

APPENDIX C

March 7, 2023 Public Meeting
Documents, Comments Received, and
Responses Provided (dated May 13,
2025)



ABSTRACT

This document summarizes the March 7, 2023 Open House event held at the Baton Rouge Marriott to share information and collect feedback concerning design modifications to the Interstate 10 widening project.

Prepared by Franklin Associates
Revised April 10, 2023

MARCH 7, 2023 OPEN HOUSE DOCUMENTATION

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

State Project Number H.004100



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1. PURPOSE

This open house event was held on the evening of Tuesday, March 7, 2023 at the direction of DOTD and FHWA for the purpose of informing the public of several changes in the I-10 CMAR Segment 1 design as it reaches finality and proceeds into construction. The limits of Segment 1 extend from west of Washington Street (Lorri Burgess Ave.) to Acadian Thruway. Twelve topical exhibit stations collectively offering over 40 exhibits were staffed by agency and project team members who explained the exhibits to guests, answering questions and responding to concerns. Guests were invited to provide written comments by hand or online, and following the event all materials were posted on the project website where online commenting continued to be offered through Sunday, March 26, 2023.

2. OUTREACH AND PROMOTION

Extensive public outreach and promotion was conducted during the four weeks leading up to this public open house as described below. A “countdown” style schedule for outreach efforts was crafted and circulated on February 2, 2023 as content and graphics were developed. This was used as a benchmark for production and implementation of public outreach and event promotion activities.

Public Meeting Outreach Schedule

Mardi Gras is Tuesday, Feb. 21

Recommended Time	Action		Date/Deadline	Completed
ASAP	Build Stakeholder List	Stkholder	4-Jan-10	200+, ongoing
	Build Contact Database	Admin	4-Jan-10	done
	Build Media List	Media	4-Jan-10	done
	Book venue(s)	Logistics	4-Jan-10	done 2/1/23
	Establish Meeting Goals/Structure/Exhibits	Logistics	4-Jan-10	2/6 - 2/10
At least 2 weeks before interview	Schedule Stakeholder Interviews, Metro Council members.	Stkholder	6-Feb-23	MetroCouncil,
At least 3 weeks before event	Draft Press Releases I, II, III	Media	9-Feb-23	
	Draft e-blast I, II, III	Outreach	10-Feb-23	
	Draft fliers, obtain approval.	Outreach	14-Feb-23	
	Order fliers & print promotional materials	Outreach	16-Feb-23	
	Order banners (if required)	Outreach	16-Feb-23	
	Order door hangers for canvassing	Outreach	16-Feb-23	
Deadline for weekly newspaper	Submit Press Release I to paper, radio and TV. Website update.	Media	17-Feb-23	
At least 2 weeks before event	Send E-blast 1	Outreach	17-Feb-23	
	Conduct Stakeholder Briefings	Stkholder	23-Feb-23	
1 week before event	Mail-out notices	Outreach	24-Feb-23	
	Canvass the project area	Outreach	28-Feb-23	
	Confirm venues	Logistics	28-Feb-23	
2 days before event	Submit Press Release II to paper, radio and TV. Website update.	Media	3-Mar-23	
	Update meeting logistics with project team members	Logistics	3-Mar-23	
Day before event	Send E-blast 2	Outreach	6-Mar-23	
7-Mar-23	Community Meeting		7-Mar-23	

A. Press Release

The event press release was drafted by Franklin Associates, reviewed and revised by the project team and DOTD, then finalized and first released by DOTD on Thursday, February 16, 2023 through the agency’s media notification channels. Franklin Associates followed with the release of the press release on Monday, February 20, 2023 by email marketing campaign. Text of the Press Release is as follows:

NEWS

I-10 BR Project Update – Tuesday March 7 Open House Event

State Project No. H.004100; Interstate 10 in Baton Rouge from W. of Washington Street (aka Lorri Burgess Ave.) to Acadian Thruway.

Baton Rouge — The Louisiana Department of Transportation and Development (DOTD) invites the public to an open house event offering information about the I-10 Widening project through Baton Rouge. The project team will be on hand during this event to provide information and answer questions. All interested parties are invited and encouraged to attend to obtain project information and provide feedback.

Tuesday, March 7, 2023

4:00 p.m. to 7:00 p.m.
Marriott Hotel Ballroom
5500 Hilton Avenue
Baton Rouge, LA 70808

Project information and exhibits will include:

- Anticipated project schedule
- Stage 2 traffic operations (2 lanes in each direction, 12-14 month duration)
- Traffic mitigation strategies during construction
- Widening of the I-10 westbound flyover (at I-110)
- I-10 eastbound braided ramps between Acadian Thruway and College Drive
- Revised noise walls between Acadian Thruway and College Drive
- Additional right-of-way
- Context Sensitive Solutions Master Plans throughout the corridor
- Reduced vertical clearance for Maximilian Street beneath I-10





The open house event allows area residents to drop in at any time between 4:00 p.m. and 7:00 p.m. Should anyone require special assistance due to a disability to participate in this meeting, please contact Franklin Associates by telephone, email, or US Mail at least five working days prior to the meeting. Comments and questions may be submitted during the open house event or sent to Franklin Associates by email or US Mail. Written comments must be received by Wednesday, March 22, 2023 (within 10 working days) following the event to be included in meeting documentation.

I-10 Project c/o Franklin Associates | 250 S. Foster Dr., Baton Rouge, LA 70806
info@i10br.com | (225) 768-9060.

The Louisiana Department of Transportation and Development (DOTD) is committed to delivering transportation and public works systems that enhance the quality of life. In addition to more than 16,600 miles of roadway, including over 890 miles of interstate, DOTD supports the development of the state's aviation, marine and rail infrastructures. Through this work, we are able to facilitate economic development, create job opportunities, improve vital evacuation routes, and make critical freight corridors safer and more efficient.

For more information, please visit www.dotd.la.gov, email dotdcs@la.gov, or call DOTD's Customer Service Center at (225) 379-1232 or 1-877-4LADOTD (1-877-452-3683). Business hours are 7:30 a.m. - 5 p.m., Monday through Friday. Please let us know how we may better serve you: [Customer Service Survey](#).

The PDF version of the press release is depicted below.



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Following the event, the deadline for public comment submission was extended because posting all exhibits and descriptions onto the project website in mobile device-friendly yet legible formats took longer than anticipated.

B. Stakeholder Briefings

Project team members, along with DOTD personnel, conducted 15 stakeholder briefings during the weeks leading up to the Open House event. These meetings served to promote and inform individuals and groups of updates to the I-10 widening project, notice of the upcoming public open house event, and encouraged them to share this information with their members and constituencies.

Date of Meeting	Audience	Location	#
2/9/2023	I-10 ROW Meeting with Hollydale Condo owner	DOTD HQ	1
2/9/2023	I-10 Briefing to Baton Rouge Area Chamber	DOTD HQ	2
2/13/2023	I-10 BR Partnering Meeting	DOTD HQ	10
2/14/2023	I-10 BR Briefing to CRISIS	GRBIA Office	15
2/15/2023	Incident Management Task Force Meeting	DOTD HQ	32
2/15/2023	Visit Baton Rouge - Mobility Strategy Committee	Visit Baton Rouge	8
2/16/2023	I-10 CSS BREC Meeting	DOTD HQ	14
2/22/2023	I-10 CSS EBR DPW, BREC & Baton Rouge Green	DOTD HQ	6
2/22/2023	I-10 Briefing to EBR Council Members Noel & Gaudet	Baton Rouge City Hall	5
2/23/2023	I-10 EBR C-P Construction Communications	Virtual on Zoom	5
2/23/2023	I-10 briefing to Senator Franklin Foil	Franklin Associates	6
2/23/2023	I-10 briefing to Project Management Institute chapter	Café Americain	33
2/24/2023	I-10 Briefing to EBR Parish Schools Transportation	DOTD HQ	8
2/28/2023	I-10 Briefing to WBR Parish Officials	DOTD HQ	10
3/2/2023	I-10 Briefing to Visit Baton Rouge and Area Hotels	Virtual	25
3/2/2023	I-10 Briefing to Mayor Waites, City of Baker	DOTD HQ	5
3/7/2023	I-10 Project Update Open House	Baton Rouge Marriott	210+

Efforts were made to contact the following 28 additional elected officials and stakeholders, but briefing meetings were unable to be scheduled prior to the March 7 open house.

- Baton Rouge Area Foundation Chris Meyer and John Spain
- East Baton Rouge City Parish Mayor-President Sharon Weston Broome
- EBR Metro Council District 2 Councilwoman Chauna Banks
- EBR Metro Council District 4 Councilman Aaron Moak
- EBR Metro Council District 5 Councilwoman Darryl Hurst
- EBR Metro Council District 6 Councilman Cleve Dunn Jr.
- EBR Metro Council District 7 Councilman Lamont Cole
- EBR Metro Council District 8 Councilwoman Denise Amoroso

- EBR Metro Council District 9 Councilman Dwight Hudson
- EBR Metro Council District 10 Councilwoman Carolyn Coleman
- EBR Metro Council District 11 Councilwoman Laurie Adams
- EBR Metro Council District 12 Councilwoman Jennifer Racca
- EBR School Board Ms. Latrice Griffin
- EBR Parish Schools Mr. Adam Smith
- City of Central Mayor Wade Evans
- City of Zachary Mayor David McDavid
- Louisiana Legislature Senate District 14 Senator Cleo Fields
- Louisiana Legislature House District 68 Rep. Scott McKnight
- Louisiana Legislature House District 67 Senator Larry Selders
- U.S. Congress Senator Bill Cassidy
- U.S. Congress Congressman Garret Graves
- WBR Parish Council District 2 Councilman Chris Kershaw
- WBR Parish Council District 3 Councilman Atley Walker
- WBR Parish Council District 4 Congressman Caleb Kleinpeter
- WBR Parish Council District 5 Councilman Kenneth Gordon
- WBR Parish Council District 6 Councilman Carey Dentsel
- WBR Parish Council District 7 Councilman Alan Crowe
- WBR Parish Council District 9 Councilman Gary Joseph

C. Paid Legal Ads

Paid advertisements, containing the press release contents, were placed in the legal section of classified ads for Journals of Record for East and West Baton Rouge Parishes. The ad ran February 21 and 28, 2023 in The Advocate, serving East Baton Rouge Parish. It also ran February 23 and March 2, 2023 in The Westside Journal, serving West Baton Rouge Parish. See Appendix C for Proof of Publication Affidavits.

Notice of Public Meeting
1-10 BR Project Update Open House Event
SPN: H.004100

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PUBLIC NOTICE

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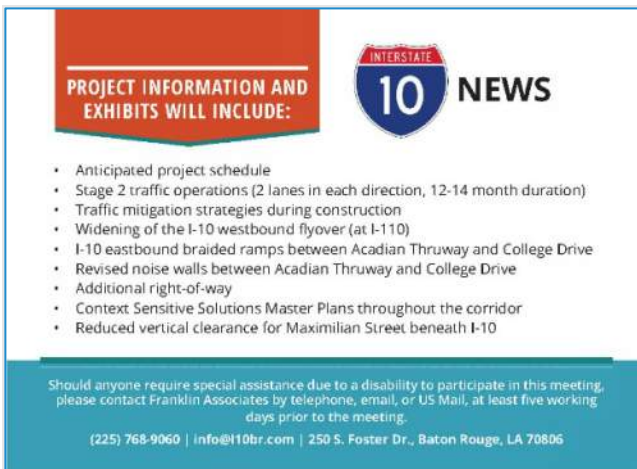
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28793 Feb. 21 26 21

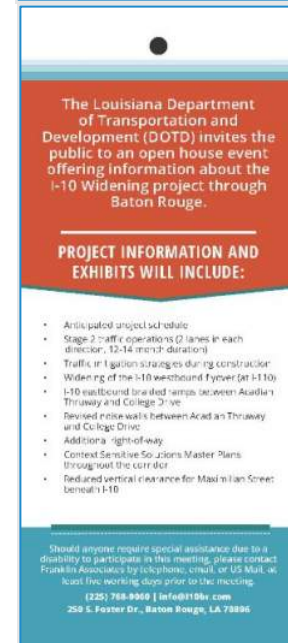
D. Flyers

For ease in promoting of the event, graphic flyers were created for use in neighborhood canvassing and to provide supplies to elected officials and key stakeholders for their distribution. 2,000 push-cards and 500 doorhangers were produced for canvassing efforts by Franklin Associates and are discussed in Section H below.

*Push Card
(front and back)*

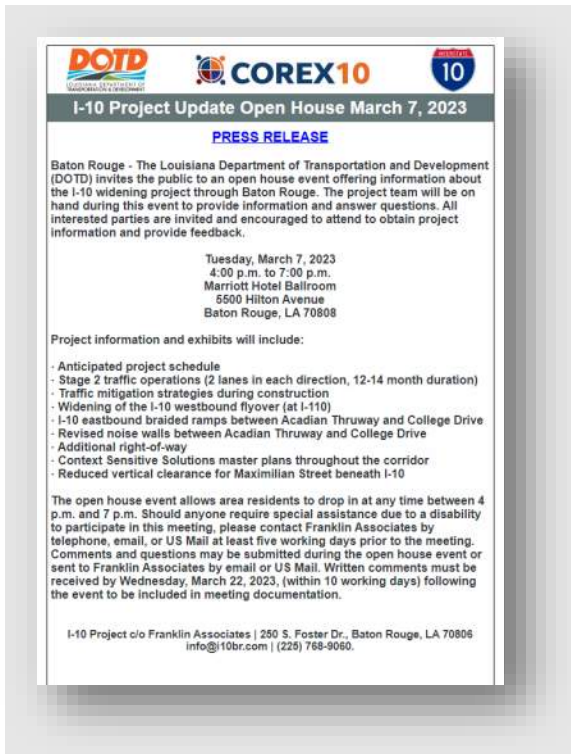


*Doorhanger
(front and back)*



E. Email Campaigns

A sequence of email marketing campaigns was released to lists maintained by Franklin Associates of persons who indicated interest in the project. This included people involved in the Environmental Assessment phase of the project over the course of the preceding decade, and also current project stakeholders and those subscribing to the project email list more recently through i10br.com.



Constant Contact Pre- Meeting Email Marketing Campaign included Press Release and Reminder Emails

Stakeholders were offered an opportunity to register their attendance for the event through the email marketing campaign. Registrants numbered 54.

Email Campaign Description	Date Sent	# Recipients	Bounces	Opens
Press Release	2/16/23	910	27 3%	494 54.3%
Meeting Invitation Reminder	3/2/23	1217	54 4.4%	494 40.6%
Project Website Showcase and Comment Reminder	3/21/23 (resend 3/24/23)	1337	68 5%	345 27%

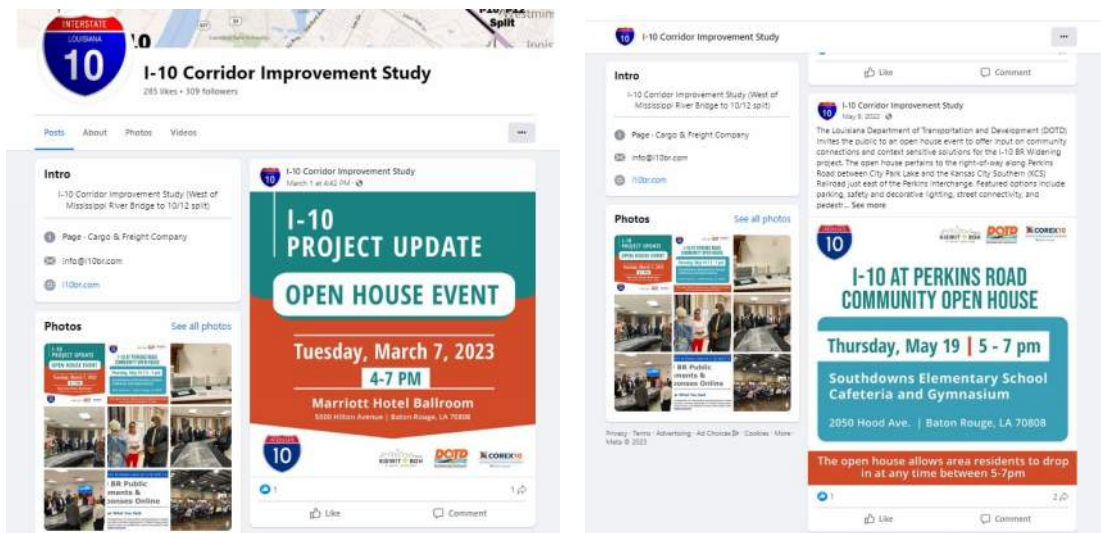
NOTE: The increase in recipients between 2/16 and 3/2 is due to selecting additional sub lists within Franklin Associates' email marketing platform to receive the message.

F. Website

The project website i10br.com was updated to include a calendar item on the homepage identifying the March 7, 2023, Open House time, location, and link to event registration.

G. Social Media

Graphics used in the meeting promotion flyer were sized to digital ads appropriate for social media. These were placed on the i10br Facebook page and were also distributed by DOTD through their social media accounts.



H. Canvassing

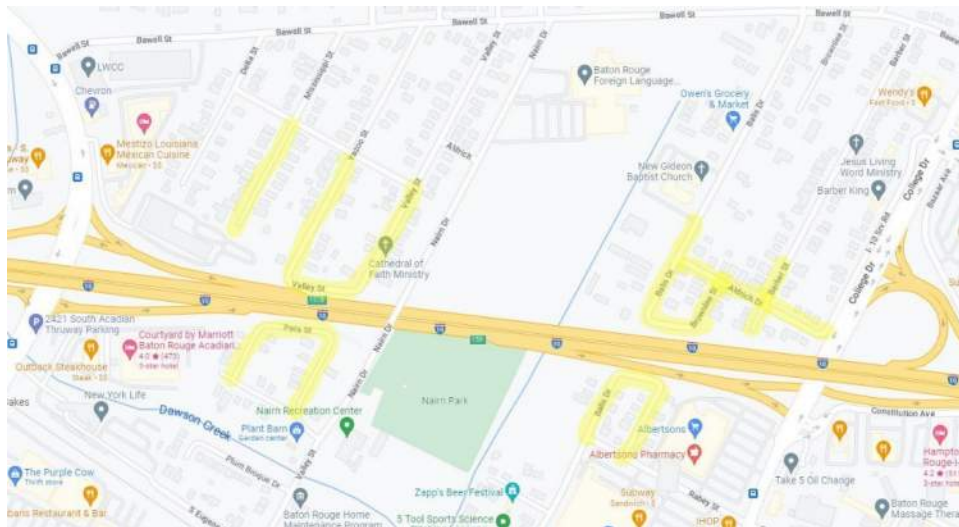
Franklin Associates staff conducted door-to-door canvassing of neighborhoods and commercial corridors along the I-10 project corridor in advance of the public meeting. There were two key audiences and messages as described below.

Valley Park

Staff delivered project-related doorhangers to residents of certain blocks of Valley Park subdivision directly to the north and south of I-10 between Acadian Thruway and College Drive. These residents would potentially be impacted by a change to the noise walls and, along the eastbound lanes, a change to the on and off ramp design.



Doorhanger distributed to community.



Distribution Map of Valley Park Subdivision Where Canvassing Occurred

Date of Canvassing	# of Residences Reached
2/28/2023	50
3/3/2023	80
Total	130

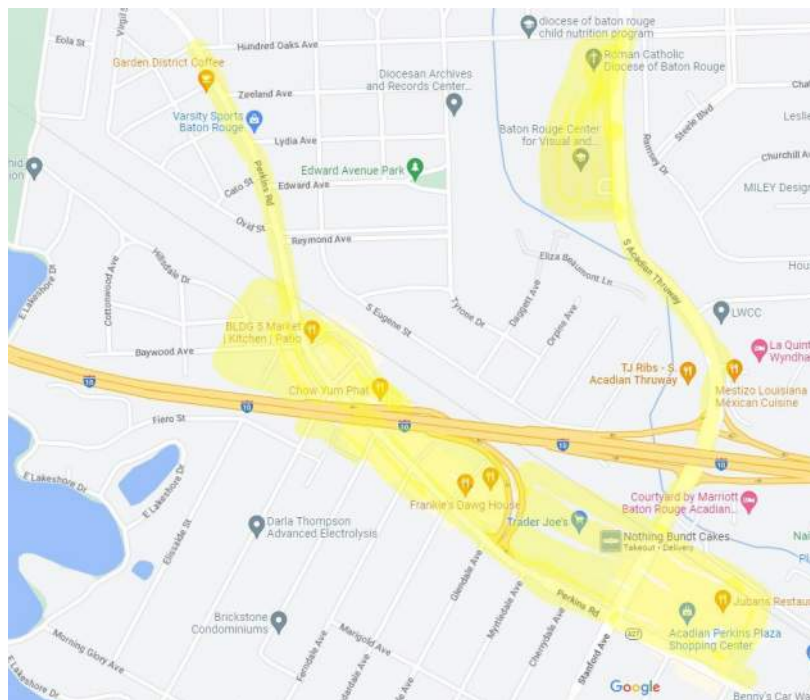
The number of residences reached is approximate, as personnel distributed flyers and door hangers beyond the area of highlighted streets.

Perkins and Acadian

Staff delivered project-related push-cards to merchants and offices along Perkins Road and Acadian Thruway near I-10. The purpose of this work was to notify them of the upcoming open house and the display of the Context Sensitive Solutions master plan for community amenities within DOTD right of way in this area.



Push cards distributed to Perkins/Acadian Corridor



Distribution Map of Perkins/Acadian Corridor

Date of Canvas Activity	Approximate # of Business Reached	Approximate # of Promotion Material Left Behind
2/27/2023	112	795

I. Mailings

Related to the Valley Park subdivision canvassing above, letters were mailed to owners of properties identified in the Noise Study Addendum as benefiting from the proposed interstate noise walls, and appended to this list were property owners impacted by right-of-way acquisition for the proposed Braided Ramps between Acadian and College. Letters were mailed to reach owners of vacant properties (where the canvassing team could not leave a doorhanger) or to owners of rental properties.

Date of Mail Out	Number of Letters Sent
2/27/2023	22

Recipients

JACOB O, JR BATTIESTE
 ISIAAC & MAEBELLE BROWN REVOCABLE TRUST,
 JED BRUMFIELD
 LARRY BUTLER
 GLENN S CAREY
 NAOMI DOYLE COLLINS
 LEO D DAVIS
 MARY SMITH DAVIS
 BR FLAIM-EAST BATON ROUGE PARISH SCHOOL BOARD
 BETTY BROWN FRAZIER
 LORETTA ANN RABY GLASPER

HOUSE OF GOD OF BATON ROUGE, INC
 LOUISIANA WORKERS' COMPENSATION CORPORTION
 ROZZIE MAGEE
 DANIEL J MATTHEWS
 JUDY MARIE RIDEAUX
 DOROTHY LEE SMITH
 ALVIN R THOMAS
 JAMES THOMAS
 THREE PROPERTY, LLC
 Lamar Advertising
 TLC PROPERTIES, INC



Letter sent to Valley Park residents.



John Bel Edwards, Governor
Shawn D. Wilson, Ph.D., Secretary

March 21, 2023

EXAMPLE LETTER

RECIPIENT NAME
ADDRESS

SUBJECT: I-10: LA 415 to Essen on I-10 and I-12; Project # H.004100; Noise Barrier on I-10

RE: Property identified as Lot: 13, Block: 6 of VALLEY PARK

As plans reach final status for Segment 1 construction of I-10 in Baton Rouge, a change has been made concerning noise walls along the interstate near your property. The type and height of the noise wall is being changed from what was described in the project’s Environmental Assessment document. The existing concrete wall along the interstate is approximately 20 feet in height and made of concrete. Due to the widening, there is not sufficient room to move or replace this noise wall in-kind. After reconstruction, a replacement interstate noise wall will be attached to the barrier rail of the roadway. The height will extend 17 feet above the interstate pavement surface which is the maximum height for this crash tested and approved noise wall. The wall will be made of acrylic panels held in a metal frame. Opaque panels will be used in this area to maintain visual privacy for homes and to remain consistent with the concrete walls existing today. On elevated sections of I-10 (bridges) within other areas of the project the acrylic panels will be transparent to preserve views. These decisions respond to feedback from property owners along the corridor which was received during public meetings and an online poll.

Existing Concrete Noise Wall



Future Opaque Acrylic Panel Noise Wall



A noise study has determined that your property will benefit from the noise barrier proposed along I-10 between College Drive and Acadian Thruway. A public open house event is offered to you where you may learn more about these noise walls, see samples of the material, and speak to a project representative about them. Further, these noise wall exhibits are just one of ten different topical exhibit stations pertaining to the interstate widening project. We invite you to the meeting to be informed about the project.

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Sincerely,

James Taylor

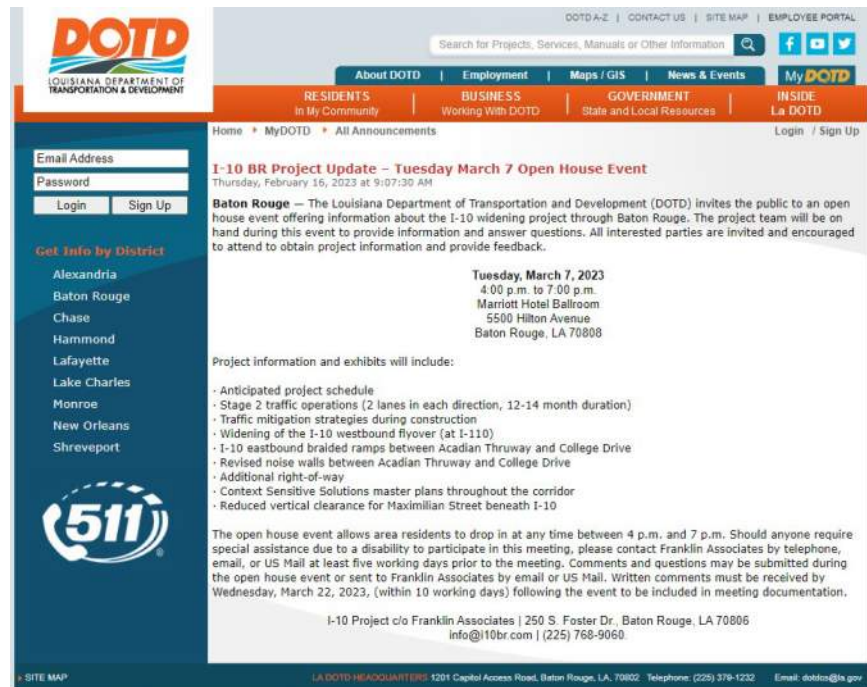
Communications Consultant to COREX10

J. 3rd Party Promotion

As the project offers both amenities to the community in its final completion, and also traffic challenges for the community during the highway reconstruction process, several other entities joined DOTD and COREX10 in distributing meeting notifications.

1) DOTD email, website and social

The event press release was circulated by DOTD to their contact lists through their email marketing platform, and through their social media accounts including Facebook.



2) Public Library System

The East Baton Rouge Parish Public Library System included the press release in their March 2023 newsletter, released both hard copy and digital form, which included a direct link on the library's website, postings on the community bulletin boards of the 14 branch locations, and display on video walls of the Goodwood and River Center Library locations. The library's direct email campaigns typically reach an audience of just under 2,500 patrons and employees combined. Printed newsletters were distributed around the parish numbering approximately 8,000 pieces, and the I-10 meeting event was mentioned at the library's monthly board meeting, which was televised and re-broadcasted throughout the month according to Asst. Library Director, Administrative Services Mary Stein.



3) EBRP Schools

The digital press release and graphic notices were provided to the Community Liaison, Marlon Cousin at East Baton Rouge Public Schools who listed the announcement under Community Events on their Parent University webpage. The webpage obtained an average of 555 monthly views in the first quarter of 2023.

4) EBR Metro Council

The promotional push cards were distributed in bundles of 50 to each of the 12 Metro Council Offices and the Office of the Mayor President for distribution to their respective constituencies throughout East Baton Rouge Parish. Supplies of additional cards were available but not requested.

5) WBR Parish eblast

A supply of hard copy push-cards and digital materials were provided to the office of West Baton Rouge Parish President Riley Berthelot who distributed cards to Parish Council members. Council Clerk Michelle Tullier distributed the meeting notice to parish residents electronically through an email marketing campaign comprised of approximately 2,000 resident emails.

3. MEETING DELIVERY

In early February 2023 the project team understood that a relatively large venue would be required to accommodate the numerous exhibits and anticipated number of guests. Proximity to the project corridor and adequate convenient parking were other criteria influencing site selection. For these reasons, and given the availability, the ballrooms of the Baton Rouge Marriott were chosen for this open house event.

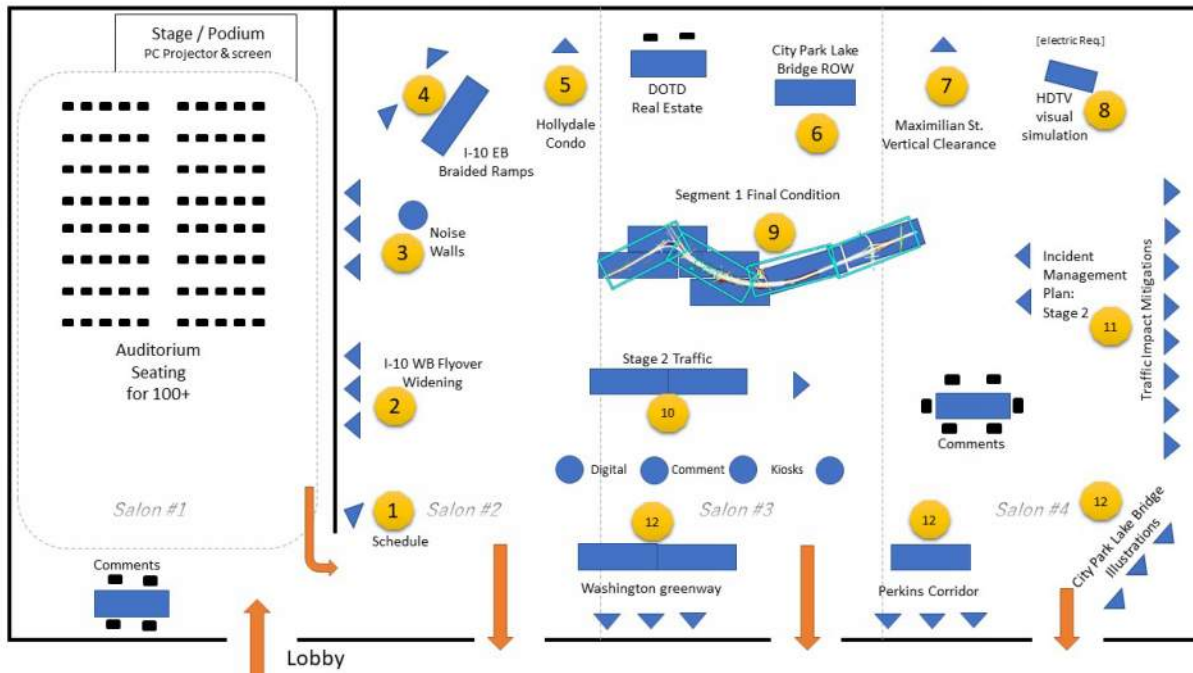
A. Venue Description

The Marriott, formerly a Hilton property, is a prominent and widely recognized landmark along the I-10 corridor. All four suites comprising the ballroom were utilized for the event, with a partition wall separating the video screening room from the exhibit hall. The Marriott is located at

5500 Hilton Avenue, Baton Rouge, LA 70808.



The floorplan diagram below illustrates the layout of the twelve exhibit stations for this event. On-site security was provided.



B. Meeting Format

With concurrence from DOTD, an open house meeting format was selected for the event with the understanding that it provided the greatest opportunity for attendees to receive personal attention and have their questions answered by a member of the project team.

Attendees started their information exploration with a looping video with a detailed voiceover providing an overview of the project and the vision at completion. After completing the video presentation, attendees proceeded to the exhibit hall where they could freely move among any of 12 project exhibit stations. Attendees were provided with a labeled room diagram allowing them to visit exhibits that were of most interest or concern to them. Each exhibit was staffed by one or more knowledgeable members of the project team. Upon completion, attendees were provided an opportunity to submit their comments and feedback by digital or hardcopy methods, including post-meeting commenting via a data form.

C. Meeting Presentation

The Open House focused on 12 main areas of concern derived from prior public comments, NEPA requirements, and modifications to the project design responding to site conditions.



The meeting orientation video may be viewed online at: <https://vimeo.com/806557463>

D. Staffing Plan

The staffing plan was developed through meetings between the COREX10 Project partners and DOTD personnel. Exhibits were aligned with each partner’s field of expertise which includes various disciplines such as landscape architecture, engineering, planning, construction, and public policy. Guidance was provided by the lead project managers.

Run of Show: Spring 2023 Reevaluation

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

Meeting Date: 3/7/2023 4:00 PM
Location: Baton Rouge Marriott – 5500 Hilton Ave.

PURPOSE
Provide update on project status, information about environmental reevaluation, adjusted

Host
Frasin Associates/COREX10/DOTD

Date
Tuesday, March 7, 2023

Time
4:00-7:00 pm

Venue
Marriott Hotel Ballroom | 5500 Hilton Ave., BR 70888

Team on site
FRASIN: Perry Franklin, Rosa Mueller, James Taylor, Stephanie James, Avery Jack, Cristina LaCrox
COREX10: Bob Schmidt, Sherri LeBas, Miles Williams, Grant Murphy, Akhil C. (optional), Nick Heminger, Paige Bates, Thomas Gatto, Justin Petter, Bill Reich, AJ
DOTD: Nicholas Olivier, Rodney Maliet, Kawasha White and/or Heather Conditino, Secretary Kalkode, Dylan (optional), Noel Ardoin, I

Logistics
James Taylor

Media
James Taylor, Rodney Maliet

2 hours prior to meeting start
 Venue set up (PA) – begin 2pm
 • Outdoor and indoor directional signage as needed
 • Setup tables and easels for exhibits
 • Nametag distribution
 • Sign-in table positioned, including contactless sign-in option
 • Comment cards & pens at comment table
 • Will there be digital feedback commenting?
 • Will there be a public address to an audience? Or, will there be a recorded, looping presentation?
 • Audience questions on cards, submitted for public announcement and response?
 Review run of show, script, and exhibits with all team members

30 minutes prior to meeting start
 All arrangements made for meeting, personnel in place
 Begin allowing participants into meeting if early arrivals onsite. Collect information on dignitaries as they arrive for later recognition.

4:00-7:00 PM
 Open House walk-thru event
 Exhibit stations manned by COREX10 staff and/or DOTD staff
 7:05 pm – Team breaks down exhibits, clean up and depart by 8:00 pm

H.004100 Meeting Run of Show

Floorplan Diagram on Handout

STAFFING PLAN ** ALL STAFF SHOULD ARRIVE BY 2PM AT MARRIOTT **

STATION/TASK	STAFF
Onsite Social Media post coordination	Cristina LaCrox
Dignitaries Coordination	Perry Franklin
Meeting Hosts	Perry Franklin, Rosa Mueller, Johnathan Hill
Logistics coordinator – signage on site	James Taylor
Site setup/tabledown	Perry Franklin team + some COREX10
Event photography	James Taylor, Cristina LaCrox
Sign in Station	Stephanie James, Ryma Makory, Courtney Page, Laura Livingston
Comment station	West: Avery Jack Digital: Laura Williams, Brandy Bones East: Amber Harrell
Scheduler / Navigation Station	James Taylor
Presentation station	Ted Devall
HDV coordination of simulation video	Rosa Mueller, Johnathan Hill
Live streaming coordination	Not required
Documentation capture	Stephanie James

****Marriott WiFi PASSWORD ** select**

CONTINGENCIES

In case of:	Alternative is:	Coordinated by:
Onsite danger presents itself	Security officer onsite becomes lead, all personnel defer to officer.	BR Police
Onsite medical emergency occurs	Community staff notified. Fire/ambulance contacted.	Ted Devall

PROMOTION CALENDAR
 Below is draft #1 of a meeting promotion calendar. In this I have advanced the meeting to the 7th.

Event Date: Tuesday, March 7, 2023 at 4:00 – 7:00 PM
 Location: Marriott Hotel Ballroom

Draft Run of Show document outlining team member roles & duties

Personnel		
DOTD	COREX10	Total
10	44	54

As the exhibit list was finalized, the COREX10 project managers worked with the communications staff to assign subject matter experts within the team to appropriate exhibit stations and duties at the event.

E. Attendance

The March 7, 2023 Open House event was well attended with over 210 attendees. Attendees included citizens from both East and West Baton Rouge Parishes, local and state elected officials and various officials from state government.

- 210 public guests attended
- 32 used the touch-free form
- 11 entered, refusing to sign-in
- 4 Metro Council Members: Carolyn Coleman, Laurie Adams, Jen Racca, Aaron Moak,
- 2 State officials: Michael Eby of Sen. Bill Cassidy’s office and Rep. Barbara Frieberg
- 2 CATS Transit administrative staff
- 2 Capital Region Planning Commission staff

F. Representative Photos



Event photos include staff of DOTD's Real Estate Section, various photos of project staff engaging with guests, and participants at the commenting station.

4. EXHIBITS

A. Exhibit Stations Description and Handout

Content necessary for the Environmental Assessment Reevaluation document (to be submitted to FHWA by DOTD) was arranged into 12 topics. A legal-sized handout listing and briefly describing these topics was presented to each guest at the lobby sign-in table. The reverse side featured the venue floorplan to aid navigation of the exhibit hall.



Tonight's meeting begins with a brief presentation video on the east side of the building, after which participants are invited to visit specific exhibit areas for more information on key elements of the project and to engage with project team members as they desire.

► **Exhibits available include:**

- 1 **Schedule** – provides an updated version of the Segment 1 timeline
- 2 **I-10 Westbound Flyover** – provides details regarding the proposed widening of the westbound flyover of I-10 as it meets I-110 to better accommodate wider loads and incident management during the period in which the mainline is restricted to a minimum of two lanes in each direction
- 3 **Noise Walls** – provides samples, visuals and location details regarding noise walls between Acadian and College which have changed from the original plan
- 4 **I-10 Eastbound Braided Ramps** – provides visuals and details regarding the newly added ramp braiding feature in the eastbound structure between Acadian and College that will reduce vehicle weaving issues
- 5 **Hollydale Condominiums** – provides visuals and details regarding the right of way impacts to Building 4 of the Hollydale Condominiums
DOTD Real Estate – professionals from the DOTD Real Estate team are available to answer questions regarding right of way processes
- 6 **City Park Lake Bridge Right of Way** – provides visuals and details regarding the right of way impacts of the City Park Lake Bridge
- 7 **Maximilian Street Vertical Clearance** – provides visuals and details regarding the existing and future vertical clearance at this location, which has changed from the original plan
- 8 **Visual Simulation** – video simulation of the construction process is located in the southwest corner of the ballroom
- 9 **Segment 1 Final Condition** – provides visuals and details illustrating what the public should expect when Segment 1 is complete in terms of infrastructure and traffic flow
- 10 **Stage 2 Traffic** – provides visuals and details about the stages of construction and lane adjustments to be expected, during the 12-14 month period of reduced lane availability
- 11 **Traffic Impact Mitigations** – examples of planned mitigation to counter traffic impacts including Incident Management, improvements to other corridors, and signalization improvements
- 12 **Washington Greenway • Perkins Corridor • City Park Lake Bridge** – provides information related to these Community Connections/Context Sensitive Solutions improvements

Upon completion of the exhibit viewing, please stop by the comment areas to provide your inputs either digitally or in written format.
 Thank you for your attendance!
 Exhibits will be posted on the project website after the event: i10br.com

Meeting Handout, front side

The following information is replicated on the project website. . <https://i10br.com/march-7-2023-open-house-exhibits/> PDF icon links offer the opportunity to download corresponding files.

B. STATION 0. MEETING OVERVIEW VIDEO

The 11-minute video was a narrated slideshow providing a brief project overview and description of the twelve exhibit areas and why they are being presented to the public for comment.



<https://vimeo.com/806557463>

C. STATION 1. PROJECT SCHEDULE UPDATE

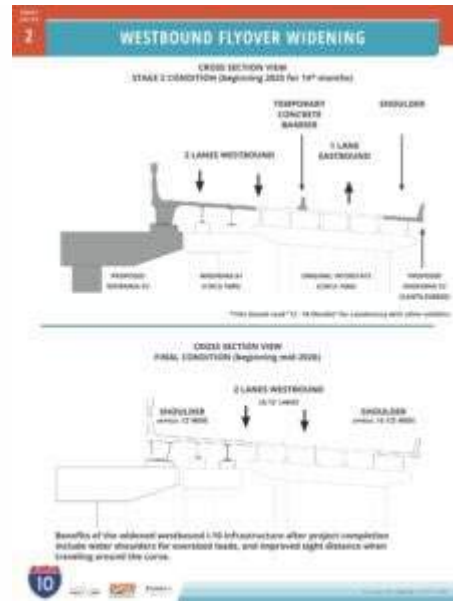
The first exhibit board greeting meeting attendees was a graphic schedule of project implementation for Segment 1. This board illustrated the lengthening of the duration of construction.



[\[file download\]](#)

D. STATION 2. I-10 WESTBOUND FLYOVER WIDENING

Three exhibits at station 2 describe a proposal for widening the curve of I-10 westbound at I-110 for vehicles traveling towards the Horace Wilkinson Mississippi River Bridge. During Stage 2 construction, this widened curve could accommodate a total of 3 lanes consisting of two lanes westbound and one lane eastbound, plus shoulders, for the 12-to-14-month duration.



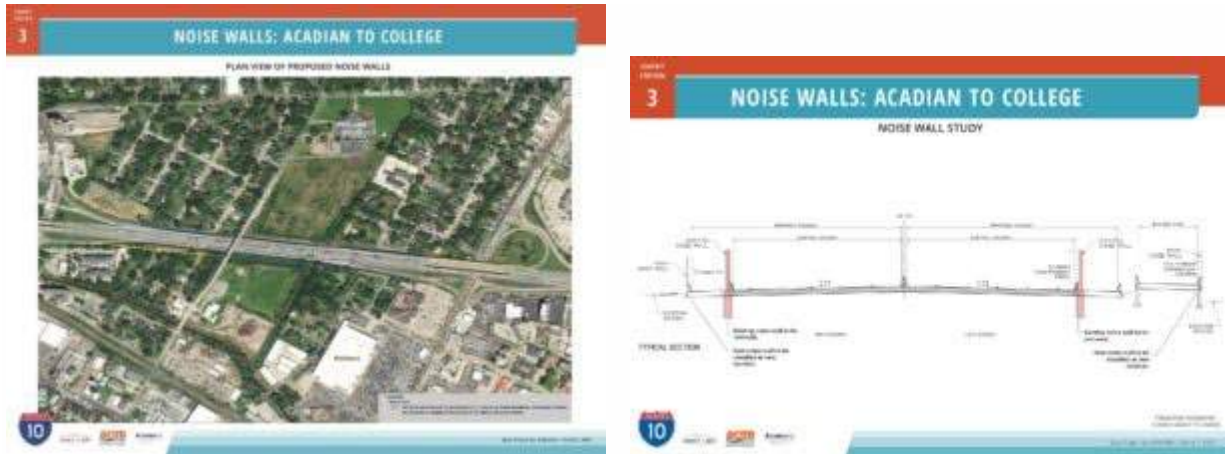
[\[file download \(set\)\]](#)

The widening of this westbound curve of I-10 will cause impacts, both temporary and permanent, to BREC's Expressway Park lying beneath it. BREC provides this park through a Joint Use Agreement (JUA) with DOTD for the use of DOTD right-of-way. The exhibit below denotes impacts to the park for construction access and new highway infrastructure.



E. STATION 3. NOISE WALL CHANGES

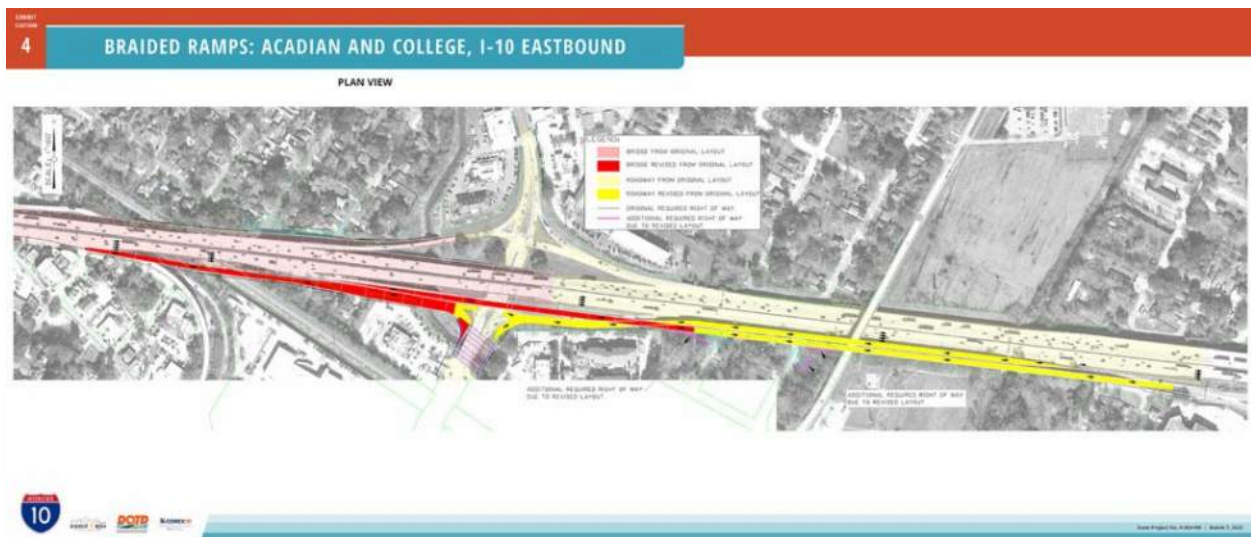
On the south side of I-10, the widening and inclusion of the Braided Ramp configuration between Acadian Thruway and College Drive on eastbound I-10 (station 4, below) necessitated the replacement of concrete noise walls and installation of crash-tested noise walls affixed to interstate concrete barriers. Station 3 provided information on the position, heights, and material of these proposed new walls.



[\[file download \(set\)\]](#)

F. STATION 4. BRAIDED RAMPS AT ACADIAN AND COLLEGE

Refinements of the final interstate design included a change to eastbound I-10 between Acadian Thruway and College Drive. A braided ramp configuration is proposed here to eliminate the existing traffic weaving conflict, which separates the eastbound traffic entering at Acadian from the I-10 eastbound traffic exiting to College Dr.





[\[file download \(set\)\]](#)

G. STATION 5. HOLLYDALE CONDOMINIUM RIGHT-OF-WAY

A property survey revealed that the actual ROW line is approximately 2 feet off from the earlier assumed ROW line derived from City-Parish data, and that approximately an additional 2.5 feet of new ROW must be acquired from condominium building #4. Rear fences and portions of concrete patios of these five dwelling units already encroach into DOTD ROW approximately 2 feet.

[\[file download\]](#)



H. STATION 6. CITY PARK LAKE BRIDGE RIGHT-OF-WAY AND SERVITUDE

Additional area is needed to provide equipment and materials to access to I-10 where it crosses City Park Lake. This exhibit identifies a need for purchase of additional right of way and construction servitude from the City-Parish across City Park Lake and shoreline.

[\[file download\]](#)



I. STATION 7. MAXIMILIAN STREET VERTICAL CLEARANCE

In the NEPA phase, it was anticipated that Maximilian Street would be lowered in order to increase the vertical clearance. However, during survey and design it was discovered that numerous utilities would need to be relocated. Therefore, Maximilian Street will not be lowered, and the future condition will be 14 feet of clearance above Maximilian Street.

[\[file download\]](#)



J. STATION 8. CONSTRUCTION SEQUENCE VISUALIZATION VIDEO

Exhibited at the open house event on a TV screen was a narrated, animated video describing the sequence of reconstruction of the interstate through Baton Rouge. It focuses on conditions at a specific position along the corridor: where I-10 crosses Louise Street.



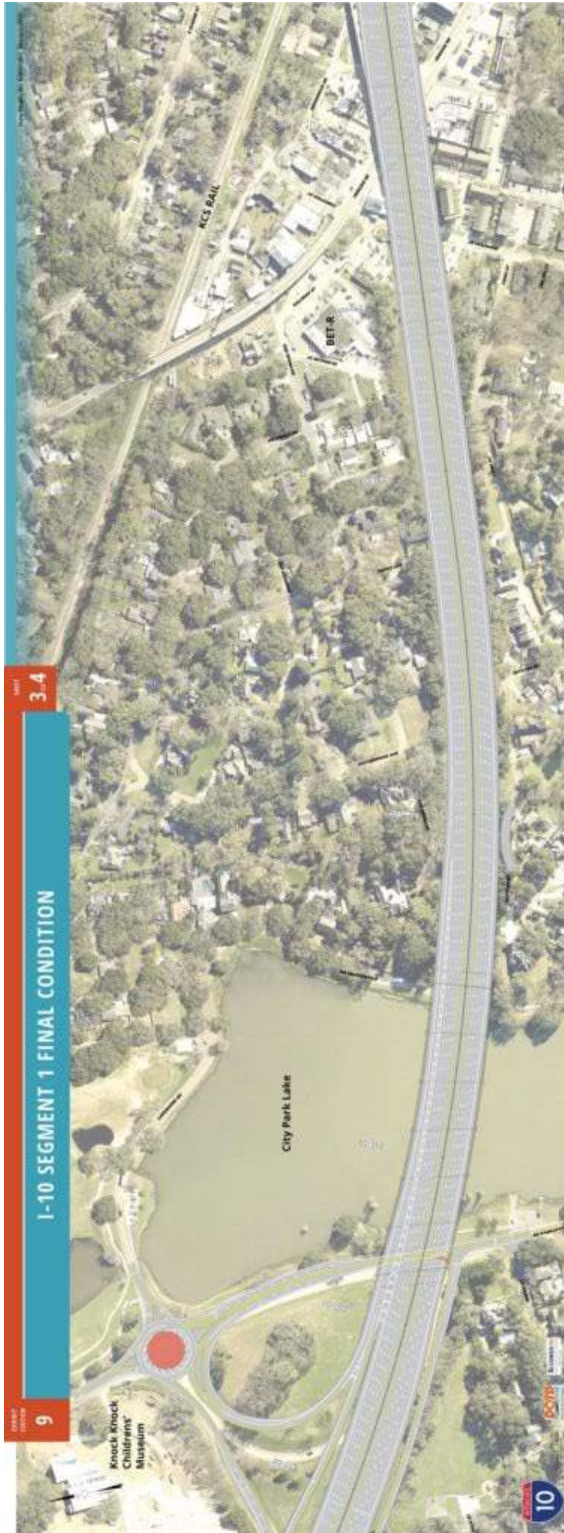
<https://vimeo.com/805613736>

K. STATION 9. SEGMENT 1 FINAL CONDITION PLANS

Across the center of the exhibit hall tables were arranged upon which a set of four drawings were rolled out, depicting the future, final condition of Segment 1. This plan view assists the public in understanding the number and position of travel lanes, of exit and on-ramps, and of properties located nearby. The four drawings on the following two pages are displayed in sequence of west to east.

[\[file download \(set\)\]](#)





L. STATION 10. CONSTRUCTION STAGE 2 TRAFFIC FLOW

During Stage 2 of I-10 Segment 1, the interstate mainline will lose one lane of flow in the westbound direction from Acadian Thruway to Dalrymple Drive, and in the eastbound direction from the I-110/I-10 Interchange to Acadian Thruway for a duration of 12 to 14 months. This exhibit displays the areas of construction activity and available travel lanes on I-10 through the corridor during Stage 2.



[\[file download\]](#)

M. STATION 11. TRAFFIC IMPACT MITIGATIONS

With the intention of easing traffic congestion during Stage 2 of construction, DOTD, the project team and partner entities including the City of Baton Rouge – Parish of East Baton Rouge are planning and implementing numerous improvements and strategies aimed at mitigating traffic impacts. Station 11 offered ten exhibits describing these mitigation strategies as follows.

[\[download all Station 11 exhibits as set\]](#)

1) Incident Management Plan

A task force comprised of regional first responders, law enforcement and others are collaborating to develop plans for managing traffic incidents within the project corridor for the duration of construction. The corridor is divided into zones, staging areas identified for dedicated response teams, and routes and methods of vehicle recovery are being determined. Particular attention is given to constructing Stage 2 where the number of I-10 through-lanes are reduced by one in each direction.





2) Offsite Intersection Improvements

Intersections of highways at four locations in our region have been identified by project engineers as benefiting from improvements to lanes, striping, and signal improvements. These improvements will increase the throughput of vehicles on these alternate routes and improve safety at these intersections. Three of the four are located in West Baton Rouge Parish, and one is in East Baton Rouge Parish.



3) Alternate Route Improvements

In addition to the above four offsite intersections, improvements are recommended for other key corridors in the Baton Rouge region as illustrated on the map below. Corridor colors reflect the capacity and priority of these routes, as indicated on the map legend.



4) Statewide Advance Signage

A network of Changeable Message Signs numbering 33 or more are slated for deployment along interstate corridors across Louisiana to inform motorists of construction activity in the Capitol region and to recommend alternate routes. Greeting drivers entering Louisiana from adjacent states, additional signs will be positioned at intervals along I-10, I-12 and I-49 to repeat the message or provide additional information. The table at right is a post-event addition to make available the preliminary sign text in a more legible format.



Post-Event Addendum

CMS Sign Messages	I-10		I-12		I-49	
	Location	Message	Location	Message	Location	Message
1	I-10, Station 100	Construction in progress. Use alternate routes.	I-12, Station 10	Construction in progress. Use alternate routes.	I-49, Station 10	Construction in progress. Use alternate routes.
2	I-10, Station 200	Construction in progress. Use alternate routes.	I-12, Station 20	Construction in progress. Use alternate routes.	I-49, Station 20	Construction in progress. Use alternate routes.
3	I-10, Station 300	Construction in progress. Use alternate routes.	I-12, Station 30	Construction in progress. Use alternate routes.	I-49, Station 30	Construction in progress. Use alternate routes.
4	I-10, Station 400	Construction in progress. Use alternate routes.	I-12, Station 40	Construction in progress. Use alternate routes.	I-49, Station 40	Construction in progress. Use alternate routes.
5	I-10, Station 500	Construction in progress. Use alternate routes.	I-12, Station 50	Construction in progress. Use alternate routes.	I-49, Station 50	Construction in progress. Use alternate routes.

Preliminary and Subject to Change

[\[file download\]](#)

5) Queue Detection System

The I-10 contractor will deploy an automated Queue Detection System which monitors any buildup of vehicles approaching the construction zone and tracks their speed. This information is used programmatically to modify messages on Changeable Message Signs.

[\[download all Station 11 exhibits as set\]](#)



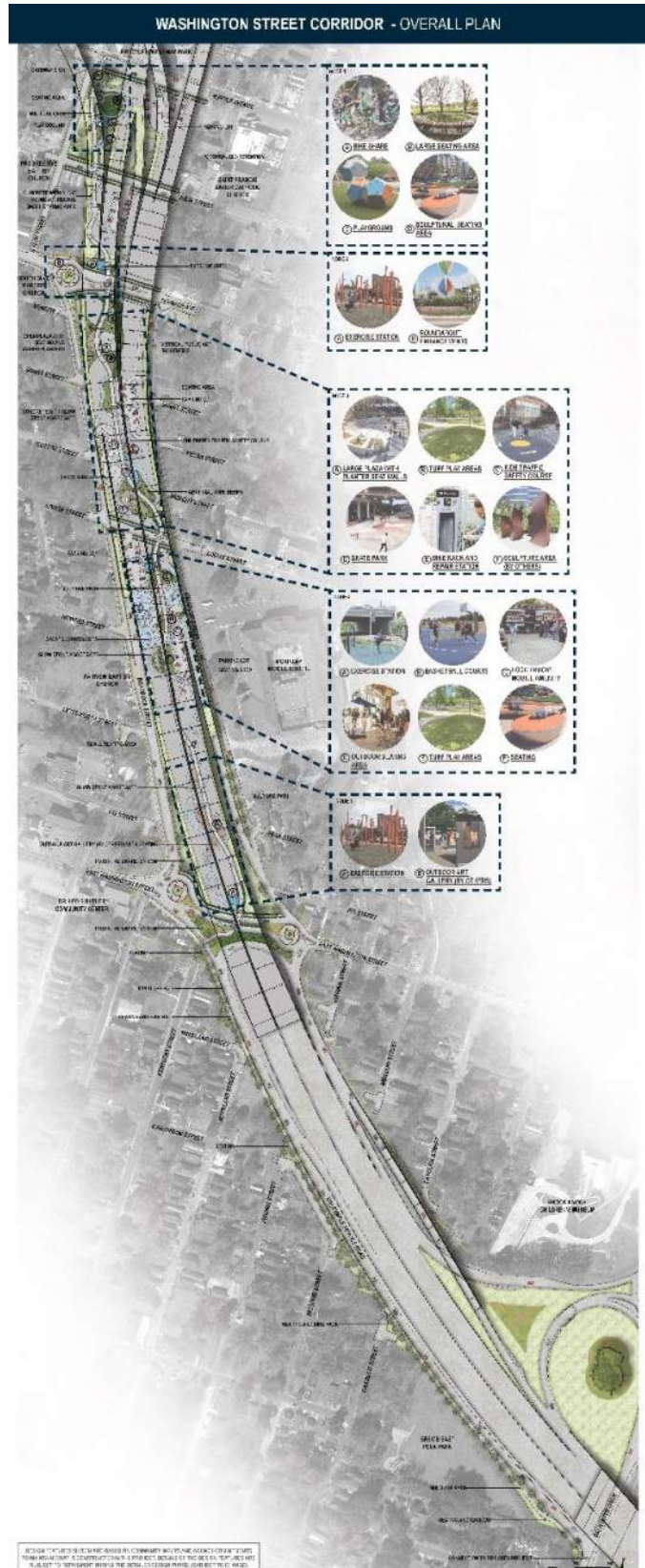
N. STATION 12. CONTEXT SENSITIVE SOLUTIONS PLANS

The I-10 BR project seeks to implement Context Sensitive Solutions (CSS) amenities which were identified and approved by the Federal Highway Administration (FHWA) during the environmental phase of this project. In Segment 1 of this I-10 widening project there are three areas of CSS plans exhibited during the March 7, 2023 Open House. From west to east the Segment 1 CSS plans are:

1) Washington Street Area (Lorri Burgess Avenue)

Key features of the CSS plan for the corridor through Old South Baton Rouge crossing E. Washington Street (now Lorri Burgess Avenue) include a multiuse path, seating and activity areas, restored structured parking, safety and aesthetic lighting, and limited landscaping with concentrations at cross-street nodes.

[\[file download\]](#)



Greenway Illustrations Gallery

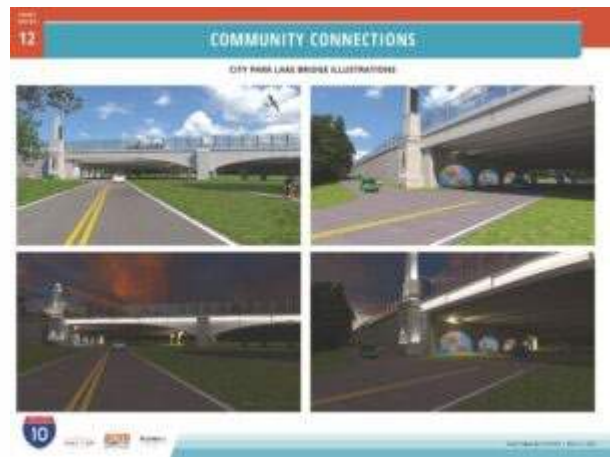
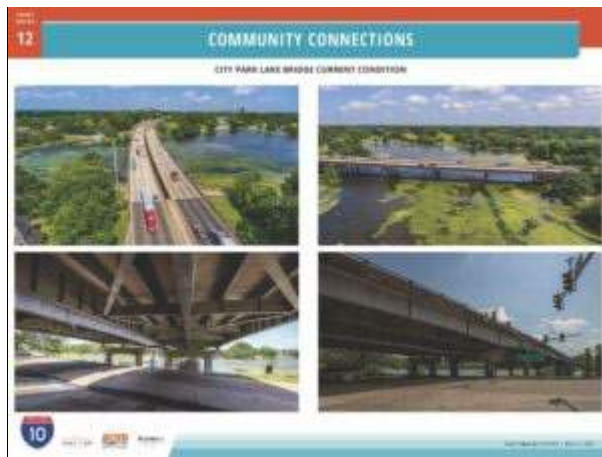
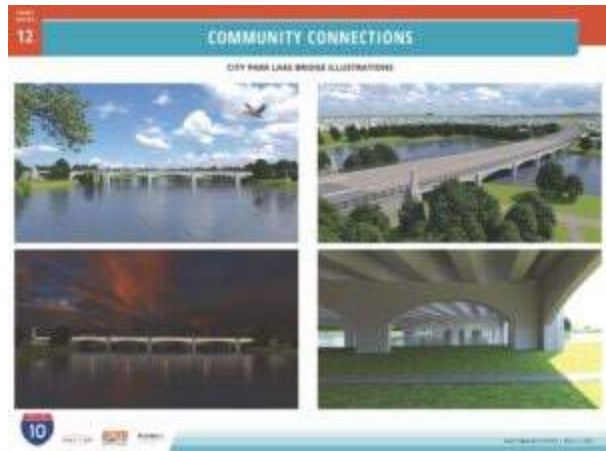


[\[file download \(set\)\]](#)

2) City Park Lake Signature Bridge

Interstate 10's crossing of City Park Lake in Baton Rouge will be highlighted through these CSS plans for an architecturally enhanced "signature feature" bridge. Elements of the bridge design include corner towers, arches, art deco styled bas-relief responding to the Louisiana State Capitol and State symbols, decorative and safety illumination, and clear acrylic noise walls preserving views across the lake.

 [\[file download \(set\)\]](#)



3) Perkins Road Overpass Area

Interstate 10's crossing of Perkins Road occurs at an active commercial and entertainment district. The CSS plan for this area seeks to provide needed customer parking more safely and organized than the current gravel lot condition. A multi-use path, increased connectivity of surface streets, pedestrian amenities, aesthetic and safety lighting, and limited landscaping are primary components of the plan. During construction, parking areas will be provided as shown in the temporary parking exhibit.



 [\[file download\]](#)

Perkins Overpass CSS Illustrations Gallery



[\[file download \(set\)\]](#)

5. PUBLIC FEEDBACK

A. Comment Form

An Open House comment form was created to align with the 12 exhibit stations attendees would encounter, including an option to submit a comment on a non-listed area of concern. Comment forms were in a centrally located area with exhibits encompassing the outer parameter of the room. A representative was on site to assist attendees in comment submittal and collection.

B. Online Commenting

Attendees were also provided a virtual option to provide comments and concerns which mirrored the physical comment form. 3 kiosk stations were also centrally located with representatives to assist in taking virtual comments as well as several postings of a QR code to direct attendees to the on-line comment portal.

C. Analysis of Comments

At the close of the commenting period 18 comment forms had been received with an additional 5 submitted on-line. The table at right lists the break-down of comments per topic as identified by the submitter. Originally 10 days, the meeting commenting period was extended four additional days ending Sunday, March 26, 2023. During this window, 89 additional comments were received either via email or through the project website's Submit a Comment form.

Exhibit Topic	# Of Comments
Schedule Updates	1
Westbound Flyover	2
Braided Ramps	2
Noise Walls	2
Hollydale Condo ROW	0
City Park Lake Bridge	2
Maximilian Street Clearance	0
Traffic Flow During Stage 2	1
Traffic Impact Mitigations	8
Context Sensitive Solutions	2
Segment 1 Final Condition	1
Other	122
Total Comments	143

6. APPENDICES

- A. Sign-in Sheets and Database
- B. Public Comments
 - 1) **Hardcopy Form Submissions**
 - 2) **Online Form Submissions** (specific to meeting exhibits)
 - 3) **Website Form and Emailed Submissions** (general)
- C. Proof of Publication
- D. Letter Recipients
- E. Exhibit Enlargements
- F. On-Screen Presentation

APPENDIX A:

Sign-In Sheets and Database

COMMUNITY OPEN HOUSE: Tuesday, March 07, 2023

State Project No. H.004100.5
 Federal Aid Project No. H004100
 I-10: LA 415 to Essen (I-10 and I-12)
 West and East Baton Rouge Parishes



	Name	Area Business?	Email	Zip Code
1.	Kim Marousek		kimmarousek@gmail.com	70877
2.	Deborah A. Rae		deborah.rae2@gmail.com	
3.	Lyne (Lynne) Marie Graham	Realtor + EBRA RW	Graham6215@gmail.com	
4.	Ann Coulter		anncoulter8@gmail.com	70808
5.	Eric Jurkovic		ejurkovic22@gmail.com	70810
6.	Ellen Poulter		ellenpoulter463@gmail.com	70816
7.	Refused			
8.	Carole Anne Brown	Civic Assn	capb1994@yahoo.com	70808
9.	Refused			
10.	Janell v p		jtarrelli@aol.com	70805
11.				
12.				

COMMUNITY OPEN HOUSE: Tuesday, March 07, 2023

State Project No. H.004100.5
 Federal Aid Project No. H004100
 I-10: LA 415 to Essen (I-10 and I-12)
 West and East Baton Rouge Parishes



	Name	Area Business?	Email	Zip Code
1.	Michele Kelley	Marriott	michele.kelley@marriott.com	70808
2.	BRUMBY BROUSSARD	BLDG 5	brumby@41065.com	70808
3.	Joe Donahue	LA DOT	DonahueT@cg.louisiana.gov	70802
4.	Refused	—	—	—
5.	Ann Trappay	Forte & Tablada	atrappay@fortetablada.com	70809
6.	Kendra Clark	Mestizo Restaurant	Kendra@mestizo-restaurant.com	70808
7.	Re David	Hollydale	redivincenzo@gm	70806
8.	ADAM KNAPP	Baton Rouge Area Chamber	knapp@brac.org	70806
9.	Phillip Lillard	N/A	pslillard@Tune.com	70807
10.	John Turner		JGTURFIS@BellSouth.net	70808
11.	O.C. Smith, III	State GOV. Secretary	oc.smith@La.gov	70820
12.	Kat Smith	N/A	—	70820

COMMUNITY OPEN HOUSE: Tuesday, March 07, 2023

State Project No. H.004100.5

Federal Aid Project No. H004100

I-10: LA 415 to Essen (I-10 and I-12)

West and East Baton Rouge Parishes



	Name	Area Business?	Email	Zip Code
1.	ASHLEY REICH	REICH ASSOC.		
2.	Sarred Froesch	CCC		70737
3.	David Fabs	CCC		70706
4.	Kenneth Sims			70808
5.	Carl Benedict	Benedict Wealth Mgt		70817
6.	Alexis Ohlsen			70806
7.	Philip Fach	N/A		70806
8.	COLEMAN BROWN	EBR PARISH CHAMPION	COLEMAN@COLEMANBROWN.COM	70806
9.	Aylin L. Mackey	Sierra Club Transit	sylvia.martinez538@gmail.com Equity Team	70808
10.	Eul Marcelle J.	N/A	EMARCELLE1@AOL.COM	70808
11.	Stephen C. Ross	TGLC	scross@gmail.com	70802
12.	Stanley S. Livingstone	Retired	SLivingston67@yahoo.com	70808

COMMUNITY OPEN HOUSE: Tuesday, March 07, 2023



State Project No. H.004100.5
 Federal Aid Project No. H004100
 I-10: LA 415 to Essen (I-10 and I-12)
 West and East Baton Rouge Parishes

	Name	Area Business?	Email	Zip Code
1.	Caula Miceli	BRAC	caul@brac.org	70806
2.	John/Debbie Poulton		JCPoulton@gmail.com	70817
3.	Charleston O'Connor	Eagle Eye Taxes		
4.	Nabosa O'Connor	Subway	nabosa@akamaihands.com	70791
5.	FRANK SAGIPIERE	FBC, LLC	FRANK@SAGIPIERE.COM	70802
6.	Chris Harrell	HOME BANK	chris.harrell@home24bank.com	70808
7.	Jonathan McDowell	AE COM	jonathan.mcdowell@ae.com	70769
8.	Mike Pina	DGUIS	mikepina27@gmail.com	70808
9.	Kenneth & Duke Heard	Farmview Baptist Church	KennethHeard3755@gmail.com	70802
10.	Two			
11.	Ken Rycroft	Council Person		
12.	Refused			

COMMUNITY OPEN HOUSE: Tuesday, March 07, 2023

State Project No. H.004100.5

Federal Aid Project No. H004100

I-10: LA 415 to Essen (I-10 and I-12)

West and East Baton Rouge Parishes



	Name	Area Business?	Email	Zip Code
1.	KATHRYN Grigsby	resident	1 KATYshaw@gmail	70808
2.	PAT O'NEIL	resident		70809
3.	Guy BEAR	N/A		70809
4.	Whitney Briggs	Real Estate	Whitney@andiollic.com	70804
5.	Bert Callender	LaCapitol FCU	bcallender@laccapfcu.org	70802
6.	MAURY HAWKING	resident	mauryhawk@gmail.com	70808
7.	Chuck Booksh	resident		70802
8.	Tonja R. Wright	Consultant	tonjarwright@gmail.com	70446
9.	Jay High	First Presbyterian Ch	jay@fpcbr.org	70802
10.	Aaron Moak	EBR Metro Council	aaronmoak@brks.w	70818
11.	KATRINA TAYLOR	RESIDENT	4KATRINATAYLOR@GMAIL.COM	70802
12.	Kevin Taylor	RESIDENT		70814

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 I-10: LA 415 to Essen (I-10 and I-12)
 West and East Baton Rouge Parishes



	Name	Area Business?	Email	Zip Code
1.	Lucy Kimbeng	ITS - DOTD	lucy.kimbeng@lrgov	70802
2.	Brandon Goss		JBLGoss@yahoo.com	77459
3.	Sage Foley	BL Green	sage@batonrougegreen.com	70808
4.	Mia Ruffin	CRPC	mruffin@crpca.org	70815
5.	R. Hampton Peele	Self	hampton@lsu.edu	70808
6.	Bridgett Knightew	self	sisterbigbore53@gmail.com	70802
7.	Peter Anthony G. Allen	self	anthonyallen63@jdoe.com	70811
8.	Stephanie Cletton	UBR	stephanie@visitbatonrouge.com	
9.	PARRY MATT THOMAS	CANDIDATE	parrymattt@gmail.com	70808
10.	LARRY J. KNIGHT	.	LKNIGHT1@AOL.com	70811
11.	Cheryl Hanell		emery07@me.com	70810
12.	Corie Abadie		CorieAbadie@yahoo.com	70757

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 I-10: LA 415 to Essen (I-10 and I-12)
 West and East Baton Rouge Parishes



	Name	Area Business?	Email	Zip Code
1.	Daniel Matthews	Res	None	70808
2.	Rubel Elmore	TRAFFIC CONTROL		70128
3.	LAWRENCE ALEXIUS	Traffic Control	lawrencealexius@gmail.com	70446
4.	William O. Hart	REAL ESTATE	WILLIAMO.HART@YAHOO.COM	70808
5.	Fress Robinson	Retired		70807
6.	Gloria High	Retired		70806
7.	SAM WRIGHT	RETIRED	SAWASSOC@BEISOUTH	70808
8.	Billie Jo Morris	Apartment Complex	gatesatitiplacemgr@greystar.com	70809
9.	Ron Whittaker	LA SOTA		70401
10.	Ji Ji Jonas	no	jonas1134@cox.net	70808
11.	David Clark		tenkata@aol.com	70802
12.	OSSIE MARGITT	NO		70808

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	Name	Area Business?	Email	Zip Code
1.	<i>Roy AM Ouch</i>			
2.	<i>Dianna Cook</i>			
3.	<i>Dwight Snyder</i>	Lamar Advertising	ssnyder@lamar.com	
4.	<i>Maluf</i>		Maluf_Jacob@yahoo.com	70808
5.	Desman Green	HES Facilities	desman.green@hes.com	70814
6.	Michelle Reimsnyder		mreimsnyder@gmail.com	70810
7.	Jansie Treppendahl		jansietrepp@gmail.com	70808
8.	<i>Sam L Higdon</i>		sam.l.higdon@icloud.com	75563
9.	JJ and Lori Webb	Lulu & Bean	luluandbeanbr@gmail.com	70808
10.	Michael Eby	Sen. Bill Cassidy		70808
11.	Pennie M Landry	EBRIS	pennie@landry.net	70809
12.	Philly Breaux		phillipbreaux@rocketmail.com	70802

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	Name	Area Business?	Email	Zip Code
1.	Janice Williams			70816
2.	Clara & William Foshee			70816
3.	W & Easley, Jr			70769
4.	Refused			
5.	Roni Ferguson	Overpass merchants		
6.	Leo Marretta		Leo.Marretta@U.Gov	70817
7.	James Taylor			
8.	Refused			
9.	Arren Dunt			70810
10.	Cecily James		cfbjames@yahoo.com	70802
11.	Earl Marcelle III	E. Washington St	earlmarcelle@gmail.com	70808
12.	Jim Dowling		JSDowning@cox.com	70806

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West and East Baton Rouge Parishes



	Name	Area Business?	Email	Zip Code
1.	Vicki Roserbohn	Hotel		70808
2.	Stacy Simon	Visit Baton Rouge		70809
3.	Laura Marano	Visit Baton Rouge		70810
4.	ERNEST R JONES	Hotel		70805
5.	Cynthia Varisco			70814
6.	Johnny Varisco			
7.	MARIANN THOMAS	HOME		70769
8.	Chris Thomas			70769
9.	Don Broussard	—	—	70808
10.	Yzelle Williamson	Business Mestizo	yzelle@mestizo restaurant.com	70808
11.	Rica Sampson	South West Transit Assoc.	rsampson@suta.org	70808
12.	Lynnda Short	Church	tpic45@yahoo.com	70802

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I-10: LA 415 to Essen (I-10 and I-12)

West and East Baton Rouge Parishes



	Name	Area Business?	Email	Zip Code
1.	Susan Wheeler	citizen		70806
2.	Jane Sker Koske	"		70808
3.	Kenyatta Robertson	Regional Planning Comm	Krobertson@crpcla.org	70816
4.	JOE SKIBINSKI	Purcious Rd	joe@joeskibinski.com	70808
5.	FRANK NEALIA	CITIZEN	NEALIA,FRANK@GMAIL	70802
6.	Collin Lindrew	citizen	clindrew@crt.la.gov	70802
7.	Kathy Rhoser Wascom	citizen	Krwascom@gmail.com	70808
8.	Trudi Veals	Richman Inn+Suites Hotel	Trudi.Veals@smchotels.com	70808
9.	Lee Muri	BOLTON'S		70805
10.	David D Vincento	Hollydale		70808 70806
11.	Donna	DE		20002
12.	DONNA Rappalo	HOMEOWNER ON WIDENING ESTATES ROAD	donnarappalo@gmail.com	70808

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	Name	Area Business?	Email	Zip Code
1.	PROS ROBINSON			
2.	Dana Kahn	scribble	dakahn@gmail.com	70816
3.	Harry JONAS	Ret. rep	jonas1134@cox.net	70808
4.	Chase Lyons	Soji	cml Lyons 2@gmail.com	70808
5.	Gwen Willis		gcphilli2@gmail.com	70815
6.	Troy Roberts	LAMAR	Troy Roberts@Lamar	70809
7.	Jane Nell Luster	ZZ Gardens, Hillside, City Park Neighborhoods	^{Wm}	70808
8.	Lynn Folse	WA	Lynn eFolse@gmail.com	70818
9.	Anne Roberts	N/A	aarob1444@gmail.com	70809
10.	JAMIE GALLOWAY	N/A	jamie.blouin@att.net	70737
11.	SUNNY BONIAVENTURE	N/A	Sunny.bonaventure@yahoo	70817
12.	Linda May	N/A	lgray1@cox.net	70809

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West and East Baton Rouge Parishes



	Name	Area Business?	Email	Zip Code
1.	Ron Dupuis	retired	rdupuis2324@gmail.com	70808
2.	Jane Schoen	resident	jmschoen@aol.com	70808
3.	Kevin M Carroll	BASF/CISIS	Kevin.Mcarroll@BASF.com	70809
4.	Barbara Frueberg	State Rep		
5.	ERICH JONES	CONTRACTOR	ERICH.JONES@KIEWIT.COM	
6.	Nabea Coop	resident	dre55@cox.net	70808
7.	Blaine	Resident	Blaine282@cox.net	70810
8.	NEIL JURKOVIC	LION	JURKOVICNR@VAHOO.COM	70810
9.	Jerry G. Fischer			70808
10.	L John Haik	ART	Johnhaik01@gmail.com	70808
11.	Bill & Patricia Poulter	Poulter Investment Advisors		70816
12.	DeKara Lem	Resident	dekara-browne@gmail.com	70802

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	Name	Area Business?	Email	Zip Code
1.	Elaine Burleigh		elaine.m.burleigh@gmail	70817
2.	Thorne Warner		twarner@lamar.com	70810
3.	Ralph Ney	BR. MARRIOTT	Ralph.Ney@marriott.com	70808
4.	John Allen			70808
5.	Jackie Higdon		jackiehigdon@bellsouth.net	70816
6.	Refused			
7.	Ngozi			70809
8.	Karen Morton		karen.morton042@gmail.com	70809
9.	Walter Scott		wns3b5@gmail.com	70809
10.	Ronnie Harris		RHARRIS261@cox.net	70806
11.	Riley Dunaway		RileyDunaway23@gmail.com	70808
12.	Refused			

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West and East Baton Rouge Parishes



Name	Area Business?	Email	Zip Code
1. NICHOLAS FORTH		nicholas.forth@gmail.com	70808
2. Keith Kellum		wkellum@gmail.com	70808
3. JESSICA STROOPE		jessicastroope@gmail.com	70802
4. Stephanie McMichael		Bethesda Cleaning Services @gmail.com	70991
5. Dane Summey			
6. Kane Mire		kdmire@bellsouth.net	70806
7. Mary STEIN		mstein@ebrpl.com	70815
8. Barbara (Hettaker)		awhit78@cox.net	70808
9. Refused			
10. Latonia Boston		8thbelle@gmail.com	70809
11.			
12.			

AGENCIES AND ELECTED OFFICIALS COMMUNITY OPEN HOUSE: Tuesday, March 07, 2023

State Project No. H.004100.5

Federal Aid Project No. H004100

I-10: LA 415 to Essen (I-10 and I-12)

West and East Baton Rouge Parishes



	Name	Representing	Email
1.	Nick Pellin	WBZZ	nick npellin@wbzz.com
2.	Carolyn R. Coleman	District 10	ccoleman@brla.gov
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
12.			

AGENCIES AND ELECTED OFFICIALS COMMUNITY OPEN HOUSE: Tuesday, March 07, 2023

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I-10: LA 415 to Essen (I-10 and I-12)

West and East Baton Rouge Parishes



Name	Representing	Email
1. Cheri Souleau	CATS	csouleau@brcats.com
2. Cecil Cavanaugh	EBR Chamber	ccavanaugh@aol.com
3. Chad Winchester	DOTD	chad.winchester@la.gov
4. Laurie Adams	EBR Metro Council	ladams@brmc.org
5. Carey Cox	DOTD Sec 2B	Carey.Cox@la.gov
6.		
7.		
8.		
9.		
10.		
11.		
12.		

PROJECT TEAM COMMUNITY OPEN HOUSE: Tuesday, March 07, 2023

State Project No. H.004100.5
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 I-10: LA 415 to Essen (I-10 and I-12)
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Name	Company	Email
1. <i>Aynee Mallory</i>	<i>Franklin</i>	<i>Aynee@FranklinAssociates.com</i>
2. <i>Amy Jael</i>	<i>Frankly</i>	<i>Amy@Franklinassociates.com</i>
3. <i>Amber Harvell</i>	<i>Franklin</i>	<i>aharvell@franklinassociates.com</i>
4. <i>Laura Livingston</i>	<i>Franklin</i>	<i>L.Livingston@franklinassociates.com</i>
5. <i>Lara Williams</i>	<i>FA</i>	<i>L.williams@franklinassoc.com</i>
6. <i>BOB SCHMIDT</i>	<i>HURVAL</i>	<i>bschmidte@hurvalassoc.com</i>
7. <i>JAMES TAYLOR</i>	<i>FRANKLIN</i>	<i>james@franklinassoc.com</i>
8. <i>EMILY DUNAWAY</i>	<i>REICH</i>	<i>emily@reichla.com</i>
9. <i>Jude Franklin</i>	<i>Franklin</i>	<i>jude@franklinassociates.com</i>
10. <i>RICK ARDIS</i>	<i>SERCO / DOTD MAP</i>	<i>RICHARD.ARDISE@SERCO-NA.COM</i>
11. <i>Risa Mueller</i>	<i>FA</i>	<i>visa@franklinassociates.com</i>
12. <i>Grant Murphy</i>	<i>ALA</i>	<i>grant@reichla.com</i>

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	Name	Company	Email
1.	Annie Johnson	DOTD	annie.johnson
2.	AARON WILLEY	K/B	aaron.willey@kiewit.com
3.	Noel Ardoin	DOTD	noel.ardoin@la.gov
4.	Shaundra Smith	DOTD	shaundra.smith@la.gov
5.	Kiawasha White	DOTD	Kiawasha.white@la.gov
6.	Miles Williams	Sigma	mwilliams@sigmaeg.com
7.	Kelsie Bankston	Sigma	kbankston@sigmaeg.com
8.	CHIP BEYT	BEICH	CHIP@BEICHLA.COM
9.	Kester Hollier	ARCADIS	kester.hollier@arcadis.com
10.	Duc Ngo	DOTD - ITS	Duc.Ngo@LA.gov
11.	STEPHANIE BLACK	DOTD - R/E	stephanie.black@la.gov
12.	John Proskovec	Kiewit / BOH	john.proskovec@kiewit.com

PROJECT TEAM COMMUNITY OPEN HOUSE: Tuesday, March 07, 2023

State Project No. H.004100.5
 Federal Aid Project No. H004100
 I-10: LA 415 to Essen (I-10 and I-12)
 West and East Baton Rouge Parishes



Name	Company	Email
1. Stephanie James		
2. Eric Kalwoda		
3. Courtney Paige	Franklin	courtney@franklinassociates.com
4. Cristina Lacroix	Franklin Associates	
5. Hector Zuniga	GEC, Inc	hzuniga@GECINC.com
6. JEFF PLAUCHE	KIEWIT/ Boh Bros. JV	jplauche@bohbro.com
7. Dylan Ohlsen	DOTD	dylan.ohlsen@la.gov
8. CLAIRE SAMAHA	REICH	CLAIRE@REICHLA.COM
9. Rod Mallett	DOTD	
10. CARY A. BOURGEOIS	GEC	cbourgeois@gecinc.com
11. Akhil Chauhan	Arcadis	akhil.chauhan@arcadis.com
12. Christopher Nipper	GEC	cnipper@gecinc.com

PROJECT TEAM COMMUNITY OPEN HOUSE: Tuesday, March 07, 2023

State Project No. H.004100.5
 Federal Aid Project No. H004100
 I-10: LA 415 to Essen (I-10 and I-12)
 West and East Baton Rouge Parishes



Name	Company	Email
1. Dennis Moore	Kiewit/Boh	Dennis.moore@kiewit.com
2. RUDY OURSO	KIEWIT/BOH	RUDY.OURSO@KIEWIT.COM
3. Justin Pelletier	Hoval	jpelletier@hovalassoc.com
4. Nicholas Helminger	Hoval	nhelminger@hovalassoc.com
5. Johnathan Hill	Franklin	
6. Dalton Williams	DOTD	Dalton.Williams@LA.gov
7. Desmond Green	HES	desmond.green@hes.com
8. Thomas Gattle	Hoval	tgattle@hovalassoc.com
9. Toby Picard	DOTD	toby.picard@la.gov
10. Aurora Gutierrez	Reich LA	aurora@reichla.com
11. MOHAMMAD NUR	DOTD	MOHAMMAD.NUR@LA.GOV.
12. Robert Lott	DOTD	Robert.Lott@LA.gov

First Name	Last Name	Zip Code	Agency or Elected	touchfree
Sign-In using QR Code Touch-Free process				
Morgan	Almeida	70815		checked
Michael	Belcher	70810		checked
Rudynah	Capone	70808		checked
Monet	Courville	70726		checked
Barker	Dirmann	70769		checked
Gary	Gleason	70714		checked
Lori	Guilbeau	70810		checked
Daniel	Helms	70737		checked
Tyler	Henderson	70802		checked
Jim	Howard	70808		checked
Scott	Kirkpatrick	70808		checked
Justin	Lemoine	70806		checked
Alan	Magro	70808		checked
Mark	Martin	70802		checked
Dixon	McMakin	70808		checked
Christina	Melton	70808		checked
Randy	Morales	70807		checked
Edward Shane	Morrison	70816		checked
Rita	Perrilloux	70816		checked
Tony	Pontillas	70734		checked
Jacques	Pourciau	70802		checked
Lawrence	Rath	70808		checked
Kirt	Raymond	70808		checked
Martina	Rowe	70808		checked
Mia	Ruffin	70815		checked
Kaysie	Salvatore	70816		checked
Hamed	Sombolestani	70820		checked
Brandon	Songy	70810		checked
Steve	Webb	70810		checked
Tia	Willis	70809		checked

Below is a list of attendees transcribed from sign-in sheets.

Fist Name	Last Name	Zip Code	Agency or Elected
Sign-In using Pen and Paper			
Laurie	Adams	EBR Metro Council	checked
Cecil	Cavanaugh	EBR Chamber	checked
Carolyn R.	Coleman	EBR Metro Council	checked
Carey	Cox	DOTD	checked
Barbara	Freberg	State rep	checked
Aaron	Moak	EBR Metro Council	checked
Nick	Perlin	WBRZ	checked
Jen	Rucca	EBR Metro Council	checked
Cheri	Soileau	CATS	checked
Chad	Winchester	DOTD	checked

Corie	Abodie	70757	
Lawrence	Alexius	70446	
John	Allen	70808	
Peter	Allen	70811	
Guy	Bear	70809	
Carl	Benedict	70817	
Sunny	Bonaventure	70817	
LaTonia	Bonton	70809	
Chuck	Booksh	70802	
Elaine	Borleigh	70817	
Phillip	Breaux	70802	
Whitney	Briggs	70809	
Dan	Broussard	70808	
Brumby	Broussard	70808	
Carale	Brown	70808	
Coleman	Brown	70806	
Elaine	Burleigh		
Brent	Callender	70802	
Jamie	Calloway	70737	
Kevin	Carroll	70809	
Stephanie	Celestine		
David	Clark	70802	
Kendra	Clark	70808	
Not Legible	Cones	70808	
Ann	Coulter	70808	
Re	David	70806	
David	DiVincenzo	70808	
Joe	Donahue	70808	
Jim	Dowling	70806	
Riley	Dunaway	70808	
Aaron	Dupont	70810	
Ron	Dupuis	70808	
Dane	Dureeway		
WJ	Easley	70769	

Fist Name	Last Name	Zip Code
Michael	Eby	70808
Philip	Fach	70806
David	Fahj	70706
Jarrold	Fcosch	70737
Remmi	Ferguson	
Jerry	Fischer	70808
Sage	Foley	70808
Lynn	Folse	70818
Nicholas	Forth	70808
Clara	Foshee	70816
William	Foshee	70816
Rachel	Gilmore	70128
Brandon	Goss	77459
Lynne	Graham	
Linda	Gray	70809
Desman	Green	70816
Kathryn	Grigsby	70808
John	Haile	70808
Cheryl	Harrell	70810
Chris	Harrell	70808
Ronnie	Harris	70806
Maurly	Hawking	70808
Dale	Heard	70802
Denete	Heard	70802
Jackie	Higdon	70816
Gloria	High	70806
Jay	High	70802
Samil	Hugo	75563
Michael	Jacobs	70808
Carolyn	James	70802
Mike	Johnson	70808
Ji Ji	Jonas	70808
Larry	Jonas	70808
Erich	Jones	
Ernest	Jones	70805
Farrell	Jones	70808
Neil	Jurkovic	70810
Dana	Kahn	70816
Keith	Kellum	70808
Michelle	Kelly	70808
Lucy	Kimbeng	70802
Adam	Knapp	70806
Larry	Knight	70811
Bridgett	Knighton	70802
Pennie	Landry	70809
Dekara	Levy	70802

Fist Name	Last Name	Zip Code
Phillip	Lillard	70809
Colin	Lindrew	70802
Stanley	Livingston	70808
Jane Nell	Luster	70808
Chase	Lyons	70808
Ossie	Maggitt	70808
Lauralyn	Maranto	70810
Earl	Marcell III	70808
E.	Marcelle Jr.	70808
Wee	Mari	70808
Kim	Marousek	70817
Leo	Marretta	70817
Sylvia	Martinez	70808
Daniel	Matthews	70808
Jonathan	McDowell	70769
Stephanie	McMichael	70791
Caila	Miceli	70806
Kane	Mire	70806
Billie Jo	Morris	70809
Karen	Morton	70809
Ralph	Ney	70808
Frank	Nizalis	70802
Eric	Not legible	70810
Dianne	Oaugh	
Roy A.	Oaugh	
Charleston	O'Connor	
Nabosa	O'Connor	70791
Not Legible	O'Haul	70808
Alexis	Ohlsen	70806
Bill	Olsen	70815
Pat	O'Neil	70809
R. Hampton	Peele	70808
Susan	Peppler	
Stephen	Poss	70802
Bill	Poulter	70816
Ellen	Poulter	70816
Patricia	Poulter	70816
Debbie	Poulth	70817
John	Poulth	70817
Donna	Rappao	70808
Michelle	Reimsnyder	70810
AShley	Relch	
Anne	Roberts	70809
Trey	Roberts	70808
Kenyatta	Robertson	70816

Fist Name	Last Name	Zip Code
Press	Robinson	70807
Deborah A.	Roe	
Vicki	Rosenbohn	70808
Mia	Ruffin	70815
Frank	Sagnipere	70802
Ria	Sampson	70808
Jane	Schoen	70808
Walter	Scott	70809
Linda	Shaft	70802
Stacy	Simon	70809
Kenneth	Sims	70808
Jane	Skerkoske	70808
Joe	Skibinski	70808
Kat	Smith	70802
O.C.	Smith III	70820
Mary	Stein	70815
Jessica	Stroope	70802
Dutt	Synder	
Katrina	Taylor	70802
Kevin	Taylor	70814
Chris	Thomas	70769
Mariann	Thomas	70769
Parry	Thomas	70808
Ann	Trappey	70809
Jamsie	Treppendahl	70808
John	Turner	70808
Cynthia	Varisco	70816
Johnny	Varisco	70816
Trudi	Veals	70808
Thorne	Warner	70810
Kathy	Wascom	70808
JJ	Webb	70808
Lori	Webb	70808
Susan	Wheeler	70806
Barabra	Whittaker	70808
Ron	Whittaker	70401
Janice	Williams	70806
Yzelle	Williamson	70808
Gwen	Willis	70815
Sam	Wright	70808
Tonja	Wright	70446
Illegible		70007
Ngozi		70809

Plus 11 guest refused to sign-in

APPENDIX B

Public Comments:

Hard Copy Submissions - On-Line Form Submissions - Website Submissions - Emailed Submissions



PROJECT COMMENT FORM

- ▶ Please check a topic most closely related to your comment or question.
- ▶ Please use one sheet per topic.

- | | | |
|--|--|---|
| <input type="checkbox"/> Schedule Updates | <input type="checkbox"/> Hollydale Condo ROW | <input type="checkbox"/> Traffic Flow During Stage 2 |
| <input type="checkbox"/> Westbound Flyover | <input type="checkbox"/> City Park Lake Bridge ROW | <input type="checkbox"/> Traffic Impact Mitigation |
| <input type="checkbox"/> Noise Walls | <input type="checkbox"/> Maximilian Street Clearance | <input type="checkbox"/> Context Sensitive Solutions |
| <input type="checkbox"/> Braided Ramps | <input type="checkbox"/> Segment 1 Final Condition | <input checked="" type="checkbox"/> Other <u>Washington Street Area</u> |

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 / peels harder to see

② Consider all the traffic calming at that 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

Name JESSICA STROOPE

Zip Code 70802

Email jessicastroope@gmail.com

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I-10 Project c/o Franklin Associates | 250 S. Foster Dr., Baton Rouge, LA 70806 | info@i10br.com



PROJECT COMMENT FORM

- ▶ Please check a topic most closely related to your comment or question.
- ▶ Please use one sheet per topic.

- | | | |
|--|--|--|
| <input type="checkbox"/> Schedule Updates | <input type="checkbox"/> Hollydale Condo ROW | <input type="checkbox"/> Traffic Flow During Stage 2 |
| <input type="checkbox"/> Westbound Flyover | <input type="checkbox"/> City Park Lake Bridge ROW | <input type="checkbox"/> Traffic Impact Mitigation |
| <input type="checkbox"/> Noise Walls | <input type="checkbox"/> Maximilian Street Clearance | <input type="checkbox"/> Context Sensitive Solutions |
| <input type="checkbox"/> Braided Ramps | <input type="checkbox"/> Segment 1 Final Condition | <input checked="" type="checkbox"/> Other <u>Overall</u> |

Very good presentations & displays. Good information for the public. Need to keep it up.

Name Carole Anne Brown

Zip Code 70808

Email cpb115@iph10.com

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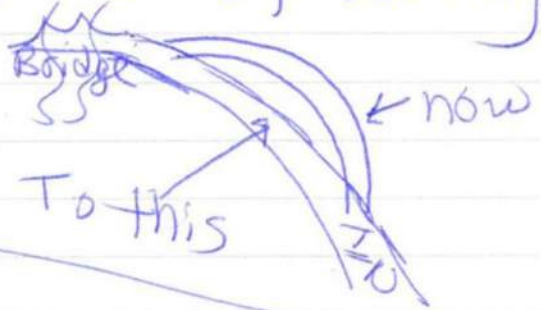
PROJECT COMMENT FORM

- ▶ Please check a topic most closely related to your comment or question.
- ▶ Please use one sheet per topic.

□ Perkins Rd overpass area

- | | | |
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| <input type="checkbox"/> Braided Ramps | <input type="checkbox"/> Segment 1 Final Condition | <input type="checkbox"/> Other _____ |

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 pleased w/ the Perkins Rd overpass area to Acadian

Name Jane Schoen Zip Code 70808
 Email jmschoen@aol.com

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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} ~~in~~ those places quite close to the highway, and they deserve attention, and no attention to neighborhoods farther out. The science of sound + noise walls is that the walls will deflect sound over the closest areas 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. 303-489-2430

Name John Haile Zip Code 70808
 Email johnhaile01@gmail.com

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| <input type="checkbox"/> Braided Ramps | <input type="checkbox"/> Segment 1 Final Condition | <input type="checkbox"/> Other _____ |

Add additional ferries @ sunrise - plagueminne to reduce traffic into the construction

Name Shane Morrison Zip Code 70816
 Email eshanemorrison@hotmail.com

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| <input type="checkbox"/> Braided Ramps | <input checked="" type="checkbox"/> Segment 1 Final Condition | <input checked="" type="checkbox"/> Other <u>♥</u> |

BUILD IT!

Name ADAM KNAPP Zip Code 70806
 Email knappa@bnac.org

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| <input checked="" type="checkbox"/> Braided Ramps | <input type="checkbox"/> Segment 1 Final Condition | <input type="checkbox"/> Other _____ |

• 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. THIS FIRST PHASE DOES NOT SOLVE I-10 EB BACKUP PROBLEM AT RUSH HOUR.

Name LAWRENCE RATH Zip Code 70808
Email RATHLA@GMAIL.COM

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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 I-10 / I-12 Split should be reevaluated. The LSU Ag Center Botanical Research Station, Burden Museum + Gardens ~~is~~ 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 of the property experience & greatly affects nature & wildlife.

Name TIA WILLIS Zip Code 70809
 Email LWILLIS@AGCENTER.LSU.EDU

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| <input type="checkbox"/> Braided Ramps | <input type="checkbox"/> Segment 1 Final Condition | <input type="checkbox"/> Other _____ |

Would like to see air monitors by areas of parks

Name Kathy Rhorer Wascom
Email Krwascom@gmail.com

Zip Code 70808

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| <input type="checkbox"/> Braided Ramps | <input type="checkbox"/> Segment 1 Final Condition | <input type="checkbox"/> Other _____ |

concerned about the traffic coming from Terrace St exit and school zones, need lights & signs for the children.

The traffic has increased so much in the area.

Name Bridgett Knighten

Zip Code 70802

Email Sisterbigbone53@gmail.com

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| <input type="checkbox"/> Braided Ramps | <input type="checkbox"/> Segment 1 Final Condition | <input type="checkbox"/> Other _____ |

What is the hurricane evacuation plan for EBR + Capital Area residents -

What is the specific plan for emergency vehicles re: traffic mitigation?

Name Pennie May Landry Zip Code 70809
Email _____



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NEED TO SELL HOUSE
by 2024 HEART PERSON
A, VAD, HEART!

CANT TAKE NOISE.

NOTE VERY MUCH NEEDED
TO BE DONE

Name Daniel Matthews

Zip Code 70808

Email N/A 225-266-9509

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Exhibit 12 - Perkins Road Area

Please provide adequate lighting and pedestrian-friendly access from the temporary parking to new parking near Hollydale or on Perkins road. Thanks!

Name _____ Zip Code _____

Email _____

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| <input type="checkbox"/> Braided Ramps | <input type="checkbox"/> Segment 1 Final Condition | <input checked="" type="checkbox"/> Other <u>Slow Traffic!</u> |

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.

Name Stephan Bess Zip Code 70802
 Email scboss@gmail.com

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| <input type="checkbox"/> Braided Ramps | <input type="checkbox"/> Segment 1 Final Condition | <input type="checkbox"/> Other _____ |

When will schedule updates be released for all construction from LA 415 to ESSEN!
The public should know what to expect for all construction!

Name Phillip Lillard
Email PLillard@Junco.com

Zip Code 70809

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| <input type="checkbox"/> Westbound Flyover | <input type="checkbox"/> City Park Lake Bridge ROW | <input type="checkbox"/> Context Sensitive Solutions |
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| <input type="checkbox"/> Noise Walls | <input type="checkbox"/> Traffic Flow During Stage 2 | <input type="checkbox"/> Other _____ |

One Big
NIGHTMARE!
ITS LOUISIANA

Name _____ Zip Code _____
 Email _____

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| <input type="checkbox"/> Noise Walls | <input type="checkbox"/> Traffic Flow During Stage 2 | <input checked="" type="checkbox"/> Other <i>Does not solve the problem</i> |

By the time this project is completed traffic will have increased & the City Park / Washington St. / Perkins Road will have been significantly disrupted - please all associated neighborhoods.

I would support if it solved the problem. It won't

Name _____ Zip Code *70808*
 Email _____

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| <input type="checkbox"/> Noise Walls | <input type="checkbox"/> Traffic Flow During Stage 2 | <input checked="" type="checkbox"/> Other <u>general</u> |

Reduce Speed + enforce NOW, then
 more lanes not needed =
 Invest in Public Transit -
 Buses w/ dedicated existing lanes.
 Electric fleet to reduce emissions.

Name Sylvia R. Martinez Zip Code 70808
 Email sylvia.martinez@gmail.com
538

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Submissions Via Online Comment Form

First Name	Last Name	Zip Code	Comment	Topic
Y'zell	Williamson	70808	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?	Traffic Flow During Stage 2
Jamsie	Trendahl	70808	Develop good bypasses of Baton Rouge using Sunshine and Audubon Bridges to route long haul traffic BEFORE constricting traffic on I10. THIS IS. IMPERATIVE	Traffic Impact Mitigations
Lucy na	Kimbeng na	70802 na	How will this reduce congestion during construction? Exhibit 12- Perkins Road Area Please provide adequate lighting and pedestrian friendly access from the temporary parking to new parking near Hollydale or on Perkins Road. Thanks!	Traffic Impact Mitigations Context Sensitive Solutions
Kathyrn	Grisby	70808	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.	Other
Ann	Trappey	70808	Thanks! Let's get this built.	Other

#	Comment	Response	First Name	Last Name	Email
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>The estimated construction schedule for Segment 1 (W. of Washington St. to Acadian Thruway) was presented at the March 7, 2023 public meeting open house, Station 1 graphic.</p> <p>Subsequent to the public meeting, DOTD issued a press release that a 6-lane MOT for I-10 will be provided for all stages of construction. The modified project schedule for the 6-lane MOT is on i10br.com</p> <p>For the remaining parts, LA 415 to the Mississippi River Bridge and the portion of I-10 from Acadian Thruway to Essen Lane will be scheduled for construction as funding is identified.</p>	phillip	lillard	pslillard@juno.com
2	Im not sure I understand why the deep curve isn'y 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	jmschoen@aol.com
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.	David	Koppelman	dmkoppelman@gmail.com
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	Comment noted.	Lawrence	Rath	rathla@gmail.com
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 an greatly affects nature and wildlife.	Comment noted.	tia	willis	llwillis@agcenter.lsu.edu

#	Comment	Response	First Name	Last Name	Email
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. 303-489-2430</p>	<p>Noisewalls provide abatement for properties near the noise source. A noise study addendum according to the DOTD's Highway Traffic Noise Policy (July 2011, Revised October 2021) has been completed for modification of the I-10 eastbound lanes with a braided ramp. Benefiting receptors have been identified and efforts made to contact owners and occupants, informing them of the project. Currently, concrete noisewalls exist on both sides of the interstate between Acadian Thruway and College Drive. These noisewalls will be replaced with noisewalls attached to the roadway concrete barriers.</p>	John	Haile	johnhaile01@gmail.com
7	<p>March 16, 2023 Chris Thomas King Founder & Director The Blues Origin Institute BluesOrigin@ChrisThomasKing.com Phone: (225)226-2820 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-</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	ctk@christhomasking.com

#	Comment	Response	First Name	Last Name	Email
	<p>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>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	krwascom@gmail.com
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.</p> <p>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>Acadian Thruway on the north side of I-10 is currently estimated to begin in 2028. The estimated completion date is 2029. Selected traffic impact mitigation measures, such as a new right turn lane from the I-10 westbound exit ramp to Acadian Thruway northbound will be constructed in 2024 to assist with traffic flow through the area during construction.</p> <p>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.</p>	Y'zell	Williamson	yzell@mestizorestaurant.com
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>Comment noted.</p>	Jamsie	Trendahl	jamsietrepp@gmail.com
11	<p>How will this reduce congestion during construction?</p>	<p>Collectively, the traffic mitigation strategies will help ease congestion on local arterials, provide motorist with alternate routes when appropriate, and reduce the volume of traffic on I-10 through the construction zone.</p>	Lucy	Kimbeng	Lucy.Kimbeng @la.gov

#	Comment	Response	First Name	Last Name	Email
12	What is hurricane evacuation plan for EBR & Capital Area residents? What is the specific plan for emergency vehicles re: traffic mitigation?	<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, is developing detailed plans and strategies for managing traffic incidents which may occur within the interstate corridor. For example, Quick Response Teams will 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	N/A
13	Add additional ferries at Sunshine-Plaquemine to reduce traffic into the construction.	An additional ferry is not currently under consideration.	Shane	Morrison	eshanemorrison@hotmail.com
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	Knighen	sisterbigbone53@gmail.com
15	Exhibit 12- Perkins Road Area Please provide adequate lighting and pedestrian friendly access from the temporary parking to new parking near Hollydale or on Perkins Road. Thanks!	Proposed amenities at Perkins can be viewed on i10br.com .	na	na	na
16	<ol style="list-style-type: none"> 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	jessicastroope@gmail.com
17	BUILD IT!	Comment noted.	Adam	knapp	knapp@brac.org
18	Thanks! Let's get this built.	Comment noted.	Ann	Trappey	Atrappey@forteandtablada.com
19	Very good presentation and displays. Good information for the public. Need to keep it up.	Comment noted.	Carole Anne	Brown	cpbfff@yahoo.com
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.	Kathyrn	Grisby	1katyshaw@gmail.com

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21	Need to sell house by 2024. Heart Person. A, VAD, Heart. Can't take noise. Note very much needed to be done. 225-266-9509	Comment noted.	Daniel	Matthews	na
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	na
23	One big nightmare! It's Louisiana.	Comment noted.	na	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	sylviamartinez538@gmail.com
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	scbass@gmail.com
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	quinton.renfro@sbcglobal.net
27	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	Comment noted.	Lillie	Gallagher	lilliepetit@cox.net

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	<p>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 407-610-8325 fbosworth@ufl.edu</p> <p>Dr. Marsha R. Cuddeback, office 225-578-8462 mobile 225-235-8141 fax 235-578-8462 mcuddeb@lsu.edu lsu.edu id.lsu.edu NCIDQ, 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>				
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>Comment noted.</p>	James	Glynn, Sr.	jglynnsr@hotmail.com
29	<p>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.</p>	<p>Comment noted.</p>	Dan	B	dbassociate2004@yahoo.com
30	<p>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?</p>	<p>DOTD issued a press release on December 5, 2023 stating that a 6-lane MOT will be provided on I-10 during all stages of construction. The modified project schedule for the 6-lane MOT is on i10br.com</p> <p>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 does have plans to synchronize the traffic lights on Burbank and Nicholson Drive.</p>	Keith	Horcasitas	khorcasitas@yahoo.com

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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	wreinhardt@lsu.edu
32	When will east and west bound be shut down to two lanes?	DOTD issued a press release on December 5, 2023 stating that a 6-lane MOT will be provided on I-10 during all stages of construction. The modified project schedule for the 6-lane MOT is on i10br.com	Ronnie	Spurlock	ronspu@sbcglobal.net
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.	DOTD issued a press release on December 5, 2023 stating that a 6-lane MOT will be provided on I-10 during all stages of construction. The modified project schedule for the 6-lane MOT is on i10br.com DOTD recognizes that construction activity may result in travel delays on the corridor. The I-10 BR project will implement an aggressive construction schedule and will deploy several off-site traffic mitigation projects at locations such as LA 415 / I-10, LA 415 / US 190, and LA 1 / US 190 to assist with traffic flow through the region. In addition to the traffic mitigation projects, the I-10 CMAR project's Incident Management Task Force, comprised of more than 50 regional first responders and agency officials, is developing detailed plans and strategies for managing traffic incidents which may occur within the interstate corridor.	Duane	Vince	kc5mhb@gmail.com
34	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. 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	Comment noted.	Aj	Sharma	pankajsharma711@yahoo.com

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	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				
35	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>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	pslillard@juno.com
36	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.	Comment noted.	Greg	Miller	gjm2@mac.com
37	Is there a recording of this meeting that we could watch?	<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	andi@faulkandmeek.com
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>	The inclusion of a braided ramp in the eastbound direction between Acadian and College was 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 do to the current weaving section on I-10 between the Acadian entrance ramp and College exit ramp.	Dixon	McMakin	vote@dixonmcmakin.com
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.	James 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	msbeverlyhayes@yahoo.com

#	Comment	Response	First Name	Last Name	Email
40	I could not locate any information from Exhibit 12, presented at the March 7, 2023 open house. Is Exhibit 12 not included?	<p>Dear Mr. Sagnibene,</p> <p>I regret that there was a delay in my processing of the meeting exhibit graphics and getting them all posted on the project website. Late yesterday I did get a "web" version of all meeting exhibits posted in an image gallery format.</p> <p>You will find that on this webpage: https://i10br.com/march-7-2023-open-house-exhibits/</p> <p>I hope by the end of this week I will have an improved version of this content published including narrative descriptions of the exhibits and links to download higher resolution versions.</p> <p>Kindest Regards,</p>	Frank	Sagnibene	frank@sagnibene.com
41	<p>[call received by Kent Hopkins at Franklin Associates]</p> <p>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.</p>	<p>Dear Ms. Boyce,</p> <p>I am in receipt of your inquiry to Franklin Associates. The message I received indicates you reside in the Lee Drive area (Southdowns I assume?) and you are inquiring about construction activity in your area.</p> <p>Work on the interstate will be constrained to occur within the DOTD right-of-way. Current construction activity on the I-10 project is utility relocation work occurring along the eastbound lanes within the right of way. To date most of this is west of Perkins Road. I confess that I have not personally driven down the College and Lee Drive corridor recently and do not know of construction activity taking place in this area at this time. If there is, it may be work being done by the City-Parish as part of the MOVEBR program.</p> <p>To learn more about these projects I recommend the following websites:</p> <p>For I-10 visit https://i10br.com/</p> <p>For Lee visit https://movebr.brla.gov/form/lee-dr-highland-rd-perkins-rd-project-page</p> <p>For College visit https://movebr.brla.gov/form/college-dr-corridor-enhancement-project-page</p> <p>I noticed on the Lee Drive MOVEBR webpage that their anticipated letting date for construction to occur the fourth quarter of this year 2023. I hope this helps to answer your question. If not please reply.</p> <p>Kindest Regards,</p>	Judith	Boyce	bboyce6@cox.net

#	Comment	Response	First Name	Last Name	Email
42	<p>Dear Mr. Taylor,</p> <p>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?</p> <p>Sincerely,</p>	<p>Dear Ms. Boyce,</p> <p>Sorry for the confusion in the message I received. Any construction activity that you see in the area you describe has nothing at all to do with the Interstate 10 widening project, nor does it have to do with offices for I-10 project engineers. I am a private consultant working only on the I-10 project through a contract to DOTD, so I have no knowledge of the agency's land ownership or leases.</p> <p>I recommend you direct your inquiry to DOTD's Public Information Office whose web page is: http://wwwsp.dotd.la.gov/Inside_LaDOTD/Pages/Contact_Us.aspx Public Information Office dotdpi@la.gov, or 1-877-452-3683</p> <p>Kindest Regards, James</p>	Judith	Boyce	bboyce6@cox.net
43	<p>Call concerning DOTD ROW acquisition of her family properties on Yazoo St. pertaining to the braided ramp.</p>	<p>James returned her call. Informed her that he had forwarded her inquiry, contact information, and property information to DOTD project representatives, asking them to call or contact her. (They at DOTD do already know about this property and this inquiry.)</p>	Beverly	Hayes	msbeverlyhayes@yahoo.com
44	<p>Sherri, 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> <ul style="list-style-type: none"> •1. 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. • 2. 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. •3. What are the plans for public comment to the Segment 2 TMP? • 4. 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 	<ol style="list-style-type: none"> 1.TMPs will be prepared for each project package. The first one has been completed to cover the current work ongoing for the 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. 2. See response to 1 above. 3. See responses for 1 and 2 above. 4. I think you mean Segment 1, Stage 2. Assume that John Proskovec was talking about Stage 2 construction of Segment 1. The construction duration of Stage 2 is 12 to 14 months. Comments shared with Kiewit/Boh. 5. Comment noted. 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. 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. 8. DOTD does not anticipate restricting trucks through the corridor at this 	Phillip	Fetterman	psfetterman@yahoo.com

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	<p>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.</p> <ul style="list-style-type: none"> • 5. 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. •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? •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? •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. • 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? •10. Just before a construction zone and through a construction zone, can truckers be restricted from traveling the inside lane in those areas? •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>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>time (except for oversize and overweight vehicles as appropriate). 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 will 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, we do not plan to restrict truck traffic to one of the lanes.</p> <p>11. Comment noted.</p>			

#	Comment	Response	First Name	Last Name	Email
45	<p>Dear Mr. Taylor,</p> <p>Thank you for your 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>Dear Ms. Boyce,</p> <p>Thank you for providing the photo of that card and additional information about your concern. I too will inquire further about this activity. I did create that card last year to be used by I-10 widening project survey crews to hand out in areas where they are working. Those areas were to be the interstate corridor between I-110 and College Drive. It is my opinion that they should not be handing this card out in the area north of the governor's mansion. When I learn something more about this activity I will forward that information to you.</p> <p>James</p>	Judith	Boyce	bboyce6@cox.net
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. I wonder if a PDF file would solve the issue.</p>	<p>Dear Mr. Fetterman,</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 expressed to Ms. LeBas.</p> <p>https://i10br.com/march-7-2023-open-house-exhibits/</p> <p>Also, I hope you received the email campaign message on Tuesday evening, March 21 announcing the availability of this content and the extension of the commenting period through the weekend ending March 26, 2023.</p> <p>Kindest Regards, James</p>	Phillip	Fetterman	psfetterman@yahoo.com
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 we would direct your inquiry 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. which could be used as an alternate route to Denham Springs.</p>	Joan	Corne	jtcorne@bellsouth.net

#	Comment	Response	First Name	Last Name	Email
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>	Comments noted.	Mabyn	Shingleton	Mabyn@futurebound.com
49	<p>Impressed by presentation. Needless to say the proposed "crossover" is the point of contention. Hard to project but he "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>	Comments noted.	Frank	Neelis	neelis.frank@gmail.com
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 limits of Segment 1 extend from approximately I-10 at I-110 eastward to include the S. Acadian Thruway interchange. The project plan is to add additional lanes within this Segment 1, from 3 through lanes to 4 in each direction. Segment 2 of construction will add a fourth lane to continue east from Acadian to the I-10/I-12 split.</p>	Chuck	Booksh	chuckbooksh@att.net

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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. Fifteen or more strategies are collectively being promoted as mitigations to the traffic impacts of interstate construction activity. A Traffic Management Plan (TMP) is being developed for each stage of construction for this project.</p> <p>In addition, an extensive team of first responders, agencies and consultants are completing Incident Management Plans for each TMP focused on expediting the removal of stalled or immobilized vehicles from interstate travel lanes to safe, off-corridor locations.</p>	Pennie	Landry	pennie@landry.net
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>	<p>Comment noted.</p>	Pennie	Landry	pennie@landry.net
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>	<p>DOTD and its consultants have followed the National Environmental Policy Act (NEPA.)</p>	Pennie	Landry	pennie@landry.net
54	<p>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</p>	<p>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.</p>	Ronnie	Strickland	ronniestrackland3900@icloud.com
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.</p> <p>B. Build an overpass for the railroad tracks at Choctaw and Airline.</p> <p>C. Add two lanes to Florida Blvd from Airline Hwy to Walker or Hammond.</p> <p>D. Extend I-49 south to New Orleans by using the U.S. 90 Highway.</p> <p>E. All of the above</p> <p>F: None of the above</p> <p>G. Other</p>	<p>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.</p>	Pennie	Landry	pennie@landry.net

#	Comment	Response	First Name	Last Name	Email
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	katie@jcalaw.us
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	gordonatwell@aol.com
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	Tatwell@aol.com
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.</p>	<p>DOTD issued a press release on December 5, 2023 stating that a 6-lane MOT will be provided on I-10 for all stages of construction. The modified project schedule for the 6-lane MOT is on i10br.com</p> <p>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.</p>	Carl	Benedict	carlb1@premier.net

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	<p>D. Extend I-49 south to New Orleans by using the U.S. 90 Highway. This project is a disaster and it should not be built in the present configuration.</p>				
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>	Coleman	Brown	coleman@colemanbrown.com
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. 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"] cc: Woody Jenkins <woodyjenkins2020@hotmail.com>;Cecil Cavanaugh <cjmbacpa@aol.com>;Henry Grace</p>	<p>Comment noted.</p>	Coleman	Brown	coleman@colemanbrown.com

#	Comment	Response	First Name	Last Name	Email
	<p><hgrace@louisianafire.com>;mayor@brgov.com;metro council@brgov.com;Raiford Fred <FRAIFORD@brla.gov>;Barbara Freiberg <barbara.freiberg@gmail.com>;Kathy Edmondson <hse088@legis.la.gov>;Pat McMath <sen11@legis.la.gov>;Rep. Wright <mwright@legis.la.gov>;Larry Selders <hse067@legis.la.gov>;Henson Webre <Henson_Webre@kennedy.senate.gov></p>				
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 6554 Florida Boulevard Suite 233 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>	Coleman	Brown	colemanc@colemancbrown.com
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>In its current state, the interstate corridor through Baton Rouge is prone to traffic delays and the occurrence and duration of delays is somewhat unpredictable. A goal of this project is to improve the flow of vehicles eastward across the river into and through Baton Rouge through the addition of a 4th travel lane and improvements to interchanges. The final condition will feature 2 through-lanes eastbound I-10 joining 2 through-lanes of I-110 SB to form 4 eastbound through-lanes of I-10 through Baton Rouge to the 10/12 split. An Incident Management Plan is being developed by the Incident Management Task Force that consists of numerous emergency and law enforcement agencies.</p> <p>DOTD issued a press release on December 5, 2023 stating that a 6-lane MOT will be provided on I-10 for all stages of construction. The modified project schedule for the 6-lane MOT is on i10br.com</p>	Bert	Callasi	pacallais@msn.com

#	Comment	Response	First Name	Last Name	Email
64	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!!	Comment noted.	Sandra	Campbell	Sc@sandracampbell.BRcoxmail.com
65	Stop the 1-10 widening project, it will kill Baton Rouge area businesses. There are better solutions than what is currently proposed.	Comment noted.	Monica	Carville	bjcarville@bellsouth.net
66	<p>The EBR Chamber of Commerce. I am the Chairman.</p> <p>Things we do not agree with:</p> <p>1) Replacing the City Park Bridges. Just repair the piers in the lake to prevent acidic deterioration. LESS MONEY & CONSTRUCTION TIME.</p> <p>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.</p> <p>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.</p> <p>Things we would like to see in addition to the above items:</p> <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.</p> <p>USING LOUISIANA GARVEE (sic) BONDS FOR A PROJECT THIS SIZE AND THIS DURATION WILL CRIPPLE LOUISIANA'S FUTURE INFRASTRUCTURE REVENUE FOR MANY YEARS.</p> <p>A PROJECT OF THIS SIZE AND DURATION SHOULD REQUIRE AN ECONOMIC IMPACT STUDY BEFORE THE PROJECT IS STARTED AND NOT AFTER IT IS</p>	Comment noted.	Cecil	Cavanaugh	cjcmbacpa@aol.com

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	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.				
67	I am against the current I-10 widening project.	Comment noted.	Christine	Coleman	chriscoleman1957@gmail.com
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	ccostanza@bellsouth.net
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	kelly.couture9@gmail.com
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.	Comment noted.	Katie	Dallimore	katiedallimore@cox.net
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.	Comment noted.	Connie	Gannon	Cbgannon@protonmail.com
72	Please stop I-10 widening project as currently planned. It will be a nightmare for local business. There are better alternatives.	Comment noted.	Jay	Godchaux	Ulrugincajuns@yahoo.com
73	The widening of I10 will destroy Baton Rouge during the time it takes. There are other solutions that should be considered.	Comment noted.	Christy	Haik	thewittmanns@mac.com
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.	Comment noted.	Juanita	Jacob	Juanitasjacob@gmail.com
75	Please kill the project and find smarter people to do this. Your going kil the local economy.	Comment noted.	Grace	Jones	Gracie.atwell94@gmail.com
76	No Widening, please. Frequent it all the time. Diastolic issues.	Comment noted.	Susie	Labry	lasunshinebr@yahoo.com
77	Request: Monthly progress narratives be made available to citizens on the http://i10br.com website 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. Questions: 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	1. DOTD is responsible for managing the contracts. Catherine Mastin is the current PM for the College Flyover Design Build project. Nick Olivier is the current PM for the I-10 CMAR project. 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. Two Change Orders were done at the request of DOTD/Volkert's Project Manager to improve safety for Maintenance of Traffic on the project: a) For the initial construction phasing of the captioned project, the High Mast Lights and some of the median lights had to be de-energized. To improve the visibility of the pavement markings during the outage, DOTD/Volkert's Project Manager requested that the DB install temporary Raised Pavement Markings on portions of I-12 and I-10 that are impacted by the outage but will not be restriped as part of this project. COST: \$248,000	Pennie	Landry	pennie@landry.net

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	<p>Section 109-8. Who is they Department Project Manager that is they judge of Work to be classed as additional measures?</p> <p>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’?</p> <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</p>	<p>b) DOTD/Volkert’s Project Manager requested the Design Builder to repair guardrail and attenuators that were damaged as a result of traffic accidents: COST \$33,314.00</p> <p>4. The verbiage you are referencing is included in the 2016 Louisiana Standard Specifications for Roads and Bridges Book in section 107.07. The Project Engineer along with the District Traffic Engineer would determine if a situation is too hazardous for the construction personnel and/or the motoring public for nighttime work.</p> <p>5. A TMP was developed for the College Drive Flyover Design Build project that is currently under construction. It is not available on i10BR.com. Best practices used on this project are the same as used on every DOTD project. The DOTD District 61 (metro Baton Rouge area) Traffic Operations Engineer is Chris Ewing who can be reached at 225-389-2111 or christopher.ewing@la.gov.</p> <p>6. The Design-Builder for the College Flyover project that is under construction is Boh Brothers. Their contact information is available at bohbro.com. DOTD is responsible for managing the contracts.</p> <p>7. The camera on the north side of the College Drive Flyover by Citi place was moved to the south side a short distance to the west of the DMS. We acknowledge receipt of your listing of excerpts from i10 College Drive Flyover Ramp Design-Build Project.</p>			

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	<p>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 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</p>				

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	<p>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> <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</p>				

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	<p>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; 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>				

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	----- cc: Barbara Freiberg <barbara.freiberg@gmail.com>;Rep. Mark Wright <wrightm@legis.la.gov>;Sen. Patrick McMath <sen11@legis.la.gov>;Garrett Graves <la06news@mail.house.gov>;Franklin Foil <foilf@legis.la.gov>				
78	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.	Comment noted.	Bobby	Matthews	isdblm@lsu.edu
79	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?	DOTD presented traffic mitigation strategies as the March 7, 2023 Public Meeting Open House at station 11. Please see i10br.com for the exhibits. DOTD issued a press release on December 5, 2023 stating that a 6-lane MOT will be provided on I-10 for all stages of construction. The modified project schedule for the 6-lane MOT is on i10br.com	Charles	Mayeux	charlesmayeux46@gmail.com
80	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.	Comment noted.	Mary	Montgomery	mkmrhdh75@gmail.com
81	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.	Comment noted.	Mary Margaret	Mouch	mmmouch@cox.net
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	nparks51@live.com
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	Ccpeavy50@att.net
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	chiprobert@gmail.com
85	I-10 BR WIDENING: Construction concerns and questions: 1. 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	<u>Construction concerns and questions:</u> 1. A concrete barrier rail has been installed along the interstate. The utility relocation work is occurring between the concrete barrier rail 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 rail as well as for the traveling public and the neighborhood.	Donna	Roppolo	donnaroppolo@gmail.com

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	<p>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.</p> <p>2. 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.</p> <p>3. 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 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</p>	<p>2. 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.</p> <p>3. Heavy work adjacent to eastbound I-10 near your home is currently scheduled to begin in early 2026. The contractor, Kiewit-Boh, will start 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 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, will be providing the public with information once permanent bridge and roadway work begins. . Kiewit-Boh will have a full time public information officer assigned to the project to provide appropriate information for all construction activities. Press releases will 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 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 noisewall</p>			

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	<p>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>will be mounted to the back of the concrete barrier rail. Therefore, the roadway must be constructed first before the crash tested noisewall can 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>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 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>6. 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 noisewall will be mounted to the back of the concrete barrier rail. Therefore, the roadway must be constructed first before the crash tested noisewall can 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. 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</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</p>			

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	<p>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. 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>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. 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 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 will continue in service during interstate construction.</p> <p>11. No, permanent lighting will not be added to the noise wall on either side of the noise wall. New interstate lighting will be provided along the I-10 median.</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 noisewall will be 14' high above the roadway pavement. Therefore, you can anticipate some spill over onto Estates Road.</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>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 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. A concrete barrier has been installed along the eastbound interstate. The utility relocation work is occurring 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</p> <p>18. We are sorry for your experience. Kiewit Boh speaks to their personnel in their project site orientations about speeds and being good stewards of the neighborhoods. They will continue to monitor.</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>			

#	Comment	Response	First Name	Last Name	Email
	<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>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>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. <u>Response:</u> 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 noisewall will be mounted to the back of the concrete barrier rail. Therefore, the roadway must be constructed first before the crash tested noisewall can 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>			

#	Comment	Response	First Name	Last Name	Email
	<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>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>http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Environmental/Pages/Vibration-Complaint-Form.aspx</p> <p>26. The noisewall will intercept and reflect sound waves. The purpose of the noisewall is to decrease the noise level for residential properties. 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>27. 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>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</p>			

#	Comment	Response	First Name	Last Name	Email
	<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 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 sleepless nights. And I am spending time researching the all the aspects of impact due to this project.</p> <p>34. My house is now unmarketable due to the announcement of the widening. If I HAD to sell my home or did not think I could withstand the construction nightmares, I would be trapped. Finally, I could not relocate without selling my home, which is now impossible without giving it away.</p> <p>35. Have you notified EVERYONE whose home or property will be physically impacted by DOTD I-10 widening or its collateral damage? If not, when will they be notified? And how will they be notified?</p>	<p>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> <p>33. Comment noted.</p> <p>34. Comment noted</p> <p>35. Press releases will be issued by DOTD prior to every construction package to alert the public of pending work in the area. The Contractor will be providing additional public outreach once construction begins. Other means of staying informed include the project’s http://i10br.com website, DOTD’s 511 app, and subscribing to the MyDOTD notification system through the DOTD website. DOTD began meeting with property owners whose property would be needed in its entirety about 4 years ago. Property owners will receive a project notice in writing stating that The Department of Transportation and Development announces the particular project caption has been programmed for construction and that negotiations for acquisition of rights of way are proposed and that DOTD’s records indicate that the recipient owns property which may be required as right of way for the</p>			

#	Comment	Response	First Name	Last Name	Email
	<p>36. I understand that Estates Road will be moved into part of my yard. The first I found out about this was when I saw it myself on the new plan at the recent meeting on March 7, 2023. I have inquired and expressed my concerns about this for years! When does someone plan to contact me about destroying my driveways and how it will impact on my yard and house clearance, backing out of my driveway, etc. from the road. My previous question submitted in the past years, which I have never been addressed... I understand that DOTD does not own all the land necessary along Estates Road and the parish owns the remaining portion needing to be acquired. I was told that the parish will grant whatever DOTD needs for acquisitions. What does that mean for the residents along Estates Road? How much of the road will be taken and where will the parish get the land to replace the portion of the street that is taken by DOTD?</p> <p>37. What if the city or parish must impact a homeowner due to results of this I-10 widening, then when and how will the homeowner be notified if the parish is now impacting a home or homeowner’s property? This refers to the previous question, #36.</p> <p>38. Will construction take place only during the day hours alongside Estates Road? I am a self-employed artist and work from my home. Disturbances will be damaging to my career and 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>project. A copy of the brochure entitled “Acquisition of Right of Way and Relocation Assistance” and contact information for the Regional Manager is enclosed. Occasionally, DOTD encounters situations where property owners are deceased, but all available means are used to contact heirs.</p> <p>36. The alignment of Estates Road will be slightly adjusted for a short distance. This adjustment will remain within the existing right of way. The project contractor Kiewit-Boh will provide public outreach during heavy construction.</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>			

#	Comment	Response	First Name	Last Name	Email
	<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</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. Numerous primary and secondary routes for I-10 traffic alternatives have been identified and will be improved with adaptive signal management systems to help mitigate traffic impacts during construction. Reference additional mitigation measures contained on the project website i10br.com within "Station 11" exhibits of the March 7, 2023 Open House event. DOTD issued a press release on December 5, 2023 stating that a 6-lane MOT will be provided on I-10 for all stages of construction. The modified project schedule for the 6-lane MOT is on i10br.com</p> <p>3. Numerous primary and secondary routes for I-10 traffic alternatives have been identified and will be improved with adaptive signal management systems to help mitigate traffic impacts during construction. Reference additional mitigation measures contained on the project website i10br.com within "Station 11" exhibits of the March 7, 2023 Open House event. Prior to construction, a Transportation Management Plan will be prepared. DOTD issued a press release on December 5, 2023 stating that a 6-lane MOT will be provided on I-10 for all stages of construction. The modified project schedule for the 6-lane MOT is on i10br.com</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. Comment noted.</p>			

#	Comment	Response	First Name	Last Name	Email
	<p>bound traffic is at a standstill since the ease of Perkins Road Exit will no longer be an option. Joggers, walkers, and bikers are already dodging vehicles all day long around City Park due to inadequate paths, that are either nonexistent, or at road level.</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 construction? I am extremely concerned for the safety and wellbeing of the neighbors and</p>	<p>6. Comment noted.</p> <p>7. Acadian Thruway through the interchange with I-10 is being expanded and the ramps at Acadian are being improved with more capacity and better geometry. The railroad bridge over Acadian was recently replaced to accommodate additional lanes on Acadian Thruway between I-10 and Perkins.</p> <p>8. Comment noted</p> <p>9. Comment noted</p> <p>10. Comment noted</p> <p><u>Sound wall questions:</u></p> <p>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.</p> <p>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 noisewall will be mounted to the back of the concrete barrier rail. Therefore, the roadway must be constructed first before the crash tested noisewall can be fastened to the concrete barrier rail. Integrity and security of the</p>			

#	Comment	Response	First Name	Last Name	Email
	families that live within 50-75 feet from I-10 corridor that runs alongside Estates Road. 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.	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	This is a disastrous plan that will damage our wonderful city. Please stop!! So many other options are available!!	Comment noted.	Yvette	Schittone	yvettes7735@gmail.com
87	There is a better way than shutting down the interstate to one lane. This will kill businesses in BR and surrounding areas.	Comment noted.	Susan	Waguespack	susanw@eatel.net
88	: 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.	Shawn	Wilson	Shawnowilson@bellsouth.net
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	Comment noted.	Kathleen	Young	youngk1@cox.net

APPENDIX C

Proof of Publication

CAPITAL CITY PRESS

**Publisher of
THE ADVOCATE**

PROOF OF PUBLICATION

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

2/28/2023, 2/21/2023



Joy Newman, Public Notices Representative

Sworn and subscribed before me, by the person whose signature appears above

1 Mar 2023



M. Monic McChristian,

Notary Public ID#88293

State of Louisiana

My Commission Expires: Indefinite



Ad No: 26793

Courtney Paige
FRANKLIN ASSOCIATES, LLC
250 S Foster Dr
Baton Rouge, LA 70806-4103

PUBLIC NOTICE

Notice of Public Meeting
I-10 BR Project Update
Open House Event
SPN: H.004100

The Louisiana Department of Transportation and Development (DOTD) invites the public to an open house event offering information about the I-10 Widening project through Baton Rouge. The project team will be on hand during this event to provide information and answer questions. All interested parties are invited and encouraged to attend to obtain project information and provide feedback.

Tuesday, March 7, 2023
4:00 p.m. to 7:00 p.m.
Marriott Hotel Ballroom
5500 Hilton Avenue
Baton Rouge, LA 70808

Project information and exhibits will include:

- Anticipated project schedule
- Stage 2 traffic operations (2 lanes in each direction, 12-14-month duration)
- Traffic mitigation strategies during construction
- Widening of the I-10 westbound flyover (at I-110)
- I-10 eastbound braided ramps between Acadian Thruway and College Drive
- Revised noise walls between Acadian Thruway and College Drive
- Additional right-of-way
- Context Sensitive Solutions Master Plans throughout the corridor
- Reduced vertical clearance for Maximilian Street beneath I-10

The open house event allows area residents to drop in at any time between 4:00 p.m. and 7:00 p.m. Should anyone require special assistance due to a disability to participate in this meeting, please contact Franklin Associates by telephone, email, or US Mail at least five working days prior to the meeting. Comments and questions may be submitted during the open house event or sent to Franklin Associates by email or US Mail. Written comments must be received by Wednesday, March 22, 2023 (within 10 working days) following the event to be included in meeting documentation. I-10 Project c/o Franklin Associates | 250 S. Foster Dr., Baton Rouge, LA 70806

Info@i10br.com |
(225) 768-9060.

The Louisiana Department of Transportation and Development (DOTD) is committed to delivering transportation and public works systems that enhance the quality of life. In addition to more than 16,800 miles of roadway, including over 890 miles of interstate, DOTD supports the development of the state's aviation, marine and rail infrastructures. Through this work, we are able to facilitate economic development, create job opportunities, improve vital evacuation routes, and make critical freight corridors safer and more efficient.

For more information, please visit www.dotd.la.gov, email dotd@dotd.la.gov, or call DOTD's Customer Service Center at (225) 379-1232 or 1-877-31-AUTOD (1-877-452-3683). Business hours are 7:30 a.m. - 5 p.m., Monday through Friday. Please let us know how we may better serve you.

26793 Feb. 21 28 2t

STATE OF LOUISIANA, PARISH OF WEST BATON ROUGE

Personally, came and appeared before me, Micahlyn DeAngelo, Office Assistant of the WEST SIDE JOURNAL, The Official Journal for the Parish of West Baton Rouge, Louisiana, who did swear that the attached legal notice was published in said newspaper in its issue(s) of:

2/23/23
3/2/23



Micahlyn DeAngelo

Subscribed and sworn to before me

This 13th day of MARCH, 2023.



Notary Public

Thomas W. Acosta, Jr.
WEST BATON ROUGE PARISH, LA
BAR ROLL #02306/NOTARY #8491
LIFETIME COMMISSION

APPENDIX D

Letter Recipients

JACOB O, JR BATTIESTE
6290 ASCOT PL
RANCHO CACUMONGA CA 91739-0000

ISIAAC & MAEBELLE BROWN REVOCABLE
TRUST, BROWN
4708 TEAROSE TRAIL
FORT WORTH TX 76123-0000

JED BRUMFIELD
41282 NEW ORLEANS DR
SORRENTO LA 70778-0000

LARRY BUTLER
2730 VALLEY ST
BATON ROUGE LA 70808-0000

GLENN S CAREY
2550 BARBER ST
BATON ROUGE LA 70808-0000

NAOMI DOYLE COLLINS
2746 BARBER ST
BATON ROUGE LA 70808-0000

LEO D DAVIS
5808 BENNINGTON AVE
BATON ROUGE LA 70808-0000

MARY SMITH DAVIS
2680 BALIS DR.
BATON ROUGE LA 70808-0000

BRFLAIM EAST BATON ROUGE PARISH
SCHOOL BOARD
1050 S FOSTER DR
BATON ROUGE LA 70806-0000

BETTY BROWN FRAZIER
4740 ALDRICH DR
BATON ROUGE LA 70808-0000

LORETTA ANN RABY GLASPER
9810 ROSEBANK AVE
BATON ROUGE LA 70808-0000

LORETTA ANN RABY GLASPER
9810 ROSEBANK AVE
BATON ROUGE LA 70808-0000

HOUSE OF GOD OF BATON ROUGE, INC
PO BOX 65316
BATON ROUGE LA 70896-0000

LOUISIANA WORKERS' COMPENSATION
CORPORTION
2237 S ACADIAN THWY
BATON ROUGE LA 70808-0000

ROZZIE MAGEE
2731 BROWNLEE ST
BATON ROUGE LA 70808-0000

DANIEL J MATTHEWS
2643 YAZOO ST
BATON ROUGE LA 70808-0000

JUDY MARIE RIDEAUX
7008 LAKELAND DR
ZACHARY LA 70791-0000

DOROTHY LEE SMITH
3135 MADEIRA DR
BATON ROUGE LA 70810-0000

ALVIN R THOMAS
360 W FLONACHER RD
ZACHARY LA 70791-0000

JAMES THOMAS
PO BOX 318107
BATON ROUGE LA 70831-

THREE PROPERTY, LLC
1724 DALLAS DR # 8
BATON ROUGE LA 70806-0000

Lamar Advertising TLC PROPERTIES, INC
C/O LAMAR ADVERTISING 16560 OLD
PERKINS RD W
BATON ROUGE LA 70810-0000

APPENDIX E

Exhibit Enlargements

Since exhibit images were included in the body of the report, and links exist to full-size online versions, this portion of the appendix can be omitted.

APPENDIX F

On-Screen Presentation



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

Tuesday, March 7, 2023

4:00 – 7:00 p.m.

Public Meeting

State Project No. H.004100





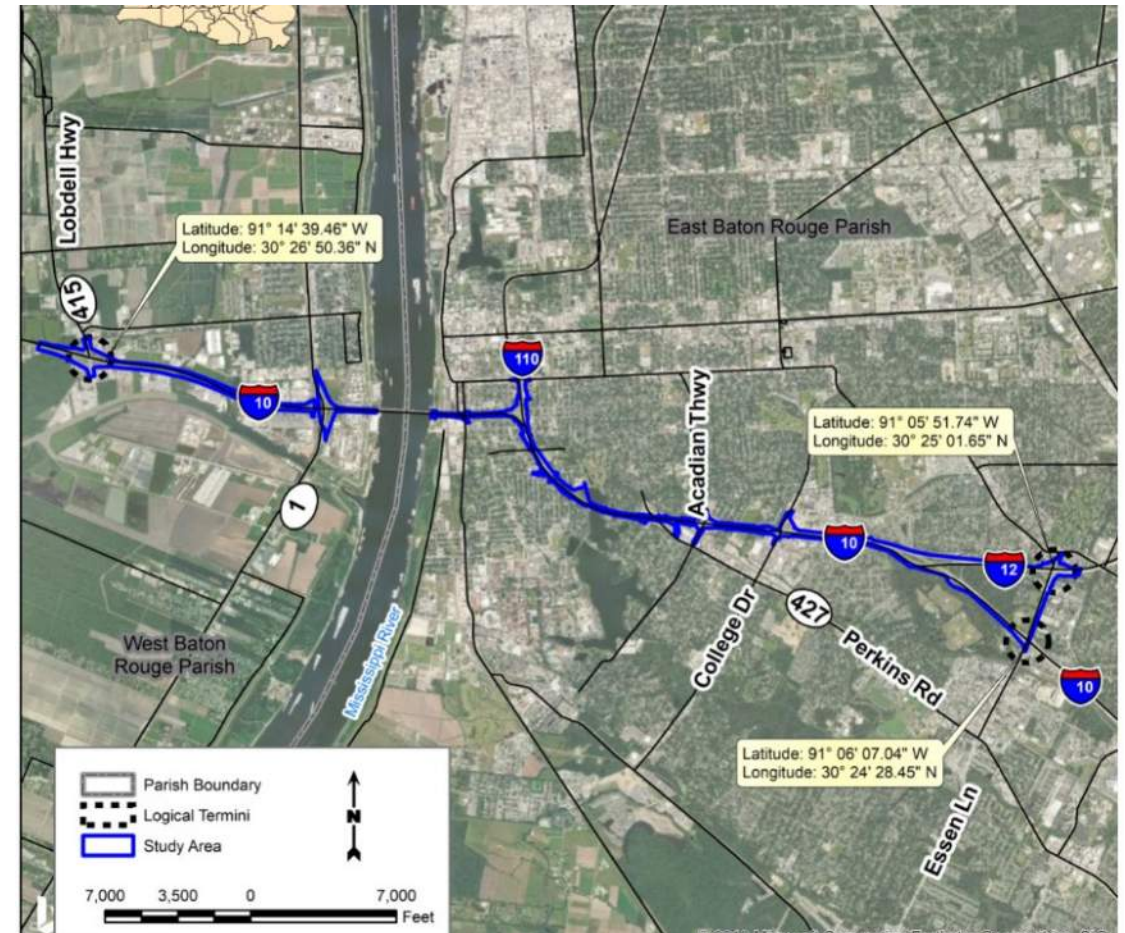
AGENDA

- Introduction
- Current Status of Effort
- Key Modifications



INTRODUCTION

- ◆ DOTD prepared the Environmental Assessment for capacity improvements to I-10 from LA 415 in West Baton Rouge Parish to Essen Lane on I-10 and I-12 in East Baton Rouge Parish.
- ◆ A Finding of No Significant Impact was issued by FHWA on February 12, 2021. A reevaluation was completed May 3, 2022.
- ◆ A second reevaluation is being considered based on project modifications to be presented at tonight's public meeting.

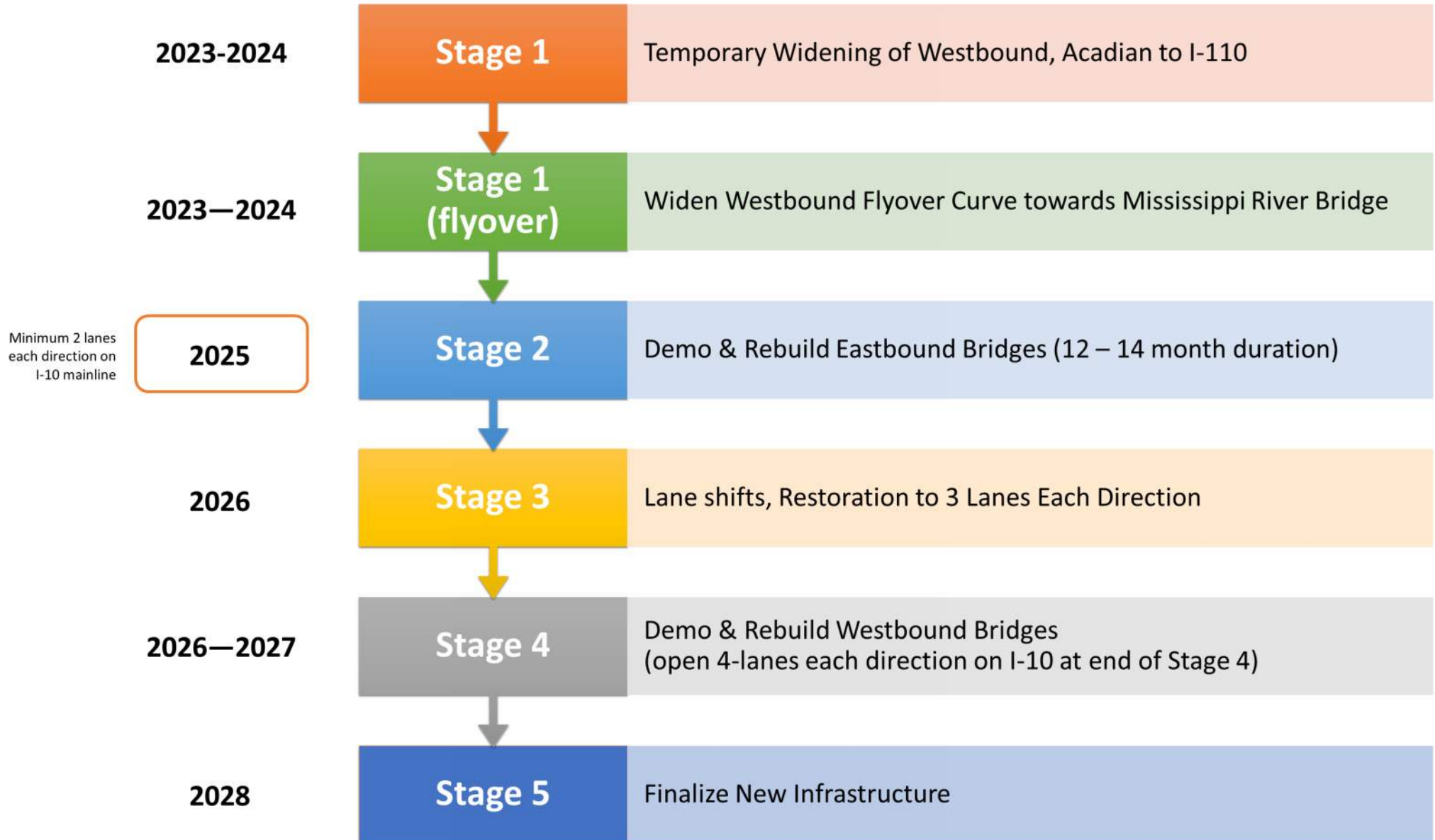


SEGMENT 1 TIMELINE

Anticipated Schedule of Construction

I-10 BR from west of Washington St. to Acadian Thruway
State Project No. H.004100

Subject to Change





STAGE 2 CONSTRUCTION

12-14 MONTH PERIOD

- Traffic lanes shift to westbound structure
- 2 lanes EB, 3 lanes WB west of Dalrymple
- 2 lanes EB, 2 lanes WB east of Dalrymple
- Extending Segment 1 to Acadian Thruway with phasing shortens construction period by 4 years and saves ~ \$50 million
- DOTD to provide improvements on alternate routes and other measures to mitigate traffic impacts





TRAFFIC MITIGATION

WB FLYOVER

- Widening of I-10 westbound at the I-110 interchange
- Accommodate 2 lanes WB and 1 EB during construction
- Provides wide shoulders and sight distance for permanent operations

EXHIBIT STATION 2 WESTBOUND FLYOVER WIDENING

PLAN VIEWS

Westbound I-10 Mainline Flyover Bridge Widening

Stage 2 Condition (beginning 2025 for 12 to 14 months)

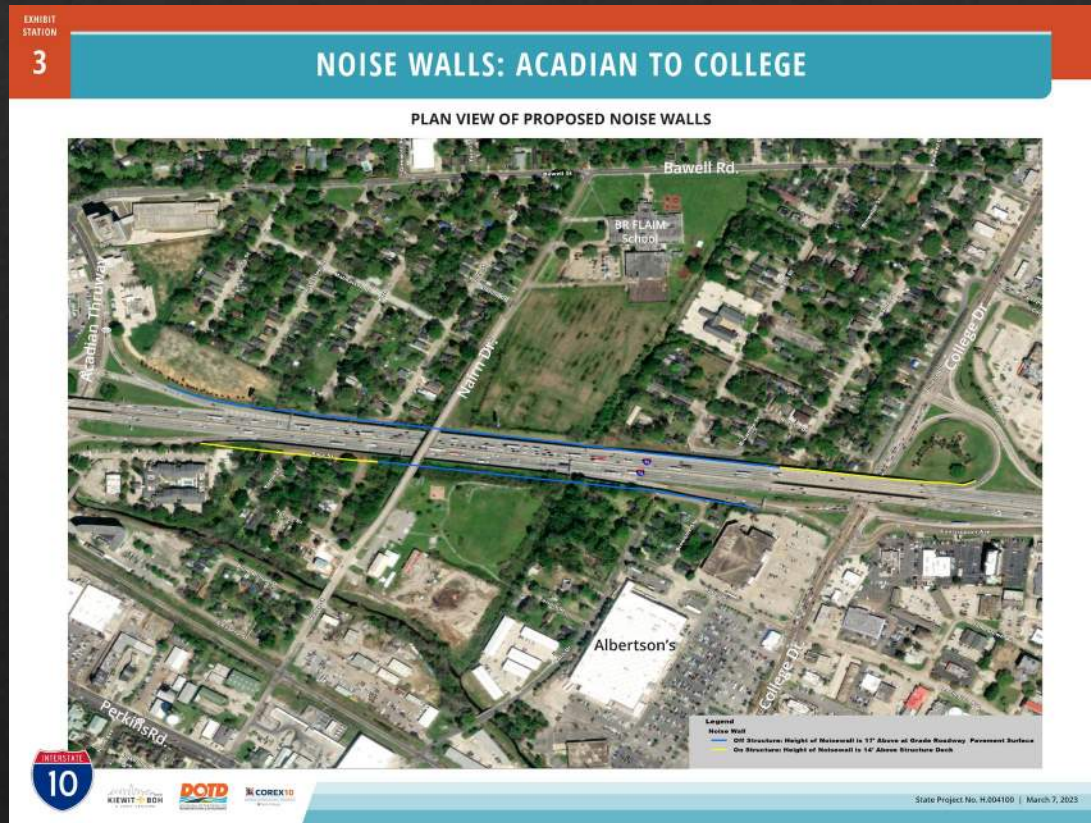
After widening of the westbound I-10 flyover towards the Mississippi River bridge during Stage 1 (see above, left), the eastbound I-10 curve is abandoned to traffic (see above, right) allowing reconstruction. Interstate traffic will temporarily share the widened westbound facility.

- 2 Through-lanes westbound I-10 to bridge
- 1 Through-lane eastbound I-10 into Baton Rouge

Logos: INTERSTATE 10, KIEWIT | BDH, DOTD, COREXIO

State Project No. 30304100 | March 7, 2023

DESIGN MODIFICATIONS



NOISE WALL RELOCATIONS

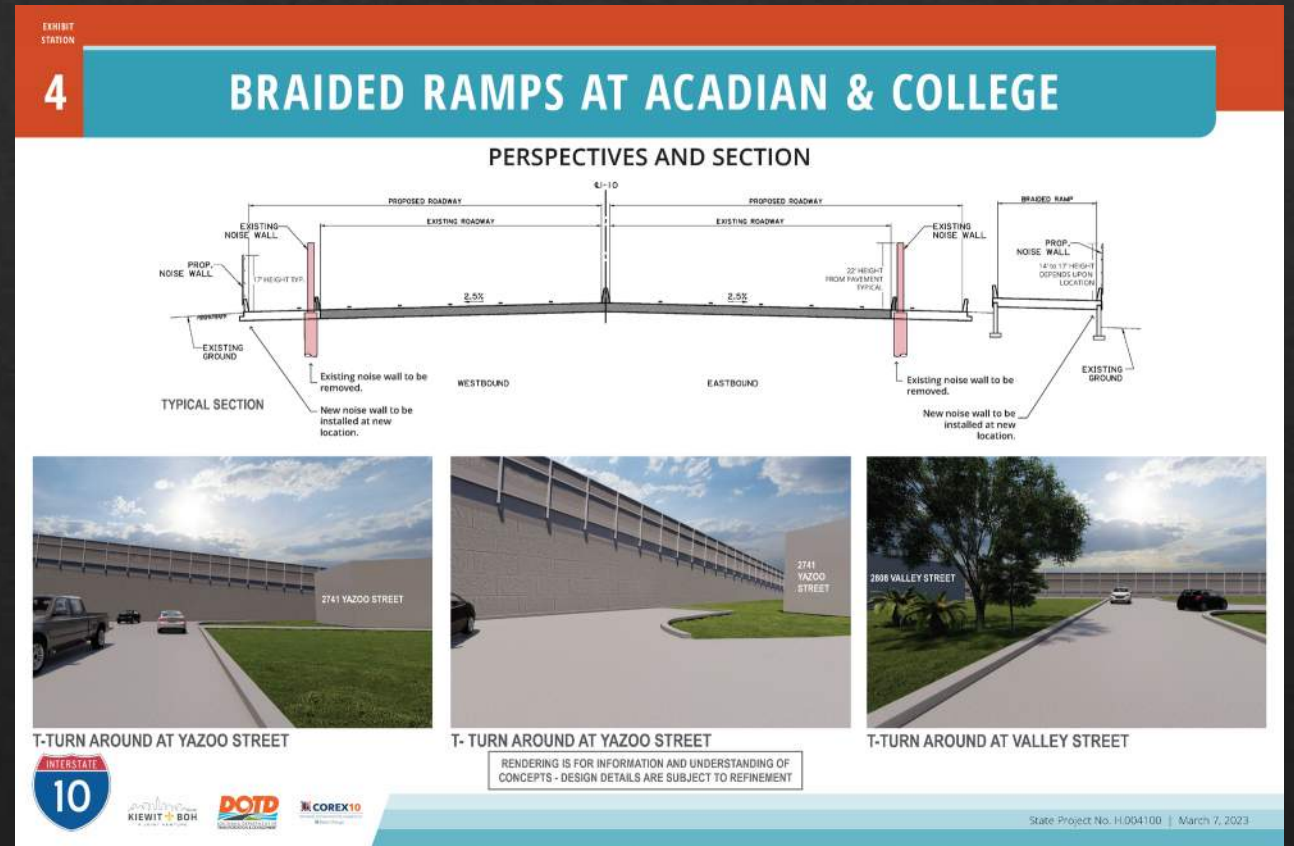
- Existing concrete noise walls between Acadian and College will be replaced with an acrylic noise barrier system that is crash tested
- The replacement noise wall will be shorter than the existing noise wall



DESIGN MODIFICATIONS

BRAIDED RAMPS

- Eastbound I-10 at Acadian and College
- Reduces weaving on entry from Acadian and exit to College





ADDITIONAL PROPERTY IMPACTS

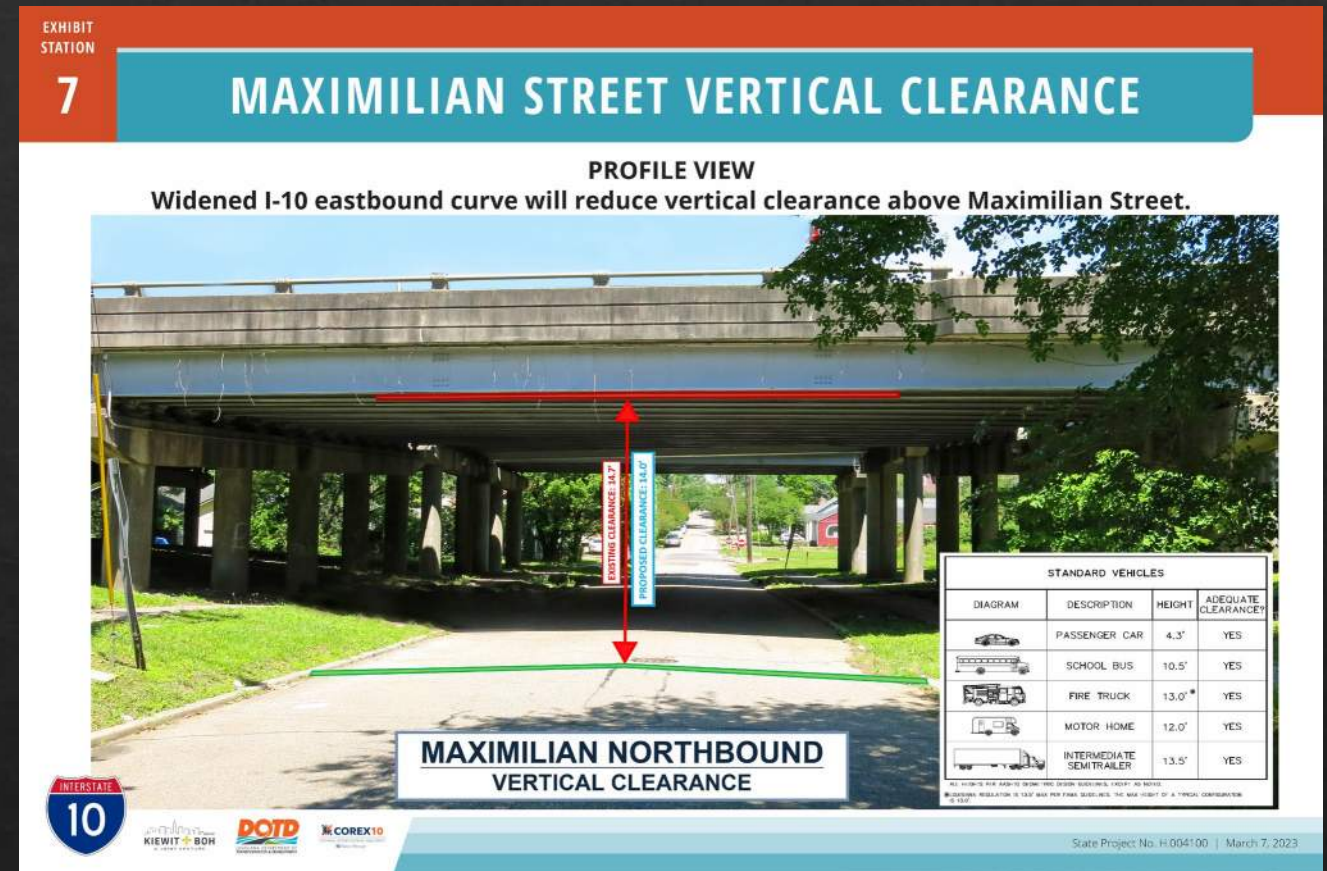
AREA	IMPACTS
Hollydale Condominiums	2.5 feet of right-of-way needed
City Park Lake Bridge	Right-of-way and construction servitude needed to remove and replace City Park Lake bridges (required on both sides of bridges)
I-10 EB Between Acadian & College	Right-of-way required for braided ramp construction
I-10 WB Flyover Widening	BREC's Expressway Park construction footprint



DESIGN MODIFICATIONS

MAXIMILIAN STREET

- To avoid additional utility relocations, previous plans to lower Maximilian Street to provide additional clearance will not occur
- Clearance will be about 14 feet





TRAFFIC MITIGATION

NOTIFICATIONS & SIGNALIZATION

- Statewide Advance Signage
- Queue Detection System
- Adaptive signalization on major alternate routes
- Off-site intersection improvements

INCIDENT MANAGEMENT PLAN

- 24/7 Traffic Management Center dedicated coverage
- Quick Response Team
- Motorist Assistance Patrol and Law Enforcement in the construction zone
- Multi-agency cooperative effort





COMMUNITY CONNECTIONS

WASHINGTON STREET

- Greenway creation: Expressway Park to East Polk Street Park
- Pedestrian crossings for additional connectivity



PERKINS ROAD

- Enhanced parking
- Multi-use path



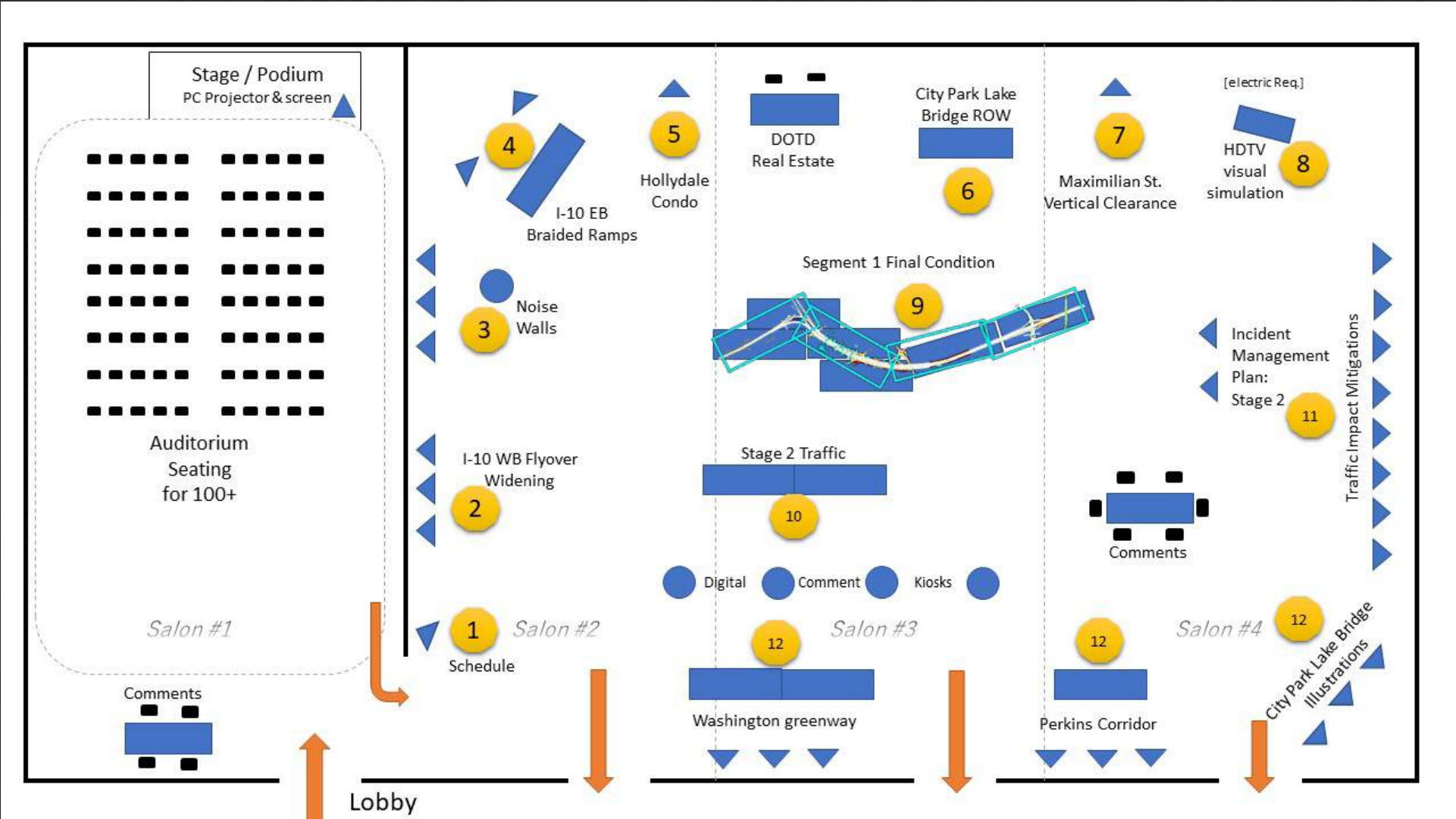
CITY PARK LAKE

- Signature feature bridge





EXHIBITS & COMMENTS





THANK YOU

i10br.com



MARCH 7, 2023

15

5/13/2025

#	Comment	Response	First Name	Last Name	Email
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	pslillard@juno.com
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.	<p>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.</p>	Jane	Schoen	jmschoen@aol.com
3	If the braided ramps are built, will it be possible to enter I10 at Acadian and then exit at College Drive?	<p>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.</p>	David	Koppelman	dmkoppelman@gmail.com
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	rathla@gmail.com
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.	<p>Comment noted.</p>	tia	willis	lwillis@agcenter.lsu.edu

5/13/2025

#	Comment	Response	First Name	Last Name	Email
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. 303-489-2430</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	johnhaile01@gmail.com
7	<p>March 16, 2023 Chris Thomas King Founder & Director The Blues Origin Institute BluesOrigin@ChrisThomasKing.com Phone: (225)226-2820 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>The residence at 1421 E. Harrison Street in Baton Rouge is not impacted by the I-10 widening project.</p>	Chris Thomas	King	ctk@christhomasking.com

5/13/2025

#	Comment	Response	First Name	Last Name	Email
	<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>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	krwascom@gmail.com
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.</p> <p>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	yzell@mestizorestaurant.com
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	jamsietrepp@gmail.com

5/13/2025

#	Comment	Response	First Name	Last Name	Email
		<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</p>	Lucy	Kimbeng	Lucy.Kimbeng @la.gov

5/13/2025

#	Comment	Response	First Name	Last Name	Email
		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.			
12	What is hurricane evacuation plan for EBR & Capital Area residents? What is the specific plan for emergency vehicles re: traffic mitigation?	<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	N/A
13	Add additional ferries at Sunshine-Plaquemine to reduce traffic into the construction.	An additional ferry is not currently under consideration.	Shane	Morrison	eshanemorrison@hotmail.com
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	sisterbigbone53@gmail.com
15	Exhibit 12- Perkins Road Area Please provide adequate lighting and pedestrian friendly access from the temporary parking to new parking near Hollydale or on Perkins Road. Thanks!	<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	na

5/13/2025

#	Comment	Response	First Name	Last Name	Email
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	jessicastroope@gmail.com
17	BUILD IT!	Comment noted.	Adam	knapp	knapp@brac.org
18	Thanks! Let's get this built.	Comment noted.	Ann	Trappey	Atrappey@forteandtablada.com
19	Very good presentation and displays. Good information for the public. Need to keep it up.	Comment noted.	Carole Anne	Brown	cpbfff@yahoo.com
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	1katyshaw@gmail.com
21	Need to sell house by 2024. Heart Person. A, VAD, Heart. Can't take noise. Note very much needed to be done. 225-266-9509	Comment noted.	Daniel	Matthews	na
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	na
23	One big nightmare! It's Louisiana.	Comment noted.	na	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	sylviamartinez538@gmail.com
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	scbass@gmail.com
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	quinton.renfro@sbcglobal.net

5/13/2025

#	Comment	Response	First Name	Last Name	Email
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 407-610-8325 fbosworth@ufl.edu</p> <p>Dr. Marsha R. Cuddeback, office 225-578-8462 mobile 225-235-8141 fax 235-578-8462 mcuddeb@lsu.edu 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>	<p>Comment noted.</p>	Lillie	Gallagher	lilliepetit@cox.net

5/13/2025

#	Comment	Response	First Name	Last Name	Email
28	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.	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.	James	Glynn, Sr.	jglynnsr@hotmail.com
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	dbassociate2004@yahoo.com
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	khorcasitas@yahoo.com
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	wreinhardt@lsu.edu
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	ronspu@sbcglobal.net

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#	Comment	Response	First Name	Last Name	Email
33	<p>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.</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>	Duane	Vince	kc5mhb@gmail.com
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</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	pankajsharma711@yahoo.com

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#	Comment	Response	First Name	Last Name	Email
	<p>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>				
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	pslillard@juno.com
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	gjm2@mac.com
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	andi@faulkandmeek.com

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#	Comment	Response	First Name	Last Name	Email
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	vote@dixonmcmakin.com
39	<p>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.</p>	<p>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.</p>	Beverly	Hayes	msbeverlyhayes@yahoo.com
40	<p>I could not locate any information from Exhibit 12, presented at the March 7, 2023 open house. Is Exhibit 12 not included?</p>	<p>A response was provided directing Frank Sagnibene to the i10br.com website for the March 7, 2023 Open House documents.</p>	Frank	Sagnibene	frank@sagnibene.com
41	<p>[call received by Kent Hopkins at Franklin Associates]</p> <p>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.</p>	<p>A response was provided directing Judith Boyce to the website i10br.com website.</p>	Judith	Boyce	bboyce6@cox.net

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#	Comment	Response	First Name	Last Name	Email
42	<p>Dear Mr. Taylor,</p> <p>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?</p> <p>Sincerely,</p>	<p>At the time the question was received, information was not available regarding the activity in question.</p> <p>Since that time, subsequent to our discussion, the contractor leased property on Sorrel Avenue for their offices and equipment.</p>	Judith	Boyce	bboyce6@cox.net
43	<p>Call concerning DOTD ROW acquisition of her family properties on Yazoo St. pertaining to the braided ramp.</p>	<p>Forwarded Ms. Hayes’s inquiry, contact information, and property information to DOTD project representatives, asking them to call or contact her.</p>	Beverly	Hayes	msbeverlyhayes@yahoo.com
44	<p>Sherri, 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"> 1. 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. 2. 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. 3. What are the plans for public comment to the Segment 2 TMP? 4. 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 	<ol style="list-style-type: none"> 1. 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. 2. See response to 1 above. 3. See responses for 1 and 2 above. 4. I assume that John Proskovec was talking about Stage 2 construction of Segment 1. 	Phillip	Fetterman	psfetterman@yahoo.com

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#	Comment	Response	First Name	Last Name	Email
	<p>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.</p> <p>5. 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.</p> <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>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> <p>5. Comment noted.</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</p>			

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#	Comment	Response	First Name	Last Name	Email
	<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>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>			
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	bboyce6@cox.net

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#	Comment	Response	First Name	Last Name	Email
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. 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	psfetterman@yahoo.com
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	jtcorne@bellsouth.net
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 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>	Mabyn	Shingleton	Mabyn@futurebound.com

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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 have been years ago. Complement those who had the guts to proceed at this time.</p>	<p>Comments noted.</p>	Frank	Neelis	neelis.frank@gmail.com
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> <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>	Chuck	Booksh	chuckbooksh@att.net
51	<p>During Reconstruction of the interstate in Baton Rouge:</p> <ol style="list-style-type: none"> 1. How many vehicles will be diverted to side streets named as alternative routes by LADOTD? 2. What plan was submitted by LADOTD regarding traffic mitigation to ease congestion on alternative routes? 3. What is LADOTD's submitted plan to facilitate traffic movement on I10 during rush hour traffic? 	<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</p>	Pennie	Landry	pennie@landry.net

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#	Comment	Response	First Name	Last Name	Email
		<p>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> <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>			

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#	Comment	Response	First Name	Last Name	Email
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	pennie@landry.net
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	pennie@landry.net
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	ronniestrackland3900@icloud.com
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://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>	Pennie	Landry	pennie@landry.net
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	katie@jcalaw.us
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	gordonatwell@aol.com
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	Tatwell@aol.com

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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	carlb1@premier.net

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#	Comment	Response	First Name	Last Name	Email
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>	<p>coleman@colemanbrown.com</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 <woodyjenkins2020@hotmail.com>;Cecil Cavanaugh <cjcmbacpa@aol.com>;Henry Grace <hgrace@louisianafire.com>;mayor@brgov.com;metro council@brgov.com;Raiford Fred <FRAIFORD@brla.gov>;Barbara Freiberg <barbara.freiberg@gmail.com>;Kathy Edmondson <hse088@legis.la.gov>;Pat McMath <sen11@legis.la.gov>;Rep. Wright <mwright@legis.la.gov>;Larry</p>	<p>Comment noted.</p>	<p>Coleman</p>	<p>Brown</p>	<p>coleman@colemanbrown.com</p>

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#	Comment	Response	First Name	Last Name	Email
	Selders <hse067@legis.la.gov>;Henson Webre <Henson_Webre@kennedy.senate.gov>				
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 6554 Florida Boulevard Suite 233 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>	Comment received.	Coleman	Brown	coleman@colemanbrown.com
63	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	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.	Bert	Callasi	pacallais@msn.com
64	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!!	Comment noted.	Sandra	Campbell	Sc@sandracampbell.BRcoxmail.com
65	Stop the 1-10 widening project, it will kill Baton Rouge area businesses. There are better solutions than what is currently proposed.	Comment noted.	Monica	Carville	bjcarville@bellsouth.net
66	<p>The EBR Chamber of Commerce. I am the Chairman.</p> <p>Things we do not agree with:</p> <p>1) Replacing the City Park Bridges. Just repair the piers in the lake to prevent acidic deterioration. LESS MONEY & CONSTRUCTION TIME.</p> <p>2) Reducing I-10 to 2 lanes on the Eastside of the Bridge for 14 months. THIS</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.	Cecil	Cavanaugh	cjcmbacpa@aol.com

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#	Comment	Response	First Name	Last Name	Email
	<p>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.</p> <p>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.</p> <p>Things we would like to see in addition to the above items:</p> <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.</p> <p>USING LOUISIANA GARVEE (sic) BONDS FOR A PROJECT THIS SIZE AND THIS DURATION WILL CRIPPLE LOUISIANA'S FUTURE INFRASTRUCTURE REVENUE FOR MANY YEARS.</p> <p>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.</p> <p>PLEASE DELAY THIS PROJECT UNTIL ALTERNATIVE ROUTES ARE PREPARED AND IN PLACE. THANK YOU.</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>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	chriscoleman1957@gmail.com
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	ccostanza@bellsouth.net

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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	kelly.couture9@gmail.com
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	katedallimore@cox.net
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	Cbgannon@protonmail.com
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	Ulrugincajuns@yahoo.com
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	thewittmanns@mac.com
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	Juanitasjacob@gmail.com
75	Please kill the project and find smarter people to do this. Your going kil the local economy.	Comment noted.	Grace	Jones	Gracie.atwell94@gmail.com
76	No Widening, please. Frequent it all the time. Diastolic issues.	Comment noted.	Susie	Labry	lasunshinebr@yahoo.com
77	Request: Monthly progress narratives be made available to citizens on the http://i10br.com website 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. Questions: 1. What entities are accountable for enforcement of contract components? Please provide names and contact information	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.	Pennie	Landry	pennie@landry.net

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	<p>2. How many components of the DB contracts are not currently being fulfilled? What is FHWA’s plan for enforcement of all contract components?</p> <p>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?</p> <p>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’?</p> <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</p>	<p>For I-10 BR CMAR, Kiewit/Boh provides a monthly newsletter identifying status of the Project via I10br.com</p> <p>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.</p> <p>3. This project is the I-10 widening CMAR project not the Design-Build project.</p> <p>4. The project is the I-10 CMAR project. Best practices used on this project are the same as used on every DOTD project.</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>			

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	<p>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 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</p>				

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	<p>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> <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</p>				

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	<p>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; C) Two lanes of through traffic and one auxiliary lane along the I-12 West mainline;</p>				

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	<p>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 <barbara.freiberg@gmail.com>;Rep. Mark Wright <wrightm@legis.la.gov>;Sen. Patrick McMath <sen11@legis.la.gov>;Garrett Graves <la06news@mail.house.gov>;Franklin Foil <foilf@legis.la.gov></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	isdblm@lsu.edu
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	charlesmayeux46@gmail.com

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80	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.	Comment noted.	Mary	Montgomery	mkmrhdh75@gmail.com
81	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.	Comment noted.	Mary Margaret	Mouch	mmmouch@cox.net
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	nparks51@live.com
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	Ccpeavy50@att.net
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	chiprobert@gmail.com
85	<p>I-10 BR WIDENING: Construction concerns and questions:</p> <ol style="list-style-type: none"> 1. 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? <p>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.</p> <ol style="list-style-type: none"> 2. 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 	<p><u>Construction concerns and questions:</u></p> <ol style="list-style-type: none"> 1. 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. 2. 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. 	Donna	Roppolo	donnaroppolo@gmail.com

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	<p>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.</p> <p>3. 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 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>3. 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 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 Join 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>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 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. 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,</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>			

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	<p>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>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>			
10.	<p>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>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>			
11.	<p>Will any permanent lighting be added to our side of the sound wall on Estates Road?</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>			
12.	<p>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>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>			
13.	<p>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>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>			
14.	<p>Will there be anything used to deter water, mud debris etc....from entering onto Estates Road?</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>			
15.	<p>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>15. Upon completion of the project any damage to the Estates Drive surface due to construction activity will be repaired by the contractor.</p>			
16.	<p>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>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>			
17.	<p>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</p>	<p>17. We apologize for the action of someone blocking your driveway and thus preventing you from leaving.</p>			

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	<p>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>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>			
18.	<p>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>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>			
19.	<p>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>19. The project contractor will monitor damage to surface streets in proximity to the interstate corridor and will make repairs as required.</p>			
20.	<p>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>20. Water trucks will be used on site during construction operations to control dust.</p>			
21.	<p>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>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>			
22.	<p>Any dust shields or water trucks required to lower dust?</p>	<p>22. Water trucks will be used on site during construction operations to control dust.</p>			
23.	<p>Being so close to construction on Estates Road, what kind of hazards to our health due to the noise of construction?</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>			

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	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.	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.			
	25. Being so close to construction on Estates Road, what kind of hazards to our health due to vibration of construction?	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. http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Environmental/Pages/Vibration-Complaint-Form.aspx			
	26. Does the sound wall decrease vibration?	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.			
	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?	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.			
	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?	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.			

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	<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 sleepless nights. And I am spending time researching the all the aspects of impact due to this project.</p> <p>34. My house is now unmarketable due to the announcement of the widening. If I HAD to sell my home or did not think I could withstand the construction nightmares, I would be trapped. Finally, I could not relocate without selling my home, which is now impossible without giving it away.</p>	<p>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> <p>33. Comment noted.</p> <p>34. Comment noted</p>			

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	<p>35. Have you notified EVERYONE whose home or property will be physically impacted by DOTD I-10 widening or its collateral damage? If not, when will they be notified? And how will they be notified?</p> <p>36. I understand that Estates Road will be moved into part of my yard. The first I found out about this was when I saw it myself on the new plan at the recent meeting on March 7, 2023. I have inquired and expressed my concerns about this for years! When does someone plan to contact me about destroying my driveways and how it will impact on my yard and house clearance, backing out of my driveway, etc. from the road.</p> <p>My previous question submitted in the past years, which I have never been addressed...</p> <p>I understand that DOTD does not own all the land necessary along Estates Road and the parish owns the remaining portion needing to be acquired. I was told that the parish will grant whatever DOTD needs for acquisitions. What does that mean for the residents along Estates Road? How much of the road will be taken and where will the parish get the land to replace the portion of the street that is taken by DOTD?</p> <p>37. What if the city or parish must impact a homeowner due to results of this I-10 widening, then when and how will the homeowner be notified if the parish is now impacting a home or homeowner's property? This refers to the previous question, #36.</p> <p>38. Will construction take place only during the day hours alongside Estates Road? I am a self-employed artist and work from my home. Disturbances will be damaging to my career and 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>35. Press releases are and will continue to be issued by DOTD prior to every construction package to alert the public of pending work in the area. The Contractor will continue to provide public outreach throughout construction. Other means of staying informed include the project's http://i10br.com website, DOTD's 511 app, and subscribing to the MyDOTD notification system through the DOTD website.</p> <p>DOTD began meeting with property owners whose property would be needed in its entirety about 4 years ago. Property owners will receive a project notice in writing stating that The Department of Transportation and Development announces the particular project caption has been programmed for construction and that negotiations for acquisition of rights of way are proposed and that DOTD's records indicate that the recipient owns property which may be required as right of way for the project. A copy of the brochure entitled "Acquisition of Right of Way and Relocation Assistance" and contact information for the Regional Manager is enclosed. Occasionally, DOTD encounters situations where property owners are deceased, but all available means are used to contact heirs.</p> <p>36. The alignment of Estates Road will be slightly adjusted for a short distance. This adjustment will remain within the existing right of way. The project contractor Kiewit-Boh will provide public outreach during heavy construction.</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>			

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	<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>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 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>			

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	<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 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>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> <p>8. Comment noted</p> <p>9. Comment noted</p> <p>10. Comment noted</p>			

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	<p><u>Sound wall questions:</u></p> <ol style="list-style-type: none"> 1. Removal of the majestic oak trees along Estates Road? As I was told by DOTD representative that the sound wall will be constructed 8 feet from existing chain link fence. There is a significant oak tree in front of my home. Will contractors be taking every precaution to save that tree and any additional trees and foliage outside of that measurement? 2. Can and will the sound wall be erected first so that residents are physically secure and visually secure and protected from the 170,000 drivers, construction workers, debris, dust and additional noise from construction every single day and night over the many years of construction? I am extremely concerned for the safety and wellbeing of the neighbors and families that live within 50-75 feet from I-10 corridor that runs alongside Estates Road. 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><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	This is a disastrous plan that will damage our wonderful city. Please stop!! So many other options are available!!	Comment noted.	Yvette	Schittone	yvettes7735@gmail.com
87	There is a better way than shutting down the interstate to one lane. This will kill businesses in BR and surrounding areas.	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.	Susan	Waguespack	susanw@eatel.net
88	: 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.	Shawn	Wilson	Shawnowilson@bellsouth.net
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	youngk1@cox.net