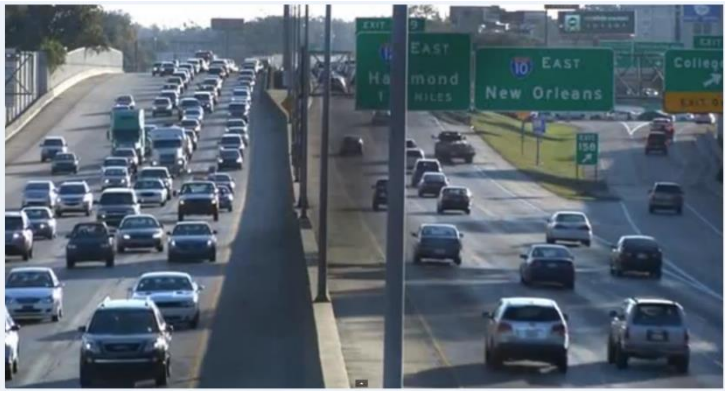
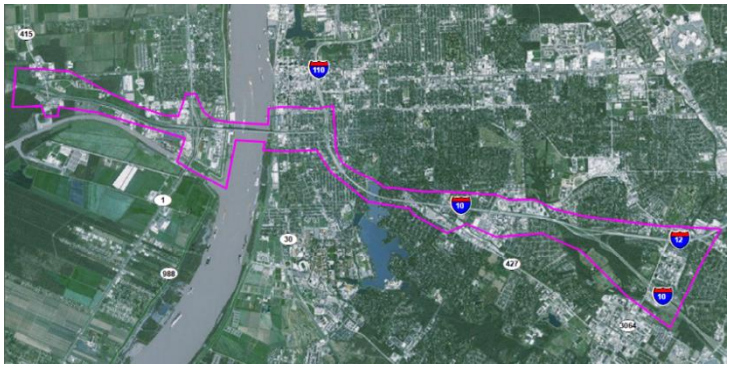
JULY 2016

I-10 CORRIDOR IMPROVEMENTS STAGE 0 FEASIBILITY STUDY

STATE PROJECT NUMBER H.004100
FEDERAL AID PROJECT NUMBER H004100





EAST BATON ROUGE AND WEST BATON ROUGE PARISHES, LOUISIANA

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

TABLE OF CONTENTS

TABLE OF CONTENTS *(continued)*

LIST OF EXHIBITS

Exhibit

LIST OF FIGURES

Figure

LIST OF APPENDICES (ON CD)

Appendix

1.0 INTRODUCTION

1.1 Background

The Interstate 10 (I-10) corridor was designed and constructed through Baton Rouge during the 1960s to accommodate a peak capacity of 80,000 vehicles per day (VPD). In 2011, that number had grown to exceed 155,000 VPD with essentially no improvements from the Mississippi River Bridge to the I-10 / Interstate 12 (I-12) split. This volume is expected to grow by approximately 30% by the year 2032 (Urban Systems, 2014). Today, traffic congestion through the Baton Rouge area causes stop and go traffic for much of the day along the portion of I-10 from the I-10 / I-12 merge, across the Mississippi River Bridge, to Louisiana Highway 415 (LA 415). There have been several studies to improve this corridor in the past, including the Louisiana Department of Transportation and Development (DOTD) I-10 Baton Rouge Major Investment Study from August of 2000 and the DOTD National I-10 Freight Corridor Study from February of 2003. None have resulted in the construction of improvements.

1.1.1 Previous and Current Studies

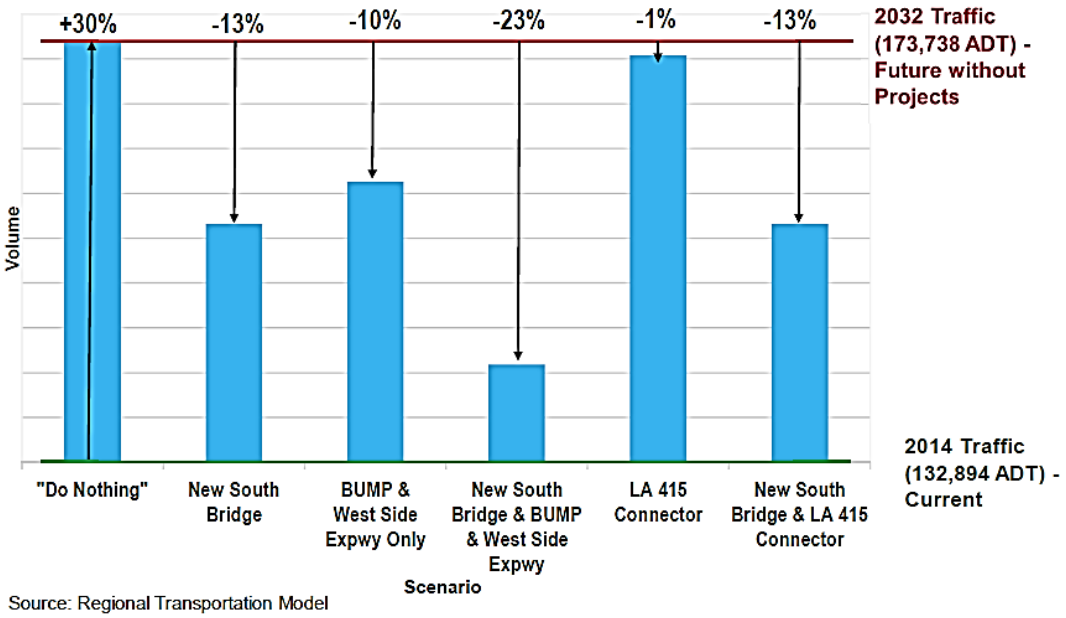
The corridor was originally studied in the year 2000 with the intent to improve mainline traffic, but the study was stopped due to lack of public support. Study of the corridor was postponed again in 2012 in order to collect more traffic and interchange data. It was determined that the existing interstate infrastructure cannot support current traffic volumes on I-10 through Baton Rouge during peak travel times, and traffic volumes are expected to increase by up to 30% by 2032 (Urban Systems, 2014). In response to this information, traffic studies were conducted to consider the effects of non-corridor projects on I-10 mainline traffic to assess if off-corridor improvements would solve the congestion issues without making any improvements to I-10.

The regional transportation model was utilized to determine the amount of traffic that would divert from I-10 as a result of the following projects:

1. New Mississippi River Bridge to the south
2. Baton Rouge Urban Renewal and Mobility Plan (BUMP)
3. Westside Expressway
4. LA 1 to LA 415 Connector
5. Combinations of 1 through 4
6. Baton Rouge Loop as envisioned in the Tier 1 Environmental Impact Statement
7. Northern Bypass as envisioned in a 2004 Feasibility Study

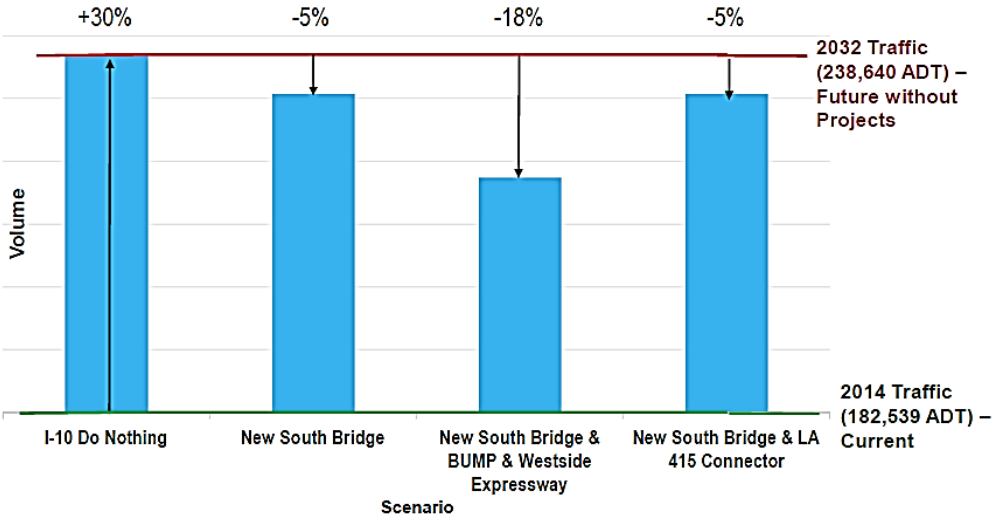
Exhibits 1-1 through **1-3** provide results of the non-corridor projects studied as they relate to areas of congestion on I-10, specifically the I-10 Mississippi River Bridge and the College Drive to I-10/I-12 Split.

EXHIBIT 1-1
I-10 BRIDGE
2032 Daily Volumes
Without Improvement to I-10



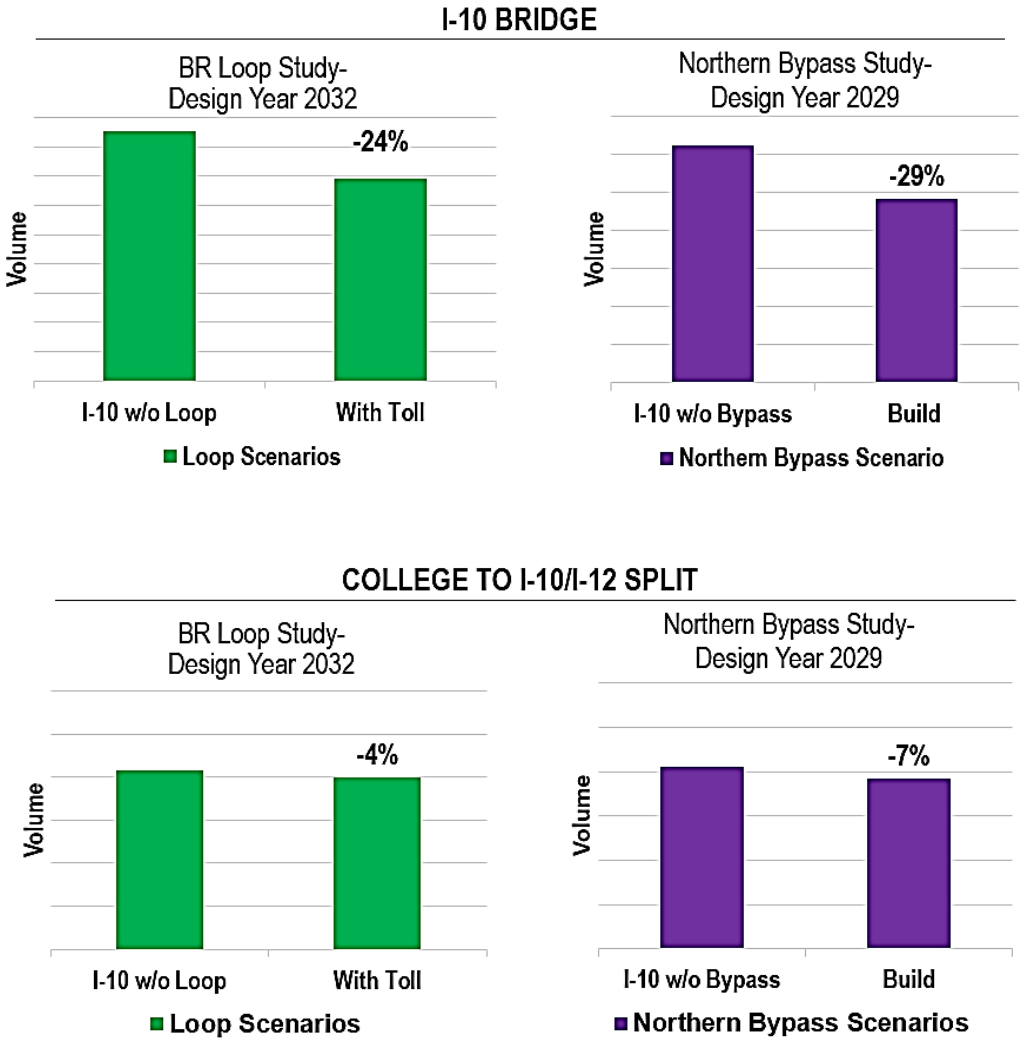
Source: Regional Transportation Model

EXHIBIT 1-2
COLLEGE TO I-10 / I-12 SPLIT
2032 Daily Volumes
Without Improvements to I-10



Source: Regional Transportation Model

EXHIBIT 1-3
BATON ROUGE LOOP AND NORTHERN BYPASS STUDIES
EFFECT ON DAILY VOLUMES



Source: Baton Rouge Loop Tier 1 Draft Environmental Impact Statement & Feasibility Study for the Northern Bypass For Baton Rouge

The traffic data clearly indicates that non-corridor projects cannot reduce demand to less than current traffic volumes. Improvements to the mainline of I-10 will still need to be implemented as part of the solution; however, a regional approach will be required to accommodate travel demands on I-10. The Louisiana Statewide Transportation Plan reflects this approach. It includes a number of major projects in the Baton Rouge Metropolitan Area.

1.1.2 Surveys and Outreach

Due to the high profile nature of the project, early public involvement was initiated in the form of surveys and stakeholder meetings, which were followed by a round of public meetings. Three surveys were conducted between April and June of 2015, followed by the first of two rounds of public meetings. Round One of the public meetings was held in August 2015 and consisted of three meetings held at different locations along the corridor.

While the survey data and public outreach activities are summarized in Section 4, the surveys and round one of meetings are part of the project background, as they formed the basis for the alternatives developed for this Stage 0 Feasibility Study and Environmental Inventory (Feasibility Study).

The primary goal of the surveys was to assess the public's view of what were the most substantial issues affecting the use and operation of I-10 and any ideas that might resolve the issues. Two of the surveys were scientific surveys conducted by the Louisiana State University (LSU) Public Policy Research Lab. The third survey was a non-scientific public input survey conducted by the Project Team.

Among the results of the LSU general population phone survey (655 random adults surveyed) were:

- 84% of residents across the five-parish area believe that making no improvements will harm the community
- 96% agree improving traffic conditions on I-10 in Baton Rouge would make local travel safer
- 91% agree improving traffic conditions on I-10 would improve the overall quality of life in the Baton Rouge area

When respondents were asked to rank I-10 issues in order of importance, 93% stated that reducing congestion on I-10 is very important.

The LSU Business Survey of 325 businesses located off of I-10 between Lake Charles and Slidell, Louisiana revealed:

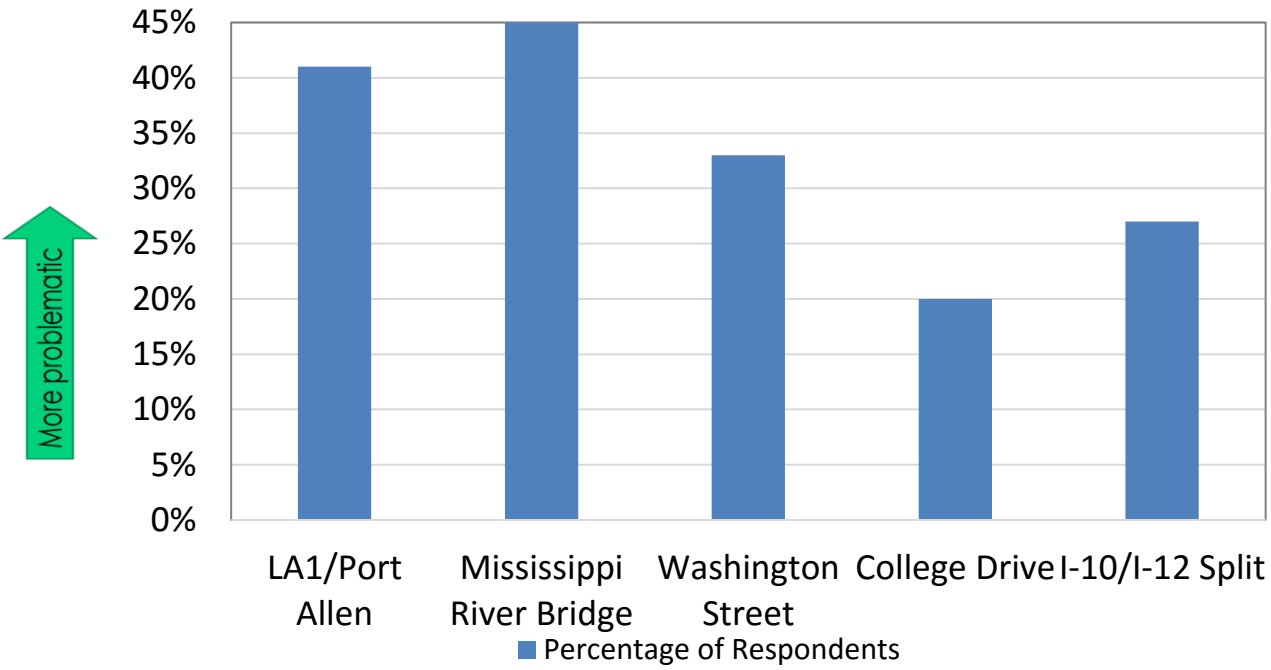
- 49% of Baton Rouge Metropolitan Area businesses anticipate negative impacts to their business during construction
- 71% of surveyed Baton Rouge Metropolitan Area businesses anticipate positive impacts to their business once a project is completed
- Almost all businesses surveyed, 94%, believe that improving I-10 in Baton Rouge will be good for the state as a whole

The non-scientific online survey was filed out by over 13,800 respondents, the majority of whom were Baton Rouge Metropolitan Area residents; less than one percent of respondents were out-of-state residents. Responses to the online survey revealed two overarching concerns:

- Virtually all survey respondents (99%) have concerns with the traffic flow along I-10 in the Baton Rouge area
- 90% of survey respondents believe their commute will become worse in the next 5 years

The following graphic, **Exhibit 1-4**, represents the results of asking respondents to identify the two most problematic interchanges in the corridor.

EXHIBIT 1-4
TOP FIVE PROBLEM INTERCHANGE AREAS IDENTIFIED BY ONLINE SURVEY RESPONDENTS



As a result of all surveys conducted, more than 23,852 suggested solutions were provided and reviewed. The most frequently recommended solutions were building a loop or bypass, building a new bridge, and adding more lanes on I-10. All three of these solutions have been or are now being studied by either the Capital Area Expressway Commission or DOTD.

Similar to the survey results, the top three trends resulting from the comments received during the first round of public meetings were:

1. Add a lane to I-10 through Baton Rouge
2. Improve surface streets
3. A bypass around Baton Rouge is needed

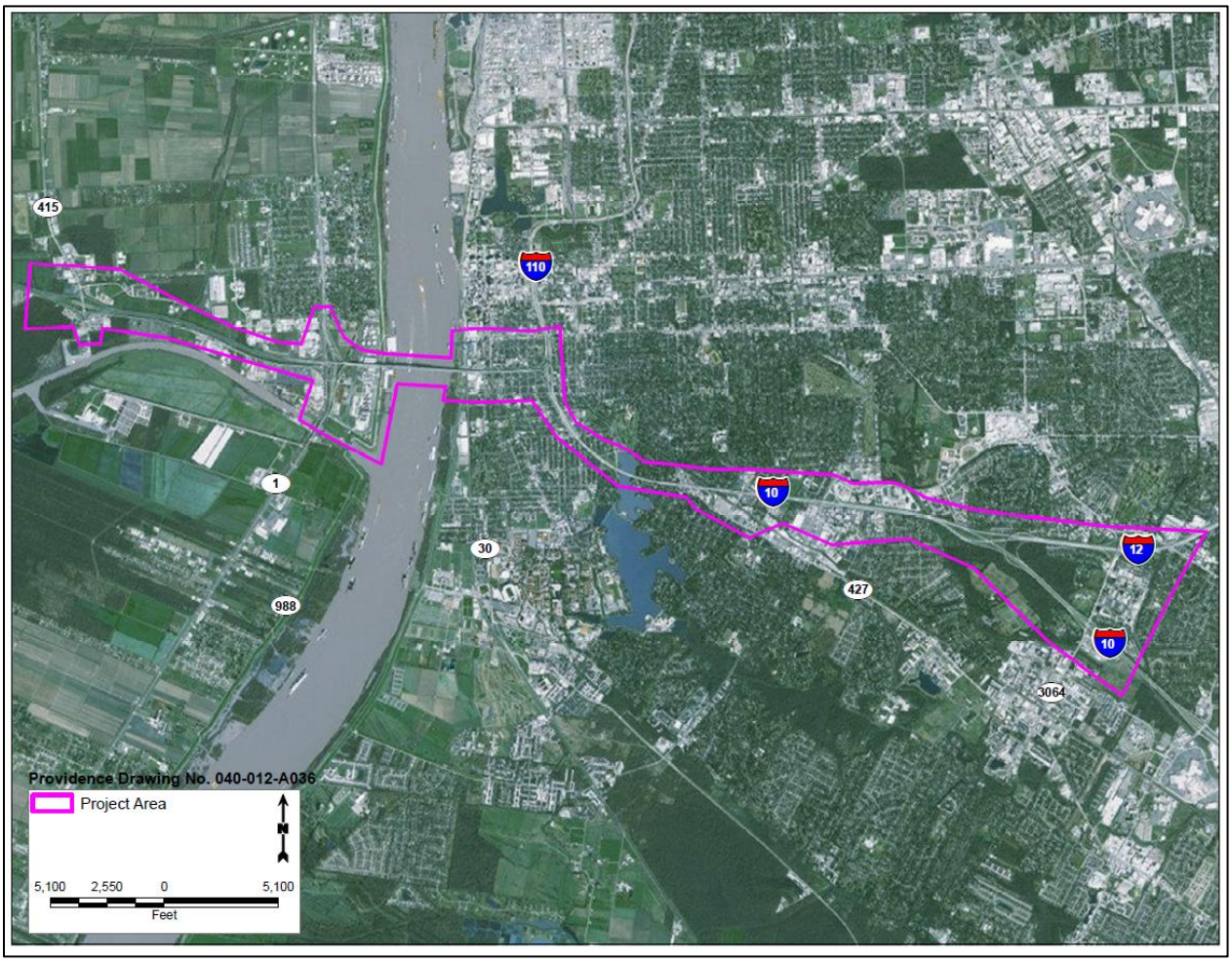
All of these results were used to develop the 71 alternatives presented in **Appendix A**, the Tier 1 Analysis, and summarized in Section 2. The second round of public meetings was held in February and March of 2016 to present the Tier 1 screened list of viable alternatives and garner additional public input on the alternatives and possible context sensitive solutions (CSS).

This Feasibility Study summarizes the alternatives development process, including traffic analysis, alternatives screening, environmental review, and public outreach, for improvements to the I-10 corridor from LA 415 to Louisiana Highway 3064 (Essen Lane), past the I-10 / I-12 split. Construction alternatives that have been deemed to be reasonable and feasible have been defined and the rationale for their continued study presented. This Feasibility Study will be made available to the public for review, as DOTD will be studying the construction alternatives recommended to move forward in the Planning and Environmental process (Stage 1).

1.2 Project Description

DOTD and the I-10 Corridor Improvement Study Project Team have conducted a Feasibility Study for improvements to I-10, from LA 415 in West Baton Rouge Parish to the I-10/I-12 split at Essen Lane in East Baton Rouge Parish, Louisiana. The proposed project is intended to reduce congestion and improve traffic flow and safety along the corridor. **Figure 1** below shows the project study area.

FIGURE 1
PROJECT STUDY AREA MAP



1.3 Preliminary Purpose and Need

The purpose and need of the proposed project is to reduce congestion and improve traffic flow throughout the I-10 corridor, to improve safety throughout the I-10 corridor, and to accommodate the continuing economic and population growth of metropolitan Baton Rouge.

As a result of the improvements, the I-10 corridor will aid in the accommodation of future growth of the region, as people, goods, and services will be allowed to move more efficiently along this interstate corridor.

As part of the project's Purpose and Need, a safety analysis will be conducted in Stage 1 to quantify additional safety benefits in areas where safety-related improvements are proposed.

2.0 ALTERNATIVES

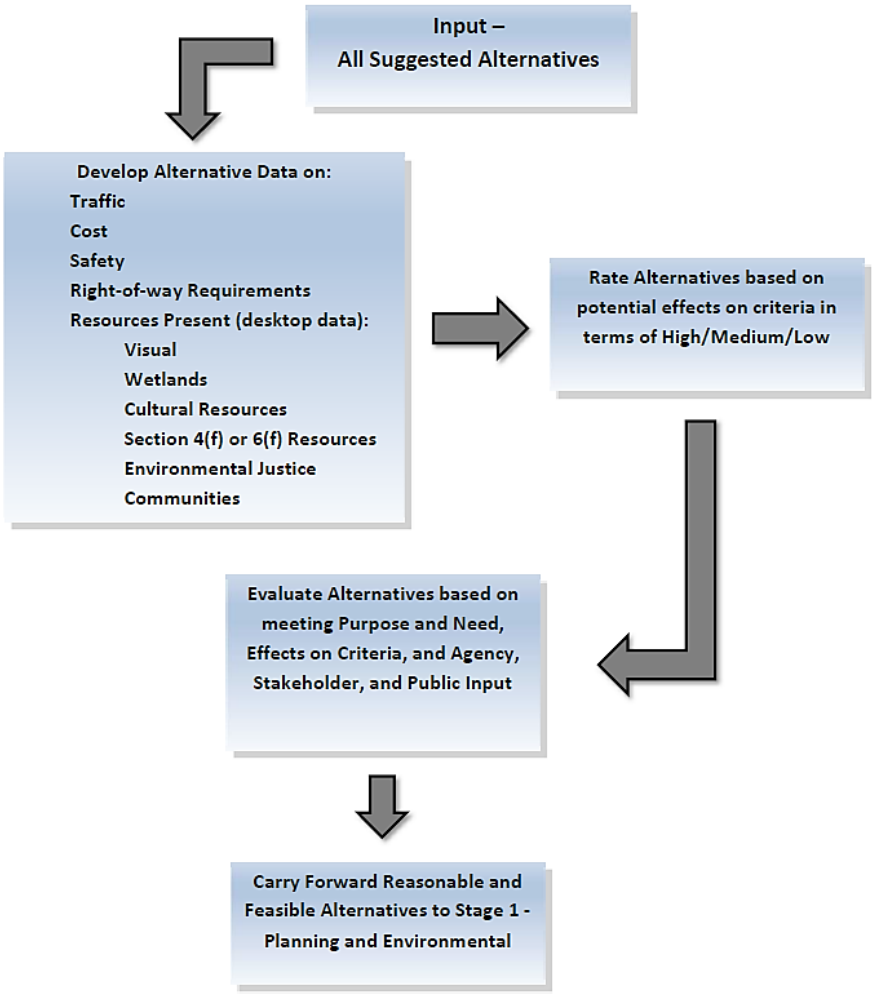
In order to effect positive change in the traffic conditions on I-10, traffic analysis and engineering data were used to help identify structural and operational deficiencies, after which reasonable alternatives were developed. Approximately 71 alternatives were initially considered for the mainline of I-10 and associated interchanges. The 8 mainline alternatives that were initially considered are shown in **Figure 2**. This figure is taken from the Tier 1 Analysis which is described below and included in **Appendix A**.

During alternatives development, it was determined that, in order to provide a mechanism to evaluate all construction alternatives, a Tier 1 Analysis would be developed. The Tier 1 Analysis is a process by which potential construction alternatives are screened against multiple categories of criteria including traffic operations, safety, right-of-way (ROW), environmental/social impacts, cost, and the ability to phase construction. **Exhibit 2-1** is a Tier 1 General Process Flow Chart.

FIGURE 2
MAINLINE ALTERNATIVES INITIALLY CONSIDERED

ALTERNATIVE CONCEPT	TRAFFIC OPERATIONS	SAFETY	RIGHT-OF-WAY	ENVIRONMENTAL/ SOCIAL IMPACTS	COSTS	ABLE TO PHASE CONSTRUCTION	INTERCHANGE MODIFICATION REPORT REQ'D	REMARKS	CONSIDERATION TIER 2
One Additional Lane	MODERATE CAPACITY	MAJOR	LOW	LOW	LOW	YES	YES	Interchange modification will be required to add additional lane. Additional lane concept excludes adding lane to the bridge.	YES
Multi-Lane Addition	HIGH CAPACITY	MAJOR	HIGH	HIGH	HIGH	YES	YES	Requires MRB modification to include additional lane in both directions.	NO
New Adjacent Bridge	HIGH CAPACITY	MAJOR	MODERATE	HIGH	HIGH	NO	YES	Reconfiguration of I-10/110 Interchange required. Requires at least 1 but likely 2 or more additional lanes in each direction on I-10 from I-110 to Split.	NO
High Pass	HIGH CAPACITY	MAJOR	MODERATE	HIGH	HIGH	NO	YES	ROW Impacts depend on design speed of high pass. Visual impacts to the adjacent communities are extreme.	NO
Movable Barrier	LOW CAPACITY	NONE	NONE	LOW	LOW	NO	NO	PM volumes are very balanced. AM volumes may be a better alternative, but cost/benefit is low.	NO
I-110 Westbank Connection	MODERATE CAPACITY	MODERATE	MODERATE	MODERATE	HIGH	NO	YES	Traffic volumes TBD. Cost/Benefit questionable. If a new bridge is built with required ROW for tie-in, better served for I-10 traffic.	NO
LA1/LA30 Direct Connection	LOW CAPACITY	MODERATE	LOW	MODERATE	HIGH	NO	YES	High cost for potential low volume of traffic.	NO
I-110 Frontage Roads	MODERATE CAPACITY	MODERATE	MODERATE	HIGH	LOW	YES	NO	Provide frontage roads connecting Government St and Dalrymple utilizing existing infrastructure as much as possible. Would continue 9th and 10th. Reconfigure traffic signals to treat frontage as major movement.	YES

EXHIBIT 2-1
TIER 1 GENERAL PROCESS FLOW CHART



In order to determine the level of assessment, a more detailed background evaluation was necessary. Therefore, within each category, multiple items were considered. For instance, the ROW category considered total acreage and impacts to residential, commercial, and public structures (libraries, *etc*.). It was also determined that in order to screen projects fairly, comparable projects would be screened against the same level of criteria. Interchange alternatives were screened against a certain criteria level, while mainline alternatives were screened against another level. A simplistic assessment for each category, i.e. “high,” “medium,” “low”, was used.

The complete Tier 1 Analysis, which details the alternatives along with the differences in the level of screening of each criteria category, is included as **Appendix A**.

Although not a part of the Tier 1 Analysis, the closure of the Washington Street exit was also studied relative to relieving congestion and allowing the mainline I-10 infrastructure to remain unchanged. Because of the existing lane drop, closing the

exit would only provide around 400-feet of additional distance before vehicles would need to merge. The data shows that the volume of traffic exiting at Washington Street is only 1.5% of the total traffic in that area. Data also indicates that the majority, 88%, of the exiting traffic is coming from I-110 and needs to cross I-10 east bound traffic in order to exit at Washington Street. Based on this data, it was determined that closure of the Washington Street exit would not resolve congestion issues on I-10.

2.1 Tier 1 Alternatives Analysis

The Tier 1 Analysis concluded that of the 71 alternatives entered, two mainline alternatives and 14 interchange alternatives appeared reasonable and feasible to warrant additional study. These 16 viable alternatives moved on for further analysis. The interchange locations include LA 415, Louisiana Highway 1 (LA 1), Highland Road-Nicholson Drive, Washington Street, Dalrymple Drive, Perkins Road, Acadian Thruway, College Drive, and the I-10/I-12 Split. The Tier 1 Analysis alternatives are further discussed in Section 2.3.

2.2 Secondary Alternatives Analysis

Upon completion of the Tier 1 Analysis, all 16 viable alternatives were screened for the ability to obtain environmental approval. This secondary analysis utilized desktop data to assess the likelihood of significant environmental resources in the ROW of the viable alternatives.

The alternatives presented below represent one of the mainline alternatives and four interchange alternatives that were determined to likely adversely affect significant environmental resources. For this reason, these five alternatives were determined to be ineligible to move forward into Stage 1.

2.2.1 Frontage Roads – Mainline Alternative

The Frontage Roads alternative would provide frontage roads connecting Government Street and Dalrymple Drive utilizing existing infrastructure as much as possible along 9th and 10th Streets. This alternative would also reconfigure traffic signals to treat the frontage roads as a major movement.

This proposed alternative would affect the Expressway Park, a park that supports multiple public recreational interests operated by the Recreation and Park Commission for the Parish of East Baton Rouge (BREC). Expressway Park was made possible with funding obtained through Project Number 22-00148 of the Land and Water Conservation Fund Act. As such, the park is afforded protection from adverse effects resulting from federally funded projects under Section 6(f) of this act. Since the mainline alternative that adds one lane to I-10 in the project study area does not adversely affect

Expressway Park, the Frontage Roads mainline alternative was dropped from further study.

2.2.2 LA 1 – Interchange Alternative

The primary alternative studied at the LA 1 interchange is dependent upon the construction of the LA 1 to LA 415 Connector project. If the above project were constructed, this alternative would consider closing or restricting eastbound access to I-10 from LA 1. The steep grade and merging of the northbound and southbound movements from LA 1 cause poor traffic operations, especially for trucks. Restricting or eliminating access at this point could improve traffic flow both on LA 1 and I-10.

Since this interchange alternative depends on the construction and operation of the LA 1 to LA 415 Connector project, it has been dropped from further study.

2.2.3 Washington Street/Dalrymple Drive – Interchange Alternatives

All three braided ramp interchange alternatives listed below may affect the East Polk Street Park. This BREC facility supports a variety of outdoor public recreation opportunities. Section 4(f) of the Department of Transportation Act provides protections for significant recreational facilities. As alternatives exist that would not result in adverse effects to this facility, all three of the braided ramp alternatives have been removed from further study.

2.2.3.1 Braided Ramp with Frontage Roads

This interchange alternative included a new I-110 left exit and removed the existing I-10 westbound exit at Louise Street, replacing it with the Dalrymple Drive exit with a braided ramp. Louise Street would be accessible via a frontage road from the Dalrymple Drive exit. It also added a turnaround under I-10 near Washington Street that would allow motorists from the Dalrymple Drive area to get onto I-10 and travel eastbound.

2.2.3.2 Braided Ramp with no Frontage Roads

This interchange alternative relocated the existing eastbound Washington Street exit further west on I-10, thus eliminating the ability for motorists from I-110 to access it, created a braided ramp that moved the existing Dalrymple Drive exit further west, and moved the I-10 entrance ramp from Washington Street further east.

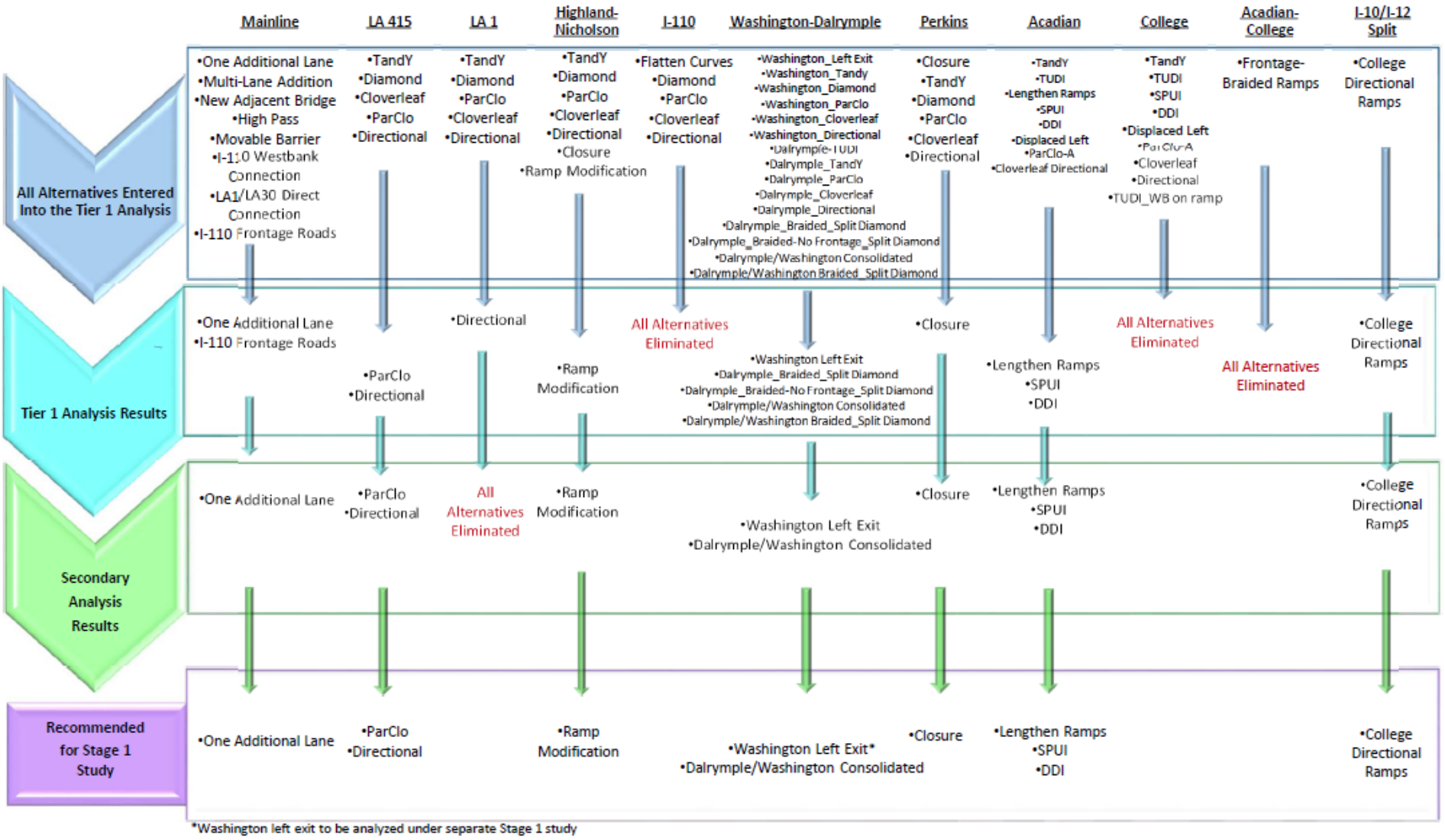
2.2.3.3 Braided Ramp

This interchange alternative created a braided ramp that moved the existing Dalrymple Drive exit further west and moved the I-10 entrance ramp from Washington Street further east without moving the existing eastbound Washington Street exit.

2.3 Alternatives Recommended for Stage 1

As a result of the removal of five of the 16 alternatives deemed viable during the Tier 1 Analysis, 11 alternatives are recommended to move forward into Stage 1. One of these 11 alternatives, the Washington Street I-110 Left Exit, has been proposed to be studied as a separate improvement project requiring an individual Stage 1 evaluation; therefore, it will not be studied in the Stage 1 process for the I-10 Corridor Improvements project. **Exhibit 2-2** outlines the I-10 alternatives development decision tree based on all alternatives that were entered into the Tier 1 Analysis. A description of the 10 alternatives recommended for further analysis in the Stage 1 process for the I-10 Corridor Improvements Project is included in this section.

EXHIBIT 2-2
ALTERNATIVES ANALYSIS DECISION TREE



Notes: ParClo–Partial Cloverleaf, TUDI–Tight Urban Diamond Interchange, SPUI–Single Point Urban Interchange, DDI–Diverging Diamond Interchange

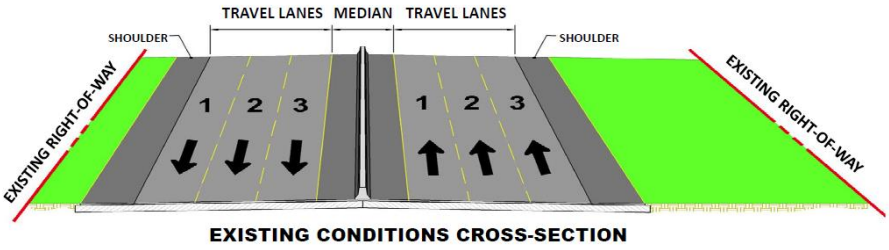
2.3.1 Mainline Alternative – One Additional Lane

The One Additional Lane mainline alternative would add one additional lane to both the eastbound and westbound directions on I-10 through the project study area, with the exception of the Mississippi River Bridge. In the majority of the corridor, adding one lane in each direction can be constructed within the existing ROW. In order for this improvement to take place, interchange modifications would be required. **Figure 3** shows the typical roadway sections for the existing and proposed roadway.

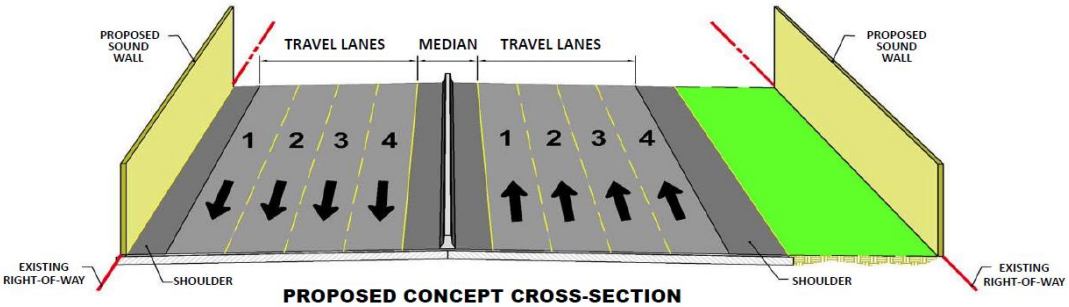
Widening the roadway may require the relocation of the existing sound walls. Due to the proximity of the existing sound walls to the piers of the Nairn Drive overpass, located between Acadian Thruway and College Drive, these piers may need to be moved which would require the reconstruction of the overpass. The removal and replacement of the Nairn Drive overpass will be included as a part of the mainline alternative being studied in this project's scope moving forward.

This alternative does not involve widening or other modifications to the Mississippi River Bridge. Adding a single lane to only one side of the bridge, as suggested by the LA 1 to LA 30 Direct Connection alternative, would have a high cost for a potentially low volume of traffic. An additional lane in each direction would require the reconfiguration of the I-10/I-110 interchange. The reconfiguration of this interchange would have high ROW impacts and costs.

FIGURE 3
TYPICAL ROADWAY SECTION



EXISTING CONDITIONS CROSS-SECTION



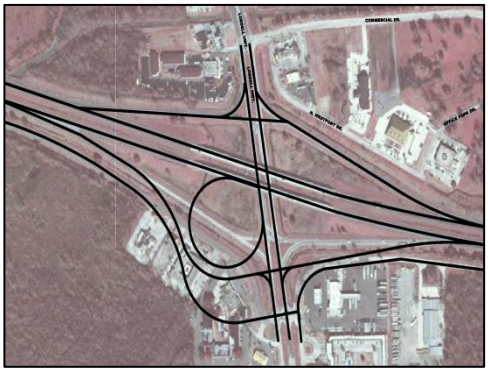
PROPOSED CONCEPT CROSS-SECTION

NOTE: Representative of an area that would be potentially eligible for sound walls.

2.3.2 Interchange Alternative - LA 415

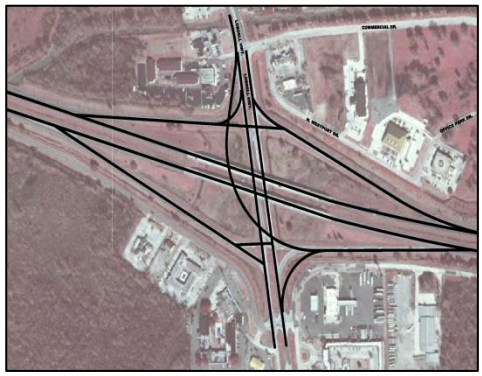
Two interchange alternatives west of the Mississippi River Bridge are recommended to move forward. Those options are a partial cloverleaf interchange at LA 415 (Lobdell Highway), and a directional interchange at LA 415.

2.3.2.1 LA 415 Partial Cloverleaf



This interchange alternative replaces the diamond interchange in the southwest quadrant of this interchange with a partial cloverleaf. This concept would allow for improved south to east movements, which is the heaviest traffic movement at this interchange. The improvement entails eliminating the left turn conflict point and providing right-hand lane continuous movement.

2.3.2.2 LA 415 Directional



Similar to the partial cloverleaf, this alternative seeks to improve the south to east traffic movement. Currently, motorists travelling south on LA 415 desiring to proceed eastbound on I-10 make an unrestricted left hand turn from a dedicated turn lane. This alternative replaces that movement with a directional ramp. The ramp would cross over the interstate and combine (at-grade) with the existing north to east travel lane before merging with I-10 eastbound traffic.

2.3.3 Interchange Alternative - Highland-Nicholson

The alternative studied would lengthen the westbound acceleration and eastbound deceleration lanes on I-10 at this interchange. The lengthening would occur up to the overhead truss (the structure at the top of the bridge) portion of the bridge.

2.3.4 Interchange Alternative - Washington-Dalrymple

Two interchange alternatives in the Washington Street and Dalrymple Drive area are recommended to move forward. The options studied were generated to address current operational deficiencies in the area. The improvements that are proposed include providing a means to access the Washington Street and Dalrymple Drive area from Interstate 110 (I-110) without crossing multiple lanes of traffic and providing an eastbound ramp onto I-10 in the Dalrymple Drive area.

2.3.4.1 Washington Street I-110 Left Exit

This alternative provides a left-hand exit ramp on I-110 South for the Washington Street/Dalrymple Drive area. This would improve safety by eliminating the double lane change that I-110 southbound traffic must make at the I-10/I-110 merge in order to exit at Washington Street. The new ramp would intersect at Terrace Street.

Due to the ongoing congestion issues associated with the Washington Street exit and minimal environmental effects, this proposed alternative will be analyzed under a separate Stage 1 evaluation in order to expedite its approval and advancement to funding and construction; it will not be included in the future Stage 1 process for the remaining 11 alternatives.

2.3.4.2 Dalrymple/Washington Consolidated Interchange

This alternative includes the concept discussed in Section 2.3.4.1 and adds four additional components. The first is the relocation of the existing eastbound Washington Street and Dalrymple Drive exits to create a dual exit located further west on I-10, thus eliminating the ability for motorists from I-110 to access the exit. This alternative would require eastbound motorists on I-10

to exit earlier to reach Dalrymple Drive. Those motorists desiring to get to the Dalrymple Drive area from I-110 would be required to exit at the new left-hand exit. The second is the removal of the existing I-10 westbound exit at Louise Street. Access to Louise Street would be via a new frontage road from the Dalrymple Drive exit. The third component is a turnaround under I-10 near Washington Street, which would allow motorists from the Dalrymple Drive area to get onto I-10 and travel eastbound. The fourth component is a new frontage road on the south side of I-10 between Washington Street and Dalrymple Drive.

2.3.5 Interchange Alternative - Perkins Road Closure

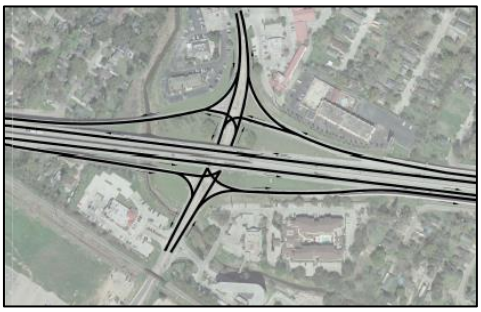
The Perkins Road interchange, as it exists, is a partial interchange with a westbound on-ramp and an eastbound off-ramp. The close proximity of the Perkins Road interchange to the Acadian Thruway interchange necessitates its closure to allow for improvements to the Acadian Thruway interchange.

2.3.6 Interchange Alternative - Acadian Thruway

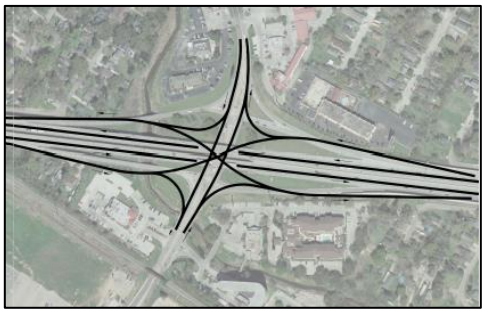
Three alternatives were evaluated for the Acadian Thruway interchange. One alternative studied the effects of lengthening all the acceleration and deceleration lanes of the existing interchange. The other two alternatives studied the effects of replacing the existing tight urban diamond interchange with alternate interchange configurations.

2.3.6.1 Acadian Modification – Ramp Lengthening

This alternative involves lengthening all the acceleration and deceleration lanes of the existing Acadian Thruway ramps in order to provide a safer merging distance.

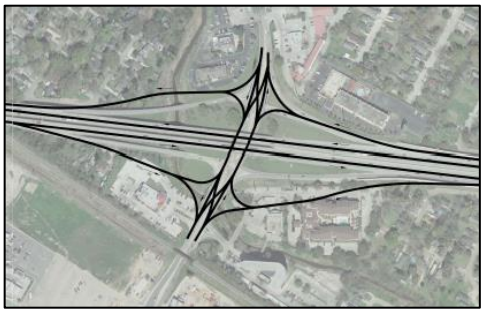


2.3.6.2 Acadian Modification – Single-Point Diamond



The single-point diamond interchange configuration would offer the operational advantage of allowing vehicles making opposing left turns to pass to the left of each other instead of to the right. This design can eliminate conflict and increase the overall efficiency of the interchange.

2.3.6.3 Acadian Modification – Diverging Diamond



The diverging diamond interchange more efficiently facilitates heavy left-turn movements than a traditional diamond. Traffic on the cross route moves to the left side of the roadway for the segment between signalized ramp intersections. By moving traffic left, left-turning vehicles can enter the highway without the need for a left-turn signal phase at the ramp intersections. Also, left-turning vehicles on the cross route do not conflict with opposing through traffic and may turn without stopping. This configuration may potentially require moving the existing southern ramp terminals.

2.3.7 Interchange Alternative - I-10/I-12 Split - College Directional Ramps

This alternative would provide dedicated exit lanes to College Drive from both I-10 and I-12. These lanes would separate from I-10 westbound and from I-12 westbound prior to the I-10/I-12 merge. Currently, westbound traffic from I-10 has to make a triple lane change across I-12 in order to exit at College Drive. This would eliminate the current weaving issue at the merge and improve safety by removing the triple lane change.

2.4 Traffic Noise Screening Analysis

While there are existing sound walls along portions of the I-10 mainline in Baton Rouge, a preliminary noise screening for placement of additional sound walls was conducted as part of this Feasibility Study. The objective of the study was to identify areas with likely residential noise impacts and identifying impacted areas where traffic noise barriers should be studied in Stage 1. **Figure 3** (see Section 2.3.1) is a typical section that is representative of an area that would be potentially eligible for sound walls. For those locations where sound walls do not qualify for federal funding, a direct appropriation of state funds may be sought from the Louisiana Legislature. Areas that may be considered for new sound walls include:

- Barrier EB1 - begins east of Highland Road and parallels the eastbound lanes of I-10 until E. Washington Street
- Barrier EB2 - begins near E. Washington Street along the elevated roadway structure of eastbound I-10 to the exit ramp to Dalrymple Drive
- Barrier EB3 - begins near City Park Lake along the elevated roadway structure of eastbound I-10 to the Perkins Road exit near Cedardale Avenue
- Barrier WB1 - begins south of Government Street and parallels the southbound lanes of I-110 and the ramp to westbound I-10
- Barrier WB2 - begins along the westbound I-10 entrance ramp from E. Washington Street and continues to the I-110 exit ramp to Government Street
- Barrier WB3 - begins along the westbound I-10 entrance ramp at Dalrymple Drive and continues along I-10 to the Louise Street exit ramp near Pearl Street
- Barrier WB4A - begins west of Christian Street along the elevated roadway structure of westbound I-10 to City Park Lake
- Barrier WB4B - begins along the westbound I-10 entrance ramp from S. Acadian Thruway and continues to the east of the Perkins Road entrance ramp merge point

2.5 Traffic Analysis

There has been a considerable amount of traffic modeling associated with the I-10 Corridor Improvements project. The original traffic study was designed to identify and develop improvements to mitigate the operational deficiencies in the project study area based on both existing and projected future traffic conditions.

In August of 2012, the focus of the project shifted from developing improvements for the I-10 mainline to identifying urban principal arterials that serve as alternate routes to I-10. Additionally, the microsimulation

model was expanded to include I-10 from Essen Lane to Highland Road and I-12 from Essen Lane to Louisiana Highway 447.

In October 2014, the project shifted back to the original objective to identify feasible operational improvements to the I-10 mainline and interchanges between LA 415 and Essen Lane. **Appendix B** contains the complete traffic summary for the I-10 Corridor Improvements project.

Initial traffic data indicated:

- Current I-10 infrastructure cannot support demand during peak traffic
- By 2032, traffic demand is expected to increase by 30%
- By 2032, travel times on I-10 are expected to increase by 20% to 80% relative to route and time of day
- Non-corridor projects cannot reduce demand to less than current traffic volumes (see Section 1 and **Appendix B**)
- Closing the Washington Street Exit will not solve the east bound congestion problem, as only 1.5% of total east bound traffic exits at this location.

It was determined that improvements to the mainline of I-10 would need to be implemented as part of the solution along with regional improvement projects. The original I-10 Corridor project to consider enhancements to the I-10 mainline was reinitiated in October 2014.

Traffic and engineering data along with the Tier 1 Analysis resulted in studying one additional lane in each direction on the mainline of I-10 and potential interchange modifications at the following locations:

- LA 415
- LA 1
- Washington Street
- Dalrymple Drive
- Perkins Road
- Acadian Thruway
- College Drive
- I-10 / I-12 Split

Traffic simulation models were developed for the additional lane concept which included a new Washington Street exit ramp on the left side of south bound I-110 and directional ramps from I-10 and I-12 to the College Exit, which would eliminate the west bound triple lane change. The traffic models were used to estimate the benefits of these potential improvements.

Modeling using existing traffic volumes to reflect average travel times in the morning (AM) and the evening (PM) peak periods with the operation of the

additional lane concept is shown in **Exhibits 2-3** and **2-4**. The red bars indicate existing average travel times and the green bars reflect the average travel times with the additional lane concept improvements. A scale is not shown as the graph presents a relative comparison of the travel times, and the travel times vary depending on when during the peak hour the data is recorded.

EXHIBIT 2-3
AVERAGE AM PEAK TRAVEL TIME:
EXISTING COMPARED WITH ONE ADDITIONAL LANE ON I-10

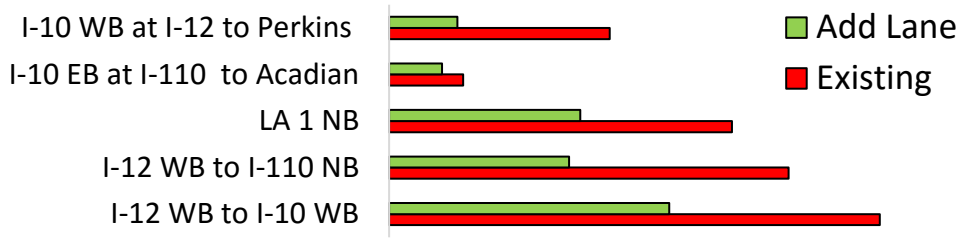
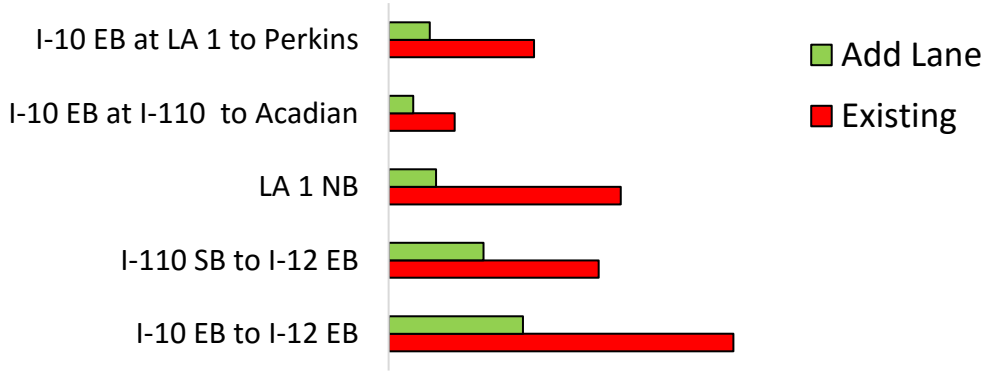


EXHIBIT 2-4
AVERAGE PM PEAK TRAVEL TIME:
EXISTING COMPARED WITH ONE ADDITIONAL LANE ON I-10



While travel times would be reduced with the implementation of an additional lane concept, the reduction is not expected to provide the capacity necessary to accommodate all of the future projected traffic demand.

Travel times in the models were compared, and the results for critical routes in the AM and PM peaks for the Design Year of 2032 are presented in **Exhibits 2-5** and **2-6**. The yellow bar shows existing average travel times with current volumes, the red shows projected volumes in 2032 in a “do nothing” scenario, and the green represents the additional lane concept, left exit at Washington Street, and directional ramps to College from I-10 and

I-12. A scale is not shown as the graph presents a relative comparison of the travel times, and the travel times vary depending on when during the peak hour the data is recorded.

The traffic analysis indicates the additional lane will provide improvement. Adding capacity is expected to reduce congestion, which should mitigate congestion related crashes. But, while travel times provide a good indication of the expected improvements, they don't always present a complete picture. Other measures of effectiveness are used in conjunction with travel times to evaluate the impacts of improvements. For example, with the additional lane concept, the throughput or number of vehicles that could get on I-10 from LA 1, is expected to increase by 30-45% in the peak hours. Therefore, although future travel times may be slightly worse than the current conditions, it will be far better than doing nothing. This conclusion supports the need for additional improvements. As previously stated, mainline improvements to I-10 are a necessary component, but not the only component, in an overall plan for the region.

Projects aimed at resolving traffic issues that exist at LA 415 and LA 1, Washington Street/Dalrymple Drive, Perkins Drive/Acadian Thruway/ College Drive, and College Drive at the I-10/I-12 Split will also be studied to assess the most effective solutions at these interchange areas.

EXHIBIT 2-5
DESIGN YEAR 2032 AM PEAK TRAVEL TIME COMPARISON

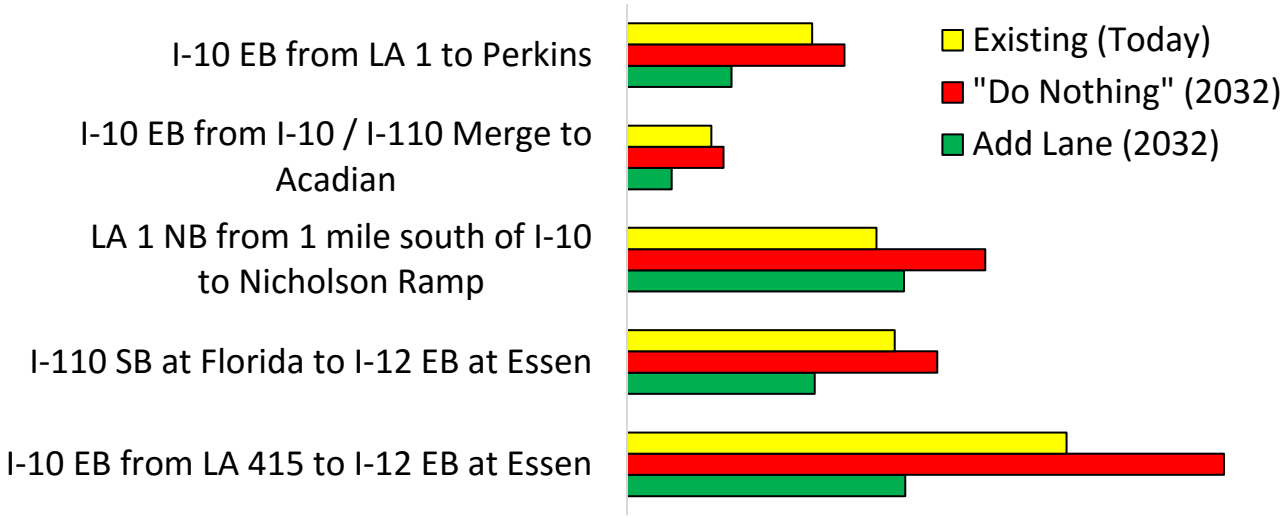
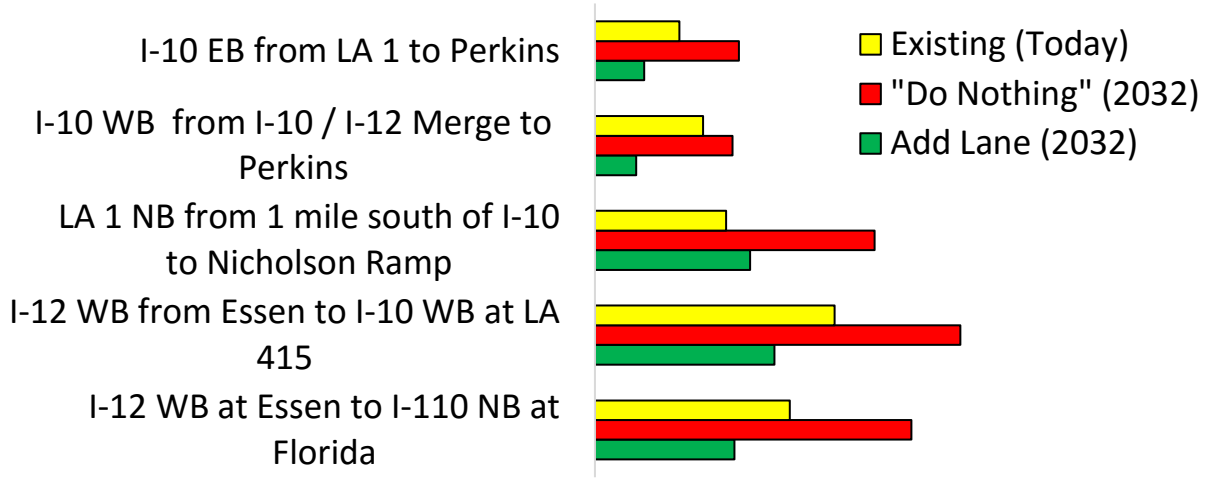


EXHIBIT 2-6
DESIGN YEAR 2032 PM PEAK TRAVEL TIME COMPARISON



2.6 Preliminary Context Sensitive Solutions

CSS was considered during the preliminary alternatives development process. Land use patterns, cultural resources, environmental resources, and community input were all criteria utilized in the development of the build alternatives along with early stakeholder involvement.

The City Park Lake Bridge area represents a prime location for the evaluation of a variety of CSS. The lakes are a highly desirable component of the I-10 drive through Baton Rouge, and efforts are currently underway to beautify the lakes area.

Additionally, the Nairn Drive overpass, which is scoped to be replaced as part of this project, may also serve as a signature structure for Baton Rouge.

2.7 Stage 0 Preliminary Scope and Budget Checklist

A. Project Background

District **61** Parish **East and West Baton Rouge Parishes**

Route **I-10** Control Section **450-10, 454-01**

Begin Log Mile **9.866 (I-10 @ LA 415)** End Log Mile **6.036 (I-10 @ LA 3064) & 1.412 (I-12 @ LA 3064)**

Project Category (Safety, Capacity, etc.): **Additional Capacity/New Infrastructure**

Date Study Completed: **July 2016**

Describe the existing facility: **The existing I-10 corridor through Baton Rouge was constructed in the 1960s. The freeway has three, 12-foot lanes in each direction and minimal shoulders throughout most of the corridor.**

Functional classification: **F-2** Number and width of lanes: **six, 12-foot lanes**

Shoulder width and type: **Portland cement concrete shoulder with varying widths** Mode:

Access control: **Controlled access** ADT: **see Appendix B** Posted Speed: **60mph**

Describe any existing pedestrian facilities (ADA compliance should be considered for all improvements that include pedestrian facilities): **There are no existing pedestrian facilities within the project study area.**

Describe the adjacent land use: **Agricultural, commercial, forest, forested wetland, industrial, residential, urban/built-up land, and water.**

Who is the sponsor of the study? **DOTD**

List study team members: **Providence Engineering and Environmental Group LLC (Prime), Urban System Associates, Inc., Earth Search, Inc., T.Y. Lin International, and Franklin Industries, LLC**

Will this project be adding miles to the state highway system (new alignment, new facility)? If yes, has a transfer of ownership been initiated with the appropriate entity? **No**

Are there recent, current or near future planning studies or projects in the vicinity? **Yes**

If yes, please describe the relationship of this project to those studies/projects. **The following previous studies were reviewed to develop an understanding of alternatives and analysis that had already been conducted: I-10 Modeling Project, The National I-10 Freight Corridor Study, and the I-10 Major Investment Study.**
The following regional projects were evaluated to determine their effects on traffic volumes on the I-10 Bridge: Baton Rouge Urban Renewal and Mobility Plan (BUMP), LA 1 to LA 415 Connector, Baton Rouge Loop, and the Northern Bypass. The LA 1 to LA 30 Connector is a part of this study.

Provide a brief chronology of these planning study activities: **I-10 Baton Rouge Major Investment Study Final Report (2000), The National I-10 Freight Corridor Study (2003), Northern Bypass (2004), LA 1 to LA 415 Connector (2006 - ongoing), I-10 Modeling Project (2010), The BUMP (2014), Baton Rouge Loop (2011), and LA 1 to LA 30 Connector (2015 - ongoing).**

B. Purpose and Need

State the Purpose (reason for proposing the project) and Need (problem or issue)/Corridor Vision and a brief scope of the project. Also, identify any additional goals and objectives for the project.

The purpose and need of the proposed project is to reduce congestion and improve traffic flow throughout the I-10 corridor, to improve safety throughout the I-10 corridor, and to accommodate the continuing economic and population growth of metropolitan Baton Rouge. It is desired that surface street improvements occur as a result of the access improvements.

C. Agency Coordination

Provide a brief synopsis of coordination with federal, tribal, state and local environmental, regulatory and resource agencies.
As the project is in Stage 0, Feasibility, and numerous previous studies on the I-10 corridor have been conducted, limited direct coordination was conducted with resource/regulatory agencies. Specifically, the Louisiana Department of Culture, Recreation and Tourism was contacted relative to cultural districts. With the exception of transportation agencies, no other direct coordination has been conducted. The Stage 1 Planning and Environmental process will involve a formal solicitation of views process engaging resource agencies in the project.

What transportation agencies were included in the agency coordination effort?
DOTD, Federal Highway Administration (FHWA), and the Capital Region Planning Commission.

Describe the level of participation of other agencies and how the coordination effort was implemented.

What steps will need to be taken with each agency during NEPA scoping?
Formal solicitation of views letters will be sent to agencies and stakeholders to obtain early input and identify any resource concerns. As the majority of the project work area is proposed within existing ROW and no additional structure is proposed for the existing I-10 Mississippi River Bridge, it is not expected to be necessary to invite any federal resource agencies as cooperating agencies.

D. Public Coordination

Provide a synopsis of the coordination effort with the public and stakeholders; include specific timelines, meeting details, agendas, sign-in sheets, etc. (if applicable).
Two rounds of public meetings were held for the project. Appendix E contains two public outreach summary documents along with agency emails. The first round of meetings was conducted after the completion of three project surveys involving two scientific surveys of residents and businesses in Baton Rouge and along the I-10 corridor in Louisiana and one non-scientific public survey. The surveys, survey results, sign-in sheets, meeting materials, and comments from the first round of meetings are contained in the Round 1 summary document. The Round 2 summary document only summarizes the final round of public meetings conducted in 2016, as no additional surveys were conducted.

E. Range of Alternatives – Evaluation and Screening

Give a description of the project concept for each alternative studied.
The details of the alternatives are discussed in Section 2.

What are the major design features of the proposed facility (attach aerial photo with concept layout, if applicable)?
The base concept is to add one additional lane to both the eastbound and westbound directions on I-10 through the project study area, with the exception of the Mississippi River Bridge. In the majority of the corridor, adding one lane in each direction can be constructed within the existing ROW. In order for this improvement to take place, interchange modifications would be required, and the Nairn Drive overpass would need to be replaced as explained in Section 2.3.1. The details of the interchange modifications are discussed in Section 2.

Will design exceptions be required? **Yes. There is to be no widening or other modifications to the Mississippi River Bridge. Adding a single lane to only one side of the bridge, as suggested by the LA 1 to LA 30 Direct Connection alternative, would have a high cost for a potentially low volume of traffic. An additional lane in each direction would require the reconfiguration of the I-10/I-110 interchange. The reconfiguration of this interchange would have high ROW impacts and costs.**

E. Range of Alternatives – Evaluation and Screening (Continued)

What impact would this project have on freight movements? **Both I-10 and I-12 service a large percentage of commercial and freight vehicles. The construction of this project should have a positive impact by adding capacity to I-10.**

Does this project cross or is it near a railroad crossing? **The Mississippi River Bridge crosses railroad on both the west and east sides of the river. The interstate also passes over railroad between Perkins Road and Acadian Thruway.**

DOTD's "Complete Streets" policy should be taken into consideration. Per the policy, any exception for not accommodating bicyclists, pedestrians and transit users will require the approval of the DOTD chief engineer. For exceptions on Federal-aid highway projects, concurrence from FHWA must also be obtained. In addition, any exception in an urbanized area, concurrence from the MPO must also be obtained.

- Describe how the project will implement the policy or include a brief explanation of why implementing the policy would not be feasible. **This facility is designed to provide high speed improvements on a major highway and is, therefore, not recommended to accommodate bicyclists and pedestrians.**

How are Context Sensitive Solutions being incorporated into the project? **Two areas have been identified as prime locations to implement a variety of CSS concepts. These are around the City Park Lake/University Lakes area and the Nairn Drive overpass. The public was able to view CSS concepts implemented around the country during the public meetings. Ultimately, the public will be engaged during Stage 1 to assist in the identification and development of CSS for this project.**

Was the DOTD's "Access Management" policy taken into consideration? If so, describe how. **No. This is a limited access facility.**

Were any safety analyses performed? If so describe results. **Yes, refer to the attached Traffic Study located in Appendix B.**

Are there any abnormal crash locations or overrepresented crashes within the project limits? **Refer to the attached Traffic Study located in Appendix B.**

What future traffic analyses are anticipated? **Refer to the attached Traffic Study located in Appendix B.**

Will fiber optics be required? If so, are there existing lines to tie into? **This will require further study in Stage 1.**

Are there any future ITS/traffic considerations? **The National I-10 Freight Corridor Study, which was reviewed as part of this study, provided recommendations to incorporate technologies such as Intelligent Transportation Systems (ITS)/Commercial Vehicle Operations.**

What is the required Transportation Management Plan (TMP) level as defined by EDSM No. VI.1.1.8? **Level 4**
Please attach documentation required for Stage 0 for this level TMP.

Was Construction Transportation Management/Property Access taken into consideration? **This is to be addressed in Stage 1.**

Were alternative construction methods considered to mitigate work zone impacts? **This is to be addressed in Stage 1.**

E. Range of Alternatives – Evaluation and Screening (Continued)

Describe screening criteria used to compare alternatives and from what agency the criteria were defined.

The Environmental Inventory (EI) details environmental criteria that was evaluated to assist in the alternatives screening process. Other screening criteria (level of service, constructability, etc.) were developed through traffic studies and design criteria defined by DOTD and FHWA. The Tier 1 Analysis, through which the alternatives screening took place, is discussed in Section 2 and is located in Appendix A. Appendix C contains the EI.

Give an explanation for any alternative that was eliminated based on the screening criteria.
Multiple build alternatives were analyzed in a Tier 1 Analysis, whereby the alternatives were screened against a set of criteria in order to determine which should move forward for further study. The rationale for the removal of alternatives is located in the Tier 1 Analysis, which is discussed in Section 2 and is located in Appendix A. Upon completion of the Tier 1 Analysis, all viable alternatives were screened for the ability to obtain environmental approval. This secondary analysis resulted in the further removal of alternatives. The rationale for the removal of these alternatives is located in Section 2.2 of this document. The description of all alternatives is discussed in Section 2.0.

Which alternatives should be brought forward into NEPA and why? **Eleven alternatives, one mainline and 10 interchanges, should move forward into NEPA. The details of these 11 alternatives are discussed in Section 2.**

Did the public, stakeholders and agencies have an opportunity to comment during the alternative screening process? **Yes. Refer to Appendix E for all Agency and Public Outreach material.**

Describe any unresolved issues with the public, stakeholders and/or agencies.
At the completion of the Feasibility Study, no unresolved issues have been brought forward.

F. Planning Assumptions and Analytical Methods

What is the forecast year used in the study? **2032 was the original year used in the study. Moving forward, the forecast year will be 2040.**

What method was used for forecasting traffic volumes? **Refer to the attached Traffic Study located in Appendix B.**

Are the planning assumptions and the corridor vision/purpose and need statement consistent with the long range transportation plan? **Yes**

What future year policy and/or data assumptions were used in the transportation planning process as they are related to land use, economic development, transportation costs and network expansion? **Refer to the attached Traffic Study located in Appendix B.**

G. Potential Environmental Impacts

See Appendix D for the Stage 0 Environmental Checklist.

H. Cost Estimate

Provide a cost estimate for each feasible alternative:

- Engineering Design[(1)]: **$29,661,488**
- Additional Traffic Analyses: **$625,000**
- Environmental Processing: **$600,000**
- Mitigation: **$414,106**
- R/W Acquisition: **$2,508,090**
- Utility Relocations: **$3,823,500**
- Construction (including const. traffic management)
  - One Additional Lane $94,370,375
  - Mainline rehabilitation and replacement of existing structures and pavement[(2)] $67,298,223
  - Interchange modifications[(3)] $209,100,000
- **Total Construction: $370,768,599**

TOTAL PROJECT COST **$408,400,782**

NOTES:

(1) **Engineering design is calculated as 8% of the construction total.**

(2) **Based on ten-year horizon treatment forecast. Includes the Nairn Drive overpass.**

(3) **Construction costs are based on similar roadway and interchange projects in the area. The total cost includes the costliest alternative at each interchange: LA 415 Directional, Highland-Nicholson Ramp Modification, Dalrymple/Washington Consolidated Interchange, Perkins Closure, Acadian Diverging Diamond, and the I-10/I-12 Split College Directional Ramps. This estimate does not include the Washington Street I-110 Left Exit, as this will move forward as a separate project.**

I. Expected Funding Source(s) (Highway Priority Program, CMAQ, Urban Systems, Fed/State earmarks, etc.) DOTD

ATTACH ANY ADDITIONAL DOCUMENTATION

Disposition (circle one): (1) Advance to Stage 1 (2) Hold for Reconsideration (3) Shelve

3.0 AFFECTED ENVIRONMENT

The existing environment was studied in order to assess potential environmental issues that could result in an alternative being considered not reasonable and/or feasible. In order to comply with DOTD's Stage 0 Manual of Standard Practice, one project study area was created by combining and buffering all alternatives moving forward into the Stage 1 process. Three types of buffers were used depending on surrounding area and potential construction laydown area needed during design:

- Elevated structures: 100-foot buffer from the outside shoulders
- At-grade segments: 50-foot buffer from the outside shoulders
- At-grade segments with room for laydown: no additional buffer

Each segment was then connected to form one project study area, as shown below in **Figure 4**. This project study area was used for all environmental investigations, including the environmental checklist.

An Environmental Inventory conducted for the project utilized publicly available data to discern the presence of natural and human resources within the buffered project study area. Resources noted in the buffered project study area include:

- 127.11 acres of prime farmland
- 11.24 acres of Freshwater Forested/Shrub Wetland
- 0.59 acres of Freshwater Emergent Wetland
- The project study area lies above the Southern Hills Aquifer, a sole source aquifer
- 87.82 acres are in the 100-year floodplain
- Potential noise impacts (possible new sound wall locations were detailed in Section 2.4
- USTs and other environmental liability sites are in or adjacent to the buffered project study area
- Potential environmental justice populations are in the project study area
- The Beauregard Town Historic District (NRHP #83000500) is within the project study area located just north of I-10 by the I-10/I-110 split
- City Park Golf Course (NRHP #020001546) is adjacent to the project study area and is part of the City-Brooks Community Park
- Community facilities, parks, and cultural districts are in the buffered project study area

Community facilities and services in the project study area were initially identified using Google Earth and the Louisiana Department of Culture, Recreation, and Tourism webpage. The BREC webpage was referenced for maps of BREC facilities that may be in the project study area. The boundaries for Expressway

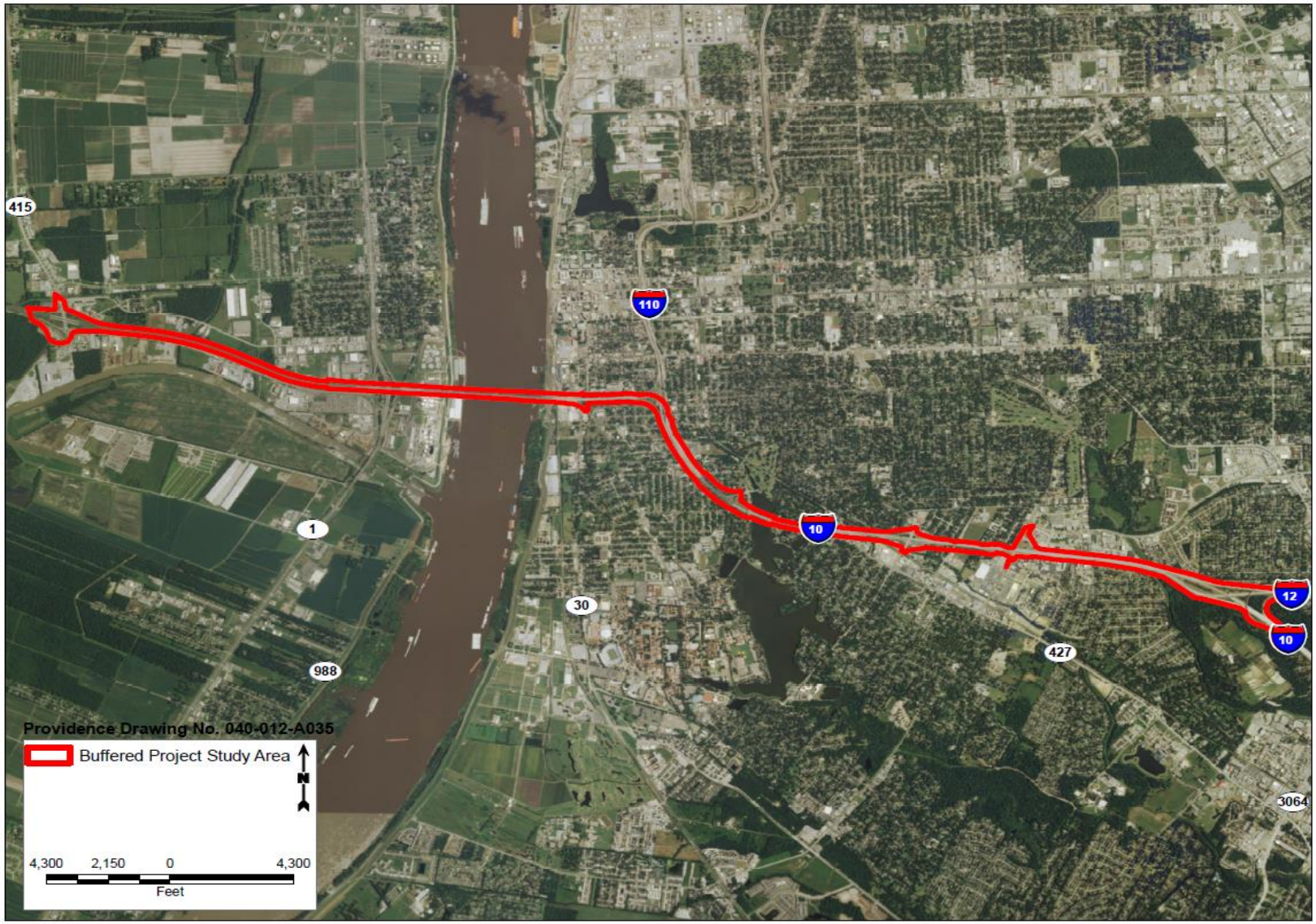
Park were derived from the September 28, 1970 Joint Use Agreement between BREC and DOTD. Three BREC parks are located immediately adjacent to I-10 or I-110, and one is in close proximity to I-10 off of East Lakeshore Drive. The parks are as follows:

- Expressway Park – located adjacent to and under I-110/I-10 bounded by I-110, Myrtle Street, South 11th Street, and Maximillian Street
- East Polk Street Park – located adjacent to I-10 (south side) between Carolina Street and Dalrymple Drive at the end of East Polk Street
- Nairn Park – located adjacent to I-10 (south side) immediately east of Nairn Drive
- City-Brooks Community Park – located between Broussard Street, Dalrymple Drive, and East Lakeshore Drive

Two Louisiana Cultural Districts are located in the project study area: the Perkins Road Arts District and Old South Baton Rouge District. The Perkins Road Arts District is located at the Perkins Road and I-10 overpass area, and the Old South Baton Rouge District is bordered by South River Road on the west, Chimes Street on south, Dalrymple Drive on the east, and South Boulevard on the north.

The Environmental Inventory is in **Appendix C,** and the Environmental Checklist is in **Appendix D**.

FIGURE 4
BUFFERED PROJECT STUDY AREA MAP



4.0 AGENCY AND PUBLIC OUTREACH

4.1 Agency Involvement

Due to multiple studies of the I-10 corridor dating back to the year 2000, agency scoping was reserved for the environmental process of Stage 1. It was determined that agency input would be sought in the event that feasibility could be shown, to reduce repeated requests to agencies for comment on various versions of projects in the same corridor. During this Feasibility Study, the Louisiana Department of Culture, Recreation, and Tourism was contacted in order to gather an understanding of restrictions that may be associated with cultural districts, as two are in the project study area. All other agency related data or comment was conducted via the internet and electronic comment opportunities available from agencies such as the United States Fish and Wildlife Service. **Appendix E** contains correspondence conducted with agencies.

4.2 Public Outreach

Extensive public outreach was conducted due to the sensitive and high profile nature of the project. Three surveys were conducted between April and June of 2015, prior to the first round of public meetings. The purpose of the surveys was to engage the public in the project development process from the beginning. Specifically, the goal was to obtain public input on what was believed to be the most substantial issues affecting the use and operation of I-10 and any ideas that might resolve the issues. Two of the surveys were scientific surveys conducted by the LSU Public Policy Research Lab. The LSU surveys involved:

- A general population survey of 655 randomly selected adult residents of the project study area
- A business survey of 325 businesses operating within five miles of I-10 between Slidell, Louisiana to the east and Lake Charles, Louisiana on the west

The third survey was a non-scientific public input survey conducted by the Project Team. This survey was available online and in hard copy form at local libraries, DOTD, and the offices of the Project Team consultants. In order to garner as many responses as possible, the survey was advertised on an I-10 billboard, on the project website, DOTD's website, newspaper ads, television news reports, and via email. The online public opinion survey was completed by 13,800 respondents.

The survey results related that:

- The general public believes that taking no action to resolve traffic congestion on I-10 will be harmful to the community
- Improving traffic conditions will make local travel safer

- Approximately 50% of business owners in the Baton Rouge area believe their business will be negatively affected during construction, but 70% feel their business will benefit when the project is complete
- People have real concerns with the traffic flow along I-10 in the Baton Rouge area
- Over 90% of the online survey respondents indicated they believed their commute will become worse in the next 5 years

A summary of responses to these surveys can be found in the Round I Public Outreach Report in **Appendix E**.

In addition to the surveys, and conducted prior to the first round of public meetings, elected officials meetings/stakeholder interviews and focus group meetings were held. A total of 58 public officials or stakeholders were interviewed either face-to-face, via telephone, or email to assess the concerns and suggestions of this group relative to improvements to the I-10 corridor. Six focus groups were formed and each met over a one-week period in to discuss what they believed to be the most substantial issues affecting the use and operation of I-10. The six groups consisted of:

1. I-10 Institutions (schools, libraries, etc.)
2. I-10 Business and Merchants
3. I-10 Commuters
4. Regional Business Leaders
5. Project Study Area Residents
6. I-10 Technical Work Group (City-Parish Planning and Zoning personnel)

Input obtained from the surveys and stakeholder and focus group meetings was utilized to develop the presentation and format for the first round of public meetings.

The first round of public meetings were held in August 2015. Round one consisted of three separate meetings to allow ample opportunity for all members of the interested public to attend. The meetings were held at different locations and times, covering both East and West Baton Rouge Parishes, and presented the same information. The meetings presented the results of the surveys, along with the preliminary traffic analysis during a live PowerPoint™ presentation, and engaged the public in a variety of interactive exercises. The interactive exercises included the following four activities:

1. Maps with the top five problem interchange areas identified from the surveys were provided, and attendees were asked to provide potential solutions.
2. Attendees were given dots to place on the maps to prioritize which of the five areas was in most need of improvement.

3. This station requested attendees to identify problematic areas that were not in the top five areas presented at the previous map stations.
4. The attendees were asked to review the project's preliminary Purpose and Need statement and provide input.

A total of 551 members of the public attended the first round of meetings, which generated 120 comment forms or verbal comments to the court reporter and 205 concepts/comments from the interactive stations. The top three trends resulting from the comments were:

1. Add a lane to I-10 through Baton Rouge
2. Improve surface streets
3. A bypass around Baton Rouge is needed

These results were used to develop the various alternatives studied in the Tier 1 Analysis. In addition to the one additional lane, multiple interchange alternatives were developed further and analyzed. The Tier 1 Analysis was used as a comparison tool to screen alternatives against various criteria. The Tier 1 Analysis is discussed in Section 2. Upon completion of this analysis, a second round of public meetings was scheduled.

The second round of public meetings took place in February and March of 2016. Again, three separate meetings covering both parishes in the project study area were conducted. These meetings also included a live presentation that provided a summary of the first round of public meetings, a brief overview of how the I-10 improvements fit in to the regional approach developed by DOTD, a description of various alternatives considered in the Tier 1 Analysis, and a traffic analysis of the base concept, which is to add one lane to both directions of I-10 between LA 415 and the I-10/I-12 split except for on the Mississippi River Bridge. In addition to the live presentation, the following exhibits and activities were provided:

- A roll map viewing area showing the base concept
- Large scale exhibits of four interchange areas for review and comment
- Traffic modeling videos showing projected future traffic volumes both with and without roadway improvements
- Plan views and cross-sections for the base concept
- The Tier 1 Analysis decision matrix
- A diagram of the different interchange types under consideration for the various interchange areas
- A looped presentation of potential CSS showing projects implemented around the country in similar areas
- A DOTD information station
- A court reporter to capture participants' spoken comments

A total of 167 members of the public attended the second round of meetings, which generated 65 comments from comment forms or verbal comments to the court reporter and 39 comments from the interactive interchange map area.

The top five corridor improvement comments provided by the meeting attendees were:

- Stop studying and do something
- Build a new Mississippi River Bridge
- Add a lane to I-10 (in each direction)
- Close the Washington Street Exit
- Move the Washington Street Exit

Additionally, attendees indicated support for developing CSS around the University/City Park Lakes.

Meeting summaries from both rounds of public meetings and the stakeholder interview summary are located in **Appendix E**.

5.0 REFERENCES

AECOM, t*he Baton Rouge Renewal and Mobility Plan (BUMP).* 29 December 2014.

Capital Area Expressway Authority, *Baton Rouge Loop Tier 1 Environmental Impact Statement*. 28 October 2011.

DOTD, *I-10 Baton Rouge Major Investment Study,* August 2000

DOTD, *LA 1 to LA 30 Connector*, ongoing

DOTD*, LA 1 to LA 415 Connector,* ongoing

DOTD, *Northern Bypass Feasibility Study*, November 2004

DOTD, *The National I-10 Freight Corridor Study,* February 2003

Neel-Schaffer, *I-10 Modeling Project,* April 2010

State of Louisiana Department of Highways, *Joint Use Agreement with BREC*, September 1970

FIGURE REFERENCES

Figure 1 Project Study Area Map
Base map comprised of Esri World Imagery Maps dated June 2013.

Figure 4 Buffered Project Study Area Map
Base map comprised of Esri World Imagery Maps dated June 2013.

6.0 LIST OF ACRONYMS

BREC	Recreation and Park Commission for the Parish of East Baton Rouge
BUMP	Baton Rouge Urban Renewal and Mobility Plan
CSS	Context Sensitive Solutions
DOTD	Louisiana Department of Transportation and Development
EI	Environmental Inventory
Feasibility Study	Stage 0 Feasibility Study and Environmental Inventory
FHWA	Federal Highway Administration
I-10	Interstate 10
I-110	Interstate 110
I-12	Interstate 12
ITS	Intelligent Transportation Systems
LA 1	Louisiana Highway 1
LA 415	Louisiana Highway 415
LSU	Louisiana State University
ROW	Right-of-Way
Stage 1	Stage 1 Planning and Environmental
TMP	Transportation Management Plan
VPD	Vehicles per Day

APPENDICES
(ON CD)

A Tier 1 Analysis
B Traffic Study
C Environmental Inventory
D Environmental Checklist
E Agency and Public Outreach
- E-1 Agency Outreach
- E-2 Round I Public Meeting Summary
- E-3 Round II Public Meeting Summary