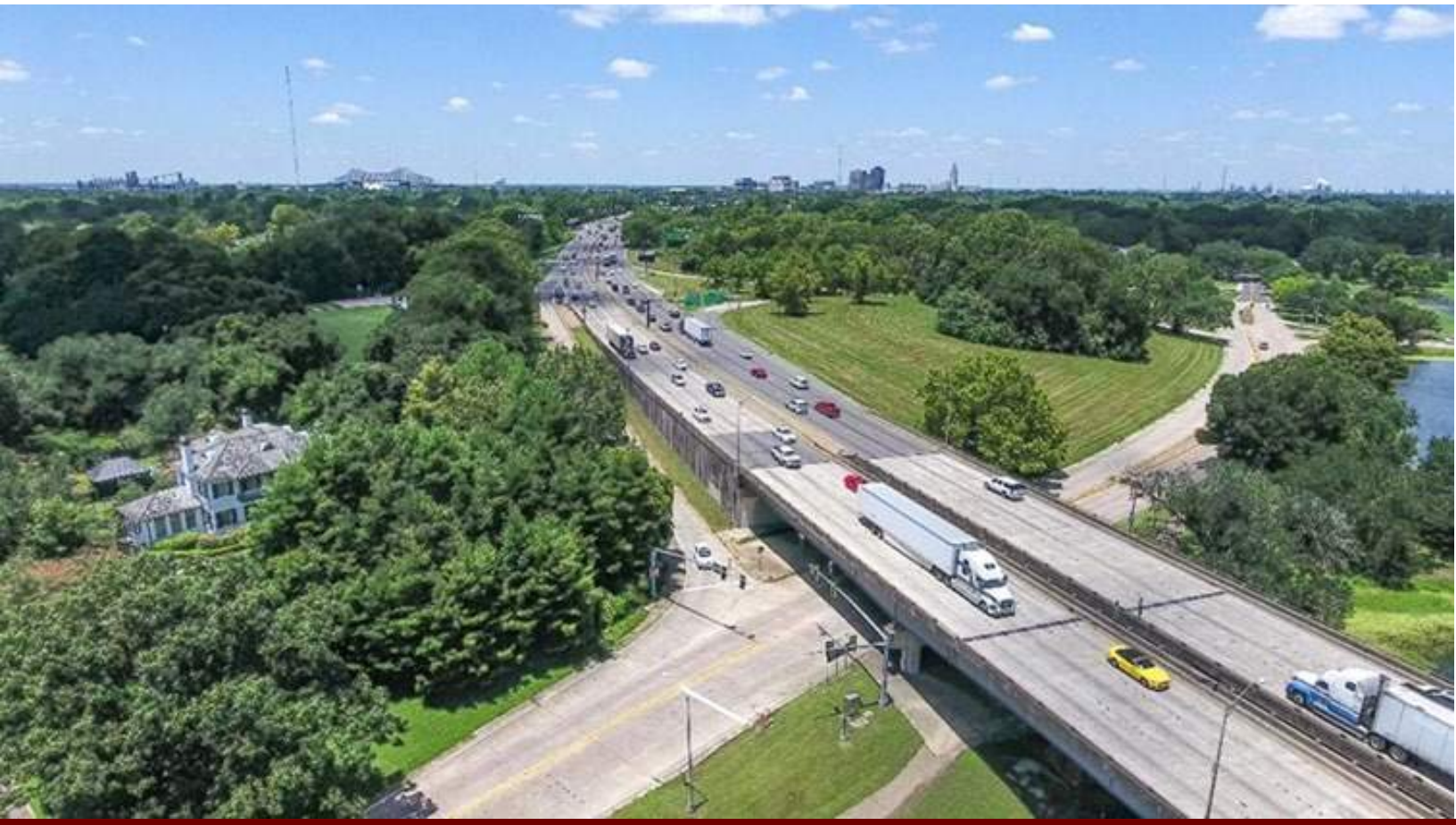
APPENDIX L

Community Impact Assessment Technical Memorandum Report

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Community Impact Assessment Technical Memorandum

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



June 2025

COREX10
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Baton Rouge

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Appendices

Appendix A: Public and Stakeholder Outreach Summary *

**NOTE: In an effort to minimize duplicate information in the NEPA Reevaluation document, this appendix is not included with this Community Impact Assessment Memorandum. All information that would be included in this appendix can be found in Appendices H, I, and J of the overall NEPA Reevaluation document, as specified below:*

- May 20, 2025 and May 22, 2025 Drop-In Meeting Documents, Comments Received, and Responses Provided can be found in Appendix J
- Sample letter sent to property owners and stakeholder meeting notes regarding I-10 Eastbound Refinements can be found in Appendix H
- Sample letters sent to property owners and stakeholder meeting notes regarding I-10 Westbound Refinements can be found in Appendix I

1.0 Introduction

The Louisiana Department of Transportation and Development (LADOTD) is proposing capacity improvements to Interstate 10 (I-10) from Louisiana Highway 415 (LA 415) in West Baton Rouge Parish to Essen Lane on I-10 and Interstate 12 (I-12) in East Baton Rouge Parish. The proposed project aims to reduce congestion and improve overall traffic flow along the corridor. An Environmental Assessment (EA) was prepared, and the Federal Highway Administration (FHWA) issued a Finding of No Significant Impact (FONSI) on February 12, 2021. The project is being designed and constructed in phases as funding becomes available.

Chapter 1 of the *I-10 LA 415 To Essen Lane on I-10 and I-12 Environmental Assessment* provides detailed information about the proposed project and the purpose and need for the project. Chapter 2 of the EA provides detailed information about how the alternatives were screened and developed.

2.0 Socioeconomic Analysis

This socioeconomic impact analysis was developed to evaluate how the proposed project may affect the people and communities within the project area. This analysis is a key component of NEPA's broader directive to consider not only environmental impacts, but also the human environment, including community cohesion, economic vitality, access to services, and population demographics. Title VI prohibits discrimination based on race, color, or national origin in programs receiving federal assistance, and this review ensures that all community members are treated equitably and that the project does not result in unfair burdens to any specific population.

2.1 Identifying the Adjacent Area for Community Engagement and Outreach

Publicly available tools derived from census demographics and environmental indicators (derived from air, water, waste and other EPA sources) to provide a nationally consistent approach for identifying patterns and locations containing populations consistent with disadvantaged areas were utilized to identify the adjacent area for community engagement and outreach. These tools coupled with a ¼ mile corridor buffer was used as a preliminary step in identifying the outreach area and was further refined as depicted in **Figure 1**.

Section 3.21 of the *I-10 LA 415 to Essen Lane on I-10 and I-12 Environmental Assessment* provides more detailed information about the existing conditions, identified populations, and socioeconomic analysis.

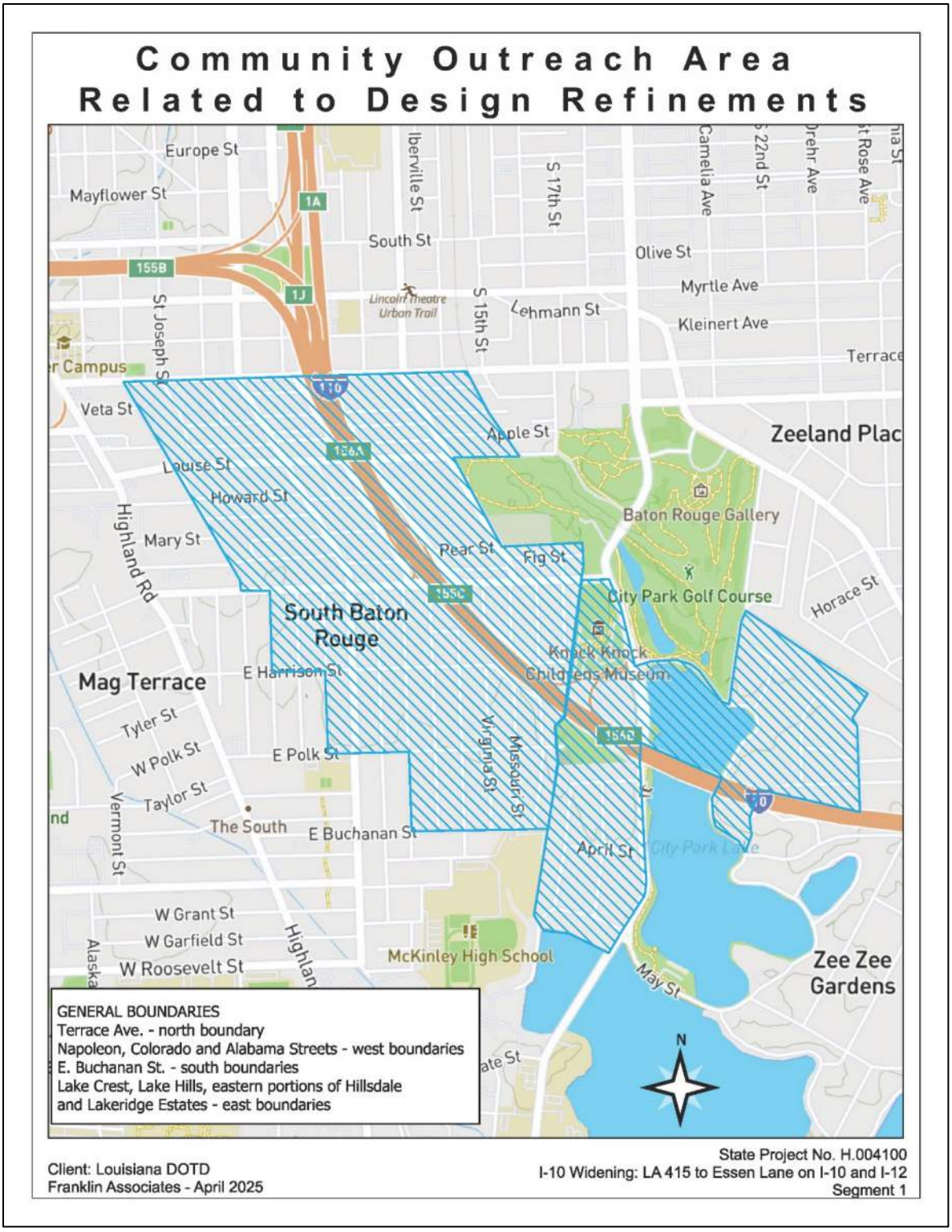

Figure 1: Community Outreach Area

3.0 Socioeconomic Analysis

LADOTD has continued to assess potential changes from the conceptual design that was previously approved in the EA/FONSI. During design, it was determined that refinements to the previously approved design along Segment 1 were necessary. Segment 1 extends from west of Washington Street (Lorri Burgess Avenue)[1] eastward to the Perkins Road on/off ramps. The Louisiana State Legislature issued a resolution to close the Washington Street (Lorri Burgess Avenue) Exit ramp on I-10. This resolution combined with the findings of the IMR have resulted in the design modification of the proposed consolidated eastbound Washington Street (Lorri Burgess Avenue)/Dalrymple interchange. The closure of the Lorri Burgess Avenue exit will be analyzed under a separate project. In addition, the findings in the IMR have also resulted in the design modification of the Lorri Burgess Avenue I-10 WB entrance ramp.

This document analyzes socioeconomic impacts for the NEPA re-evaluation, including the impacts and mitigation measures, for two modifications and refinements that have been identified as beneficial and of value to the purpose and need of providing congestion relief, improved operations, and the useful life of the facility. Section 3.1 below addresses the eastbound exit ramp and gore modifications, and Section 3.2 addresses the westbound on-ramp modifications.

3.1 Eastbound E. Washington Street (Lorri Burgess Avenue)/Dalrymple Drive Exit Ramp and Gore Modifications

The Washington Street (Lorri Burgess Avenue)/Dalrymple Drive consolidated interchange on I-10 eastbound refinement resulted in the removal of the exit to Washington Street (Lorri Burgess Avenue). This is required to shift the exit further to the east, out of the I-10/I-110 system interchange, which allows for an exit to Dalrymple Drive only. Modern interstate design practices require greater separation between interchanges and exits for improved safety. When Segment 1 is complete, the exits in the eastbound direction after crossing the Mississippi River Bridge will be: Nicholson Drive/Highland Road, I-110 NB, Dalrymple Drive, Perkins Road (until removed during a future segment of work,) Acadian Thruway, and College Drive. **Figure 2** displays the “current” approved design (top) to the refined new design (bottom) for I-10 Segment 1 EB.

[1] *Of note, during the course of this project, a key local street within the project study area was renamed from E. Washington Street to Lorri Burgess Avenue. The street segment renamed to Lorri Burgess Avenue extends from Dalrymple Drive to Highland Road. Throughout this document, older content – such as the project background and early exhibits - may reference this street as Washington Street, while recent content now refers to it as Lorri Burgess Avenue.*

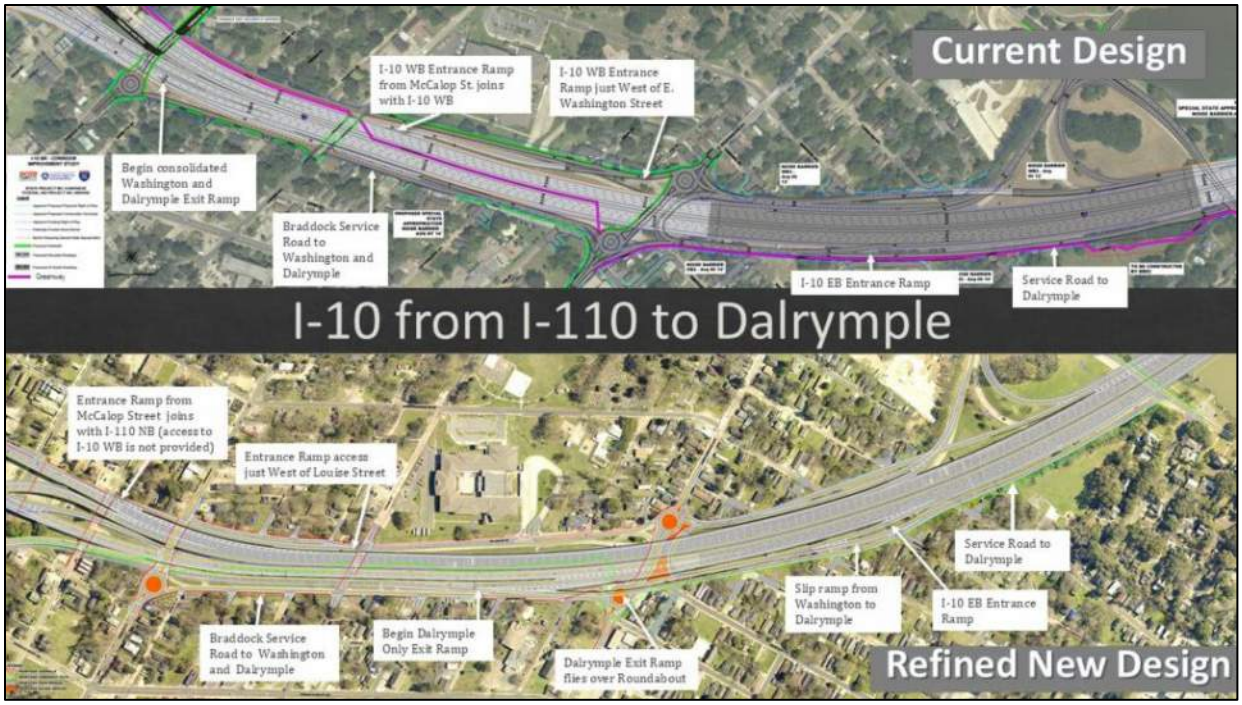

Figure 2: EB Washington Street (Lorri Burgess Avenue)/Dalrymple Drive Refinements

3.1.1 Impacts, Benefits, and Mitigation Measures

Right-of-Way

The refined design was strategically developed to minimize ROW acquisition and displacements, with consideration for the adjacent communities. The refinements were designed to ensure that impacts on these communities are minimized, and equitable treatment is promoted.

Table 1 lists the parcels identified as necessary ROW for implementing the refined design features, with exhibit ID's corresponding to the labels shown in **Figure 3**.

Table 1: Required ROW

Exhibit ID	Property Address	Impact	Area (acres)
EB I-10 Required ROW			
D-03	2002 Virginia Street	Partial taking, front corner, residence	0.003
D-04	2019 Virginia Street	Partial taking, vacant irregular parcel	0.023
D-05	2041 Virginia Street	Partial taking, rear yard corner	0.019
D-07	2036 Missouri Street	Partial taking, front of irregular vacant parcel	0.013
D-08a	Triangular parcel	Full taking, vacant irregular parcel	0.046

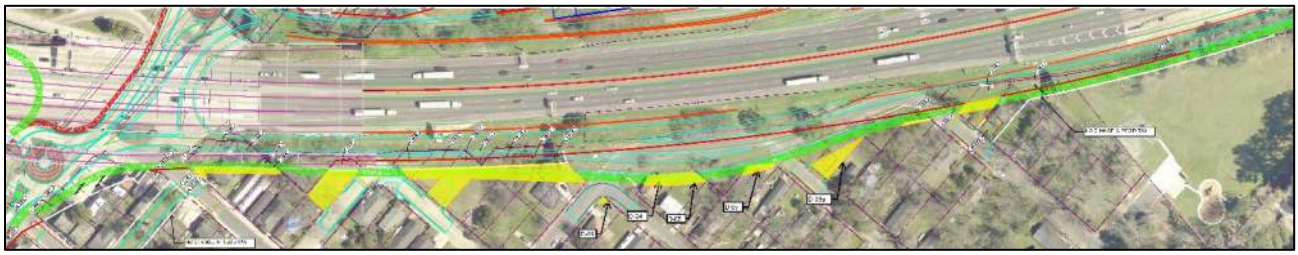

Figure 3: Additional Required ROW

To accommodate for the modified design of the eastbound E. Washington Street (Lorri Burgess Avenue)/Dalrymple Drive Exit ramp and gore modifications, the flyover of the Dalrymple Drive exit ramp, slip ramp from Lorri Burgess Avenue to Dalrymple Drive, I-10 eastbound entrance ramp, and service road requires additional ROW from five parcels total including four partial takings and one full-taking of a vacant, irregular parcel. No residential or commercial relocations are required. No additional ROW is required from Fairview Baptist Church.

To minimize ROW impacts, the design refinement included redesign of roadways to terminate in T-turnarounds. Most of the required ROW consist of frontages or fragments of properties located a few hundred feet beyond the existing ROW. ROW acquisition is at the edge of physically coherent communities; therefore, ROW acquisition would not split, bisect, or disconnect any existing communities.

Information mailings to residents within the area displayed in **Figure 1** were distributed. In addition, two opportunities for person to person meetings with knowledgeable team members were held at the Carver Branch Public Library and the Dr. Leo S. Butler Community Center. A copy of the mailing and comments received are in **Appendix A** (see note in the Table of Contents regarding Appendix A)**.**

The affected property owners were contacted and offered individual meetings to initiate the negotiation process offered by LADOTD. Attendance or comments from individuals in the area did not provide any evidence of a high concern of nearby residents. A copy of this letter and all summary notes of meetings held is in **Appendix A** (see note in the Table of Contents regarding Appendix A)**.**

The Louisiana State Constitution goes above and beyond the Uniform Relocation Act (URA) to mitigate property acquisition impacts. It states that in every expropriation or action to take property, the owner shall be compensated to the full extent of his loss. The full extent of the loss shall include, but not be limited to, the appraised value of the property and all costs of relocation, inconvenience, and any other damage actually incurred by the owner because of the expropriation. After compensation, the net effect of right-of-way acquisition is considered neutral.

Traffic Operations, Mobility, Accessibility, and Safety

FHWA's review of the Interchange Modification Report (IMR) resulted in analyzing alternatives to move the consolidated Washington Street (Lorri Burgess Avenue)/Dalrymple Drive exit ramp outside of the system interchange of I-10/I-110 to improve efficiency and safety along the corridor.

A barrier will be installed between I-10 EB and I-110 SB to prevent traffic from weaving to the Dalrymple exit. A traffic study was performed to determine operational impacts of this refinement. The overall impacts were analyzed across the entire study corridor, resulting in reduced travel times

during peak periods. Removing the exit ramp outside of the system interchange, providing a barrier to eliminate weaving, and providing an exit along a tangent section instead of a curve will improve traffic operations and safety performance, a benefit that would be shared by all users of the interstate and exit ramp.

The removal of the Washington Street (Lorri Burgess Avenue) exit ramp results in improved traffic operations along I-10 EB, when comparing the projected No-Build condition versus the completion of CMAR Segment 1. Operational improvements are seen across the board as shown in **Table 2**.

Table 2: EB Refinements- Traffic Study Results

Existing/No Build						
Segment Name	**Segment Type**	**LOS**	**Density (pc/mi/ln)**	**Speed (mph)**	**V/C**	**D/C**
A.M. Peak Hour						
Between Lorri Burgess Ave OFR and ONR	Basic	E / E	33.6 / 33.0	51 / 51	0.83 / 0.82	0.84 / 0.83
Lorri Burgess Ave ONR	Merge	E / E	33.7 / 33.4	53 / 53	0.82 / 0.82	0.83 / 0.82
Dalrymple Dr OFR	Weaving	D / D	32.9 / 32/6	54 / 54	0.82 / 0.82	0.82 / 0.82
PM Peak Hour						
Between Lorri Burgess Ave OFR and ONR	Basic	F / F	72.6 / 78.2	24 / 21	0.80 / 0.79	1.08 / 1/09
Lorri Burgess Ave ONR	Merge	F /F	61.2 / 47.3	32 / 42	0.87 / 0.88	1.13 / 1.17
Dalrymple Dr OFR	Weaving	F / F	58.9 / 45.6	33 / 44	0.87 / 0.88	1.13 / 1.17
Build (CMAR Segment 1)						
Segment Name	**Segment Type**	**LOS**	**Density (pc/mi/ln)**	**Speed (mph)**	**V/C**	**D/C**
A.M. Peak Hour						
Between Lorri burgess Ave OFR and ONR	Basic	D	26.6	46	0.61	0.61
Lorri Burgess Ave ONR	Merge	D	23.2	52	0.59	0.59
Dalrymple Dr OFR	Weaving	C	21.7	54	0.6	0.6
PM Peak Hour						
Between Lorri Burgess Ave OFR and ONR	Basic	F	59.3	29	0.74	0.95
Lorri Burgess Ave ONR	Merge	F	47.1	39	0.71	0.95
Dalrymple Dr OFR	Weaving	F	61.4	30	0.72	0.95

As seen in **Table 2**, the Level of Service (LOS) is improved from E/D to D/C in the AM peak hour due to the removal of the ramp as well as densities being reduced by nearly 10 pc/mi/ln for both peak hours. Speed remains about the same with slight increases in the PM peak hour. Both the volume to capacity ratio (V/C) as well as the density to capacity ratio (D/C) are reduced. These operational improvements will result in less congestion and delay times for all interstate users.

The removal of the I-10 EB exit ramp at Washington Street (Lorri Burgess Avenue) as well as removing the weaving section between I-10 EB and I-110 SB will also result in a safer section of interstate between the I-10/I-110 merge and Dalrymple Drive on I-10 EB. In the projected No-Build condition, it is anticipated that the section of roadway predicts approximately 150.2 crashes per year with 21.9 of

those crashes being fatal or injury crashes. The projected condition at the completion of I-10 CMAR Segment 1 predicts approximately 97.4 crashes/year with 12 of those crashes being fatal or injury crashes.

The closure of access to Washington Street (Lorri Burgess Avenue) off-ramp from I-10 EB when CMAR Segment 1 is complete will affect traffic both traveling on I-10 EB as well as I-110 SB. The effects of shifting the exit further east would inconvenience residents desiring to access properties adjacent to Braddock Street. This effect would inconvenience residents by causing them to travel approximately 100 to 375-ft. from the LA 30/Highland Road/Nicholson Road exit or consolidated Dalrymple Drive exit back to their intended destination.

Motorists on I-110 SB who wish to reach Dalrymple Drive, or the surrounding adjacent community can exit Terrace Avenue and use the Braddock Street service road. Traffic coming from I-110 SB that weaves across I-10 EB shortly after the merge desiring Lorri Burgess Avenue will no longer be able to do so at the completion CMAR Segment 1 with the closure of the off-ramp. I-110 SB traffic will need to exit from I-110 SB at the Terrace Avenue off-ramp, turn left on Terrace Avenue, and turn left at Braddock Street to access Lorri Burgess Avenue. I-110 SB traffic will also not be able to weave across I-10 EB to access the Dalrymple Drive off-ramp at the completion of CMAR Segment 1 as the merge between I-110 SB and I-10 EB will occur to the east of the proposed Dalrymple Drive off-ramp from I-10 Eastbound. Traffic from I-110 SB desiring Dalrymple Drive will exit I-110 SB at the Terrace Avenue exit and proceed down Braddock Street to the Dalrymple Service Road that merges with the off-ramp from I-10 EB, allowing access to Dalrymple Drive. The removal of access from I-110 SB traffic to the Dalrymple Drive off-ramp will result in traffic needing to use Braddock Street and the proposed Dalrymple Service Road. This route will be approximately 375-ft. longer along more local roadways with lower speed limits.

I-10 EB traffic may access the Lorri Burgess Avenue area via two routes: (1) traffic may exit at the LA 30/Highland Road/Nicholson Road exit and proceed down Highland Road and turn left onto Lorri Burgess Avenue, or (2) traffic may exit at the new Dalrymple Drive off-ramp and turn left onto Dalrymple Drive. Traffic may then proceed north on Dalrymple Drive and turn left onto Lorri Burgess Avenue. The removal of the Lorri Burgess Avenue off-ramp from I-10 EB will result in an increase of approximately 100-ft. in travel distance by exiting at LA 30/Highland/Nicholson and accessing Lorri Burgess Avenue rather than going from that point to the Lorri Burgess Avenue off-ramp. While the difference in travel distance is rather short, the routes used will be at slower speed and more local roads. When CMAR Segment 1 is complete, the exits in the eastbound direction after crossing the Mississippi River Bridge will be at: Nicholson Dr./Highland Road, I-110 NB, Dalrymple Drive, Perkins Road (until removed during a future Segment of work,) Acadian Thruway, and College Drive.

The inconvenience caused by the shift of the ramp eastward would be offset by the benefit of eliminating pass-through traffic in front of homes located in the adjacent community and improving traffic and safety in the area. The previous design directed motorists aiming to reach Dalrymple Drive through the established community by requiring use of the Lorri Burgess Avenue exit. By eliminating pass-through traffic, eliminating retaining walls, and modifying roadways to terminate in T-turnarounds, the adjacent roadways will see reduced vehicle volume and conflict points, enhancing safety for motorists, pedestrians, bicyclists, and other vulnerable street users, as well as reducing vehicular noise and emissions. The safety benefits of the proposed change in access to all residents in the adjacent communities far outweigh the inconvenience to drivers.

Noise

LADOTD performed a noise analysis on the refined alternatives, and results can be found in the *2025 Traffic Noise Impact and Abatement Study* dated May 2025**.** Noise barriers were not found to be reasonable and feasible in this re-evaluation. No new noise impacts are expected beyond those previously evaluated in the approved EA and FONSI, as the modification does not introduce new or relocated noise-sensitive receivers or traffic patterns that would significantly alter the noise environment. Existing mitigation measures and commitments remain applicable and sufficient. As such, no additional noise abatement is warranted for this modification; however, noise barriers may be constructed for these areas if additional state funding is identified for the construction of noise barriers.

Context Sensitive Solutions, Amenities, Aesthetics, and Community Cohesion

The existing communities that border the interstate, and the current physical surroundings do not provide scenic views or aesthetic elements. Landscaping, lighting, context sensitive solutions, improved open viewshed, and other amenities will be implemented within the Project's ROW to improve the visual aspects of the adjacent neighborhoods. Since the FONSI, several refinements have occurred to the corridor and adjacent ramps and roadways that would visually change both the view from and the view to I-10 and surrounding areas.

The eastbound consolidated Washington Street (Lorri Burgess Avenue)/Dalrymple Drive exit ramp will be consistent with the viewshed of the existing I-10 corridor. The refined design proposes a new modified consolidated interchange that would both replace the existing Lorri Burgess Avenue interchange, improving the viewshed by making it more open, but also introduces a new visual intrusion further south as the exit to Dalrymple will be located parallel to the existing corridor (**Figure 4** and **Figure 5**) and therefore closer to the adjacent community; thus the need for additional ROW acquisition. By locating this consolidated exit further south, the refined design removes a barrier to connectivity to the two communities located west of the interstate and east of the interstate, providing better connectivity and improved viewsheds.

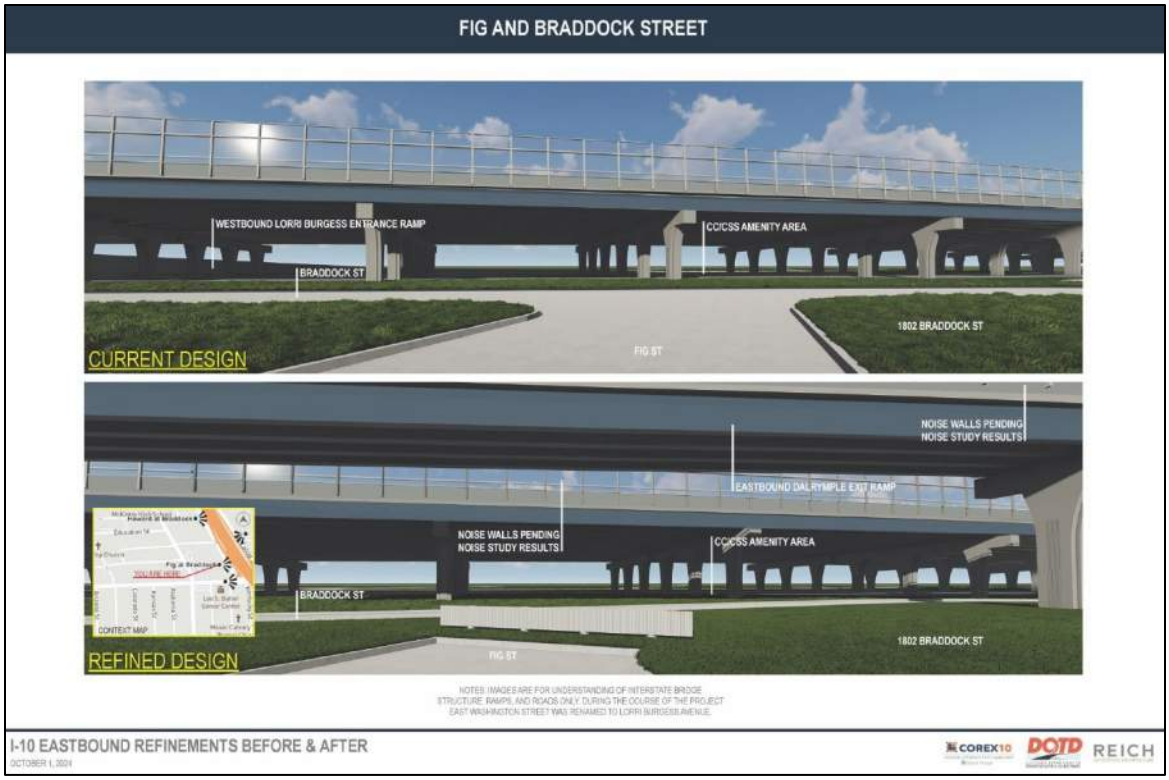

Figure 4: Fig/Braddock Street Design Refinements

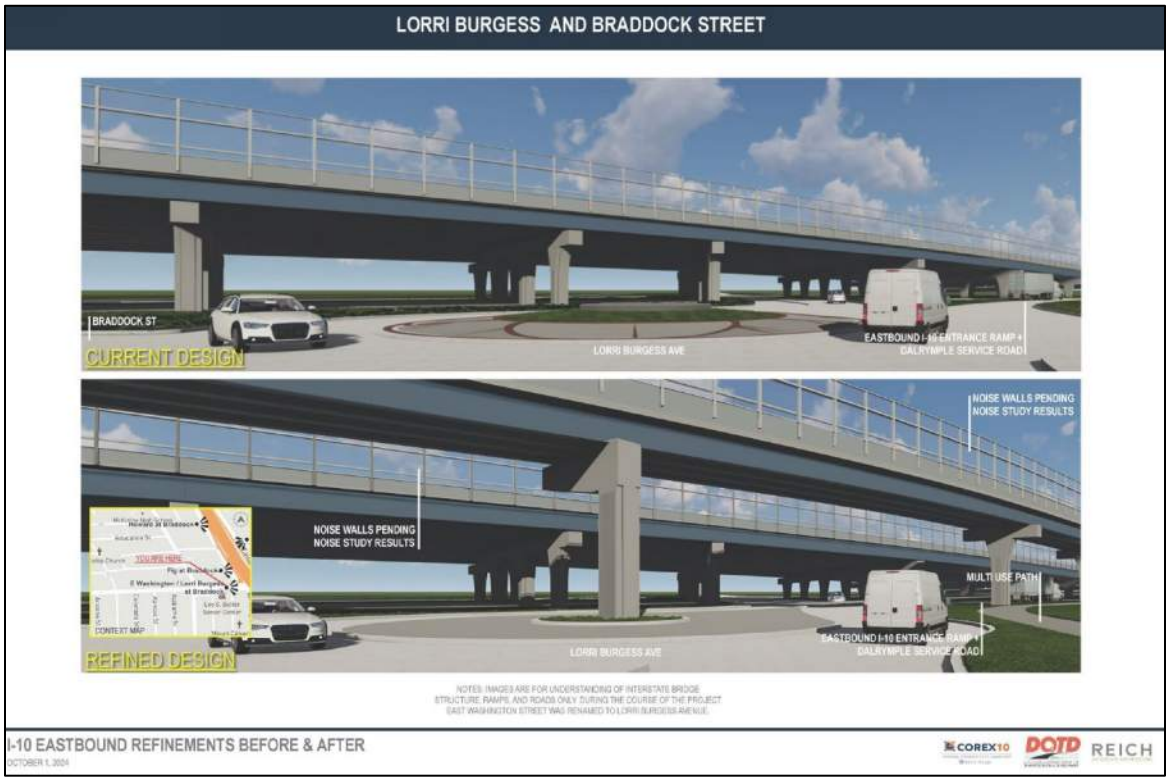

Figure 5: Lorri Burgess/Braddock Street Design Refinements

The refined design eliminates the eastbound Lorri Burgess exit ramp at Louise and Braddock Street, which eliminates the retaining walls, improving viewshed, and provides for a CSS area underneath the interstate (**Figure 6**). The refined design also eliminates the proposed retaining walls at Howard Street/Braddock Street, which would improve the viewshed, as there will be no blocked views and citizens will now be able to see directly under the interstate to Mckinley Middle School (**Figure 7**).

Figure 6: Louise/Braddock Street Design Refinements

Figure 7: Howard/Braddock Street Design Refinements

The refined designs would not disrupt community cohesion in the adjacent communities by causing isolation or altering access to community services and would ultimately improve community cohesion throughout the area by providing better viewsheds and amenities.

Temporary Construction Impacts

Everyone using I-10 in the project corridor will be impacted by construction activities at some point in the process. Construction-period impacts will be mitigated as is typical in urban areas. Efforts will be made throughout the construction period to keep access open to businesses along the corridor and to maintain pedestrian pathways.

Construction activities resulting in temporary noise increases from the operation of heavy machinery and pile driving will be mitigated to the extent practicable. Measures such as ensuring all construction equipment is properly muffled and all motor panels are shut during operation will be required. LADOTD procedures for documenting adjacent structures before and after pile driving activities will be implemented. Pile driving will be limited to sign supports. For I-10 bridge construction, (except for driven pile in the City Park Lake) drilled shafts will be used instead of driving piles to minimize noise and vibration. Regular construction activities for roadways typically should not cause vibrations that rise to the level of property damage, but a "Vibration Complaint Form" is available to the property owner(s) for such occurrences and can be obtained from LADOTD as necessary.

The potential impacts of particulates and dust in the air from site preparation and the operation of heavy equipment will be minimized by using fugitive dust control measures, such as covering or treating disturbed areas with dust suppression techniques, sprinkling open ground, and covering

loaded trucks. The contractor will ensure that all heavy equipment and off-road engines used in construction comply with CAA emission standards and testing requirements. BMPs to reduce air emissions, suppress dust, and shield residential areas from construction site lighting, if nighttime work is necessary, will be employed. The project could result in temporary construction impacts along the entire corridor and will end when construction ends.

Public Outreach

Extensive public and stakeholder outreach was conducted, and fair participation by all potentially affected communities was afforded. Information was mailed to the identified adjacent communities explain the refinements with two opportunities for person to person meetings with knowledgeable team members at the Carver Branch Public Library and the Dr. Leo S. Butler Community Center.

Meetings were held with Project Stakeholders, including District 10 Councilwoman, Carolyn Coleman, and East Baton Rouge Parish Director of Transportation and Drainage, Fred Raiford, on 5/2/2024, 10/2/2024, and 11/20/2024. The affected property owners were contacted and offered individual meetings to initiate the negotiation process offered by LADOTD. The letters and meeting minutes are included in **Appendix A** (see note in the Table of Contents regarding Appendix A).

Based on the extensive public and stakeholder outreach, and lack of public opposition to these refinements, it is determined that these modifications would not cause adverse effects to the adjacent communities.

3.2 Westbound Interstate On-Ramp from E. Washington Street (Lorri Burgess Avenue) Modifications

Originally, the refined design provided a ramp with access to I-110 NB only, having no access to I-10 WB. This eliminated potential weaving conflicts caused by vehicles entering from the on-ramp and needing to cross three lanes in a short distance to reach the Mississippi River Bridge. However, during stakeholder outreach as a part of the NEPA process, leaders and members of St. Francis Xavier Catholic Church expressed their opposition to the refinement due to the additional right-of-way required, the proximity of the proposed widened interstate and potential for increased noise and vibration from the traffic on the interstate. The leadership asked for alternatives to this refinement. In response, a traffic analysis was performed, and it was concluded that a potential alternative could be to remove the I-110 NB entrance ramp. The leadership and members of the congregation expressed their support of this design modification refinement to remove the entrance ramp to I-10 WB and I-110 NB.

As a result, the entrance ramp from Lorri Burgess Avenue to I-10 WB and I-110 will be removed. Instead, motorists will access I-10 WB via the entrance ramp from Dalrymple Drive, providing sufficient distance for drivers to safely merge and change lanes for I-10 WB or continue straight to I-110 NB.

Upon completion of CMAR Segment 1, westbound traffic on I-10 will have access to entrance ramps from College Drive, Acadian Thruway, Perkins Road (until its removal in a future segment of interstate work), Dalrymple Drive, and St. Louis Street.

3.2.1 Impacts, Benefits, and Mitigation Measures

Right-of-Way

The refined design was strategically developed to minimize ROW acquisition and displacements, with consideration of the adjacent communities. The refinements were designed to ensure that impacts on these communities are minimized. The refined modifications to the westbound (WB) design no longer require additional right-of-way (ROW), eliminating the need for property acquisition or displacements. As a result, there are no anticipated impacts to adjacent properties, residences, or businesses. This revision enhances project feasibility while minimizing disruptions to the surrounding community. **Figure 8** displays the parcels that were originally impacted that no longer require additional ROW.

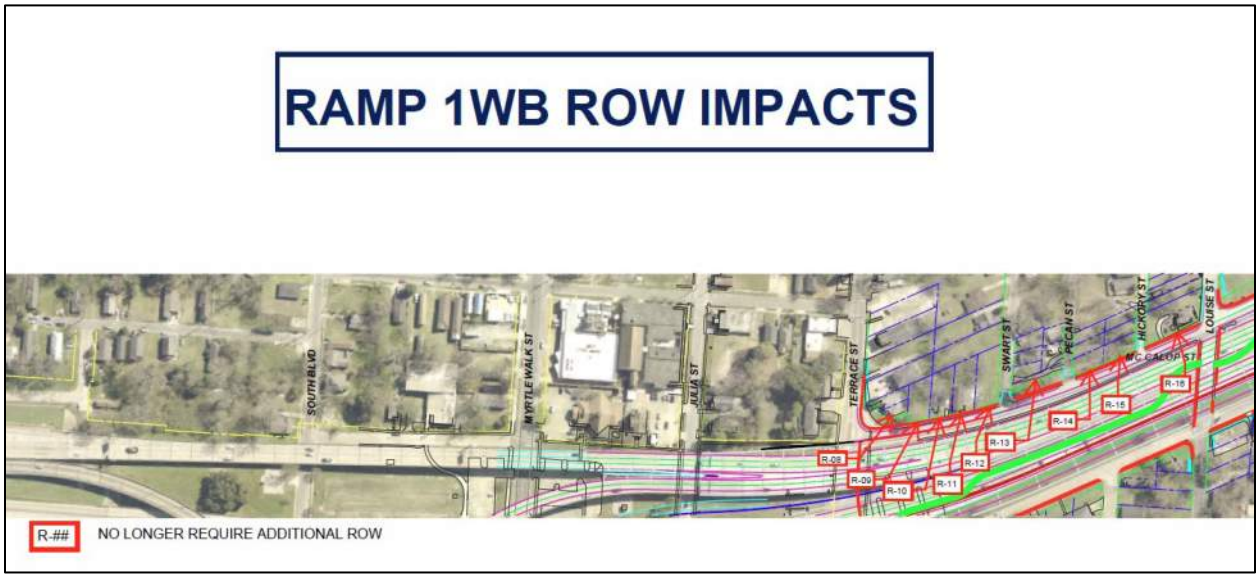

Figure 8: WB ROW Refinements

With the removal of the entrance ramp, no additional right of way is needed from St. Francis Xavier Roman Catholic Church and other property owners originally identified. A letter retracting the right of way acquisition request was sent to the property owners, and a copy of this letter and all summary notes of meetings held is in **Appendix A** (see note in the Table of Contents regarding Appendix A)**.**

The proposed modifications do not require additional right-of-way or acquisition. No residential or commercial parcels will be impacted.

Traffic Operations, Mobility, Accessibility, and Safety

The entrance ramp from Lorri Burgess Avenue to I-10 WB and I-110 will be removed. Instead, motorists will access I-10 WB via the entrance ramp from Dalrymple Drive, providing sufficient distance for drivers to safely merge and change lanes for I-10 WB or continue straight to I-110 NB. A traffic study was performed to determine operational and safety impacts of this refinement.

The removal of the weaving section on I-10 WB after the Washington Street (Lorri Burgess on-ramp) will remove a very short (approximately 400-ft.) segment for entrance ramp traffic desiring to access I-10 WB. This elimination of weaving minimizes conflict points and improves efficiency and safety. Comparing the No-Build Conditions with the ramp and the Build Conditions without the ramp, the safety analysis predicts that crashes will decrease, as well as reduced conflict points and traffic

friction which will provide better traffic operations and less congestion in this area when comparing the No-Build to Build Alternative.

By eliminating the interstate on-ramp, conflict points are reduced, and efficiency and safety is improved; however, the effects of eliminating the interstate access ramp would slightly inconvenience residents who drive by causing them to detour around the block to access the new Dalrymple Drive I-10 WB on-ramp. Traffic currently accessing I-10 WB via the Washington Street (Lorri Burgess on-ramp) will now access I-10 WB via the Dalrymple Drive on-ramp. This will require traffic to travel about an extra 2,000-ft. to access the on-ramp. Traffic currently accessing I-110 NB via the Washington (Lorri Burgess on-ramp) will access I-110 NB when CMAR Segment 1 is complete via the Dalrymple Drive on-ramp onto I-10 WB and continuing to the I-10 WB/I-110 NB interchange. Traffic desiring to travel I-110 NB may also access their desired locations to the north of the existing I-10 WB on-ramp that is to be removed by using existing surface streets. The inconvenience caused by the removal of the ramp would be offset by the benefit of eliminating pass-through traffic in the adjacent community and improving traffic and safety in the area.

When CMAR Segment 1 is complete, the I-10 WB traffic on I-10 will have access to entrance ramps to I-10 westbound from College Drive, Acadian Thruway, Perkins Road (until removed in a future Segment of interstate work), Dalrymple Drive and St. Louis Street.

The removal of the Washington (Lorri Burgess on-ramp) resulted in improved traffic operations along I-10 WB, when comparing the projected No-Build condition versus the completion of CMAR Segment 1. Operational improvements are seen across the board as shown in **Table 3**.

Table 3: WB Refinements- Traffic Study Results

Existing/No Build						
Segment Name	**Segment Type**	**LOS**	**Density (pc/mi/ln)**	**Speed (mph)**	**V/C**	**D/C**
A.M. Peak Hour						
Between McCalop OFR and McCalop ONR	Basic	F / F	51.8 / 56.1	39 / 36	0.91 / 0.9	0.94 / 1.06
McCalop On-Ramp to I-10 OFR	Weaving	F / F	30.5 / 32.3	51 / 48	0.98 / 0.98	1.04 / 1.22
PM Peak Hour						
Between McCalop OFR and McCalop ONR	Basic	F / F	53.1 / 62.6	38 / 31	0.9 / 0.88	0.94 / 1.06
McCalop On-Ramp to I-10 OFR	Weaving	F / F	30 / 32.7	51 / 47	0.98 / 0.98	1.07 / 1.23
Build (CMAR Segment 1)						
Segment Name	**Segment Type**	**LOS**	**Density (pc/mi/ln)**	**Speed (mph)**	**V/C**	**D/C**
A.M. Peak Hour						
Dalrymple On-Ramp	Merge	D	32.8	54	0.8	0.8
I-110 OFR	Diverge	D	32.8	55	0.81	0.81
PM Peak Hour						
Dalrymple On-Ramp	Merge	D	31.2	54	0.81	0.81
I-110 OFR	Diverge	E	33.2	51	0.81	0.81

As seen in **Table 3**, the Level of Service (LOS) is improved from F to D or E due to the removal of the ramp as well as densities being reduced by nearly 20 pc/mi/ln. Speed is increased by approximately

15 miles per hour as well as a reduction in both the volume to capacity ratio (V/C), and the density to capacity ratio (D/C). These operational improvements will result in less congestion and delay times for all interstate users.

The removal of the I-10 WB on-ramp will also result in a safer section of interstate between the Dalrymple Drive and the I-10/I-110 split on I-10 WB. In the projected No-Build condition, it is anticipated that the section of roadway predicts approximately 150.2 crashes per year with 21.9 of those crashes being fatal or injury crashes. The projected condition at the completion of I-10 CMAR Segment 1 predicts approximately 97.4 crashes/year with 12.0 of those crashes being fatal or injury crashes.

As can be seen from the comparison results above, the removal of the entrance ramp will provide a safer and less congested segment of I-10 WB for all roadway users. Dalrymple Drive is anticipated to see an increase in traffic due to the main access for the area to I-10 WB being the Dalrymple on-ramp; however, the roundabout proposed when CMAR Segment 1 is complete will provide adequate traffic operations as well as safer operations with less conflict points than the current signalized intersection. The benefit of this refinement will be realized by all users of these streets, many of whom live in the surrounding adjacent neighborhoods.

Noise

LADOTD performed a noise analysis on the refined alternatives, and results can be found in the *2025 Traffic Noise Impact and Abatement Study* dated May 2025. Noise barriers were not found to be reasonable and feasible in this re-evaluation. The design refinement does not significantly change the traffic volumes, alignment, or elevation in a manner that would substantially change noise levels at nearby receptors. No new noise receptors would be impacted by the ramp realignment. Noise levels at nearby sensitive land uses are expected to remain consistent with those previously modeled. Therefore, no new noise mitigation is recommended, and prior conclusions from the EA/FONSI remain valid; however, noise barriers may be constructed for these areas if additional state funding is identified for the construction of noise barriers.

Context Sensitive Solutions, Amenities, Aesthetics, and Community Cohesion

The existing adjacent communities that border the interstate, and the current physical surroundings do not provide scenic views or aesthetic elements. Landscaping, lighting, context sensitive solutions, improved open viewshed, and other amenities will be implemented within the Project's ROW to improve the visual aspects of the adjacent neighborhoods. Since the FONSI, several refinements have occurred to the corridor and adjacent ramps and roadways that would visually change both the view from and the view to I-10 and surrounding areas.

The I-10 westbound refinements will be consistent with the viewshed of the existing I-10 corridor. The refined design eliminates the interstate on-ramp, improving the viewshed by making it more open and providing for a CC/CSS area underneath the interstate. The refined design removes a barrier to connectivity to the two communities located west of the interstate and east of the interstate, providing better connectivity and improved viewsheds. There would be no blocked views, citizens would be able to see directly under the interstate from Mckinley Middle School and at Louise/McCalop Street, and additional CC/CSS areas and concrete walking paths will be provided (**Figure 9** & **Figure 10**).

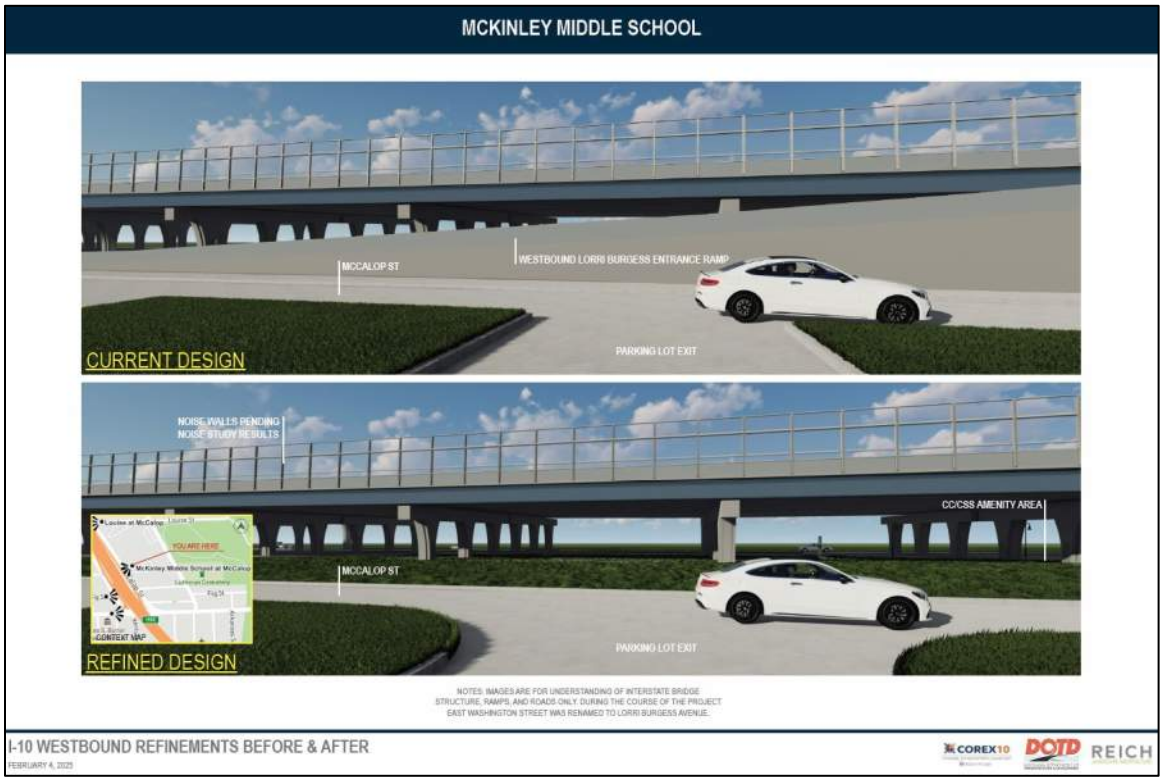

Figure 9: Mckinley Middle School Viewshed

Figure 10: Louise/McCalop Street Design Refinements

Renderings were developed for public outreach events to provide viewers with a clear visual representation of the project. The design concepts showcase aesthetic elements such as completed corridor views, bridge and overpass details, noise and retaining walls, context sensitive solutions, and additional visual components.

The refined designs would not disrupt community cohesion in the adjacent communities by causing isolation or altering access to community services and would ultimately improve community cohesion throughout the area by providing better viewsheds and amenities.

Temporary Construction Impacts

Everyone using I-10 in the project corridor will be impacted by construction activities at some point in the process. Construction-period impacts will be mitigated as is typical in urban areas. Efforts will be made throughout the construction period to keep access open to businesses along the corridor and to maintain pedestrian pathways.

Construction activities resulting in temporary noise increases from the operation of heavy machinery and pile driving will be mitigated to the extent practicable. Measures such as ensuring all construction equipment is properly muffled and all motor panels are shut during operation will be required. LADOTD procedures for documenting adjacent structures before and after pile driving activities will be implemented. Pile driving will be limited to possible sign supports. For the I-10 bridge construction (except for driven pile in the City Park Lake), drilled shafts will be used instead of driving piles to minimize noise and vibration. Regular construction activities for roadways typically should not cause vibrations that rise to the level of property damage, but a “Vibration Complaint Form” is available to the property owner(s) for such occurrences and can be obtained from LADOTD as necessary.

The potential impacts of particulates and dust in the air from site preparation and the operation of heavy equipment will be minimized by using fugitive dust control measures, such as covering or treating disturbed areas with dust suppression techniques, sprinkling open ground, and covering loaded trucks. The contractor will ensure that all heavy equipment and off-road engines used in construction comply with CAA emission standards and testing requirements. BMPs to reduce air emissions, suppress dust, and shield residential areas from construction site lighting, if nighttime work is necessary, will be employed.

The project could result in temporary construction impacts; however, these temporary impacts would occur along the entire corridor and will end when construction is complete.

Public Outreach

Extensive public and stakeholder outreach was conducted, and fair participation by all potentially affected communities was afforded. Information was mailed to the identified adjacent communities explaining the refinements with two opportunities for person to person meetings with knowledgeable team members at the Carver Branch Public Library and the Dr. Leo S. Butler Community Center.

Meetings were held with Project Stakeholders, including District 10 Councilwoman, Carolyn Coleman, and East Baton Rouge Parish Director of Transportation and Drainage, Fred Raiford, on 11/20/2024, 10/2/2024, and 5/2/2024. The affected property owners were contacted and offered individual meetings to initiate the negotiation process offered by LADOTD. The first meeting with

representatives of St. Francis Xavier Roman Catholic Church was held on October 22, 2024, where the leadership and members of the congregation expressed their opposition to the refinement originally proposed. The leadership asked for alternatives to this refinement, and as a result, a traffic study was performed and concluded that a potential alternative could be to remove the I-110 NB entrance ramp. The leadership and members of the congregation expressed their support of the design modification refinement to remove the entrance ramp to I-10 WB and I-110 NB. With the removal of the entrance ramp, no additional right of way is needed from St. Francis Xavier Roman Catholic Church and other property owners in the WB refinement area. A letter retracting the right of way acquisition request was sent to the property owners. No other comments from property owners in the area provided any evidence of a high concern due to the refinements. The letters and meeting minutes are included in **Appendix A** (see note in the Table of Contents regarding Appendix A).

Based on the refinements in response to the concerns voiced by the members and leaders of St. Francis Xavier Roman Catholic Church, the extensive public and stakeholder outreach, and lack of public opposition to these refinements, it is determined that these modifications would not cause a substantial adverse impact on adjacent communities.