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#	Comment	Response	First Name	Last Name
1	When will schedule updates be released for all construction from LA415 to Essen! The public should know what to expect for all construction.	<p>Updates to the project schedule are located on i10br.com website.</p> <p>In March of 2024, Louisiana DOTD modified the project limits of Segment 1 to extend from W. of Washington St. (Lorri Burgess Ave.) to the Perkins Road On/Off Ramps.</p> <p>The remaining sections of the total project from LA 415 to the Mississippi River Bridge and from the Perkins Road On/Off ramps to just east of College Drive will be scheduled for construction when funding sources have been identified.</p>	phillip	lillard
2	I'm not sure I understand why the deep curve isn't eased some, coming from I-10 W Bridge. Pleasantly surprised. I am very please w/ the Perkins Rd. overpass area to Acadian Rd Overpass area to Acadian.	Further "easing" of the I-10 curve (whether east or westbound) at the I-110 interchange would require additional right-of-way acquisition. The resulting FONSI (Finding of No Significant Impact) document consists of a plan to improve capacity of the interstate with minimum right-of-way acquisition. The FONSI document is located on the i10br.com website.	Jane	Schoen
3	If the braided ramps are built, will it be possible to enter I10 at Acadian and then exit at College Drive?	No. Once the braided ramp is built, it will not be possible to enter I10 EB at Acadian and then exit at College Drive. The purpose of the braided ramp is to eliminate the weaving of traffic in the eastbound direction between Acadian Thruway and College Drive. The braided ramp will not be constructed in the first Segment to be constructed which extends from W. of Washington St. (Lorri Burgess) to the Perkins Road On/Off ramps. The braided ramp may be included in a NEPA Reevaluation at a later date in a future segment.	David	Koppelman
4	Because the Acadian/college braided ramp is not part of this phase of construction, I-10 EB will still back up in the afternoon- and back up all the way back to LA 415 on the New construction. Please work to get money appropriated for the braided ramp/new Nairn bridge ASAP. The first phase does not solve I-10 EB Back up Problem at rush hour	<p>In March of 2024, Louisiana DOTD modified the project limits of Segment 1 to extend from W. of Washington St. (Lorri Burgess Ave.) to the Perkins Road On/Off Ramps.</p> <p>The braided ramp will not be constructed in Segment 1. The braided ramp may be included in a NEPA Reevaluation at a later date in a future segment.</p>	Lawrence	Rath
5	With knowledge that state funds were used to supplement sound wall extensions in areas that did not "qualify" for federal funds, the sound conditions at the 1-10/1-12 split should be re-evaluated. The LSU Ag center Botanical Research Station, Burden Museum & Gardens property along I-10 is greatly impacted by the noise from the interstate especially with the additional expansion at the split, The wildlife, nature, and mass public is greatly impacted. The wall that stops at Concord estates serves only a few number of individual residents, however, all of Baton Rouge has access to Burden and is affected by the interstate noise. The noise of the interstate disturbs the peace id the property experience and greatly affects nature and wildlife.	Comment noted.	tia	willis

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6	<p>Disappointed that DOTD is attempting to sell and proceed with this project without understanding or knowing the impact of the changes, particularly the braided section, on sound levels in nearby neighborhoods. The focus seems to be only on these places quite close to the highway, and they deserve attention, and no attention to the neighborhoods farther out. The science of sound and noise walls is that the walls will deflect sound over the closest ones but that the sound then comes down farther out. So, what will the effect be? I'm not talking about "legal" impact but rather the noise levels, whatever they may be. The people in nearby neighborhoods deserve to know the effect. I most certainly would. Perhaps someone will call to discuss. [REDACTED]</p>	<p>Noise barriers provide abatement for properties near the noise source and are performed according to the DOTD's Highway Traffic Noise Policy (July 2011, Revised October 2021). In March of 2024, Louisiana DOTD modified the project limits of Segment 1 to extend from W. of Washington St. (Lorri Burgess Ave.) to the Perkins Road On/Off Ramps. The braided ramp will not be constructed in Segment 1. The braided ramp may be included in a NEPA Reevaluation at a later date in a future segment.</p>	John	Haile
7	<p>March 16, 2023 Chris Thomas King Founder & Director The Blues Origin Institute [REDACTED] Phone: [REDACTED] Website: www.ChrisThomasKing.com</p> <p>PRESERVE BLUES LEGEND TABBY THOMAS' HOME</p> <p>The humble shotgun home sitting at 1421 East Harrison Street, on the backstreet of the Knock Knock Children's Museum near picturesque City Park Lakes, is the home of blues legend Rockin' Tabby Thomas. It should be preserved as a historical home. It is culturally important and deserving of a state marker. It would be a devastating blow to African American history in Baton Rouge and the culture of Louisiana if the home were demolished for highway expansion.</p> <p>In the 1960s, the home became the social hub of bluesmen and women of Baton Rouge. Tabby Thomas, the late cultural icon, was my father. I grew up in that home. I owe my career in the arts as a blues artist, composer, actor, and author to that community. I advocated in 1999 against the city of Baton Rouge razing our family juke joint Tabby's Blues Box and Heritage Hall at 1314 N. Blvd. Now I'm pleading to save our family home from a similar faith.</p> <p>Economic Value of Tabby's home to The City of Baton Rouge</p> <p>Tabby's home is a potential tourist attraction. The Mississippi Delta Blues Trail brings millions of dollars into small, disadvantaged counties across the state of Mississippi, such as Clarksdale, Bolivar, Leflore, Sunflower, and Yazoo counties. Blues fans from around the world visit the Mississippi Delta to experience its Blues Trail. In 2016, travel and tourism expenditures in the Mississippi Delta amounted to \$850 million supporting 10,150 jobs and contributing \$98.9 million in tax collections. In Coahoma County alone, home to Clarksdale, tourists spent more than \$68 million in 2019, according to a state tourism report. https://visitmississippi.org/wp-content/uploads/2021/05/Economic-Contribution-Report-2020.pdf</p> <p>Where are Baton Rouge's blues landmarks? Indeed, Baton Rouge is not part of the Blues Trail. Tabby's home, a potential museum, can change that. If we build it, they will come. Moreover, it could be an anchor to rezone the entire block into 1a historic African American art district extending the reach of the Children's Museum.</p>	<p>The residence at 1421 E. Harrison Street in Baton Rouge is not impacted by the I-10 widening project.</p>	Chris Thomas	King

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	<p>It is not enough to simply spare the home. Grants should be made available to sure it up and for its preservation.</p> <p>The Blues Origin Institute</p> <p>I am the founder of The Blues Origin Institute. The Blues Origin Institute is a non-profit organization committed to preserving the authentic history and culture of the blues and continuing its future. Our mission is to broaden its understanding through research and education with a priority on performance, bringing communities together in celebration. The youth must experience the music and culture for it to continue as a living art form.”</p> <p>The Blues Origin Institute has assembled an advisory board including Faulk & Winkler a Baton Rouge-based CPA firm. We want to work with the city and state to identify and preserve our blues landmarks and culture.</p>			
8	<p>Would like to see air monitors by areas of parks</p>	<p>Currently, there are no plans to place air monitors in parks.</p>	Kathy Rhorer	Wascom
9	<p>I am concerned about the noise, and the traffic build up around the Acadian Exit and on ramp. Also how will it affect people trying to come to our restaurant. The phase where you will be widening the Acadian Thruway out in front of us and TJ Ribs is also a concern... how long will it be down? How will that part work? When will they be working on that part of the road, is it overnight?</p>	<p>In March of 2024, Louisiana DOTD modified the project limits of Segment 1 to extend from W. of Washington St. (Lorri Burgess Ave.) to the Perkins Road On/Off Ramps.</p> <p>The remaining sections of the total project from LA 415 to the Mississippi River Bridge and from the Perkins Road On/Off ramps to just east of College Drive will be scheduled for construction when funding sources have been identified.</p> <p>The reconstruction of Acadian Thruway will be constructed in a future segment and would be constructed in a phased construction approach allowing ingress and egress to businesses. You can expect that the construction will occur on an expedited schedule with some multi-shift work. Overnight work will be constrained due to the environmental factors of noise and light trespass. It is anticipated that materials deliveries and staging work could occur overnight, while heavy construction occurs during daylight hours.</p>	Y'zell	Williamson
10	<p>Develop good bypasses of Baton Rouge using Sunshine and Audubon Bridges to route long haul traffic BEFORE constricting traffic on I10. THIS IS. IMPERATIVE</p>	<p>I-10 will not be permanently shut down to 2-lanes in each direction during construction as a 6-lane MOT will be provided on I-10 during all stages of construction which reflects the same number of lanes on I-10 that currently exist from the I-10/I-110 Interchange to the east. However, temporary nightly and weekend closures may be possible.</p>	Jamsie	Trendahl

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		<p>A traffic mitigation measure, Adaptive Control Technologies (ASCT) and signal timing improvements, may be made on alternate corridors. The alternate corridors would then be found on the i10BR.com website. The ASCT will be able to provide data-driven analytics and solutions, coupled with enhanced signal operations, to optimize traffic performance.</p> <p>Additionally, when some ramps are closed during each particular stage of construction the Manual on Uniform Traffic Control Plan (MUTCD), Traffic Management Plan (TMP) and Traffic Construction Plan (TCP) will be followed as well as standard traffic control plans for these closures. The Public Information Officer for the Contractor will be leading and providing public outreach which will include 511, placing notices on the i10.BR website, press releases, and notices on social media. Maps showing alternate routes will be used to inform the public. Also, an Incident Management Plan will be in place which provides for Quick Response Team(s) within the corridor which consists of Motor Assistant Patrol (MAP) vehicles, tow trucks and police officers as well as a queue detection system when appropriate.</p> <p>DOTD does not anticipate restricting trucks through the corridor at this time. Oversize and overweight vehicles will require permits following the standard procedures that are currently in place today. The project team will continue to work with the trucking industry alerting them of the I-10 construction and encouraging them to use alternate routes if suitable to their transportation logistics. The trucking industry will be notified of the construction taking place in Baton Rouge, however, they will not be restricted from traveling through Baton Rouge at rush hour or any other time.</p>		
11	How will this reduce congestion during construction?	<p>I-10 will not be permanently shut down to 2-lanes in each direction during construction as a 6-lane MOT will be provided on I-10 during all stages of construction which reflects the same number of lanes on I-10 that currently exist from the I-10/I-110 Interchange to the east. However, temporary nightly and weekend closures may be possible.</p> <p>A traffic mitigation measure, Adaptive Control Technologies (ASCT) and signal timing improvements, , may be made on alternate corridors. The alternate corridors would then be found on the I10BR.com website. The ASCT will be able to provide data-driven analytics and solutions, coupled with enhanced signal operations, to optimize traffic performance.</p> <p>Additionally, when some ramps are closed during each particular stage of construction the Manual on Uniform Traffic Control Plan (MUTCD), Traffic Management Plan (TMP) and Traffic Construction Plan (TCP) will be followed as well as standard traffic control plans for these closures. The Public Information Officer for the Contractor will be leading and providing public outreach which will include 511, placing notices on the i10.BR website, press releases, and notices on social media. Maps showing alternate routes will be used to inform the public. Also, an Incident Management Plan will be in place which provides for Quick Response Team(s) within the corridor which consists of</p>	Lucy	Kimbeng

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		Motor Assistant Patrol (MAP) vehicles, tow trucks and police officers as well as a queue detection system when appropriate.		
12	<p>What is hurricane evacuation plan for EBR & Capital Area residents? What is the specific plan for emergency vehicles re: traffic mitigation?</p>	<p>Construction projects that are on evacuation routes are monitored closely during hurricane season. Upon notification of a pending hurricane, DOTD personnel will meet daily with contractor project personnel to assure that all interstate lanes of traffic will be available for use by the traveling public for evacuation. Department personnel will be in contact with the local office of emergency preparedness to coordinate activities with them. In case of lane closures, alternate routes will be evaluated and after consultation with the local office of emergency preparedness, alternate routes will be designated for use if the primary evacuation route cannot be used to its maximum effectiveness.</p> <p>The State of Louisiana's Governor's Office of Homeland Security and Emergency Preparedness (GOHSEP), in consultation with LA DOTD, offers planning tools including the getagameplan.org website. Also, the Louisiana 511 app is recommended for identification of best routes.</p> <p>The I-10 CMAR project's Incident Management Task Force, comprised of more than 50 regional first responders and agency officials, has and continues to develop detailed plans and strategies for managing traffic incidents which may occur within the interstate corridor. For example, Quick Response Teams have been and will continue to be positioned along the corridor as well as moveable gates for access if necessary. Refer to the graphics that were displayed at Station 11 of the March 7, 2023 Public Meeting Open House at i10BR.com.</p>	pennie May	landry
13	Add additional ferries at Sunshine-Plaquemine to reduce traffic into the construction.	An additional ferry is not currently under consideration.	Shane	Morrison
14	Concerned about the traffic coming from Terrace St exit and school zones and need lights & signs for the children. The traffic has increased so much in the area.	Comment noted.	Bridgett	Knighten
15	<p>Exhibit 12- Perkins Road Area</p> <p>Please provide adequate lighting and pedestrian friendly access from the temporary parking to new parking near Hollydale or on Perkins Road. Thanks!</p>	<p>Since Segment 1 ends at Perkins Road, permanent amenities including new lighting for the Perkins Road area will not be implemented during the construction of Segment 1.</p> <p>The planned amenities at Perkins are available for viewing on i10br.com and are anticipated to be incorporated into a future project when I-10 is extended further east from Perkins Road.</p>	na	na

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16	1. Consider adding lighting specific for daytime where the vulnerable pedestrian crossing will be labeled on map as "A" - where the raised crosswalks are near the traffic circles - the light contrast in the daytime makes bikes and pedestrians harder to see. 2. Consider all the traffic calming at the spot-lane narrowing, small bulb out, etc. -force the cars to go slowly there by design choices. 3. Get input from local skateboarders on skate park design.	Lighting for multiuse path and other amenities is under consideration through partnership with City and/or BREC.	Jessica	Stroope
17	BUILD IT!	Comment noted.	Adam	knapp
18	Thanks! Let's get this built.	Comment noted.	Ann	Trappey
19	Very good presentation and displays. Good information for the public. Need to keep it up.	Comment noted.	Carole Anne	Brown
20	Study conducted and then ignored, environmental assessment was done but we need it bumped up a level to an EIS. Needs to be done soon.	DOTD has followed and will continue to follow the FHWA NEPA process.	Kathryn	Grisby
21	Need to sell house by 2024. Heart Person. A, VAD, Heart. Can't take noise. Note very much needed to be done. [REDACTED]	Comment noted.	Daniel	Matthews
22	By the time this project is completed, traffic will have increased & the City Park/Washington St/Perkins Road will have been significantly disrupted - plus all associated neighborhoods. I would support if it solved the problem. It won't.	Comment noted.	na	na
23	One big nightmare! It's Louisiana.	Comment noted.	na	na
24	Reduce speed and enforce NOW, then more lanes not needed. Invest in public Transit: Buses w/ dedicated existing lanes. Electric fleet to reduce emissions.	Comment noted.	Sylvia	Martinez
25	None of this is needed if we set the speed limit at 45 and enforce it. Add more public transit, more lanes= more emissions, more people using the interstate, etc.	Comment noted.	Stephen	Bass
26	This is a much needed project and crucial for the continued economic growth of our area. I'm 1000% supportive of the new, abbreviated timeline to get the project done. It will cause some traffic headaches, but it is much better to get the project done sooner rather than later. So tired of hearing the constant complaining about traffic in our region and then when we have a project designed to help mitigate many of the traffic problems, the same people are continuing to complain about the traffic while the project is being completed. PLEASE don't let this vocal minority dissuade you from sticking to the new abbreviated timeline for this project - it is too critical for our economy to be derailed by these busybody complainers.	Comment noted.	Quinton	Renfro

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27	<p>Perry....I'm old, so I can speak my piece. FINALLY....after-the-fact, a SHOWCASE of the I-10 widening project. In 2000, LSU Professors, Dr. Frank Bosworth and Dr. Marsha Cuddeback, had the public information contract for the DOTD Project for widening I-10. The project rented space in the Southdown Shopping Center which was manned during regular business hours. Tax payers had daily access and could see the proposed plan for the interstate widening project long in advance of implementation. Citizens could comment on it and in some cases their comments were included in the proposed design. That project to widen the interstate was aborted which was not what DOTD wanted. Another attempt to widen the interstate was made in 2015, and again the citizens did not think it was the correct plan, particularly since no effort had been made in the interim to study or consider alternatives It has been demonstrated over and over again that adding lanes to an existing interstate should not be America's traffic solution. (Google Highway Boondoggles) DOTD wanted the third time (this time) to be the charm, hence their need for an entirely new, innovative plan for public engagement and citizen input. Dog & Pony Shows & Silos. Something similar to the Showcase should have been made available to the public as well as public hearings long before now (Everyone should have had a chance to speak and be heard in the same forum....not shunted off to stations manned by underlings. In the most recent meeting someone who I know asked the same question to five different DOTD people and got five different answers....that does not breed confidence) However, for those of us who are old and live by an entirely different moral code than the one that strangles our nation today, I find the most egregious element of this entire ill-founded canard, is the Secretary of Transportation. He said one thing when in fact, even on paper, it was visible that what he was saying publicly was not what was being proposed and would be implemented. A Bait and Switch of the first magnitude. Where are the days when a man's word is his bond. scroll</p> <p>Please use this email as my comment. Thank you. Lillie Gallagher</p> <p>Dr. Frank Bosworth School of Architecture, CityLab-Orlando Professor of Practice [REDACTED]</p> <p>Dr. Marsha R. Cuddeback, office [REDACTED] mobile [REDACTED] fax [REDACTED] [REDACTED] lsu.edu id.lsu.eduNCIDQ, AIA, LEED AP BD+C</p> <p>Dr. Cuddeback has the report available in a drop box if you have an interest... Interstate 10 Widening, Baton Rouge Corridor Public Awareness Study (2000) Parsons, Brinckerhoff, Quade & Douglas Inc., \$340,357. (PI F. Bosworth, Co-PI M. Cuddeback)</p>	Comment noted.	Lillie	Gallagher
28	<p>This project will not have the impact DOTD tells us it will have. Some traffic will flow better going south on I-10 pass the split. The impact will be very minimal on I-12 east past the split. I-12 has to be improved at US 61 cloverleaf, Sherwood Forest, Millerville, and O'Neal at all exits and on ramps for rush hour traffic. These 4 areas are never going to move traffic timely or efficient. I believe and finished results will show more concrete for cars to pile on with a minimal effect. Traffic control for Big Rigs needs to be implemented, as well. Big rigs should not have access to the left lane while traveling thru this area. The left lane needs to be designated as a thru lane and not a lane for aggressive drivers to use at the last minute to exit the roadway.</p>	<p>The limits of this project are LA 415 in Port Allen and Essen Lane in Baton Rouge. The US 61, Sherwood, Millerville and O'Neal interchanges on I-12 are outside the scope of this project.</p>	James	Glynn, Sr.

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29	Please consider banning commercial truck traffic on I-10 from Siegen Lane in Baton Rouge to Lobdell Avenue exit in Port Allen, LA on weekdays (Monday through Friday) from 6 am to 9 am and 3 pm to 6 pm OR reducing the speed to 20 mph for commercial trucks and require the trucks to travel in the right hand for that same span on I-10 Mondays through Sundays.	DOTD does not anticipate restricting trucks through the corridor at this time. Oversize and overweight vehicles will require permits following the standard procedures that are currently in place today. The project team will continue to work with the trucking industry alerting them of the I-10 construction and encouraging them to use alternate routes if suitable to their transportation logistics. The trucking industry will be notified of the construction taking place in Baton Rouge, however, they will not be restricted from traveling through Baton Rouge at rush hour or any other time.	Dan	B
30	As many of us prepare for alternate routes to take during the upcoming I-10 work that will affect all of us with only 2 reported lanes in both directions for quite awhile, I hope to use Burbank & Nicholson more to get from where I live (Siegen near Perkins) to downtown BR. Are there plans to better synchronize the traffic lights on those streets and/or improve any turning lanes from those streets along the way that will help the flow of traffic more?	I-10 will not be permanently shut down to 2-lanes in each direction during construction as a 6-lane MOT will be provided on I-10 during all stages of construction which reflects the same number of lanes on I-10 that currently exist from the I-10/I-110 Interchange to the east. However, temporary nightly and weekend closures may be possible. Nicholson Drive (LA 30) essentially from Gourrier south to the Parish line is part of EBR Parish's MOVEBR program, comprised of three segments slated to be 4-laned. Learn more about this project at the program's website: movebr.brla.gov . In addition, The City Parish of EBR may have plans to synchronize the traffic lights on Burbank and Nicholson Drive.	Keith	Horcasitas
31	Does the Nairn Park have any proposed mitigation or value assigned to the art on the pedestrian bridge?	As part of a future segment of the I-10 BR project, the Nairn Drive bridge over I-10 will be replaced with a new bridge having a wider span, allowing for the construction of additional interstate travel lanes and shoulders beneath. This new bridge is expected to feature community enhancements including improved bike and pedestrian access across the interstate.	Will	Reinhardt
32	When will east and west bound be shut down to two lanes?	I-10 will not be permanently shut down to 2-lanes in each direction during construction as a 6-lane MOT will be provided on I-10 during all stages of construction which reflects the same number of lanes on I-10 that currently exist from the I-10/I-110 Interchange to the east. However, temporary nightly and weekend closures may be possible.	Ronnie	Spurlock
33	I work in Baton Rouge but live in Brusly. There is already a lot of traffic at 6:30 AM in the morning when I go across the bridge into downtown Baton Rouge. Right now I'm working a part time job with no benefits and would like to take a full time job but with the intracoastal messed up and this new project, I fear I may not be able to go to work at all in Baton Rouge because traffic will be 10 times worse. It already takes 20 minutes to go 8 miles, what is going to happen when the construction starts? All it takes is one small delay on the bridge and traffic comes to a crawl which backs up LA-1. Daily traffic backs up to Lobdell and don't try to cross the bridge between 4 and 6 PM. It has gotten so bad, I hate to even cross the bridge anymore at anytime. Construction is only going to make it worse.	I-10 will not be permanently shut down to 2-lanes in each direction during construction as a 6-lane MOT will be provided on I-10 during all stages of construction which reflects the same number of lanes on I-10 that currently exist from the I-10/I-110 Interchange to the east. However, temporary nightly and weekend closures may be possible. A traffic mitigation measure, Adaptive Control Technologies (ASCT) and signal timing improvements, may be made on alternate corridors. The alternate corridors would then be found on the I10BR.com website. The ASCT will be able to provide data-driven analytics and solutions, coupled with enhanced signal operations, to optimize traffic performance. Additionally, when some ramps are closed during each particular stage of construction the Manual on Uniform Traffic Control Plan (MUTCD), Traffic Management Plan (TMP) and Traffic Construction Plan (TCP) will be followed as well as standard traffic control plans for these closures. The Public Information Officer for the Contractor will be leading and providing public outreach which will include 511, placing notices on the	Duane	Vince

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		<p>i10.BR website, press releases, and notices on social media. Maps showing alternate routes will be used to inform the public. Also, an Incident Management Plan will be in place which provides for Quick Response Team(s) within the corridor which consists of Motor Assistant Patrol (MAP) vehicles, tow trucks and police officers as well as a queue detection system when appropriate.</p>		
34	<p>So I have a suggestion or idea about that congestion on I 10 corridor while the construction will be on for one year. As we all know that there is only one bridge to cross .. and just one lane going each way for couple of miles. And we can't build or add any more lanes at that time .. so the best idea is to cut down 18 wheelers on that corridor for 2 or 3 hrs window of peak time. You prohibit all trucks passing thru that they can't enter city and pass thru let's say for example from 4 to 6 pm they should be stopped at different places/ truck stops or what ever thy want to do .. thy should be educated that for one year thy won't be allowed to pass thru BR for 2 hrs . This way driver can plan ahead and either pass thru BR earlier that time or after. Truckers can even plan their journey and stops way ahead if they know the restrictions.</p> <p>You can even build just a 10 mile dirt trail next to interstate. where Trucks can start to park once they know that they can't cross the corridor in time. You can have warning lights on I 10 informing Trucks that if the light is red then it means you won't be able to reach the bridge in time to pass thru so get ready to park and rest somewhere for 2 hrs ... you will have one year to inform and educate the drivers about this restrictions ... you can out billboards and signs about this restrictions on interstate plus all Truck stops entrance and exits .. with all the trucks out for 2 hrs .. the traffic won't be that bad... you can park special police cars to stop them if someone tries to enter the corridor at their prohibited time ... even let's say some trucks do come my mistake then warn them and let them pass ... 50 trucks instead 5000 at that time is still manageable..... this works because I implemented this in New Delhi .. india where we prohibited all trucks entering ND .. thy eye allowed only after 9 pm ... but here it's just temp for one year ... I can tell you more if this is a viable option in your eyes .. no trucks for 2 hrs .. Thnx</p>	<p>DOTD does not anticipate restricting trucks through the corridor at this time. Oversize and overweight vehicles will require permits following the standard procedures that are currently in place today. The project team will continue to work with the trucking industry alerting them of the I-10 construction and encouraging them to use alternate routes if suitable to their transportation logistics. The trucking industry will be notified of the construction taking place in Baton Rouge, however, they will not be restricted from traveling through Baton Rouge at rush hour or any other time.</p>	Aj	Sharma
35	<p>What is the remaining usable life for the elevated section of I-10 in Baton Rouge that will be replaced? Was replacing the elevated section(s) included in the initial plan to widen I-10? Did the environmental assessment include disposing of all of that concrete and and steel and the possible concrete dust that will be created by the replacement of the elevated section (and the bridges over the lakes etc)? How will all of that concrete and steel be removed from the interstate and where/how will it be stored and disposed of?</p>	<p>The estimated remaining service life is approximately 15 years. Routine bridge inspections, ongoing maintenance, and future rehabilitation would be required in order to maintain the bridge in its current service level.</p> <p>Replacing the elevated section was included in the EA that received a FONSI (Finding of No Significant Impact).</p> <p>The contractor is tasked with preparing plans for demolition and materials disposal in accordance with all State and Federal laws.</p>	Phillip	Lillard

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36	<p>We just finished "traffic calming" Government street from 4 lanes down to two lanes. It will show up as one of the most available alternate routes to the interstate, and the impact on Government street businesses will be devastating. It will be lined bumper to bumper with 18-wheelers making it impassable for local traffic to frequent.</p>	<p>I-10 will not be permanently shut down to 2-lanes in each direction during construction as a 6-lane MOT will be provided on I-10 during all stages of construction which reflects the same number of lanes on I-10 that currently exist from the I-10/I-110 Interchange to the east. However, temporary nightly and weekend closures may be possible.</p> <p>A traffic mitigation measure, Adaptive Control Technologies (ASCT) and signal timing improvements, may be made on alternate corridors. The alternate corridors would then be found on the I10BR.com website. The ASCT will be able to provide data-driven analytics and solutions, coupled with enhanced signal operations, to optimize traffic performance.</p> <p>Additionally, when some ramps are closed during each particular stage of construction the Manual on Uniform Traffic Control Plan (MUTCD), Traffic Management Plan (TMP) and Traffic Construction Plan (TCP) will be followed as well as standard traffic control plans for these closures. The Public Information Officer for the Contractor will be leading and providing public outreach which will include 511, placing notices on the i10.BR website, press releases, and notices on social media. Maps showing alternate routes will be used to inform the public. Also, an Incident Management Plan will be in place which provides for Quick Response Team(s) within the corridor which consists of Motor Assistant Patrol (MAP) vehicles, tow trucks and police officers as well as a queue detection system when appropriate.</p>	Greg	Miller
37	<p>Is there a recording of this meeting that we could watch?</p>	<p>The meeting offered a narrated summary video as guests entered the venue. The adjacent ballroom contained twelve exhibit stations.</p> <p>The video and web versions of all exhibits are now on the project website (i10br.com) on this page: https://i10br.com/march-7-2023-open-house-exhibits/</p>	Andi	Lamana Chatelain
38	<p>I attended the open house event Tuesday, March 7, 2023. One of the presentations showed the Acadian to College Drive exit as now being a braided ramp. Previously on this site you responded to Larry Rath's comment with an answer of "Response:</p> <p>The alternative to have a frontage road or braided ramp between Acadian and College was studied in the Stage 0 Feasibility Study and did not move into the Stage 1 study due to environmental impacts."</p> <p>What has now changed to allow for this to be a braided?</p>	<p>The inclusion of a braided ramp in the eastbound direction between Acadian and College has been further reviewed and studied during the design phase of the project when additional information such as survey data was available. It was concluded that a braided ramp could be added with minimal right of way taking and with no relocations. The benefit for the inclusion of the braided ramp is to eliminate traffic conflicts that occur due to the current weaving section on I-10 between the Acadian entrance ramp and College exit ramp.</p> <p>In March of 2024, Louisiana DOTD modified the project limits of Segment 1 to extend from W. of Washington St. (Lorri Burgess Ave.) to the Perkins Road On/Off Ramps.</p> <p>The braided ramp will not be constructed in Segment 1. The braided ramp may be included in a NEPA Reevaluation at a later date in a future segment.</p>	Dixon	McMakin

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#	Comment	Response	First Name	Last Name
39	James received call from Ms. Hayes, representing the Williams Family, heirs to two properties at 2854 Yazoo (a rental house and adjoining partial lot). Ms. Hayes is eager to be contacted by DOTD regarding acquisition of the family's properties.	Forwarded call synopsis, contact information, and property description with diagram to DOTD project manager and Real Estate office personnel, asking that they contact Ms. Hayes.	Beverly	Hayes
40	I could not locate any information from Exhibit 12, presented at the March 7, 2023 open house. Is Exhibit 12 not included?	A response was provided directing Frank Sagnibenne to the i10br.com website for the March 7, 2023 Open House documents.	Frank	Sagnibene
41	[call received by Kent Hopkins at Franklin Associates] She said she lives in the area of Lee Drive and she is questioning some construction going on in her area and wants to find out more about it. She said her neighborhood didn't get any notices of the recent public meeting or anything. She and her neighbors are concerned about the construction and think it may somehow be related to the I-10 project. She said something about a state contract number H004100.	A response was provided directing Judith Boyce to the website i10br.com website.	Judith	Boyce
42	Dear Mr. Taylor, Thank you for your response. I guess my inquiry was not clear. I live in the Capitol View subdivision behind the Governor's Mansion. I have been surprised, as are my neighbors, by the demolition of the Georgia Pacific building at the corner of Leesville and Sorrel Avenues and the earthmovers working on the large vacant lot behind the subdivision and across from the GP building. DOTD equipment is in use at both locations. Rumor is that DOTD is leasing the vacant lot to build temporary offices for engineers and architects working on I 10 plans. Is that true? How long is the lease and do you know what happens to the structures and property after the lease concludes? What is the intended use of the Georgia Pacific property? Are both properties being leased from the same owner? The truck traffic along Sorrel and Leesville Avenues and Highway 1 has increased significantly in the last two weeks. Will heavy traffic continue in the area for the duration of the property leases? Thank you for considering my request for information. Would it be possible to meet with the neighborhood if we still have questions? Sincerely,	At the time the question was received, information was not available regarding the activity in question. Since that time, subsequent to our discussion, the contractor leased property on Sorrel Avenue for their offices and equipment.	Judith	Boyce
43	Call concerning DOTD ROW acquisition of her family properties on Yazoo St. pertaining to the braided ramp.	Forwarded Ms. Hayes's inquiry, contact information, and property information to DOTD project representatives, asking them to call or contact her.	Beverly	Hayes

#	Comment	Response	First Name	Last Name
44	<p>Sherrri, it was good seeing and talking to you March 7. Thank you for introducing me to John Proskovec.</p> <p>A few comments/questions from our discussion:</p> <ol style="list-style-type: none"> The Segment 1 Traffic Management Plan (TMP), which is for the near-term work is with LaDOTD. This should be posted to the i10br.com website...so that people can see it and comment on it. The Segment 2 Traffic Management Plan, which addresses the widening between the I-10/110 split and the new bridge, will not be issued for another four months or so, per Aklid (I believe that is his name). This too should be issued so that the public can see it and provide comments to it. By far and away, this is the most critical work segment of the project. What are the plans for public comment to the Segment 2 TMP? Steve Proskovec mentioned to me that Kiewit/Boh Brothers planned to execute the Segment 2 work within 12 to 14 months, working 24 hours a day, Monday through Saturday. Though I did not ask him, I assume that this would be the same discipline work crews. Could the work schedule be advanced if Kiewit/Boh Brothers went to a seven-day per week work schedule but people would work say two weeks on two weeks off rotating with another crew...with supervision coming in a couple of days early and staying over a couple of days to transition their work to the next crew. Steve also mentioned to me that the work sequence for Segment 2 was a cookie cutter approach - repetition over and over in executing the work. 	<ol style="list-style-type: none"> TMPs will be prepared for each project package. The first one was completed to cover the now completed utility duct bank project. The TMP for the first Early Works Package has been developed. These are technical/engineering documents prepared under standard DOTD/FHWA protocol that are not subject to public review and comments. See response to 1 above. See responses for 1 and 2 above. I assume that John Proskovec was talking about Stage 2 construction of Segment 1. I-10 will not be permanently shut down to 2-lanes in each direction during construction as a 6-lane MOT will be provided on I-10 during all stages of construction which reflects the same number of lanes on I-10 that currently exist from the I-10/I-110 Interchange to the east. However, temporary nightly and weekend closures may be possible. A traffic mitigation measure, Adaptive Control Technologies (ASCT) and signal timing improvements, may be made on alternate corridors. The alternate corridors would then be found on the I10BR.com website. The ASCT will be able to provide data-driven analytics and solutions, coupled with enhanced signal operations, to optimize traffic performance. Additionally, when some ramps are closed during each particular stage of construction the Manual on Uniform Traffic Control Plan (MUTCD), Traffic Management Plan (TMP) and Traffic Construction Plan (TCP) will be followed as well as standard traffic control plans for these closures. The Public Information Officer for the Contractor will be leading and providing public outreach which will include 511, placing notices on the i10.BR website, press releases, and notices on social media. Maps showing alternate routes will be used to inform the public. Also, an Incident Management Plan will be in place which provides for Quick Response Team(s) within the corridor which consists of Motor Assistant Patrol (MAP) vehicles, tow trucks and police officers as well as a queue detection system when appropriate. Comment noted. 	Phillip	Fetterman

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#	Comment	Response	First Name	Last Name
	<p>6. EBR Parish has noise restrictions on when certain work can be performed. Can those noise time restrictions be reduced if nearby property is purchased to mitigate the noise?</p> <p>7. Per the March 7th exhibits (Exhibit 11), there is limited signage in the Baton Rouge area. I assume more signage will be provided...or am I wrong?</p> <p>8. Baton Rouge is a major truck corridor. Can limitations be applied to the truckers that they can not travel I-10 through Baton Rouge during rush hour times? Obviously this will push some traffic to take US190/Airline Highway to get through Baton Rouge, especially the traffic coming from North Louisiana.</p> <p>9. Traveling at times on I-10 and I-12 is like being in the Indianapolis 500 - drivers racing to nowhere going 80 mph. Will State Police run radar on I-10 and I-12 to get people to slow down, especially just before a construction zone and in the construction zone?</p> <p>10. Just before a construction zone and through a construction zone, can truckers be restricted from traveling the inside lane in those areas?</p> <p>11. BTW, I am not against truckers. They are a very integral part of our economy. It is more an issue, how can we make their travel through Baton Rouge the most expeditious that also allows others to move through the area with a minimum amount of disruption.</p> <p>Once we get to see the TMPs, I might have additional comments.</p> <p>Last, I did find a coordination procedure that I wrote for a company a number of years ago that addressed what should be in a progress report. When I get back from my trip, I will send it to you.</p> <p>Sincerely,</p>	<p>6. Construction on the I-10 project will occur on an expedited schedule with some multi-shift work. Overnight work will be constrained due to the environmental factors of noise and light trespass. It is anticipated that materials deliveries and staging work could occur overnight, while heavy construction occurs during daylight hours. This project is being constructed with minimal right of way taking which was identified in the Environmental Assessment. It is DOTD's intent to continue to move the project forward with minimal right of way taking.</p> <p>7. Assume you are referring to construction signing. Construction signing will comply with minimum requirements of the Manual on Uniform Traffic Control Devices (MUTCD) and could be expanded if appropriate.</p> <p>8. DOTD does not anticipate restricting trucks through the corridor at this time. Oversize and overweight vehicles will require permits following the standard procedures that are currently in place today. The project team will continue to work with the trucking industry alerting them of the I-10 construction and encouraging them to use alternate routes if suitable to their transportation logistics. The trucking industry will be notified of the construction taking place in Baton Rouge, however they will not be restricted from traveling through Baton Rouge during rush hour times.</p> <p>9. A queue detection system may be placed along the corridor alerting motorists of slow downs ahead. Police officers with flashing lights may be placed in advance of the back of the queues on the interstate as necessary and appropriate as conditions allow.</p> <p>10. At this time, DOTD does not plan to restrict truck traffic to one of the lanes.</p> <p>11. Comment noted.</p>		

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#	Comment	Response	First Name	Last Name
45	<p>Dear Mr. Taylor,</p> <p>Thank you for you second response to my inquiry about the DOTD construction projects on Leesville and Sorrel Avenues. This is a business card I received near the site. I called the number the card listed (225) 768-9060. The receptionist put me through to your extension.</p> <p>I called the DOTD Public Information Office. The person I spoke with did not know about the construction. He called another person who was unaware of the construction. I'll call him back.</p> <p>The construction is proceeding. Someone authorized it. Someone is in charge. Someone should be able to answer the neighbor's questions. I would greatly appreciate your assistance.</p> <p>Judith Boyce</p>	<p>At the time the question was received, information was not available regarding the activity in question.</p> <p>Follow up: Subsequent to our discussion, the contractor leased property on Sorrel Avenue for their offices and equipment.</p>	Judith	Boyce
46	<p>Sherri, thanks for getting back with me.</p> <p>With a computer, what I have to do is copy the image into a different tab, which makes it a JPEG file. It will enlarge the slide to a predetermined size, meaning one can not enlarge it anymore.</p> <p>Where it is challenging is looking at Exhibit Station 11 - Statewide Advance Signage - and looking at the box Sign Messages. On the computer, one can not read what is in each of the boxes below the Sign Messages header.</p> <p>I wonder if a PDF file would solve the issue.</p>	<p>The I-10 project website has been updated including the page displaying the exhibits for the March 7, 2023 open house. This new version of the page includes links to download PDF versions of exhibits, which are higher resolution than the JPG images and should address your concern about legibility .</p> <p>https://i10br.com/march-7-2023-open-house-exhibits/</p>	Phillip	Fetterman
47	<p>I am concerned about traffic flow on Old Hammond Hwy by Flannery as a alternate to Denham Springs. It backs up now by the light and will be much worse when 1 lane is closed on I10. It us hard to come and go from subdivision.</p>	<p>As the corridors you reference are outside of the I-10 project area your inquiry should be directed to East Baton Rouge Parish's MOVEBR program at https://movebr.brla.gov/</p> <p>The City Parish of EBR is in the process of signal synchronization on major routes within the city such as Florida Blvd.</p>	Joan	Corne
48	<p>Baton Rouge travel has been terrible for many years. City-parish officials said back in the 1990s that all of the city's traffic lights would be synchronized by 2010. As of last night they now say it will be completed by the end of 2023. That is over 30 years... if that even occurs. All of this in a desperate attempt to get our street traffic moving before DOTD totally screwed Baton Rouge up by taking the traffic down to two lanes each direction.</p> <p>The bridge is notorious for daily back ups, stretching for miles due to the I10/I-110 junction. From what engineers have said, there is more than enough room (and has been) to add another exit lane.</p> <p>I think there must be some huge disagreements inside DOTD for this to be occurring. I'm happy that Wilson is out but Whomever is making the decisions I still take issue with.</p>	<p>I-10 will not be permanently shut down to 2-lanes in each direction during construction as a 6-lane MOT will be provided on I-10 during all stages of construction which reflects the same number of lanes on I-10 that currently exist from the I-10/I-110 Interchange to the east. However, temporary nightly and weekend closures may be possible.</p> <p>A traffic mitigation measure, Adaptive Control Technologies (ASCT) and signal timing improvements, may be made on alternate corridors. The alternate corridors would then be found on the I10BR.com website. The ASCT will be able to provide data-driven analytics and solutions, coupled with enhanced signal operations, to optimize traffic performance.</p> <p>Additionally, when some ramps are closed during each particular stage of construction the Manual on Uniform Traffic Control Plan (MUTCD), Traffic Management Plan (TMP) and Traffic Construction Plan (TCP) will be followed as well as standard traffic control</p>	Mabyn	Shingleton

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#	Comment	Response	First Name	Last Name
		<p>plans for these closures. The Public Information Officer for the Contractor will be leading and providing public outreach which will include 511, placing notices on the i10.BR website, press releases, and notices on social media. Maps showing alternate routes will be used to inform the public. Also, an Incident Management Plan will be in place which provides for Quick Response Team(s) within the corridor which consists of Motor Assistant Patrol (MAP) vehicles, tow trucks and police officers as well as a queue detection system when appropriate.</p>		
49	<p>Impressed by presentation. Needless to say the proposed "crossover" is the point of contention. Hard to project but the "alternative" routes and mitigation steps are the key. Getting the "commercial" truck industry to alter travel, especially the trans traffic east to west. Such traffic c\from/to N.O. need to incentivize to utilize I49 via Lafayette/Morgan City and or Sunshine/Hale Boggs to La. 1 on west side of river to access at Lobdell/excess.</p> <p>Commercial east/west incentives to Huey. Perhaps making this primary truck route. Long haulers encourage routing to I20.</p> <p>Other options for commercial, i.e scheduling, load sizing, etc.</p> <p>Of special concerns are raised by Amazon distribution center operations.</p> <p>Bottom line, commercial traffic is the biggest challenge and does not contribute to the community well being.</p> <p>High compliments to the design developed for Perkins Rd. overpass area.</p> <p>Especially pleased to see incorporation of biking aspects. Would like see some concepts of bike/ped crossing at Dalrymple, i.e. control crossover, ideally spiral overpass.</p> <p>This approach should had been years ago. Complement those who had the guts to proceed at this time.</p>	<p>Comments noted.</p>	Frank	Neelis
50	<p>I seem to remember that early on for this project, the stated goal was to add an additional lane on I-10, East & West from Hwy 415 to the I-10/I-12 split. Recently the verbiage has changed to " a fourth lane from the bridge to Acadian Thruway. Is this just referring to the current phase or will there be no additional lanes added after Acadian Thruway...???</p>	<p>The overall I-10 Improvements Project extends from LA 415 (Lobdell exit) east through Baton Rouge to Essen Lane on I-10 and I-12. The project plan is to add one additional lane in the WB direction and one additional lane in the EB direction from the I-10/I-110 Interchange to east of College Drive.</p> <p>In March of 2024, Louisiana DOTD modified the project limits of Segment 1 to extend from W. of Washington St. (Lorri Burgess Ave.) to Perkins Road On/Off Ramps.</p>	Chuck	Booksh

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#	Comment	Response	First Name	Last Name
		<p>The remaining sections of the total project from LA 415 to the Mississippi River Bridge and from Perkins Road On/Off ramps to just east of College Drive will be scheduled for construction when funding sources have been identified.</p>		
51	<p>During Reconstruction of the interstate in Baton Rouge:</p> <p>1. How many vehicles will be diverted to side streets named as alternative routes by LADOTD?</p> <p>2. What plan was submitted by LADOTD regarding traffic mitigation to ease congestion on alternative routes?</p> <p>3. What is LADOTD’s submitted plan to facilitate traffic movement on I10 during rush hour traffic?</p>	<p>Alternate routes are offered, not mandated.</p> <p>I-10 will not be permanently shut down to 2-lanes in each direction during construction as a 6-lane MOT will be provided on I-10 during all stages of construction which reflects the same number of lanes on I-10 that currently exist from the I-10/I-110 Interchange to the east. However, temporary nightly and weekend closures may be possible.</p> <p>The WB Mainline Flyover within the I-10/I-110 interchange will be widened to accommodate two lanes of traffic in the WB direction and one lane in the EB direction during the reconstruction of the EB lanes which reflects the same number of I-10 mainline lanes currently provided within the I-10/I-110 Interchange area. In the current condition, two lanes are provided in the WB direction and one lane is provided in the EB direction as the second lane coming from the Mississippi River Bridge is an exit only at E. Washington Street (Lorri Burgess Ave.) or traffic in this lane must merge into the one EB lane for continuation eastward. Also, during the reconstruction of the EB lanes, two lanes on I-110 SB at the I-10/I-110 Interchange will be provided which reflects the same number of lanes that currently exist.</p> <p>A traffic mitigation measure, Adaptive Control Technologies (ASCT) and signal timing improvements, may be made on alternate corridors. The alternate corridors would then be found on the I10BR.com website. The ASCT will be able to provide data-driven analytics and solutions, coupled with enhanced signal operations, to optimize traffic performance.</p> <p>Additionally, when some ramps are closed during each particular stage of construction the Manual on Uniform Traffic Control Plan (MUTCD), Traffic Management Plan (TMP) and Traffic Construction Plan (TCP) will be followed as well as standard traffic control plans for these closures. The Public Information Officer for the Contractor will be leading and providing public outreach which will include 511, placing notices on the i10.BR website, press releases, and notices on social media. Maps showing alternate routes will be used to inform the public. Also, an Incident Management Plan will be in place which provides for Quick Response Team(s) within the corridor which consists of Motor Assistant Patrol (MAP) vehicles, tow trucks and police officers as well as a queue detection system when appropriate.</p> <p>In March of 2024, Louisiana DOTD modified the project limits of Segment 1 to extend from W. of Washington St. (Lorri Burgess Ave.) to the Perkins Road On/Off Ramps.</p>	Pennie	Landry

5/13/2025

#	Comment	Response	First Name	Last Name
		The remaining sections of the total project from LA 415 to the Mississippi River Bridge and from the Perkins Road On/Off ramps to just east of College Drive will be scheduled for construction when funding sources have been identified.		
52	<p>REPUBLICAN PARTY OF EAST BATON ROUGE PARISH Statement March 12, 2023</p> <p>“We are very impressed by Jeff Landry’s opposition to Shawn Wilson’s bizarre \$1.6 billion plan for Interstate 10 in Baton Rouge. This \$1.6 billion plan would tear down I-10 from the bridge to the I-12 split, take 16 years to complete, and reduce traffic on the Interstate to one or two lanes for years. This would virtually destroy the Baton Rouge economy. Everyone should oppose this plan because it circumvents the public bid law and wastes enormous resources needed for projects across the state. We favor a reasonable plan for \$100 million that would simply add one lane on each side of the Interstate, while keeping our economy running.”</p>	Comment Noted	Pennie	Landry
53	<p>Currently, there are 456,781 people living within East Baton Rouge Parish and 227,470 of those people reside in the city of Baton Rouge.</p> <p>Request: FHWA to direct LADOTD to conduct an economic impact and quality of life impact study prior to implementation of the current I10 reconstruction/widening plan.</p>	DOTD and its consultants have followed the National Environmental Policy Act (NEPA.)	Pennie	Landry
54	Why is there a push to widen the interstate ten lanes can be put in the real problem is there’s still only TWO lanes to get on the bridge should be widening the bridge or an even better way to go is a LOOP around Baton Rouge	I-10 BR widening project is one of several large transportation infrastructure projects needed in the capital region to alleviate congestion. No single project will resolve the traffic congestion.	Ronnie	Strickland
55	<p>Comment to be submitted for review by FHWA re: I10 Baton Rouge</p> <p>Which of the following were considered by LADOTD and its contractors in the design phase of the current I10 reconstruction/widening plan</p> <p>A. Provide easier access to the "Old Bridge" by adding two lanes to Airline Highway from the Old Bridge to I-12. B. Build an overpass for the railroad tracks at Choctaw and Airline. C. Add two lanes to Florida Blvd from Airline Hwy to Walker or Hammond. D. Extend I-49 south to New Orleans by using the U.S. 90 Highway. E. All of the above F: None of the above G. Other</p>	<p>I-10 BR widening project is one of several large transportation infrastructure projects identified in the capital region for improvement. This project has been included in past the Louisiana Statewide Transportation Plan (LSTP).</p> <p>Projects for roadway improvements that you list in A,B and D have also been included in the past LSTP. This plan is currently being updated. Please see https://latransportationplan.la.gov</p> <p>Improvements described in item C. for a portion of Florida Blvd. is included in MOVEBR. Refer to the website movebr.brla.gov for details.</p> <p>Another project that you did not list is a New Mississippi River Bridge which also has been included in the past LSTP.</p>	Pennie	Landry

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#	Comment	Response	First Name	Last Name
56	PLEASE STOP DOTD from moving forward with current I-10 widening project. There are much better solutions that won't compromise our quality of life and endanger our citizens.	Comment noted.	Catherine	Alexander
57	The plan does not appear to be in the best interest of commuters. Public safety is questionable at best under present conditions. This plans can only make matters worse. The public would be better served considering other options.	Comment noted.	Gordon	Atwell
58	This project is a terrible plan. It is going to ruin our city and harm our citizens. There are intelligent alternatives to this madness offered by wiser engineers than those proposing this disaster. Choose a better plan.	Comment noted.	Terese	Atwell
59	<p>The DOTD has been lying about the details of this project from the beginning. The cost was originally advertised in the 750 million range. It has now morphed with a cost of almost 2 billion. We all know that DOTD contractors can not build anything on budget- so the final cost will probably be near 3 billion before it is all over. This is an outrageous increase and the DOTD employees pushing this project should all be fired and the project should go back to the design stage.</p> <p>The DOTD has also been lying about the logistics of the project originally stating that they would be able to maintain 3 lanes of traffic for the duration of the project--total lie. The DOTD then reduced the number of lanes down to 2 in each direction. Then the DOTD announced that both lanes would be reduced to one lane in each direction at the west bound flyover at the bridge approach. Now your position is lanes reduced to 2 west and one east. The traffic is bad enough now with the current configuration with traffic congestion for miles in each direction almost every day. What do you think that the traffic will do with one lane east bound and two lanes west bound--traffic will be backed up to Lafayette and Hammond/Gonzales every day. This project will destroy the Baton Rouge economy while it is being build. With the Baton Rouge economy destroyed, why build this project--there will be nothing left to Baton Rouge.</p> <p>If the current infrastructure is so bad in the areas of the project, what do you propose for replacing the Mississippi River bridge because the bridge and the project infrastructure was constructed at the same time. When you complete the proposed project and you then going to rebuild the bridge approaches because those pilings will be structurally unsound in the near future. Before proceeding with this project, there are a number of alternatives that you should consider which are less destructive to the current infrastructure and considerably less expensive to build, and is causes less harm to the Baton Rouge economy and less inconvenient to the motoring public. See the list below:</p> <p>A. Provide easier access to the "Old Bridge" by adding two lanes to Airline Highway from the Old Bridge to I-12. B. Build overpasses at the railroad tracks at Choctaw and Airline and all other major intersections on Airline Hwy. C. Add two lanes to Florida Blvd from Airline Hwy to Walker or Hammond. D. Extend I-49 south to New Orleans by using the U.S. 90 Highway.</p> <p>This project is a disaster and it should not be built in the present configuration.</p>	<p>I-10 will not be permanently shut down to 2-lanes in each direction during construction as a 6-lane MOT will be provided on I-10 during all stages of construction which reflects the same number of lanes on I-10 that currently exist from the I-10/I-110 Interchange to the east. However, temporary nightly and weekend closures may be possible.</p> <p>A traffic mitigation measure, Adaptive Control Technologies (ASCT) and signal timing improvements, may be made on alternate corridors. The alternate corridors would then be found on the I10BR.com website. The ASCT will be able to provide data-driven analytics and solutions, coupled with enhanced signal operations, to optimize traffic performance.</p> <p>Additionally, when some ramps are closed during each particular stage of construction the Manual on Uniform Traffic Control Plan (MUTCD), Traffic Management Plan (TMP) and Traffic Construction Plan (TCP) will be followed as well as standard traffic control plans for these closures. The Public Information Officer for the Contractor will be leading and providing public outreach which will include 511, placing notices on the i10.BR website, press releases, and notices on social media. Maps showing alternate routes may be used to inform the public. Also, an Incident Management Plan will be in place which provides for Quick Response Team(s) within the corridor which consists of Motor Assistant Patrol (MAP) vehicles, tow trucks and police officers as well as a queue detection system when appropriate.</p> <p>I-10 BR widening project is one of several large transportation infrastructure projects identified in the capital region for improvement. This project has been included in past the Louisiana Statewide Transportation Plan (LSTP).</p> <p>Projects for roadway improvements that you list in A,B and D have also been included in the past LSTP. This plan is currently being updated. Please see https://latransportation.plan.la.gov</p> <p>Improvements described in item C. for a portion of Florida Blvd. is included in MOVEBR. Refer to the website movebr.brla.gov for details.</p> <p>Another project that you did not list is a New Mississippi River Bridge which also has been included in the past LSTP.</p>	Carl	Benedict

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#	Comment	Response	First Name	Last Name
60	<p>Dear Federal and State Administrators.</p> <p>Here is the petition of 191 signatures of East Baton Rouge residents asking for DOTD to provide an Environmental Impact Statement, not an Environmental Assessment. We hereby formally request a formal hearing.</p> <p>https://www.ipetitions.com/petition/i-10-br-widening-economic-impact-study-public</p> <p>Thank you.</p> <p>Coleman Brown</p>	<p>Comment noted.</p>	<p>Coleman</p>	<p>Brown</p>
61	<p>Dear Administrators,</p> <p>The attached pdf I -10 widening petition is for the proper review procedure using an Environmental Impact Statement complete with a formal public hearing. An Environmental Assessment is woefully inadequate.</p> <p>Please acknowledge receipt of this document. Please also include all of the contents related to traffic in East Baton Rouge Parish on our ebrsolutions.org website in your evaluation of much more practical solutions to our daily congestion problems. Yes correction of the 60 year old design errors in I -10 in Baton Rouge is long overdue.</p> <p>Airline should have been completely widened to 6 lanes 30 years ago. Our City passed a \$1 Billion Movebr tax four years and four months ago. A major component was widening Airline, but nothing has been done. The 2008 Instant Tow law is not used. Reverse direction towing on the Wilkinson bridge is not used. Better first responder training should be implemented. Northbound I -12 traffic should be diverted to 8 lane Florida and Airline via the Huey Long bridge.</p> <p>Extend 4 lane La 415 to the Sunshine Bridge along the Intercoastal. Complete a four lane semi restricted access evacuation route on the west side of the Mississippi River.</p> <p>Thank you.</p> <p>Coleman D. Brown</p> <p>[received PDF file: "ColemanBrown_2023-03-25_i-10-br-widening-economic-impact-study-public.pdf" received JPG image: "ColemanBrown_2023-03-25_diagram.jpg"]</p> <p>cc: Woody Jenkins <[redacted]>;Cecil Cavanaugh <[redacted]>;Henry Grace <[redacted]>;Raiford Fred <[redacted]>;Barbara Freiberg <[redacted]>;Kathy Edmondson <[redacted]>;Pat McMath <[redacted]>;Rep. Wright <[redacted]>;Larry Selders <[redacted]>;Henson Webre <[redacted]></p>	<p>Comment noted.</p>	<p>Coleman</p>	<p>Brown</p>

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#	Comment	Response	First Name	Last Name
62	<p>Dear Administrators,</p> <p>We sent this letter to the Joint Transportation Committee almost a year ago. Some of the questions were referred to DOTD, but we do not think the committee completely responded to all of the points in it as well as the 67 questions we submitted on September 12 2018 and partially answered September 12, 2022. Please respond to all of the questions and points raised in both documents. Many responses were delayed until final design, which we understand may be now.</p> <p>Thank you.</p> <p>Coleman D. Brown</p> <p>Infrastructure Committee Chairman East Baton Rouge Parish Chamber of Commerce [REDACTED] Baton Rouge, LOUISIANA 70896</p> <p>Website: Ebrsolutions.org</p> <p>[2 attached PDF files: "DOTD 67 Questions Rev.pdf", "Wright 4.30.22 cb.pdf"]</p>	<p>Comment received.</p>	<p>Coleman</p>	<p>Brown</p>
63	<p>There no chance for someone in dire need of emergency services to survive under the current plan. Heart attack, stroke and car accident victims will not make it in time from WBR to a hospital in time</p>	<p>I-10 will not be permanently shut down to 2-lanes in each direction during construction as a 6-lane MOT will be provided on I-10 during all stages of construction which reflects the same number of lanes on I-10 that currently exist from the I-10/I-110 Interchange to the east. However, temporary nightly and weekend closures may be possible.</p>	<p>Bert</p>	<p>Callasi</p>
64	<p>Take 2 minutes and fill out comment!! PLEASE STOP I-10 widening project!! This will kill BR and surrounding area's economy. There are better solutions that won't affect quality of life and our businesses and endanger our citizens!!</p>	<p>Comment noted.</p>	<p>Sandra</p>	<p>Campbell</p>
65	<p>Stop the 1-10 widening project, it will kill Baton Rouge area businesses. There are better solutions than what is currently proposed.</p>	<p>Comment noted.</p>	<p>Monica</p>	<p>Carville</p>
66	<p>The EBR Chamber of Commerce. I am the Chairman. Things we do not agree with: 1) Replacing the City Park Bridges. Just repair the piers in the lake to prevent acidic deterioration. LESS MONEY & CONSTRUCTION TIME. 2) Reducing I-10 to 2 lanes on the Eastside of the Bridge for 14 months. THIS IS COMPLETELY UNACCEPTABLE; IT WILL DESTROY THE GREATER BATON ROUGE ECONOMY AND GROWTH POTENTIAL. IT WILL ALSO KILL PEOPLE IN WBR PARISH SOUTH OF THE INTERCOSTAL CANAL IF THEY HAVE A MEDICAL EMERGENCY. 3) The current plan is to replace entirely too much of I-10 from the I-10/I-12 split to the "New Bridge". EXTEND THE ENTRACES TO I-10 WEST AT ACADIAN THWY. AND PERKINS ROAD. CLOSE THE I-10 EAST - WASHINGTON STREET EXIT. ADD 1 LANE TO EACH OF THE CURRENT CITY PARK BRIDGES. Things we would like to see in addition to the above items:</p>	<p>I-10 will not be permanently shut down to 2-lanes in each direction during construction as a 6-lane MOT will be provided on I-10 during all stages of construction which reflects the same number of lanes on I-10 that currently exist from the I-10/I-110 Interchange to the east. However, temporary nightly and weekend closures may be possible.</p> <p>A traffic mitigation measure, Adaptive Control Technologies (ASCT) and signal timing improvements, may be made on alternate corridors. The alternate corridors would then be found on the I10BR.com website. The ASCT will be able to provide data-driven analytics and solutions, coupled with enhanced signal operations, to optimize traffic performance.</p>	<p>Cecil</p>	<p>Cavanaugh</p>

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#	Comment	Response	First Name	Last Name
	<p>1) Add two lanes with some overpasses to Airline Hwy from the "Old Bridge" to I-12 before you begin on the I-10 Widening Project. THIS WOULD GIVE TRAFFIC AN ALTERNATIVE ROUTE TO USE RATHER THAN I-10 DURING CONSTRUCTION.</p> <p>2) Add two lanes with some overpassed to Florida Blvd. from Airline Hwy. to Walker, LA. before you begin on the I-10 Widening Project. THIS WOULD NOT ONLY BE AN ALTERNATIVE ROUTE TO USE , BUT REMEMBER AMAZON IS CONSTRUCTING A REGIONAL WAREHOUSE/SHIPPING FACILITY AT THE OLD CORTANAN MALL LOCATION (AT THE CORNER OF AIRLINE HWY. AND FLORIDA BLVD). THIS FACILITY HAS HUNDREDS OF RECEIVING/SHIPPING BAYS.</p> <p>3) Extend I-49 from Lafayette, LA. to I-10 in New Orleans, LA. THIS WOULD GIVE TRUCKS AN ALTERNATE ROUTE FOR EAST/ WEST INTERSTATE TRAVEL. GOOGLE says that the difference in time now to go from Lafayette, LA. to Slidell, LA via I-10/I-12 or U.S. 90/I-10 is ONLY 37 MINUTES. IT SHOULD BE CLOSE TO EQUAL WITH I-49 EXTENDED TO NEW ORLEANS.</p> <p>4) Add an additional lane beside the eastbound I-10 coming off the Bridge (where it goes to 1 lane). IT WOULD BE LESS DISRUPTIVE AND WE SHOULD HAVE THE RIGHT-OF-WAY TO DO THIS.</p> <p>5) Extend I-10 West by 1 lane from the Plaquemine/Port Allen Exit to Hwy. 415. IT WOULD GIVE US 3 LANES ALL THE WAY TO HWY. 415.</p> <p>A 15 YEAR PROJECT ON I-10 IN THE HEART OF BATON ROUGE, LA. WILL ECONOMICALLY DESTROY THIS CITY AND METRO AREA. THAT IS TRUE IN ANY CITY IN AMERICA. USING LOUISIANA GARVEE (sic) BONDS FOR A PROJECT THIS SIZE AND THIS DURATION WILL CRIPPLE LOUISIANA'S FUTURE INFRASTRUCTURE REVENUE FOR MANY YEARS. A PROJECT OF THIS SIZE AND DURATION SHOULD REQUIRE AN ECONOMIC IMPACT STUDY BEFORE THE PROJECT IS STARTED AND NOT AFTER IT IS COMPLETE. THE DAMAGE WILL HAVE ALREADY BEEN DONE AND MAYBE IRREVERSEABLE. PLEASE DELAY THIS PROJECT UNTIL ALTERNATIVE ROUTES ARE PREPARED AND IN PLACE. THANK YOU.</p>	<p>Additionally, when some ramps are closed during each particular stage of construction the Manual on Uniform Traffic Control Plan (MUTCD), Traffic Management Plan (TMP) and Traffic Construction Plan (TCP) will be followed as well as standard traffic control plans for these closures. The Public Information Officer for the Contractor will be leading and providing public outreach which will include 511, placing notices on the i10.BR website, press releases, and notices on social media. Maps showing alternate routes will be used to inform the public. Also, an Incident Management Plan will be in place which provides for Quick Response Team(s) within the corridor which consists of Motor Assistant Patrol (MAP) vehicles, tow trucks and police officers as well as a queue detection system when appropriate.</p> <p>DOTD does not anticipate restricting trucks through the corridor at this time. Oversize and overweight vehicles will require permits following the standard procedures that are currently in place today. The project team will continue to work with the trucking industry alerting them of the I-10 construction and encouraging them to use alternate routes if suitable to their transportation logistics. The trucking industry will be notified of the construction taking place in Baton Rouge, however, they will not be restricted from traveling through Baton Rouge at rush hour or any other time.</p> <p>In March of 2024, Louisiana DOTD modified the project limits of Segment 1 to extend from W. of Washington St. (Lorri Burgess Ave.) to the Perkins Road On/Off Ramps.</p> <p>The remaining sections of the total project from LA 415 to the Mississippi River Bridge and from Perkins Road On/Off ramps to just east of College Drive will be scheduled for construction when funding sources have been identified. DOTD has followed and will continue to follow the FHWA NEPA process.</p>		
67	I am against the current I-10 widening project.	Comment noted.	Christine	Coleman
68	Please stop the I-10 widening project. There are much better solutions. This has strong potential for negative impact on public safety.	Comment noted.	Cathy	Costnaza
69	Please stop the Baton Rouge I-10 widening project. It will kill local businesses and be a nightmare for commuters.	Comment noted.	Kelly	Couture
70	This project will be a disaster for Baton Rouge. On good day, traffic is horrible. When something happens on the Mississippi River Bridge it doesn't only effect the interstate but all roads heading in that direction, making it nearly impossible to get around the city. This project is will be devastating because we cannot manage the disaster of an interstate system we have now. Baton Rouge is not a large city, but yet we have some of the worst traffic I have seen. This project with tremendously hurt the city.	I-10 will not be permanently shut down to 2-lanes in each direction during construction as a 6-lane MOT will be provided on I-10 during all stages of construction which reflects the same number of lanes on I-10 that currently exist from the I-10/I-110 Interchange to the east. However, temporary nightly and weekend closures may be possible.	Katie	Dallimore
71	This whole planned construction project will create unimaginable DANGER for travelers and citizens that use I-10 to navigate through Baton rouge. I strongly urge those in charge of this project to rethink their plans before proceeding.	I-10 will not be permanently shut down to 2-lanes in each direction during construction as a 6-lane MOT will be provided on I-10 during all stages of construction which reflects the same number of lanes on I-10 that currently exist from the I-10/I-110 Interchange to the east. However, temporary nightly and weekend closures may be possible.	Connie	Gannon

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#	Comment	Response	First Name	Last Name
72	Please stop I-10 widening project as currently planned. It will be a nightmare for local business. There are better alternatives.	I-10 will not be permanently shut down to 2-lanes in each direction during construction as a 6-lane MOT will be provided on I-10 during all stages of construction which reflects the same number of lanes on I-10 that currently exist from the I-10/I-110 Interchange to the east. However, temporary nightly and weekend closures may be possible.	Jay	Godchaux
73	The widening of I10 will destroy Baton Rouge during the time it takes. There are other solutions that should be considered.	I-10 will not be permanently shut down to 2-lanes in each direction during construction as a 6-lane MOT will be provided on I-10 during all stages of construction which reflects the same number of lanes on I-10 that currently exist from the I-10/I-110 Interchange to the east. However, temporary nightly and weekend closures may be possible.	Christy	Haik
74	This project will cripple Baton Rouge traffic for years. Why don't you give it a trial run? Block off traffic for two weeks and see what happens. I think we need to go back to the drawing board.	I-10 will not be permanently shut down to 2-lanes in each direction during construction as a 6-lane MOT will be provided on I-10 during all stages of construction which reflects the same number of lanes on I-10 that currently exist from the I-10/I-110 Interchange to the east. However, temporary nightly and weekend closures may be possible.	Juanita	Jacob
75	Please kill the project and find smarter people to do this. Your going kil the local economy.	Comment noted.	Grace	Jones
76	No Widening, please. Frequent it all the time. Diastolic issues.	Comment noted.	Susie	Labry
77	<p>Request: Monthly progress narratives be made available to citizens on the http://i10br.com website</p> <p>Request: LADOTD enforce this component of the DB contract: All construction vehicles (whether Design-Builder, Subcontractor, or privately owned) working at the construction zone must have clean and unobstructed license plates and be marked legibly with the appropriate company name.</p> <p>Questions:</p> <ol style="list-style-type: none"> 1. What entities are accountable for enforcement of contract components? Please provide names and contact information 2. How many components of the DB contracts are not currently being fulfilled? What is FHWA's plan for enforcement of all contract components? 3. What is the total amount of payments made to date to Design-Builder for "additional measures for the benefit of the traveling public "as provided in DB Section 109-8. Who is they Department Project Manager that is they judge of Work to be classed as additional measures? 4. What criteria is used by the Department's Project Manager to determine if 'night work is so hazardous as to preclude the beginning or require the discontinuing of such Work, the Design-Builder shall immediately cease all such operations'? 	<ol style="list-style-type: none"> 1. DOTD is responsible for managing the contracts. DOTD's Customer Service Number is 1-877-452-3683. Comments and/or questions regarding the project can be made on the I10BR.com website. For I-10 BR CMAR, Kiewit/Boh provides a monthly newsletter identifying status of the Project via I10br.com 2. DOTD is managing the components of the contracts. The design and construction contracts will be fulfilled on these projects in the same manner they are fulfilled on every other DOTD project. 3. This project is the I-10 widening CMAR project not the Design-Build project. 4. The project is the I-10 CMAR project. Best practices used on this project are the same as used on every DOTD project. 	Pennie	Landry

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#	Comment	Response	First Name	Last Name
	<p>5. Is the TMP traffic analysis used to determine lane closures available on I1br.com? Y/N. If N please make analysis available. Who is the LA DOTD District Traffic Operations Engineer (DTOE) that has final approval and authority over all lane closures during project work?</p> <p>6. What is local contact number of required in the DB contract for the purpose of filing claims? Is Design-Builder's name, address, and telephone number posted at each approach to the construction zone Y/N?</p> <p>7. What are the locations of the CCTV cameras? '5.1.2 CCTV Cameras Design-Builder shall install and ensure functionality of CCTV cameras for incident verification and traffic management.'</p> <p>The following contract excerpt is to be included with above comments and questions to FHWA, LADOTD and Design Build contractors:</p> <p>Excerpt from i10 College Dr. Flyover Ramp Design-Build Project DB 108-2.3.1 Progress Narrative. The Design-Builder shall prepare and submit a monthly progress narrative. The progress narrative must summarize the following information: A) Activity and progress for the Contract, including design and construction and identification of the start and completion dates of Work on any Price Centers (PC); Achievement of any Progress Check Points. C) Quality Control efforts, including results of any Design Reviews and/or quality audits; D) Problems/issues that arose during the period and remaining problems/issues to be resolved; E) Resolution of problems/issues raised in previous progress reports or resolved during the period; F) Critical schedule issues and proposed resolutions, proposal of actions planned to correct any negative float or other schedule slippage, and explanation of potential delays and/or problems and their estimated impact on performance and the completion of the Work; and G) Issues which may need the Department's Project Manager's attention or action for the next month, including Design Reviews.</p> <p>The Design-Builder shall provide the following throughout the project duration: 3 lanes of through traffic and 2 auxiliary lanes along the I-10 West mainline west of the I-10/I-12 West merge; 2 lanes of through traffic along the I-10 West mainline east of the I-10/I-12 West merge; C) 2 lanes of through traffic and 1 auxiliary lane along the I-12 West mainline</p> <p>"Excerpts from I-10 College Dr. DB Contract – Design-Build (DB) Agreement, Appendix A - Project Scope, to the Contract provides a summary description of the physical components of the I-10 & I-12 College Dr Flyover Ramp Design-Build Project</p> <p>Boh Bros. Construction Co., L.L.C. S.P. No.H.013897, I-10 & I-12 College Dr Flyover Ramp Design-Build project. Core Firms: GEC, Neel-Schaffer, Eustis, and Hardesty & Hanover</p> <p>Project Limits. The Project begins on I-10 West south of the I-10/I-12 interchange and extends west to the I-10 West College Drive interchange. The Project along I-12 West begins at a point east of the I-10/I-12 interchange, continues along the ramp to I-10 East, and continues along I-12 West through the merge. The specific starting and ending points of the Project will be established by the Design-Builder based upon new ramp geometry</p>	<p>5. Traffic Management Plans (TMP) are developed for the project. The DOTD District 61 (metro Baton Rouge area) Traffic Operations Engineer can be reached at the District 61 HQ's number: (225)-231-4101.</p> <p>6. DOTD is responsible for managing the contracts. The project is the I-10 CMAR project.</p> <p>7. We acknowledge receipt of your listing of excerpts from i10 College Drive Flyover Ramp Design-Build Project.</p>		

#	Comment	Response	First Name	Last Name
	<p>connections to I-10 West and I-12 West.</p> <p>DB 107-7 PUBLIC CONVENIENCE AND SAFETY. The Design-Builder shall conduct the Work to assure the least possible obstruction to traffic. The project site and haul routes must be kept reasonably free from dust and in such condition that the public can travel in safety. When the Highway under construction is to be kept open for traffic, the subgrade and surfacing will be kept reasonably free from dust and in such condition that the public can travel in safety. Safety and convenience of the general public and the residents along the Work, and protection of persons and property, must be a primary responsibility of the Design-Builder. When the Design-Builder works at night, adequate artificial lighting, signs, flaggers, or other traffic controls must be provided to protect workers, the Work, and the traveling public.</p> <p>If the Department’s Project Manager finds that the night work is so hazardous as to preclude the beginning or require the discontinuing of such Work, Design Builder shall immediately cease all such operations.</p> <p>DB 104-4 MAINTENANCE OF TRAFFIC. Reasonable provisions for maintaining local public traffic through the length of the Project and the life of the Contract must be made by the Design-Builder during the term of this Contract and in accordance with Part 3 – Design Criteria and Performance Specifications, Appendix A – Performance Specifications, Maintenance of Traffic Plan Performance Specification. When specified, the Design-Builder may also be required to provide for through traffic over the entire Project or designated portion thereof at no direct pay. The Design-Builder shall keep the portion of the Project being used by public traffic, whether through or local traffic, in such condition that traffic (including mail delivery) will be adequately and safely accommodated. The Design-Builder shall furnish, erect, and maintain barricades, warning signs, and delineators and shall provide flaggers and pilot cars in accordance with the Contract and the Manual of Uniform Traffic Control Devices (MUTCD). The Design-Builder shall also provide and maintain in a safe condition all temporary approaches or crossings or intersections with Roads, Streets, businesses, parking lots, residences, garages, and farms. When department’s Project Manager directs additional measures for the benefit of the traveling public, payment to the Design-Builder will be made as provided in DB Section 109-8. The Department’s Project Manager will be the judge of Work to be classed as additional measures.</p> <p>DB 107-7 PUBLIC CONVENIENCE AND SAFETY The Design-Builder shall conduct the Work to assure the least possible obstruction to traffic. The Project site and haul routes must be kept reasonably free from dust and in such condition that the public can travel in safety. When the Highway under construction is to be kept open for traffic, the subgrade and surfacing will be kept reasonably free from dust and in such condition that the public can travel in safety. Safety and convenience of the general public and the residents along the Work, and protection of persons and property, must be a primary responsibility of the Design-Builder. When the Design-Builder works at night, adequate artificial lighting, signs, flaggers, or other traffic controls must be provided to protect workers, the Work, and the traveling public. If the Department’s Project Manager finds that night work is so hazardous as to preclude the beginning or require the discontinuing of such Work, the Design-Builder shall immediately cease all such operations.</p>			

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#	Comment	Response	First Name	Last Name
	<p>DB 107-25 THE DESIGN-BUILDER’S RESPONSIBILITY FOR THE TRAVELING PUBLIC The Design-Builder shall conduct Work within the construction zone so that there will be minimal hazard to anyone transiting the Work Site on the open lanes of travel. To keep hazards to a minimum, the Design-Builder shall, as far as practical, keep Equipment, Material, and workers from intruding into the travel lanes; remove any hazardous construction debris deposited on those lanes on a continuous and regular basis; inspect and repair the travel lanes; and remove obstacles deposited by the public as they transit the Work site. Notification that a hazard to the public exists may be received through the Design-Builder’s inspections, from the LA DOTD’s employees, or the public. In any case, corrective action must be taken to remedy the hazard within a reasonable time after notification is received. The Design- Builder shall have a contact number answerable on a 24 hour basis so that action can be initiated quickly when hazards are identified. All claims from the public for losses that are alleged to have occurred within the construction zone will be handled by the Design-Builder, even though a Subcontractor may have introduced the hazard that caused the damage. The Design-Builder shall establish a local contact number for the purpose of filing claims and post that telephone number conspicuously so that claimants can contact the right person quickly. In addition, the Design-Builder’s name, address, and telephone number must be posted at each approach to the construction zone. All construction vehicles (whether Design-Builder, Subcontractor, or privately owned) working at the construction zone must have clean and unobstructed license plates and be marked legibly with the appropriate company name.</p> <p>5.1.2 CCTV Cameras Design-Builder shall install and ensure functionality of CCTV cameras for incident verification and traffic management. The system of cameras shall accurately identify all vehicle(s) involved in an incident or emergency, the extent of vehicle(s) damage, and if applicable the likelihood of personal injury. Operation of the cameras shall result in no visual delay in response of the camera pan/tilt/zoom by a user. Design-Builder shall provide and install the CCTV field equipment in accordance with this Performance Specification. Design-Builder shall maintain existing and proposed CCTV field equipment within the Project limits during the construction. The means of communication to CCTV sites shall be Ethernet.</p> <p>5.1.4 Dynamic Message Signs. Design-Builder shall provide for the relocation electronic dynamic message signs (DMS) to meet the requirements in this Performance Specifications. Design-Builder shall position each DMS to allow motorists to safely view the messages being displayed. DMS shall conform to Section 3.1 standards identified in this Performance Specification and shall demonstrate compliance with the standards before installation of DMS. DMS shall be placed to provide a driver-friendly sign-viewing angle at each DMS location. The means of communication to the DMS sites shall be Ethernet.</p> <p>5.3.2 Traffic Operation Requirements. Lane closures will be considered based upon the TMP traffic analysis. The LA DOTD District Traffic Operations Engineer (DTOE) will have final approval and authority over all lane closures during project work. The Design-Builder shall provide the following throughout the project duration. A) Three lanes of through traffic and two auxiliary lanes along the I-10 West mainline west of the I-10/I-12 West merge; Two lanes of through traffic along the I-10 West mainline east of the I-10/I-12 West merge;</p>			

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#	Comment	Response	First Name	Last Name
	<p>C) Two lanes of through traffic and one auxiliary lane along the I-12 West mainline; D) Maintain on and off ramps and all lanes of College Drive within the project limits. E) Maintain, adjust and re-program all signals as needed to minimize traffic disruption throughout all phases of construction. Changes to existing Traffic Inventory (TSI) shall have the Approval of the DTOE. This will include all signals at on and off ramps and any signal within 1500 feet of on and off ramps; F) Automated speed devices to increase safety in the construction zone; G) All temporary traffic lane shifts shall be accomplished by utilizing tapers unless approved in advance by the DTOE; H) Provide for striping on request and restripe when visual inspections indicate a reduced reflectivity that may affect safety or traffic flow; I) A format for notification of lane closures, traffic modifications and other traffic related notifications for Approval by the LA DOTD. Failure to follow the approved notification shall be cause to postpone or cancel operations. Notice of all work activities involving lane closures or alterations of traffic operations shall be provided at least 48 hours prior to the anticipated commencement of work activities. Notice of all restrictions affecting the movement of oversize and overweight permitted loads shall be provided at least seven (7) days in advance"</p> <p>----- cc: Barbara Freiberg <[REDACTED]>;Rep. Mark Wright <[REDACTED]>;Sen. Patrick McMath <[REDACTED]>;Garrett Graves <[REDACTED]>;Franklin Foil <[REDACTED]></p>			
78	<p>In its current form, I have reservations about this plan. I am requesting that FHWA revise the plan to ensure that its implementation does not negatively impact the local economy.</p>	<p>I-10 will not be permanently shut down to 2-lanes in each direction during construction as a 6-lane MOT will be provided on I-10 during all stages of construction which reflects the same number of lanes on I-10 that currently exist from the I-10/I-110 Interchange to the east. However, temporary nightly and weekend closures may be possible.</p>	Bobby	Matthews
79	<p>When will you idiots figure out that you need to prepare alternate routes and side streets first? How will they handle traffic and wear and tear on surfaces not made for heavy vehicles?</p>	<p>A traffic mitigation measure, Adaptive Control Technologies (ASCT) and signal timing improvements, may be made on alternate corridors. The alternate corridors can be found on the I10BR.com website. The ASCT would be able to provide data-driven analytics and solutions, coupled with enhanced signal operations, to optimize traffic performance.</p> <p>Public Information Officer for the Contractor will provide information to residents who live adjacent to the corridor of closures of side streets and alternate routes.</p> <p>The contractor is responsible for documenting existing side streets they utilize for heavy equipment to distinguish between pre-existing and new issues and repair the surfaces caused by their equipment or vehicles.</p>	Charles	Mayeux
80	<p>Please consider Coleman Brown's plan for I-10. It accomplishes what is needed for a fraction of the cost with much less disruption to Baton Rouge.</p>	<p>Comment noted.</p>	Mary	Montgomery
81	<p>Please stop the widening of the I 10 interstate project. You are going to ruin so many good businesses and mess up Baton Rouge. You need another plan, please stop this project.</p>	<p>Comment noted.</p>	Mary Margaret	Mouch

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#	Comment	Response	First Name	Last Name
82	PLEASE STOP I-10 widening project!! This will kill BR and surrounding area’s economy. There are better solutions that won’t affect quality of life and endanger citizens!!	Comment noted.	Nancy	Parks
83	Please stop the I-10 widening project. There are other options that can and should be implemented without compromising so many businesses in Baton Rouge.	Comment noted.	Candy	Peavy
84	Please stop I-10 widening project. This will kill BR and surrounding area’s economy. There are better solutions that will not affect quality of life and endanger citizens. Thank You	Comment noted.	Chip	Robert
85	<p>I-10 BR WIDENING: Construction concerns and questions:</p> <ol style="list-style-type: none"> An access gravel “driveway” for the relocation of utilities was put in front of my home on February 20, 2023 on Estates Road. I still do not understand why construction vehicles need to be on Estates Road and accessing utilities relocation here. If you have access at the commercial areas behind Bet-R and current hair salon to the temporary road on the Eastbound shoulder created for utilities access and relocation, then why do you need to have these large construction vehicles on our dead end small residential street? Safety for pedestrians, kids, pets, in addition to privacy and disruption should be a concern and access here should cease. I work from home, and I am the sole provider of my household. I have no other means of income and the access noise, i.e. backup beeping, workers yelling and construction noise is a constant irritant and has already paralyzed my work for a minimum of 2 weeks since construction vehicles were entering this driveway in front of my home on Estates Road. I see how the relocation of utilities is being handled for now, but what happens when the Eastbound widening begins? Will Estates Road again be used for access, staging or anything else? Again, I do not understand why construction vehicles need to be on Estates Road and accessing construction here! If you have access and staging at the commercial areas behind Bet-R and current hair salon, then why do you need to have these large construction vehicles on our small residential street? This goes for the relocation of utilities as well as the widening phase, inclusive of the wall. I am pleading that alternate access be used. It seems that DOTD would try to work with us homeowners in the construction areas to minimize safety issues and distress to the residents. Safety for pedestrians, kids, pets on our street, in addition to privacy and disruption should be a concern and access on Estates Road should not be allowed. As homeowners on Estates Road with a front road seat to this construction widening project...we have not been given specific time schedules on any work and construction in front of our homes and on our street. I attended the recent March 7, 2023 meeting and learned some new information, but I have pleaded at all of the meetings for a heads up outside of these public meetings on what we are to expect and experience living in the construction zone. For example, an access gravel “driveway” for the relocation of utilities was put in front of my home on February 20, 2023 at Estates Road, with no warning! I work 	<p><u>Construction concerns and questions:</u></p> <ol style="list-style-type: none"> A temporary concrete barrier rail was installed along the interstate. The utility relocation work occurred between the concrete barrier rail and Estates Road. The temporary gravel driveway provided access from Estates Road, a city street, through City right of way to the State right of way where the work occurred. It is safer for the construction workers to perform their work behind the concrete barrier rail as well as for the traveling public and the neighborhood. The utility relocation duct bank work has been completed. During the construction of the I-10 eastbound lanes, traffic will be shifted to the westbound lanes thus allowing the contractor full access to the DOTD right of way that encompasses the eastbound lanes. However, access to the construction site may at times be from Estates Road. The contractor, Kiewit-Boh Joint Venture, has started providing public information regarding permanent bridge and roadway work. Press releases will be issued by DOTD prior to construction work to alert the public in the area. Other means of 	Donna	Roppolo

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#	Comment	Response	First Name	Last Name
	<p>from home, and I am the sole provider of my household. I have no other means of income and the access noise, i.e. backup beeping, workers yelling and construction noise is a constant irritant and has already paralyzed my work for 2 weeks since construction vehicles were entering this driveway in front of my home on Estates Road. What kind of notification will you be implementing to the homeowners in the construction zone, esp since you are using our neighborhood streets on Fiero and Estates Road for access?</p> <p>4. I request that a series of meetings for residents on Estates Road be scheduled in advance for every phase so we are well informed of all the construction expectations and nightmares we will be experiencing in our daily lives. I request video presentations and pictures of similar construction sites to give us homeowners in this area a realistic experience of what we will incur for the next 5-7 years, unbearable noise, dust, road blocking, etc</p> <p>5. I AM STILL PLEADING TO ERECT THE SOUND WALL ALONG ESTATES ROAD PRIOR TO CONSTRUCTION. Based on the east and westbound traffic lanes that will be moved to the westbound side, it seems to me that there will be access for widening even if the sound wall is erected first.</p> <p>I am concerned for our safety, privacy and wellbeing. Once foliage and chain link fence are 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 to those 170,000 vehicles every day with the addition of the construction workers.</p> <p>I have lived in my home for 22 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.</p> <p>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?</p> <p>And if construction is only during the day, protection and safety is an even bigger concern at night.</p> <p>If the sound wall is erected first on the Eastbound side, it would minimize so many hazards and safety issues to the time of the wall construction instead of the entire duration of the Eastbound widening. Not only would the wall give homeowners privacy and protection, but would also implement the safety barrier for children, pets and pedestrians not being able to have any access into the construction zone from our street and open neighborhood.</p> <p>6. Tall temporary barriers should be erected before ANY construction along Estates Road begins; this means in the beginning before the existing chain link fence, trees and foliage are removed. I am requesting a temporary barrier be placed along the construction site on Estates Road and homes along Fiero, similar to tennis courts...a tall chain link fence with</p>	<p>staying informed include the project's i10br.com website, DOTD's 511 app, and subscribing to the MyDOTD notification system through the DOTD website.</p> <p>4. The contractor, Kiewit-Boh Joint Venture, is and will continue to provide the public with information now that permanent bridge and roadway work has begun. . Kiewit-Boh Joint Venture has a full time public information officer assigned to the project to provide appropriate information for all construction activities. Press releases are and will continue to be issued by DOTD prior to construction work to alert the public in the area. Other means of staying informed include the project's i10br.com website, DOTD's 511 app, and subscribing to the MyDOTD notification system through the DOTD website.</p> <p>5. The design for the eastbound roadway section from the east end of the City Park Lake Bridge to Perkins Road consists of a retaining wall with a concrete barrier rail mounted to the top of the retaining wall. The crash tested noise barrier maybe mounted to the back of the concrete barrier rail. Therefore, the roadway must be constructed first before the crash tested noise barrier could be fastened to the concrete barrier rail. Integrity and security of the construction site will be maintained at all times by the contractor to regulate public access. The contractor has installed a temporary fence with a visual barrier placed on the fence along the right of way on the I-10 WB between City Park Lake Bridge and Perkins Road.</p>		

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	<p>slats or some type of physical and visual barrier. This could and should be used even before the sound wall is erected, and before the existing chain link fence, foliage and trees are removed. There are children, pets, pedestrians in our area at risk. Not only would a barrier give homeowners a sense of privacy and protection, possibly muffle some noise and dust, but would also create a safety barrier for children, pets and pedestrians not being able to access the construction zone from our street and open neighborhood.</p> <p>Homeowners are required to have a minimum of a 4' continuous fence/barrier around pools. Seems to me that these short concrete barriers with breaks, allowing construction vehicles access, in our residential neighborhood isn't enough for a major construction project.</p> <p>7. Exposure to theft, trespassing, and criminal opportunity, including human trafficking is a concern. How do you plan to implement safety and physical privacy to protect us for the duration of construction along Estates Road, Fiero and the adjacent neighborhood once the trees, foliage and fencing are removed?</p> <p>8. Request for DOTD to add requirement for active off duty details by the Sheriff's Office. And requiring uniformed deputies and marked units for security at night. We will be losing street lights on Eastbound side when construction begins, no trees, foliage and fencing. Our street, Estates Road, will be easily accessible and open to criminal activity.</p> <p>9. Again, I REQUEST, IF AT ALL POSSIBLE, TO ERECT THE SOUND WALL ALONG ESTATES ROAD PRIOR TO CONSTRUCTION.</p> <p>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 existing chain link fence and foliage is removed, the general public of 170,000 vehicles per day will be looking and watching, creating exposure and interest to someone with bad intentions. This neighborhood along Estates Road and Fiero Street becomes an easy target for criminal activity.</p> <p>10. There are currently light posts on the Eastbound interstate, alongside Estates Road. Those fixtures currently provide lighting along our street and into our neighborhood. What about safety lighting once those fixtures are removed for duration of construction?</p> <p>11. Will any permanent lighting be added to our side of the sound wall on Estates Road?</p> <p>12. What is the new lighting plan Eastbound side? Will it be over the sound wall? If so, will it be too bright and intense on Estates Road, a residential street?</p> <p>13. If it is below the sound wall height, can additional lighting be added to Estates Road? Seems that the new lighting on the Eastbound side may not give our street any lighting that we currently benefit from, so can additional lighting be added on our side of the sound wall to help light up Estates Road for safety?</p>	<p>6. The design for the eastbound roadway section from the east end of the City Park Lake Bridge to Perkins Road consists of a retaining wall with a concrete barrier rail mounted to the top of the retaining wall. The crash tested noise barrier may be mounted to the back of the concrete barrier rail. Therefore, the roadway must be constructed first before the crash tested noise barrier could be fastened to the concrete barrier rail. Integrity and security of the construction site will be maintained at all times by the contractor to regulate public access. The contractor has installed a temporary fence with a visual barrier placed on the fence along the right of way on the I-10 WB between City Park Lake Bridge and Perkins Road.</p> <p>7. Integrity and security of the construction site will be maintained at all times by the contractor to regulate public access. The contractor has installed a temporary fence with a visual barrier placed on the fence along the right of way on I-10 WB between City Park Lake Bridge and Perkins Road.</p> <p>8. Your comment has been sent to the contractor regarding off-duty police details. Integrity and security of the construction site will be maintained at all times by the contractor to regulate public access. The contractor has installed a temporary fence with a visual barrier placed on the fence along the right of way on I-10 WB between City Park Lake Bridge and Perkins Road.</p> <p>9. Integrity and security of the construction site will be maintained at all times by the contractor to regulate public access.</p> <p>The contractor has installed a temporary 10 feet high fence with a visual barrier placed on the fence along the right of way on I-10 WB between City Park Lake Bridge and Perkins Road.</p> <p>10. During construction, the interstate lighting will be turned off due to disruption of continuous power. Striping, reflective markers and signage will be used to delineate the interstate roadway during construction. Once the project is completed, the new interstate lighting will be turned on. However, local street lighting exists on Estates Road which may continue in service during interstate construction.</p> <p>11. No, permanent lighting will not be added to the noise barrier itself or on either side of the noise barrier. New interstate lighting will be provided along the I-10 median.</p>		

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	<p>14. Will there be anything used to deter water, mud debris etc....from entering onto Estates Road?</p> <p>15. The utilities process currently being worked on is a small taste of what's to happen and the consequences to occur. We have never had any sitting water on Estates Road; drainage works great. There is now water pooling in front of the gravel "driveway" when it rains that NEVER happened before! Will DOTD repair our street and drainage once the widening construction is complete?</p> <p>16. I understand water will be used to help with the dust during construction. Where is this to drain? Will it be filtered through a seize to catch debris? And will it be draining into our street culverts and therefore causing future drainage issues on our street and surrounding areas in our neighborhood and surrounding businesses? Our culverts drain into City Park Lake, what of the consequences to the wildlife there?</p> <p>17. On February 20, 2023 a gravel "driveway" for access during utilities relocation was put in on Estates Road. I am aware this is a portion of land owned by DOTD in front of my home on Estates Road. It is a triangular section of land. But through the years ago, I have attended all of these meetings, spoke to representatives, and submitted comments about my objections and concerns using this land for staging and access on our neighbor street since our lives will be disrupted enough. I am requesting and begging again that land not be used for access. There are many other access points, i.e. behind Bet-R in a commercial location and no reason construction vehicles need to be on our street, in addition blocking our street, backing up with noisy beeping, etc. Estates Road is a dead-end street and my only access to and from my home. I was recently blocked in by multiple construction vehicles, some parked ON Estates Road with others accessing the gravel driveway, and unable to leave my home for an appointment.</p> <p>18. I was traveling down Fiero from East Lakeshore on March 7, 2023 at 3:00pm and one of the Construction vehicles was heading north toward the lake past Estates Road. The vehicle ran me off the road and I had to pull onto a neighbor's driveway. These construction vehicles should not be allowed around the lakes. He was going too fast on this narrow residential street. We dodge enough vehicles as drivers and pedestrians using the lakes as recreation.</p> <p>19. Our roads and trees in our subdivision cannot withstand your construction vehicles. Who is going to repair all of the collateral damage? There is a new pothole on Christian Street between Perkins and Estates Road. The black top cannot withstand the weight and is crushing where access is being used.</p> <p>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.</p>	<p>12. The new roadway lighting is proposed to be placed in the median of the interstate. The lighting and luminaires will be in conformance with DOTD's typical roadway lighting for an interstate.</p> <p>13. The new interstate lighting will be at a height of 40' and is proposed to be placed in the median of the interstate. The lighting and luminaires will be in conformance with DOTD's typical roadway lighting for an interstate. The top of the noise barrier will be 14' high above the roadway pavement. Estates Road is a local street, and the responsibility for its roadway lighting falls under local jurisdiction.</p> <p>14. A stormwater pollution and prevention plan will be prepared by the contractor to manage rainfall, runoff and erosion from the site. The contractor will follow DOTD's standard plans for Erosion Control.</p> <p>15. Upon completion of the project any damage to the Estates Drive surface due to construction activity will be repaired by the contractor.</p> <p>16. A stormwater pollution and prevention plan will be prepared by the contractor to manage rainfall, runoff and erosion from the site. The contractor will follow DOTD's standard plans for Erosion Control.</p> <p>17. We apologize for the action of someone blocking your driveway and thus preventing you from leaving.</p> <p>A temporary concrete barrier has been installed along the eastbound interstate. The utility relocation work occurred between the concrete barrier and Estates Road. The temporary gravel driveway provides access from Estates Road, a city street, through City right of way to the State right of way where the work is occurring. It is safer for the construction workers to perform their work behind the concrete barrier as well as for the traveling public and the neighborhood. The utility relocation work has been completed.</p> <p>18. We are sorry for your experience. Kiewit Boh Joint Venture speaks to their personnel in their project site orientations about speeds and being good stewards of the neighborhoods. They will continue to monitor.</p>		

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	<p>21. Is it safe for me and the residents along Estates Road and Fiero to breathe construction debris every day for the duration of this project in front of our homes?</p> <p>22. Any dust shields or water trucks required to lower dust?</p> <p>23. Being so close to construction on Estates Road, what kind of hazards to our health due to the noise of construction?</p> <p>24. Being so close to construction on Estates Road, hazards to our health due to the noise of construction and environmental issues would be less if the sound wall is erected first.</p> <p>25. Being so close to construction on Estates Road, what kind of hazards to our health due to vibration of construction?</p> <p>26. Does the sound wall decrease vibration?</p> <p>27. Being so close to construction on Estates Road, what about hazards to our health due to vibration after construction with more vehicles and trucks traveling East and West bound?</p>	<p>19. The project contractor will monitor damage to surface streets in proximity to the interstate corridor and will make repairs as required.</p> <p>20. Water trucks will be used on site during construction operations to control dust.</p> <p>21. Existing interstate traffic will continue through the interstate corridor at all times during construction. During construction, water trucks will be used on site to control dust.</p> <p>22. Water trucks will be used on site during construction operations to control dust.</p> <p>23. Section 107.01 of The DOTD Louisiana Standard Specifications for Roads and Bridges requires that the contractor shall keep informed of and comply with all Federal, State and local laws, ordinances and regulations, and all orders and decrees of bodies or tribunals having any jurisdiction or authority, which affect those employed on the work or which affect the conduct of the work. This includes the City Parish of EBR's noise ordinance.</p> <p>24. The eastbound roadway section from the east end of the City Park Lake Bridge to Perkins Road consists of a retaining wall with a concrete barrier rail mounted to the top of the retaining wall. The crash tested noise barrier may be mounted to the back of the concrete barrier rail. Therefore, the roadway must be constructed first before the crash tested noise barrier could be fastened to the concrete barrier rail. Integrity and security of the construction site will be maintained at all times by the contractor to regulate public access. The contractor has installed a temporary fence with a visual barrier placed on the fence along the right of way on the I-10 WB between City Park Lake Bridge and Perkins Road.</p> <p>25. The drilled shaft technique of piling installation minimizes noise and vibration during construction. Drilled shafts are being used at the abutments which are the ends of the City Park Lake Bridge. Driven piles will be driven for foundations of the intermediate bents of the CPL Bridge. In addition, the retaining walls along the south side of I-10 are in design and it is anticipated that they will be constructed on footings. However, if piles are required, the drilled shaft technique will be used. The contractor will perform a pre-construction site survey, will monitor vibration during the course of construction, and will investigate and respond to claims of property damage due to vibration. LADOTD offers an informational and complaint form concerning vibrations on its website, located in the Environmental section of the Engineering division pages.</p>		

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	<p>28. 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?</p> <p>29. Will there be monitors monitoring vibration from construction?</p> <p>30. I understand drill shafts used over City Park Lake, which is in close proximity to my home on Estates Road, so that is concern for hazardous vibration and noise as well, in addition to structural impact to my home.</p> <p>31. 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.</p> <p>32. 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 we 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.</p> <p>33. 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</p>	<p>http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Environmental/Pages/Vibration-Complaint-Form.aspx</p> <p>26. The noise barrier will intercept and reflect sound waves. The purpose of the noise barrier is to decrease the noise level for residential properties.</p> <p>27. A noise analysis was conducted, and as a mitigation measure, a noise barrier that qualifies for federal funding will extend from E. Lakeshore Drive to Christian St. along I-10 eastbound. These barriers are intended to reduce interstate noise for nearby residential areas, including homes along Estates Road.</p> <p>28. The drilled shaft technique of piling installation minimizes noise and vibration during construction. Drilled shafts are being used at the abutments which are the ends of the City Park Lake Bridge. Driven piles will be driven for foundations of the intermediate bents of the CPL Bridge. In addition, the retaining walls along the south side of I-10 are in design and it is anticipated that they will be constructed on footings. However, if piles are required, the drilled shaft technique will be used. The contractor will perform a pre-construction site survey, will monitor vibration during the course of construction, and will investigate and respond to claims of property damage due to vibration. LADOTD offers an informational and complaint form concerning vibrations on its website, located in the Environmental section of the Engineering division pages. http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Environmental/Pages/Vibration-Complaint-Form.aspx</p> <p>29. See response above.</p> <p>30. The drilled shaft technique of piling installation minimizes noise and vibration during construction. Drilled shafts are being used at the abutments which are the ends of the City Park Lake Bridge. Driven piles will be driven for foundations of the intermediate bents of the CPL Bridge. In addition, the retaining walls along the south side of I-10 are in design and it is anticipated that they will be constructed on footings. However, if piles are required, the drilled shaft technique will be used. The contractor will perform a pre-construction site survey, will monitor vibration during the course of construction, and will investigate and respond to claims of property damage due to vibration. LADOTD offers an informational and complaint form concerning vibrations on its website, located in the Environmental section of the Engineering division pages. http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Environmental/Pages/Vibration-Complaint-Form.aspx</p> <p>31. LADOTD offers an informational and complaint form concerning vibrations on its website, located in the Environmental section of the Engineering division pages. http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Environmental/Pages/Vibration-Complaint-Form.aspx</p> <p>32. Comment noted.</p>		

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	<p>income during working hours, and disruptive to my overall mental and wellbeing after hours, when trying to relax. Specific daily/weekly schedules should be provided to us.</p> <p>39. If and what are requirements for financial assistance and inconveniences to businesses that are impacted by construction? Is there any assistance available or can you help relocate/rental allowance to move my studio during the construction. Again, I am self-employed and work out of my home. I am concerned about the disturbances to my work daily. 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 financial loss during the construction phase.</p> <p>40. Does DOTD temporarily relocate homeowners that are affected by construction hazards?</p> <p>41. Does DOTD supplement income from loss of revenue to businesses due to construction inconveniences?</p> <p>42. When I last submitted questions and concerns about my house located along the construction zone, your recommendations were to continue improvements and maintenance to my home and yard. My home is no longer marketable, and no one is answering nor guaranteeing my home will not incur any physical construction and maintenance issues as a result.</p> <p><u>Other concerns:</u></p> <p>1. I believe the construction process will paralyze our city and do not feel it will help in the end since you are not widening the Mississippi River bridge. I believe bottle necking will occur and other options should be pursued.</p> <p>2. I suggest a traffic test for a full 7-14 days. Close traffic down to what it will be, 2 lanes East and 2 lanes West. See what problems you will be dealing with on the surrounding streets and neighborhoods. Where will traffic be detoured?</p> <p>3. Seriously consider, where do you think everyone will go once they exit backed up traffic on the interstate? People will be exiting Dalrymple or wherever they can and speeding through the lakes dangerously. Speed limit is 20 miles an hour for safety reasons around the lakes and rarely obeyed and rarely monitored. It's already an issue daily, but especially when there is an accident or delays on the interstate. Now more cars, trucks, and semis speeding through the lakes to find an alternative route. During football games, traffic has been detoured and not allowed to go through the subdivisions. Are you able and prepared to do that?</p> <p>4. 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?</p> <p>5. 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</p>	<p>37. The alignment of Estates Road will be slightly adjusted for a short distance. This adjustment will remain within the existing right of way. Kiewit Boh will provide public outreach during construction.</p> <p>38. Construction will take place day and night with nighttime activities limited to less noisy operations. The Kiewit-Boh team has a public information officer that will be providing information once construction begins.</p> <p>39. In order for a property owner to be compensated by DOTD there must be an acquisition of property or construction servitude.</p> <p>40. No. Relocating property owners occurs when the property falls within the new right of way, in concert with a property acquisition.</p> <p>41. No. DOTD does not compensate for loss of revenue.</p> <p>42. Comment noted.</p> <p><u>Other concerns:</u></p> <p>1. Comment noted.</p> <p>2. I-10 will not be permanently shut down to 2-lanes in each direction during construction as a 6-lane MOT will be provided on I-10 during all stages of construction which reflects the same number of lanes on I-10 that currently exist</p>		

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	<p>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.</p> <p>6. 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 areas to get to Perkins Road. And then Perkins Road and Acadian Thruway will now be congested.</p> <p>7. Currently Acadian Thruway traffic flows nicely. Closing Perkins Road exit and onramp will congest Acadian Thruway. I still do not see how this is being addressed.</p> <p>8. 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.</p> <p>9. 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.</p> <p>10. 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.</p> <p><u>Sound wall questions:</u></p> <p>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?</p> <p>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</p>	<p>from the I-10/I-110 interchange to the east. However, temporary nightly and weekend closures may be possible.</p> <p>3. I-10 will not be permanently shut down to 2-lanes in each direction during construction as a 6-lane MOT will be provided on I-10 during all stages of construction which reflects the same number of lanes on I-10 that currently exist from the I-10/I-110 Interchange to the east. However, temporary nightly and weekend closures may be possible. Prior to construction, a Transportation Management Plan will be prepared.</p> <p>4. Perkins Road is not being widened in this project. The two lanes you are referring to will be transitioned to one lane as currently exist today.</p> <p>5. Acadian Thruway will be improved in a future project segment.</p> <p>6. Comment noted.</p> <p>7. The Louisiana DOTD has modified the project limits of Segment 1 to extend from W. of Washington St. (Lorri Burgess Ave.) to the Perkins Road On/Off Ramps.</p> <p>Upon completion of Segment 1 to the Perkins Road on/off ramps, the ramps will remain open.</p> <p>As I-10 is extended eastward from Perkins Road in a future widening project, the on and off ramps at Perkins Road will be closed. To handle increased traffic, Acadian Thruway in the area of the interchange with I-10 will be expanded and the ramps at Acadian will be upgraded to improve capacity and geometry. The railroad bridge over Acadian has already been replaced to allow for additional lanes between I-10 and Perkins. A braided ramp between Acadian and College in the eastbound direction may also be considered in a future NEPA Reevaluation.</p>		

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	<p>construction? I am extremely concerned for the safety and wellbeing of the neighbors and families that live within 50-75 feet from I-10 corridor that runs alongside Estates Road.</p> <p>3. I received some conflicting information on Estates Road side of the wall. Who will be maintaining this? I hear DOTD then I hear the homeowners/adjacent subdivision, please advise.</p>	<p>8. Comment noted</p> <p>9. Comment noted</p> <p>10. Comment noted</p> <p><u>Sound wall questions:</u></p> <ol style="list-style-type: none"> 1. The DOTD and CMAR team have been making every effort to evaluate and save live oak trees throughout the corridor, including hiring a certified arborist as a part of the project team. It is recognized that some trees will need to be removed. As the project progresses, the team will continue to evaluate the mature trees in the corridor. 2. The eastbound roadway section from the east end of the City Park Lake Bridge to Perkins Road consists of a retaining wall with a concrete barrier rail mounted to the top of the retaining wall. The crash tested noise barrier may be mounted to the back of the concrete barrier rail. Therefore, the roadway must be constructed first before the crash tested noise barrier may be fastened to the concrete barrier rail. Integrity and security of the construction site will be maintained at all times by the contractor to regulate public access. The contractor has installed a temporary fence with a visual barrier placed on the fence along the right of way on the I-10 WB between City Park Lake Bridge and Perkins Road. 3. The area behind the retaining wall consists of both City and DOTD right of way. Both entities will be responsible for maintaining this right of way. 		
86	<p>This is a disastrous plan that will damage our wonderful city. Please stop!! So many other options are available!!</p>	<p>Comment noted.</p>	Yvette	Schittone
87	<p>There is a better way than shutting down the interstate to one lane. This will kill businesses in BR and surrounding areas.</p>	<p>I-10 will not be permanently shut down to 2-lanes in each direction during construction as a 6-lane MOT will be provided on I-10 during all stages of construction which reflects the same number of lanes on I-10 that currently exist from the I-10/I-110 Interchange to the east. However, temporary nightly and weekend closures may be possible.</p>	Susan	Waguespack
88	<p>: PLEASE STOP I-10 widening project!! This will kill BR and surrounding area's economy. There are better solutions that won't affect quality of life and endanger citizens!!</p>	<p>Comment noted.</p>	Shawn	Wilson

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89	Please stop the widening of I 10 in its current plan of reducing to One lane of traffic. This plan will be both life threatening and an economic disaster for our community	I-10 will not be permanently shut down to 2-lanes in each direction during construction as a 6-lane MOT will be provided on I-10 during all stages of construction which reflects the same number of lanes on I-10 that currently exist from the I-10/I-110 Interchange to the east. However, temporary nightly and weekend closures may be possible.	Kathleen	Young