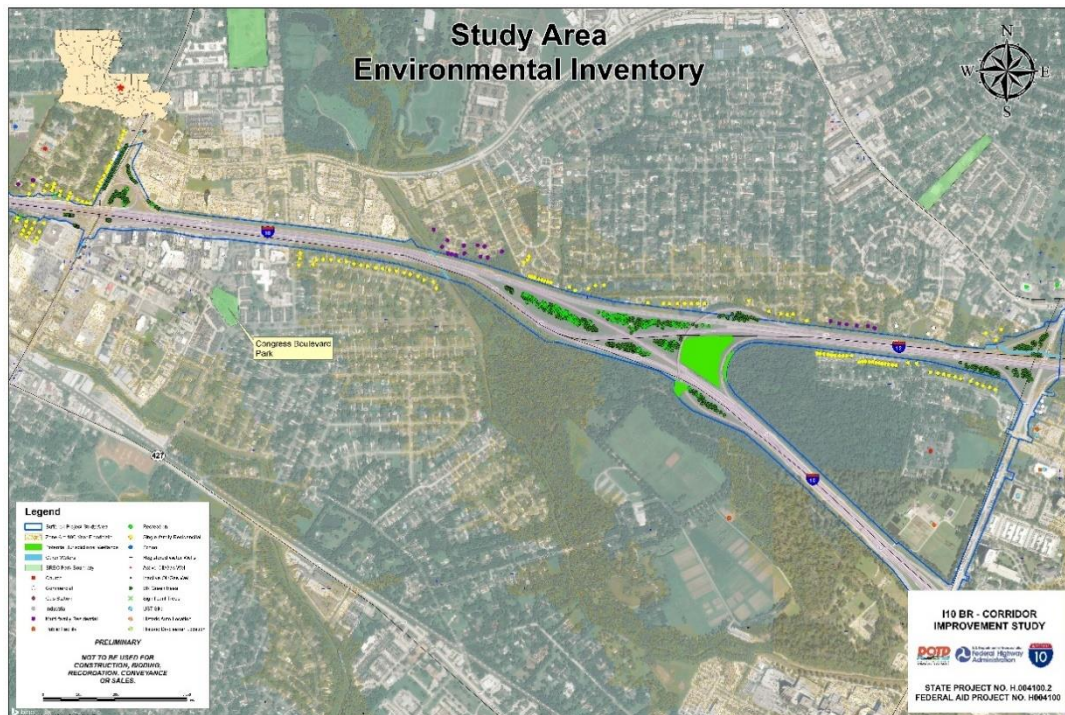


Additional Exhibits

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

De Minimis Impact Historic Districts





D. Hearing Attendance

Sign-in records at both hearings reflect attendance totals as follows:

<i>Hearing</i>	<i>General Public</i>	<i>Agencies and Elected Officials</i>	<i>Project Team</i>	<i>Total</i>
Tuesday, November 19 – West Baton Rouge Convention Center Lobdell	45	21	23	89
Wednesday, November 20 – Marriott Baton Rouge	136	26	19	181
Totals	181	*	*	270

Official Count of I-10 Corridor Improvement Study Stage 1 Public Hearing Attendance

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

Sign in records can be viewed in Appendix C.

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

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

A. Written Comments Received at Hearings

At both open house public hearings, participants were given the opportunity to speak directly with members of the project team to clarify specific questions. Participants were provided a hard copy comment form for use at the hearing to leave specific project comments onsite to be entered into the project record. At both of the hearings, a total of 22 written comments were received on the project hearing comment forms.

B. Oral Comments Captured by Court Reporter

A stenographer was present at both hearings allowing participants the option of giving their comments verbally. A total of 10 verbal comments were received between both hearings. During the public statement period held during the final hour of both hearings, there were a total of 12 comments received.

C. Comments by Mail, Email and Website

Hearing participants and anyone who was subsequently informed of this opportunity by word-of-mouth or social media, had the option to submit comments to the project team by U.S. mail or email. The deadline for submittal (postmark) was two weeks after the last public hearing – December 3, 2019. A total of 11 comments were received that were submitted via the i10br.com project website. Also, a total of 29 comments were received that were submitted to the project team by mail or email.

Total written comments received at hearings	Total verbal comments recorded at hearings	Total verbal statements recorded during public statement periods	Total written comments received via mail, email and project website	TOTAL COMMENTS RECEIVED
22	10	12	40	84

All comments received, with responses for each, are compiled in the comment matrix found in Appendix D. They are also searchable on the project website, i10br.com

IV. Public Hearing Photos

Tuesday, November 19, 2019

WBR Conference Center



WBR Conference Center



WBR Conference Center



WBR Conference Center



WBR Conference Center



WBR Conference Center



Wednesday, November 20, 2019

Baton Rouge Marriott



Baton Rouge Marriott



Baton Rouge Marriott



Baton Rouge Marriott



Baton Rouge Marriott



Baton Rouge Marriott



Appendices

Appendix A

Coalition to Restore Coastal Louisiana
Kimberly Reyher, Exec. Dir.
6160 Perkins Rd.
Ste 225
Baton Rouge, LA 70808

Department of Agriculture & Forestry
Office of Forestry
5825 Florida Blvd.
Suite 6000
Baton Rouge, LA 70806

Department of Agriculture & Forestry
Office of Soil/Water Cons
5825 Florida Blvd.
Suite 7000
Baton Rouge, LA 70806

Dept Of Health and Hospitals
Attn: Chief Sanitarian Direct
P.O. Box 629
Baton Rouge, LA 70821-0629

Dept Of Wildlife & Fisheries
La. Natural Heritage Program
P.O. Box 98000
Baton Rouge, LA 70898

Dept. Of Health and Hospitals OPH
Engineering Svcs (Bin 10)
Attn: Yuanda Zhu
628 North 4th Street
Baton Rouge, LA 70802

Dept. of Economic Development
Office of Business Development
P.O. Box 94185
Baton Rouge, LA 70804

Division of Administration Facility Planning &
Control
P.O. Box 94095
Baton Rouge, LA 70804

Federal Transit Admin
819 Taylor Street
Room 14a02
Fort Worth, TX 76102

Baton Rouge Bicycle Club
P.O. Box 253
Baton Rouge, LA 70821

La Dept. Of Natural Resources Office of
Conservation
P.O. Box 94275
Baton Rouge, LA 70804-9275

La Dept. of Natural Resources Office of
Mineral Resources
P.O. Box 2827
Baton Rouge, LA 70821

La. Good Roads Association
P.O. Box 3713
Baton Rouge, LA 70821

Louisiana Forestry Association
Attn: Executive Director
P.O. Box 5067
Alexandria, LA 71307

Louisiana State University Sea Grant Legal
Advisory Svc.
Attn: Director Louisiana Sea
227b Sea Grant Building
Baton Rouge, LA 70803

National Park Service
Southeast Region
Attn: Environmental Compliance
100 Alabama St. SW, 1924 Bldg.
Atlanta, GA 30303

Natural Resources Conservation
Attn: State Conservationist
3737 Government St.
Alexandria, LA 71302

Capital Soil & Water Conservation Dist. of La
907 Florida Ave., SW
Denham Springs, LA 70726

U.S. Geological Survey
3535 S. Sherwood Forest
Ste. 120
Baton Rouge, LA 70806

Baton Rouge Police Dept
9000 Airline Hwy
Baton Rouge, LA 70815

Upper Delta Soil & Water Conservation
District of LA
180 East Main St.
New Roads, LA 70760

St. Francisville Planning Commission
P.O. Box 400
St. Francisville, LA 70775

West Baton Rouge Parish Council
P.O. Box 757
Port Allen, LA 70767-0757

West Baton Rouge Parish School Board
3761 Rosedale St.
Port Allen, LA 70767

West Baton Rouge Parish Planning
Commission
P.O. Box 757
Port Allen, LA 70767

West Baton Rouge Parish Floodplain
Administrator
P.O. Box 757
Port Allen, LA 70767

Capital Area Transit System
2250 Florida Blvd.
Baton Rouge, LA 70802

Amite River Basin Commission
3535 S. Sherwood Forest Blvd.
Suite 135
Baton Rouge, LA 70816

Dept Of Emergency Management Emergency
Operations Center 3773 Harding Blvd.
Baton Rouge, LA 70807

Mississippi River Trail, Inc.
858 North Jackson Drive
Fayetteville, AR 72701

East Baton Rouge
City Planning Commission
Planning Director
P.O. Box 1471
Baton Rouge, LA 70821

Capital Area Groundwater Conservation
Commission
3535 S. Sherwood Forest Blvd. #137
Baton Rouge, LA 70816

East Baton Rouge Parish School Board
P.O. Box 2950
Baton Rouge, LA 70821

East Baton Rouge Parish Metro Council
P.O. Box 1471
Baton Rouge, LA 70821

Chamber of Commerce
Baton Rouge Area
564 Laurel St.
Baton Rouge, LA 70801

East Baton Rouge Parish Sheriff
8900 Jimmie Wedell Dr., Bldg. B
Baton Rouge, LA 70807

West Baton Rouge Parish Sheriff
P.O. Box 129
Port Allen La 70767

East Baton Rouge Parish City Government
P.O. Box 1471
Baton Rouge, LA 70821

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Baton Rouge, LA 70837

Hon. Roy Daryl Adams
La House of Representatives (District 62)
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Jackson, LA 70748

Hon. Barbara West Carpenter
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Baton Rouge, LA 70807

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Livingston Parish President
451 Brenda Dr.
Denham Springs, LA 70726

U.S. House Of Representatives
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Mayor of Denham Springs
Gerard Landry
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Denham Springs, LA 70726

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Metairie, LA 70005

U.S. House Of Representatives
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Bossier City, LA 71171

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Lafayette, LA 70596

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Gonzales, LA 70737

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Ascension Parish President
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Gonzales, LA 70707

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426 Desiard St.
Monroe, LA 71201

Hon. Valarie Hodges
La House of Representatives (District 64)
35055 LA Hwy 16, Ste 2a
Denham Springs, LA 70706

Mayor of Sorrento
Michael Lambert
P.O. Box 127
Sorrento, LA 70778

8TH COAST GUARD DISTRICT (NO)
DISTRICT COMMANDER
HALE BOGGS FEDERAL BUILDING
500 POYDRAS ST
NEW ORLEANS LA 70130

CAPITAL REGION PLANNING COMM.
POST OFFICE BOX 3355
BATON ROUGE LA 70821

DEPARTMENT OF THE ARMY COE
PROJECT LOCATION NEW ORLEANS D
C/O STEPHEN PFEFFER, DOTD LIAISON
NEW ORLEANS LA 70160-0267

BATON ROUGE GREEN ASSOCIATION
439 N. 11TH STREET
BATON ROUGE LA 70802-4607

BREC SUPERINTENDENT
COREY K WILSON
6201 FLORIDA BLVD
BATON ROUGE LA 70806

DIVISION OF ADMINISTRATION
STATE LAND OFFICE
P O BOX 44124
BATON ROUGE LA 70804

DEPARTMENT OF CULTURE
RECREATION & TOURISM
DIVISION OF
ARCHAEOLOGY P O BOX
44247
BATON ROUGE LA 70804

DEPARTMENT OF CULTURE
RECREATION & TOURISM OFFICE OF
STATE PARKS
P O BOX 44426
BATON ROUGE LA 70804

DEPARTMENT OF PUBLIC SAFETY
HIGHWAY SAFETY COMMISSION
P O BOX 66336
BATON ROUGE LA 70896

FEMA REGION VI
FRC 800 NORTH LOOP 288
DENTON TX 76209

FLOODPLAIN MANAGEMENT PROGRAM
DOTD SECTION 64
INTRADEPARTMENTAL MAIL
BATON ROUGE LA 70802

USEPA
REGION 6
1445 ROSS AVE, STE 1200
DALLAS TX 75202-2733

SOLE SOURCE AQUIFER
PROGRAM
USEPA
1201 ELM STREET STE 500
DALLAS, TX 75270

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

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

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

HON. "RICK" EDMONDS
LA HOUSE OF REPRESENTATIVES
(DISTRICT 66)
3931 S. SHERWOOD FOREST BLVD.
BATON ROUGE LA 70816

HON. C. DENISE MARCELLE
LA HOUSE OF REPRESENTATIVES
(DISTRICT 61)
1824 NORTH ACADIAN THRUWAY, WE
BATON ROUGE, LA 70802

HON. JEREMY S. LACOMBE
LA HOUSE OF REPRESENTATIVES
(DISTRICT 18)
P O BOX 370
LIVONIA LA 70755

HON. FRANKLIN J. FOIL
LA HOUSE OF REPRESENTATIVES
(DISTRICT 70)
320 SOMERULOS ST
BATON ROUGE LA 70802

HON. EDMOND JORDAN
LA HOUSE OF REPRESENTATIVES
(DISTRICT 29)
5763 HOOPER ROAD STE B
BATON ROUGE LA 70811

HON. STEPHEN F. CARTER
LA HOUSE OF REPRESENTATIVES
(DISTRICT 68)
3115 OLD FORGE
BATON ROUGE LA 70808

HON. PAULA DAVIS
LA HOUSE OF REPRESENTATIVES
(DISTRICT 69)
7902 WRENWOOD BOULEVARD
BATON ROUGE LA 70809

HON. PATRICIA HAYNES SMITH LA
HOUSE OF REPRESENTATIVES
(DISTRICT 67)
251 FLORIDA ST, STE 300 BATON
ROUGE LA 70801

HON. EDWARD C. JAMES III
LA HOUSE OF REPRESENTATIVES
(DISTRICT 101)
830 MAIN STREET
BATON ROUGE LA 70802

HON. DALE ERDEY LOUISIANA
STATE SENATE
(DISTRICT 13)
P O BOX 908
LIVINGSTON LA 70754

HON. EDWARD J. PRICE
LOUISIANA STATE SENATE
(DISTRICT 2)
2109 S. BURNSIDE AVE
GONZALES LA 70737

HON. RICK WARD
LOUISIANA STATE SENATE
(DISTRICT 17)
3741 HIGHWAY 1
PORT ALLEN LA 70767

HON. MACK A. "BODI" WHITE, JR
LOUISIANA STATE SENATE
(DISTRICT 6)
808 O'NEAL LANE
BATON ROUGE LA 70816

HON. YVONNE COLOMB
LOUISIANA STATE SENATE
(DISTRICT 14)
1520 THOMAS H. DELPIT DRIVE
SUITE 226
BATON ROUGE LA 70802

HON. REGINA ASHFORD BARROW
LOUISIANA STATE SENATE
(DISTRICT 15)
4811 HARDING BOULEVARD BATON
ROUGE LA 70811

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LOUISIANA STATE SENATE
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MAYOR OF BRUSLY
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321 N. KIRKLAND DR.
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MAYOR OF PORT ALLEN
RICHARD LEE
315 COURT STREET
PORT ALLEN LA 70767

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DARNELL WAITES
1122 BARRINGTON DR
BAKER LA 70714

MAYOR OF ZACHARY
DAVID AMRHEIN
4700 MAIN STREET
ZACHARY LA 70791

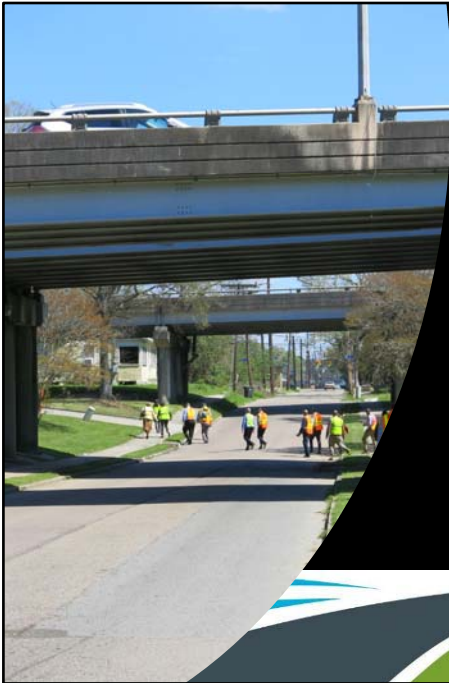
MAYOR OF CENTRAL
DAVID BARROW
13421 HOOPER RD SUITE 8
CENTRAL LA 70818

MAYOR OF ADDIS
DAVID H. TOUPS
8246 FIRST STREET
ADDIS LA 70710

Appendix B




The Louisiana Department of Transportation and Development (LADOTD), on behalf of FHWA prepared an Environmental Assessment (EA) for capacity improvements to Interstate 10 (I-10) from Louisiana Highway 415 (LA 415) in West Baton Rouge Parish to the I-10/Interstate 12 (I-12) split near Essen Lane in East Baton Rouge Parish. The intent of the proposed project is to reduce congestion and improve overall traffic flow along the corridor.

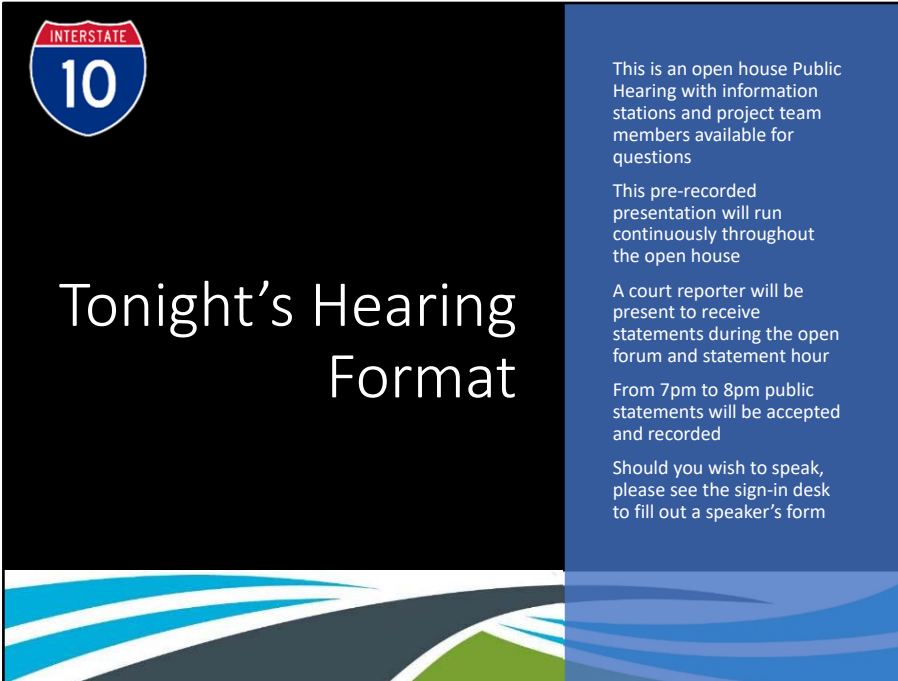



Tonight's Hearing

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



This public hearing is to present the findings of the Environmental Assessment, or EA, prepared for State Project H.004100, I-10 LA 41 to Essen Lane on I-10 and I-12 and receive your comments.





Tonight's Hearing Format

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

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

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

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

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

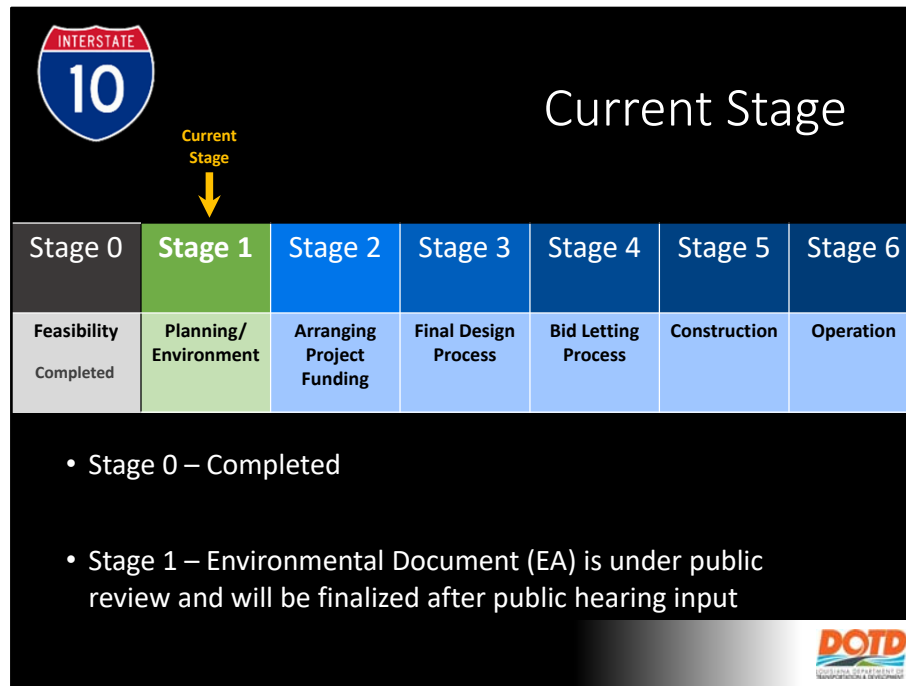


This is a DOTD project, and I-10 is a federal highway, so the Federal Highway Administration is also providing oversight on this project. The Capital Region Planning Commission (CRPC), our regional metropolitan planning organization, is providing technical assistance to the project team. The US Coast Guard is a cooperating agency for this project since the Mississippi River Bridge is under their jurisdiction.

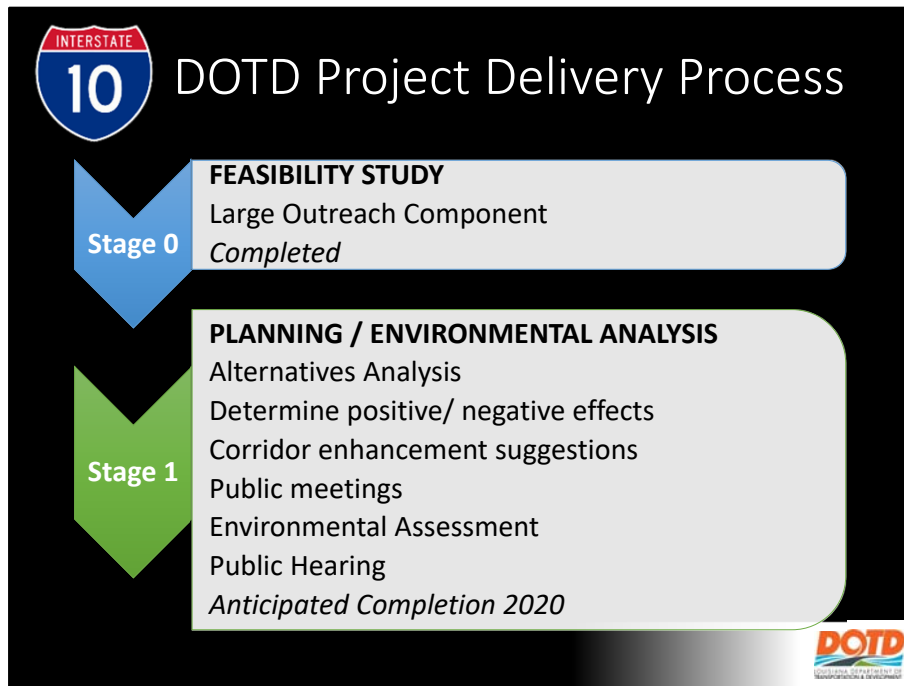


To begin,

The I-10 project study area spans the I-10 corridor in West and East Baton Rouge parishes from the west side of the Mississippi River at LA 415, to the east side of the river to I-10 and I-12 at Essen Lane in East Baton Rouge Parish.




This project is currently in Stage 1 of DOTD's project delivery process, the Planning and Environmental Phase. The Feasibility stage, or Stage 0, or was completed. Stage 1 is nearing completion; with the notice of availability of the Environmental Assessment, or EA, these public hearings were scheduled and pave the way to finalize the document and request approval.



The Stage 0 Feasibility Study, completed in 2016, included a number of public meetings in 2015 and 2016. Public meetings for the Stage 1 planning/environmental analysis occurred in August 2018.

The Planning and Environmental analysis is aimed at determining positive and negative effects of the project's alternatives, determining the least damaging alternative that meets the project purpose and need, and developing corridor enhancement suggestions, all of which are compiled in the Environmental Assessment. There are two nights of public hearings to share the findings of the EA. The announcement for these hearings was provided with the notice of availability of the EA. After the public hearings, comments will be considered and any revisions to the proposed project incorporated for final approval.




Stage 1

DOTD's Stage 1: Planning and Environmental Phase

- Began January 2017


DOTD initiated efforts to provide \$360M in future GARVEE bond funding

- Announced January 2018
- Focus on I-110 to I-10/I-12 split
- Provides most congestion relief



The Stage 1 Planning and Environmental phase on this project began in 2017.

In January 2018, the department announced availability of \$360 in future federal Grant Anticipation Revenue Vehicle Bonds (GARVEE Bonds) for the portion of the project from I-110 to the I-10/I-12 split. GARVEE bonds allow the state to repay the debt with federal highway funds the state receives each year.

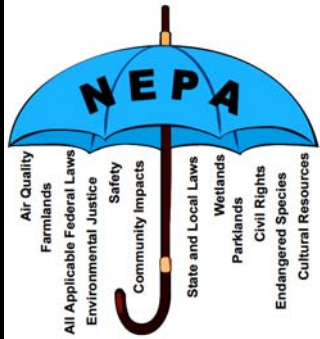


NEPA Process


Part of Stage 1 is to consider environmental impacts in accordance with the National Environmental Policy Act of 1969 (NEPA).

NEPA requires federal agencies to use a systematic interdisciplinary approach to consider environmental effects when making decisions. Steps include:

- Purpose and Need
- Alternatives Development and screening
- Evaluation of Impacts
- Environmental Document
- Informed Decision



NEPA acts as an “umbrella” under which other environmental statutes and regulations are administered (FHWA).



Stage 1 is to consider environmental impacts in accordance with the National Environmental Policy Act of 1969 or NEPA

NEPA requires federal agencies to use a systematic interdisciplinary approach to consider environmental effects when making decisions. NEPA acts as an “umbrella” under which other environmental statutes and regulations are administered (FHWA).

NEPA’s environmental review process involves multiple steps that include:

- Defining the project’s purpose and need
- The development and screening of alternatives that meet the purpose and need
- The evaluation of impacts of these alternatives to the human and natural environment
- Documentation of evaluation, which for this project is an EA
- And an informed decision is made



Base Concept from Feasibility Stage

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



The Stage 1 EA was initiated on the base concept for I-10 resulting from the Feasibility Study stage:

To add a travel lane in each direction from LA 415 to Essen Lane with the exception of the Mississippi River Bridge along with interchange modifications as needed to accommodate traffic.

This concept was presented at the public meetings during the Feasibility stage and again during the round of public meetings held for Stage 1.

The base concept minimizes impact to adjacent properties by widening to the inside where-ever possible. The base concept incorporated other improvements, such as the provision of adequate shoulders as practicable and noise barriers.



Traffic
Analysis/Base
Concept -
2032

- By 2032, with increases in traffic, the duration of congestion is expected to increase with no improvements.
- The impact of the additional lane concept on the duration of congestion will vary by location.

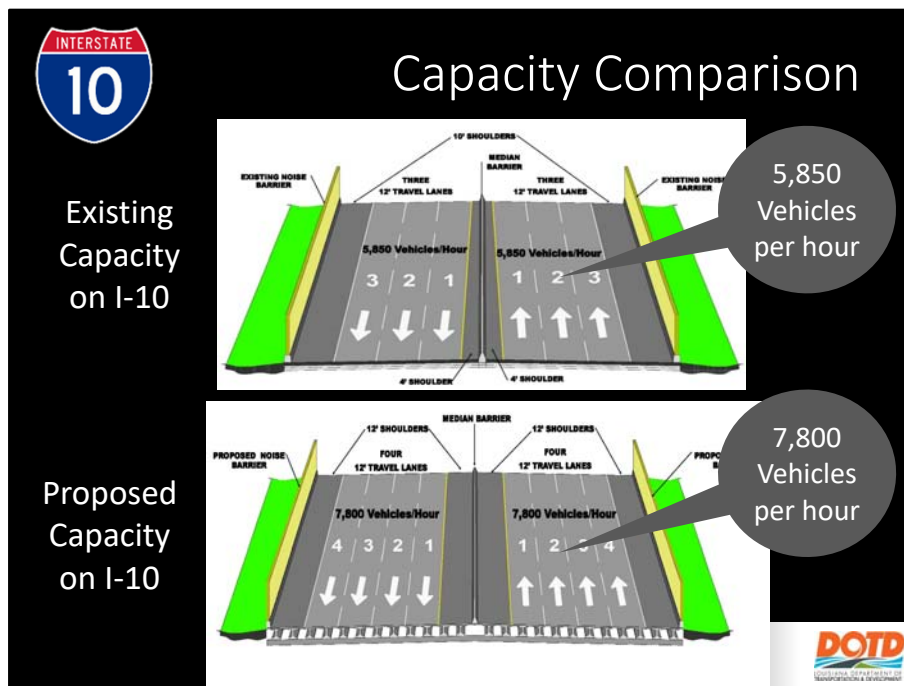


Traffic modeling showed that by 2032, with increases in traffic, the duration of congestion is expected to increase with no improvements. The impact of an additional lane on the duration of congestion would vary by location.



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

The average daily traffic is approximately 130,000 to 160,000 vehicles per day (almost double the design capacity) of which 8 to 15 percent is freight. The average daily traffic is expected to grow by 1 percent annually for the next 20 years. Additional travel lanes in each direction are proposed to improve congestion and travel time within the area. The additional lanes will increase capacity, as shown on the following slide.



This slide presents theoretical capacity, the capacity prior to system breakdown. I-10 currently exceeds theoretical capacity and will continue to exceed theoretical capacity for the next 20 years. The exhibit compares the present-day configuration of I-10 with three travel lanes in each direction with the proposed configuration of four travel lanes. Each travel lane can carry up to 1,950 vehicles per hour (VPH), which equates to 5,850 VPH in each direction for the existing I-10 corridor. Adding a fourth travel lane will increase the capacity up to 7,800 VPH in each direction.




Purpose and Need

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

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




The previous slides set the stage for the purpose and need for this project:
To improve overall system operation of I-10 through the Baton Rouge area by relieving congestion, improving operations, and extending the useful life of the facility that is I-10



Alternatives Considered

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



The concepts studied in the EA with the goal to meet the purpose and need included:

One additional lane to be added to the mainline in each direction and

Potential interchange modifications to:

LA 415

LA 1

Washington

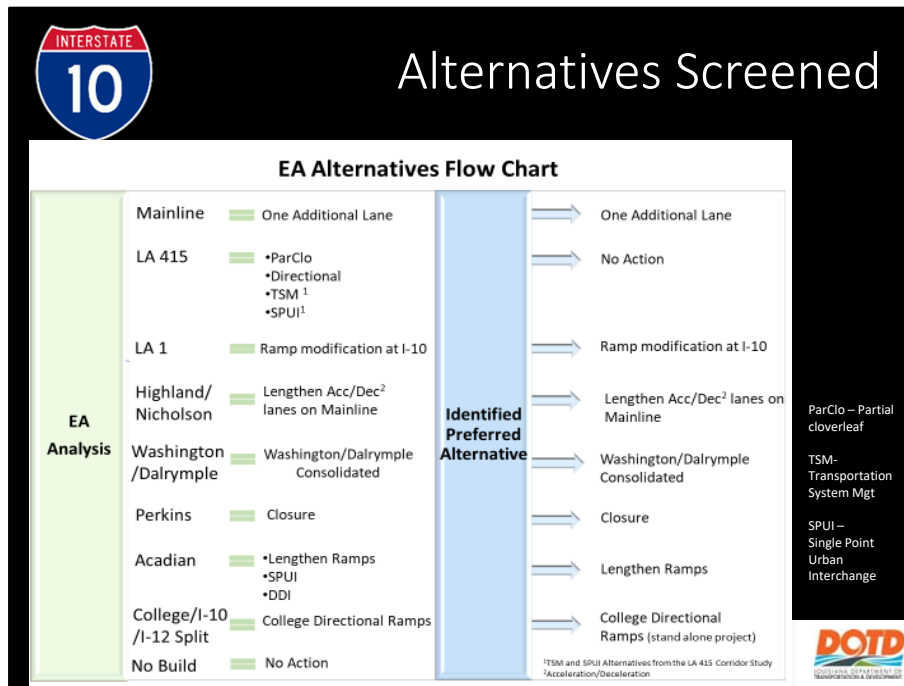
Dalrymple

Perkins

Acadian

College and the I-10/I-12 split, and

The option of no improvements, or not to build



During the alternatives screening, all alternatives for LA 415 were removed from this project, as this interchange will be handled as a separate project. Of the three interchange concepts considered for Acadian Thruway, ramp lengthening was determined to result in the least Right-of-way acquisition, and therefore, the least amount of impact while still providing the necessary traffic improvement. Not building any improvements did not meet the project's defined purpose and need, and was; therefore, not advanced as part of the identified preferred alternative.



The Project

In West Baton Rouge Parish:

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



The Bridge between the trusses remains unchanged, with the current number of lanes.



A preferred alternative or “the project” was identified in the alternatives analysis as shown on the previous slide.

More specifically, the project has the following attributes:

In West Baton Rouge Parish, the project incorporates modifications at LA 1 and I-10 westbound to include shoulder widening, acceleration/deceleration lane lengthening, and an additional travel lane on I-10 westbound to LA 415, an auxiliary lane on I-10 eastbound from LA 415 to LA 1, and widening shoulders on Mississippi river bridge approaches. The bridge between the trusses remains unchanged with the current number of lanes.



The Project

In East Baton Rouge Parish:

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



In East Baton Rouge Parish, the following improvements are included in the project:

Adding shoulders and ramp capacity from MRB to I-110

Lengthening the acceleration/deceleration lanes on I-10 for the Highland Road/Nicholson Drive interchange to the MRB truss


Adding one travel lane on I-10 from I-110 to the Split in both directions

Consolidating Washington and Dalrymple interchanges into one

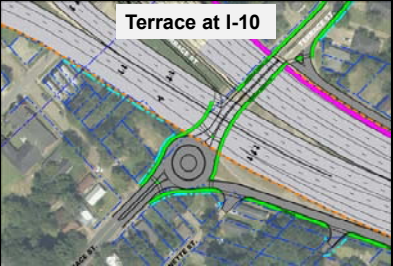
interchange with roundabouts at several interchanges

Closing and removing the Perkins Road exit/entrance ramps and lengthening ramps of the existing diamond interchange at Acadian along with surface street improvements on Acadian.


The dedicated exit ramp to College Drive allowing vehicles to exit westbound I-10 without merging into I-12 traffic is being processed separately under SPN H.013897 and is shown on the roll maps for instructional purposes.




The Project



Terrace at I-10




Dalrymple at East Lakeshore

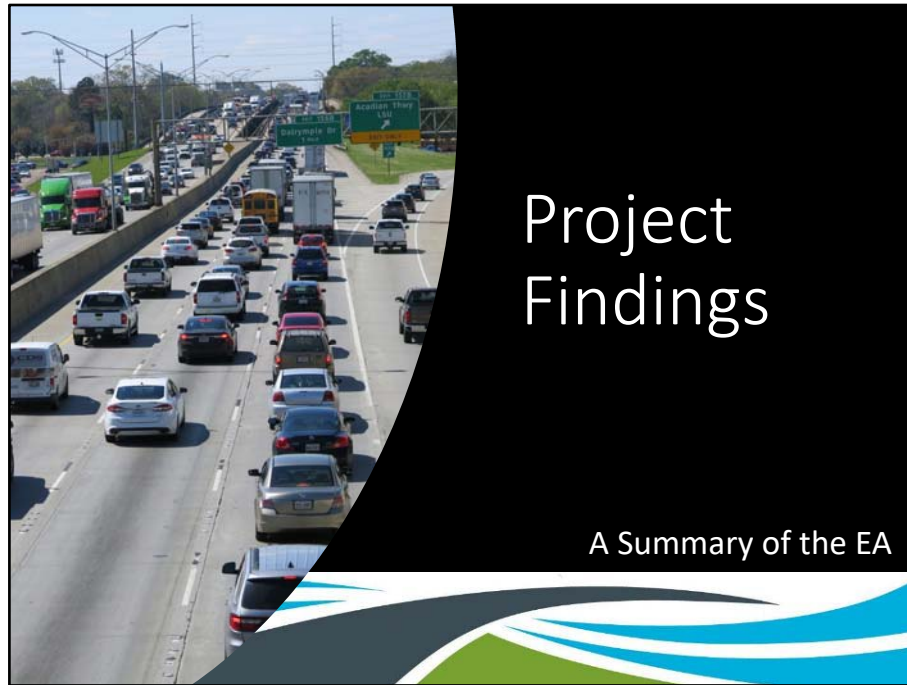


Washington at I-10

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



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



The following section provides a compilation of key project findings.


Potential Impacts

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

Notes:

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

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



This slide is a comparative summary of potential impacts between the Preferred Alternative (which is the Project) and the No-Build Alternative.

You may view a full-size version of this summary table in the exhibit area.

The next series of slides provide more detail relative to possible project effects.



Natural Resources: Landscaping & Wetlands

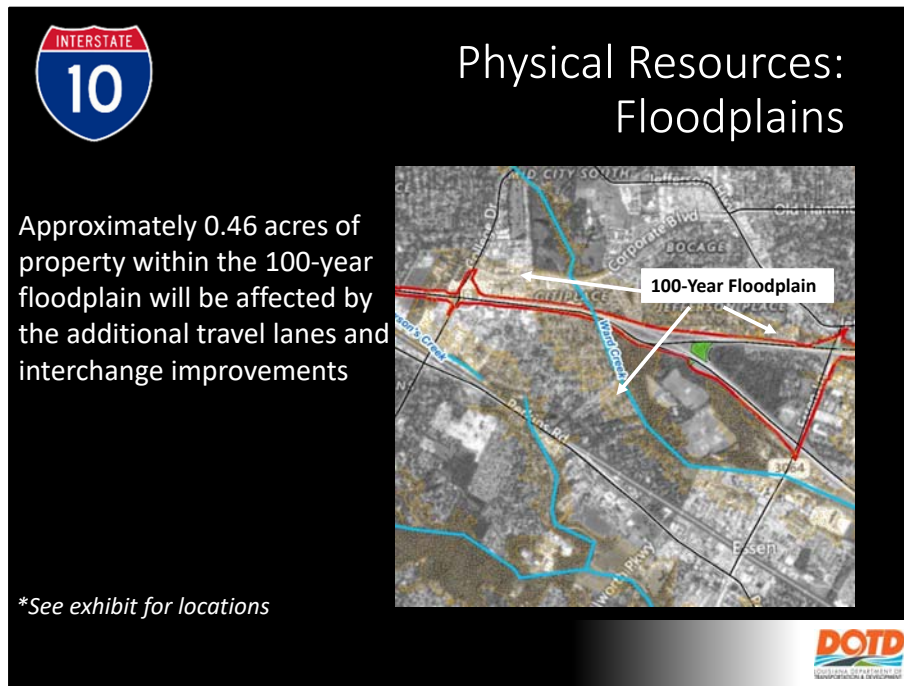
- Approximately 9.77 acres of jurisdictional wetlands were mapped in the project study area; however, no jurisdictional wetlands will be directly impacted by the project
- <0.02 acres of “Other Waters” may be affected
- Some existing plantings will be affected

**See exhibit for locations*



Throughout the area, landscaping and wetlands were mapped; 9.77 acres of potentially jurisdictional wetlands were noted in the study area along with numerous landscaped areas and significant trees. The majority of the wetland areas are located at the interchange of LA 415 and I-10 and between I-10 and I-12 at Essen Lane, where no construction is proposed. No potentially jurisdictional wetlands will be directly affected; however, less than two one-hundredths of an acre of “Other Waters” may be affected in the vicinity of College Drive. These “Other Waters” represent drainageways adjacent to I-10.

Several locations supporting significant trees and beautification and ecological enhancement projects installed and supported by Baton Rouge Green will likely be affected, most of these areas are at interchanges and are shown on the Study Area Environmental Inventory exhibits by green dots.



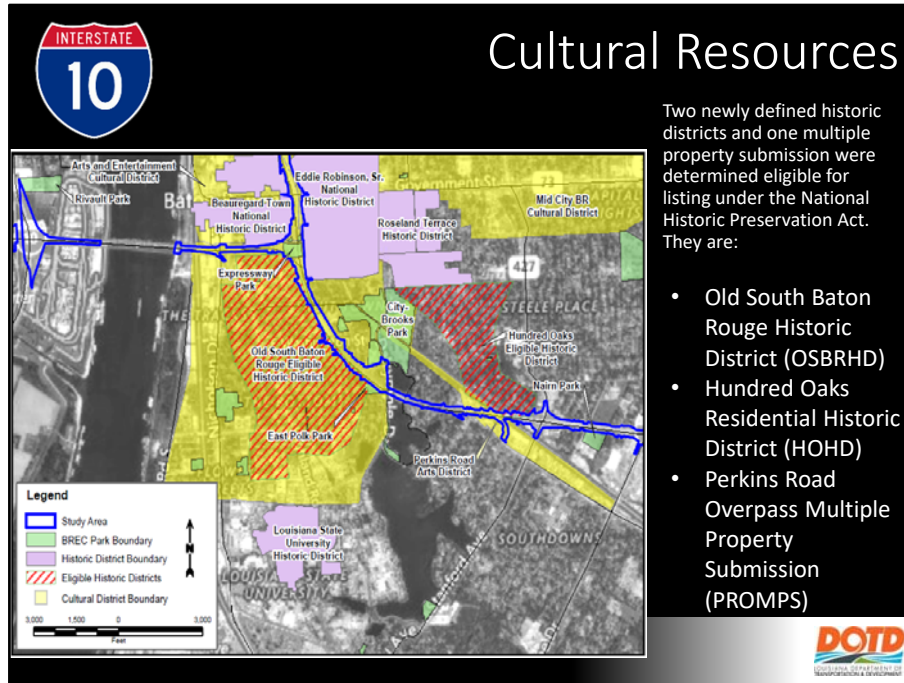
The extent of the 100-Year Floodplain in the project area is shown on the Study Area Environmental Inventory exhibits. Portions of I-10 are within the 100-Year floodplain; therefore, it was not possible to avoid these areas in their entirety. Approximately one-half acre of property considered 100-Year floodplain may be affected.

Hazardous Waste

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

**See exhibit for locations*

There are 8 locations adjacent to the Right-of-way that support Underground Storage Tanks or supported past activities (former gas stations, dry cleaners, etc.) that may require investigation to confirm the absence of contaminants. These areas are shown on the shown on the Study Area Environmental Inventory exhibits as REC sites, or Recognized Environmental Condition sites.



During review of the cultural resources survey, two newly defined historic districts and one multiple property submission were determined eligible for listing under the National Historic Preservation Act.

They are the proposed Old South Baton Rouge Historic District, Hundred Oaks Residential Historic District, and the Perkins Road Overpass Multiple Property Submission.




Cultural Resources

22 Properties were identified that are considered contributing elements to the proposed OSBRHD, HOHD, and PROMPS

17 of these properties adversely affected

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




The cultural resource survey and research identified 22 properties that are considered contributing elements to the proposed historic districts and PROMPS. 17 of these properties will be adversely affected as a result of the project. No properties in the existing Beauregard Town or Eddie Robinson, Sr. Historic Districts were determined adversely affected



Cultural Resources

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

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



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



Minimizing impact to historic properties in the proposed districts is a priority, so measures to avoid and minimize adverse effects were considered and implemented as practical. Measures employed to reduce impacts included reducing Right-of-way, widening to the inside where geometry would allow, moving or providing connector roads to main access, analysis of different interchange types (signals, stops, roundabouts), and site-specific agreements. Impacts to the 17 historic properties include likely acquisition and removal of all or part of the structures.

A draft Section 4(f) evaluation was prepared for the use of historic properties and can be found in Appendix H of the EA.

Cultural Resources

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

Mitigation measures include:

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



Display at Burden Plantation



Recordation




Historical Marker Downtown



Vibration Monitoring


Mitigation measures to be conducted for adverse impact to historic properties in the OSBRHD, HOHD, and PROMPS include:




Cultural Resources

de minimis Impact to 5 Historic Properties

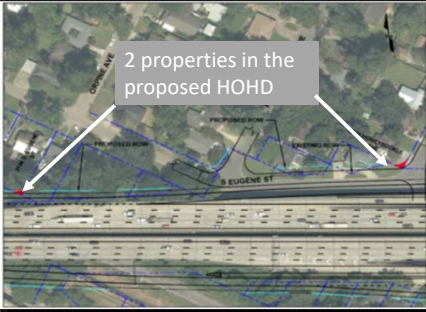
5 properties in proposed historic districts may have a *de minimis* impact as a result of minimal parcel acquisition or the removal of a modern addition (porch)



2 properties in the proposed OSBRHD




1 property in proposed PROMPS



2 properties in the proposed HOHD

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



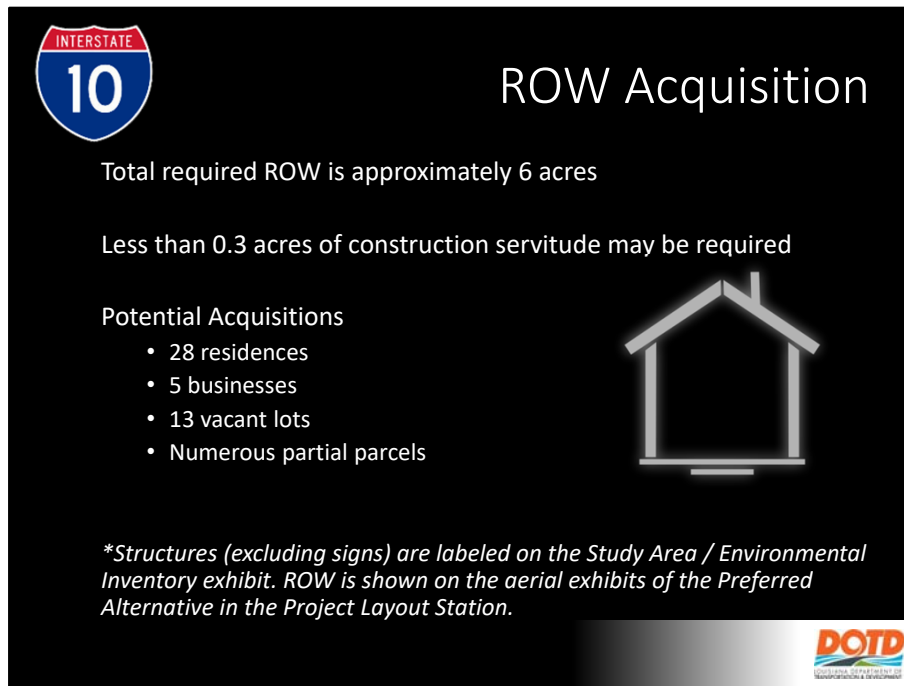
Five of the 22 properties identified in proposed historic districts are expected to have a *de minimis* impact. For the four properties in the Old South Baton Rouge Historic District and Hundred Oaks Residential Historic District, the structures are not adversely affected by the proposed project, only small portions of the parcels of which the structures are a part are proposed to be acquired. The building at 2954 Perkins, in the proposed Perkins Road Overpass Multiple Property Submission has a porch that may be affected by acquisition of Right-of-way and require removal; the project avoids impacts to the historic building. Please check the exhibit area for a full-size view of these properties and the *de minimis* impact.



East Polk Street Park has been identified as having a potential minimal impact of approximately four one-hundredths of an acre anticipated required for right of way.



The trail around City Park Lake has been identified as having a potential minimal impact of approximately two one-hundredths of an acre anticipated as required for right of way and temporary closures during overhead construction. No impact to the trail will occur as a result of Right-of-way acquisition.



INTERSTATE 10

ROW Acquisition

Total required ROW is approximately 6 acres

Less than 0.3 acres of construction servitude may be required

Potential Acquisitions

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

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

DOTD
Louisiana Department of Transportation and Development

Analysis has determined that a majority of the corridor can be widened within the existing right of way that is owned by DOTD at this time.


Approximately 6 acres of new Right-of-way may be acquired, along with 3 tenths of an acre of construction servitude to construct the project.

In terms of potential acquisitions of structures that would be needed to implement the project, 28 residences and 5 businesses have been identified as potential acquisitions. 13 full vacant lots, numerous partial parcels, and properties supporting 5 billboards may be acquired.

Structures in the project area are shown on the Study Area/Environmental Inventory exhibit. Apparent existing and proposed rights-of-way are shown on the aerial exhibits of the Preferred Alternative in the project layout station.

As shown on the exhibits, the neighborhood of Old South Baton Rouge will be affected by ROW acquisition. This neighborhood is an environmental justice community and properties with and without homes and businesses are located within the apparent right of way required. Mitigation measures as defined on slide 28 will be implemented in and around this neighborhood. Additionally, gathering spaces and a new multiuse trail are proposed to


enhance the community.



Noise Study

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

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




A noise study was conducted to determine if noise impacts associated with the operation of the project would result in the need to consider noise abatement.

The analysis identified noise barriers that are reasonable and feasible and can receive federal funding as well as those that may be warranted, but do not qualify for federal funding

For noise barriers that do not qualify for federal funding, a special state appropriation will be required and obtained.

Noise barrier locations are color coded on the Preferred Alternative maps to reflect those that qualify for federal funding, those that require a special state appropriation, and those that are existing. Please see the Preferred Alternative maps in the Project Layout station for all barrier locations and heights.

 <h2>Noise Barriers Eligible for Federal Funding</h2>		
I-10 Westbound Eligible Noise Barriers →	Dalrymple to Washington along I-10 WB (Avg. Height 13 feet)	Christian to east side of City Park Lake along I-10 WB (Avg. Height 13 feet)
	I-10 Eastbound Eligible Noise Barriers →	Fig to east side of City Park Lake along I-10 EB (Avg. Height 14 feet extending across bridge)
		East side of City Park Lake to east of Christian along I-10 EB (Avg. Height of 14 feet)


Areas identified for noise barriers determined to be Reasonable and Feasible, meaning they can be federally funded, are...

For I-10 Westbound:

- **Dalrymple Drive to Washington Street along I-10 Westbound (with an average barrier height of 13feet)**
- **Christian Street to east side of City Park Lake along I-10 Westbound (with an average barrier height of 13feet)**

For I-10 Eastbound:

- **Fig Street to the east side of City Park Lake along I-10 Eastbound (with an average barrier height of 14 feet extending across bridge)**
- **East side of City Park Lake to east of Christian Street along I-10 Eastbound (with an average barrier height of 14 feet)**

<div>  <div> Noise Barriers Requiring Special State Appropriation </div> </div>			
I-10 Westbound Noise Barriers →	Washington to Terrace along I-10 WB (Avg. Height of 14 ft)	Across City Park Lake (east to west) along I-10 WB (Avg. Height of 14 ft)	On-ramp from Acadian to Christian along I- 10 WB (Avg. Height of 14 ft)
I-10 Eastbound Noise Barriers →	East Blvd to Washington along I-10 EB (Avg. Height of 14 ft)	Christian to KCS Railroad along I-10 EB (Avg. Height of 14 ft)	



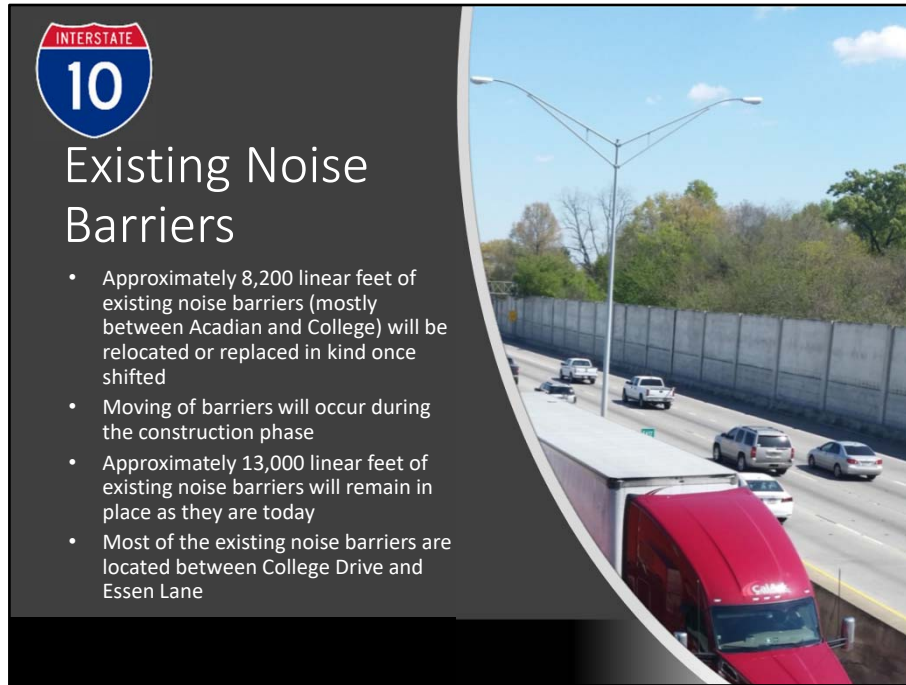
Those areas with noise barriers that would require a special state appropriation have barriers proposed with an average height of 14 feet and include:

For Westbound I-10:

- **Washington Street to Terrace Avenue along I-10 WB East side of City Park Lake to west side of City Park Lake along I-10 WB**
- **On-ramp from Acadian Thruway to Christian Street along I-10 WB**

For Eastbound I-10:


- **East Boulevard to Washington Street along I-10 EB**
- **Christian Street to KCS railroad along I-10 EB**




Some existing noise barriers will require relocation to allow for the additional travel lanes proposed under this project.

Approximately 8,200 linear feet of existing noise barriers will be moved and reconstructed or replaced in kind once shifted. These barriers are mostly between Acadian and College. Moving of noise barriers will occur during the construction phase.


Approximately 13,000 feet of existing noise barriers will remain in place as they are today- the majority of these barriers are located between College Drive and Essen Lane




Context Sensitive Solutions (CSS)



Source: FHWA

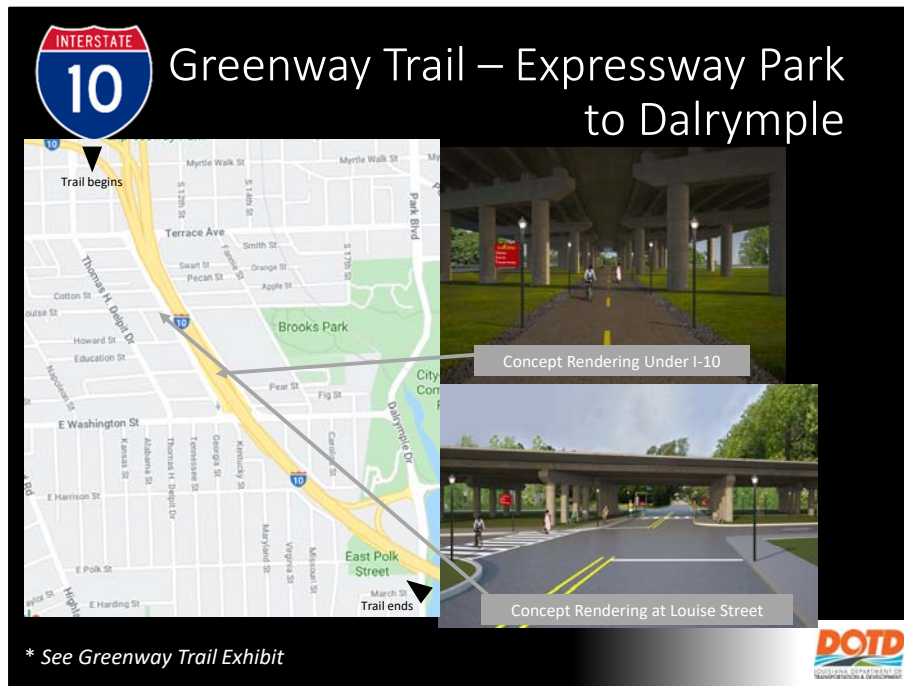


CSS is a collaborative approach whereby transportation solutions are developed to fit within the context of their surroundings while taking into consideration the needs and desires of the community.

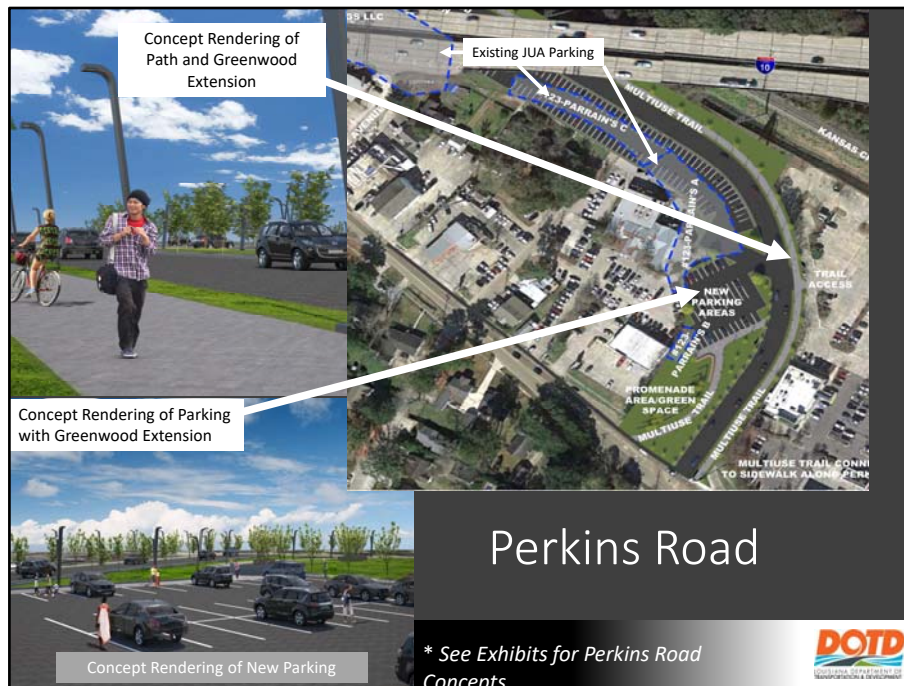


We've talked about some potential project impacts, so its time to talk about Context Sensitive Solutions, or CSS. FHWA defines CSS as a collaborative approach whereby transportation solutions are developed to fit within the context of their surroundings while taking into consideration the needs and desires of the community

DOTD is proposing CSS designs in several locations along the I-10 corridor as part of this project.



The proposed “greenway trail” is a shared use path to be constructed within I-10 Right-of-way from 10th Street at Expressway Park to Dalrymple. For the first time, visitors to East Polk Street Park and those living in the neighborhoods of Old South Baton Rouge, Eddie Robinson Sr. and Beauregard Town will have a route to safely navigate via biking, walking, jogging, to Expressway Park, City and University Lakes, and City Park. An exhibit of this proposed trail is in the main exhibit area.



DOTD proposes a complete plan for the use of the area to be vacated by the removal of the Perkins I-10 ramps including:

The extension of Greenwood Drive as a two-lane roadway from its existing terminus to Perkins adjacent to the Acadian Village Shopping Center


A multiuse path from the Perkins Overpass to Perkins on the north side of the Greenwood Drive extension

A promenade/green space for community gathering



New parking areas

Restoration and improvement of existing parking areas (some of which have Joint Use Agreements or JUAs) under I-10 and under the off ramp to be removed

There are two exhibits in the viewing area depicting the Perkins Road CSS concept plan.



Concept Rendering Nairn Bridge with bumpouts





Concept Rendering Nairn Bridge without bumpouts

Nairn Bridge

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

** See Exhibit for Nairn Concepts*



Nairn overpass bridge will be replaced with a structure that enhances the transportation experience. The Nairn design incorporates a shared use path on the east side and pedestrian only path on the west side. Design options include the possibility for a bump-out, hard barriers between paths and the travel lanes, bike lanes in lieu of the multipath (keeping a pedestrian path on both side), and for aesthetic screening/fencing for the bridge rail area. The paths across the bridge will connect Nairn Park to a school and eventually to Bawell Street. Nairn bridge concepts are shown on an exhibit in the viewing area.



The City Park Lake Bridges concept has been presented with two different design options that are both in harmony with the lake and future lake area enhancements. DOTD remains open to comments and encourages the public to comment on these design concepts. The bridge concepts of a Spandrel Arch and Haunched Box are on an exhibit in the viewing area.



Community Connections (CC) is an FHWA initiative to improve connections within communities affected by transportation facilities of the past. Ideally, CC applies approaches that turn aging infrastructure into opportunities for reestablishing community connections and cohesion. In the spirit of reconnecting communities and restoring existing communities, DOTD proposes CC concepts in several locations along the I-10 corridor as part of the proposed project. These concepts incorporate shared use paths, community gathering spaces, improved surface street connections, and improved parking and access for a retail/business area.



Community Connections

Shared Use Paths

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

Community Gathering Spaces

- Expressway Park
- Perkins Promenade/Green Space

Promenade Rendering



Greenway Trail Rendering



Expressway Park







Community Connection concepts of shared use paths are being proposed from Expressway Park to Dalrymple (the Greenway Trail), on the new Nairn Overpass Bridge, and along the Greenwood Extension and a path is being considered for Expressway Park to the Mississippi River Levee. Gathering spaces are also being considered for Expressway Park and are part of the promenade/green space proposed as part of the Perkins Road CSS/CC concepts.



Community Connection concepts of connecting streets and providing increased access and parking are an integral part of the Perkins Road CSS/CC concepts. They include extending Greenwood Drive to Perkins Road adjacent to Acadian Village Shopping Center, new parking areas, and restoration and improvements to existing parking under I-10 and under the Perkins Road off ramp that will be removed.

Please refer to the Perkins Road Concept map in the exhibit area.

CSS and CC concepts are part of the project and must be determined prior to developing the project's overall cost estimate.

 Project Implementation Planning Opinion of Probable Cost						
SECTION OF CONSTRUCTION	DESCRIPTION	CONSTRUCTION COST	ENGINEERING & PROJECT COSTS	UTILITY COSTS	RIGHT OF WAY & RELOCATION COSTS	TOTAL PROJECT COST
SEC-01	I-10: LA 415 to LA 1	\$25,900,000	\$4,921,000	\$1,036,000	\$0	\$31,857,000
SEC-02	I-10: MRB Westside Approach	\$108,100,000	\$20,539,000	\$4,324,000	\$4,388	\$132,967,388
SEC-03	I-10: MRB Eastside Approach	\$135,900,000	\$25,821,000	\$5,436,000	\$2,410	\$167,159,410
SEC-04	I-10 Eastbound Mainline (Ramp)	\$35,200,000	\$6,688,000	\$1,408,000	\$2,556,107	\$45,852,107
SEC-05	I-10: Washington/Dalrymple I/C Area	\$169,200,000	\$32,148,000	\$6,768,000	\$14,339,936	\$222,455,936
SEC-06	I-10: City Park Lake Bridge/ Roadways	\$92,100,000	\$17,499,000	\$3,684,000	\$1,322,873	\$114,605,873
SEC-07	I-10: Perkins/KCSRR/Acadian Overpass	\$183,800,000	\$34,922,000	\$7,352,000	\$9,977,121	\$236,051,121
SEC-07(A)	Acadian I/C At-Grade Improvements	\$11,900,000	\$2,261,000	\$476,000	\$41,532	\$14,678,532
SEC-07(B)	Perkins Area At-Grade Improvements	\$700,000	\$133,000	\$28,000	\$0	\$861,000
SEC-08	I-10: Acadian to College	\$66,000,000	\$12,540,000	\$2,640,000	\$16,497	\$81,196,497
SEC-08(A)	Naim Drive Overpass over I-10	\$22,200,000	\$4,218,000	\$888,000	\$1,956	\$27,307,956
SEC-09	I-10: College Drive to I-10/I-12 I/C	\$21,800,000	\$4,142,000	\$872,000	\$12,463	\$26,826,463
I-10 Corridor Totals		\$872,800,000	\$172,311,000	\$36,276,000	\$28,275,281	\$1,101,819,281
Note: All costs are in 2019 dollars						
						

In planning for the implementation of the project, cost estimates are developed and refined, incorporating the costs that are reasonably foreseeable.

This slide demonstrates the probable cost of the total project.

A complete explanation of the probable cost can be reviewed in the Line and Grade document located in Appendix A of the EA




Project Implementation Planning Funding

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


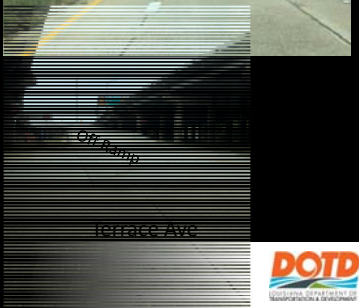


As discussed early in this presentation, \$360 million in future GARVEE bond funding has been secured to initiate improvements included in the project. More funding will be needed to complete all sections and phases of the project. Using the GARVEE bonds should allow for funding of future sections as the first series of bonds released are repaid.



Project Implementation Planning Scheduling

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

As of this hearing, two sections of the project that demonstrated independent utility, that is they can be constructed and function without the rest of the project in place, were advanced. These two now independent projects include the Terrace Avenue off ramp, which opened to traffic on October 11th of this year and the College Drive Flyover, which is in beginning the design-build stage.

The completion of the Planning and Environmental Stage, presumably with the issuance of a Finding of No Significant Impact or FONSI, will allow the project to be advance. Some sections will advance to final design and some ROW acquisition can be initiated. This is possible with the GARVEE bonds in place, meaning the funding stage has been completed for a portion of the project.



Project Implementation Planning Conceptual Construction

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



In terms of construction, the entire project will be built in sections, and each section will be built in phases. These individual phases may last from 6 months to 3 years. Phasing will involve shifting traffic to one side and then the other. 3 lanes of traffic will be maintained in each direction during construction. This phasing approach is based on maximizing available funding sources while maximizing traffic flows during construction periods.




Project Implementation Planning Conceptual Construction

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








DOTD is committed to maintaining access for affected businesses and residential areas during construction. However, at certain times, access to some properties will be restricted. DOTD is developing a mitigation plan to address this. Those entities with Joint Use Agreements or JUAs for parking under I-10 are likely to have that parking affected at some point during this project. DOTD will work with those affected on a case by case basis to address parking issues.



Project Implementation Planning Conceptual Construction

HOW TO GET INFORMATION DURING CONSTRUCTION

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

Keeping you informed of changes in travel patterns associated with the various construction phases is a top priority. There will be multiple outlets for retrieving and/or receiving construction updates.

These include:

- Digital message boards along I-10
- Messages via the MyDOTD app
- Louisiana 511 app
- Project website - www.i10br.com
- LADOTD website
- Local News outlets

The remaining slides in this presentation outline the Right-of-way acquisition and relocation process

Right-of-Way Acquisition and Relocation Information

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

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

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

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

READ SLIDE.

Steps in the Acquisition Process

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

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

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

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

RELOCATION ASSISTANCE

➤ Relocation Advisory Services

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

Advisory services shall include current and continuing information on the availability and prices of comparable decent, safe, and sanitary dwellings for displaced residents and Federal and State programs offering assistance to displaced persons.

RELOCATION ASSISTANCE

➤ Relocation Assistance Payments

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

Relocation assistance payments are separate and in addition to payments made by the Department for the purchase of your property. These are moving expense payments, replacement housing payments, and business re-establishment expense payments.

Moving expense payments will be made to any individual, family, or business in legal occupancy of the property either at the start of negotiations or at the time of purchase by the Department.

The amount of the payment to residential displaces will depend on actual costs supported by receipts, or a fixed cost based on room count. More detailed information is available beginning on Page 13 of the brochure.

RELOCATED BUSINESSES

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

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

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

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

Displaced businesses, farms, and non-profit organizations may be paid the actual, reasonable expenses of moving, together with certain eligible costs incident to the move. Some businesses may also be eligible for certain actual costs incidental to re-establishing their businesses. Instead of payment for moving expenses, some business owners may be eligible to receive a payment based on the average annual net earnings of the business. If the business meets the qualifications, this payment shall not be less than \$1,000.00 or more than \$40,000.00. Moving payment information for businesses may be found beginning on Page 22 of the brochure.

REPLACEMENT HOUSING PAYMENTS

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

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

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

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

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

Replacement housing payments are also available to qualifying owners and tenants. Three of the basic requirements are as follows: first, you must be occupying the property at the start of negotiations; second, you must have been there at least 90 days; and third, you must move into decent, safe, and sanitary replacement housing. The amount of your maximum supplemental payment will be given to you in writing. Additional requirements and payment limits may be found beginning on Page 14 of the brochure.

Certain owners and tenants not in occupancy for at least 90 days or who become occupants after negotiations have started may qualify for replacement housing payments. Two of the basic requirements are that you must have been in occupancy at the time the property was acquired by the Department and you must move into decent, safe, and sanitary replacement housing.

RIGHT TO APPEAL

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

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

Applicants for a relocation payment have the right to appeal the Department's determination of their eligibility for payment and/or the amount of payment. Appeals must be submitted to the Right of Way Regional Manager or Right of Way Consultant Project Manager within 60 days after the applicant has been notified that his claim has not been approved. Final decisions on eligibility and payments will be made by the Department's Real Estate Administrator in Baton Rouge. Additional information on appeals may be found on Page 26 of the brochure.

OTHER TERMS and CONDITIONS

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

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

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

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

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

To the greatest extent practicable, no person lawfully occupying real property shall be required to move without at least 90 days written notice from the Department. The notice will indicate the specific date the property must be vacated. No person lawfully occupying a dwelling will be required to move unless, and until, comparable, decent, safe, and sanitary replacement housing is made available within the general area of the project. The replacement housing must be available within a reasonable time prior to the scheduled move of the occupants, and must be within the occupants' financial means. Replacement housing must be fair, open, and offered to all persons regardless of race, color, religion, sex, or national origin.

OTHER TERMS and CONDITIONS

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

A SPECIAL WORD OF CAUTION

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

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

A SPECIAL WORD OF CAUTION – Relocation benefits cannot be paid until the property is acquired by the Department. Before moving or purchasing replacement housing, contact the Department to assure your eligibility and the prompt payment of your relocation benefits. If you move or purchase replacement housing without prior notification to the Department, you risk losing all possible benefits provided by the Relocation Assistance Program.

Thank you for your time.

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

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

This is the end of the presentation.



Again, thank you for your participation in this Public Hearing. Please visit the exhibits and Preferred Alternative maps in the Project Layout station and talk with Project Team representatives to have your personal questions answered and leave your comments at the comment table in writing or verbally with the court reporter—alternatively, public statements can be made tonight between 7 and 8 pm and will be recorded by the court reporter. Personnel will remain available to record comments during the public statement hour.

Comments on the EA will be accepted through December 3, 2019.

After tonight, comments may be provided via the project website at www.i10br.com, via email to info@i10br.com, and through the US postal service addressed to I-10 BR Stage 1, care of Franklin Associates at 2148 Government Street, Baton Rouge, Louisiana 70806.

Appendix C

I-10 Public Hearing **State Project No. H.004100**
West Baton Rouge Conference Center Sign-in Record, 11/19/2019

Timestamp	First Name	Last Name	Representing	Address	City	State	Zip	Email
2019/11/19 4:53:43 PM CST	Gregory	Trahan	AECOM					70806 Gregory.trahan@aecom.com
2019/11/19 4:38:46 PM CST	Rodney	Mallett	Agencies & Elected Officials					70802 Rodney.mallett@la.gov
2019/11/19 4:44:18 PM CST	Mary	McAdams	Agencies & Elected Officials	1201 Capitol Access Rd	Baton Rouge	LA		70802 Mary.mcadams@la.gov
2019/11/19 4:45:53 PM CST	Zhengzheng Jenny	Fu	Agencies & Elected Officials	1201 capitol access road	Baton Rouge	LA		70802 Zhengzheng.fu@la.gov
2019/11/19 5:02:10 PM CST	Michael	Eby	Agencies & Elected Officials					70808 Michael_eby@cassidy.senate.gov
2019/11/19 5:04:22 PM CST	Richard	Lee, III	Agencies & Elected Officials	375 Court St	Port Allen	LA		70767 Mayor@portallen.org
2019/11/19 5:06:12 PM CST	Kevin	Durbin	Agencies & Elected Officials	WBR Parish Govt	Port Allen	LA		70767 kevin.durbin@wbrcouncil.org
2019/11/19 5:07:13 PM CST	Riley	Berthelot	Agencies & Elected Officials	4185 Fitzgerald St.	Addis	LA		70710 r.berthelot@wbrcouncil.org
2019/11/19 5:42:15 PM CST	David	Toups	Agencies & Elected Officials	8346 First Street	Addis	LA		70710 David@addisla.org
2019/11/19 5:22:55 PM CST	Chad	Vosburg	Citizen/General Public	9757 False River Rs	New Roads	LA		70760 Cvosburg@ecmconsultants.com
2019/11/19 5:37:10 PM CST	Terry	Vavas seur	Citizen/General Public	2360 LeBlanc Lane	Lakeland	LA		70752 Tvavas seur56@gmail.com
2019/11/19 5:37:17 PM CST	Carol	Vavas seur	Citizen/General Public	2360 LeBlanc Lane	Lakeland	LA		70752 Cvavas seur12@gmail.com
2019/11/19 5:43:02 PM CST	Rawlston	Phillips	Citizen/General Public	3032 S. River Rd	Port Allen	LA		70767 Rawlston@Sunplusinc.com
2019/11/19 5:43:04 PM CST	Barry	Brewer	Citizen/General Public	4121 Roseland Dr.	Port Allen	LA		70767 bpbrewcrew@aol.com
2019/11/19 5:44:55 PM CST	Donald	Dibenedetto	Citizen/General Public					70767 lbdellwrecker@bellsouth.net
2019/11/19 6:00:57 PM CST	Cindy	Jones	Citizen/General Public					70714 N/A
2019/11/19 6:01:15 PM CST	Lana	Griffin	Citizen/General Public					70714 Lgriffin@cox.net
2019/11/19 6:10:45 PM CST	John & Cynthia	Hill	Citizen/General Public					70767 johnhillhomestead@gmail.com
2019/11/19 6:11:47 PM CST	Jan	Evans	Citizen/General Public					70817 Jan.evans@volkert.com
2019/11/19 6:14:04 PM CST	Dean	Andrus	Citizen/General Public	638 S 14th street	Port allen	LA		70766 Dandru3lsu@gmail.com
2019/11/19 6:17:32 PM CST	Sherri	LeBas	Citizen/General Public	6516 Millstone Avenue	Baton Rouge	LA		70808 slebas@gecinc.com
2019/11/19 6:21:44 PM CST	John	Currier	Citizen/General Public	610 colonial drive	Port Allen	LA		70767 Jc32017@cox.net
2019/11/19 7:18:31 PM CST	Vernon	Willis	Citizen/General Public	17754 Shady Creek Ave			N/A	Vernonwillis50@yahoo.com
2019/11/19 7:20:05 PM CST	Brenda	Parker	Citizen/General Public	478 Burbridge Street	Port Allen	LA	N/A	N/A
2019/11/19 7:21:00 PM CST	Gary	Joseph	Citizen/General Public	1416 Avenue B	Port Allen	LA		70767 Shaggcj@gmail.com
2019/11/19 7:27:33 PM CST	Hilton	Guidry	Citizen/General Public	P.O. Box 161	Addis	LA		70710 Hilton161@bellsouth.net
2019/11/19 7:42:28 PM CST	Carol	Vavas seur	Citizen/General Public	2360 LeBlanc Lane	Lakeland	LA		70752 Cvavas seur12@gmail.com
2019/11/19 5:19:13 PM CST	Richard	Savoie	Citizens	1217 Sharks Ace	Baton Rouge	LA		70820 Richard.savoie@greshamsmith.com
2019/11/19 6:17:05 PM CST	Hossein	Ghara	Consultant	6355 Moss side lane	Baton Rouge	LA		70808 Hossein.ghara@volkert.com
2019/11/19 4:45:27 PM CST	Barry	Keeling	DOTD	1201 Capitol Access Rd	Baton Rouge	LA		70804 Barry.keeling@la.gov
2019/11/19 4:46:25 PM CST	Shanna	Sizemore	DOTD					70801 shanna.sizemore2@la.gov
2019/11/19 4:46:59 PM CST	Tori	Guidry	DOTD					70801 Victoria.Guidry@la.gov
2019/11/19 4:53:55 PM CST	JODY	Colvin	DOTD	1201 capital access road	Baton rouge	LA		70806 Jody.colvin@la.gov
2019/11/19 4:59:12 PM CST	Rina	Patolilic	DOTD					70801 Rina.Patolilic@la.gov
2019/11/19 5:10:55 PM CST	Darhlenr	Major	DOTD					70802 Darhlene.Major@la.gov
2019/11/19 7:18:38 PM CST	Eric	Kalivoda	DOTD	P.O. Box 94245	Baton Rouge	LA		70802 Eric.kalivoda@la.gov
2019/11/19 7:21:50 PM CST	Brian	Kendrick	DOTD	P.O. Box 94245	Baton Rouge	LA		70804 Brian.kendrick@la.gov
2019/11/19 7:23:04 PM CST	Noel	Ardo in	DOTD					70802 Noel.ardo in@la.gov
2019/11/19 7:24:27 PM CST	Kreg	Ellzey	DOTD					70802 Kreg.ellzey@la.gov
2019/11/19 5:30:16 PM CST	Coleman	Brown	Ebr Parish chsmber					70806 Coleman@ ColemanBrown.com
2019/11/19 5:16:19 PM CST	Mark	Stinson	Fhwa				Na	Mark.stinson@cox.net
2019/11/19 4:23:18 PM CST	William jr	Hart	General Public	1445 st rose Ave	Baton Rouge	LA		70808 Cajundrew@hotmail.cim
2019/11/19 4:23:27 PM CST	William	Hart, Dr	General Public	900 W. Hart&™s Mill Lane	Baton Rouge	LA		70808 butchhartbr@yahoo.com
2019/11/19 4:40:26 PM CST	David	DeBenedetto	General Public	729 Avenue B	Port Allen	LA		70767 davidjd3@icloud.com
2019/11/19 4:42:53 PM CST	James	Winters	General Public	1017 Rosedale Rd	Port Allen	LA		70767 jd winters1953@yahoo.com
2019/11/19 4:43:40 PM CST	Jade	Rung	General Public					70471 Jrung@figgbridge.com
2019/11/19 4:48:33 PM CST	Drewrome	Williams	General Public	2630 Brownlee Street	Baton Rouge	LA		70808 drewromewilliams@yahoo.com
2019/11/19 4:51:34 PM CST	Ifea	Pierre	General Public	2746 Lobdell	Port Allen	IA		70767 Ideapierre92@yahoo.com
2019/11/19 4:56:38 PM CST	Steve	Chustz	General Public	7845 Rue Cache	Baton Rouge	IA		70898 Steve.chustz@csrsinc.com
2019/11/19 4:57:35 PM CST	Todd	Breaux	General Public	835 Whitehead Blvd	Port Allen	LA		70767 Breaux.todd@yahoo.com
2019/11/19 4:58:45 PM CST	Donnie	Thymes	General Public	14252 Sonnyhill Ave	Baton Rouge	LA		70819 raythymes@hotmail.com
2019/11/19 4:59:32 PM CST	Chuck	Booksh	General Public	222 Napoleon street	Baton Rouge	LA		70802 Chuck.booksh@yahoo.com
2019/11/19 5:08:38 PM CST	Al	Parker	General Public	478 Butbridge Street	Port Allen	LA		70867 Xxxxxxx
2019/11/19 5:13:51 PM CST	John	Gomez	General Public	825 Avenue E	Port Allen	LA		70867 Fkgomez@cox.net
2019/11/19 5:13:57 PM CST	Steve	Boudreaux	General Public	1200 Brickyard	Baton Rouge	LA		70802 Steve.boudreaux@stantec.com
2019/11/19 5:17:02 PM CST	Thomas	Zito	General Public	3152 Main St	Port Allen	LA		70767 Tlizio@ymail.com
2019/11/19 5:17:07 PM CST	Donna	Fourroux	General Public					70767 Droux57@gmail.com
2019/11/19 5:17:31 PM CST	Belinda	Olivier	General Public	830 Vancouver Drivd	Port Allen	LA		70767 Bolivie@cox.net
2019/11/19 5:18:45 PM CST	Darrell	Olivier	General Public	830 Vancouver Dr	Port Allen	LA		70767 Dolivie@cox.net
2019/11/19 4:57:14 PM CST	Courtney	Rome	Gresham Smith		Plaquemine	LA		70764 Crome225@gmail.com
2019/11/19 4:18:08 PM CST	Will	Sentell	Media	State Capitol	Baton Rouge	LA		70801 wsentell@theadvocate.com
2019/11/19 4:26:52 PM CST	Tommy	Comeaux	Media	668 N. Jefferson Ave	Port Allen	LA		70767 Editor@thewestsidejournal.com
2019/11/19 4:38:21 PM CST	Jonah	Gilmore	Media		Baton Rouge	LA		70810 jgilmore@brproud.com
2019/11/19 4:48:40 PM CST	Ariana	Triggs	Media					70810 Atriggs@brproud.com
2019/11/19 11:23:27 AM CST	Johnathan	Hill	Project Team	2148 Government Street	Baton Rouge	LA		70806 johnathan@franklinassoc.com
2019/11/19 11:34:22 AM CST	Kyla	Collier	Project Team	2148 GOVERNMENT STREET	BATON ROUGE	LA		70806 kyla@franklinassoc.com
2019/11/19 2:51:40 PM CST	Risa	Mueller	Project Team	2148 Government Street	Baton Rouge	LA		70806 risa@franklinassoc.com
2019/11/19 3:05:00 PM CST	James	Taylor	Project Team	4932 Front Royal	Baton Rouge	LA		70817 james@franklinassoc.com
2019/11/19 3:10:09 PM CST	Jasmine	Haralson	Project Team	2148 Government Street	Baton Rouge	LA		70806 jasmine@franklinassoc.com
2019/11/19 3:48:49 PM CST	Anne	Broderick	Project Team					70808 abroderick8@gmail.com
2019/11/19 3:55:45 PM CST	Carey	Coxe	Project Team	1201 Capital access Rd	Baton Rouge	LA		70802 carey.coxe@la.gov
2019/11/19 4:06:48 PM CST	Donnie	Thymes	Project Team	Airline hwy	Baton rouge	LA		70710 Dthymes@sigmacg.com
2019/11/19 4:07:49 PM CST	Miles	Williams	Project Team	10305 Airline Hwy	Baton Rouge	LA		70816 Mwilliams@sigmacg.com
2019/11/19 4:09:41 PM CST	Kerry	Oriol	Project Team					34242 Kerryoriol@providenceeng.com
2019/11/19 4:11:19 PM CST	Lauren	Picou	Project Team					70808 Lpicou@urbansystems.com
2019/11/19 4:14:04 PM CST	Stephanie	Black	Project Team	1201 Capitol Access, S339	Baton Rouge	LA		70802 Stephanie.Black@la.gov
2019/11/19 4:15:26 PM CST	Kiawasha	White	Project Team					70801 kiawasha.white@la.gov
2019/11/19 4:23:46 PM CST	Katelyn	Johnson	Project Team	1201 Main St.	Baton Rouge	LA		70802 Katelynjohnson@providenceeng.com
2019/11/19 4:24:47 PM CST	Adele	Ray	Project Team	1201 Main Street	Baton Rouge	LA		70802 Adelera y@providenceeng.com
2019/11/19 4:25:20 PM CST	Amie	Lamana	Project Team	1201 Main Street	Baton Rouge	LA		70726 amielamana@providenceeng.com
2019/11/19 4:31:27 PM CST	Darlene	Reiter	Project Team	2505 21st Avenue S, Suite 300	Nashville	TN		37027 Dreiter@bowlbyassociates.com
2019/11/19 4:31:47 PM CST	Christopher	Knotts	Project Team	1201 Capital Access Road	Baton Rouge	LA		70804 Chris.Knotts@la.gov
2019/11/19 4:38:45 PM CST	Nicholas	Olivier	Project Team					70802 nicholas.olivier@la.gov
2019/11/19 5:00:21 PM CST	Bill	Mahrer	Project Team	13484 E Petroleum Dr	Baton Rouge	LA		70879 Wmahrer@prim.com
2019/11/19 5:51:07 PM CST	Perry	Franklin	Project Team	2148 Government Street	Baton Rouge	LA		70806 Perry@franklinassoc.com
2019/11/19 7:18:27 PM CST	Roy	Payne	Project Team	1201 Main Street	Baton Rouge	LA		70802 Roypayne@providenceeng.com
2019/11/19 7:28:11 PM CST	Ted	Devall	Project Team	2148 Government St.	Baton Rouge	LA		70806 ted@franklinassoc.com
2019/11/19 5:29:45 PM CST	Chelbi	Johnson	Rep. Garret Graves	2351 Energy Drive, Suite 1200	Baton Rouge	LA		70808 chelbi.johnson@mail.house.gov
2019/11/19 7:09:11 PM CST	Edmond	Jordan	State Representative, District 29					70719 jordane@legis.la.gov

I-10 Public Hearing
Baton Rouge Marriott Sign-in Record, 11/20/2019

State Project No. H.004100

Timestamp	First Name	Last Name	Representing	Address	City	State	Zip	Email
2019/11/20 5:07:02 PM CST	Doug	Moore	Advocacy nonprofit					70806 Info@bikebr.org
2019/11/20 4:52:41 PM CST	Vincent	Lenguyen	Affected property owner	945 East Blvd	Baton Rouge	LA		70803 Trd68z@outlook.com
2019/11/20 4:57:39 PM CST	Patricia	Smith	Agencies & Elected Officials	5515 Riverbend Blvd	Baton Rouge	LA		70820 phs51ebr@aol.com
2019/11/20 5:22:59 PM CST	Tara	Wicker	Agencies & Elected Officials	222 St. Louis St.	Baton Rouge	LA		70802 twicker@brla.gov
2019/11/20 5:37:19 PM CST	Mary	McAdams	Agencies & Elected Officials	1201 Capitol Access Rd.	Baton Rouge	LA		70802 Mary.mcadams@la.gov
2019/11/20 5:42:30 PM CST	Zhengzheng	Fu	Agencies & Elected Officials	2100 Elissalde st.	Baton Rouge	LA		70808 Zhengzheng.fu@la.gov
2019/11/20 5:51:49 PM CST	Laura	Phillips	Agencies & Elected Officials		Baton Rouge	LA		70808 laura.phillips@dot.gov
2019/11/20 6:16:14 PM CST	Lynn	Heisler	Agencies & Elected Officials	5304 Flanders Dr	Baton Rouge	LA		70810 Lynn.heisler@dot.gov
2019/11/20 6:46:49 PM CST	Daniel	Suarez	Agencies & Elected Officials					70802 Daniel.suarez@dot.gov
2019/11/20 6:00:25 PM CST	Locke	Chauvin	Attorney					70801 lchauvin@mcglinchey.com
2019/11/20 5:03:38 PM CST	Kathy	Stites	BREC	2932 South Eugene St.	Baton rouge	LA		70808 Kstites@brec.org
2019/11/20 5:06:06 PM CST	Agnes	Chambers	Business owner	1022 Brutus Dr	Baton Rouge	LA		70826 Agnesbchambers@cox.net
2019/11/20 4:17:36 PM CST	Roland	Selig	Citizen/General Public	542 Hillgate Place	Baton Rouge			70808 Rseligr@aol.com
2019/11/20 4:24:29 PM CST	Andrea	Snearl	Citizen/General Public	1831 Ory Drive	Brusly			70719 adsnearl@cox.net
2019/11/20 4:27:41 PM CST	Robert	Huey	Citizen/General Public	2533 Honeysuckle	Baton Rouge	LA		70808 kingfish2533@gmail.com
2019/11/20 4:28:52 PM CST	Kenneth	Gloston	Citizen/General Public					70809 Kaagee57@gmail.com
2019/11/20 4:30:25 PM CST	Mary	Gloston	Citizen/General Public					70809 Mary. Gloston@gmail.com
2019/11/20 4:36:18 PM CST	Paul	Angrisano	Citizen/General Public	8221 Kelwood Ave #200	Baton Rouge	LA		70806 Paulangrisano@gmail.com
2019/11/20 4:39:52 PM CST	Patricia	Baranco	Citizen/General Public	P.O.Box 4186	Baton Rouge	LA		70821 barancop26@aol.com
2019/11/20 4:42:52 PM CST	Andrew	Harvill	Citizen/General Public					70810 Aharvill@aol.com
2019/11/20 4:44:44 PM CST	William	Hart	Citizen/General Public	900 West Hartmill Lane		LA		70808 butchhartbr@yahoo.com
2019/11/20 4:47:22 PM CST	Debra	Harvill	Citizen/General Public	2293 hollydale	Baton Rouge	LA		70808 Dcharvill@yahoo.com
2019/11/20 4:48:56 PM CST	Wanda	Lae	Citizen/General Public	3412 S Eugene	Baton Rouge	LA		70816 Na
2019/11/20 4:54:00 PM CST	Barbara	Lewis	Citizen/General Public	385 East Lakeshore Dr	Baton Rouge	LA		70808 Bslewis@cox.net
2019/11/20 4:55:08 PM CST	Nancy	McAdams	Citizen/General Public	2527 Broussard St.	Baton Rouge	LA		70808 Ngmc57@aol.com
2019/11/20 4:55:08 PM CST	Don	McAdams	Citizen/General Public	2527 Broussard St.	Baton Rouge	LA		70808 Ngmc57@aol.com
2019/11/20 4:55:13 PM CST	Elaine	Johnson	Citizen/General Public	1159 E. Harrison	Baton Rouge	LA		70802 Ejohnson.ej23@gmail.com
2019/11/20 4:57:58 PM CST	Pat	Bergeron	Citizen/General Public					70802 Patrickbergeron2013@gmail.com
2019/11/20 4:58:21 PM CST	Rebecca	Lala	Citizen/General Public	2029 White Myrtle Dr	Madisonville	LA		70447 rlala814@gmail.com
2019/11/20 5:00:13 PM CST	Kelly	Phillips	Citizen/General Public					70816 Kellyphcharlie@cox.net
2019/11/20 5:02:11 PM CST	Freda	Dunne	Citizen/General Public	2408 Rhododendron Ave	Baton Rougr	LA		70808 Freda6973@att.net
2019/11/20 5:02:40 PM CST	Stanley	Luvinston	Citizen/General Public	2323 Honeysuckle Ave	Baton Rouge	LA		70809 Slivingston67@yahoo.com
2019/11/20 5:03:24 PM CST	Hardy	Swyers	Citizen/General Public	6834 Rue Bocage	Baton Rouge	LA		70809 hardy@hswyers.com
2019/11/20 5:03:30 PM CST	Prasanth	Malisetty	Citizen/General Public	16811 Sunset Point Ct	Baton Rouge	LA		70816 Prash_141@yahoo.com
2019/11/20 5:03:35 PM CST	Don	Clayton	Citizen/General Public					71303 Dclayton@trcccompanies.com
2019/11/20 5:03:48 PM CST	Jim	Howard	Citizen/General Public					70808 jim@thechimes.com
2019/11/20 5:04:01 PM CST	Tyler Hood	Hood	Citizen/General Public					70802 Tyler@thechimes.com
2019/11/20 5:04:18 PM CST	Thornton	Cappel	Citizen/General Public	2837 Lydia Ave	Baton Rouge	LA		70808 pericles@cox.net
2019/11/20 5:05:09 PM CST	Gail	Denham	Citizen/General Public	1040 Aberdeen Ave	Baton Rouge	LA		70808 Gailed@att.net
2019/11/20 5:05:14 PM CST	Winston	Riddick	Citizen/General Public					70806 Wriddick@mindspring.com
2019/11/20 5:05:21 PM CST	Nancy	Denham	Citizen/General Public	1040 Aberdeen Ave	Baton Rouge	LA		70808 nancycd@att.net
2019/11/20 5:05:25 PM CST	Georgeanna	Chaffee	Citizen/General Public					70808 gschaffee@gmail.com
2019/11/20 5:05:45 PM CST	Jeff	Donnes	Citizen/General Public					70808 Jeff@donnesrealestate.com
2019/11/20 5:06:33 PM CST	Patricia	Riddick	Citizen/General Public	2293 hollydale	Baton rouge	LA	?????	70806 Patriddick@mindspring.com
2019/11/20 5:06:35 PM CST	Nadia	Elbar	Citizen/General Public	2929 College Drive	Baton Rouge	LA		70808 Natalieshell1@netscape.net
2019/11/20 5:06:54 PM CST	Aaron	Dupont	Citizen/General Public	1332 St Albans Dr	Baton Rouge	LA		70810 Adupont@prim.com
2019/11/20 5:07:07 PM CST	Bert	Moore	Citizen/General Public	38268 E Lakeview Dr	Prairieville	LA		70769 bertlsu@yahoo.com
2019/11/20 5:07:16 PM CST	Bryan	Peak	Citizen/General Public	4505 Sweetbriar	Baton Rouge	LA		70808 bkpeak@cox.net
2019/11/20 5:07:16 PM CST	Jessica	Montague	Citizen/General Public	1465 Perkins rd	Baton rouge	LA		70808 JessicaMontague13@gmail.com
2019/11/20 5:07:27 PM CST	Treuil	Montague	Citizen/General Public	1465 Perkins Rd	Baton Rouge	LA		70808 mmindustrial247@gmail.com
2019/11/20 5:07:30 PM CST	Mary	Donaldson	Citizen/General Public	2043 Cedardale Ave	Baton Rouge	LA		70808 mollydonaldson@yahoo.com
2019/11/20 5:07:56 PM CST	Rickey	Griffin	Citizen/General Public	4804 Rebelle In	Port Allen	LA		70767 griffin15600@aol.com
2019/11/20 5:08:04 PM CST	Jane Nell	Luster	Citizen/General Public	2323 Dogwood Avenue	Baton Rouge	LA		70808 JaneNellLuster@gmail.com
2019/11/20 5:09:11 PM CST	Jacob	Loeske	Citizen/General Public	36477 Manchac Crossing Av	Prairieville	LA		70769 Loeskejacob@stanleygroup.com
2019/11/20 5:09:33 PM CST	Victor	Sanchez	Citizen/General Public	110 Poydras	New Orleans	LA		70163 Victor.sanchez@wsp.com
2019/11/20 5:09:33 PM CST	Michael	Songy	Citizen/General Public	3236 Svendson drive	Baton Rouge	LA		70808 Michael.songy@csrsinc.com
2019/11/20 5:10:00 PM CST	Alison	Thompson	Citizen/General Public					70808 Thompsonag@cox.net
2019/11/20 5:11:10 PM CST	Akhil	Chauhan	Citizen/General Public	10233 E Groner Ave	Baton Rouge	LA		70809 akhil.chauhan@gmail.com
2019/11/20 5:11:52 PM CST	Kirt	Raymond	Citizen/General Public	4568 Palm St	Baton Rouge	LA		70808 Kgraym12@gmail.com
2019/11/20 5:12:07 PM CST	marsha	raymond	Citizen/General Public	4568 Palm Street	Baton Rouge	LA		70809 aw878@hotmail.com
				7250 Perkins Rd				
2019/11/20 5:12:33 PM CST	Eric	Dexter	Citizen/General Public	Apt. 136	Baton Rouge	LA		70808 Emdex83@yahoo.com
2019/11/20 5:12:40 PM CST	Doug	Ramsey	Citizen/General Public	5461 N College Hill dr	Baton Rouge	LA		70808 Dougbramsey@cox.net
2019/11/20 5:14:36 PM CST	Keith	Baggett	Citizen/General Public	243 Highland Trace Dr	Baton Rouge	LA		70810 Wkbaggett@outlook.com
2019/11/20 5:15:23 PM CST	Sky	Snyder	Citizen/General Public					70817 Ssnnyder@lamar.com
2019/11/20 5:17:02 PM CST	Kenneth	Heard	Citizen/General Public	2145 Carolina	Baton Rouge	LA		70802 kennethheard3795@gmail.com
2019/11/20 5:17:02 PM CST	Darlene	Heard	Citizen/General Public	2145 Carolina	Baton Rouge	LA		70802 kennethheard3795@gmail.com
2019/11/20 5:17:04 PM CST	Gavin	Gautreau	Citizen/General Public	1832 Rubin Street	Baton Rouge	LA		70808 Gavin8@cox.net
2019/11/20 5:17:41 PM CST	Leslie	Sims	Citizen/General Public	1219 East Washington St	Baton Rouge	LA		70802 Lesliesims1962@gmail.com
2019/11/20 5:19:22 PM CST	Catherine	Mastin	Citizen/General Public	756 Riverview Drive	Baton Rouge	LA		70816 catherine.mastin@la.gov
2019/11/20 5:21:54 PM CST	Donna	Roppolo	Citizen/General Public	2124 estates rd	Baton rouge	LA		70808 Donnaroppolo@gmail.com
2019/11/20 5:22:51 PM CST	Carolyn	Grimes	Citizen/General Public					70808 gigigrimes@cox.net
2019/11/20 5:23:22 PM CST	Jim	Moore	Citizen/General Public					70808 jimbomoore@aol.com
2019/11/20 5:23:26 PM CST	Craig	Tarver	Citizen/General Public	2305 Fiero Street	Baton Rouge	LA		70807 Crtar0029@aol.com
2019/11/20 5:23:37 PM CST	Lorraine	Moore	Citizen/General Public	2032 Ferndale ave	Baton rouge	LA		70808 Lmoore09@cox.net
2019/11/20 5:24:25 PM CST	Tania	Nyman	Citizen/General Public	4669 Bennett Dr.	Baton Rouge	LA		70808 tnyman.br@gmail.com
2019/11/20 5:24:48 PM CST	Nick	Ferlito	Citizen/General Public					70810 nferlito@cox.net
2019/11/20 5:24:54 PM CST	Nancy	Curry	Citizen/General Public	1674 Shawn Drive	Baton Rouge	LA		70806 nancylcurry@Gmail.com
2019/11/20 5:25:45 PM CST	Paula	Fabre	Citizen/General Public	3565 Madeira	Baton Rouge	LA		70810 Paula.Fabre@icloud.com
2019/11/20 5:26:06 PM CST	Kevin	Robbins	Citizen/General Public	2175 cedardale Ave	Barn Rouge	LA		70808 Krobbs@srcc.lsu.edu
2019/11/20 5:26:29 PM CST	Linda	Wright	Citizen/General Public	2378 Baywood Avenue	Baton Rouge	LA		70808 Sawassoc@bellsouth.net
2019/11/20 5:26:31 PM CST	Elizabeth	Delaney	Citizen/General Public	2175 Cedardale Ave	Baton Rouge	LA		70808 delaney.elizabeth@gmail.com

2019/11/20 5:26:33 PM CST	Kendrick	Talbot	Citizen/General Public	3124 Perkins Road	Baton Rouge	LA	70808 Kendrick@JKTAppraisals.com
2019/11/20 5:26:38 PM CST	Sandy	Deslattee	Citizen/General Public	2131 Fiero	Baton Rouge	LA	70808 sandydeslatte@gmail.com
2019/11/20 5:26:59 PM CST	Emily	Stich	Citizen/General Public				70808 Emily@brac.org
2019/11/20 5:29:01 PM CST	Janet	Crouse	Citizen/General Public	6246 Westridge Drive	Baton Rouge	LA	70817 Jcrouse@trcccompanies.com
2019/11/20 5:29:13 PM CST	Unknown	Unknown	Citizen/General Public				N/a N/a
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2019/11/20 5:29:58 PM CST	Unknown	Unknown	Citizen/General Public				n/a n/a
2019/11/20 5:30:07 PM CST	Jonathan	Mcdowell	Citizen/General Public	37146. Audubon Ct	Prairieville	LA	70769 Jonathan.mcdowell@aecom.com
2019/11/20 5:30:23 PM CST	Unknown	Unknown	Citizen/General Public				n/a n/a
2019/11/20 5:30:48 PM CST	Ray	Gauff	Citizen/General Public	2401 Spain	Baton Rouge	LA	70806 lceray01@juno.com
2019/11/20 5:31:17 PM CST	Trey	Williams	Citizen/General Public	1141 Woodstone Dr	Baton Rouge	LA	70808 Trey@latterblum.com
2019/11/20 5:33:43 PM CST	Teddi	Hessburg	Citizen/General Public	7202 Leyland Court	Baton Rouge	LA	70809 Teddi.hessburg@gmail.com
2019/11/20 5:33:58 PM CST	Jeff	Pollard	Citizen/General Public	7920 Wayside Dr	Baton Rouge	LA	70806 japolard@me.com
2019/11/20 5:34:13 PM CST	Johnny	Dunaway	Citizen/General Public	3142 Perkins road	Baton rouge	LA	70808 Johnny@jddappraisals.com
2019/11/20 5:35:38 PM CST	Charlie	Freeburgh	Citizen/General Public	37123 Saint Andrews Fairwa	Prairieville	LA	70769 freeburghc@etigers.net
2019/11/20 5:36:36 PM CST	Paul	Perkowski	Citizen/General Public	1343 St Albans Drive	Baton Rouge	LA	70810 pperkowski@me.com
2019/11/20 5:36:51 PM CST	Ross	Reilly	Citizen/General Public	2750 Mcconnell drive	Baton Rouge	LA	70809 rreilly@lamar.com
2019/11/20 5:40:13 PM CST	Rodney	Bourgeois	Citizen/General Public				70806 Na
2019/11/20 5:42:10 PM CST	Danita	LeBlanc	Citizen/General Public	5461 N College Hill Dr	BatonRouge	LA	70808 Danitaleblanc@cox.net
2019/11/20 5:42:14 PM CST	Gary	Heitman	Citizen/General Public	2819 Three Oaks	Baton Rouge	LA	70820 Gary.heitman@stantec.com
2019/11/20 5:43:10 PM CST	Glenda	Pollard	Citizen/General Public	7920 Wayside	BatonRouge	LA	70806 Glendapollard@kw.com
2019/11/20 5:52:07 PM CST	Joseph	Simon	Citizen/General Public	5130-B	Baton Rouge	LA	70809 Josephsimon67@gmail.com
2019/11/20 5:55:25 PM CST	Charles	Coates	Citizen/General Public				70816 Westpointcharlie@yahoo.com
2019/11/20 5:56:59 PM CST	Brian	Falcon	Citizen/General Public				70767 Briguyinla@yahoo.com
2019/11/20 6:00:18 PM CST	Frank	Neelis	Citizen/General Public	4510 Buck Lane	Baton Rouge	LA	70808 N/A
2019/11/20 6:01:08 PM CST	Kathy	Wascom	Citizen/General Public	1255 Aberdeen	Baton Rouge	LA	70808 krwascom@gmail.com
2019/11/20 6:01:34 PM CST	Chris	Schneider	Citizen/General Public	1237 Stanford Ave	Baton Rouge	LA	70808 Seeschneider@yahoo.com
2019/11/20 6:02:47 PM CST	Marwan	Okeil	Citizen/General Public	10712 Hillmont Ave	Baton Rouge	LA	70810 marwanokeil@gmail.com
2019/11/20 6:06:07 PM CST	Margot	Addison	Citizen/General Public	2076 Ovid Street	Baton Rouge	LA	70517 addmargot@gmail.com
2019/11/20 6:08:44 PM CST	Simone	Fraternali	Citizen/General Public	2355 Oleander Street	Baton Rouge	LA	70806 simonefraternali@kw.com
2019/11/20 6:10:06 PM CST	Patrick	Downs	Citizen/General Public	5888 Clematis dr	Baton Rouge	LA	70808 Pdowns21@gmail.com
2019/11/20 6:12:21 PM CST	Mike	Anderson	Citizen/General Public				70816 mikedynell@gmail.com
2019/11/20 6:12:21 PM CST	Dekisa	Anderson	Citizen/General Public				70816 mikedynell@gmail.com
2019/11/20 6:12:53 PM CST	Phillip	Lillard	Citizen/General Public	3062 carmen			70809 Pslillard@juno.com
2019/11/20 6:13:03 PM CST	Ashfaq	Khan	Citizen/General Public	5519 cold water creek ct	Baton rouge	LA	70808 Khan@sahraid.com
2019/11/20 6:17:19 PM CST	Sherri	LeBas	Citizen/General Public	6516 Millstone Avenue	Baton Rouge	LA	70808 slenas@gecinc.com
2019/11/20 6:22:52 PM CST	James	Meares	Citizen/General Public				70808 mearesj@cox.net
2019/11/20 6:27:39 PM CST	Casey	Parker	Citizen/General Public	2277 Ebony Ave	Baton Rouge	LA	70808 Caseyslu@yahoo.com
2019/11/20 6:27:42 PM CST	Paul	Forman	Citizen/General Public	2060 Cloverdale ave	Baton rouge	LA	70808 Formanpm@gmail.com
2019/11/20 6:28:08 PM CST	Bond	Lux	Citizen/General Public	3373 McCarroll Dr	Baton Rouge	LA	70809 Bond.lux@cox.net
2019/11/20 6:29:25 PM CST	Vic	Weston	Citizen/General Public				70808 victorweston@msn.com
2019/11/20 6:30:13 PM CST	Joy	Weston	Citizen/General Public				70808 N/A
2019/11/20 6:31:09 PM CST	Nita	Lux	Citizen/General Public	3373 McCarroll Drive	Baton Rouge	LA	70809 n/a
2019/11/20 6:38:15 PM CST	Dishili	Young	Citizen/General Public	1637 Salisbury Dr.	Baton Rouge	LA	70816 Dishili.young@gmail.com
2019/11/20 6:42:33 PM CST	Todd	Sterling	Citizen/General Public				70808 Toddsterling@gmail.com
2019/11/20 6:43:50 PM CST	Claiborne	Dugas	Citizen/General Public				70808 N/A
2019/11/20 6:48:12 PM CST	Charles	Demas	Citizen/General Public	1524 Charmaine ave	Baton Rouge	LA	70806 Crdemas@gmail.com
2019/11/20 6:56:10 PM CST	Scott	Kirkpatrick	Citizen/General Public	4318 Broussard street	Baton rouge	LA	70808 Skirkpatrick@roedelparsons.com
2019/11/20 7:17:21 PM CST	Carole	Browns	Citizen/General Public				70808 Cpbfff@yahoo.com
2019/11/20 7:34:26 PM CST	Wade	Bonzon	Citizen/General Public				75231 wbonzon@figgbridge.com
2019/11/20 7:43:30 PM CST	Wade	Bonzon	Citizen/General Public				75231 wbonzon@figgbridge.com
2019/11/20 5:58:33 PM CST	Hossein	Ghara	Consulting	6355 Moss Side lane	BR	IA	70808 Hossein.ghara@volkert.com
2019/11/20 4:52:15 PM CST	Dale	Komarek	Contractor	13117 Old Denton Rd	Fort Worth	TX	76177 Dale.komarek@kiewit.com
2019/11/20 6:54:19 PM CST	Phillip	Gray	Contractor	552 Oliver Rd	Montgomery	AL	36117 phillip@ozarks.com
2019/11/20 4:33:01 PM CST	Carey	Coxe	DOTD	1201 Capital Access Rd.	Baton Rouge	LA	70802 Carey.coxe@la.gov
2019/11/20 4:49:38 PM CST	M. Todd	Donmyer	DOTD			LA	70785 M.todd.donmyer@la.gov
2019/11/20 4:54:41 PM CST	Rodney	Mallett	DOTD				70802 Rodney.mallett@la.gov
2019/11/20 4:56:28 PM CST	Barry	Keeling	DOTD	1201 Capitol Access Rd	Baton Rouge	LA	70804 Barrykeeling@la.gov
2019/11/20 4:58:41 PM CST	Michelle	Hanks	DOTD				70802 michelle.hanks@la.gov
2019/11/20 4:59:35 PM CST	Shanna	Sizemore	DOTD				70801 Shanna.sizemore2@la.gov
2019/11/20 5:00:38 PM CST	Ed	Wedge	DOTD				70804 edward.wedge@la.gov
2019/11/20 5:00:43 PM CST	Tori	Guidry	DOTD				70801 Victoria.Guidry@la.gov
2019/11/20 5:04:24 PM CST	Joshua	Hollins	DOTD	1201 Capitol Access Rd	Baton Rouge	LA	70802 Joshua.hollins@la.gov
2019/11/20 5:09:56 PM CST	JODY	Colvin	DOTD	1201 capitol access	Baton rouge	LA	70809 Jody.colvin@la.gov
2019/11/20 5:16:41 PM CST	Kelsey	Johnson	DOTD	727 Camelia Ave	Baton Rouge	LA	70806 Kpaigejo@gmail.com
2019/11/20 5:21:28 PM CST	Rina	Patolilic	DOTD				70801 Rina.Patolilic@la.gov
2019/11/20 5:36:33 PM CST	Brandie	Richardson	DOTD				70730 Brandie.richardson@la.gov
2019/11/20 5:45:07 PM CST	Heather	Corsentino	DOTD				70706 heather.corsentino@gmail.com
2019/11/20 6:41:46 PM CST	Noel	Ardoin	DOTD				70802 Noel.ardoin@la.gov
2019/11/20 6:44:09 PM CST	Brian	Kendrick	DOTD				70802 Brian.kendrick@la.gov
2019/11/20 6:44:58 PM CST	Kreg	Ellzey	DOTD				70802 Kreg.ellzey@la.gov
2019/11/20 5:08:42 PM CST	Cecil	Cavanauh	EBR Chamber of Commerce	10165 Grandeur Drive	Baton Rouge	LA	70815 cjcmbacpa@aol.com
2019/11/20 5:36:01 PM CST	Michael	McGaugh	Engineering Consultant	6100 Chandler Drive	Baton Rouge	LA	70808 mmcgaugh1@cox.net
2019/11/20 5:06:27 PM CST	Robert	Mahoney	FWHA				70815 robert.mahoney@dot.gov
2019/11/20 5:09:09 PM CST	Brooke	Mount	Fresh Salon	2265 Christian street	Baton Rouge	LA	70806 Brookemount@gmail.com
2019/11/20 6:19:17 PM CST	Johnny	Bradberry	GEC, Inc				70810 Jbradberry@gecinc.com
2019/11/20 6:03:04 PM CST	Ayman	Okeil	Higher Ed				70810 aokeil@lsu.edu
2019/11/20 5:34:17 PM CST	Trudi	Veals	Hotel Manager	2683 Energy Dr	Baton Rouge	LA	70810 Trudi.Veals@smchotels.com
2019/11/20 4:59:50 PM CST	Anna	White	Independent Party of Louisiana	13380 Natchez Ct	Baton Rouge	LA	70810 annabrla225@gmail.com
2019/11/20 5:47:16 PM CST	Trey	Roberts	Lamar	16560 Old Perkins	Baton Rouge	LA	70810 TreyRoberts@lamar.com
2019/11/20 5:20:36 PM CST	Earl	Marcelle	Marcelle Family Property on E. Washi	5716 Valley Forge Ace	Baton Rouge	LA	70808 Emarcellej@aol.com
2019/11/20 12:39:56 PM CST	Kyla	Collier	Project Team				70806 Kyla@franklinassoc.com
2019/11/20 4:12:01 PM CST	Johnathan	Hill	Project Team	2148 Government Street	Baton Rouge	LA	70806 johnathan@franklinassoc.com
2019/11/20 4:15:21 PM CST	James	Taylor	Project Team	2148 Government St	Baton Rouge	LA	70806 james@franklinassoc.com
2019/11/20 4:25:14 PM CST	Perry	Franklin	Project Team	2148 Government Street	Baton Rouge	LA	70806 Perry@franklinassoc.com
2019/11/20 4:26:58 PM CST	Ted	Devall	Project Team	2148 Government St.	Baton Rouge	LA	70806 ted@franklinassoc.com

2019/11/20 4:37:24 PM CST	Terry	Cormier	Project Team	8383 Bluebonnet blvd	Baton Rouge	LA	70810 Tcormier@gotech-inc.com
2019/11/20 4:49:56 PM CST	Donnie	Thymes	Project Team	Airline Hwy	Baton rouge	LA	70816 Dthymes@sigmacg.com
2019/11/20 4:52:15 PM CST	Amie	Lamana	Project Team	1201 Main Street	Baton Rouge	LA	70802 amielamana@probidenceng.com
2019/11/20 4:58:59 PM CST	Risa	Mueller	Project Team	2148 Government St	Baton Rouge	LA	70806 Risa@franklinassoc.com
2019/11/20 4:59:22 PM CST	Robert	Dugad	Project Team	6142 Belle Grove	Baton Rouge	LA	70820 Robdugas@yahoo.com
2019/11/20 5:01:39 PM CST	Miles	Williams	Project Team	10305 Airline Highway	Baton Rouge	LA	70816 Mwilliams@sigmacg.com
2019/11/20 5:01:44 PM CST	Jasmine J Haralsc	Haralson	Project Team	2148 Government Street	Baton Rouge	LA	70806 jasmine@franklinassoc.com
2019/11/20 5:02:37 PM CST	jesse	Tisdale	Project Team	435 mayflower st	Baton rouge	LA	70433 Tisdalejesse@stanleygroup.com
2019/11/20 5:09:51 PM CST	Nicholas	Olivier	Project Team				70802 nicholas.olivier@la.gov
2019/11/20 5:20:52 PM CST	Kiawasha	White	Project Team				70801 kiawashawhite@cox.net
2019/11/20 5:21:49 PM CST	Stephanie	Black	Project Team	1201 Capitol Access Rd 5335	Baton Rouge	LA	70785 Stephanie.Black@la.gov
2019/11/20 6:08:14 PM CST	Anne	Broderick	Project Team				70808 Anne@Franklinassoc.com
2019/11/20 6:39:38 PM CST	Roy	Payne	Project Team	1201 Main Street	Baton Rouge	LA	70802 roypayne@providenceeng.com
2019/11/20 6:40:38 PM CST	Terry	Cormier	Project Team	8383 Bluebonnet Blvd	Baton Rouge	LA	70809 tcormier@gotech-inc.com
2019/11/20 5:50:12 PM CST	Cheramie	Sonnier	South side Civic Association		Baton Rouge	LA	70808 Sonnierfood@gmail.com

Appendix D

Comment Response Matrix

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 Dairymple 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.
Casey Parker	12/3/2019	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.
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.

COMMENTING PARTY	DATE RECEIVED	COMMENT	RESPONSE
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 <i>[this sends traffic heading north around BR to I-55]</i> (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.	Thank you for your comments. The project, as proposed, includes replacement of aging structures and installation of context-sensitive solutions that also improve aesthetics.
		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.	Thank you for your comment.
		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.	The feasibility study considered the widening of the existing Mississippi River Bridge and movable barrier for reversible lanes. Widening the existing truss bridge was dropped from further consideration due to extraordinary cost and constructability issues. The concept of reversible lanes was eliminated since peak period traffic flows are extremely heavy in both directions. Taking a lane away from either direction would greatly exacerbate congestion in the direction losing the lane. The truss was not designed to support a second deck. DOTD is working with the Capital Area Road and Bridge District to pursue an additional Mississippi River crossing in the greater Baton Rouge area.
		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.
Rawlston Phillips III	11/19/2019	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.

COMMENTING PARTY	DATE RECEIVED	COMMENT	RESPONSE
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 Stiles	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. Balls 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.

COMMENTING PARTY	DATE RECEIVED	COMMENT	RESPONSE
Anonymous	12/3/2019	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.	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.
		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.	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.
		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?	The existing Estates Road will remain where it is currently located. This project does not require your property.
		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.	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.
		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?	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.
		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.	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.
		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?	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.
		And will any permanent lighting be added to our side of the sound wall on Estates Road?	Sound barriers do not typically have lighting. Any request for new street lighting should be directed to the City of Baton Rouge.
		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?	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.
		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.	Thank you for your comment.
		What about construction workers and vehicle? Will they be accessing construction by using Estates Road?	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.
		Will there be anything used to deter water, mud debris etc....from entering onto Estates Road?	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.
		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.	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.
		What kind of construction noise and debris to be expected along Estates Road and Fiero Street?	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.

COMMENTING PARTY	DATE RECEIVED	COMMENT	RESPONSE
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 area 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 area 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 Naim 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	<p>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://i10br.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.</p> <p>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.</p> <p>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).</p>	<p>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.</p> <p>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.</p> <p>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.</p>
Related to the proposed I-10 upgrade in Baton Rouge:			
Phillip Lillard	11/19/2019	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>The proposed project extends the exit lane for Highland Road, it does not move it. See Appendix A of EA for layout.</p> <p>Thank you for your comments.</p> <p>Thank you for your comments. This is outside the scope of the I-10 Widening Project.</p>
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 to 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 Roppollo (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.	EB3a has 29 impacts and EB3b has 48 impacts for a total of 77 impacts.
		2. No test readings were taken in area EB3b.	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.
		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.	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.
		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.	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.
		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.	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.	Your request has been noted.
		And will any permanent lighting be added to our side of the sound wall on Estates Road?	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?	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.
		...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 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.

Comment Copies



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

State Project No. H.004100
Federal Aid Project No. H004100
November 19 & 20, 2019
I-10/I-12 (FROM LA 415 TO ESSEN LANE)

EAST AND WEST BATON ROUGE PARISHES, LA

Please submit your comments to one of the following addresses below. Comments must be postmarked by December 3, 2019 in order to become part of the official transcript.

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

Date: 11.20.19
Name: Mr Ray Gault
Address: 62401 Spain Street
Baton Rouge, La 70806

Please add comments below:

My name is Ray Gault I'm attending tonight for more info on the impact of the construction on Expressway Park and old South BR.



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

Date: 11-24-2019
Name: Leslie Sims
Address: 1219 E. Washington St
Baton Rouge, La
70802

Please add comments below:

Hi my name is Leslie Sims on November 21st 2019 I learned that DOTD needed a portion of my yard, well my yard is really small and I don't have a portion to spare. in my small front yard is my main gas line, water meter and main plumbing line how will your project affect that? also I've been here about 24 years and because of the high volume traffic on the interstate we already have really bad foundation problems, my windows and doors are rumpeling 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. please come sit with us a while and see what we have to endure on a daily. what about my grandkids, family and

friends. 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

Leslie Sims
1219 E. Washington St
Baton Rouge, La
70802

Copy #1

P.S Michael and Leslie Sims
1219 E. Washington St
Baton Rouge, La 70802



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

Date: 11/22/19
Name: Charles H. Coates, Jr., E
Address: Peggy D. Coates
2730 Tall Timbers Rd.
B.R., LA 70816-2577

Please add comments below:

See attached sheet of comments.

Charles H. Coates, Jr.,

COMMENTS ON PROPOSED I-10 WIDENING

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.
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.
5. Baton Rouge Green, the organization that installed the existing trees and plantings, should be the agency utilized for replacement.
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.
7. 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.
8. 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.



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or Mail: Franklin Associates
ATTN: I-10 Corridor Improvement Study
2148 Government Street
Baton Rouge, LA 70806

Date: 11/19/19
Name: _____
Address: _____

Please add comments below:

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.



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

Date: 11-19-19
Name: Rawlston Phillips IV
Address: P.O. Box 954
Port Allen, LA 70767

Please add comments below:

DoD 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.



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or Mail: Franklin Associates
ATTN: I-10 Corridor Improvement Study
2148 Government Street
Baton Rouge, LA 70806

Date: 11/19/19
Name: _____
Address: _____

Please add comments below:

① Any way to keep the Parkins 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 lake.

Great Project.



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ATTN: I-10 Corridor Improvement Study
2148 Government Street
Baton Rouge, LA 70806

Date: _____
Name: _____
Address: _____

Please add comments below:

when widening elevated sections, keep
the air/light gap between east+west bound
lanes - that somewhat lessens the dark
solid cover

Save the ~~his~~ significant trees - they are
significant to the feel of Baton Rouge -
they also help mitigate the pollution
generated by all the traffic



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

Date: 20 Nov 2019
Name: Suzanne Horton
Address: 7302 Heyland Ct.

Please add comments below:

Concerning the Flyover and exit to College Dr.

Please reconsider having a fixed barrier separating the 2 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 Dr. area



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

Date: _____
Name: Suzanne Horton
Address: 7302 Leyland Ct

Please add comments below:

Installing ^{14'} sound barriers where 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 them the privilege of having the view of the lakes for their exclusive enjoyment. The lakes are one of the great visual assets of Baton Rouge.



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

Date: Kathy Wascom 11/20/19
Name: _____
Address: 1255 Aberdeen
Baton Rouge, LA 70808

Please add comments below:

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 lead and other toxics.

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

Date: 11.20.19
Name: BRIAN FALCON
Address: 2520 EMILY DR.
PORT ALLEN, LA 70767

Please add comments below:

- IS THERE REALLY A NECESSITY TO HAVE CIRCLES AT WASHINGTON STREET? I DRIVE THAT STREET AND HAVE NOT BEEN 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 FETTERED 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?
- 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 HAD BEAUTIFUL LIGHT STANDARDS AND RAILINGS, ETC.



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

Date: 11/20/19
Name: Doug Ramsey
Address: 5461 W College Hill Dr
Baton Rouge, LA 70808

Please add comments below:

The multi use greenway in the vicinity of the existing Perkins Rd Exit appears to have no bike/pedestrian access from neighborhoods south of Perkins Rd or the North side of the Interstate - Is the expectation people will drive their cars to the limited parking in the area to walk and bike?

Naim 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?



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

Date: 11/20/19
Name: Kathy Siler
Address: 2932 S. Eugene St
Baton Rouge, LA
70802

Please add comments below:

- ① Glad to see the bike trail in old location of on ramp @ Parkway.
- ② Glad to see sound wall extended from Acadrae to Christina St on westbound lane. I live there on S. Eugene & the trucks & 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. It would be nice to have plants for shade or shade structures.

④ Bridge Alternatives - Spandrel Arch is the more attractive option.



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

Date: 11-20-19
Name: Danita LeBlanc
Address: 5461 N. College Hill Dr
Baton Rouge LA 70828

Please add comments below:

Please keep proposed bike/pedestrian elements
in the plan to be completed



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

Date: _____
Name: T. Allost
Address: Windough Way.

Please add comments below:

The Naim Street overpass is nice
but where does it go?
No where safe on the Perkins Rd side!

That makes it useless for pedestrians
& cyclists.

It will only be useful if it connects
with a safe bike path.

Batis behind Walmart is not
safe enough for the
average cyclist.



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

Date: 11/20/2019
Name: Trenil Montague
Address: 1465 Perkins Rd
DR, LA 70808

Please add comments below:

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 appreciate it

Thanks

Trenil Montague



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

Date: 11/20/2019
Name: GAVIN GAUTREAU
Address: 1832 RUBIN ST
BR LA 70808

Please add comments below:

① The presentation indicated that there would be sound walls on (4 foot tall) 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

Thanks,
GAVIN



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

State Project No. H.004100
Federal Aid Project No. H004100
November 19 & 20, 2019
I-10/I-12 (FROM LA 415 TO ESSEN LANE)

EAST AND WEST BATON ROUGE PARISHES, LA

Please submit your comments to one of the following addresses below. Comments must be postmarked by December 3, 2019 in order to become part of the official transcript.

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

Date: 11-20-19
Name: Justin Alford Benny's Car Wash
Address: 4105 Perkins Road
Baton Rouge, La 70808

Please add comments below:

Please find a way to keep Nairin Street
Bridge open the entire time.
The Fire Station uses that
bridge to service the area. Will
hurt business at Benny's Car Wash.

Thanks.



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

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

Date: 11-20-19
Name: GEORGE KURZ
Address: 7910 WRENWOOD BLVD.
BR, LA

Please add comments below:

1) GREAT IMPROVEMENT

2) SELL THE LAND WHERE ON 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, RUINING THE RESTAURANT!



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

State Project No. H.004100
Federal Aid Project No. H004100
November 19 & 20, 2019
I-10/I-12 (FROM LA 415 TO ESSEN LANE)

EAST AND WEST BATON ROUGE PARISHES, LA

Please submit your comments to one of the following addresses below. Comments must be postmarked by December 3, 2019 in order to become part of the official transcript.

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

Date: Nov 20, 2019
Name: BOND LUX
Address: 3573 McCaskey Dr
BR 70809

Please add comments below:

- ① How will security be maintained or improved during flyover construction for Jefferson Place/Bocage & Bocage Lakes?
- ② How will drainage for JPB (Jefferson Place/Bocage) be maintained unimpaired during construction? Remember that the part of JPB that parallels I-12/I-10 is in the FEMA flood zone.
- ③ How (WHO!!) will coordinate ^{with EBR} keeping all drainage ways, including the ditch ~~between~~ ^{at} 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 east-bound exit lane. Great but now you will be cramming 4 lanes under the RR. Better revisit that design!!!

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.

Ash Khan

khan@sahraid.com
Baton Rouge, LA



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

State Project No. H.004100
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Please submit your comments to one of the following addresses below. Comments must be postmarked by December 3, 2019 in order to become part of the official transcript.

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

Date: 11/20/19
Name: Doug Moore
Address: 308 Wiltz Dr.
Baton Rouge, LA
70806

Please add comments below:

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 very congested.
3. Please don't allow DOT 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. Thanks!

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

State Project No. H.004100
Federal Aid Project No. H004100
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EAST AND WEST BATON ROUGE PARISHES, LA

Please submit your comments to one of the following addresses below. Comments must be postmarked by December 3, 2019 in order to become part of the official transcript.

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

Date: Nov. 20, 2019
Name: Patricia Lowrey-Dubois
Address: 355 Murphy Drive
Baton Rouge, LA 70804

Please add comments below:

- ① It is unclear what the benefit is of creating a College Drive flyover to address ~~reduced~~ 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 / Borage) due to the diversion of 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 ~~decrease~~ 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 "detectors" 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 Interstates and resolve some of these traffic issues without the need to perturb the interstate system.

⑥ I would really appreciate a meeting w/ project developers ~~for~~ 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 POT Board and CPID Board have voted to oppose this project (College Drive Flyover).



**PUBLIC HEARING COMMENT FORM
I-10 CORRIDOR IMPROVEMENT STUDY
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Email: info@i10br.com
or Mail: Franklin Associates
ATTN: I-10 Corridor Improvement Study
2148 Government Street
Baton Rouge, LA 70806

Date: Nov. 20, 2019
Name: Teddi Hessburg
Address: 7202 Leyland Ct
Baton Rouge, LA
70809

Please add comments below:

In regards to College Drive Flyover, my home is in Jefferson Place / Bocage and is going to be the most impacted, personally, by the flyover proposed so far, ~~also~~.

- What is being addressed regarding security ^{while} once yellow dotted line relocating interstate wall is being relocated?
- What type of temporary fencing is being installed?
- How secure is fencing?
- During 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 if flyover along our neighborhood?
- How is pollution being addressed during construction?
- We have a stocked pond in our back yard... how will you prevent killing our fish and wild life that live 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?
- ~~Why~~ Have we engaged other areas of the country or world that ~~we~~ have done this type of road work ~~is~~ more effective, efficient and less costly?
- ~~There are more~~

~~There are more~~

- Once you have more information Can we have a meeting with all new studies and research as we've been told ~~there~~ 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 neighbors to go over the finding earlier in the year and late 2018. I would like this meeting.
- Please use this as a written documentation that all Bocage and Jefferson place residents ~~are~~ OPPOSE this Flyer!
- Communication was shared that Perry Franklin told Garret Graves Chief of Staff no one opposed from Bocage / Jefferson Place Subdivision ~~the~~ the Flyer. That was a lie!

From: Perry J. Franklin, MBA
To: woodyjenkins@hotmail.com
Subject: Public Comments on I-10 and I-110 in Baton Rouge, LA
Date: Wednesday, December 4, 2019 5:01:42 AM

Perry J. Franklin, MBA

franklinmso.com
franklinmso.com



Begin forwarded message:

From: Woody Jenkins <woodyjenkins@hotmail.com>
Date: December 3, 2019 at 10:51:00 PM EST
To: Perry Franklin <perry@franklinmso.com>, Coleman Brown <coleman@colemanbrown.com>
Subject: Comments on I-10 BR

Dear Perry,

10br.com was not accepting comments on 3-10 today. Please include our attached comment from the Republican Party of East Baton Rouge Parish.

With appreciation,
Woody Jenkins, Chairman
Republican Party of East Baton Rouge Parish
910 North Foster Drive
Baton Rouge, LA 70806



Republican Party of East Baton Rouge Parish

Louisiana's Largest Republican Party

December 3, 2019

Public Comments on Louisiana Department of Transportation Development Plans to Improve I-10 and I-110 in Baton Rouge, LA

The Republican Party of East Baton Rouge Parish, the largest local Republican Party in Louisiana, makes the following comments on the proposed LA DOTD plan:

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.

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.

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.

4) The Republican Party of East Baton Rouge Parish urges that the the LA DOTD plan be rejected and the ChamberEBR plan be substituted in its place.

Respectfully,

Woody Jenkins, Chairman
Republican Party of East Baton Rouge Parish

910 North Foster Drive • Baton Rouge, LA 70806 • (225) 921-1433 • woodvienkins@hotmail.com



Republican Party *of East Baton Rouge Parish* Louisiana's Largest Republican Party

December 3, 2019

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Respectfully,

Woody Jenkins, Chairman
Republican Party of East Baton Rouge Parish

910 North Foster Drive • Baton Rouge, LA 70806 • (225) 921-1433 • woodyjenkins@hotmail.com

From: [M. Donalson](#)
To: info@i10br.com
Subject: I-10 Corridor Improvement Study -- Comments
Date: Tuesday, December 3, 2019 9:47:22 PM

Below are a my comments on the Stage 1 Environmental Study.

Regarding the Noise Study

I am concerned that area EB3b has not been adequately evaluated for the following reasons.

1. The number of impacted residences in this area 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,

Regarding the bridge at LSU Lakes

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.

Regarding the Context Sensitive Solutions and Community Connections

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.

Regarding the Perkins Road/Acadian Thruway Intersection

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.

Regarding the Perkins Road Corridor between the Railroad Overpass and Acadian Thruway

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 consideration,
Mary Donalson

From: joe@gatorworks.net
To: info@i10br.com
Subject: New submission from Submit a Comment
Date: Tuesday, December 3, 2019 9:12:15 PM

Name

Woody Jenkins

Email

woodyjenkins@hotmail.com

Phone**Zip Code**

70806

Leave your comment

REPUBLICAN PARTY OF EAST BATON ROUGE PARISH
Louisiana's Largest Republican Party

December 3, 2019

Public Comments on Louisiana Department of Transportation Development Plans
to Improve I-10 and I-110 in Baton Rouge, LA

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- 4) The Republican Party of East Baton Rouge Parish urges that the the LA DOTD plan be rejected and the ChamberEBR plan be substituted in its place.

Respectfully,

Woody Jenkins, Chairman
Republican Party of East Baton Rouge Parish

910 North Foster Drive • Baton Rouge, LA 70806 • Phone (225) 921-1433 • woodyjenkins@hotmail.com

From: joe@gatorworks.net
To: info@i10br.com
Subject: New submission from Submit a Comment
Date: Tuesday, December 3, 2019 9:11:04 PM

Name

Michael Allen

Email

Mallen1115@gmail.com

Phone**Zip Code**

70820

Leave your comment

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.

From: joe@gatorworks.net
To: info@i10br.com
Subject: New submission from Submit a Comment
Date: Tuesday, December 3, 2019 8:33:47 PM

Name

Deborah Roe

Email

deborah.roe1@gmail.com

Phone**Zip Code**

70808

Leave your comment

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 dont know that yet" OR "we are currentlu looking into that" OR well discuss that when we get there" surely do indicate a lot of unknowns. To proceed without detailed knowleges 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 unti you actually can answer questions!

Deborah

From: joe@gatorworks.net
To: info@i10br.com
Subject: New submission from Submit a Comment
Date: Tuesday, December 3, 2019 7:22:19 PM

Name

Sanaz Aghazadeh

Email

sanaz16@gmail.com

Phone**Zip Code**

70808

Leave your comment

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.

From: joe@gatorworks.net
To: info@i10br.com
Subject: New submission from Submit a Comment
Date: Tuesday, December 3, 2019 3:35:42 PM

Name

Phillip Fetterman

Email

psfetterman@yahoo.com

Leave your comment

- I-5 in Portland, Oregon was widened to three lanes from two lanes. It was widened based on the premise that it would reduce traffic accidents. The exact opposite has happened. Traffic accidents have gone up there. What analysis 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 an analysis has been done, can it be posted on the website?

- The Katy Freeway was widened based on the premise that it would reduce congestion. The exact opposite has happened. Congestion has increased. What analysis has been done to confirm that congestion will not increase? And if an analysis has been done, can it be posted on the website?

- During the open house sessions held a couple of weeks ago, additional maps that better show I-110 tying into I-10, etc were provided. Can those maps also be posted on the website?

- Why is the state going to put the residents of East Baton Rouge Parish through seven to eight years of construction? We should not have to put up with this, especially since I-10 is a major thoroughfare for this parish.

- 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.

- 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?

- 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?

- 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 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?

- Last, 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?

From: joe@gatorworks.net
To: info@i10br.com
Subject: New submission from Submit a Comment
Date: Tuesday, December 3, 2019 1:32:31 PM

Name

Casey Parker

Email

caseylsu@yahoo.com

Phone**Zip Code**

70808

Leave your comment

As the owner of the property at 2277 Ebony Ave, it was distressing to see that my home was not marked on the environmental study that was done by the state. If the study was done simply by looking at an aerial view of the neighborhood, it is not surprising that it was missed as my home is covered by a canopy of oak trees. However, I would hope that the state would do due diligence with visual surveys rather than rely solely on a satellite image. 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, the existing shoulder would be converted to a full travel lane. Additionally, a shoulder would be constructed. The conversion of a shoulder to a full lane would require an additional two to four feet of pavement with an additional 10 feet for a shoulder, leaving approximately 16 feet from the barrier fence. This would leave parts of the dwelling within 25 feet of the active highway.

Additionally, 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 scope and scale of this project is not without merit. However, I will be negatively impacted by having a construction servitude / right of way approximately 10 feet of my 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 property line / right of access / construction servitude and should be acquired.

From: [Paul Forman](#)
To: [Kyla Collier](#)
Subject: ATTN: I-10 Corridor Improvement Study
Date: Tuesday, December 3, 2019 12:05:27 PM
Attachments: [image.png](#)
[image.png](#)
[image.png](#)
[image.png](#)

Please find my comments below:

2277 Ebony Ave, Baton Rouge, LA 70808



Property Assessors Map



Approximate location of structure



View from Highway



The subject 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, the existing shoulder would be converted to a full travel lane. Additionally, a shoulder would be constructed. The conversion of a shoulder to a full lane would require an additional two to four feet of pavement with an additional 10 feet for a shoulder, leaving approximately 16 feet from the barrier fence. This would leave parts of the dwelling within 25 feet of the active highway.

Additionally, the construction of a 13 to 14 foot tall sound barrier, would necessitate destruction of the property owner's 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 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 property line / right of access / construction servitude and should be acquired.

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From: joe@gatorworks.net
To: info@i10br.com
Subject: New submission from Submit a Comment
Date: Tuesday, December 3, 2019 11:58:53 AM

Name

Paul Forman

Email

formanpm@gmail.com

Phone**Zip Code**

70808

Leave your comment

2277 Ebony Ave, Baton Rouge, LA 70808

Parcel ID: 608378

The subject 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, the existing shoulder would be converted to a full travel lane. Additionally, a shoulder would be constructed. The conversion of a shoulder to a full lane would require an additional two to four feet of pavement with an additional 10 feet for a shoulder, leaving approximately 16 feet from the barrier fence. This would leave parts of the dwelling within 25 feet of the active highway.

Additionally, the construction of a 13 to 14 foot tall sound barrier, would necessitate destruction of the property owner's 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 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.

From: [Elizabeth Delaney](mailto:Elizabeth.Delaney@info@i10br.com)
To: info@i10br.com
Subject: H.004100 I-10 Widening Project (EBR, WBR)
Date: Tuesday, December 3, 2019 7:57:30 AM

We are submitting concerns and suggestions for your review.

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.

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.

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.

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.

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.

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.

Elizabeth Delaney
Kevin Robbins

From: [Rochelle Poor](#)
To: info@i10br.com
Subject: Question regarding 28 properties
Date: Tuesday, December 3, 2019 1:16:34 AM

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.

--

Rochelle Jipson-Poor, LCSW
Rochelle Jipson-Poor and Associates, Inc.
Genesis Behavioral Health Services, LLC

www.tanyastuartinc.com

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STAGE 1 PLANNING/ENVIRONMENTAL STUDY

Construction questions:

1. When do you anticipate expansion to begin on the interstate alongside of Estates Road?
2. What is the projected duration of construction for this phase, which includes I-10 expansion alongside Estates Road?
3. Will construction take place all day and all night alongside Estates Road? I am self-employed and work from my home. Disturbances will be damaging to my career and income during working hours, and disruptive to overall mental and wellbeing after hours, when trying to relax.
4. I understand that the new shoulder requirement is 12 feet, new additional lane is 12 feet, 5 feet is necessary behind sound wall for maintenance. I was told that the sound wall will be at worst only 8'-0" from the existing chain link fence. If so, there is only 3'-0" of land behind that.
So what are ALL other clearances, and will these items be included in the residential area in front of my house on Estates Road that runs alongside I-10? This would include space between shoulder and sound wall? Thickness of sound wall? Space allowed for crash barrier from shoulder? Thickness of crash barrier? Any other setbacks or requirements? If so, how much? I do not see how there is that much land owned by DOTD right of way.
5. 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?
6. 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?
7. 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?
8. Does DOTD temporarily relocate homeowners that are affected by construction?
9. 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.

10. 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?

11. Request for DOTD to add requirement for active off duty details by the Sheriff's Office? Requiring uniformed deputies and marked units.

12. 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.

13. 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?

14. And will any permanent lighting be added to our side of the sound wall on Estates Road?

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

I understand there will be some type of temporary fence. We, as a subdivision, are not comfortable with a vinyl or temp galvanized fence if it is.

16. What about construction workers and vehicle? Will they be accessing construction by using Estates Road?

17. Will there be anything used to deter water, mud debris etc....from entering onto Estates Road?

18. 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.

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

20. 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.
21. 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?
22. Any dust shields or water trucks being required at certain times to lower dust?
23. What kind of hazards to our health due to the noise of construction?
24. And what about hazards to our health due to the noise after construction if the sound wall is added at a later date?
25. What kind of hazards to our health due to vibration of construction?
26. And what about hazards to our health due to vibration after construction with more vehicles passing at a steadier speed?
27. 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?
28. Will there be monitors monitoring vibration from construction?
29. 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.
30. 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.
31. 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.
32. 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.
33. 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.
34. I am reluctant to improve and continue any maintenance to my home and yard because of uncertainty in the market, and concerns during construction.

Other concerns:

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?
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.
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 area to get to Perkins Road. And then Perkins Road and Acadian Thruway will now be congested.
 4. Currently Acadian Thruway traffic flows nicely. Closing Perkins Road exit and onramp will congest Acadian Thruway.
 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.
 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.
 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.

Sound wall questions:

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?
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.
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.

Landscape and Architectural improvement questions:

1. Importance of maintaining the character of this beautiful historic part of Baton Rouge. Many of us purchased or built homes to live in this area because of its historic beauty, we are not looking to change it into something else.
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?
3. Improvements under I-10 at Dalrymple and E.Lakeshore were not considered in the designs at the focus group meeting on May 14, 2018. There are more

pedestrians, joggers, bikers, and vehicles that use these areas for exercise and passage than I know of the other areas that were mentioned at the meetings.

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

From: [Bradford, Angelle](#)
To: info@i10br.com
Subject: Regarding the DOTD I-10 Widening Project
Date: Monday, December 2, 2019 10:51:33 PM

Hello,

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.

Sincerely,

Angelle Bradford
Doctoral Student, Department of Physiology
Tulane University School of Medicine
Bradford.751@osu.edu

From: joe@gatorworks.net
To: info@i10br.com
Subject: New submission from Submit a Comment
Date: Monday, December 2, 2019 4:06:41 PM

Name

Carl Benedict

Email

carlb1@premier.net

Phone**Zip Code**

70769

Leave your comment

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.

From: joe@gatorworks.net
To: info@i10br.com
Subject: New submission from Submit a Comment
Date: Monday, December 2, 2019 11:44:46 AM

Name

Trey Roberts

Email

treyroberts@lamar.com

Phone**Zip Code**

70808

Leave your comment

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.

Thanks,

Trey Roberts
Asst. General Manager
Lamar - Baton Rouge

From: joe@gatorworks.net
To: info@i10br.com
Subject: New submission from Submit a Comment
Date: Sunday, December 1, 2019 8:48:42 PM

Name

Margaret McNamara

Email

Septima1948@yahoo.com

Phone**Zip Code**

70808

Leave your comment

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

From: joe@gatorworks.net
To: info@i10br.com
Subject: New submission from Submit a Comment
Date: Saturday, November 30, 2019 6:48:05 PM

Name

Coleman Brown

Email

Coleman@colemanbrown.com

Phone**Zip Code**

70806

Leave your comment

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?

From: joe@gatorworks.net
To: info@i10br.com
Subject: New submission from Submit a Comment
Date: Saturday, November 30, 2019 5:35:25 PM

Name

Anna White

Email

annabrla225@gmail.com

Phone**Zip Code**

70810

Leave your comment

How difficult would it be to build the new "LSU 1-10 bridge" over the current bridge with a carpool lane?

From: joe@gatorworks.net
To: info@i10br.com
Subject: New submission from Submit a Comment
Date: Tuesday, November 26, 2019 4:55:19 PM

Name

DORIAN HEROMAN, PE

Email

kajunklown@bellsouth.net

Phone**Zip Code**

70816

Leave your comment

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. [this send traffic headed south to I-10 below Gonzales These routing will eliminate 60 % of trucks thru Baton Rouge and 40 % cars traffic.
Make toll-roads to pay for construction.

From: joe@gatorworks.net
To: info@i10br.com
Subject: New submission from Submit a Comment
Date: Friday, November 22, 2019 2:18:42 PM

Name

jeff Donnes

Email

Jeff@DonnesRealEstate.com

Phone**Zip Code**

70301

Leave your comment

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.

From: [Thomas Douthat](#)
To: info@i10br.com
Subject: Re: ATTN I-10 Corridor Improvement Study
Date: Wednesday, November 20, 2019 5:45:47 PM

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 signalling that Terrace is a multimodal urban street (e.g. flashing signs and high visibility crosswalks).

Thank you,

Tom Douthat

On Wed, Nov 20, 2019, 5:39 PM Thomas Douthat <tdouthat@gmail.com> wrote:

Mr. Franklin & Associates,

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://i10br.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 multi-use trail which is an area that because of low connectivity, I assume will have more minimal pedestrian-vehicular conflicts.

image.png



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.

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 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.

image.png



Please take pedestrian and cyclist accessibility and safety in to greater consideration when considering finalized plans for the intersections and exit ramps.

Cordially,

Thomas Douthat
Baton Rouge

On Wed, Nov 13, 2019 at 3:43 PM Kyla Collier <kyla@franklinassoc.com> wrote:

Good afternoon Thomas,

I have entered your comments in our database that are being forwarded to the appropriate staff at DOTD. I hope you've received notifications about the public hearings being held next Tuesday and Wednesday, discussing the results of the Environmental Assessment of the I-10 project.

Regarding your Terrace Street exit concern, that is a separate project from the I-10 that we are working on, and was completed without our involvement.

Regarding your MOVEBR/Complete Streets concern, I have forwarded it to the appropriate team members who are handling that project, along with your contact information.

Thanks,

Kyla

Kyla Collier | Franklin Associates
| franklinassoc.com

From: Thomas Douthat <tdouthat@gmail.com>
Sent: Monday, November 4, 2019 9:38 AM
To: Kyla Collier <kyla@franklinassoc.com>
Subject: Re: FW: New submission from Contact Us

Dear Kyla,

I wrote before about my concern that the cumulative impacts of DOTD's proposed RR crossing closures (because they reduce street connectivity and pedestrian access (see the work of Robert Cervero, <https://www.tandfonline.com/doi/pdf/10.1080/01944363.2016.1245112>), new interstate exits, and increased vehicular capacity concerned me along the Terrace St. corridor in OSBR. This is an area with many cultural institutions and is a clear EJ community. It also is a corridor that could link the River to Central Park. I hope that MOVEBr and the Interstate project are explicitly considering Complete Streets principles in the areas from Park to Nicholson because the area is not safe now, and investing in a genuine Complete Streets transformation could make it a walk-able corridor, and help mitigate some of the traffic related externalities that increased motorized vehicle throughput will create. I know there is discussion of improvements on South Boulevard, which is great, but that is almost .5 miles away from Terrace St., and pedestrian connectivity needs to be dense, not sparse.

I am also very concerned about lateral visibility of pedestrians and cyclists to vehicles exiting at the new Terrace St exit. Has this been contemplated in the design?

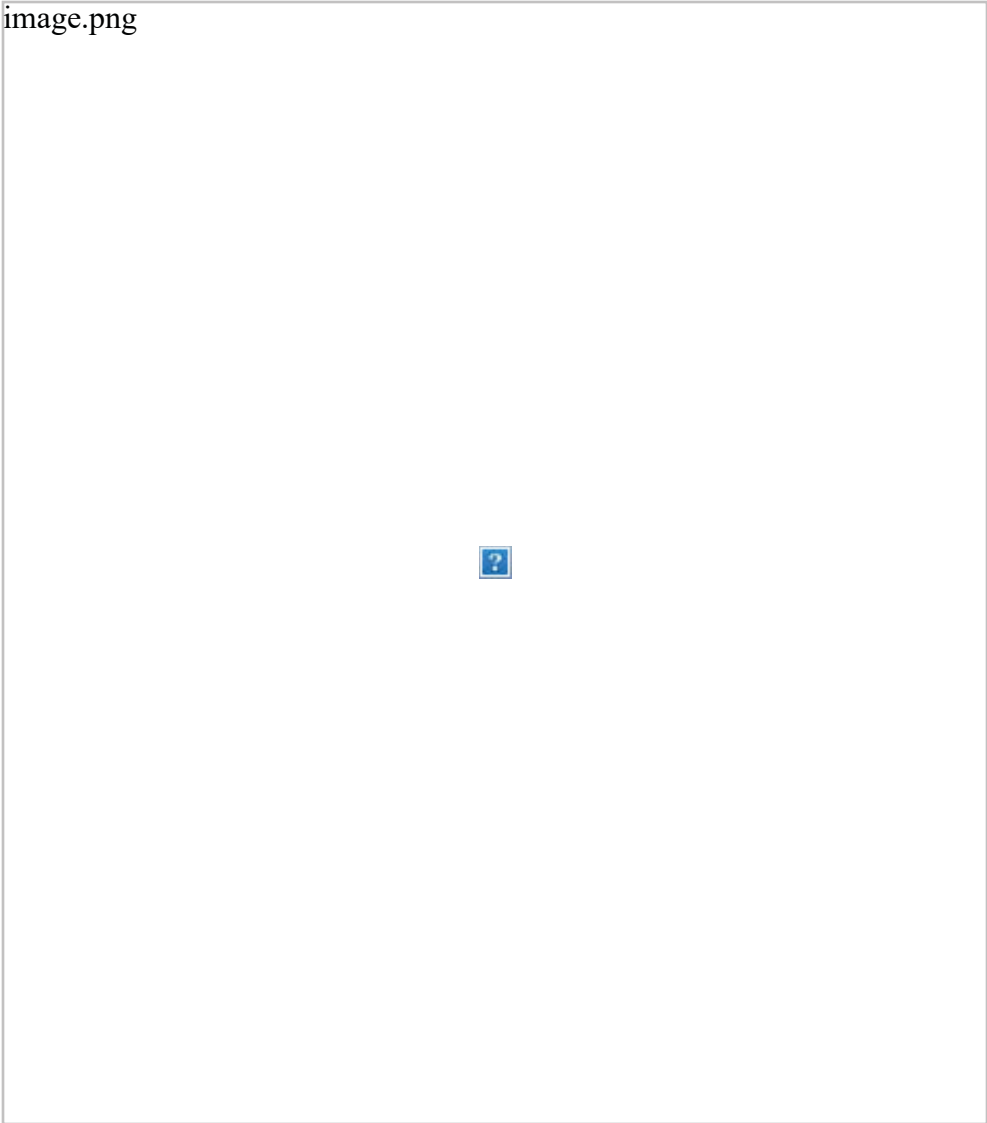
Also, given you are working with the i10 project, please also consider a small connection for cyclists and pedestrians to South Eugene St. at the new Acadian Exit. This would also open up a relatively safe North-South route from the area all the way through to north of Government St. It could be achieved without crossing railroad tracks by using the strip of land by the river and NE of the Steak House parking lot. Also, a crossing there would be important, along with a connection to the sidewalk which terminates under the rail road bridge. Another for the area of the Perkins exit would be to connect there to S. Eugene (might require crossing the tracks). Either of these small connectors would be a very large improvement for pedestrian and bike connectivity, and help mitigate traffic, for a relatively small effort and cost.

Cordially,

Tom Douthat

1966 Cherokee St.

image.png



On Tue, Oct 22, 2019 at 1:08 PM Kyla Collier <kyla@franklinassoc.com> wrote:

Hi Thomas, please send your question via email and we'll route it to the appropriate

contact.

Thanks,

Kyla

Kyla Collier | Franklin Associates
| franklinassoc.com

From: joe@gatorworks.net <joe@gatorworks.net>
Sent: Tuesday, October 22, 2019 1:03 PM
To: info@il0br.com
Subject: New submission from Contact Us

Name
Thomas Douthat
Email
tdouthat@gmail.com
Phone
Zip Code
70806
Reason for Contact
I have a question not addressed in FAQs

From: [Phillip Lillard](#)
To: info@i10br.com
Cc: philliplillard@bellsouth.net
Subject: I-10 Project Baton Rouge
Date: Tuesday, November 19, 2019 5:20:47 PM

Related to the proposed I-10 upgrade in Baton Rouge:

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.

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.

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.

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 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.

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.

Phillip Lillard

--

Using Opera's mail client: <http://www.opera.com/mail/>

From: joe@gatorworks.net
To: info@i10br.com
Subject: New submission from Submit a Comment
Date: Tuesday, November 19, 2019 1:43:43 PM

Name
Bryant Voth
Phone
Zip Code
70820
Leave your comment
Highly support the project. Much needed for our city.

From: joe@gatorworks.net
To: info@i10br.com
Subject: New submission from Submit a Comment
Date: Monday, November 18, 2019 11:19:34 AM

Name

Elizabeth Smith

Email

lizcasmith@gmail.com

Phone**Zip Code**

70806

Leave your comment

It's so important that this project gets done. Please make sure that it moves forward as quickly as possible!

Name (First Name (Middle Name (Last)

Phillip Fetterman

Leave your comment

- I-5 in Portland, Oregon was widened to three lanes from two lanes. It was widened based on the premise that it would reduce traffic accidents. The exact opposite has happened. Traffic accidents have gone up there. What analysis 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 an analysis has been done, can it be posted on the website?
- The Katy Freeway was widened based on the premise that it would reduce congestion. The exact opposite has happened. Congestion has increased. What analysis has been done to confirm that congestion will not increase? And if an analysis has been done, can it be posted on the website?
- During the open house sessions held a couple of weeks ago, additional maps that better show I-110 tying into I-10, etc were provided. Can those maps also be posted on the website?
- Why is the state going to put the residents of East Baton Rouge Parish through seven to eight years of construction? We should not have to put up with this, especially since I-10 is a major thoroughfare for this parish.
- 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.
- 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?
- 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?
- 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 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

Casey Parker

As the owner of the property at 2277 Ebony Ave, it was distressing to see that my home was not marked on the environmental study that was done by the state. If the study was done simply by looking at an aerial view of the neighborhood, it is not surprising that it was missed as my home is covered by a canopy of oak trees. However, I would hope that the state would do due diligence with visual surveys rather than rely solely on a satellite image. 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, the existing shoulder would be converted to a full travel lane. Additionally, a shoulder would be constructed. The conversion of a shoulder to a full lane would require an additional two to four feet of pavement with an additional 10 feet for a shoulder, leaving approximately 16 feet from the barrier fence. This would leave parts of the dwelling within 25 feet of the active highway.

Additionally, 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 scope and scale of this project is not without merit. However, I will be negatively impacted by having a construction servitude / right of way approximately 10 feet of my 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 property line / right of

Paul	Forman	<p>2277 Ebony Ave, Baton Rouge, LA 70808 Parcel ID: 608378</p> <p>The subject 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.</p> <p>Under the current plan, the existing shoulder would be converted to a full travel lane. Additionally, a shoulder would be constructed. The conversion of a shoulder to a full lane would require an additional two to four feet of pavement with an additional 10 feet for a shoulder, leaving approximately 16 feet from the barrier fence. This would leave parts of the dwelling within 25 feet of the active highway.</p> <p>Additionally, the construction of a 13 to 14 foot tall sound barrier, would necessitate destruction of the property owner's 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.</p> <p>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.</p>
Carl	Benedict	<p>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.</p>
Trey	Roberts	<p>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.</p> <p>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.</p> <p>Thanks,</p> <p>Trey Roberts Asst. General Manager Lamar - Baton Rouge</p>
Margaret	McNamara	<p>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</p>
Coleman	Brown	<p>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?</p>
Anna	White	<p>How difficult would it be to build the new "LSU 1-10 bridge" over the current bridge with a carpool lane?</p>

		<p>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. [this send traffic headed south to I-10 below Gonzales</p> <p>These routing will eliminate 60 % of trucks thru Baton Rouge and 40 % cars traffic.</p> <p>Make toll-roads to pay for construction.</p>
DORIAN	HEROMAN, PE	
jeff Bryant	Donnes Voth	<p>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.</p> <p>Highly support the project. Much needed for our city.</p>



United States Department of the Interior

OFFICE OF THE SECRETARY

Office of Environmental Policy and Compliance

1001 Indian School Road NW, Suite 348

Albuquerque, New Mexico 87104

ER 19/0518

December 2, 2019

Mr. Charles W. Bolinger, Division Administrator
Federal Highway Administration, Louisiana Division
5304 Flanders Drive, Suite A
Baton Rouge, Louisiana 70808

Re: Comments and Recommendations for the I-10 LA 415 to Essen Lane on I-10 and I-12
Environmental Assessment and Section 4(f) Evaluation

Dear Mr. Bolinger:

As requested, the Department of the Interior (Department) has reviewed the I-10 LA 415 to Essen Lane on I-10 and I-12 Environmental Assessment (EA) and Section 4(f) Evaluation. The EA and Section 4(f) evaluation contains a great deal of valuable information concerning both human and natural resources as well as issues related to the proposed capacity improvements to I-10 from LA 415 in West Baton Rouge Parish to Essen Lane on I-10 and I-12 in East Baton Rouge Parish, Louisiana.

We welcome this opportunity to cooperate with the Federal Highway Administration (FHWA) and the Louisiana Department of Transportation and Development (LA DOTD) and offer the following comments and recommendations for your consideration.

Section 4(f) Comments

The EA and the Section 4(f) evaluation describes a range of avoidance alternatives, the affected Section 4(f) resources, and discloses potential project impacts to those resources.

The Old South Baton Rouge (OSBR) community and the Hundred Oaks Residential (HOR) area were identified as being in the area of potential effect (APE) during Section 106 consultation and are deemed eligible for listing as historic districts on the National Register of Historic Places (NRHP). FHWA has determined the proposed action results in a finding of adverse effect for both the OSBR and HOR.

In addition, two structures within the Perkins Road Overpass Area were deemed eligible for the NRHP. They are the Fresh Salon and the Overpass Merchant. FHWA has determined the proposed action results in a finding of adverse effect for both structures.

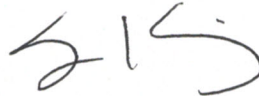
The EA and Section 4(f) evaluation discusses an ongoing coordination effort with the Louisiana Office of Cultural Development, Division of Historic Preservation (SHPO) in compliance with Section 106 of the National Historic Preservation Act (54 U.S.C. § 306108), as amended, and codified in its implementing regulations, 36 CFR §800, as amended (August 5, 2004). A draft Programmatic Agreement (PA) has been prepared pending final approval by the SHPO and the Advisory Council on Historic Preservation.

Summary Comments

The Department has no objection to Section 4(f) approval of this project contingent on the subsequent full execution of the requirements identified in the finalized PA.

The Department has a continuing interest in working with the FHWA and LA DOTD to ensure that impacts to resources of concern to the Department are adequately addressed. If you have questions, please contact Steven M. Wright at Steven_M_Wright@nps.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'SK', is positioned above the typed name of Susan King.

Susan King
Regional Environmental Officer
Albuquerque, NM



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