

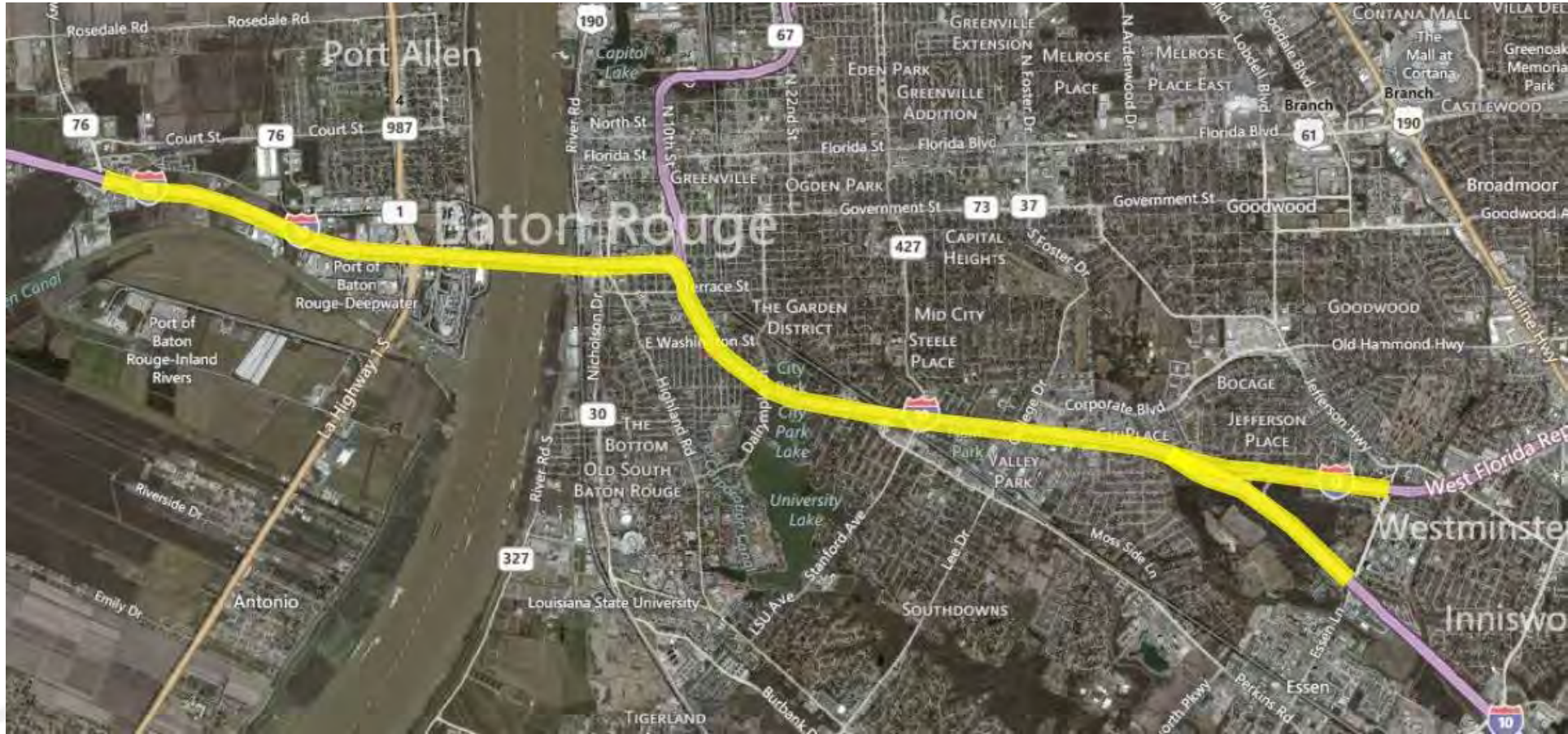
# I-10: LA 415 to Essen Lane on I-10 and I-12

October 2023  
Project Briefing

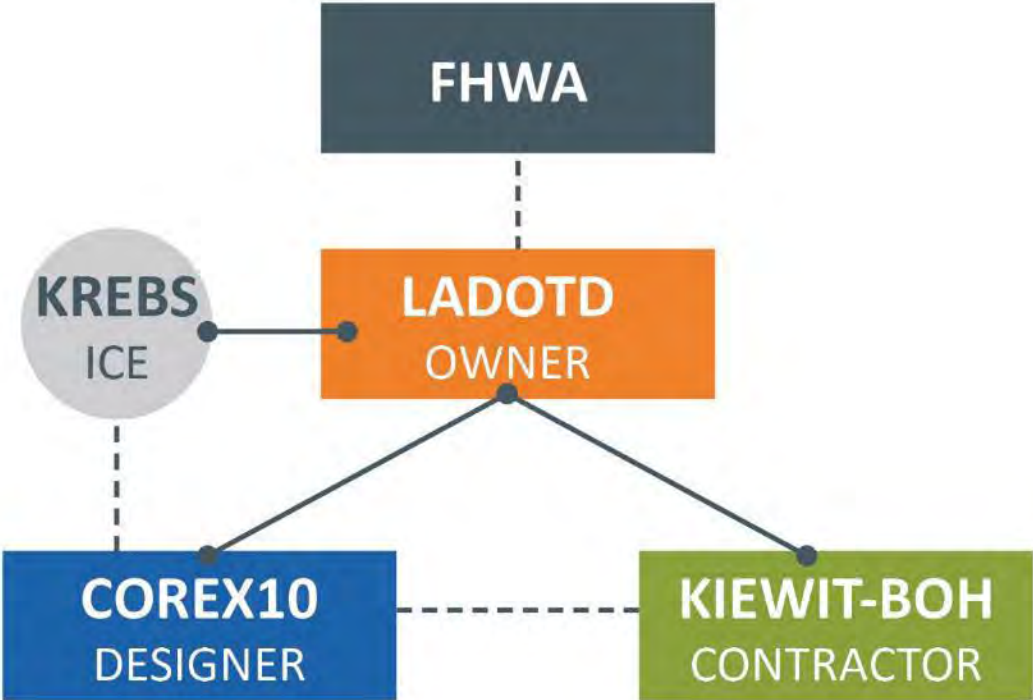


# TOTAL PROJECT LIMITS

■ LA 415 TO ESSEN LANE ON I-10 AND I-12



# MEMBERS ON THE I-10 CMAR\* PROJECT



\* CMAR = Construction Manager At Risk





# PURPOSE AND NEED OF I-10 IMPROVEMENTS



# PURPOSE AND NEED OF I-10 IMPROVEMENTS

■ ENVIRONMENTAL ASSESSMENT DATED NOVEMBER 2020 (FONSI 2/12/2021)

- 1. Additional capacity in each direction is needed to alleviate congestion and reduce travel times.**
  
- 2. Update the current design by:**
  - Addition of shoulders for emergency use
  - Longer acceleration and deceleration lanes for increased merge distance
  - Lane arrangements that reduce weaving
  - Extend the life expectancy of existing infrastructure; replace structures



# ANTICIPATED BENEFITS OF FULL PROJECT COMPLETION

## ■ TRAVEL TIME REDUCTIONS

- The additional through-lanes provide additional capacity, reducing congestion.
- Traffic modeling suggests that post-construction travel times may be reduced anywhere from 2% to 18% during peak travel times from the Mississippi River Bridge to the I-10/I-12 split.
  - This variability depends upon the direction of travel and morning or afternoon peak travel.
  - Assume time reductions at date of completion of total project.
  - Assumes exiting and post-construction volumes will be the same for the purpose of comparison.
  - This assumes no incidents block lanes, free-flowing traffic conditions.
  - These time improvements on I-10 do not reflect construction of the other regional mega projects.



# REGIONAL MEGA-PROJECTS

## ■ DOTD SPONSORED:

- Improving I-10 (Construction)
- New south bridge (NEPA)
- North Bypass (Statewide Plan)
- LA1 to LA 415 Connector (Design)
- Widen I-10, LA 73 to LA 22 (Planning)
- Widen I-12, Satsuma to Hammond (Planning)




CAPITAL REGION



# ANTICIPATED BENEFITS OF FULL PROJECT COMPLETION

## ■ SUMMARY

- Commuters need **predictability** and **reliability** as they travel on I-10 through Baton Rouge.
  - Improvements to I-10 will **reduce congestion** and allow drivers to plan their trips with increased assurance that they will reach their destination at the scheduled time.
  - Safety benefits of the project include a nearly **10% reduction of anticipated crashes**, and even greater reductions in fatality or injury causing crashes.
  - Improved infrastructure includes noise reduction, community connections and **context sensitive solutions**, providing **amenities** to area residents and visitors.
- 

# SOUTHEAST LOUISIANA EVACUATION ROUTES

## NO CONTRAFLOW IN BATON ROUGE

### SOUTHEAST LOUISIANA EVACUATION PLAN

**Legend**

- Index Map Reference
- Contraflow Crossover
- I-10 West NORMAL Flow
- I-10 West to I-55 North NORMAL Flow
- I-10 East to I-59 North NORMAL Flow
- Causeway to I-12 West to I-55 North NORMAL Flow
- I-10 West to I-59 North NORMAL Flow
- I-12 West to US 190 West NORMAL Flow
- I-59 North CONTRAFLOW
- I-55 North CONTRAFLOW
- I-10 West CONTRAFLOW



### ALL ABOUT CONTRAFLOW

The decision to use contraflow occurs when (1) the city of New Orleans and the metro parishes call for a mandatory evacuation and (2) there's a slow-moving Category 3 or higher hurricane in the gulf. The decision to invoke contraflow must be made 72 hours in advance. There is an immense amount of preparation that goes into successful contraflow.

**WHY ISN'T CONTRAFLOW ALWAYS USED?**

In some situations, it's far quicker to encourage citizens to evacuate rather than spend time and resources setting up contraflow. Also, some hurricanes experience rapid intensification and there simply isn't enough time to use contraflow. This was one of the reasons contraflow wasn't used for Hurricane Ida in 2021.

Whether or not contraflow is used, be sure to plan ahead when there's a storm approaching and don't wait until the last minute to evacuate.

Once the call is made to use contraflow, DOTD crews load barricades, cones, barrels, and other traffic-control devices. Then they block off hundreds of intersections. Engineers have to go to hundreds of signal boxes to reprogram traffic lights for contraflow. DOTD also has to finish transporting evacuees from parish pickup points, and various emergency response agencies must finish staging equipment and personnel to respond quickly after the storm. Additionally, DOTD must coordinate with nearby states and various law enforcement agencies, as well as have crews set up the interstates for contraflow traffic patterns.

**DON'T FORGET TO GO NORTH!**

Louisiana has several major north/south routes that will allow traffic to head away from the coast. As always, the key is to plan ahead and evacuate before it's too late.

For much more information about contraflow and everything else related to emergency preparedness, please scan the QR code to visit the Governor's Office of Homeland Security and Emergency Preparedness (GOHSEP) website.

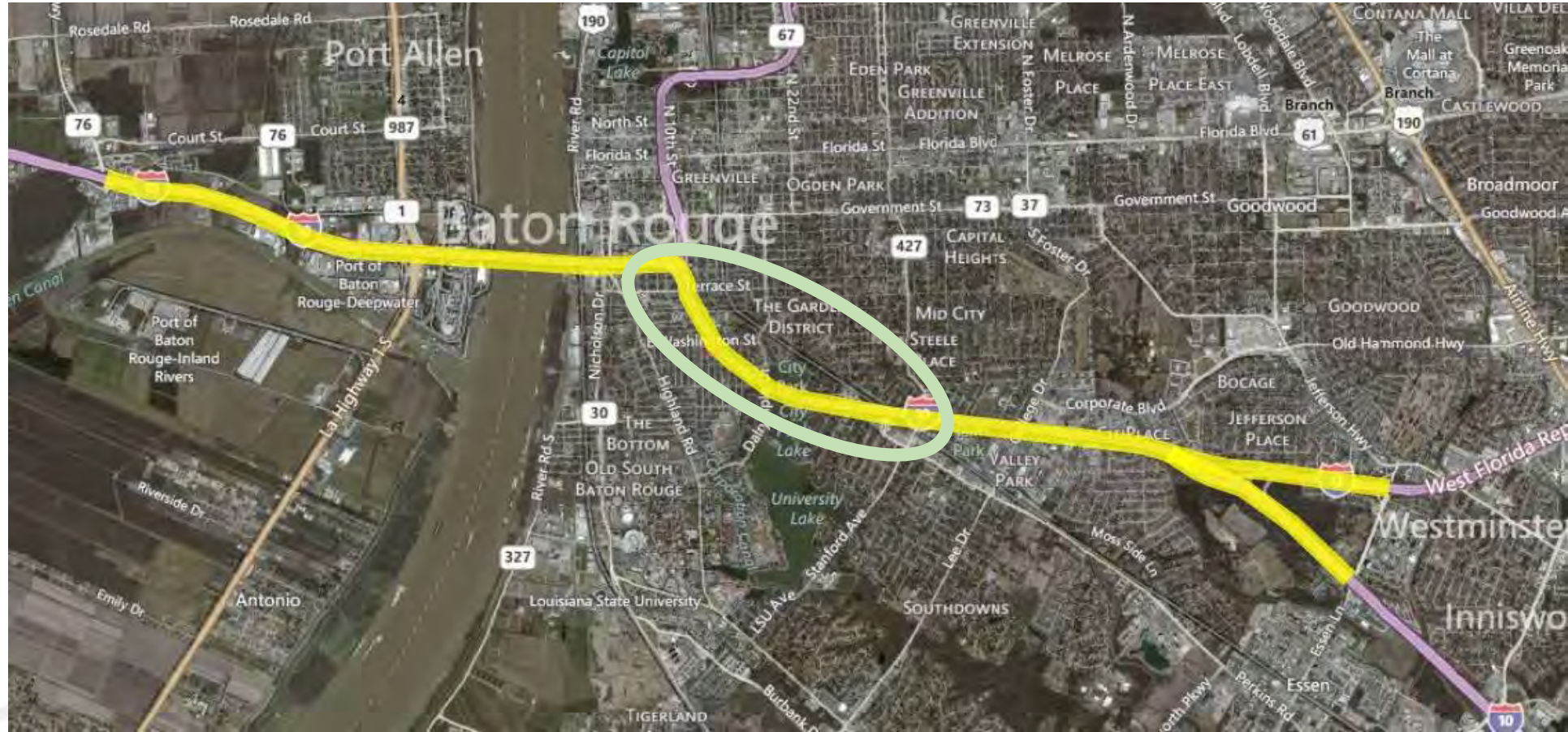
To see up-to-the-minute traffic situations across the state, please scan the QR code to visit DOTD's 511 travel information website.





# SEGMENT 1 PROJECT LIMITS

■ WEST OF WASHINGTON STREET TO EAST OF ACADIAN THRUWAY





## DOTD ANALYZING CONSTRUCTION PHASING FOR I-10 WIDENING, RECONSTRUCTION PROJECT IN BATON ROUGE AREA

**Baton Rouge** – The Louisiana Department of Transportation and Development (DOTD) is exploring options for stage 2 of the I-10 reconstruction and widening project between I-110 and Acadian Thruway. Stage 2 of construction is currently set to begin in early 2025. The decision to examine other options stems from the public meeting held on March 7, 2023, in which concerns were expressed about traffic impacts and construction time.

DOTD and its I-10 widening project team are evaluating traffic management options comparing maintaining two lanes versus three lanes in each direction during stage 2 construction. Schedule, cost, traffic impacts, and supply chain reliability are all being considered. The analysis should be completed by December 2023, at which time the department will submit the results to the Federal Highway Administration for review.

Current construction work will not be impacted by the stage 2 traffic management analysis.

DOTD will keep the public updated throughout the entire process. For information regarding the widening project, please visit **i10br.com**.



# ANTICIPATED SCHEDULE OF CONSTRUCTION

Subject to Change

Possibly 3 lanes each direction, pending DOTD decision.

Minimum 2 lanes each direction on I-10 mainline

2023 — 2025

Stage 1

Permanent construction of WB City Park Lake Bridge and EB Service Road;  
Widen Westbound Flyover Curve towards Mississippi River Bridge; Temporary Widening of Westbound, Acadian to I-110

2025 — 2026

Stage 2

Demo & Rebuild Eastbound Bridges (12 - 16 month duration)

2026 — 2027

Stage 3

Lane shifts, Restoration to 3 Lanes Each Direction

2027—2028

Stage 4

Shift traffic to new EB lanes;  
Demo & Rebuild Westbound Bridges;  
(open 4-lanes each direction on I-10 at end of Stage 4)

2028

Stage 5

Complete Construction

local



online



# I-10 CMAR

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*Greenfield sequence of Construction to maintain traffic  
I-10 Washington Bridge*



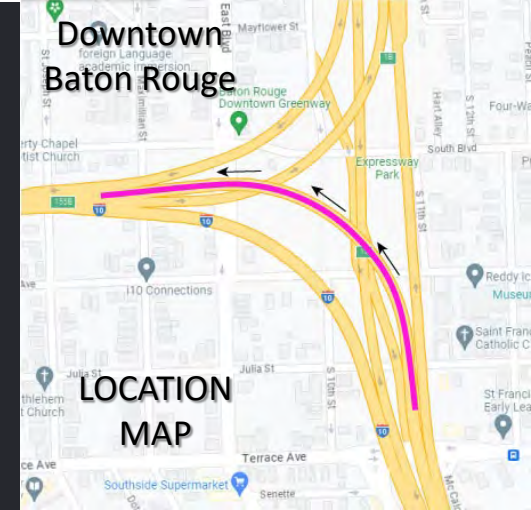
# PROPOSED FLYOVER WIDENING I-10 WESTBOUND

# STAGE 1

Approximately 21 months  
(EWP 3R, 3a, 3b)

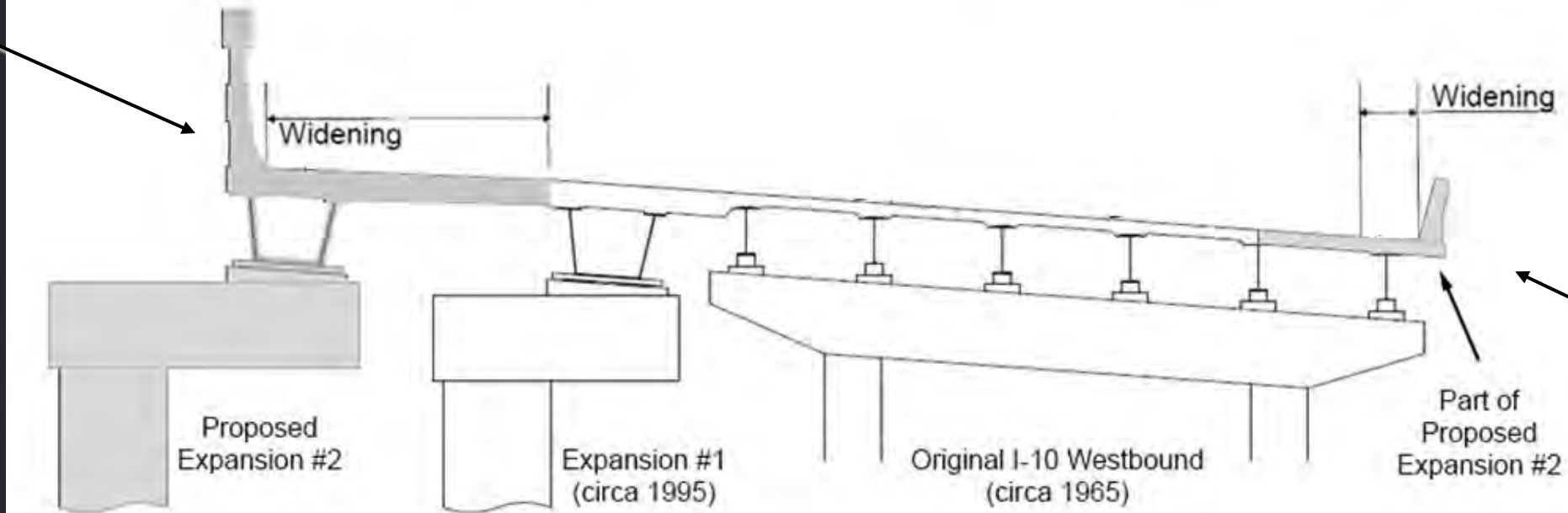
Late 2023 — 2025

CROSS SECTION VIEW



Proposed Widening of I-10 Westbound "Flyover" Curve at I-110 Interchange

Widening on  
New  
Substructure



Cantilever  
Widening





# STAGE 1

(EWP 3R, 3a, 3b)

Approximately 21 months  
2023 – 2025



Mainline traffic to have 3 lanes open in each direction

Temporary widening of westbound bridge







# STAGE 2

(EWP EB) Approximately 12 to 16 months  
ANTICIPATED TO BEGIN 4<sup>th</sup> QUARTER 2025

Overpass temporarily widened to accommodate 4 or 6 traffic lanes based on analysis.

I-10 eastbound closed

I-10 eastbound crossover





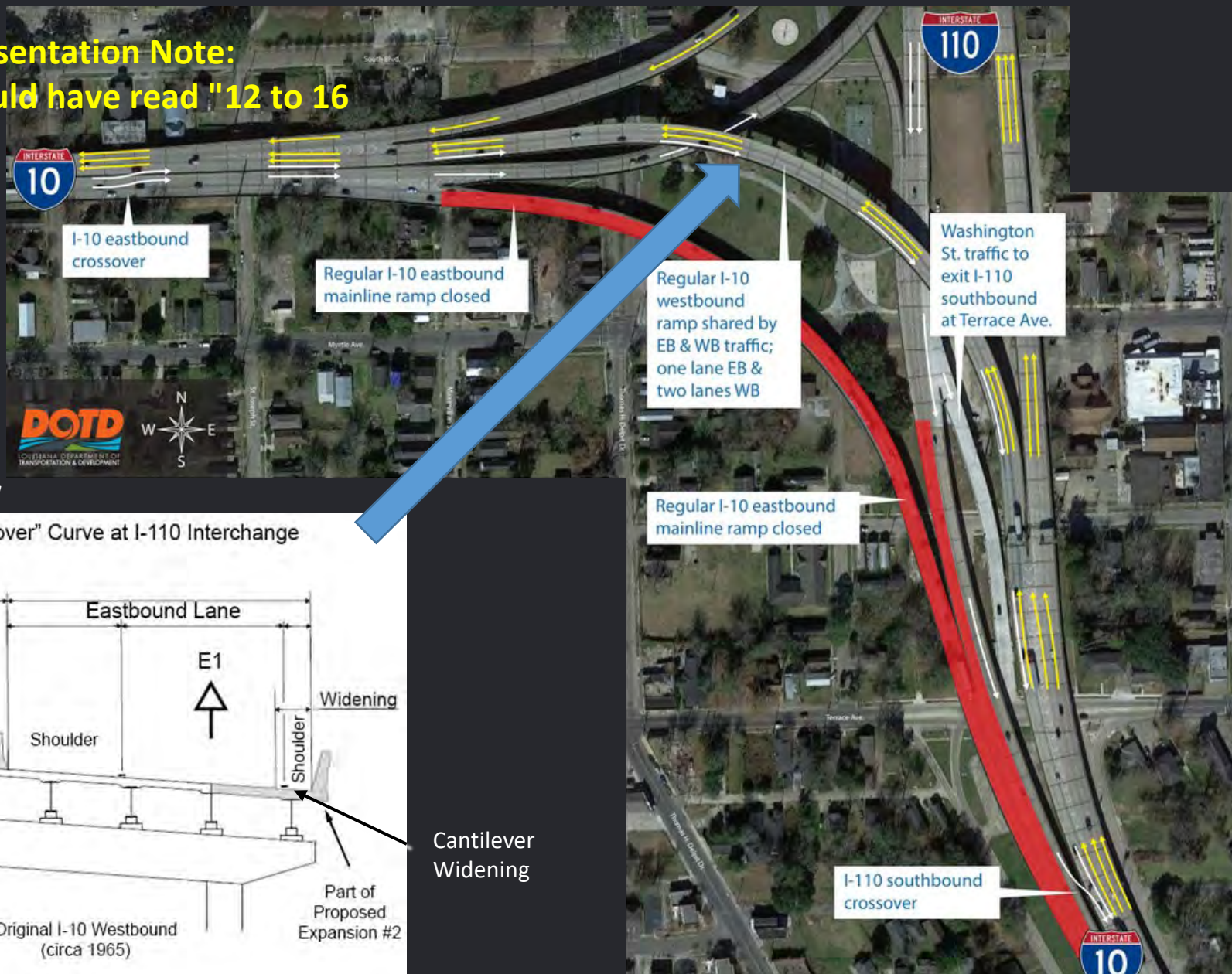
# I-10 AT I-110 DOWNTOWN BATON ROUGE

## PLAN VIEW

# STAGE 2

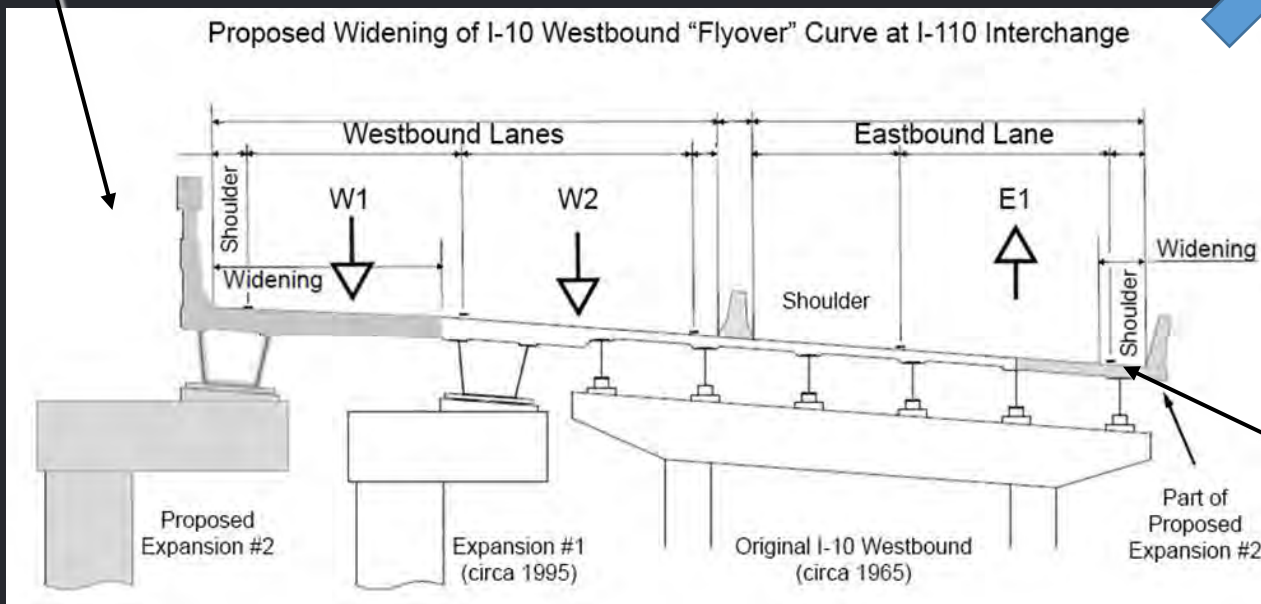
Post-Presentation Note:  
This should have read "12 to 16 months"

Approximately 16 months  
ANTICIPATED TO BEGIN 2025



Widening on  
New  
Substructure

## CROSS SECTION VIEW



Cantilever  
Widening

Subject to Change





# STAGE 3

(EWP EB) Approximately 10 months  
ANTICIPATED TO BEGIN LATE 2026



Mainline traffic to have 3 lanes open in each direction

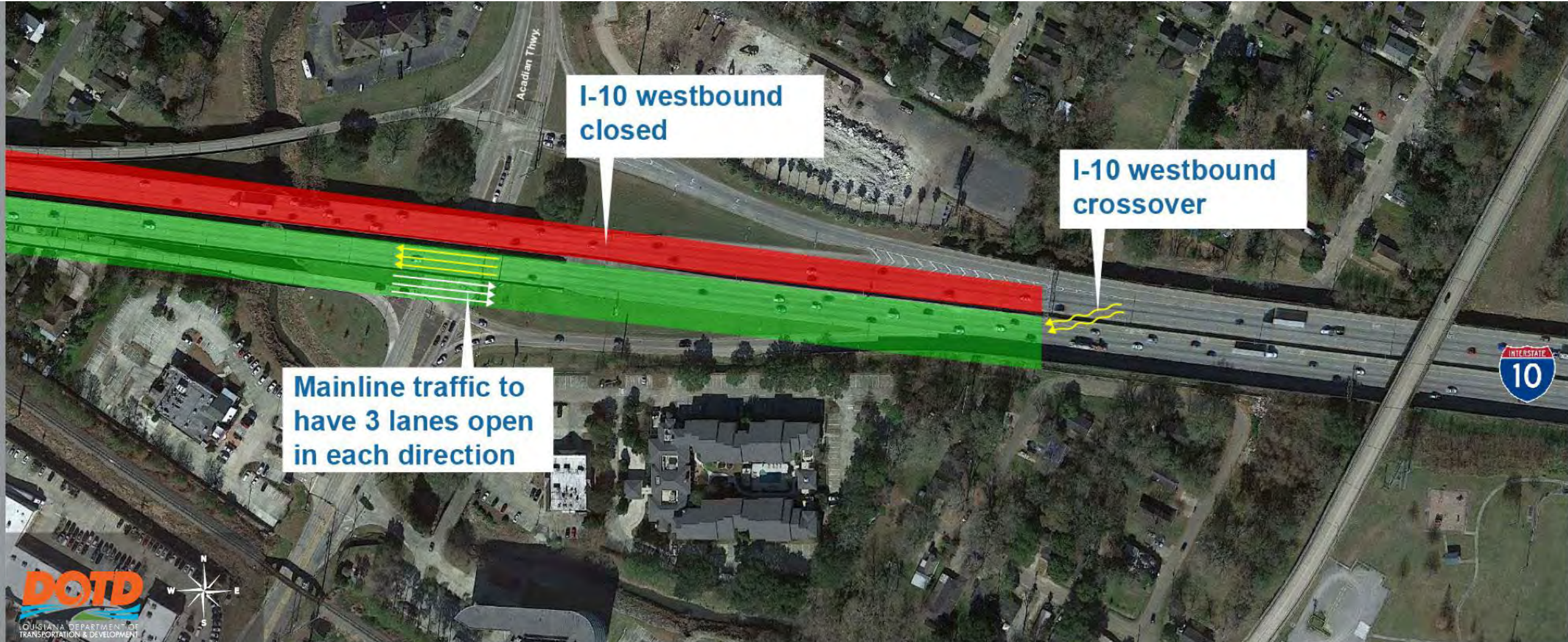






# STAGE 4

(Segment 1 GMP) Approximately 12 months  
ANTICIPATED TO OCCUR 2027 - 2028

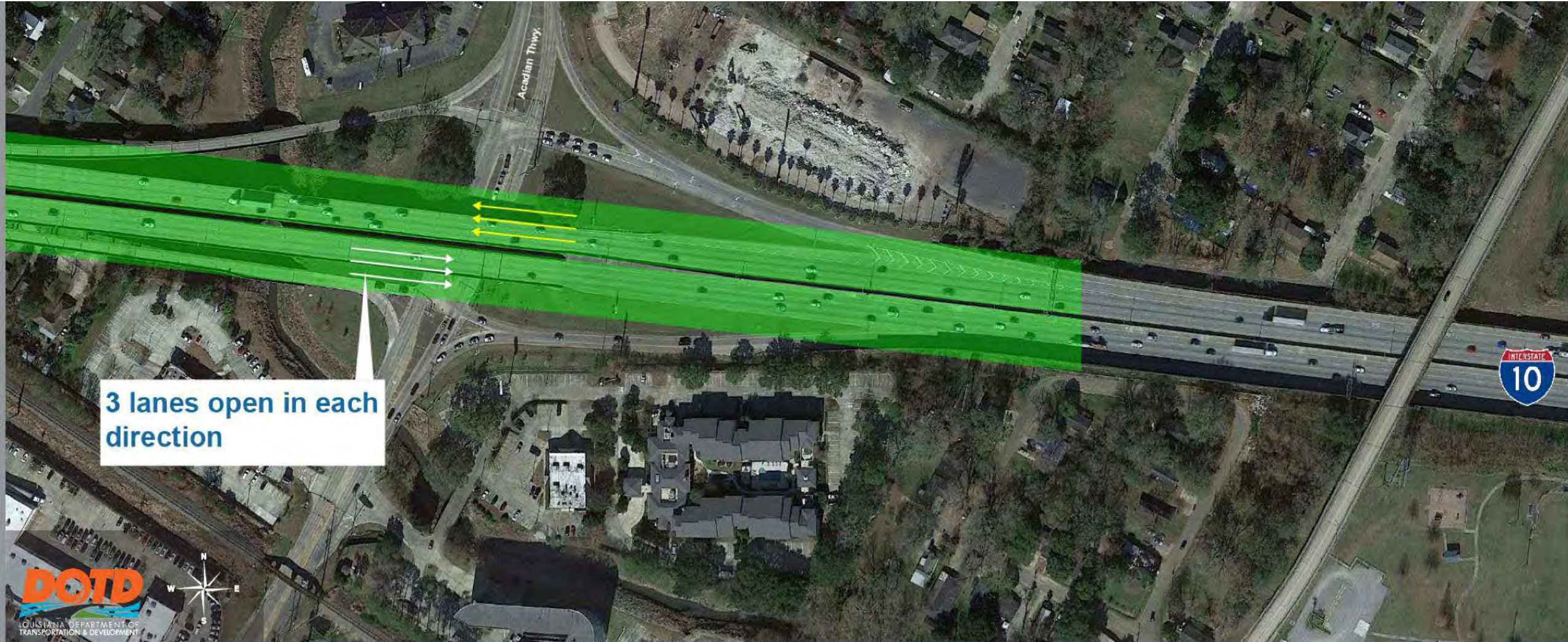






# STAGE 5

(Segment 1 GMP) Approximately 6 months  
ANTICIPATED TO BEGIN 2028



3 lanes open in each direction

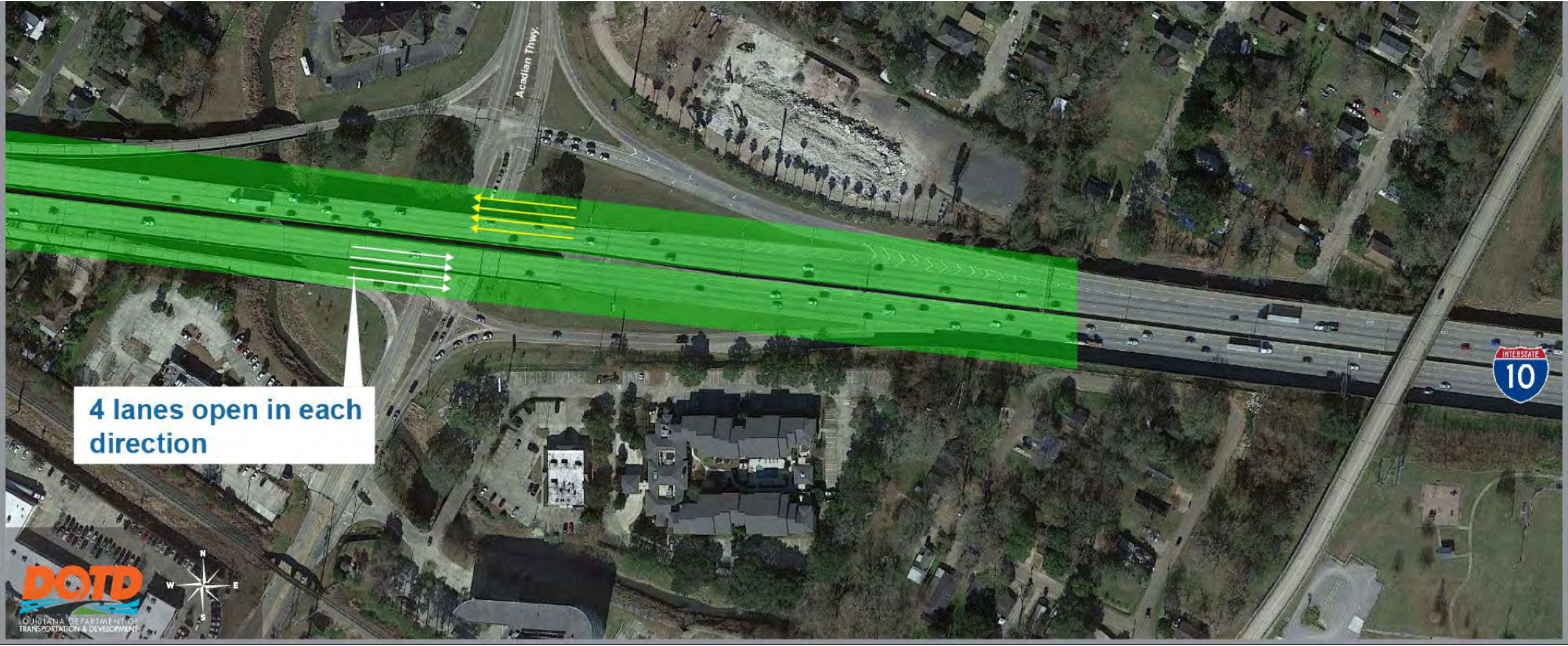






# FINAL

## CONSTRUCTION COMPLETE LATE 2028



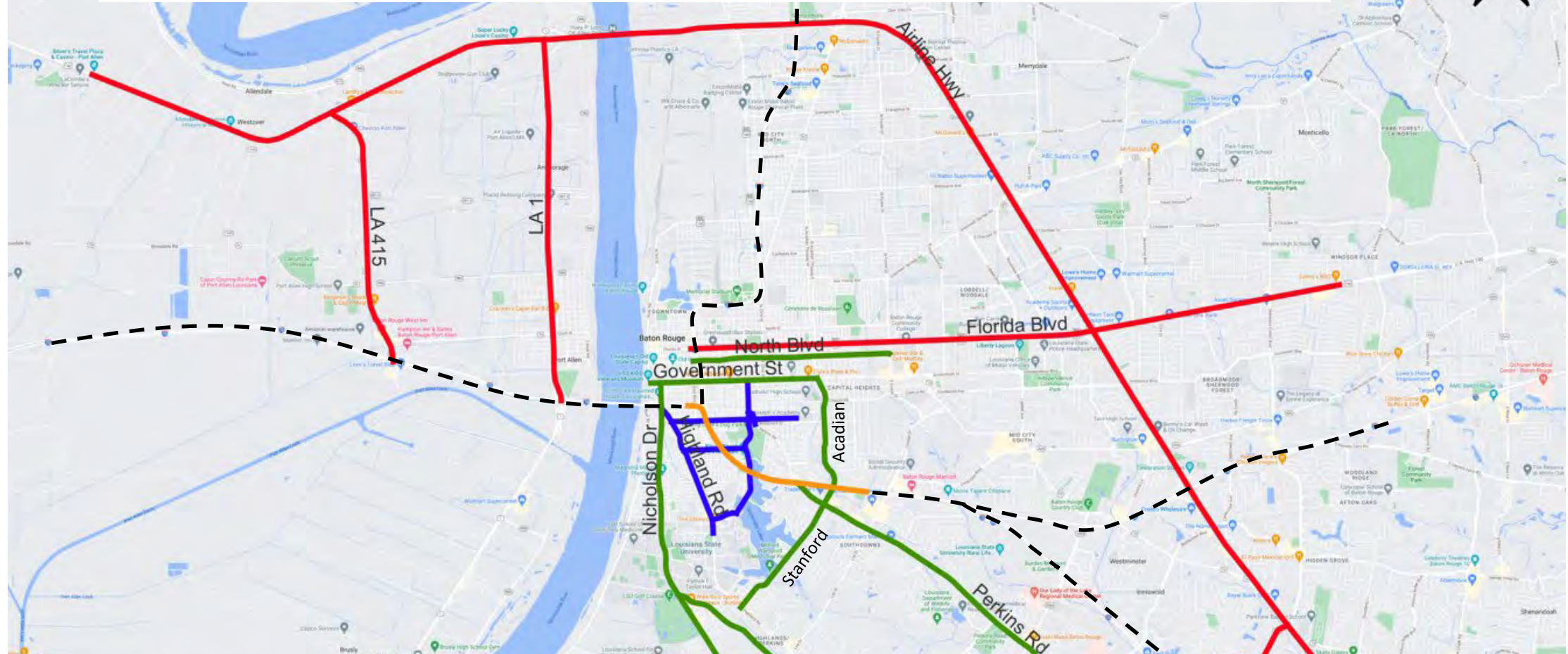
4 lanes open in each direction



LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT



# ALTERNATE CORRIDORS DURING CONSTRUCTION



Construction Area

Primary Alternate Routes

Secondary Alternate Routes

Local Alternate Routes

Adaptive Signal Corridors

Adaptive Signal or Timing/Phasing Adjustment Corridors



# MAINTENANCE OF TRAFFIC DURING CONSTRUCTION



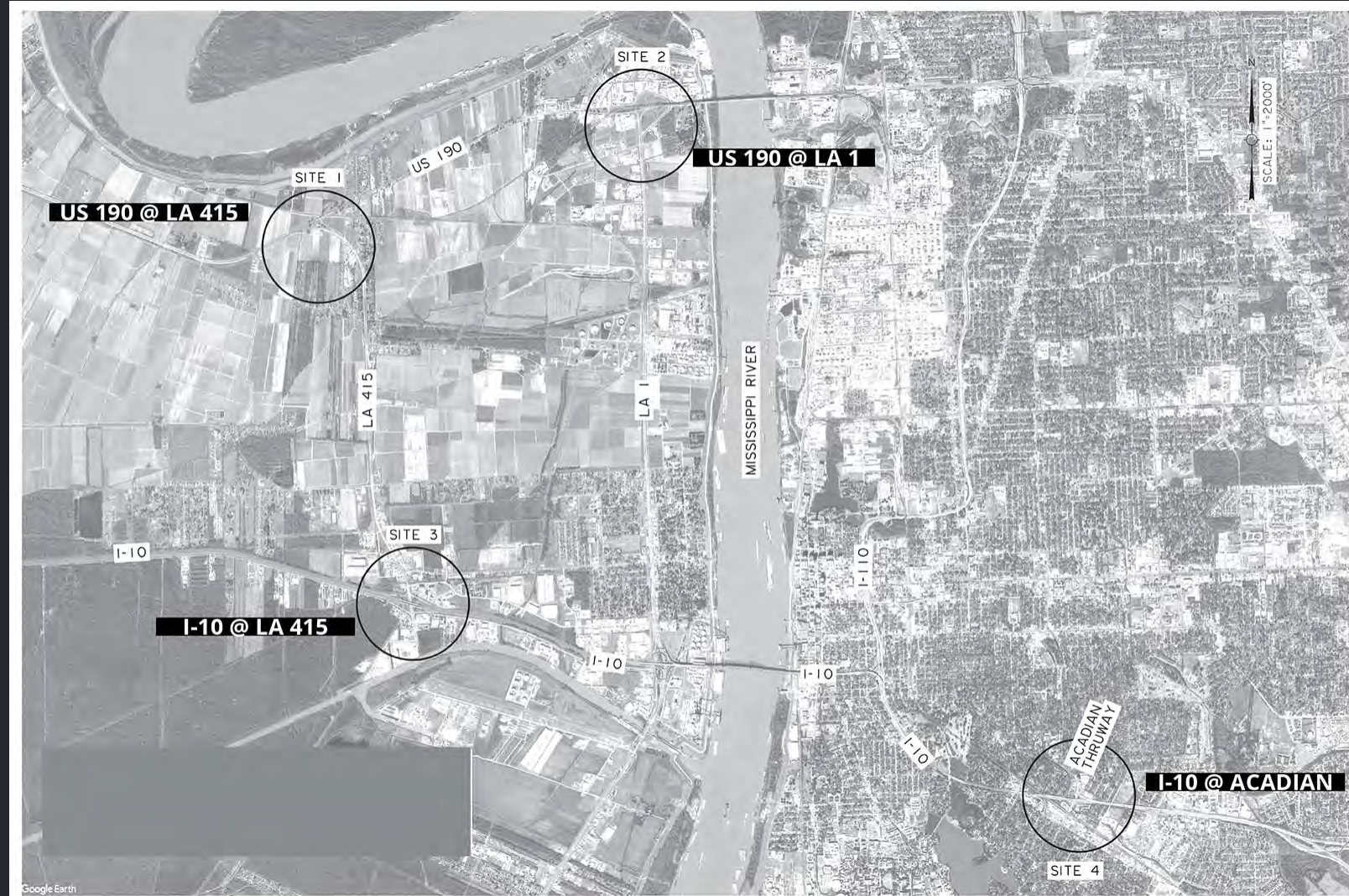
Photo July 20, 2023



# MAINTENANCE OF TRAFFIC / CONSTRUCTABILITY

## TRAFFIC MITIGATION DURING CONSTRUCTION:

1. Offsite Improvements: new temporary signal, striping and signing improvements on existing roadways
2. Adaptive Signal Timing on major alternate routes

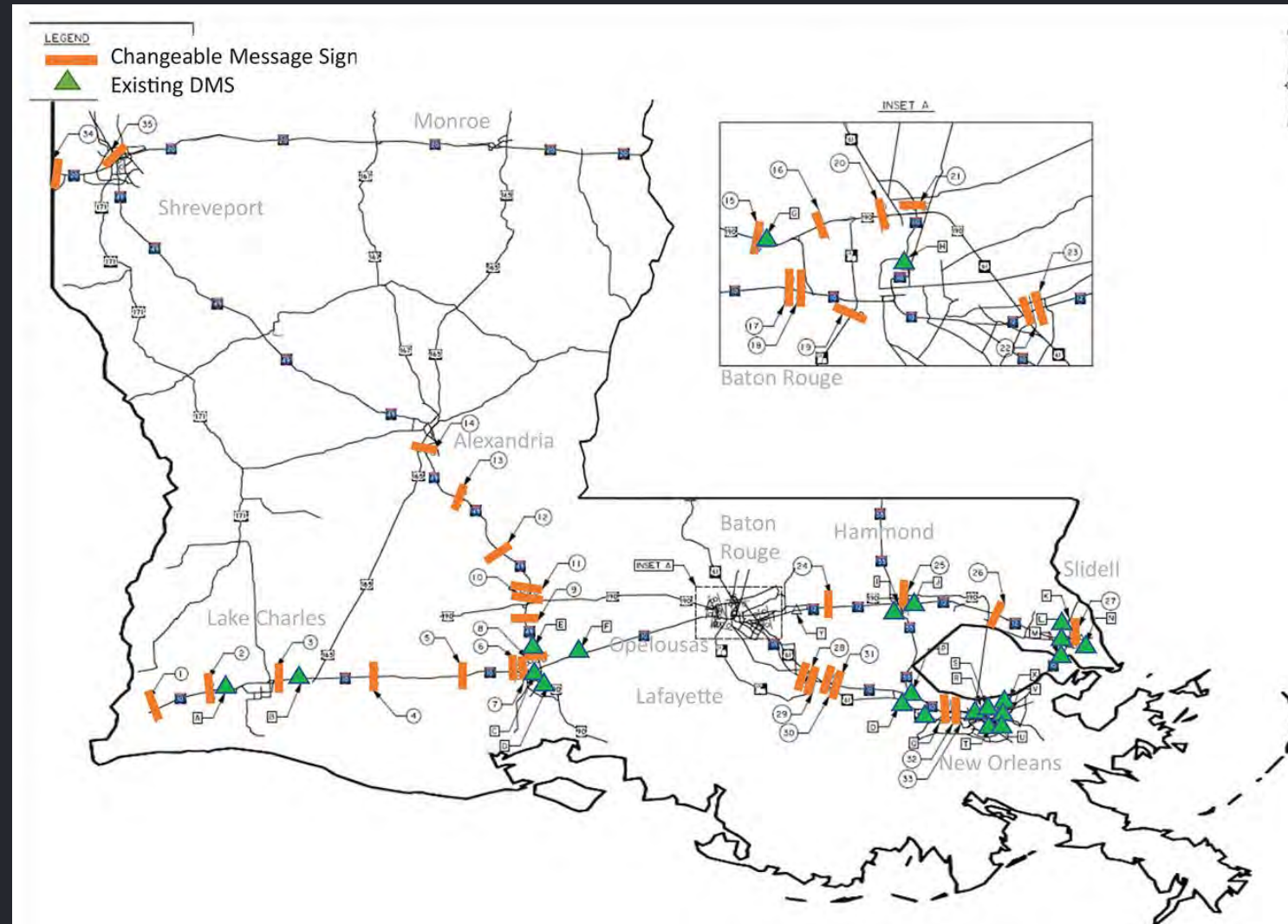




# MAINTENANCE OF TRAFFIC / CONSTRUCTABILITY

## TRAFFIC MITIGATION DURING CONSTRUCTION:

3. Statewide Advance Signing on I-10, I-20, and I-49 to suggest alternate routes



EXAMPLE CHANGEABLE MESSAGE SIGNS



SIGN MESSAGES

A table titled "CMS Sign Messages" listing various message codes and their corresponding colors. The table is organized into two columns of messages, with color-coded bars on the right side of each column. The colors range from yellow to green, indicating different levels of message priority or type.

Message Code	Color
1	Yellow
2	Yellow
3	Yellow
4	Yellow
5	Yellow
6	Yellow
7	Yellow
8	Yellow
9	Yellow
10	Yellow
11	Yellow
12	Yellow
13	Yellow
14	Yellow
15	Yellow
16	Yellow
17	Yellow
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99	Yellow
100	Yellow



# MAINTENANCE OF TRAFFIC / CONSTRUCTABILITY

## TRAFFIC MITIGATION DURING CONSTRUCTION:

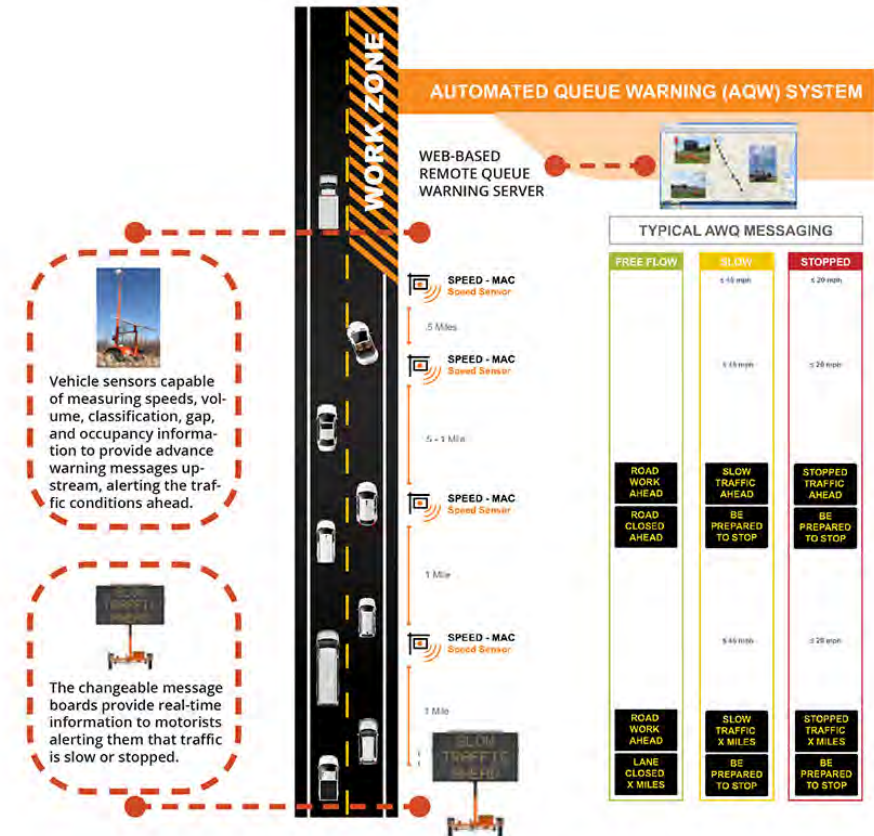
### 4. Queue Detection System

#### SYSTEM FEATURES

- Portable Vehicle Sensors and Message boards for swift deployment and flexibility of relocation
- Proven radar technology for accurate speed & count
- Pick up vehicle speeds for up to 3 lanes
- Video Traffic Monitoring using CCTV Camera Trailers
- Battery bank sized for 30-day autonomy
- Digital cellular communications

#### AUTOMATED QUEUE WARNING OBJECTIVES

- Improve worker & motorist safety
- Decrease motorist speeds approaching work zones
- Reduce work zone rear-end collisions
- Provide real-time information to motoring public






# MAINTENANCE OF TRAFFIC / CONSTRUCTABILITY


## TRAFFIC MITIGATION DURING CONSTRUCTION:

5. Evaluate changes to transit delivery schedules for optimum route timing
6. Working with trucking industry for corridor avoidance, and/or off-peak trips
7. Peak Hour Traffic Reductions due to work schedule adjustments for State agencies
8. Encourage local businesses, industry and universities to offer flex schedules and remote work/study
9. Encourage ride sharing

Example	Mon	Tue	Wed	Thu	Fri
A	10 hours	10 hours	10 hours	10 hours	Off
B	10 hours	10 hours	10 hours	5 hours	5 hours
C	9 hours	9 hours	9 hours	9 hours	4 hours



Welcome to Commuter Krewe



Try it one time  
Tell us where you're going - we'll help you find someone to ride with.

[Find a Ride](#)

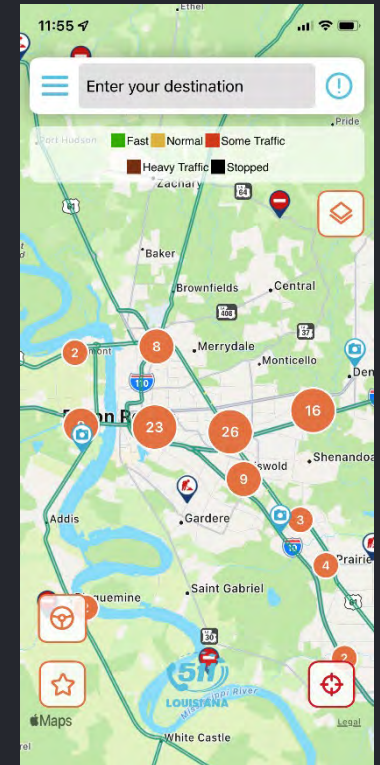
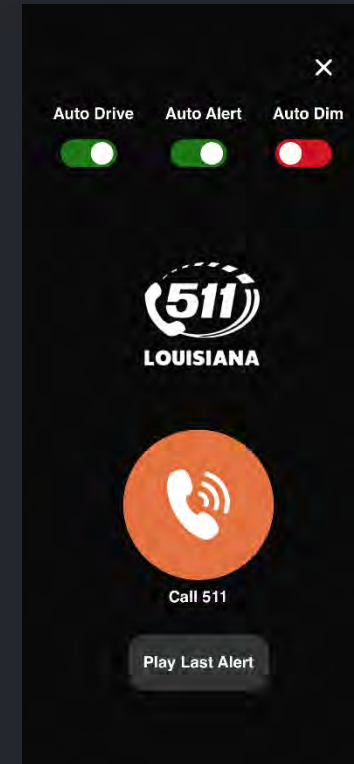




# MAINTENANCE OF TRAFFIC / CONSTRUCTABILITY

## TRAFFIC MITIGATION DURING CONSTRUCTION:

10. Presence of additional MAP trucks / Quick Response Team
11. Presence of dedicated law enforcement at head of queues, and additional officers patrolling corridor
12. Regional coordination among law enforcement agencies
13. Promotion of DOTD's 511 service and app







# INCIDENT MANAGEMENT PLAN

## INCIDENT MANAGEMENT TASK FORCE

### Tasks

- Planning & Coordination
- Regular Task Force Meetings
- Traffic Incident Management (TIM) Training

### Members

- LADOTD
- BRPD
- BRFD
- EMS
- MAP
- TMC
- LSP
- WBRSO
- EBRSO
- Traffic Consultants
- KB
- COREX10







# INCIDENT MANAGEMENT PLAN

## Roster

- 2 MAP trucks  
(maintenance contract)
- Quick Response Teams,  
each consists of:
  - 1 MAP Truck
  - 1 Tow Truck
  - 1 Officer
- 1 Heavy haul tow truck
- Queue officers

## Tools

- Traffic Gates
- MAP Trucks with pushing and pulling capabilities
- Queue detection system
- 10 Additional temporary CCTVs
- Contractor: 4 truck mounted attenuators





# CC/CSS AND NEPA COMMITMENTS



**City Park Lake Bridge**

**Greenway**

**Noisewalls**

**Perkins Road Area**

*The following exhibits are for illustrative purposes and are subject to change as designs are refined.*





CITY PARK LAKE BRIDGE



# WASHINGTON STREET CORRIDOR - OVERALL PLAN



WASHINGTON BRIDGE  
AREA



# WASHINGTON STREET AREA

VIEW FROM INSIDE ACTIVITY NODE



- Graffiti Wall
- Durable, Low Maintenance Hardscape
- Ball Court

# WASHINGTON BRIDGE AREA

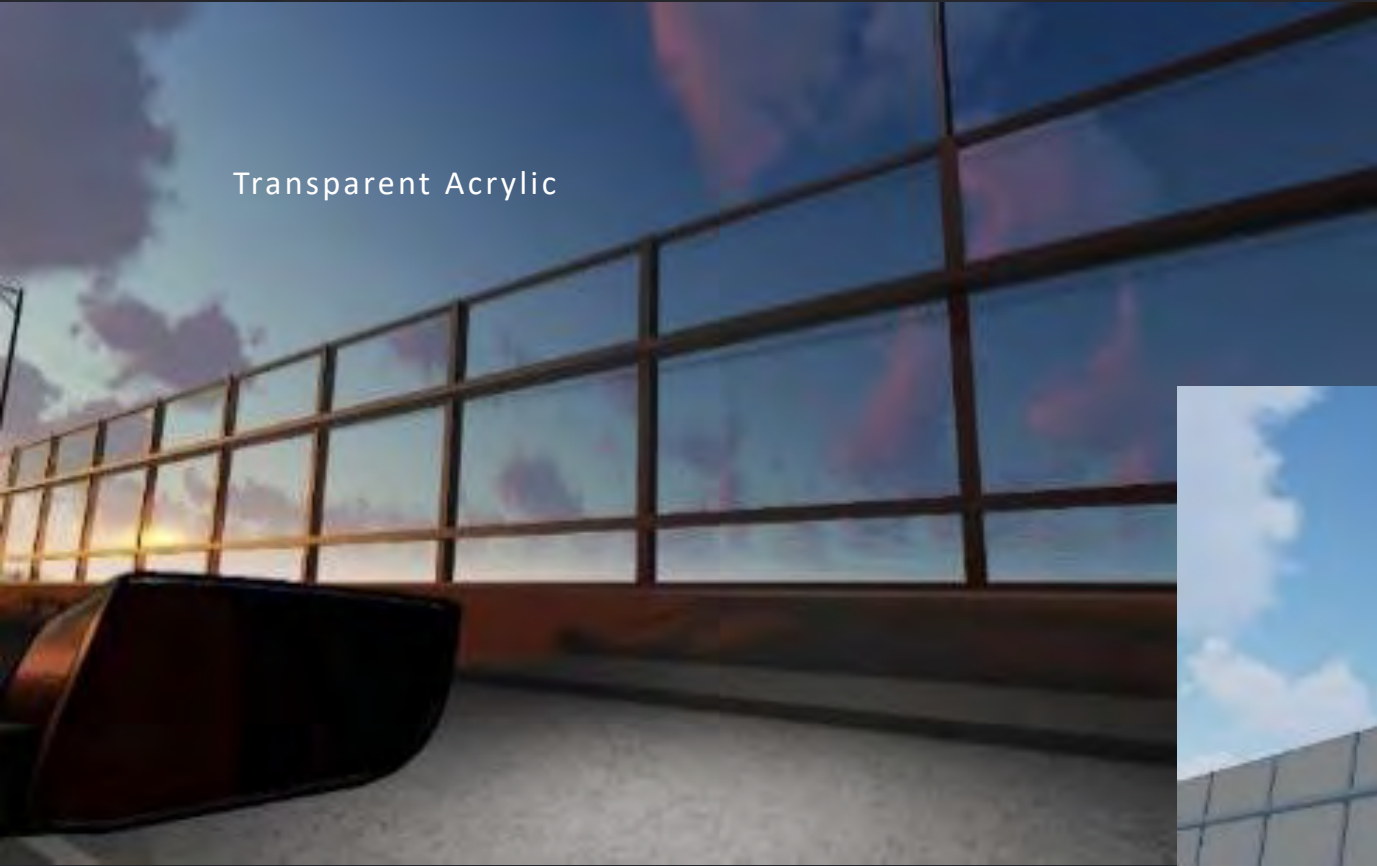




# NOISE WALLS

## Design Options

Transparent Acrylic



Opaque Acrylic





# PERKINS BRIDGE AREA

## PERKINS ROAD AND OVERPASS PARK OVERALL PLAN





# PERKINS ROAD AREA

PERKINS ROAD UNDER I-10 WESTBOUND LOOKING TOWARDS HOLLYDALE AVENUE



RENDERING IS FOR INFORMATION AND UNDERSTANDING OF CONCEPTS - DESIGN DETAILS ARE SUBJECT TO REFINEMENT

# PERKINS BRIDGE AREA

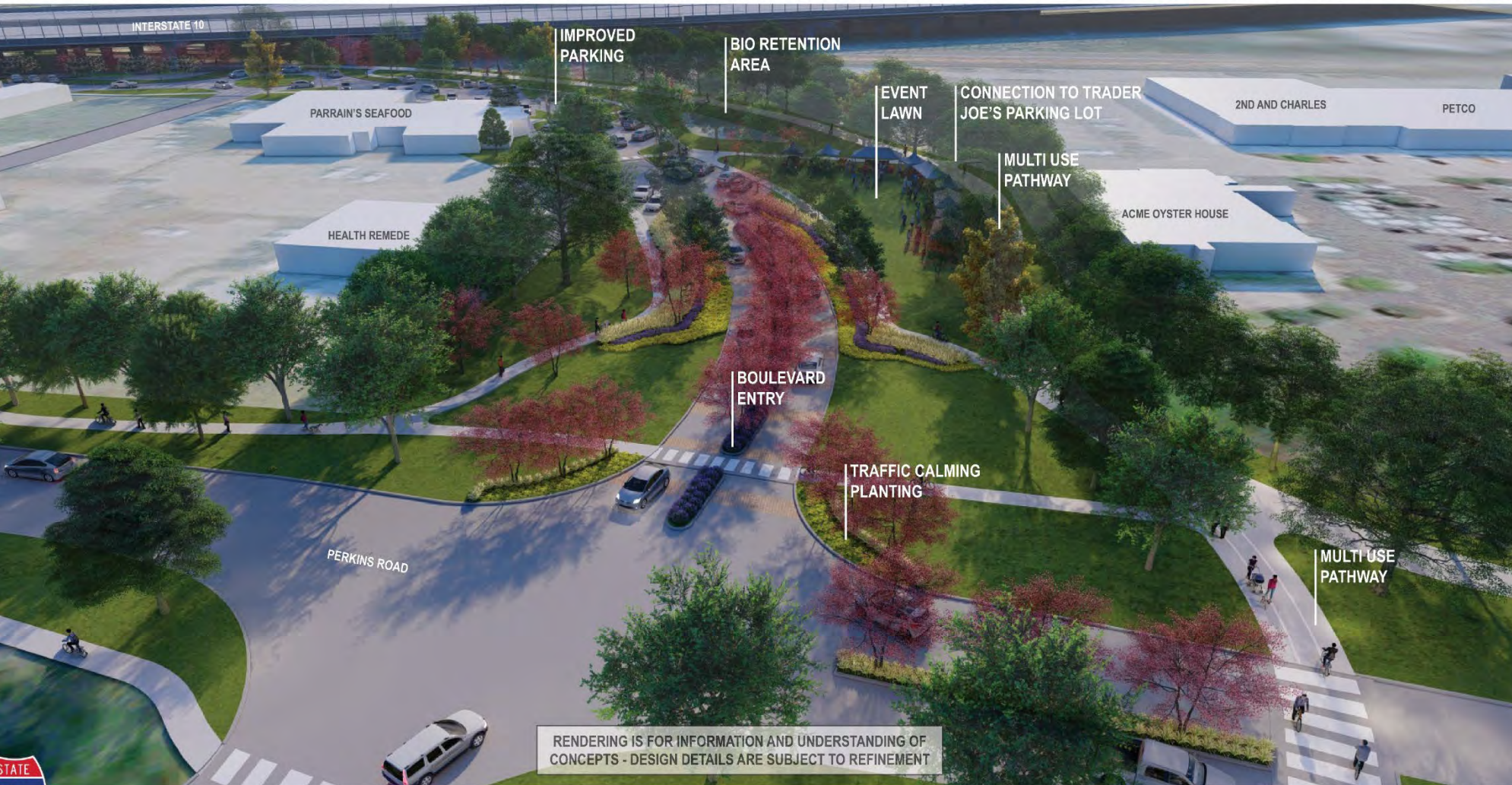
- Safety and decorative lighting
- Sidewalks & pedestrian plazas
- Limited Landscaping





# PERKINS ROAD AREA

BIRD'S EYE VIEW OF EXTENDED PARKING LOT ENTRANCE FROM PERKINS ROAD AND GLENDALE AVENUE



RENDERING IS FOR INFORMATION AND UNDERSTANDING OF CONCEPTS - DESIGN DETAILS ARE SUBJECT TO REFINEMENT

# PERKINS BRIDGE AREA

Right-of-Way  
Formerly Occupied  
by Ramps







**CONSTRUCTION  
ACTIVITY**



# CURRENT CONSTRUCTION ACTIVITY

- • SURVEYING / ROW UTILITIES
  - Land / topographic surveying and utility work within State right-of-way
  - ROW clearing along E. Harrison, Braddock, Lorri Burgess (E. Washington)
- BUILDING SURVEYS
  - Pre-construction building condition surveys along corridor, residential and institutional. Establish a benchmark of conditions.
- PILINGS
  - Test drilled shafts for pilings within Segment 1 corridor
  - Driving of piles within City Park Lake north side of I-10 for bridge
- EQUIPMENT MOBILIZATION
  - Placement of heavy equipment for construction



# UPCOMING CONSTRUCTION ACTIVITY



- CITY PARK LAKE BRIDGE & I-10 MAINLINE
  - Installation of foundation & equipment mobilization
  - Interim lane closures of Dalrymple, mostly at night.
  - Extended closure of E. Lakeshore Drive beneath I-10
  - Begin widening WB lanes of City Park Lake bridge





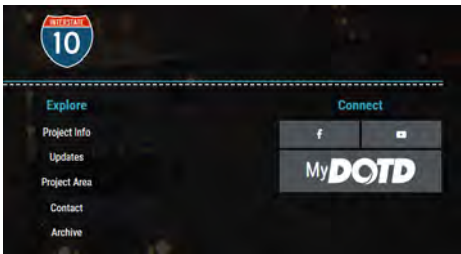
# FOR MORE INFORMATION

# I10BR.COM

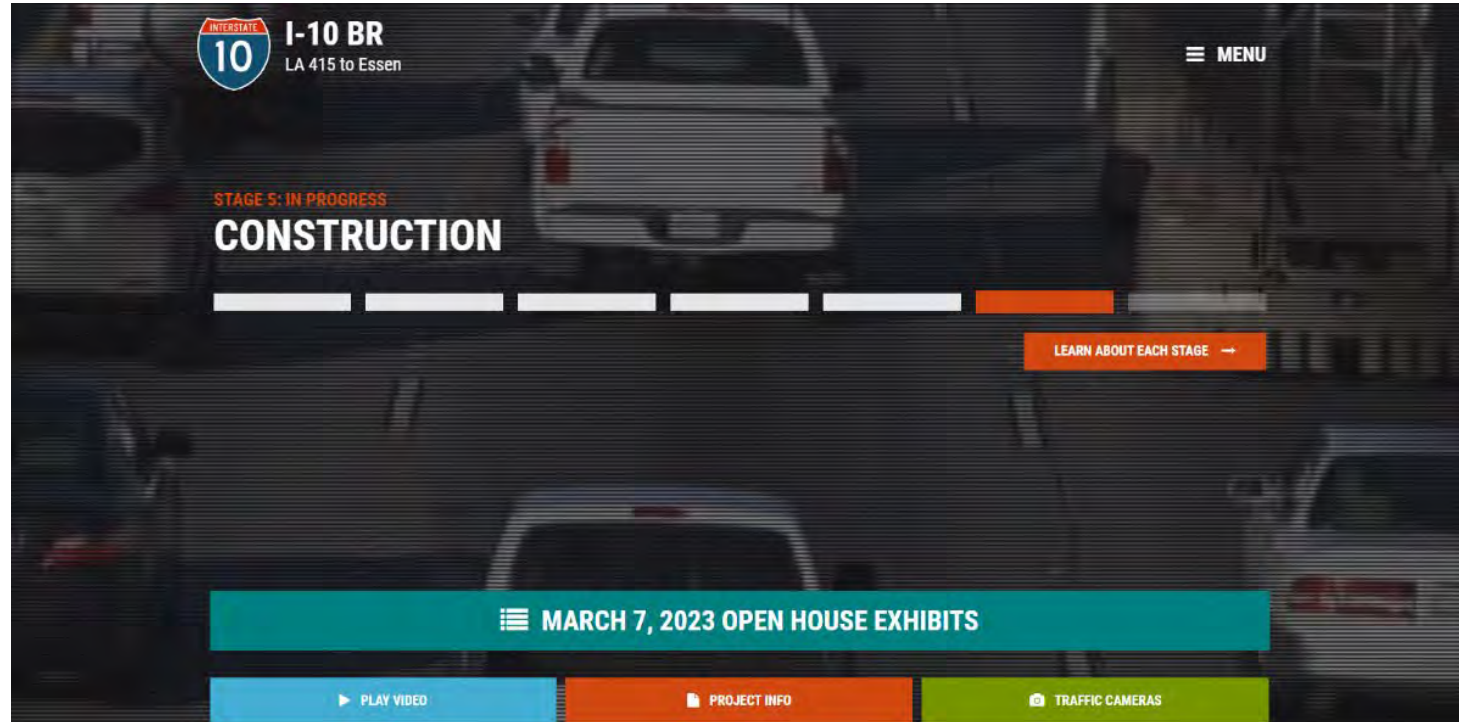
Website	Email
<a href="http://www.i10br.com">www.i10br.com</a> (also sign-up for e-news)	<a href="mailto:info@i10br.com">info@i10br.com</a>



## i10br.com footer



How To Sign Up For MyDOTD



## I-10 SEGMENT 1 BEGINS

### DOTD begins improvements within Segment 1

Segment 1 of this interstate widening project extends from the I-10 / I-110 interchange in downtown Baton Rouge eastward to include the Acadian Thruway interchange. Stage 1 construction within Segment 1 began in February 2023 and will continue through 2024. This work includes the permanent construction of a westbound portion of the I-10 bridge over City Park Lake, the temporary widening of I-10 westbound from Acadian Thruway to I-110, and the creation of a service road on the eastbound side extending Braddock Avenue to Dalrymple Drive. Stage 1 construction also includes permanent widening of the westbound flyover curve at I-110 towards the Mississippi River Bridge. The above-described work through the end of 2024 will be visible alongside I-10 through Baton Rouge, but is not expected to have significant impacts upon interstate traffic.

Learn More:

[LEAVE A COMMENT](#)

[FINAL CONDITIONS MAP](#)