

APPENDIX B

Widening of the Westbound Mainline Flyover Curve of I-10 towards the Mississippi River Bridge BREC Meeting Summary Notes

BREC Meeting: Impacts to Expressway and E. Polk Street Parks

H.004100 I-10 (LA 415 to Essen Lane on I-10 and I-12), WBR and EBR Parishes

Meeting Date: 1/31/2023 3:30 PM

Location: DOTD HQ, Conference Room 102B

PURPOSE

Project briefing to BREC executives, informing them of WB flyover widening traffic mitigation strategy, and resulting impacts to Expressway Park. Kiewit-Boh discussed retaining wall at E. Polk St. Park.

ATTENDEES

DOTD

Nicholas Olivier (Project Manager)

COREX10

Bob Schmidt (Huval) - virtual
James Taylor (Franklin Associates)

Kiewit-Boh

Jeff Plauche
Dennis Moore

BREC

Superintendent Corey Wilson
Asst. Superintendent Reed Richard

MEETING SUMMARY NOTES

Guests were welcomed and attendees introduced. James began describing the purpose of the meeting referencing a brief on-screen slideshow depicting the I-10 corridor at I-110 and east to City Park Lake. *(See attached)*

Nick: Provided a situational overview. A press release was issued by DOTD the previous day (attached,) describing the traffic mitigation strategy of first widening the WB flyover access from I-10 to the Mississippi River Bridge to 3 lanes plus shoulders prior to reducing available through-lanes. This results in an approximately one-year postponement of I-10 lane reductions.

DOTD began studying this option last year and initiated preliminary engineering and soil testing to determine feasibility. It is now part of the environmental reevaluation submission to FHWA.

Nick walked through several on-screen exhibits – plan views of the project in this area.

Dennis: (Referencing on-screen diagrams) Most of the work will occur on the north side of the WB curve – on the outside of the curve. New / additional piers and foundations will be required on this outside of the curve to widen the road deck significantly. Work on either side of the WB curve may not occur concurrently.

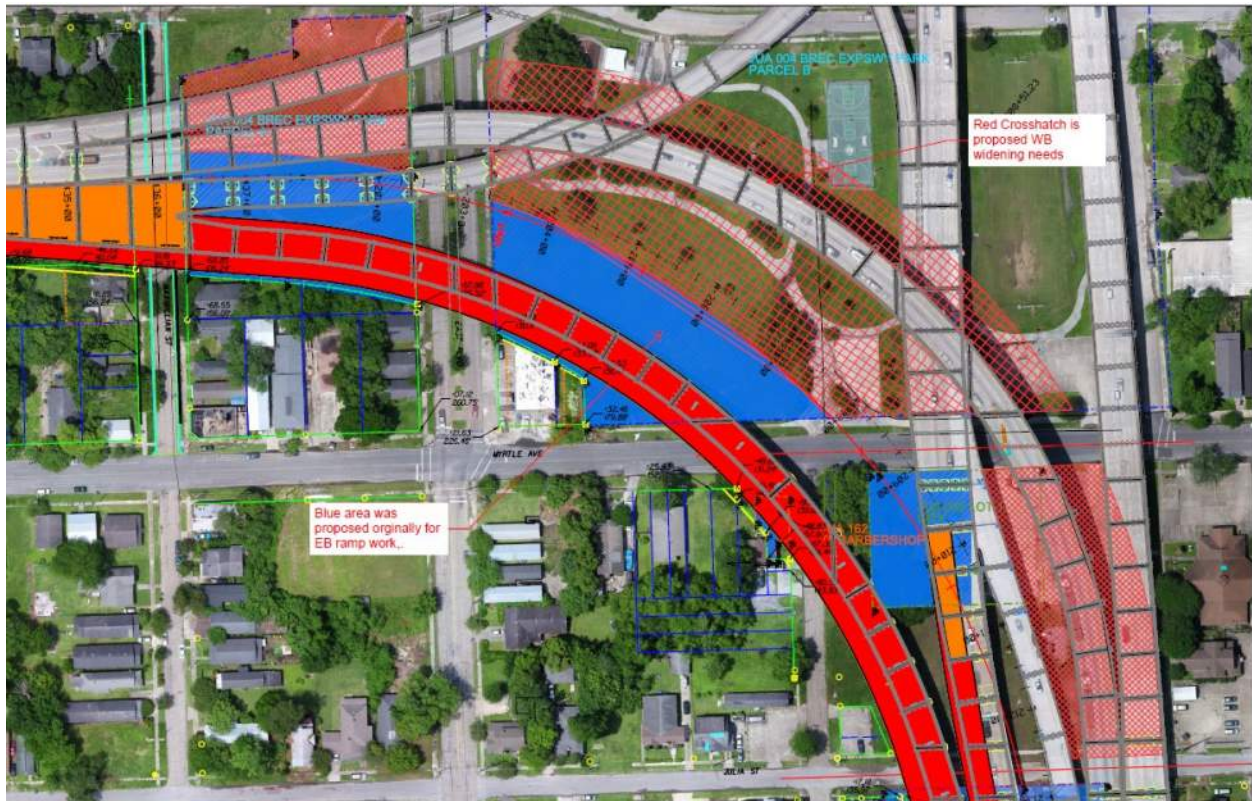
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Nick: Beneath the elevated interstate, within Expressway Park, much of the paved pathway (southern terminus of the Downtown Greenway) and part of the basketball court would be removed during construction and afterwards rebuilt. We need to consider a temporary diversion of the greenway path.

Bob: The bulk of the road deck widening (approximately 12 feet) will be to the north side – the outside of the curve. But, on the inside of the curve the road deck will be widened 3 feet. The north side requires additional piers and foundations, the inside will be cantilevered from existing structure and requires no additional supports. Park amenities would be restored afterwards.

Nick: We will try to work around existing park amenities to the extent possible. Timeframe for this construction work is October 2023 through December 2024.

Corey: What is the timing on the blue shaded area? (see exhibit below)



Nick: That area is for construction mobilization and access during the demolition and reconstruction of the EB I-10 curve. This works begins 2025.

Reed: Requested copies of exhibits and team agreed. [James will supply to BREC administrators after receiving a revised version from Dennis.]

Corey: How does this impact the master plan we're initiating for this park? Should we apply reconstruction efforts and money towards the new plan rather than rebuilding existing amenities?

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Reed: BREC intends to produce a new master plan for Expressway Park this year. It would be beneficial to this master plan process to better understand the I-10 construction schedule and sequence.

Nick: The rebuild will require the hatched area during 2025.

Dennis: The blue hatch area would be available again in mid-2026.

Corey: BREC was awarded adverse impact dollars from DOTD for this project earlier. Could there be additional monies considering there will be additional impacts?

Nick: Perhaps. We'll discuss with Dr. Kalivoda.

Reed: An element of the master plan, and of the I-10 project's EA is displays interpreting local history.

Corey: What is the timing of the greenway / bike path to E. Polk Park?

Dennis: That would be installed at the end of the project, so 2027.

Nick: Reed, yes, the EA and FONSI does call out public information displays of historic information.

Reed: It seems we might start some reconstruction in 2025. Then proceed with other/completion in 2027.

Bob: It could be the 3rd or 4th quarter of 2026 when BREC could fully proceed.

Nick: Expressway Park was identified in the FONSI as a Community Connections element, and DOTD has a JUA with BREC to utilize the land as a park.

[Discussion shifted to E. Polk St. Park]

Reed: I understand a retaining wall will be built alongside E. Polk Park? Also, we'd need to install sound attenuation treatments.

Nick: DOTD must purchase a sliver of land from the north side of E. Polk St. Park as identified in the EA.

Reed: During I-10 construction we anticipate heavier traffic on local streets due to interstate lane reductions. This could impact construction access to our parks.

Nick: DOTD is limited to identifying alternate routes on State Routes, not on other surface streets.

Reed: What is the overall schedule?

Nick: EWP (Early Work Package) 3 begins April 2023 with a 12 month duration. The flyover would begin towards the end of this year.

Reed: What about the dredging schedule for University Lakes?

Nick: The lakes team anticipated dredging City Park Lake this spring. We understand they are finalizing their plans and schedules. We expect to receive their updated schedule soon.

Corey: DOTD will be working on I-10 in the CPL area between April of this year and June 2024? Yes.

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Nick: Lakes team has submitted their permit application. They can start as soon as they get both the USACE and DOTD permits.

Reed: An issue was the spoils. How was that decided?

Nick: They will deposit most of it around the bird sanctuary area.

Corey: Who will replace the amenities at Expressway Park?

Nick: DOTD is open to discuss. Perhaps DOTD would fund the reconstruction by BREC of a specified dollar value of your new master plan. I need to review the existing JUA. It should function like a TAP project and follow that reimbursement process. Or, perhaps it could be a disbursement monthly, using the federal ratio.

Corey: Now we'll look to see additional impacts of the interstate and make corresponding adjustments to the payment. Back to the earlier topic...We need to explore how to serve the community during construction.

Reed: The pathway you'll be taking is the end of the Downtown Greenway, so we'll need to coordinate with the DDD.

Dennis: We can probably work around the football field on the north side of the curve. Bob will check to see if the drill shaft placement can avoid impacting the football field.

Corey: We should also strive to salvage or work around the basketball court. The resurfacing of that was sponsored by Walk-Ons restaurant.

Dennis: It is really tight there.

Corey: Even if the answer to that question is negative, it is useful information to us so that we can adjust our messaging to the public and explore our own mitigation strategies.

Reed: There exists an old grocery at the SW corner of that block (Myrtle at East Blvd.) I think DOTD is acquiring it. Could that become part of the JUA for the park?

Nick: DOTD Real Estate is still evaluating the impact to that store, but your idea is worth considering.

Reed: It would make a nice entrance to the park on that end. Again, can you provide us a copy of this diagram?

Dennis: I will first take a shot at reducing construction impacts. Afterwards, I will provide a revised version which can be forwarded to BREC.

[Dalrymple Dr. / E. Polk Park access conversation]

Dennis: Is there opportunity for the contractor to obtain a 50 foot access path behind the required ROW line within E. Polk Street Park? This would make it much easier to drive piles for the retaining wall from above than from below.

Nick: This agreement would have to occur outside of the DOTD process.

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Corey: We've done similar on other BREC properties. I'm curious about your schedule for construction in this area.

Dennis: We anticipate May or June of this year (2023) through June of 2024.

Reed: So, after you're finished BREC could begin construction within the park around mid-2024?

Corey: I just need to understand the timing. I speak publicly regarding access from OSBR neighborhood to the University Lakes. This pathway and park are a key part of that discussion and I need to know the timeline so I can speak.

Bob: The greenway is being build adjacent to the park, not through or within it, and our work will be completed by mid-2024. Understand that on the other side of the protective wall (separating the bike path from extended Braddock Street) there will be ongoing interstate construction.

Reed: What is the schedule for the greenway between Expressway Park and Washington St.?

Bob: That would be constructed 2027-28 at the end of the project so it does not get damaged from interstate construction.

Reed: What is the status of your designs for the greenway corridor and Perkins Road area?

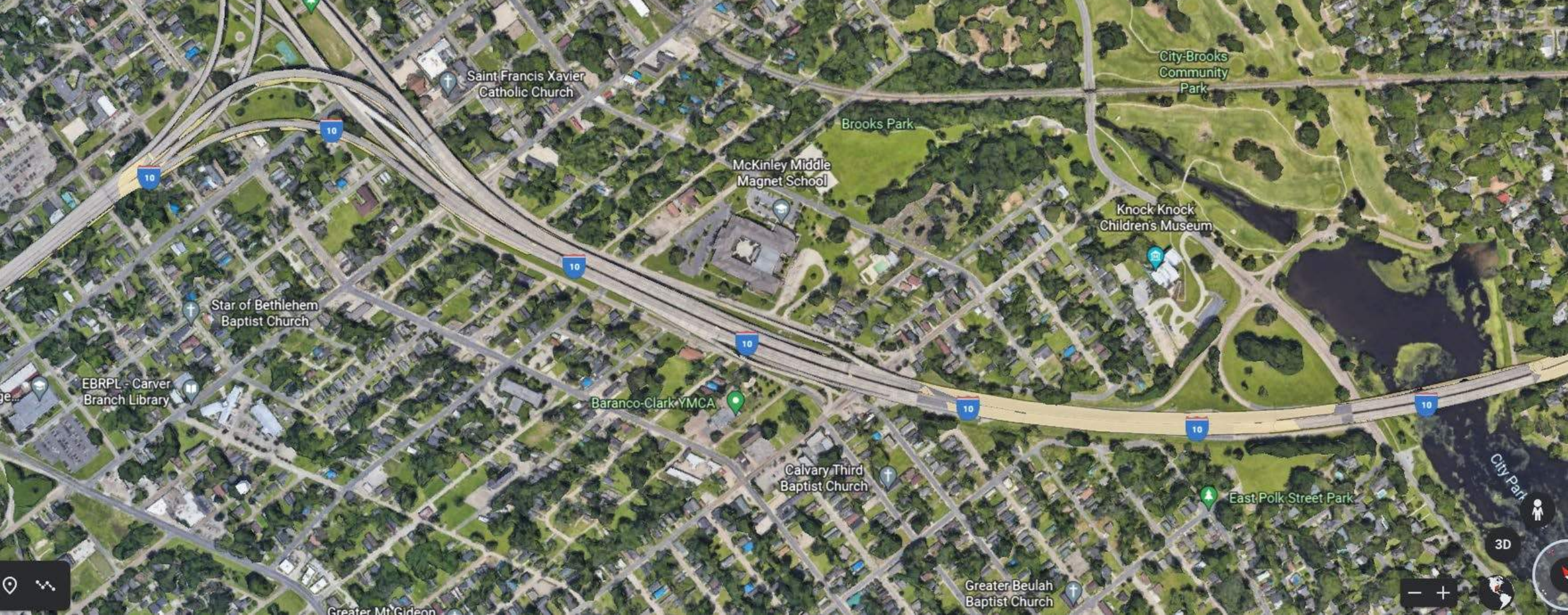
Nick: We have shown the revised plans to you. We need to vet them with DPW and Baton Rouge Green. Then, we must schedule a meeting with all parties to come to agreement on ongoing maintenance for these proposed amenities.

Bob: Currently, we're in a NEPA reevaluation process. We're scheduling a general public meeting soon to share information on the mitigation strategies, these context sensitive solutions areas, and more.

Nick: I need to run this temporary agreement idea regarding e. Polk Street Park (between the contractor and BREC) past DOTD environmental to make sure there are no pitfalls. Also, what about saving the trees along that ROW? Currently, they are buffering the park from the interstate, but we anticipate the interstate widening and construction of the retaining wall will cause damage. COREX10 has a licensed arborist on their team who has already surveyed and evaluated a number of trees in the corridor. We can seek his assistance in this location also.

Corey: Removal of those trees would be necessary impacts to the park and that should be accounted for in the ROW acquisition negotiation.

Meeting adjourned.



I-10 BR and BREC

Traffic Mitigation Efforts at Expressway Park, and Dalrymple Drive Construction Impacts



New I-10 widening project plans aimed at lowering traffic issues during construction



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By WAFB Staff
 Published: Jan 30, 2023 at 3:11 PM CST | Updated: 20 hours ago

BATON ROUGE, La. (WAFB) - DOTD announced an I-10 widening project update on Monday, Jan. 30, with the goal of creating fewer traffic headaches during construction.

The new plans involve adding an additional lane on the westbound flyover at the I-10 and I-110 interchange. Leaders hope the change will address concerns over the impact on traffic from lane restrictions during the main construction phase of the I-10 widening project.

RELATED: DOTD says parts of I-10 will have lane reductions for a year for widening project

Work on the new lane still needs approval from the Federal Highway Administration. Once the approval happens, the additional lane will take about a year to create and will cost an estimated \$50 million.



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I-10 widening project plans (DOTD)

Any major lane restrictions from the I-10 widening project, which were expected to begin in 2024, will be pushed back a year, leaders said.

When coming up with the idea for the addition of the westbound lane on the flyover, engineers looked at feasibility, constructability, and cost benefits.

"DOTD has been working diligently to determine the most feasible options to reduce traffic congestion during the construction of the widening project," DOTD Secretary Shawn Wilson, Ph.D. said.



Once the entire I-10 widening project is completed, there will be four lanes in each direction between the I-10 and I-110 split and Acadian Thruway.

Construction on the I-10 widening project is now projected to wrap up in 2026, pending any major weather issues.

"While this project will be extended by a year, we will continue to make improvements to other highways in the region as mitigation that would not have been possible," Wilson said. "Let's not lose focus on the end goal, which is to make these much-needed enhancements to the I-10 corridor. When this project is completed, it will be transformative for the region and the state."

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Contentious plan to narrow I-10 in BR delayed as state tries to address concerns about impending expansion project



BATON ROUGE - After a year of intense pushback over a plan to reduce a stretch of I-10 to one lane in either direction during the I-10 expansion project, state officials say they're tweaking the proposal to add an extra westbound lane approaching the Mississippi River Bridge. The add-on will also mean extending the widening project by about a year.

The change comes nearly a year after state highway officials said they would cut both directions down to one lane between the bridge and the Washington Street exit. The Department of Transportation and Development now says it plans to expand the I-10 flyover at the 10/110 interchange to accommodate another westbound lane.

The original plan called for a single lane in either direction for the length of the flyover.

Even with another lane in the West Bound direction some still think the project is flawed. One of those people is an architect Coleman Brown.

"One lane in and two lanes out, they think that makes it like it is now. But really, and truly, it's still going to be a royal mess," Brown told WBRZ.

He also questions how DOTD would plan to build that extra lane.

"Are they going to remove the ten-foot wall on the north side? Or if they go to the south side, how is that going to work with the Terrace exit? It might cause a lot more problems than it solves," Brown said.

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The switch-up is expected to cost \$50 million and will delay year-long lane closures between the split 10/110 split and Acadian Thruway, originally slated for early 2024, by another year.



See the previous proposal here

The revision to the project is pending federal approval.

Read the full announcement from DOTD below.

The Louisiana Department of Transportation and Development (DOTD) announces an update on the I-10 widening project in East Baton Rouge Parish. In order to mitigate traffic concerns regarding lane restrictions associated with the widening project, with the approval of the Federal Highway Administration, DOTD will construct an additional lane on the westbound flyover at the I-10/I-110 interchange.

Once approved, construction of this additional lane will take approximately one year to build and will cost an estimated \$50 million. Lane restrictions along I-10, which were estimated to begin in early 2024, will be pushed back a year until the lane is fully constructed. The lane restrictions were instituted into the project in an effort to save up to 4 years of construction and more than \$50 million in costs. This mitigation measure of adding a westbound lane on the flyover has been about a year in the making as engineers worked to determine feasibility, constructability and cost benefits.

"DOTD has been working diligently to determine the most feasible options to reduce traffic congestion

In major reversal, state to delay plans to trim lanes on I-10 in Baton Rouge

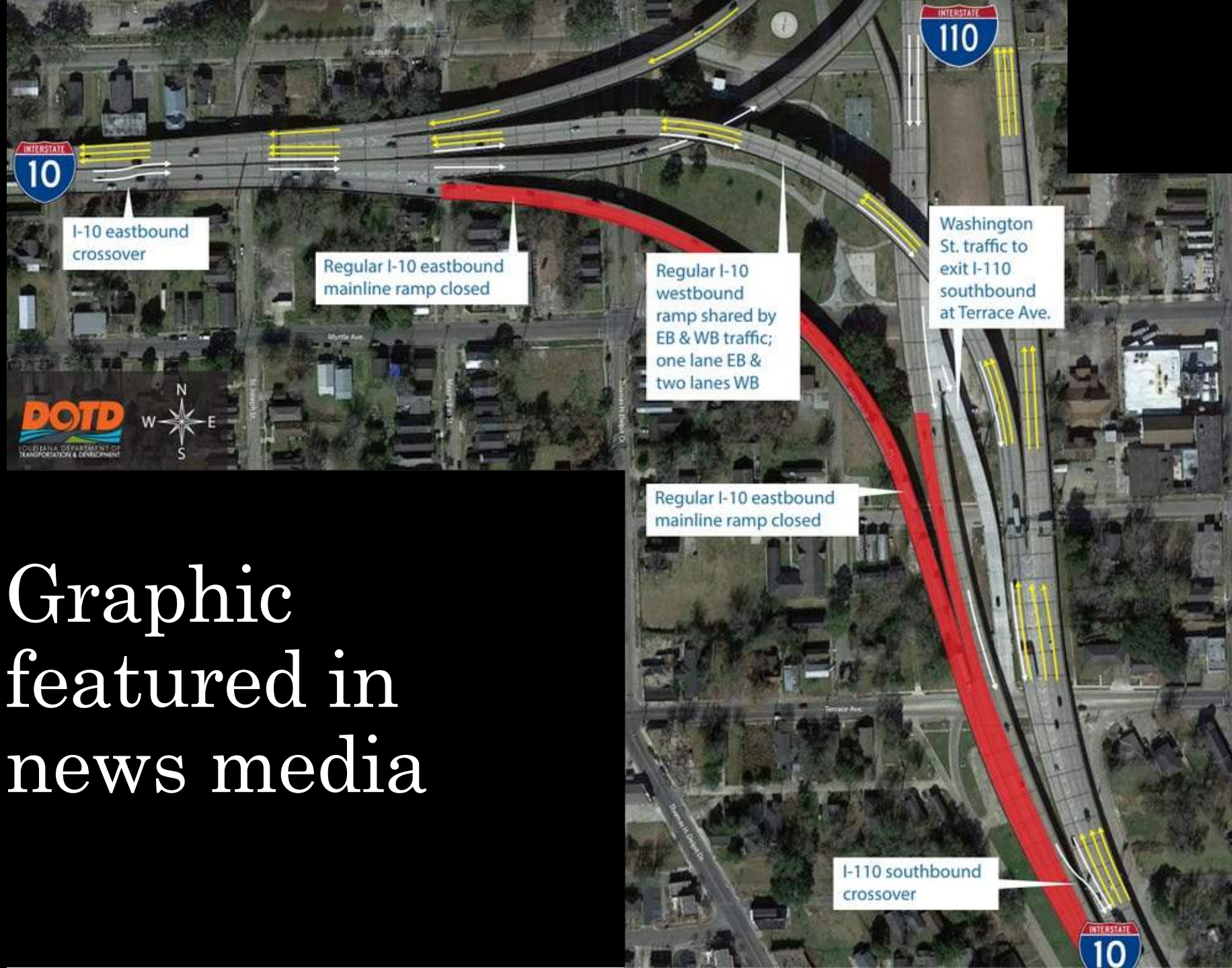


Traffic backs up onto the I-10 Mississippi River bridge waiting to use the Plaquemine exit Thursday March 28, 2019, in Baton Rouge, La.
 ADVOCATE STAFF PHOTO BY BILL FEIG

Book

In a sudden turnaround, the state plans to delay the closing of one lane in each direction through a corridor of Interstate 10 in Baton Rouge until at least 2025.

Shawn Wilson, secretary for the state Department of Transportation and Development, has said for months that trimming the 3-mile section between La. 415 and the I-10/12 split would save time and money, and eventually lead to major improvements in traffic flow.



Graphic featured in news media

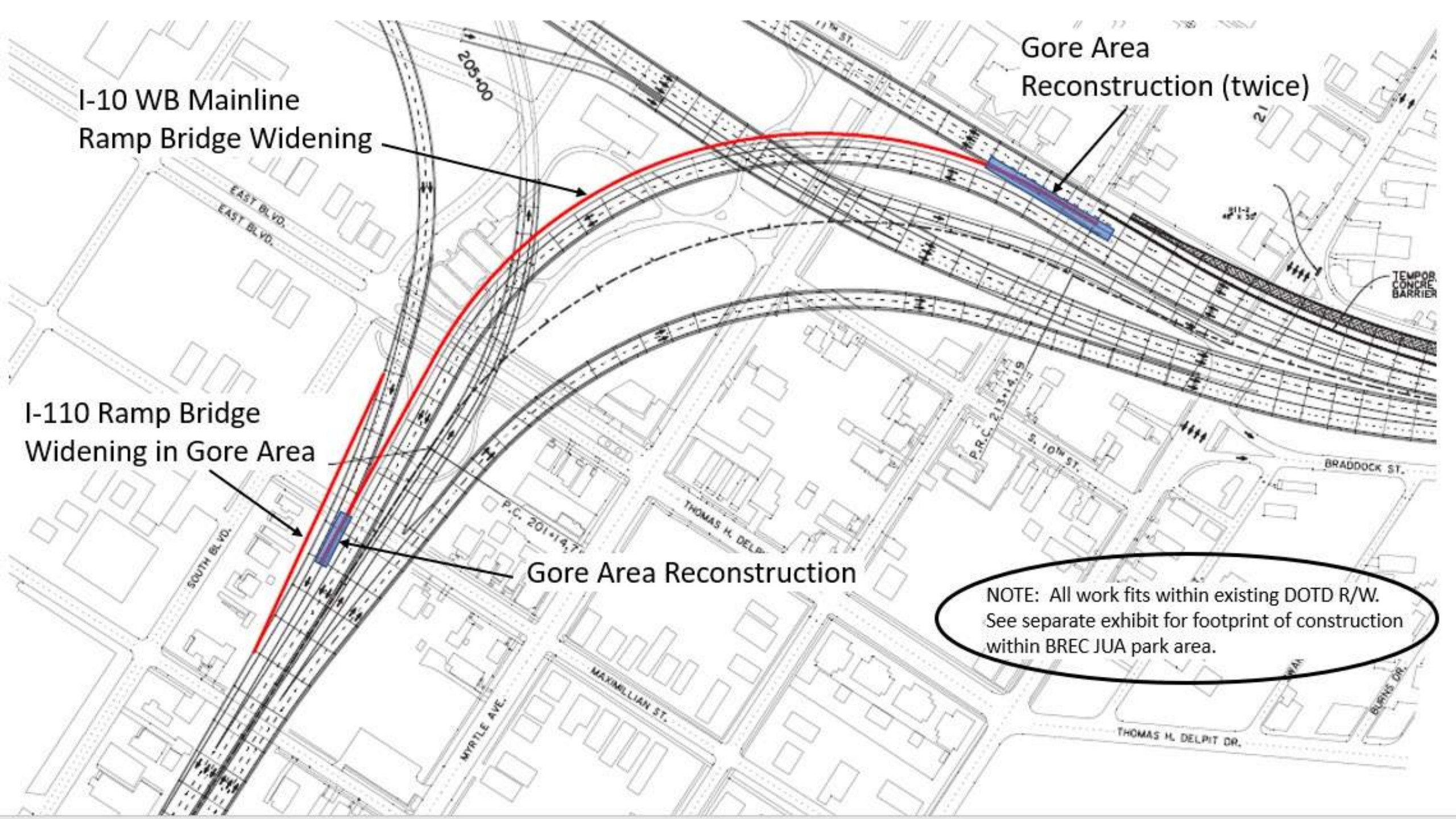
I-10 WB Mainline
Ramp Bridge Widening

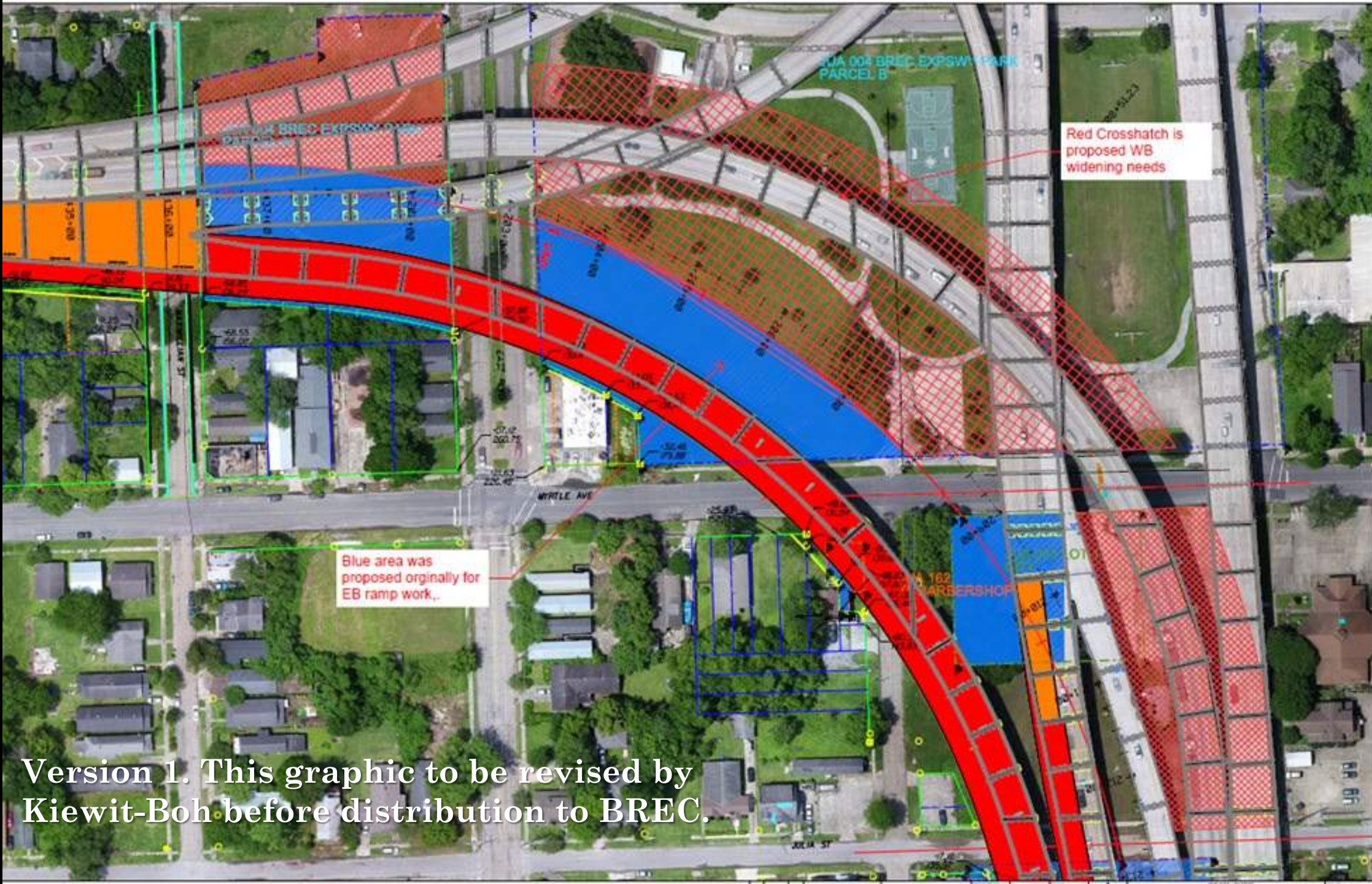
I-110 Ramp Bridge
Widening in Gore Area

Gore Area
Reconstruction (twice)

Gore Area Reconstruction

NOTE: All work fits within existing DOTD R/W.
See separate exhibit for footprint of construction
within BREC JUA park area.





Version 1. This graphic to be revised by Kiewit-Boh before distribution to BREC.