APPENDIX M

Revised Section 4(f) Evaluation and Section 106 Coordination

September 2025

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

STATE PROJECT NO. H.004100/FEDERAL AID PROJECT NO. H004100

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

U.S. Department of Transportation
Federal Highway Administration

REVISED FINAL SECTION 4(f) EVALUATION

23 CFR PART 774: PARKS, RECREATION AREAS, WILDLIFE & WATERFOWL, REFUGES, & HISTORIC SITES

I-10: LA 415 TO ESSEN (ON I-10 AND I-12) EAST AND WEST BATON ROUGE PARISHES, LOUISIANA

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1.0 PROPOSED ACTION

The Louisiana Department of Transportation and Development (DOTD) 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 (**Figure 1**). The proposed project aims to reduce congestion and improve overall traffic flow along the corridor. An Environmental Assessment (EA) and Final Section 4(f) Evaluation were prepared, and the Federal Highway Administration 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.

This document is a revision to the Section 4f Evaluation dated November 4, 2020. During design, it was determined that modifications were necessary. This is not unusual for a project this size. The proposed modifications add an additional 0.44 acres of required right of way from an eligible historic district, which is the reason for the revision.

1.1 Project Description

I-10 will be widened by the addition of one travel lane to both eastbound (EB) and westbound (WB) I-10 from LA 415 to the I-10/I-12 split. There are a few locations along the route where either no widening will occur, auxiliary lanes will be added, or the widening will only involve shoulder improvements.

There will not be an additional lane in either direction on the Mississippi River Bridge (MRB) between the trusses. Only shoulder improvements are anticipated on the elevated portion of I-10 WB between I-110 and the MRB due to geometric constraints.

In addition to the new travel lanes, in West Baton Rouge Parish, modifications at LA 1 to include shoulder widening, acceleration/deceleration lane lengthening, and an additional travel lane westbound to LA 415 and an auxiliary lane eastbound from LA 415 to LA 1 are proposed. In East Baton Rouge Parish, in addition to the new travel lanes, lengthening the acceleration/deceleration lanes on I-10 for the Highland Road/Nicholson Drive interchange to the MRB is proposed and modifications to the I-10 interchanges at Washington Street, Dalrymple Drive, Perkins Road (Perkins), and Acadian Thruway (Acadian) are proposed as well as the replacement of the Nairn Drive (Nairn) overpass bridge. Proposed modifications at each location include:

- Washington Street/Dalrymple Drive (Washington/Dalrymple) – a consolidated interchange was proposed for Washington/Dalrymple. This configuration would restrict the EB exit for Washington/Dalrymple to I-10 traffic only. I-110 traffic would use the new Terrace Street exit. The reconfigured interchange would also introduce an EB entrance from Dalrymple. In 2024, the Louisiana State Legislature issued a resolution to close the Washington Street Exit ramp on I-10. This resolution combined with the findings of the IMR have resulted in the design modification of the

proposed consolidated Washington/Dalrymple interchange and the westbound Washington Street entrance ramp. (See Section 1.2 below.)

- Perkins – The ramp lengthening required at Acadian, to accommodate the additional travel lanes and to meet design criteria, necessitates the removal of the partial interchange at Perkins.
- Acadian – Acceleration and deceleration lanes would be lengthened to provide an improved merging distance. Improvements along Acadian will also be provided.
- Nairn Bridge – Replacement of this bridge is necessary to accommodate the added travel lanes.

1.2 Modifications

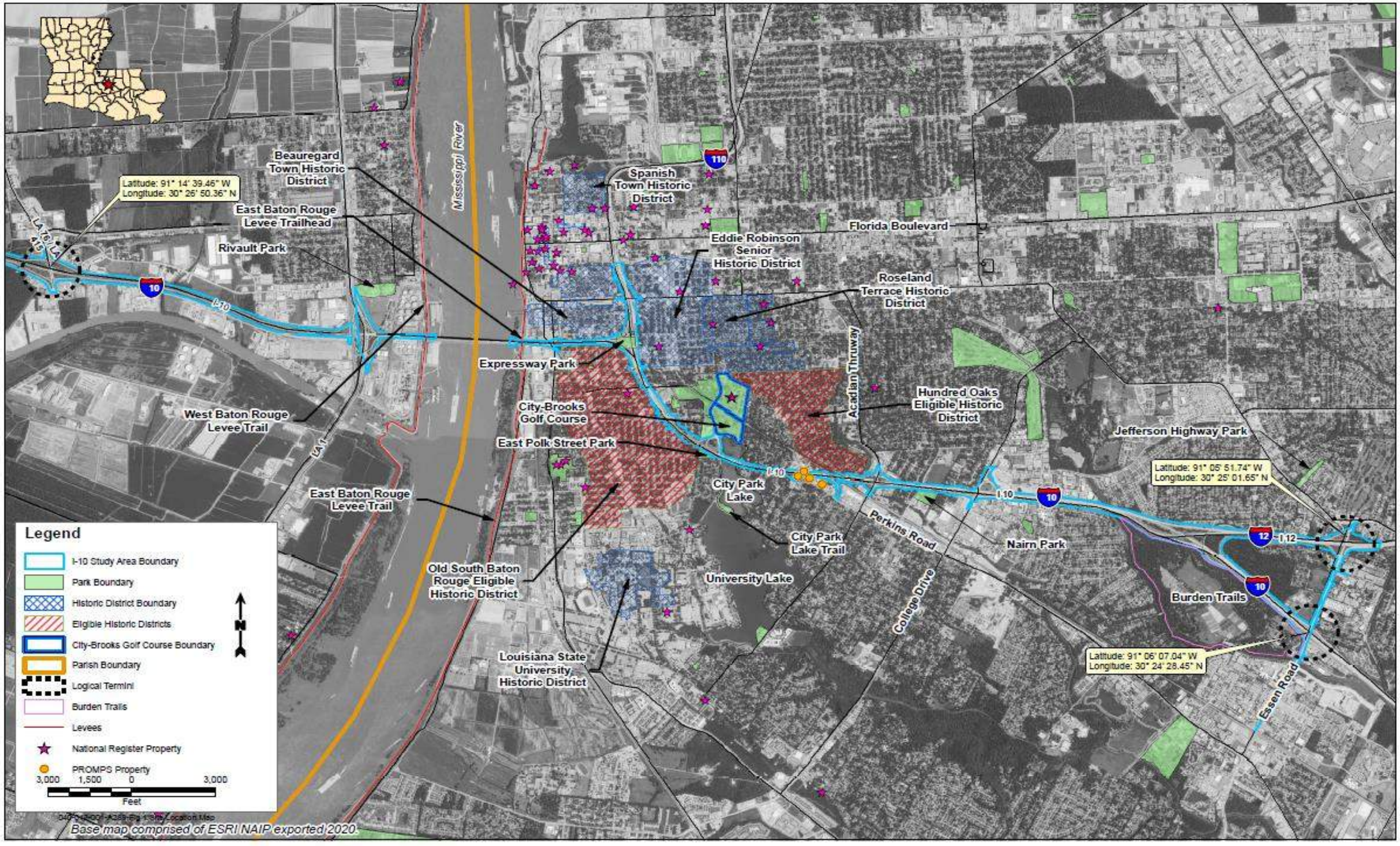
Upon design, several modifications were made that were not reflected in the original Section 4(f) Evaluation. These include the sidewalk improvements along Braddock Street, the drainage servitude at Brooks Park, and ramp modifications at Washington St. (now known as Lorri Burgess Ave.). The ramp modifications were the result of the Interchange Modification Report (IMR).

The westbound interstate on-ramp from Washington Street (Lorri Burgess Ave.) will be removed. This ramp modification eliminates the potential conflicts caused by vehicles entering from the on-ramp and crossing three lanes of traffic in a short distance to access the Mississippi River Bridge. This refinement does not require acquisition of additional right-of-way (ROW) and does not affect Section 4(f) resources.

The consolidated Washington/Dalrymple Drive exit ramp discussed in the EA will be redesigned to remove the exit to Washington Street (Lorri Burgess Ave.). This modification is required to shift the exit further to the east, out of the I-10/I-110 System Interchange. This refinement requires acquisition of additional ROW in Old South Baton Rouge (OSBR). The provision of noise walls will remain along this part of I-10 as planned in the original design with modifications for placement on ramps or on the mainline as the refined design and noise wall analysis dictates.

The above-mentioned modifications do not require the acquisition of any additional historic structures. The modifications require the acquisition of an additional 0.44 acre of ROW within the eligible OSBR historic district. A reevaluation of FONSI will be performed to determine if the FONSI remains valid or if a supplement is required. A supplemental EA is not anticipated, because the minor changes planned would not appear to rise to the level of significant environmental impacts not already considered in the EA FONSI. Any comments to the contrary received during circulation of this document will be considered.

FIGURE 1
LOCATION MAP FOR PROPOSED I-10 CAPACITY IMPROVEMENTS



1.3 Purpose and Need

The I-10 corridor is a major transportation and freight corridor designed and constructed through Baton Rouge during the 1960s to accommodate a peak capacity of 80,000 vehicles per day (VPD). Presently, traffic congestion through the Baton Rouge area causes stop and go traffic for much of the day along the portion of I-10 from the I-10/I-12 merge, across MRB, to LA 415, a distance of approximately 8.4 miles on the mainline. Current congested traffic conditions are a result of inadequate, aging infrastructure and increased travel demand; in 2019 peak traffic demand has grown to exceed 155,000 VPD (almost double the design capacity)[1] (Traffic Study, Urban Systems, 2016).

In addition to traffic concerns, the interstate has reached the end of its design life. Much of the infrastructure requires rehabilitation, and the 1960s design is inadequate for today's driving conditions. The lack of shoulders on bridges, short merge distances, single lane ramps, and partial interchange are functionally problematic. Approximately 43% of the 8.4 miles between LA 415 and the I-10/I-12 split is elevated (comprised of bridge structures). An extensive study of the bridge structures and a life cycle cost analyses was conducted in 2017-2018 and concluded that much of elevated I-10 was close to reaching its useful life (and would require rehabilitation or replacement).

The congestion faced by I-10 drivers continues to worsen, resulting in even longer travel times, difficulty crossing over to access exits, and difficulty entering the interstate. Traffic volumes are expected to grow by approximately 30% (46,500 more vehicles) into the year 2032, and travel times on I-10 are expected to increase by 20% to 80% (Urban Systems, 2016). The increase in travel time along I-10 near the I-10/I-12 split is projected to be approximately 2.8 minutes for every half mile traveled by 2032. This means that five-mile trip that takes five to 10 minutes in 2019 could take as long as 33 to 38 minutes by 2032.

Additional capacity in each direction is needed to alleviate congestion and reduce travel times. In addition, improvements proposed should update the existing I-10 to current design, including the addition of shoulders for emergency use, longer acceleration and deceleration lanes for increased merge distance, and lane arrangements that reduce weaving and to extend the life expectancy of the existing infrastructure.

Each travel lane can carry up to 1,950 vehicles per hour (VPH), which equates to 5,850 VPH in each direction for the existing I-10 corridor. The addition of the fourth travel lane will increase the capacity up to 7,800 vehicles per hour in each direction.

[1] Level of Service (LOS) is typically used when discussing capacity; however, for this project the LOS is not adequate to demonstrate improvement due to the volume of existing and projected traffic. To demonstrate improvement, travel time and design capacity are used.

Exhibits 1 and 2 represent a capacity comparison between present day configuration of three travel lanes in each direction and the proposed configuration of four travel lanes, illustrating projected benefits. Capacity is expressed in VPH and is presented for the purpose of demonstrating a capacity improvement of 3,900 VPH with an additional travel lane in each direction.

EXHIBIT 1
EXISTING CAPACITY ON I-10

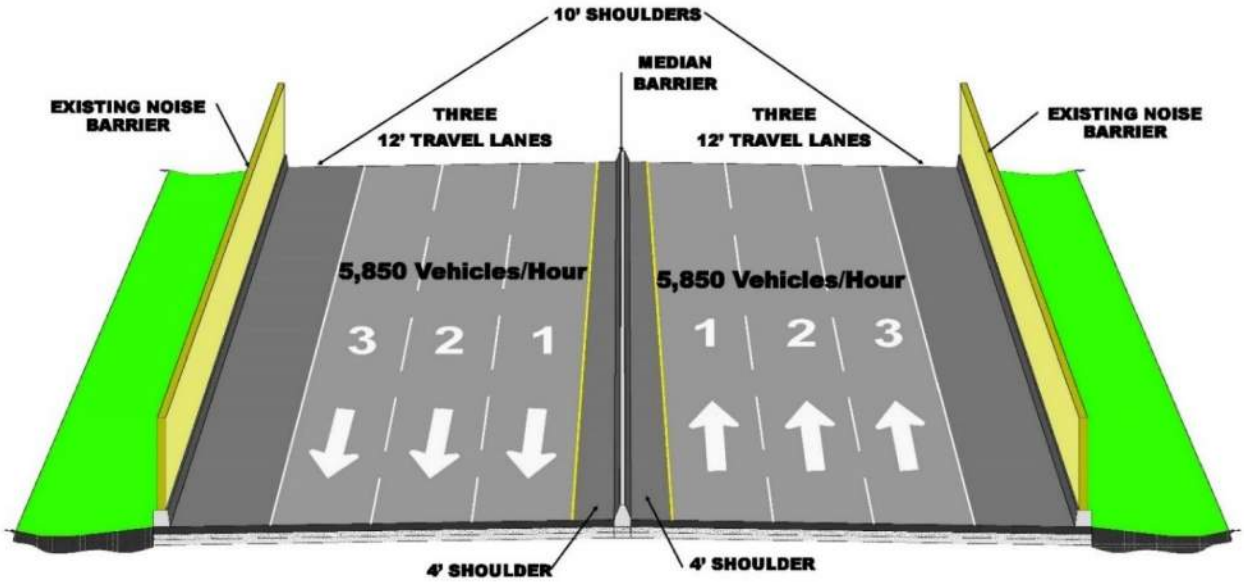
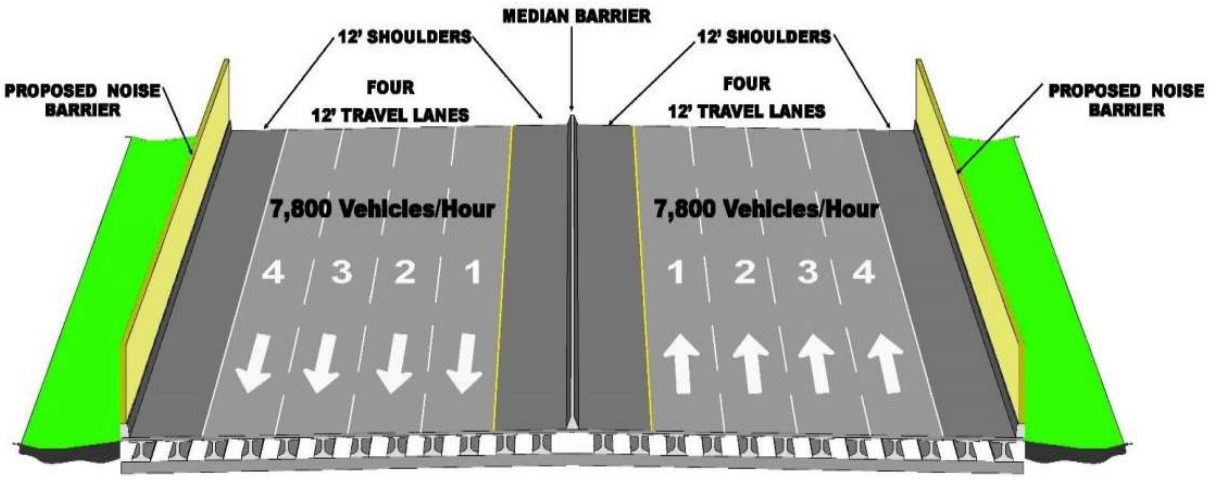


EXHIBIT 2
PROPOSED CAPACITY ON I-10



2.0 SECTION 4(F) PROPERTY AND USE

Publicly owned public parks, recreation areas, wildlife and waterfowl refuges of national, state, or local significance, and lands of an historic site of national, state, or local significance are provided protections under Section 4(f) of the Department of Transportation Act of 1966. Under Section 4(f), an historic site is defined as any "prehistoric or historic district, site, building, structure, or object included in, or eligible for, inclusion in the National Register."

Figure 1 in Section 1.1 presents Section 4(f) resources in proximity to I-10 in the general project area in West and East Baton Rouge Parishes. As shown, there are existing historic districts, National Register properties, parks, two eligible historic districts, and one eligible multiple property submission (MPS) listing adjacent to I-10. Resources close to I-10 with the potential to be affected by any modification to I-10 considered during this study include:

- Beauregard Town National Historic District (BTHD)
  The BTHD is a listed historic district in downtown Baton Rouge and is mostly residential with some warehouses; warehouse district is known as Catfish Town. There are approximately 510 structures both contributing and non-contributing within the district which encompasses approximately 122 acres.

- Eddie Robinson, Sr. Historic District (ERSHD)
  The ERSHD is a listed historic district in Baton Rouge comprised of a mixed-use urban neighborhood occupying about 250 acres. This district contains 579 contributing elements and 225 non-contributing elements.

- Expressway Park
  Located at 935 South 11th Street, Expressway Park is a Recreation and Park Commission for the Parish of East Baton Rouge (BREC) operated park in downtown Baton Rouge that includes a recreational center owned by BREC on about 0.8 acres, with the remaining park area owned by DOTD and located within existing interstate right-of-way (ROW) under the interstate structure. The park amenities include playground, picnic pavilions, outdoor fitness area, multipurpose field, lighted football field, basketball courts, and incorporates a portion of the Greenway trail. The park is approximately 40 acres which includes the portion under a joint use agreement with DOTD.

- Eligible Old South Baton Rouge Historic District (OSBRHD)
  OSBRHD is an eligible historic district in downtown Baton Rouge that is mostly residential with some commercial elements. The district encompasses roughly 500 acres.

- Baranco-Clark YMCA
  Located at 1735 Thomas H. Delpit Drive, the YMCA is a non-profit community service organization that is individually eligible for listing on the National Register of Historic Places. This branch serves Old South Baton Rouge. The center is approximately 25,000 square feet and the property is about 1.8 acres.

- St. Francis Xavier Catholic Church and School
  St. Francis Church and School occupy two properties adjacent to I-110. The school is located at 1150 S. 12th Street and the church at 1143 South 11th Street. The School and School Administration building are both individually eligible for listing on the National Register of Historic Places. It is a parochial school and church serving the downtown community since 1920 and 1919, respectively. The properties are about 2.2 acres.

- Progressive Baptist Church
  Located at 998 Julia/1214 10th Street, this church in the OSBRHD is also eligible individually for listing on National Register. The property owned by the church is about 1.2 acres.

- City-Brooks Park and Golf Course
  Located at 1515 Dalrymple Drive, this BREC owned park has numerous amenities serving communities around downtown and the Garden District. Park amenities include a recreational center and gallery, dog park, splash pad, labyrinth, fishing lake, tennis courts, basketball courts, ball fields, playground, soccer field, walking track, and golf course. The 25-acre golf course is listed on the National Register of Historic Places. This park, including the golf course, is approximately 154.53 acres.

- East Polk Street Park
  Located at 1700 East Polk Street, this is an approximately 3-acre BREC owned neighborhood park in the OSBRHD with playground, basketball court and multi-use field.

- City Park Lake Trail
  This is a City of Baton Rouge/Parish of East Baton Rouge (City Parish) owned and maintained trail. The City Park Lake trail runs along the west side of the lake and connects to City Park north of the lake. The trail is part of a larger bicycle and pedestrian system of approximately 1.5 miles which runs along Dalrymple Drive.

- Eligible Hundred Oaks Residential Historic District (HOHD)
  HOHD is a suburban residential neighborhood eligible for listing on National Register. The district encompasses approximately 185 acres.

- Eligible Perkins Road Overpass Multiple Property Submission (PROMPS)
  The PROMPS is a grouping of commercial structures on Perkins Road near the Perkins Road Overpass that are eligible for listing as an MPS. Four structures adjacent to the ROW are included in the grouping.

- Nairn Park
  Located at 2900 Valley Street, Nairn Park is a 7.5-acre BREC owned neighborhood park with recreational center, multi-use fields, basketball court, walking track and playground.

- East Baton Rouge Levee Trail and Trailhead
  Located at the junction of South Boulevard and River Road, this is the trailhead for the Baton Rouge Levee Bike Path/Trail and the trail. It extends along the east levee for about 4.8 miles, connecting downtown Baton Rouge to LSU and Farr Park.

- Burden Trails
  Located on the Burden Plantation property, these trails wind through wetlands and other natural and planted habitats. The five miles of trails are on state-owned property and open to the public year-round for recreational purposes.

- West Baton Rouge Parish Levee Trail
  This is a partially completed 5-mile trail along the levee on the west bank of the Mississippi River connecting Port Allen to points south.

- Rivault Park
  Located at 900 Jefferson Avenue in Port Allen, Rivault Park is maintained by West Baton Rouge Parks and Recreation. The park serves Port Allen, is approximately 14.3 acres, and supports baseball and softball fields, a playground, and a pavilion.

In compliance with Section 106 of the National Historic Preservation Act, as amended (NHPA), a Phase I cultural resources survey was undertaken to identify and evaluate historic sites and structures that could be impacted by the proposed project. No archaeological sites were identified. A total of 605 buildings were recorded during the standing structure survey. Of these, 300 were considered contributing elements to historic districts that are either listed on or eligible for NRHP listing. The proposed action requires the acquisition and removal of 15 of the 300 buildings. Ten properties experience an acquisition of minimal portions of property, but the contributing structure is unaffected, or the impact does not impact the historic integrity of the structure. Consultation with the State Historic Preservation Officer (SHPO) was completed in accordance with Section 106 regulations. A mitigation plan was developed in the form of a Programmatic Agreement (PA) which is included in **Appendix B**. The SHPO is the official with jurisdiction regarding the affected historic districts. Agency correspondence is in **Appendix C**.

Consideration of potential effects to the parks adjacent to I-10 resulted in the identification of *de minimis* impact to East Polk Street Park, City Park Lake and Trail, and Brooks Park. The findings of *de minimis* impact can be found in **Appendix D**. No properties that utilized funds authorized under Section 6(f) of the Land and Water Conservation Act were determined to be affected by the proposed action (see Appendix C for email confirmation).

In relation to similarly used lands, I-10 is constrained on both sides by historic districts. Neighborhoods affected by the proposed action were evaluated for their integrity as historic districts. The SHPO was consulted regarding the integrity and value of these resources. The OSBR neighborhood was already considered a cultural district and ripe for nomination as a historic district. The OSBR neighborhood is working with the SHPO's office to nominate OSBR for listing. The Hundred Oaks residential neighborhood played an important role in the suburbanization of Baton Rouge. The neighborhood is well-maintained with many of its original homes intact. The SHPO recommended the

consideration of this neighborhood as an eligible district during consultation. The commercial area near the Perkins Road Overpass did not retain enough of its historic fabric to be considered a district which is why these properties are eligible only as a multi-property submission rather than a district. The SHPO considers all these neighborhoods as significant historic resources but recognized that the modern infill in the Perkins Road Overpass area compromised the geographic integrity required for a cohesive continuous district.

Due to the presence of multiple Section 4(f) resources in the study area, consideration of whether the proposed action or any alternatives would result in a "use" was required. A "use", relative to Section 4(f) as defined in 23 CFR 774.17 occurs when:

1) Land is *permanently incorporated* into a transportation facility;
2) There is a *temporary occupancy* of land that is adverse in terms of the Section 4(f) status's preservationist purposes; or
3) There is a *constructive use* of a Section 4(f) property.

Permanent use involves land being purchased as ROW or sufficient property interests have been acquired for project implementation. Temporary occupancy refers to activities that are temporary in nature, such as right of entry, project construction access/equipment areas, etc. A constructive use occurs when the activities, features, or attributes that are essential to the Section 4(f) property are substantially diminished by the project in the absence of either a permanent or temporary use.

Table 1 identifies Section 4(f) resources effected by the proposed action, affected properties within the Section 4(f) resources, and the Section 4(f) proposed use. A brief description of the Section 4(f) resources and the affected structures therein follows in Subsections 2.1 through 2.3. All structures to be acquired include the acquisition of the structure, the lot on which they are located and all improvements. The yellow highlighted rows in Table 1 indicate the changes from the original Table 1 in the Final Section 4(f) Evaluation dated November 2, 2020. With the modifications, the properties highlighted in green are no longer impacted by the Control of Access requirements.

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TABLE 1
SECTION 4(F) RESOURCES AND USE FOR PROPOSED ACTION

Section 4(f) Resource and Properties			Section 4(f) Use
LHRI #	**Name/Type of Property**	**Address**	
Eligible OSBRHD – Section 4(f) Resource 1			Permanent incorporation of part of the resource, approximately 3.9 acres, involving acquisition of land and the below listed contributing elements
17-01159	Residence	943 Maximillian St.	Acquire and move or demolish
17-01370	Leo's Service Market	945 East Blvd.	Acquire and demolish
17-01412	Residence	1006 Julia St.	Acquire and move or demolish
17-02057	Residence	1666 Braddock St	~~Alter access and resale or demolish~~; Access no longer affected
17-02056	Residence	1704 Braddock St	~~Alter access and resale or demolish~~; Access no longer affected
17-02081	Bell's Tire Shop	1026 E. Washington St.	Acquire and demolish
17-02100	Residence	1851 Kentucky St.	Acquire and move or demolish
17-02101	Residence	1839 Kentucky St.	Acquire and move or demolish
17-02146	Residence	996 Terrace St.	Acquire and move or demolish
17-02175	Residence	944 Maximillian St.	Acquire and move or demolish
17-02182	Residence	1010 Julia St.	Acquire and move or demolish
17-02099	Residence	1855 Kentucky St	Less than 195 sq ft of lot corner
17-02082	Residence	1807 Georgia St	Less than 20 sq ft of lot corner
17-02104	Residence	1840 Kentucky St.	Less than 50 sq ft of lot corner
17-02079	Residence	1510 Braddock St	Less than 200 sq ft of lot front for sidewalk improvement
17-02080	Residence	1538 Braddock St	Less than 182 sq ft of lot front for sidewalk improvement
17-04264	Church	1636 Braddock St	Less than 366 sq ft of lot front for sidewalk improvement
17-02240	Residence	2041 Virginia St	Less than 852 sq ft of rear lot corner
Eligible HOHD– Section 4(f) Resource 2			Permanent incorporation of part of the resource, approximately 2.1 acres, involving acquisition of land and the below listed contributing elements
17-01870	Residence	2547 Honeysuckle Ave.	Acquire and move or demolish
17-01887	Residence	2567 Rhododendron Ave.	Acquire and move or demolish
17-01888	Residence	3218 S Eugene St.	Acquire and move or demolish
17-01892	Residence	3154 S Eugene St.	Acquire and move or demolish
17-01894	Residence	3144 S Eugene St	Less than 60 sq ft of lot corner
17-01882	Residence	2536 Honeysuckle Ave.	Less than 169 sq ft of driveway/corner to be acquired
Eligible PROMPS – Section 4(f) Resource 3			Permanent incorporation of part of the resource, approximately 0.13 acres, involving acquisition of land and removal of the below listed contributing elements
17-01905	Fresh Salon	2265 Christian St.	Acquire and demolish
17-01920	Overpass Merchant	2904 Perkins Rd.	Acquire and demolish or remove modern addition
17-01915	Ivar's Sports Bar	2954 Perkins Rd.	Removal of awning/porch that intrudes on existing ROW

Section 4(f) Resou	Section 4(f) Use
Parks	
East Polk Park (3 acres)	*de minimis* – Permanent incorporation of 0.04 acres of the park
City Park Lake Trail (50 acres)	*de minimis* – Temporary use- trail use prohibited during overhead construction and Permanent use - 0.96 acre & 2.3 acres of servitude
Brooks Park (154 acres)	*de minimis* – Drainage servitude 55 ft by 50 ft

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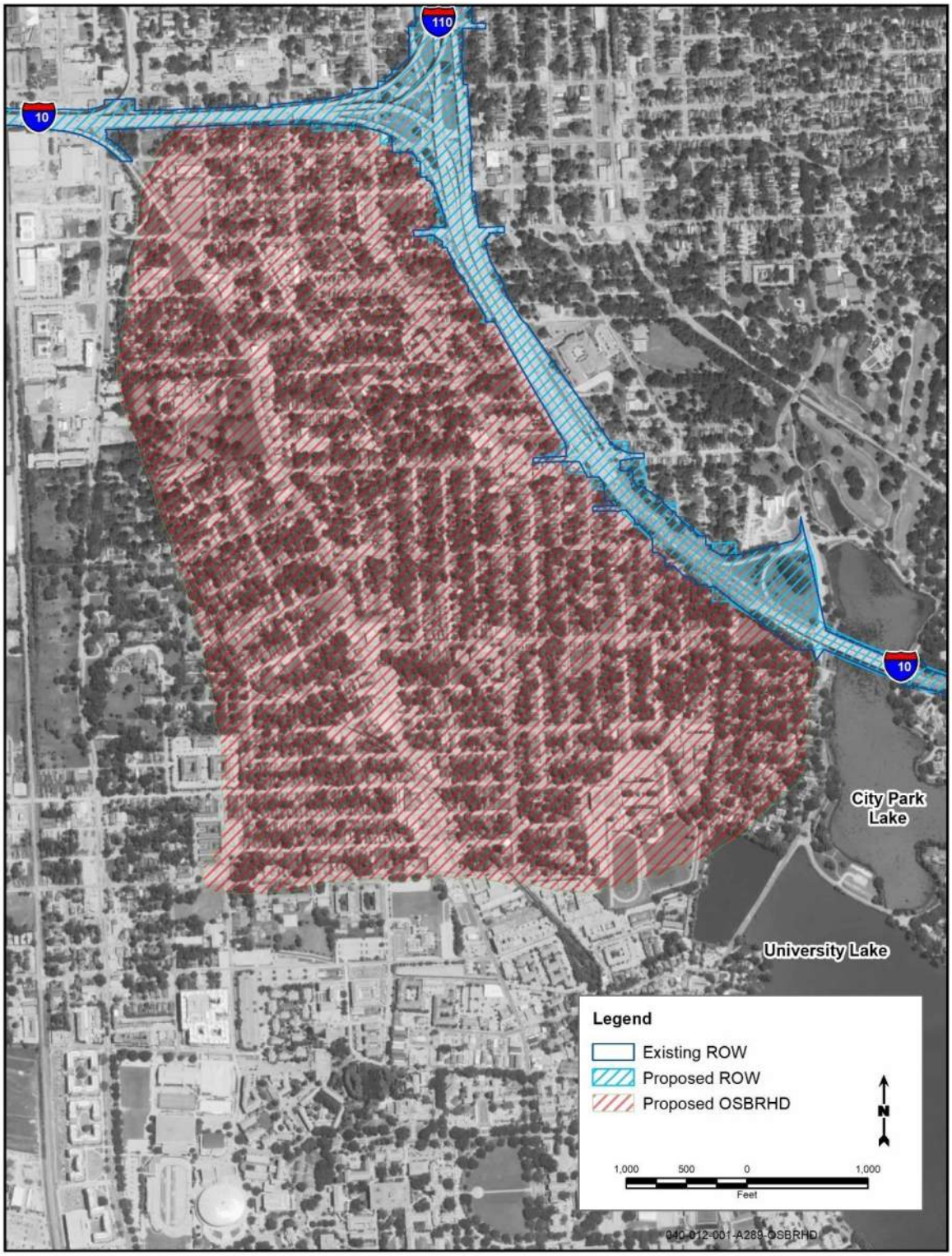
2.1 Section 4(f) Resource 1 – Eligible Old South Baton Rouge Historic District (OSBRHD)

The OSBRHD is an eligible proposed historic district located southwest of I-10, east of the Mississippi River, and north of Louisiana State University (LSU) (**Figure 2**). The eligible NRHP district encompasses approximately 0.79 mi^2. It is considered eligible for nomination to the NRHP under Criterion A: "events that have made a significant contribution to the broad patterns of our history" (36 CFR 60.4 [a-d]). The period of significance is the late-nineteenth century through the mid-twentieth century.

While the construction of the interstate in the mid-twentieth century did result in a slight alteration of the street grid and the removal of approximately 400 buildings in OSBR, the portion of the neighborhood that has been designated as an eligible historic district maintains architectural and cultural integrity. Most buildings have only been altered superficially.

There are multiple buildings within the project's APE that are considered contributing elements to the eligible district. Adverse effects were anticipated for 11 of these buildings, which are shown on **Figure 3** and described below. The adverse effects include the purchase of properties and removal and/or demolition of the buildings. With the proposed modifications, 2 of the 11 will no longer be affected by control of access so acquisition of the property is no longer required. This reduces the number of contributing structures acquired in OSBR from 11 to 9. Property acquisition and removal and/or demolition of the contributing elements constitutes an adverse effect to the Section 4(f) resource and is considered a permanent use.

FIGURE 2
OLD SOUTH BATON ROUGE HISTORIC DISTRICT

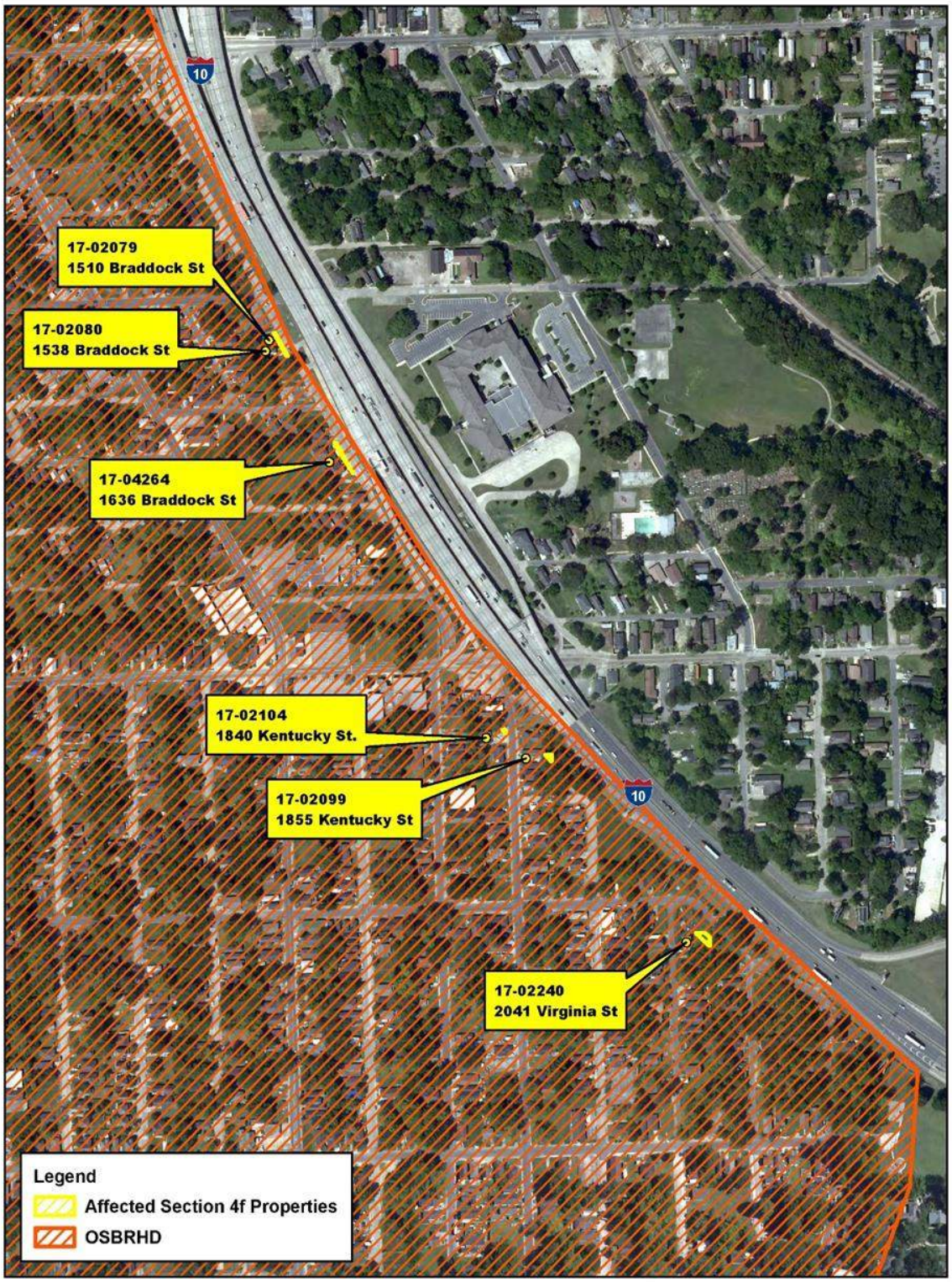


Base map comprised of ESRI NAIP exported 2020.

FIGURE 3
AFFECTED SECTION 4F PROPERTIES IN THE ELIGIBLE OSBRHD

Base map comprised of ESRI NAIP exported 2020.

FIGURE 3b
SECTION 4F PARCELS AFFECTED DUE TO MODIFICATIONS



Base Map: Data collected by DOTD.

2.1.1 *Leo's Service Market at 945 East Boulevard (17-01380)*

This commercial building at 945 East Boulevard has an irregular footprint and elements of the Modern style. The building is a contributing element to the eligible OSBRHD but is not considered individually eligible for the NRHP.

2.1.2 *1006 Julia Street (17-01412)*

The shotgun house at 1006 Julia Street has exposed rafter tails visible at the eaves and a wood attic vent is centered at the gable peak. It was constructed between 1923 and 1947, which is consistent with its form and materials. The residence is a contributing element to the eligible OSBRHD but is not considered individually eligible for the NRHP.

2.1.3 *Bell's Tire Shop (17-02081)*

Bell's Tire Shop, located at 1026 East Washington, is a mid-twentieth century automotive- related commercial building with an office/ storefront and a large, attached three-bay garage. The building is a contributing element to the eligible OSBRHD but is not considered individually eligible for the NRHP.

2.1.4 *1839 Kentucky St. (17-02101)*

The wood frame cottage at 1839 Kentucky Street has a side gable roof and a small front gable portico supported by wood posts at the entryway. The residence is a contributing element to the eligible OSBRHD but is not considered individually eligible for the NRHP.

2.1.5 *996 Terrace St. (17-02146)*

The residence at 996 Terrace Street is a Baton Rouge bungalow displaying the Craftsman style. The bungalow is a contributing element to the eligible OSBRHD but is not considered individually eligible for the NRHP.

2.1.6 *944 Maximillian St. (17-02175)*

The residence at 944 Maximillian Street is a large, two-story vernacular cottage clad in asbestos siding with a side gable roof with gable front projection on the façade. The house has no definitive style, although the dormers and gable front projection hint at a vernacular restrained Queen Anne form. The cottage is a contributing element to the eligible OSBRHD but is not considered individually eligible for the NRHP.

2.1.7 *1010 Julia St. (17-02182)*

The cottage at 1010 Julia Street is vernacular and does not meet any standard form. It has elements of the minimal traditional cottage but also has a low-pitched roof, which was becoming more popular during the mid-twentieth century. The residence is a contributing element to the eligible OSBRHD but is not considered individually eligible for the NRHP.

2.1.8 *943 Maximillian St. (17-01159)*

The residence at 943 Maximillian Street is an example of the Baton Rouge Bungalow with Craftsman style. The bungalow is a contributing element to the eligible OSBRHD but is not considered individually eligible for the NRHP.

2.1.9 *1851 Kentucky St. (17-02100)*

This shotgun house at 1851 Kentucky Street has a gable front roof and a screened-in, full-width integrated front porch. Despite some superficial alterations, the house maintains historic integrity. The house is a contributing element to the eligible OSBRHD but is not considered individually eligible for the NRHP.

2.1.10 *1666 Braddock St. (17-02057)*

1666 Braddock Street is at the corner of Braddock and Lettsworth Streets. The two-story building has a square footprint and a low-pitched hipped roof with deep eaves and centered hipped dormers. The form is known as American Foursquare, sometimes called the Prairie Box. The house is a contributing element to the eligible OSBRHD but is not considered individually eligible for the NRHP. (No longer affected with proposed modifications.)

2.1.11 *1704 Braddock St. (17-02056)*

The residence at 1704 Braddock Street was built in 1957. The form seems to be a vernacular interpretation and syncretic mix of a regional Baton Rouge bungalow and a nationally popular ranch style. The house is a contributing element to the eligible OSBRHD but is not considered individually eligible for the NRHP. (No longer affected with proposed modifications.)

2.1.12 *1855 Kentucky St. (17-02099)*

1855 Kentucky Street supports a shotgun house built between 1923 and 1947. Approximately 195 ft^2 of the rear yard will be acquired, which is approximately 143 ft^2 more than identified in the Final Section 4(f) document. The house is a contributing element to the eligible OSBRHD but is not considered individually eligible for the NRHP.

2.1.13 *1807 Georgia St. (17-02082)*

The wood frame cottage located at 1807 Georgia Street was built between 1923 and 1947. Approximately 20ft^2 of rear yard will be acquired. The house is a contributing element to the eligible OSBRHD but is not considered individually eligible for the NRHP.

2.1.14 *1840 Kentucky Street (17-02104)*

1840 Kentucky Street supports a wood frame house built between 1920 and 1940. Approximately 50 ft^2 of lot corner will be acquired. The house is a contributing element to the eligible OSBRHD but is not considered individually eligible for the NRHP.

2.1.15 *1510 Braddock Street (17-02079)*

1510 Braddock Street supports a wood and concrete frame house built between 1940 and 1960. Less than 200 ft^2 of lot front will be acquired for sidewalk improvement. The house is a contributing element to the eligible OSBRHD but is not considered individually eligible for the NRHP.

2.1.16 *1538 Braddock Street (17-02080)*

1538 Braddock Street supports a shotgun bungalow/craftsman style home built around 1915. Less than 182 ft^2 of lot front will be acquired for sidewalk improvement. The house is a contributing element to the eligible OSBRHD but is not considered individually eligible for the NRHP.

2.1.17 *1636 Braddock Street (17-04264)*

1636 Braddock Street supports a brick church built around 1985. Less than 366 ft^2 of lot front will be acquired for sidewalk improvement. The church is a contributing element to the eligible OSBRHD but is not considered individually eligible for the NRHP.

2.1.18 *2041 Virginia Street (17-02240)*

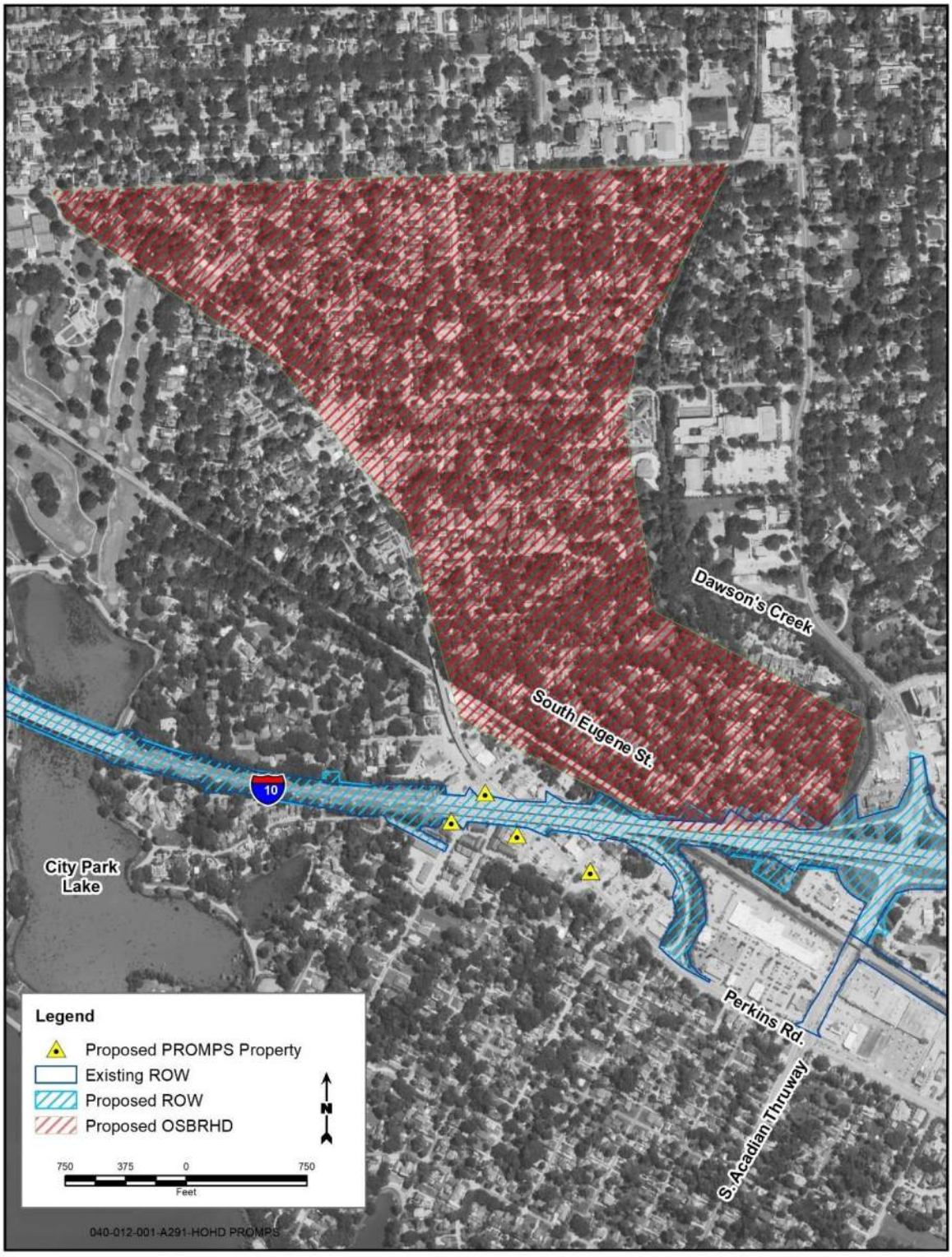
2041 Virginia Street supports a minimal traditional house built in the 1950's. Approximately 852 ft^2 of the rear lot corner will be acquired. The house is a contributing element to the eligible OSBRHD but is not considered individually eligible for the NRHP.

2.2 Section 4(f) Resource 2 – Eligible Hundred Oaks Residential Historic District (HOHD)

The HOHD is an eligible district that lies north of I-10 and east of I-110 (**Figure 4**). This figure also shows the properties that comprise the PROMPS properties as they are adjacent to the HOHD and do not have a "district" boundary. The district encompasses about 0.32 mi^2. The HOHD has been proposed as eligible for nomination to the NRHP under Criterion C, architecture "that embodies the distinctive characteristics of a type, period or method of construction" (36 CFR 60.4 [a-d]). HOHD is one of the earliest planned suburbs in the city and documents Baton Rouge's expansion in the 1920s continuing through the 1960s.

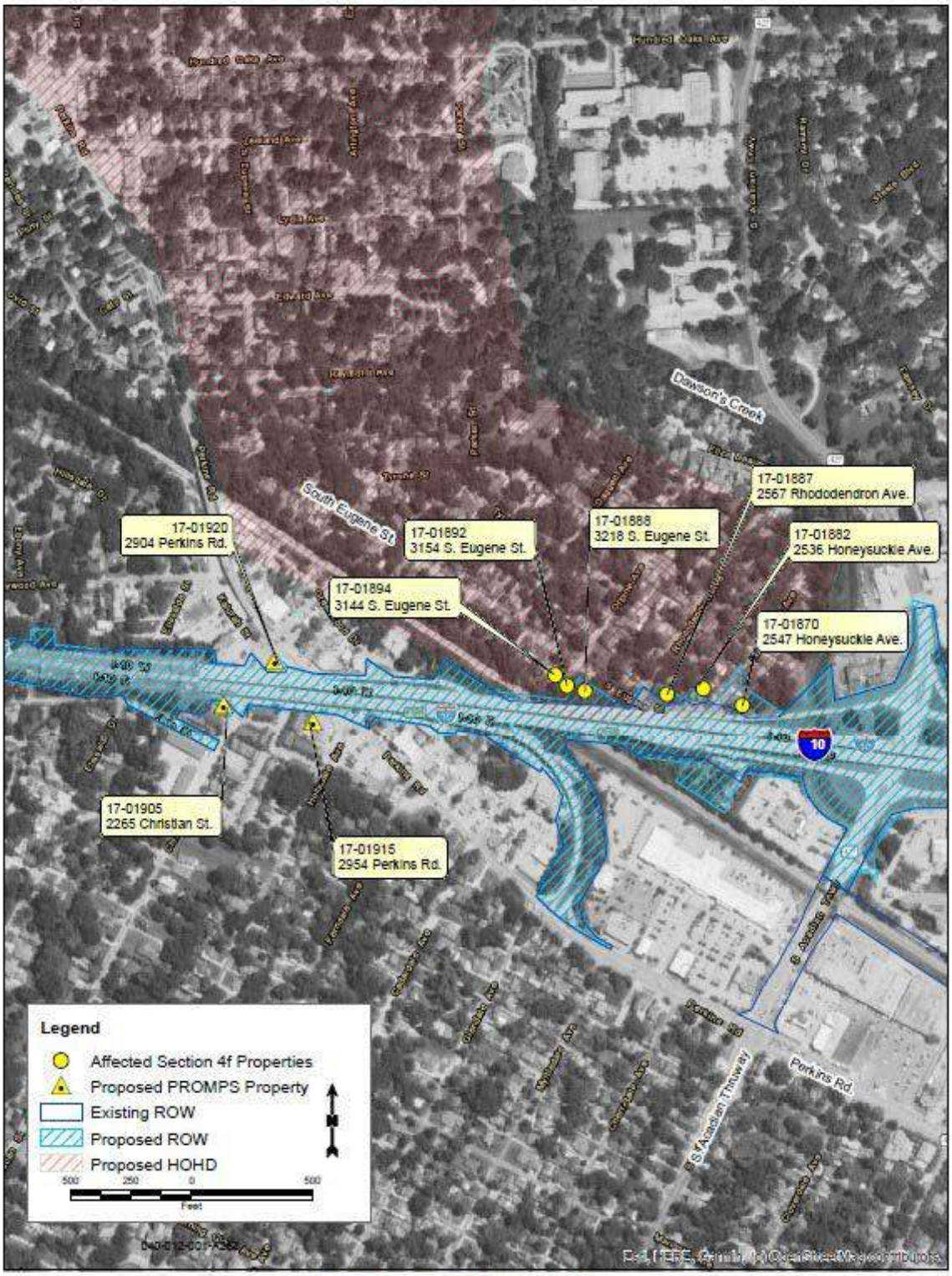
There are four residences that are considered contributing elements to the eligible HOHD that will be adversely affected by and two properties that will experience a reduction in lot size from the proposed project (**Figure 5**). The adverse effects include the purchase of properties and removal and/or demolition of the buildings and the acquisition of approximately 60 ft^2 of land from the rear corner of one property and 169 ft^2 of driveway and front corner of another property. Property acquisition and removal and/or demolition of the contributing elements constitutes an adverse effect to the Section 4(f) resource and is considered a permanent use.

FIGURE 4
ELIGIBLE HOHD AND PERKINS ROAD OVERPASS MULTIPLE PROPERTY SUBMISSION (PROMPS)



Base map comprised of ESRI NAIP exported 2020.

FIGURE 5
AFFECTED 4F PROPERTIES IN THE ELIGIBLE HOHD AND PROMPS



Base map comprised of ESRI NAIP exported 2020.

2.2.1 *2547 Honeysuckle Ave. (17-01870)*

This residential structure at 2547 Honeysuckle Avenue has a steeply pitched, almost pyramidal, hip roof with a gable front. The house is a contributing element to the eligible HOHD but is not considered individually eligible for the NRHP.

2.2.2 *2567 Rhododendron Ave. (17-01887)*

This early ranch home at 2567 Rhododendron Avenue exemplifies the ranch house type and is common for the area on a national and local level. It has a low, pitched hip roof and wide horizontal façade. The residence is a contributing element to the eligible HOHD but is not considered individually eligible for the NRHP.

2.2.3 *3218 S. Eugene St. (17-01888)*

This minimal traditional cottage at 3218 South Eugene Street has a side gable roof with a gable front projection and a partial width integrated front porch. The roof has very close eaves and is clad in metal, while the exterior is clad in vinyl siding. The cottage is a contributing element to the eligible HOHD but is not considered individually eligible for the NRHP.

2.2.4 *3154 S. Eugene St. (17-01892)*

This minimal traditional cottage at 3154 South Eugene Street has a side gable roof and a partial width integrated front porch with two square post supports. The front door is a modern replacement. The cottage is a contributing element to the eligible HOHD but is not considered individually eligible for the NRHP.

2.2.5 *3144 S. Eugene St. (17-01894)*

This minimal traditional cottage at 3144 South Eugene Street is approximately 110 feet from existing I-10. Approximately 60 ft^2 of ROW will be acquired from the rear yard. The cottage is a contributing element to the eligible HOHD but is not considered individually eligible for the NRHP.

2.2.6 *2536 Honeysuckle Ave. (17-01882)*

This minimal traditional cottage at 2536 Honeysuckle Avenue is approximately 66 feet from I-10. Approximately 169 ft^2 of ROW will be acquired from the front yard/ driveway. The cottage is a contributing element to the eligible HOHD but is not considered individually eligible for the NRHP

2.3 Section 4(f) Resource 3 – Eligible Perkins Road Overpass Area Multiple Property Submission (PROMPS)

While the buildings on Perkins in and around the APE do not have the potential for a district, they do individually have architectural integrity and are interrelated in such a way that a Multiple Property Submission (MPS) would convey the patterns of local history in the area's commercial and suburban development. The properties are shown on **Figures 4** and **5** in the previous section. The Perkins Road Overpass area is mainly a commercial strip with locally owned shops, grocery stores, pharmacies, restaurants, and night clubs with live music fronting Perkins Road and residential buildings on the blocks behind them or side streets. The associated buildings are considered eligible under Criterion A, "events that have made a significant contribution to the broad patterns of our history," and Criterion C, "that embody the distinctive characteristics of a type, period or method of construction" (36 CFR 60.4 [a-d]). The buildings that are considered part of the eligible PROMPS are centered around the ca. 1937 Perkins Road Overpass bridge, which is considered eligible as an individual structure and, thus, a contributing element (Mead and Hunt 2013); however, the bridge is will not be affected by the proposed project.

Adverse effects are anticipated for two of the buildings that are considered part of the eligible PROMPS and one building will have a modern addition (awning and porch) that infringes on the existing ROW removed (see below). The adverse effects include the purchase of properties and removal and/or demolition of the buildings and the removal of a modern addition. Property acquisition and removal and/or demolition of the contributing elements constitutes an adverse effect to the Section 4(f) resource and is considered a permanent use.

2.3.1 *Fresh Salon at 2265 Christian St. (17-01905)*

Fresh Salon at 2265 Christian Street is an irregular shaped pentagon-al building adjacent to an elevated portion of I-10. It is a mid-twentieth-century modern style building. This building is not individually eligible for the NRHP but is considered part of the eligible PROMPS.

2.3.2 *Overpass Merchant at 2904 Perkins Rd. (17-01920)*

Overpass Merchant is in a remodeled brick commercial building, at 2904 Perkins Road. It is an example of 1940s commercial architecture and embodies the period of significance of the eligible PROMPS. The rear addition is not original and is not considered part of the historic materials nor to have historic integrity. This building is not individually eligible for the NRHP, but it is considered part of the eligible PROMPS.

2.3.3 *Ivar's Sport Bar at 2954 Perkins Rd. (17-01915)*

Ivar's is located in the Bolton's Pharmacy building within 20 ft of the I-10 and infringes on the existing ROW. The modern addition of an awning and small entry porch is not original and is not considered part of the historic materials nor to have historic integrity. Removal of the modern addition will not affect the historic integrity of the structure. This building is not individually eligible for the NRHP, but it is considered part of the eligible PROMPS.

3.0 ALTERNATIVES ANALYSIS

3.1 Alternatives

During the feasibility stage, traffic analysis and engineering data were used to identify structural and operational deficiencies on I-10 from LA 415 to Essen Lane. The feasibility analysis evaluated alternatives against factors including traffic operations, safety, required ROW, environmental and social impacts, cost, and construction.

Table 2 on the following page outlines the alternatives considered whether the alternative would avoid Section 4(f) properties, the Section 4(f) use, and maps where the alternative can be viewed in context with the project area and Section 4(f) resources. Further detail on project alternatives is in Chapter 2 of the EA.

Figures 6a and **6b,** located on the pages following **Table 2**, present all the alternatives listed in **Table 2** in relation to local geography and Section 4(f) resources. **Figure 6a** reflects the four mainline alternatives, noting that the alternatives overlap, obscuring the differences in ROW. Since the Baton Rouge Loop and Direct Connection LA1/LA30 are outside the I-10 mainline and cover a larger geographic area, **Figure 6b** shows the corridors for these two alternatives with the group of mainline alternatives shown as one corridor with one color.

TABLE 2
ALTERNATIVES CONSIDERED FOR I-10 CAPACITY IMPROVEMENTS

Alternative	Avoidance Alternative	Section 4(f) Use	Figure Reference
No-build	Yes	No use	There is no figure for no action- refer to Figure 1 for geography
Movable Concrete Barrier	Yes	No use	Figure 6a
Direction Connection: I-10 to LA1/LA30	Yes	No use	Figure 6b
Baton Rouge Loop	No	Use - Permanent incorporation	Figure 6b
High Pass (includes a new MRB)	No	Use - Permanent incorporation and *de minimis*	Figure 6a, Figure 7
Multiple Additional Lanes (each direction on I-10) with a new MRB	No	Use - Permanent incorporation and *de minimis*	Figure 6a
Single Lane Addition (each direction on I-10)	No	Use - Permanent incorporation and *de minimis*	Figure 6a
Single Lane Addition with a new MRB	No	Use - Permanent incorporation and *de minimis*	Figure 6a
Single Lane Addition with Frontage Roads	No	Use - Permanent incorporation and *de minimis*	Figure 6a, Figure 10

FIGURE 6a
I-10 CAPACITY IMPROVEMENTS ALTERNATIVES - MAINLINE ALTERNATIVES

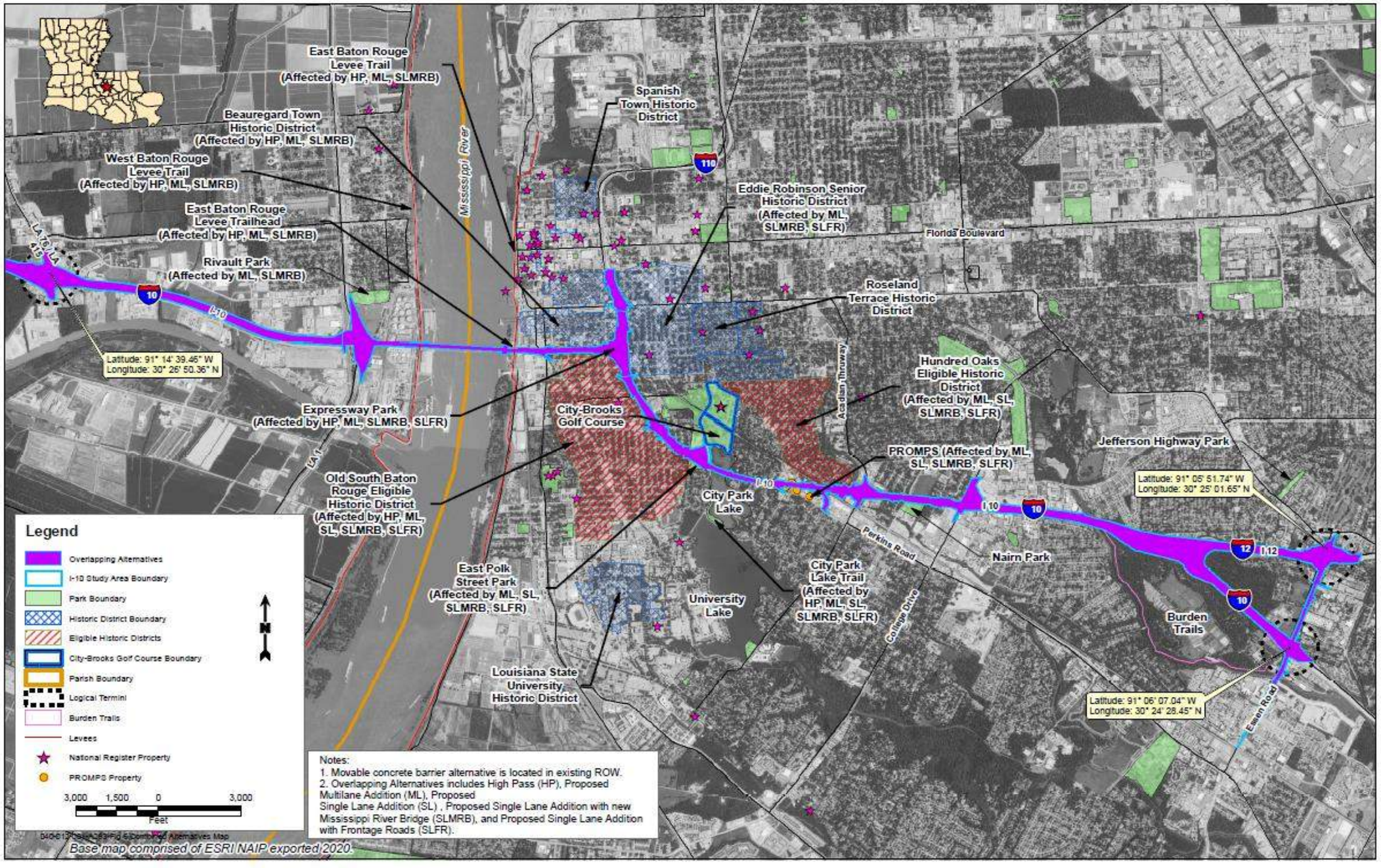
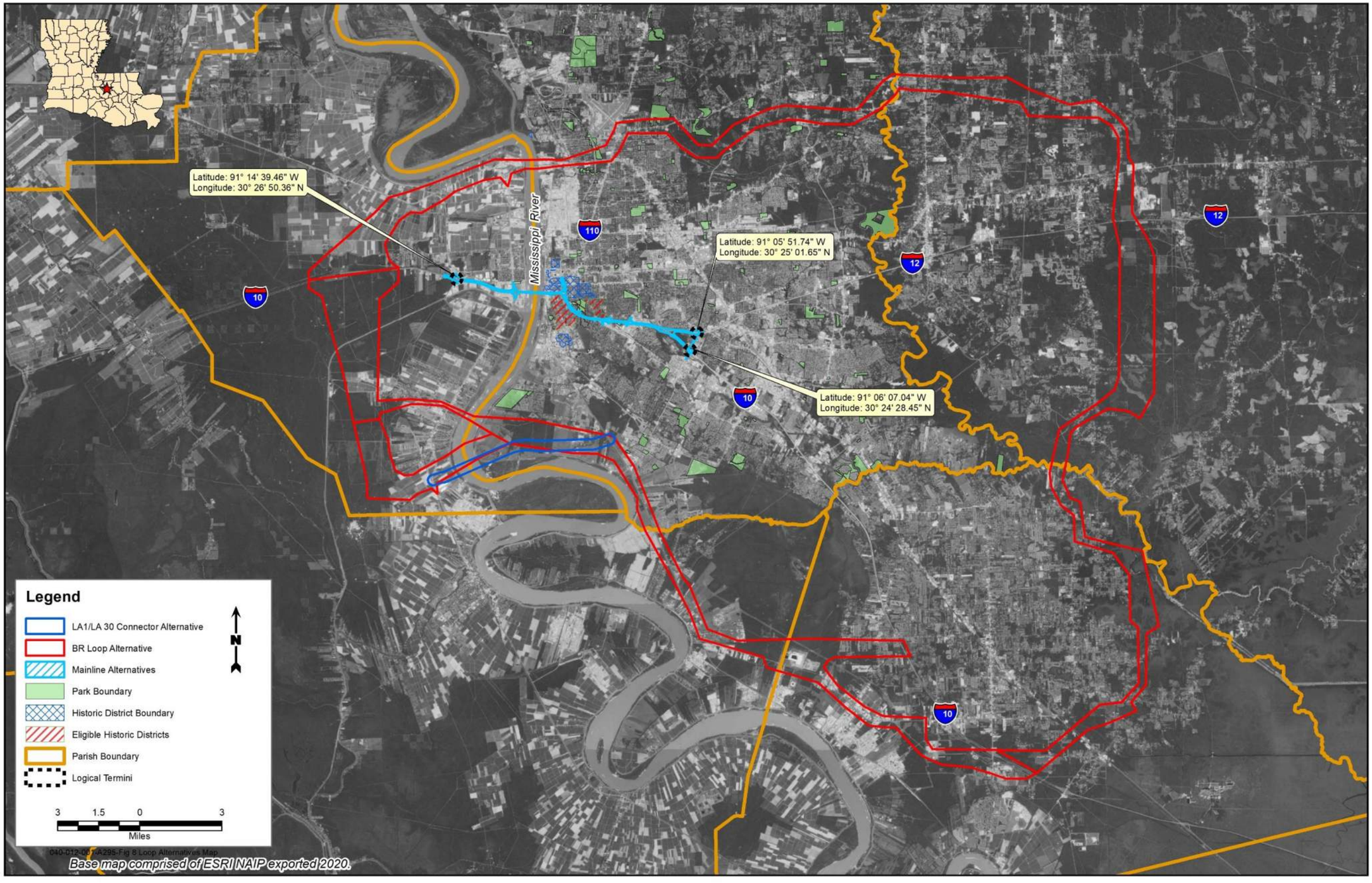


FIGURE 6b
I-10 CAPACITY IMPROVEMENTS ALTERNATIVES – BR LOOP AND DIRECT LA1/LA30 CONNECTION ALTERNATIVES



3.2 Initial Review

The initial review of alternatives considered each based upon its ability to meet the project's purpose and need and whether it resulted in unacceptable safety or operational problems (prudence).

One alternative previously presented and shown on **Figure 6b**, the Baton Rouge Loop (BR Loop), was studied during the feasibility stage and has since been determined to not meet the project's purpose and need. The BR Loop involves the construction of a loop around Baton Rouge that avoids impact to the urban center of Baton Rouge, and therefore, avoids impact to the OSBRHD, HOHD, and PROMPS. This alternative affects five surrounding parishes and three Section 4(f) resources in East Baton Rouge Parish that are not avoidable: US 190 Huey P. Long / O.K. Allen Bridge, Scotlandville Park, and Hooper Road Park.

Traffic studies conducted during the feasibility analysis indicated that the BR Loop could be expected to reduce 2032 traffic volumes on the existing I-10 MRB up to 24 percent; however, the reduction in volumes would be negligible further east along the I-10 study corridor from College to the I-10/I-12 split at Essen (Urban Systems, 2016); therefore it cannot achieve the necessary area-wide capacity improvements. The BR Loop does not address the need for rehabilitation or replacement of aging infrastructure or resolve inadequacies with the current infrastructure. The BR Loop alternative was determined to not address the purpose and need to provide congestion relief for the I-10 corridor from LA 415 to Essen Lane, improve travel times, or rehabilitate or replace aging infrastructure.

The remaining alternatives are presented in the following sections.

3.2.1 Avoidance Alternatives

Avoidance alternatives are those that avoid impact to Section 4(f) resources and are considered feasible and prudent. This means that the alternative avoids using a Section 4(f) property and does not cause other severe problems of a magnitude that substantially outweigh the importance of protecting the Section 4(f) property. An alternative is not feasible if it cannot be built "as a matter of sound engineering judgement". All three avoidance alternatives are considered feasible, as they can build as a matter of sound engineering judgement and all three avoid impacts to all Section 4(f) properties listed in Section 2.0. The prudence analysis requires that all avoidance alternatives be considered regarding six analysis factors. The six prudence analysis factors are discussed for each avoidance alternative starting in Section 3.2.1.1.

3.2.1.1 No-build Alternative

Description

Involves taking no immediate action to resolve congestion or improve traffic flow on the I-10 corridor through the Baton Rouge metropolitan area; the existing configuration of I-10 remains with regular maintenance.

Prudence Analysis

1. The alternative does not address the purpose and need

   Traffic conditions are projected to continue to deteriorate (I-10 Corridor Improvements Stage 0 Feasibility Study, 2016) if measures to increase capacity and improve traffic flow are not implemented. Traffic volumes are expected to grow by approximately 30% (46,500 more vehicles) into the year 2032, and travel times on I-10 are expected to increase by 20% to 80% (Urban Systems, 2016). The No-build Alternative will allow congestion and travel time to increase and cause more frequent and potentially costlier maintenance resulting from continued deterioration of the aging infrastructure. This alternative does not meet the Purpose and need of providing congestion relief for the I-10 corridor from LA 415 to Essen Lane, improving travel times, or the rehabilitation or replacement of aging infrastructure.

2. The alternative will result in unacceptable safety problems

   Existing I-10 does not meet current design criteria, it lacks adequate shoulders, has inadequate lanes (too short) for acceleration/deceleration, partial interchanges, and has single lane ramps. Failure to address these issues coupled with the increased congestion will result in safety concerns not being addressed.

3. After reasonable mitigation, the alternative still causes severe social, economic, or environmental impacts; severe disruption to established communities; *severe or disproportionate impacts to minority or low-income populations or severe impacts to environmental resources protected under other federal statutes* (*Language from regulation 23 CFR 774.17*)

   This factor is not applicable to the No-build alternative.

4. The alternative results in additional construction, maintenance, or operational costs of an extraordinary magnitude

The No-build alternative results in continued maintenance and eventual rehabilitation/replacement of aging infrastructure. Estimated lifecycle cost for rehabilitation and replacement are $504 million and $495 million, respectively.

5. The alternative causes other unique problems or unusual factors

   This alternative does not cause other unique problems or unusual factors.

6. The alternative involves multiple factors from 1-5 above that, while individually minor, cumulatively cause unique problems or impacts of extraordinary magnitude

   The alternative involves factors 1, 2, and 4. These factors are not considered individually minor as each result in unacceptable problems and impacts.

Conclusion:

This alternative is not prudent as fails to meet the stated purpose and need, would not meet design criteria, and results in rehabilitation and replacement of aging infrastructure at some point in the future, potentially at a greater expense. As it is not both feasible and prudent, it was eliminated from further consideration.

3.2.1.2 Movable Barrier Alternative

Description

The movable barrier alternative provides for a concrete barrier system that can be installed and moved via a “zipper” machine to create additional travel lanes in either direction during periods of high traffic congestion (see **Figure 6a** for ROW).

Prudence Analysis

1. The alternative does not address the purpose and need

   Once placed, the moved barrier provides additional capacity in one direction, “borrowing” capacity from the opposite direction for the duration of the high congestion period. To be effective, traffic volumes would have to be higher in one direction to match the number of lanes to be reversed. This does not work at the MRB crossing during the evening because traffic volumes are balanced (I-10 Corridor Improvements Stage 0 Feasibility Study, 2016). The concept

results in unacceptable operational problems as congestion and travel time for one direction would be worsened to provide relief to the opposing direction. Overall traffic throughput would not improve, thereby not meeting the project's purpose and need.

2. The alternative will result in unacceptable safety problems

   The loss of capacity in one direction at multiple times daily results in additional concerns for emergency response vehicles, which may not be able to access incidents timely due to the lack of available travel lanes. This alternative will result in safety concerns.

3. After reasonable mitigation, the alternative still causes severe social, economic, or environmental impacts; severe disruption to established communities; *severe or disproportionate impacts to minority or low-income populations or severe impacts to environmental resources protected under other federal statutes* (*Language from regulation 23 CFR 774.17*)

   This factor is not applicable because the alternative does not acquire any new ROW and does not adversely impact natural or cultural resources.

4. The alternative results in additional construction, maintenance, or operational costs of an extraordinary magnitude

   To implement the movable barrier concept throughout the I-10 project area would require joining the eastbound and westbound I-10 lanes in locations where they are on separate elevated structures. It would also necessitate the removal of existing infrastructure where I-10 is at-grade.

   The dual structures comprising elevated portions of I-10 in the project area are not at the same elevations, to combine them would require reconstruction of elevated sections. At-grade sections of I-10 are separated by concrete barriers and lighting, both of which would have to be replaced or relocated. Utilization of this system requires an additional investment in operations and maintenance, as deployment of the system would require mobilization/demobilization of the zipper machine multiple times every day and over long distances.

5. The alternative causes other unique problems or unusual factors

The unique nature of this alternative and its operation results in unique operational and maintenance factors. The concept results in unacceptable operational problems as congestion and travel time for one direction would be worsened to provide relief to the opposing direction.

6. The alternative involves multiple factors from 1-5 above that, while individually minor, cumulatively cause unique problems or impacts of extraordinary magnitude.

   The alternative involves factors 1, 2, 4, and 5 by virtue of its nature of implementation. These factors are not considered individually minor as each result in unacceptable problems and impacts.

Conclusion:

This alternative is not prudent as it results in unacceptable operational problems, fails to increase overall capacity (meet purpose and need), and has unique problems associated with construction, maintenance, and operations. As it is not both feasible and prudent, it was eliminated from further consideration.

3.2.1.3 Direction Connection: I-10 to LA1/LA30 Alternative

Description

The direct connection to I-10 from LA 1/LA 30 involves the construction a new four-lane roadway with a Mississippi River crossing (new bridge) that would connect LA 1 in West Baton Rouge Parish to LA 30 in East Baton Rouge Parish south of the urban center of the City of Baton Rouge (**Figure 6b**).

Prudence Analysis

1. The alternative does not address the purpose and need

   A new south bridge, depending on its location, could remove 10 to 13 percent of 2032 peak traffic volumes on the existing I-10 MRB, but it would only remove around five percent of the I-10 traffic on the remaining corridor (Traffic Report, LA 1 to LA 30 Connector, 2016). This reduction is not enough to relieve the current congestion in the I-10 corridor in the absence of any other I-10 improvements for the design year of 2032. This means that even after the bridge is operational, presumed by 2032, traffic on the I-10 corridor in Baton Rouge will continue to exceed the design capacity of 80,000 VPD by more than 155,000 VPD. Additionally, this alternative does not address the need to rehabilitate or replace aging

infrastructure or resolve inadequacies with the current infrastructure.

This alternative fails to meet the purpose and need of providing congestion relief for the I-10 corridor from LA 415 to Essen Lane, improving travel times, or the rehabilitation or replacement of aging infrastructure.

2. The alternative will result in unacceptable safety problems

Existing I-10 does not meet current design criteria, it lacks adequate shoulders, has inadequate lanes (too short) for acceleration/deceleration, partial interchanges, and has single lane ramps. Failure to address these issues coupled with the increased congestion will result in safety concerns not being addressed.

3. After reasonable mitigation, the alternative still causes severe social, economic, or environmental impacts; severe disruption to established communities; *severe or disproportionate impacts to minority or low-income populations or severe impacts to environmental resources protected under other federal statutes (Language from regulation 23 CFR 774.17)*

   This alternative is not expected to cause severe impacts after reasonable mitigation for impacts to the human and natural environment.

4. The alternative results in additional construction, maintenance, or operational costs of an extraordinary magnitude.

   Failure to address aging infrastructure has the potential to result in additional construction, maintenance, and/or operational costs of extraordinary magnitude from an unanticipated system failure experienced along I-10 in the project area. Cost estimate for this alternative is 1.3 billion.

5. The alternative causes other unique problems or unusual factors.

   This alternative does not cause other unique problems or unusual factors.

6. The alternative involves multiple factors from 1-5 above that, while individually minor, cumulatively cause unique problems or impacts of extraordinary magnitude

The alternative involves factors 1, 2, and 4. These factors are not considered individually minor as each result in unacceptable problems and impacts.

Conclusion:

This alternative is not prudent as it fails to meet the stated purpose and need, does not meet current design criteria, and will require rehabilitation and replacement of aging infrastructure at some point in the future, potentially at a greater expense. As it is not both feasible and prudent, it was eliminated from further consideration.

3.2.2 *Other Alternatives*

As shown in Section 3.2.1, there are no feasible and prudent alternatives that meet the project purpose and need and avoid impact to the Section 4(f) resources comprised of the BTHD, ERSHD, eligible OSBRHD, HOHD, and PROMPS, or all area Section 4(f) parks. Per 23 CFR 774.7(c) “If there is no feasible and prudent avoidance alternative, the Administration/FHWA may approve only the alternative that causes the least overall harm in accordance with §774.3(c).” The required analysis for least overall harm is presented in Section 3.3.

The remainder of this section provides a description of each of the remaining alternatives and measures employed to minimize impacts. As the project is in the planning and environmental stage, measures to reduce impacts were identified and applied to all alternatives as applicable; there were no detailed analyses to quantify the amount of a specific resource saved by each minimization action under each alternative.

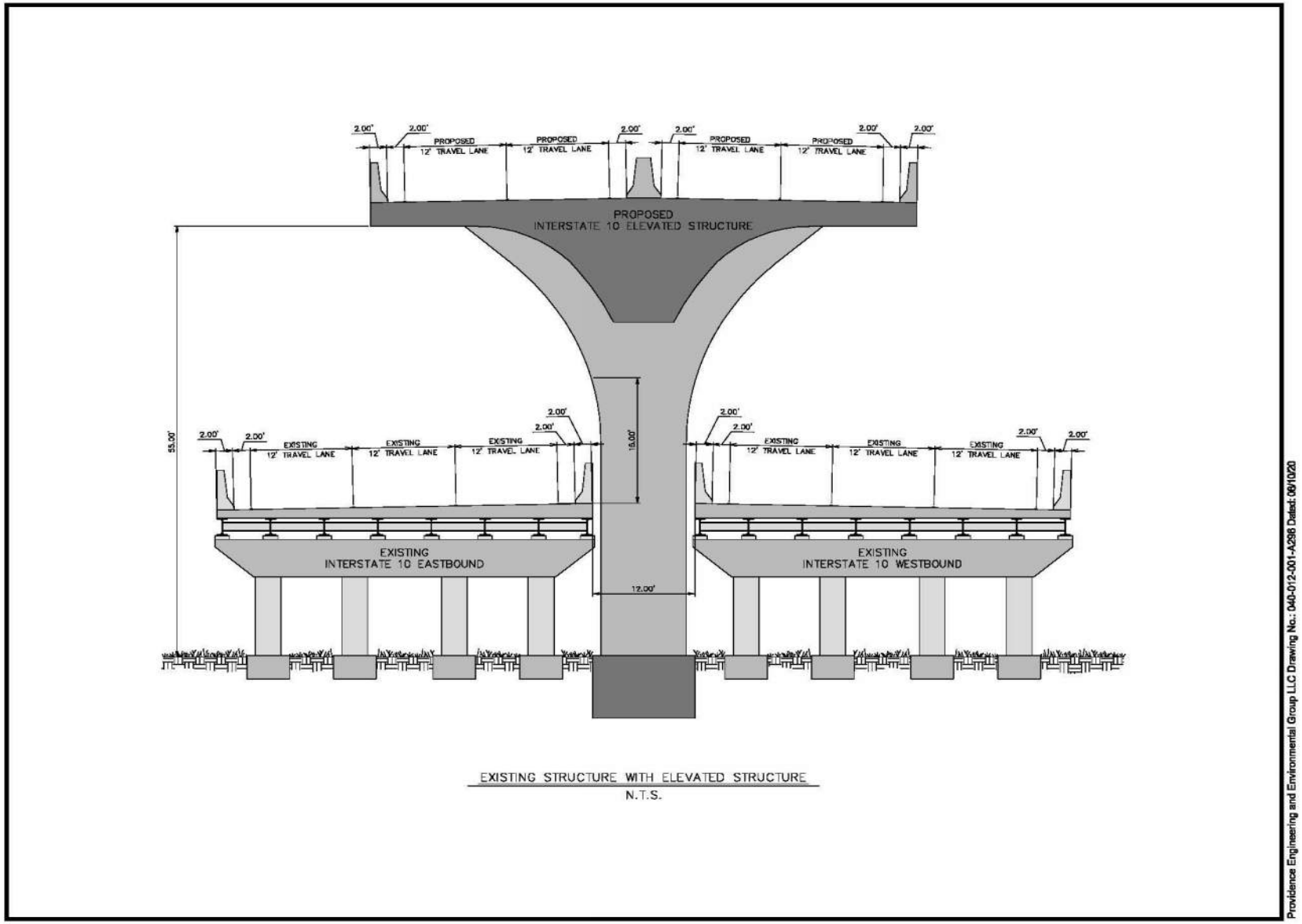
3.2.2.1 High Pass Alternative

Description

The High Pass alternative is a tolled multilane facility on structure above and predominantly in the median of existing I-10 (see schematic). This structure would accommodate two interchanges, one at LA 415 and an I-10/I-12 interchange at Essen Lane. A new MRB would be necessary adjacent to the existing bridge.

Figure 7 is a graphic representing a typical section of the High Pass alternative. It should be noted that the distance between the existing I-10 structures is variable, in some areas widening to the outside may be necessary to create space for the piers. Please see **Figure 6a** for the complete proposed ROW for the High Pass concept in relation to Section 4(f) resources and **Table 3** for specific Section 4(f) uses.

FIGURE 7
HIGH PASS TYPICAL SECTION GRAPHIC



Minimization Measures

1. Reduction of ROW

   Reducing the amount of ROW through the urbanized area, including all the existing districts, eligible districts, and eligible MPS, was implemented as achievable. **Appendix A** contains the I-10 Right-of-way Memorandum detailing ROW requirements for elevated sections, grade/ground sections, and sections with and without sound walls. Right-of-way will be as minimal as five feet off the elevated structures, less than two feet from the back of a sound wall, and 10 feet from the edge of the proposed roadway shoulder, except in areas such as Braddock (in the eligible OSBRHD), where the existing edge of pavement was used as the marker for the 10 feet. Reducing the ROW requirement avoided impacting structures and taking additional property from all Section 4(f) resources.

2. Decisions to widen or work to the inside where geometrically possible were also made to reduce impacts on adjacent properties, which includes those within existing and eligible historic districts as well as the eligible MPS.

3.2.2.2 Multiple Additional Lanes Alternative (with New MRB)

Description

Construction of multiple additional travel lanes involves the addition of two 12-foot travel lanes on both eastbound and westbound I-10 including the MRB and would result in the need to modify multiple interchanges and construct a new Mississippi River bridge. In West Baton Rouge Parish, the I-10 interchanges with LA 415 and LA 1 would require modification. In East Baton Rouge Parish, the following interchanges would require modification or complete reconstruction: Highland Road, I-10/I-110 split, Washington, Dalrymple, Perkins, Acadian, College, as well as replacement of the Nairn bridge. Please see **Figure 6a** for the complete proposed ROW for the Multiple Additional Lane alternative in relation to Section 4(f) resources and **Table 3** for specific Section 4(f) uses.

Minimization Measures

1. Reduction of ROW

   Reducing the amount of ROW through the urbanized area, including all the existing districts, eligible districts, and eligible

MPS, was implemented as achievable. **Appendix A** contains the I-10 Right-of-way Memorandum detailing ROW requirements for elevated sections, grade/ground sections, and sections with and without sound walls. Right-of-way will be as minimal as five feet off the elevated structures and less than two feet from the back of a sound wall and 10 feet from the edge of the proposed roadway shoulder, except in areas such as Braddock (in the eligible OSBRHD), where the existing edge of pavement was used as the marker for the 10 feet. Reducing the ROW requirement avoided impacting structures and taking additional property from all Section 4(f) resources.

2. Interchange Concepts

   For each affected interchange, various interchange types were considered to assess which design could best balance managing the traffic while utilizing the smallest footprint to reduce required ROW. Utilizing this method, the Acadian interchange concept remained the existing diamond, with ramp lengthening and surface street improvements, including the shifting of South Eugene and the Washington and Dalrymple interchanges were combined into one interchange.

   Reconstructing the Acadian, Washington, or Dalrymple interchanges as either a tight urban diamond, diverging diamond, single point urban interchange, directional, cloverleaf, or a combination thereof with new ramps would have required significantly more ROW, affecting the BTHD, ERSHD, OSBRHD, HOHD and PROMPS (I-10 Corridor Improvements Stage 0 Feasibility Study, 2016).

3. Roundabouts

   The use of roundabouts verses signalized intersections was considered at ramp junctions to minimize required ROW at intersections within historic districts.

   The signalized intersection results in access issues and requires additional lanes on to Washington westbound and eastbound through the intersection to Highland Road and could cause backups onto ramps. The roundabout manages the traffic volumes more efficiently, is not expected to result in backup of traffic onto ramps and does not require the four-laning of Washington, minimizing impacts to Section 4(f) resources. **Figures 8** and **9** show these concepts at Washington at Braddock and McCalop.

4. Connector Roads/Road Shifts

   The development of connector roads and/or the shifting of roads further minimized impacts to Section 4(f) resources. The connector road between Georgia and Kentucky Streets in the eligible OSBRHD allows residents to continue to have access to Washington (a visual of the “thru street” is shown on **Figure 9**). Shifting South Eugene within the HOHD provided continued access for residents on South Eugene and those that use South Eugene, eliminating the need to permanently incorporate additional residences.

FIGURE 8
SIGNALIZED WASHINGTON INTERCHANGE CONCEPT

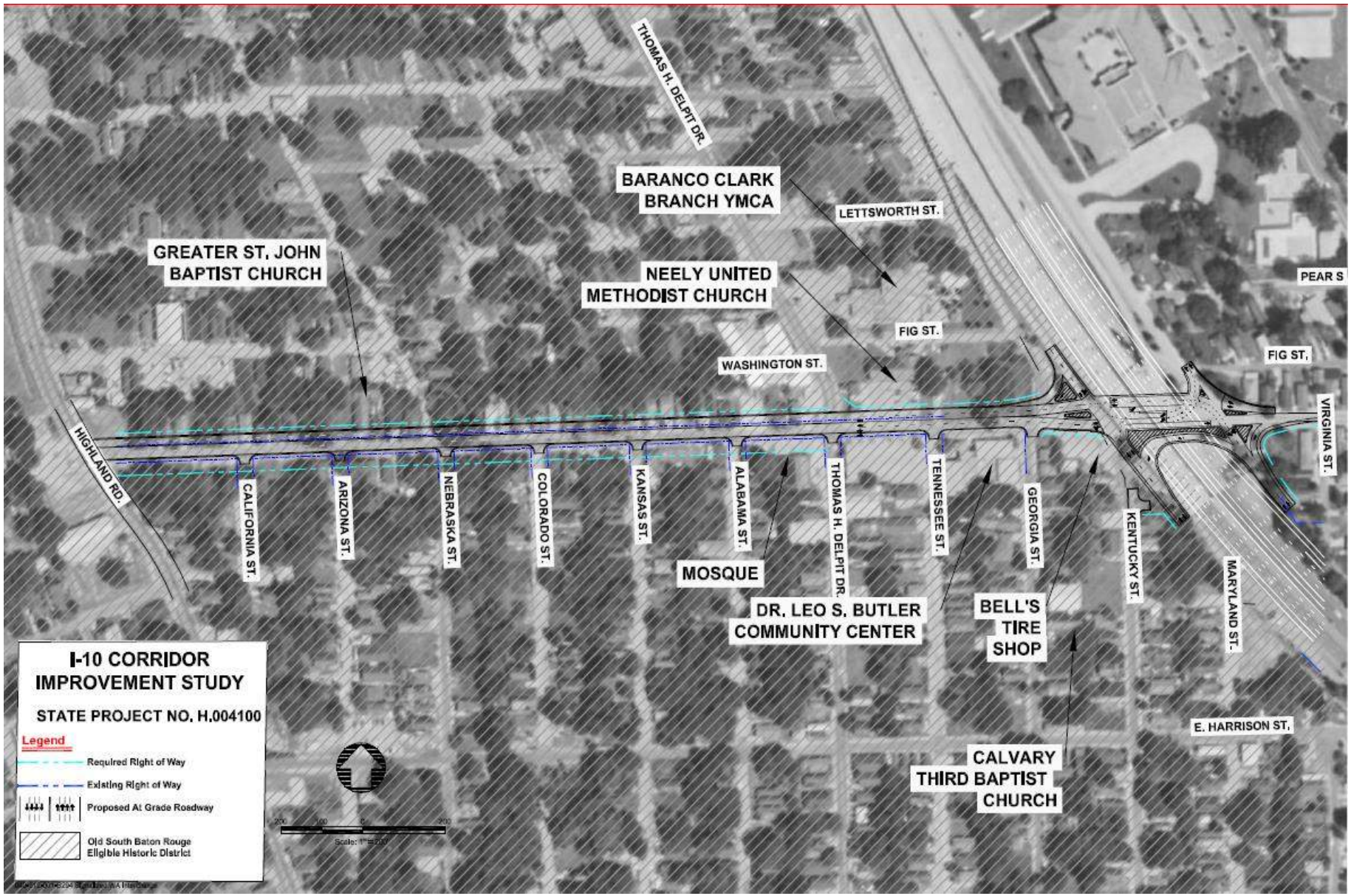
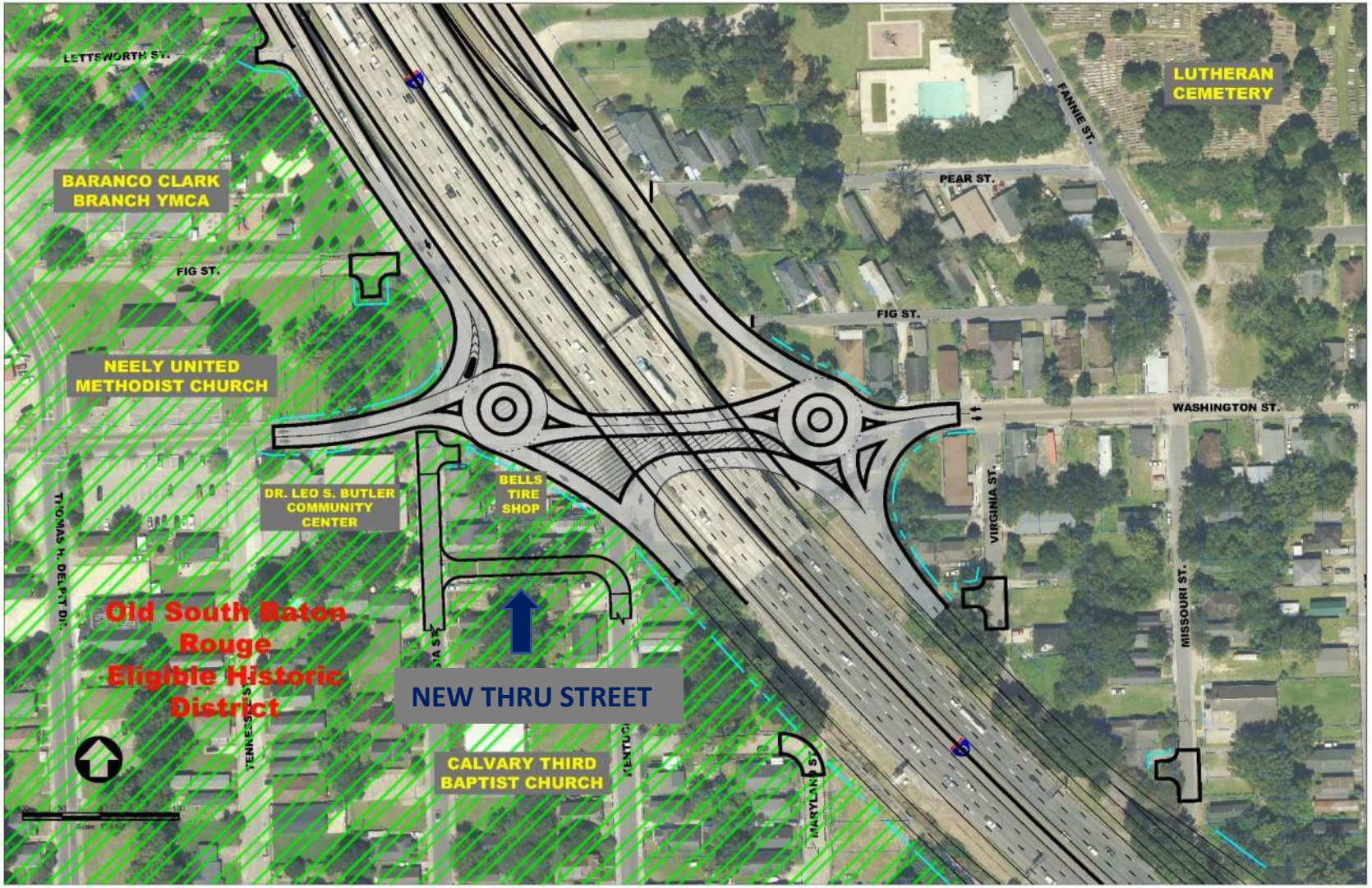


FIGURE 9
ROUNDABOUTS AT WASHINGTON WITH NEW THRU STREET SHOWN



3.2.2.3 Single Lane Addition Alternatives

The addition of a single travel lane to both eastbound and westbound I-10 from LA 415 to the I-10/I-12 split was studied. Three variations of this alternative were considered. The need to modify interchanges applies to all three variations. Please see **Figure 6a** for the complete proposed ROW for all three single lane addition alternatives in relation to Section 4(f) resources and **Table 3** for specific Section 4(f) uses associated with each single lane concept.

3.2.2.3.1 Single Lane Addition in Each Direction

Description

Construction of the single lane addition in each direction alternative involves the addition of one 12-foot travel lane to east and westbound I-10 from LA 415 in West Baton Rouge Parish to Essen Lane in East Baton Rouge Parish, with the exception of the MRB. This alternative also involves modifications to the I-10 interchanges at Washington, Dalrymple, Perkins, and Acadian, and the replacement of the Nairn overpass bridge in East Baton Rouge Parish, in a manner similar to the multiple lane addition described in Section 3.2.2.2 above. Additionally, an auxiliary lane between LA 415 and LA 1 and addition/widening of shoulders to the MRB approach and LA 1 ramp in West Baton Rouge Parish are included.

Minimization Measures

Minimization measures employed are the same as those stated for the Multiple Additional Lanes alternative in Section 3.2.2.2.

3.2.2.3.2 Single Lane Addition in Each Direction with a New MRB (added bridge capacity)

Description

This alternative adds an MRB accommodating one directional traffic to the Single Lane Addition alternative. Under this alternative, the existing MRB would convert to one directional traffic in the opposite direction of the new bridge which would be constructed on an adjacent alignment.

Minimization Measures

Minimization measures employed are the same as those stated for the Multiple Additional Lanes alternative in Section 3.2.2.2.

3.2.2.3.3 Single Lane Addition in Each Direction with Frontage Roads

Description

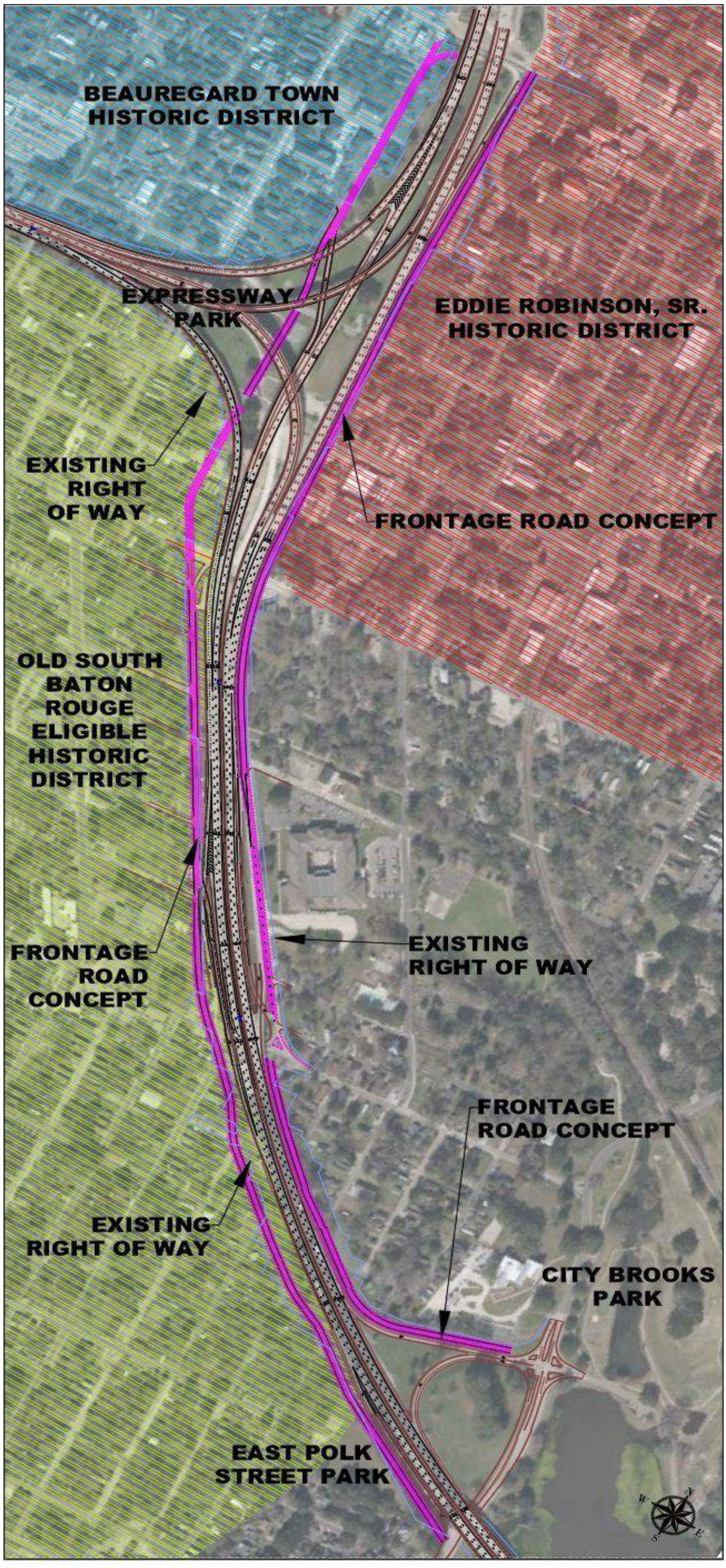
This concept adds to the Single Lane Addition alternative by providing frontage roads to carry traffic on at-grade roads between Government and Dalrymple rather than remain on I-10. Providing frontage roads eliminates the need to consolidate the Washington and Dalrymple interchanges.

Frontage roads would utilize North 9th Street, North and South 10th Street, Braddock, Kentucky, East Harrison, Carolina, 11th Street, McCalop, and Virginia to the extent possible, installing new pavement where necessary to connect. **Figure 10** shows only the frontage road concept layout in relation to Section 4(f) resources. The rest of this concept only varies from the Single Lane Addition alternative by not consolidating the Washington and Dalrymple interchanges.

Minimization Measures

Minimization measures employed are the same as those stated for the Multiple Additional Lanes alternative in Section 3.2.2.2.

FIGURE 10
I-110 FRONTAGE ROADS CONCEPT LAYOUT



3.3 Least Overall Harm Analysis

The evaluation for least overall harm involves seven analysis factors:

1) The ability to mitigate adverse impacts to each Section 4(f) property (including any measures that result in benefits to the property)
2) Relative severity of the remaining harm after mitigation
3) Relative significance of each Section 4(f) property
4) Views of the Official(s) with Jurisdiction over the eligible property(ies)
5) Degree to which each alternative meets purpose and need
6) After reasonable mitigation, the magnitude of adverse impacts to resources not protected by Section 4(f)
7) Substantial differences in cost among alternatives

Table 3 defines the Section 4(f) Use and/or the severity of harm associated with each of the five remaining alternatives. **Table 4** is a summary table for analysis factors 1, 2, and 3. A textual discussion (including tables) of the remaining analysis factors 4 through 7 follows **Table 4**.

TABLE 3
ALTERNATIVES COMPARISON OF SECTION 4(f) RESOURCE USE AND/OR SEVERITY OF HARM

ALTERNATIVE	SECTION 4(F) RESOURCE USE AND/OR SEVERITY OF HARM													
	BTHD	OSBRHD	ERSHD	HOHD	PROMPS	East Baton Rouge Levee Trail	Expressway Park	City-Brooks Park	East Polk Street Park	City Park Lake Trail	Nairn Park	Burden Trails	Rivault Park	West Baton Rouge Levee Trail
High Pass	17 structures permanently incorporated, including individually eligible New St. Luke Baptist Church Anticipated increased traffic noise and visual impact	13 structures permanently incorporated Anticipated increased traffic noise and visual impact	Anticipated increased traffic noise Visual impact	Anticipated increased traffic noise Visual impact	Anticipated increased traffic noise Visual impact	Temporary use - use prohibited during overhead construction presumed *de minimis*	Presumed *de minimis* Anticipated increased traffic noise Changes to viewshed	Presumed *de minimis* Anticipated increased traffic noise Change to viewshed	Presumed *de minimis* Anticipated increased traffic noise Changes to viewshed	Presumed *de minimis* Anticipated increased traffic noise Changes to viewshed	Presumed *de minimis* Anticipated increased traffic noise Changes to viewshed	Permanent use of less than 0.1 acres presumed *de minimis* Changes to viewshed	NA	Temporary use - use prohibited during overhead construction presumed *de minimis*
Multiple Lane Addition (new MRB)	5 structures permanently incorporated, including individually eligible New St. Luke Baptist Church Anticipated increased traffic noise	25 structures permanently incorporated, including individually eligible Progressive Baptist Church Anticipated increased traffic noise	3 structures permanently incorporated, including individually eligible St. Francis Xavier Church and School Anticipated increased traffic noise	4 structures permanently incorporated Anticipated increased traffic noise	All 4 structures permanently incorporated, which eliminates the PROMPS	Temporary use - use prohibited during overhead construction presumed *de minimis*	Permanent use of about 0.17 acres Park building affected, replacement required	Presumed *de minimis*	Permanent use of about 0.22 acres	Temporary use - use prohibited during overhead construction - *de minimis*	NA	NA	Permanent use of about 0.12 acres presumed *de minimis*	Temporary use - use prohibited during overhead construction presumed *de minimis*
Single Lane Addition/ Proposed Action	**Anticipated increased traffic noise**	**9 structures permanently incorporated** **Anticipated increased traffic noise**	**Anticipated increased traffic noise**	**4 structures permanently incorporated** **Anticipated increased traffic noise**	**2 structures permanently incorporated/ 50% loss of listing** **Anticipated increased traffic noise**	**NA**	**NA**	**50 by 55 ft drainage servitude – *de minimis***	**Permanent use of about 0.04 acres – *de minimis***	**Temporary use – use prohibited during overhead construction, Permanent use of 0.96 acre & 2.3 acres of servitude - *de minimis***	**NA**	**NA**	**NA**	**NA**
Single Lane Addition w new MRB	5 structures permanently incorporated, including individually eligible New St. Luke Baptist Church Anticipated increased traffic noise	11 structures permanently incorporated Anticipated increased traffic noise	3 structures permanently incorporated, including individually eligible St. Francis Xavier Church Rectory and School Anticipated increased traffic noise	4 structures permanently incorporated Anticipated increased traffic noise	2 structures permanently incorporated/50% loss of listing Anticipated increased traffic noise	Temporary use - use prohibited during overhead construction presumed *de minimis*	Permanent use of about 0.17 acres Park building affected, replacement required	Presumed *de minimis*	Permanent use of about 0.04 acres- *de minimis*	Temporary use - use prohibited during overhead construction - *de minimis*	NA	NA	Permanent use of about 0.12 acres presumed *de minimis*	Temporary use - use prohibited during overhead construction presumed *de minimis*
Single Lane Addition with Frontage Roads	4 structures permanently incorporated	22 structures permanently incorporated, including individually eligible Progressive Baptist Church and about 0.05 acres of the individually eligible Baranco-Clark YMCA	7 structures permanently incorporated, including individually eligible St. Francis Xavier Church Rectory and School	4 structures permanently incorporated	2 structures permanently incorporated/50% loss of listing Anticipated increased traffic noise	NA	Permanent use of about 0.49 acres, sectioning the park into two parcels impairing or removing access and uses	Presumed *de minimis*	Permanent use of about 0.22 acres	Temporary use - use prohibited during overhead construction - *de minimis*	NA	NA	NA	NA

NA – No Affect

TABLE 4
ALTERNATIVES COMPARISON OF LEAST OVERALL HARM FACTORS 1, 2, AND 3

ALTERNATIVE	RESOURCES AND LEAST OVERALL HARM FACTORS												
	HISTORIC					RECREATIONAL							
	BTHD	OSBRHD	ERSHD	HOHD	PROMPS	East Baton Rouge Levee Trail	Expressway Park	City-Brooks Park	East Polk Street Park	City Park Lake Trail	Nairn Park	Burden Trails	Rivault Park	West Baton Rouge Levee Trail
	LEAST OVERALL HARM FACTOR 1 – ABILITY TO MITIGATE ADVERSE IMPACT												
High Pass	• Develop historic contexts, public information displays, recordation, vibration monitoring, and relocation of structures within districts, as applicable • Apply aesthetic design to reduce visual impact • Noise barriers where determined reasonable and feasible to reduce traffic noise					*de minimis* Restore trail access when overhead construction complete	*de minimis* Apply aesthetic design to reduce visual impact	*de minimis* Apply aesthetic design to reduce visual impact	*de minimis* Apply aesthetic design to reduce visual impact	*de minimis* Apply aesthetic design to reduce visual impact	*de minimis* Apply aesthetic design to reduce visual impact	*de minimis* Apply aesthetic design to reduce visual impact	NA	*de minimis* Restore trail access when overhead construction complete
Multiple Lane Addition (new MRB)	• Develop historic contexts, public information displays, recordation, vibration monitoring, and relocation of structures within districts, as applicable • New cross-street to maintain access in OSBRHD • Relocation of South Eugene maintains access in the HOHD • Enhancements in the PROMPS in partnership with the City-Parish, possibly to include parking, paths, and greenspace • Noise barriers where determined reasonable and feasible to reduce traffic noise					*de minimis* Restore trail access when overhead construction complete	Relocate/replace park functions as possible with additional amenities to portion in DOTD ROW	Presumed *de minimis*	Park enhancements such as trails, landscaping, and amenities to be implemented	*de minimis* Restore trail access when overhead construction complete	NA	NA	*de minimis* Park enhancements such as landscaping to be implemented	*de minimis* Restore trail access when overhead construction complete
Single Lane Addition/Proposed Action	• **Develop historic contexts, public information displays, recordation, vibration monitoring, and relocation of structures within districts, as applicable** • **New cross-street to maintain access in OSBRHD** • **Relocation of South Eugene maintains access in HOHD** • **Enhancements in the PROMPS in partnership with the City-Parish, possibly to include parking, paths, and greenspace** • **Noise barriers where determined reasonable and feasible to reduce traffic noise** • **Use of T-turnarounds to maintain accessibility for larger vehicles**					**NA**	**NA**	***de minimis; drainage servitude within existing drainage swell; no mitigation proposed***	**de minimis Park enhancements such as trails, landscaping, and amenities to be implemented**	***de minimis* Restore area and trail access when overhead construction complete**	**NA**	**NA**	**NA**	**NA**
Single Lane Addition w new MRB	• Develop historic contexts, public information displays, recordation, vibration monitoring, and relocation of structures within districts, as applicable • New cross-street to maintain access in OSBRHD • Relocation of South Eugene maintains access in the HOHD • Enhancements in the PROMPS in partnership with the City-Parish, possibly to include parking, paths, and greenspace • Noise barriers where determined reasonable and feasible to reduce traffic noise					*de minimis* Restore trail access when overhead construction complete	Relocate/replace park functions as possible with additional amenities to portion in DOTD ROW	NA	*de minimis* Park enhancements such as trails, landscaping, and amenities to be implemented	*de minimis* Restore trail access when overhead construction complete	NA	NA	*de minimis* Park enhancements such as landscaping to be implemented	*de minimis* Restore trail access when overhead construction complete
Single Lane Addition with Frontage Roads	• Develop historic contexts, public information displays, recordation, vibration monitoring, and relocation of structures within districts, as applicable • Relocation of South Eugene to maintain access in HOHD • Enhancements in the PROMPS in partnership with the City-Parish, possibly to include parking, paths, and greenspace • Noise barriers where determined reasonable and feasible to reduce traffic noise					NA	Park enhancements in form of trails, gathering spaces, information displays, or additional/enhanced amenities to be implemented	NA	Park enhancements such as trails, landscaping, and amenities to be implemented	*de minimis* Restore trail access when overhead construction complete	NA	NA	NA	NA

TABLE 4
ALTERNATIVES COMPARISON OF LEAST OVERALL HARM FACTORS 1, 2, AND 3 (continued)

ALTERNATIVE	RESOURCES AND LEAST OVERALL HARM FACTORS												
	HISTORIC					RECREATIONAL							
	BTHD	OSBRHD	ERSHD	HOHD	PROMPS	East Baton Rouge Levee Trail	Expressway Park	City-Brooks Park	East Polk Street Park	City Park Lake Trail	Nairn Park	Burden Trails	Rivault Park	West Baton Rouge Levee Trail
	LEAST OVERALL HARM FACTOR 2 – RELATIVE SEVERITY OF REMAINING HARM												
High Pass[1]	• An estimated 17 contributing structures may be lost • Loss of individually eligible New St. Luke Baptist Church • Visual impact of High Pass and height of noise barriers on high pass would be a visual impact	• An estimated 13 contributing structures may be lost • Visual impact of High Pass and height of noise barriers on high pass would be a visual impact	• Visual impact remains, though softened by design - High Pass would dominate the viewshed • Height of noise barriers would be a visual impact			*de minimis*	Presumed *de minimis* • Visual impact remains, though softened by design - High Pass would dominate the viewshed • Height of noise barriers would be a visual impact						NA	*de minimis*
Multiple Lane Addition (new MRB)	• An estimated 5 contributing structures may be lost • Loss of individually eligible New St. Luke Baptist Church	• An estimated 25 contributing structures may be lost • Loss of individually eligible of Progressive Baptist Church	• An estimated 3 contributing structures may be lost • Loss of individually eligible St. Francis Xavier Church Rectory and School	An estimated 4 contributing structures may be lost	100% (4 structures) of the PROMPS listing would be acquired, negating the listing	*de minimis*	Negligible after mitigation	*de minimis*	Negligible after mitigation	*de minimis*	NA	NA	Negligible after mitigation	*de minimis*
Single Lane Addition/Proposed Action	**NA**	• **An estimated 9 contributing structures may be lost**	**NA**	**An estimated 4 structures may be lost**	**50% (2 structures) of the PROMPS listing would be acquired**	**NA**	**NA**	***de minimis***	***de minimis***	***de minimis***	**NA**	**NA**	**NA**	**NA**
Single Lane Addition w new MRB	• An estimated 5 contributing structures may be lost • Loss of individually eligible New St. Luke Baptist Church	• An estimated 11 contributing structures may be lost • Loss of individually eligible of Progressive Baptist Church	• An estimated 3 contributing structures may be lost • Loss of individually eligible St. Francis Xavier Church Rectory and School	An estimated 4 structures may be lost	50% (2 structures) of the PROMPS listing would be acquired	*de minimis*	NA	*de minimis*	Negligible after mitigation	*de minimis*	NA	NA	Negligible after mitigation	*de minimis*
Single Lane Addition with Frontage Roads	• An estimated 4 contributing structures may be lost	• An estimated 22 of structures may be lost • Loss of individually eligible of Progressive Baptist Church	• An estimated 7 contributing structures may be lost • Loss of individually eligible St. Francis Xavier Church Rectory and School	An estimated 4 structures may be lost	50% (2 structures) of the PROMPS listing would be acquired	NA	Expressway Park would have to be reconfigured, accessibility concerns remain, and the park may have fewer amenities	*de minimis*	*de minimis*	*de minimis*	NA	NA	NA	NA

TABLE 4
ALTERNATIVES COMPARISON OF LEAST OVERALL HARM FACTORS 1, 2, AND 3 (continued)

ALTERNATIVE	RESOURCES AND LEAST OVERALL HARM FACTORS													
	HISTORIC					RECREATIONAL								
	BTHD	OSBRHD	ERSHD	HOHD	PROMPS	East Baton Rouge Levee Trail	Expressway Park	City-Brooks Park	East Polk Street Park	City Park Lake Trail	Nairn Park	Burden Trails	Rivault Park	West Baton Rouge Levee Trail
	LEAST OVERALL HARM FACTOR 3 – SIGNIFICANCE OF EACH SECTION 4(f) PROPERTY													
	A mostly residential historic district with some warehouses. Significant for its history in architecture, and community planning and development (1806-1949) and individually eligible properties including New St. Luke Baptist Church.	A mostly residential eligible historic district significant for its history in the areas of commerce, community planning and development, entertainment/ recreation, and ethnic heritage (late 1800s-1960s) and individually eligible properties including Baranco-Clark YMCA and Progressive Baptist Church	A newly listed mixed-use historic district significant for its history in the areas of commerce, community planning and development, entertainment/ recreation, industry, and ethnic heritage (1871-1968) and individually eligible properties including St. Francis Xavier Church and School (circa 1920, the first African American Catholic School in Baton Rouge).	A residential eligible historic district significant for its architecture and history in the areas of community planning and development, it is an intact example of a small garden suburb (1920-1968).	An eligible MPS of commercial properties considered significant for its architecture and history as an active early suburb and commercial district known for its music scene (1930s-1950s). While the geographic integrity has been compromised over the years, local history is conveyed through remaining historic buildings.	All are significant recreation areas and/or parks in East Baton Rouge Parish The Baton Rouge Levee Bike Path/Trail extends along the east levee for about 4.8 miles, connecting downtown Baton Rouge to LSU and Farr Park. Expressway Park is a recreational area serving the downtown area, Old South Baton Rouge and Beauregard Town. It includes a recreational center owned by BREC on about 0.8 acres, with the remaining park area owned by DOTD and located within existing interstate right-of-way (ROW) under the interstate structure. The park amenities include playground, picnic pavilions, outdoor fitness area, multipurpose field, lighted football field, basketball courts, and incorporates a portion of the Greenway trail. The park is approximately 40 acres which includes the portion under a joint use agreement with DOTD. City Brooks Park located in the Garden District provides a large variety of amenities for the City of Baton Rouge including a recreational center, art gallery, dog park, splash pad, labyrinth, fishing lake, tennis courts, basketball courts, ball fields, playground, soccer fields, walking track and golf course. The City Park Lake Trail is associated with the park and is a maintained trail connecting surrounding neighborhoods to City Park. The trail is approximately 1.5 miles around the lake. East Polk Park is a 3-acre neighborhood park serving Old South Baton Rouge with a playground, basketball court, multi-use field, and green space. Nairn Park is a 7.5-acre neighborhood park serving the Valley Park and Balis neighborhoods with a recreational center, multi-use fields, basketball court, walking track, and playground. Located on the Burden Plantation property, the Burden trails wind through wetlands and other natural and planted habitats. The five miles of trails are on state-owned property and open to the public year-round for recreational purposes.							Both are significant recreation areas and/or parks in West Baton Rouge Parish The West Baton Rouge levee trail is a partially completed 5-mile trail along the levee on the west bank of the Mississippi River connecting Port Allen to points south. The 14.3-acre Rivault Park serves the City of Port Allen with baseball and softball fields, a playground, and a pavilion.	
High Pass	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	NA	✓
Multiple Lane Addition (new MRB)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	NA	NA	✓	✓
Single Lane Addition/Proposed Action	**NA**	✓	**NA**	✓	✓	**NA**	**NA**	✓	✓	✓	**NA**	**NA**	**NA**	**NA**
Single Lane Addition w new MRB	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	NA	NA	✓	✓
Single Lane Addition with Frontage Roads	NA	✓	✓	✓	✓	NA	✓	✓	✓	✓	NA	NA	NA	NA

NA – Not Applicable or Not Affected
Table Notes:
[1] To construct an overhead facility in a very small space while minimizing right of way acquisitions would require considerable equipment, atypical techniques, and lane closures for an extended period (multiple years). Closure of multiple lanes of traffic on the existing interstate for extended periods would result in serious traffic congestion which would be expected to result in increased traffic cutting through these four adjacent historic districts and MPS.

The remainder of this section provides discussion of the analysis factors four through seven.

4) Views of the Official(s) with Jurisdiction over the eligible property(ies)

   FHWA determined that the project will have an adverse effect on historic properties and consulted with the SHPO, pursuant to 36 C.F.R. 800, regulations implementing Section 106 of the National Historic Preservation Act (54 U.S.C. 306108).

   All consultation was done with specific reference to the proposed action. Section 4(f) properties adversely effected by the proposed action (Single Lane Addition alternative) are fewer in number than the other alternatives and less severe. The consultation conducted should suffice to cover all five alternatives with the knowledge that the permanent loss of amenities and/or access to significant parks would not result in the *de minimis* findings discussed below.

   Appendix C contains information provided by the SHPO relative to the individual properties referenced herein. FHWA notified the Advisory Council on Historic Preservation (ACHP) of its adverse effect determination and the ACHP chose to participate in the consultation. FHWA and DOTD notified the public of the Section 106 consultation, inviting interested parties to request participation in the consultation. Ultimately, local residents and business owners, the Old South Baton Rouge Economic Redevelopment Group (OSBRERG), and the Knock, Knock Children's Museum (KKCM) requested to become consulting parties. The Louisiana Trust for Historic Preservation (LTHP), and BREC were invited and agreed to participate in the consultation. Three consulting party meetings were held to develop the Programmatic Agreement located in **Appendix B** in which the consulting parties developed the mitigation for impacts to historic properties. Additional coordination was completed with signatory parties for the proposed modifications and consulting parties are updated annually in accordance with the Programmatic Agreement.

   BREC and the City Parish of East Baton Rouge were consulted throughout the project to assess potential impacts to park and recreational resources and develop mitigation for possible park impacts. West Baton Rouge Parish was consulted relative to Rivault Park and development plans for levee trails. **Appendix D** contains the *de minimis* findings signed by BREC and the City Parish of East Baton Rouge relative to park impacts.

5) Degree to which each alternative meets purpose and need

   Section 3.2 outlined all the alternatives that were considered. The High Pass, Multiple Lane Addition, and three alternatives involving a Single Lane addition met the purpose and need. **Table 5** presents the five alternatives and the degree to which they meet the purpose and need.

TABLE 5
DEGREE TO WHICH ALTERNATIVES MEET PURPOSE AND NEED

ALTERNATIVE	DEGREE MEETS PURPOSE AND NEED
High Pass (includes a new MRB)	Highly meets traffic need and does not meet rehabilitation need
Multiple Additional Lanes (two lanes each direction on I-10) with a new MRB	Moderately meets traffic need and meets rehabilitation need
Single Lane Addition (one lane each direction on I-10)	Moderately meets traffic need and meets rehabilitation need
Single Lane Addition with a new MRB	Moderately meets traffic need and meets rehabilitation need
Single Lane Addition with Frontage Roads	Moderately meets traffic need and meets rehabilitation need

6) After reasonable mitigation, the magnitude of adverse impacts to resources not protected by Section 4(f)

All alternatives will have adverse impacts on non-Section 4(f) properties. **Table 6** outlines the non-Section 4(f) adverse impacts that would be reasonably expected with the implementation of each of the alternatives. The table reflects less adverse effects to non-Section 4(f) resources under the proposed action. Since the proposed action requires the least amount of ROW, all other alternatives require greater ROW, resulting in a greater number of impacts across all categories of properties. Impacts to other resources such as wetlands, protected species, parks, community facilities, and others are considered minimal under the proposed action. Under the other four alternatives, impacts to parks would be expected and not all impacts would be *de minimis*. Noise and visual impacts noted for the High Pass alternative were important concerns voiced by the public during public meetings. The three alternatives involving new bridges over the Mississippi River would also result in measurable wetland impacts, levee crossings, navigational considerations, and consideration of protections during construction for the Mississippi River. No quantitative measurements for the non-Section 4(f) resources were obtained, as the alternative analysis was conducted during the feasibility stage, where detailed studies are not conducted for all alternatives under consideration.

Minority and low-income communities exist in the I-10 project corridor, three of which are affected by the alternatives. All three of these affected communities are also Section 4(f) resources: BTHD, ERSHD, and eligible OSBRHD. **Table 7** defines the impact of the alternatives on these communities. More detail relative to the analysis is in Chapter 3 of the EA.

TABLE 6
NON-SECTION 4(F) RESOURCES AFFECTED
BY THE ALTERNATIVES

Alternative	Non 4(f) Resource	Adverse Effects After Reasonable Mitigation

High Pass (includes a new MRB)	• General Populace
	• <0.05 Wetlands/ Other waters
	• 6 Non-residential buildings acquired
	• Odell Williams African American Museum
	• Christian Bible College
	• Vacant land
	• Mississippi River
		• Populace
		  ○ Major impacts to travel time during construction (unable to maintain three lanes of traffic in each direction on I-10) may result in increased cost of living and decreased quality of life
		  ○ Visual impacts to surrounding neighborhoods will remain regardless of aesthetic design
		  ○ Noise impacts to surrounding residential areas may remain for some areas even with noise barriers
		• Mitigation for wetlands/other waters will resolve adverse effects
		• Replacement of commercial/industrial structures may relocate them away from necessary infrastructure or primary service areas
		• Permanent incorporation of the Odell Williams African American Museum and Christian Bible College
		• Permanent incorporation of approximately 14.3 acres of adjacent property for required ROW
		• Adverse effects to the Mississippi River and its flora and fauna would be expected during construction and should be mitigated by permit requirements (this only applies to alternatives with a new MRB)

Alternative	Non 4(f) Resource	Adverse Effects After Reasonable Mitigation
Multiple Additional Lanes (each direction on I-10) with a new MRB	• General Populace • < 0.5 acres Wetlands • 6 Non-residential buildings acquired • 32 Residential buildings acquired • Vacant land • Mississippi River	• Populace ○ Noise impacts to surrounding residential areas may remain for some areas even with noise barriers • Mitigation for wetlands/other waters will resolve adverse effects • Replacement of commercial structures may relocate them away from primary service areas • 32 residential structures include 2 multifamily structures with 10 residences – relocation in existing neighborhoods may not be possible due to lack of available lots/residences • Permanent incorporation of approximately 18.0 acres of adjacent property for required ROW • Adverse effects to the Mississippi River and its flora and fauna would be expected during construction and should be mitigated by permit requirements
Single Lane Addition (each direction on I-10)	• General Populace • 1 Non-residential building acquired • 14 Residential buildings acquired • Vacant land	• Populace ○ Noise impacts to surrounding residential areas may remain for some areas even with noise barriers • Commercial structure could be relocated within its primary service area, mitigating adverse effects • 14 residential structures – relocation in existing neighborhoods may not be possible due to lack of available lots/residences • Permanent incorporation of approximately 4.8 acres of adjacent property for required ROW

Alternative	Non 4(f) Resource	Adverse Effects After Reasonable Mitigation
Single Lane Addition w/a new MRB	• General Populace • <0.05 Wetlands/ Other waters • 4 Non-residential buildings acquired • 14 Residential buildings acquired • Odell Williams African American Museum • Vacant land • Mississippi River	• Populace ○ Noise impacts to surrounding residential areas may remain for some areas even with noise barriers • Mitigation for wetlands/other waters will resolve adverse effects • Replacement of commercial/industrial structures may relocate them away from necessary infrastructure or primary service areas • 14 residential structures – relocation in existing neighborhoods may not be possible due to lack of available lots/residences • Permanent incorporation of Odell Williams African American Museum • Permanent incorporation of approximately 11.2 acres of adjacent property for required ROW • Adverse effects to the Mississippi River and its flora and fauna would be expected during construction and should be mitigated by permit requirements

Alternative	Non 4(f) Resource	Adverse Effects After Reasonable Mitigation
Single Lane Addition with Frontage Roads	• General Populace • 1 Non-residential building acquired • 14 Residential buildings acquired Vacant land	• Populace ○ Noise impacts to surrounding residential areas may remain for some areas even with noise barriers • Commercial structure could be relocated within its primary service area, mitigating adverse effects • 14 residential structures – relocation in existing neighborhoods may not be possible due to lack of available lots/residences • Permanent incorporation of approximately 5.1 acres of adjacent property for required ROW

TABLE 7
MINORITY AND LOW-INCOME COMMUNITY IMPACTS BY ALTERNATIVE

Alternative	Community	Section 4(f) Resource	Impact
High Pass	Beauregard Town, Old South Baton Rouge	BTHD, OSBRHD	Acquisition of 36 properties on the boundaries of the BTHD and OSBRHD Section 4(f) resources and the introduction of tall highway structure to the viewshed of these same resources
Multilane Addition (w/ a new MRB)	Beauregard Town, Old South Baton Rouge, Eddie Robinson Sr.	BTHD, OSBRHD, ERSHD	Acquisition of 33 properties on the boundaries of the BTHD, OSBRHD, and ERSHD Section 4(f) resources
Single Lane Addition (each direction on I-10)	Old South Baton Rouge	OSBRHD	Acquisition of 9 properties on the boundaries of the OSBRHD Section 4(f) resource. The modifications mentioned in Section 1.2 above increase acreage required for project by approximately 0.44 acre.
Single Lane Addition w/new MRB	Beauregard Town, Old South Baton Rouge	BTHD, OSBRHD	Acquisition of 19 properties on the boundaries of the BTHD, OSBRHD, and ERSHD Section 4(f) resources
Single Lane Addition with Frontage Roads	Old South Baton Rouge, Eddie Robinson Sr.	BTHD, OSBRHD, ERSHD	Acquisition of 31 properties on boundaries of the BTHD, OSBRHD, and ERSHD and the loss of Expressway Park amenities, including walking, bike, and fitness trails, basketball court, and quiet contemplation areas as well as reduced access, all of which adversely impact this community's most centrally located and utilized park

7) Substantial differences in cost among alternatives

Any alignment that did not utilize existing infrastructure would be of substantial additional cost both financially and to area resources. Cost estimates for other alternatives were not developed in detail during the feasibility study stage but were roughly estimated based on structure or pavement cost per linear foot. *Costs did not include interchange modifications, complete structure replacements, construction complexity (including traffic management), mitigation, or relocations*. **Table 8** provides the generalized mainline only construction cost comparison developed during the feasibility study which is the most reasonable available data.

TABLE 8
ROUGH ALTERNATIVE MAINLINE CONSTRUCTION COST ESTIMATE COMPARISON

Alternative	2016 Estimated Cost (in Millions)
High Pass	$1,200
Single Lane Addition with new MRB	$1,000
Multiple Lane Addition	$850+
Single Lane Addition with I-110 Frontage Roads	<$500
Single Lane Addition/Proposed Action	$350

Costs for East Baton Rouge Parish interchange alternatives ranged from $20 million to $200 million relative to type of interchange proposed and location. The range of costs for the interchange alternatives in 2016 was:

- Highland – $25 million to $150 million
- I-110 – $200 million
- Washington – $20 million to $150 million
- Dalrymple – $40 million to $50 million
- Washington/Dalrymple consolidated – $60 million to $70 million
- Perkins – ramp removal was not estimated
- Acadian – $20 million to $50 million
- College – directional ramps $60 million

Costs (2016) for the selected interchange improvements in East Baton Rouge Parish included in the proposed action are:

- Washington/Dalrymple consolidated – $60 million
- Perkins – not estimated
- Acadian – lengthen ramps for existing diamond interchange – $22 million
- College directional ramps – $60 million

3.4 Coordination with Officials with Jurisdiction

The Louisiana State Historic Preservation Officer (SHPO) is the official with jurisdiction over the historic properties. DOTD and FHWA, in consultation with the SHPO, ACHP, BREC, and other parties, developed mitigation strategies for the Section 4(f) properties. BREC is the entity with jurisdiction over parks in East Baton Rouge Parish. DOTD coordinated the mitigation for the *de minimis* impact to park and trails with BREC and the City. The mitigation measures are presented in the attached Programmatic Agreement (**Appendix B**). Additional mitigation to compensate for the additional 4(f) property used as a result of the modifications mentioned in Section 1.2 was considered but determined unnecessary.

3.5 Areas of Controversy/Unresolved Issues and Federal Actions

The FONSI contains a narrative addressing areas of controversy and unresolved issues in Section F.4, and federal actions necessary for the proposed action in Section F.6.

3.6 Public Meetings for Proposed Modifications

In addition to meeting with officials with jurisdiction, several rounds of public meetings were held to obtain public input on the proposed modifications and Section 4(f) impacts. Some modifications were removed from consideration or altered based on input from the public. The meetings were held in 2022, 2023, and 2025. Copies of the meeting summaries are included in **Appendix E**.

4.0 CONCLUSIONS

The proposed action is the alternative with least overall harm. As demonstrated in Chapter 3, the proposed action, to add a single travel lane to I-10 from LA 415 to Essen Lane with no new MRB and with no widening of the existing MRB between the trusses, represents the alternative with:

- the fewest impacts to contributing elements of existing and eligible historic districts and MPS
- the fewest residential and business property acquisitions
- the only alternative that does not impact or have the potential to impact individually eligible churches, schools, or the local African American history museum
- one of two alternatives that do not adversely impact Expressway Park

Additionally, the Single Lane Addition alternative has been determined to have a *de minimis* impact on East Polk Street Park, City Park Lake and Trail, and Brooks Park. (see **Appendix D** for the *de minimis* evaluation).

While the proposed action does impact Section 4(f) resources, the proposed action is the least harmful of the alternatives considered. The proposed modifications to the action do not change the Section 4(f) determination that the proposed action is the least harmful. All possible planning to minimize harm has occurred. The Section 4(f) evaluation remains valid

APPENDIX A

I-10 RIGHT-OF-WAY MEMO

Memorandum

Date: December 4, 2018

To: LADOTD

From: Providence

Re: I-10 Right-of-Way
SPN H.004100.2 I-10: LA 415 to Essen
Providence Project No. 040-012-001

This memo will formally identify and describe the verbally approved right-of-way and construction servitude conditions for the I-10 mainline roadways at-grade, with proposed noise barriers and without noise barriers, and elevated structures.

As previously discussed, we have developed line and grade based on the existing roadways and proposed noise barriers. The description of each roadway section is below. Please find attached exhibits for the right-of-way shown for each typical section within the I-10 mainline.

At-Grade Roadways:

With Noise Barriers – Right-of-way will be 1'-6" from the back of the noise barrier. The construction servitude will be 10'-0" from the back of the noise barrier.

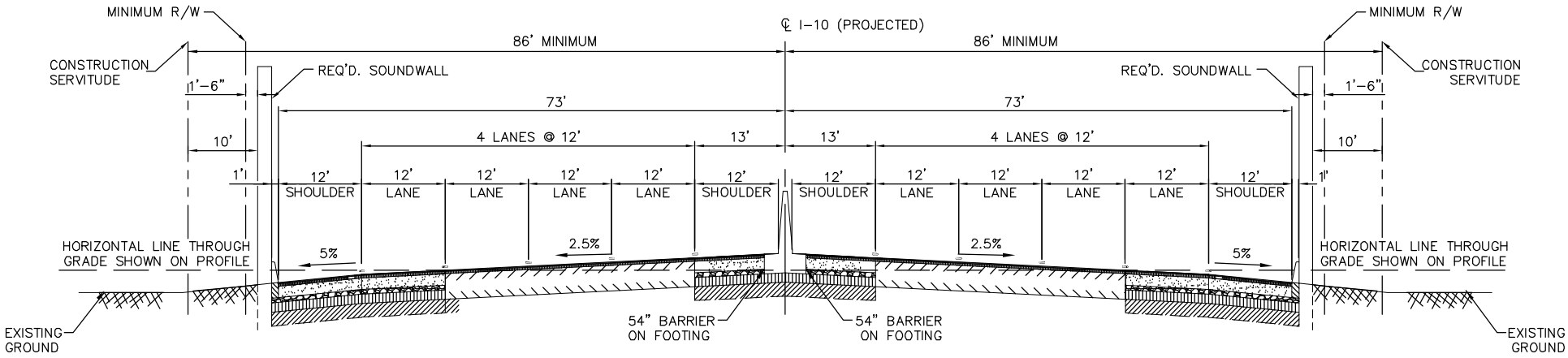
Without Noise Barriers – Right-of-way will be 10'-0" from the edge of the proposed roadway shoulder. This excludes areas which are tight, such as Braddock Street, where the existing edge of pavement was used as the marker for the 10'-0" construction servitude.

On the typical section exhibits, the improvements shown are for I-10 mainlines.

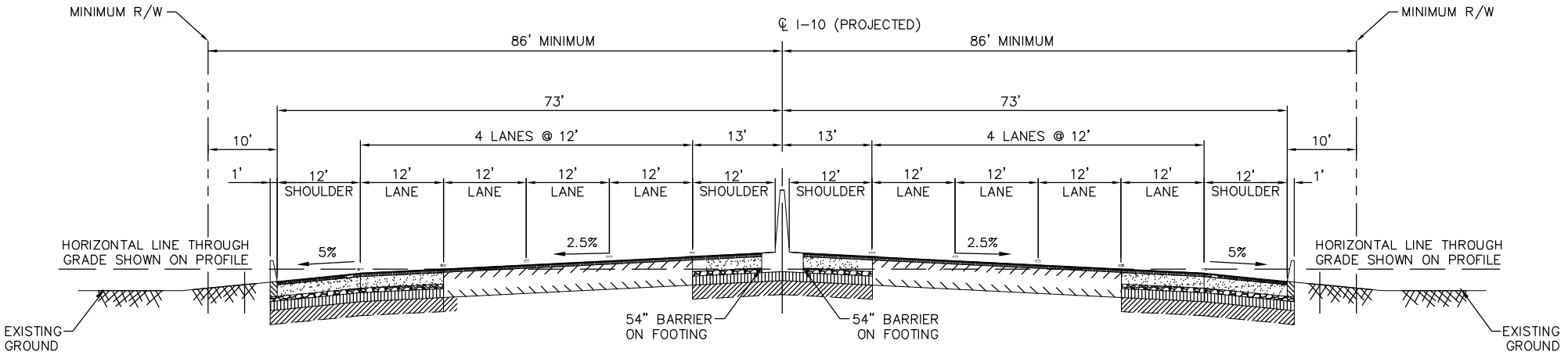
Elevated Roadways:

With or Without Noise Barriers – Right-of-way will be 5'-0" from the elevated structure. There will be no construction servitude shown along structures.

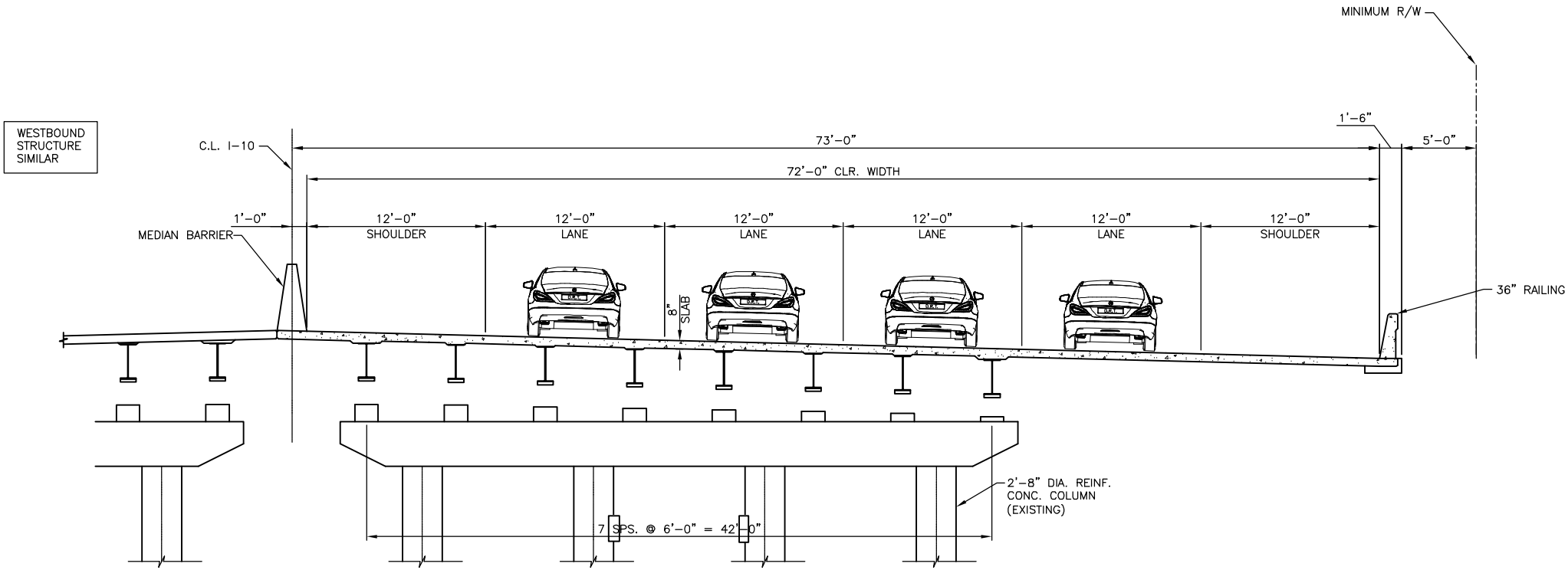
RIGHT-OF-WAY EXHIBITS



TYPICAL FINISHED SECTION
12' SHOULDER WITH SOUNDWALL WITH 1.5' R/W



TYPICAL FINISHED SECTION
12' SHOULDER WITH 10' R/W



ELEVATED STRUCTURE
WITH 5' R/W
(LOOKING EASTBOUND)

APPENDIX B

PROGRAMMATIC AGREEMENT

PROGRAMMATIC AGREEMENT
AMONG THE
FEDERAL HIGHWAY ADMINISTRATION,
LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT,
LOUISIANA STATE HISTORIC PRESERVATION OFFICER,
ADVISORY COUNCIL ON HISTORIC PRESERVATION,
REGARDING THE
IMPROVEMENTS TO I-10 FROM
LA 415 TO ESSEN LANE (FAP H004100, SPN H.004100),
PORT ALLEN, WEST BATON ROUGE PARISH AND BATON ROUGE, EAST BATON ROUGE PARISH, LOUISIANA

WHEREAS, the Federal Highway Administration (FHWA), under the authority of 23 U.S.C. §101 *et seq.*, implements the Federal-aid Highway Program (Program) in the state of Louisiana by funding and approving state and locally sponsored transportation projects that are administered by the Louisiana Department of Transportation and Development (LADOTD);

WHEREAS, the FHWA, in cooperation with LADOTD, has determined that improvements to Interstate 10 (I-10) between Louisiana Highway 415 (LA 415) and Essen Lane (the Undertaking) are necessary to reduce congestion and improve traffic conditions in the I-10 corridor; improvements include widening I-10 by adding travel lanes, shoulders and making improvements to existing interchanges, including construction of roundabouts;

WHEREAS, LADOTD intends for the Undertaking to be constructed in stages approximately over the next 23 years as funding becomes available, with the initial stages of construction occurring in East Baton Rouge Parish and the final stage in West Baton Rouge Parish;

WHEREAS, LADOTD has held multiple public meetings/hearings, stakeholder meetings (See Appendix 1: Project Public Meeting Dates and Locations Held as of November 7, 2019.), and has issued media notifications regarding the Undertaking;

WHEREAS, the Louisiana FHWA Division Administrator is the "Agency Official" (*i.e.* Lead Federal Agency) responsible for ensuring that the Program in the state of Louisiana complies with Section 106 of the National Historic Preservation Act (NHPA)(54 U.S.C. §306108), as amended, and codified in its implementing regulations, 36 CFR §800, as amended (August 5, 2004);

WHEREAS, FHWA determined that the Undertaking will have an adverse effect on historic properties and consulted with the Louisiana State Historic Preservation Officer (LASHPO), pursuant to 36 CFR §800, regulations implementing Section 106 of the NHPA (54 U.S.C. §306108).

WHEREAS, this Programmatic Agreement (PA or Agreement) is prepared pursuant to 36 CFR §800.14(b)(3);

WHEREAS, FHWA has invited LADOTD, as the recipient of federal funds, to be a signatory to this Agreement pursuant to 36 CFR §800.6(c)(2) since LADOTD has responsibilities under this Agreement, and LADOTD has accepted;

WHEREAS, the Advisory Council on Historic Preservation has chosen to participate and is a signatory to this PA;

WHEREAS, the Louisiana Preservation Alliance, Inc. d.b.a. Louisiana Trust for Historic Preservation (LTHP), was invited to participate in the consultation as a potential party in mitigation and Invited Signatory to this PA, and LTHP accepted;

WHEREAS, FHWA has invited the Recreation and Park Commission for the Parish of East Baton Rouge (BREC), to participate in the consultation as a potential party in mitigation and Invited Signatory to this PA, and BREC accepted;

WHEREAS, FHWA, in conjunction with LADOTD, notified the public, area neighborhood associations, and other public organizations of the Section 106 consultation, inviting interested parties to request participation in the consultation, including agencies, elected officials and nonprofit organizations, and individual property owners. Several individual property owners as well as the Old South Baton Rouge Economic Redevelopment Group (OSBRERG) and the Knock, Knock Children's Museum, Inc. (KKCM) requested to participate in the consultation. OSBRERG and KKCM have accepted the invitation to participate as concurring parties (Appendix 2: Names of Associations, Organizations and Individuals notified of Section 106 Consultation);

WHEREAS, FHWA notified Native American Tribal Nations of the Section 106 government to government consultation. To date, no Tribes have requested to participate;

WHEREAS, FHWA has defined the Undertaking's area of potential effect (APE) as described in Appendix 3: Proposed Area of Potential Effects Map;

WHEREAS, FHWA determined the National Register of Historic Places (NRHP) eligibility for the built environment, including standing structures within the APE;

WHEREAS, a Phase I cultural resources survey was performed which included an archeological investigation of accessible properties within the direct APE and no archaeological sites eligible for listing on the NRHP were discovered;

WHEREAS, the APE includes portions of two historic districts listed on the NRHP: the Beauregard Town Historic District (BTHD) and the Eddie Robinson, Sr. Historic District (ERSHD) and FHWA determined that the Undertaking will have no direct effects and minimal indirect effects to the two historic districts;

WHEREAS, FHWA determined that the Old South Baton Rouge neighborhood (OSBRHD) and Hundred Oaks Residential neighborhood (HORHD) are eligible for listing on the NRHP as historic districts and that a number of structures within the Perkins Road Overpass Area are eligible for the NRHP pursuant to a Perkins Road Overpass Multiple Property Submission (PROMPS);

WHEREAS, FHWA determined that contributing elements of the proposed OSBHD and HORHD and historic structures included in the proposed PROMPS that are within the APE will be adversely affected by the Undertaking;

WHEREAS, FHWA has consulted with the LASHPO, and the ACHP pursuant to 36 CFR § 800, the regulation implementing Section 106 of the National Historic Preservation Act (formerly 16 U.S.C. § 470f, now 54 U.S.C.A. § 306108.);

NOW, THEREFORE, FHWA, LADOTD, LASHPO and ACHP agree that the Undertaking shall be implemented in accordance with the following stipulations in order to take into account the effect of the Undertaking on historic properties.

STIPULATIONS

FHWA shall ensure the following measures are implemented:

I. PUBLIC PARTICIPATION

A. FHWA and LADOTD will continue to make reasonable efforts to inform the public of the progress of the Undertaking in project development and construction via advertised public meetings and public access to the project website. Additional public forums for disseminating information on the Undertaking include, but are not limited to LADOTD's project web site.

B. BREC will hold public sessions to receive input on historic displays (See Stipulation II.B.2.)

C. FHWA in coordination with LADOTD will notify the consulting parties via e-mail when new information relative to this Programmatic Agreement (PA) is posted to the website.

II. TREAMENT OF ADVERSELY AFFECTED HISTORIC STRUCTURES

A. Vibration monitoring will be conducted as per LADOTD vibration monitoring specifications for portions of the project that are adjacent to BTHD, ERSHD, and the proposed OSBRHD, HORHD and PROMPS for construction activities that are anticipated to produce significant vibration. (Appendix 4: Vibration Monitoring Specifications).

B. Measures to Mitigate Adverse Effects to Historic Properties

1. Historic Context Development

a) LADOTD, in conjunction with FHWA and LASHPO, will provide historic contexts for the proposed OSBRHD, HORHD and PROMPS. The contexts will provide historical information on the initial layout and development of the neighborhoods, significant influences of the natural landscape and built environment to neighborhood development, as well as important economic and social factors. The contexts will include map research and analysis, Baton Rouge city planning resources as well as other historical resources. The contexts will not provide detail on individual buildings, except as an illustration to certain salient points on neighborhood development.

b) Within 240 days of the execution of this PA, LADOTD, in conjunction with FHWA, will provide two bound hardcopies of the draft contexts along with an electronic pdf to LASHPO. LASHPO will provide comments within 30 days of submittal. LADOTD will have 30 days to revise and submit the finalized documents. LADOTD will provide LASHPO with three hardcopies of the final documentation for distribution to the Louisiana State Library and the

Louisiana State Archives. LADOTD will post the electronic context documents to the project webpage for as long as the project is under construction. LASHPO will post the context documents to its webpage for as long as it deems appropriate. Both LADOTD and LASHPO will make the document available to the public for viewing and download by the public at no charge.

c) LADOTD will provide three bound hardcopies of the contexts to the East Baton Rouge Parish Library for placement at it branches in the vicinity of the project.

2. Historic District Public Informational Displays

a) Within Expressway and Polk Parks

i. LADOTD, in conjunction with FHWA, will provide BREC with $200,000.00 in funding to develop and install public informational displays of historic district information regarding the BTHD, ERSHD and proposed OSBRHD at Expressway Park and Polk Park. The availability of this funding and schedule of planning and implementation will be detailed in an interagency agreement between LADOTD and BREC.

ii. The content of the displays will be informed by the previously written historic contexts (Stipulation 1.A) and other sources and will be designed and developed by BREC, in coordination with LASHPO, LADOTD and FHWA. During development, BREC will hold public sessions to solicit public input on the displays.

iii. BREC will submit draft historical content to LADOTD within 160 days after the historic contexts have been approved. LADOTD, FHWA and LASHPO will have 30 days to review and request revisions, after which BREC will have 30 days to make revisions and resubmit to LADOTD, FHWA and LASHPO. LADOTD, FHWA and LASHPO will have 30 days to review and approve.

iv. BREC will commence with implementation of the historic district public informational displays once LADOTD provides the funding.

b) Within LADOTD ROW

i. LADOTD, in conjunction with FHWA, will design and install historic markers presenting historical information relative to the PROMPS and proposed HORHD within LADOTD ROW in the vicinity of both neighborhoods.

ii. LADOTD in conjunction with FHWA, will submit historic content to LASHPO for review. LASHPO will have 30 days to comment or concur. LADOTD will have 30 days to revise

the historic content and resubmit to LASHPO for concurrence. LASHPO will have 30 days to review and concur.

iii. Within 160 days of completion of construction at the project segment at the PROMPS and HORHD, LADOTD will install the historic markers.

3. Recordation

a) LADOTD, in conjunction with FHWA, will provide documentation to LASHPO of all buildings or structures of historical significance within the project proposed ROW or that sit on parcels to be fully or partially acquired by the project. The recordation will include exterior photographs, an architectural description and a locational map or aerial photograph. The draft documentation will be provided within 160 days of execution of this PA and prior to demolition of the buildings. LADOTD will provide final version documentation within 30 days of receiving comments from LASHPO.

b) LADOTD, in conjunction with FHWA, will provide three bound hardcopies of the documentation along with an electronic pdf to the LASHPO for distribution to the Louisiana State Library and the Louisiana State Archives. LADOTD will post the documentation to the project webpage for as long as the project is under construction. LASHPO will post the documents to its webpage for as long as it deems appropriate. Both LADOTD and LASHPO will make the document available to the public for viewing and download at no charge.

c) Should additional buildings within the required ROW of the project be identified as eligible for the NRHP or contributing to a NRHP historic district or proposed NRHP district, they will be documented as per Stipulation II 2C1-2 above as an addendum.

4. Historic Building Relocation

a) Any building within the proposed ROW that LADOTD acquires and that has not been determined historic, LADOTD may demolish or remove without further Section 106 consultation on the structure itself. Historic building is defined herein as any building that has been determined by FHWA to be eligible for the NRHP or contributing to a NRHP historic district or proposed NRHP historic district or multiple property submission, with concurrence from LASHPO. Archaeological considerations for the land parcel will still apply as per Stipulation III of this PA.

b) For buildings within the proposed ROW that are acquired by LADOTD and that are determined by FHWA to be historic that are determined by FHWA, LADOTD and LTHP to be feasible for relocation and marketing (Appendix 5: Anticipated Adversely Affected Historic Properties as of November 7, 2019), LADOTD and LTHP will partner to develop and implement a comprehensive

program to mitigate impact to the historic buildings (historic mitigation program). The mitigation program will include the transfer of ownership of the building from LADOTD to the LTHP, who will manage the program, including stabilizing and relocating the building from the proposed ROW to a location outside of the proposed ROW, but within the associated proposed historic district. The LTHP will also execute, place and record an historic conservation servitude, as defined by the Louisiana Conservation Servitude Act (La. Revised Statute 9:1271 *et seq.*) on the relocated building and property. LTHP will:

i. Research available maps, surveys and written history about the immediate area to determine any outstanding cultural and architectural features as well as potential environmental concerns.

ii. Conduct a site visit for visual assessment of the interior, exterior, crawl space, roof, site and surrounding context. Elements to look for include active insect infestation (termites, bees, etc.), water infiltration and advanced deterioration to the structure and cladding. Determine the severity of the damage and whether repair or replacement of the material will be necessary or if deterioration is too advanced to save the building feasibly.

iii. If relocation of the structure is determined feasible, begin to identify and secure a receiving site and determine the best route between the two locations. Consider overhead obstacles and utilities (especially fiber optic lines) and whether the structure will need to have the roof removed or will need to be separated into pieces in order to be transported.

iv. Identify contractors and structural movers with similar experience and determine approximate expenses involved for the stabilization and potential relocation.

v. Compare the expenses with available capital and anticipated sales price of the structures once moved to a new location and stabilized. Typically, this would include placing them on a new foundation and insuring that they are waterproof and secure. This would not include total rehabilitation where they are move-in ready. If expected expenses are not reasonably offset by anticipated sales price or other funding sources (grants, donations, volunteer labor, etc.), the project is not financially feasible and would not proceed.

vi. If a structure is deemed suitable for relocation, a receiving lot is acquired and prepared, with the corners of the structure marked as a guide for the mover. On the origination site, all debris is cleared from in and around the structure and obstacles on the site are cleared (limbs, retaining walls, etc.). A route and window of potential moving dates are

coordinated with the mover, municipality, law enforcement, LADOTD, utility companies and other necessary parties. Regular updates with each entity are extremely important.

vii. The structural mover begins to raise the house and place their steel beams. Once the mover has prepared the structure and a moving date/time is confirmed, all parties are notified. The municipality places "Do Not Park" notices along the route, in advance of the move.

viii. Moving Day: Utility companies, traffic control and all parties are in place along the route. A team walks along the route with the structure, to help the driver check for clearance and obstacles. The house is positioned on the receiving lot and placed on cribbing, so the axel may be removed.

ix. A new foundation is constructed and the house is lowered onto it. Stairs are constructed and further stabilization repairs are made to make the structure weather-tight and secure.

x. The property is advertised for sale and sold subject to the preservation easements, which will insure the property is maintained and protected into the future.

xi. Should it be determined through the course of investigation that LTHP cannot participate in the relocation process for a structure for any reason, or should it be determined that the relocation of a structure is not cost feasible or will exceed the maximum allowable cost per structure, the relocation process will cease for that structure, The consulting parties to this PA will be informed and the structure may be disposed via LADOTD's standard process without further historic preservation efforts.

c) To assist with relocation of historic structures from the LADOTD ROW for the historical mitigation program, LADOTD, in conjunction with FHWA, will provide LTHP with up to $50,000.00 per structure and up to $750,000.00 for all historic structures to be relocated. The availability of this funding and schedule of planning and implementation will be detailed in an interagency agreement between LADOTD and LTHP. From these amounts, the LTHP shall pay for investigation, stabilization, transportation and re-establishment of the structures and the properties to which they are permanently relocated, including lot acquisition and construction of new compatible foundation and utilities and the costs of any Baton Rouge City-Parish permitting, environmental or cultural resources investigations and or remedies. Should it be determined that none of the historic structures are feasible to relocate, LADOTD will not transfer ownership to the LTHP and will not be obligated to provide the funding or fund mitigation beyond those stipulated in the PA.

III. ARCHAEOLOGICAL INVESTIGATIONS OF PREVIOUSLY UN-SURVEYED AREAS

A. FHWA and LADOTD will have Phase I archaeological surveys performed on the properties required for the project that were not previously archaeologically surveyed, after LADOTD acquisition of the property and removal of standing structures that occupy it. This includes property lots where structures are demolished or otherwise removed. The Phase I archaeological survey will meet the standards of the Louisiana Division of Archaeology for fieldwork, documentation and reporting at the time they are contracted for survey.

1. Phase I archaeological survey will be conducted as all of the properties needed for a construction phase of the project (*e.g.* I-10 from the east side of the Mississippi River to College Drive) are acquired and structures removed. Un-surveyed properties determined too disturbed to be likely to contain intact archaeological deposits, through consultation between FHWA, LADOTD and LASHPO, will not be subject to archaeological survey.

2. During archaeological survey, if intact archaeological deposits are identified, FHWA and LADOTD will coordinate with LASHPO to determine if Phase II testing is warranted.

3. If through consultation with LASHPO, FHWA and LADOTD it is determined Phase II testing is not warranted, the site limits, location and archaeological contents will be documented in an addendum to the existing cultural resources report for the project, a draft of which has been provided to LASHPO.

4. If through consultation between FHWA, LADOTD and LASHPO it is determined that Phase II testing is warranted, FHWA and LADOTD will have the Phase II testing conducted according to Louisiana Division of Archaeology (LDOA) standards to determine if the site meets NRHP criteria. Testing results will be documented into the addendum to the existing cultural resources report for the project.

5. The draft addendum to the cultural resources report will be submitted to LASHPO as per standard procedure for 30 day review and comment.

6. If through consultation between FHWA, LADOTD and LASHPO, it is determined that the archaeological site meets NRHP criteria, additional consultation will proceed to determine if avoidance is possible. If avoidance is not possible, consultation will determine appropriate data recovery activities. Such data recovery activities will follow LDOA standards and will be documented in a separate report, as per LDOA standards.

IV. HUMAN REMAINS

If, in the course of the ground disturbing activity, human remains are encountered, FHWA shall ensure that LADOTD direct their contractor to stop work immediately in the vicinity of the discovery. LADOTD will follow the procedures outlined in the Louisiana Unmarked Human Burial Sites Act (R.S. 8:671 *et seq.*). Pursuant to the law,

LADOTD will notify the local police and coroner's office within 24 hours of the discovery. The local law enforcement officials will assess the nature and age of the human remains. If the coroner determines that the human remains are older than 50 years of age and are not a crime scene, LADOTD will ensure that the notice of the discovery required by Louisiana Unmarked Human Burial Sites Preservation Act (La. R.S. 8:671 *et seq.*) is given to the Secretary of Culture, Recreation, and Tourism (CRT) or the Secretary's designee by contacting the Louisiana Division of Archaeology at 225-342-8170. Following the notification, the Louisiana State Archaeologist, as the designee of the Secretary of CRT, will administer the remainder of the requirements of the law, including but not limited to permits for excavation and disposition of the human remains, which includes provisions for disposition in cases of demonstrated kinship or ethnic affinity to living Native American tribes.

V. DISCOVERY STIPULATIONS

A. For standing structures, if previously unidentified historic properties are discovered or unanticipated effects to historic properties are determined during design or identified during construction, FHWA and LADOTD will:

1. Consult with LASHPO on NRHP eligibility and determination of effects;

2. If the structure is found to be historic and the effect is adverse, FHWA and LADOTD will comply with Stipulation II with regard to the property.

B. For archaeological resources, in the event of inadvertent discovery of archaeological resources during project implementation, the discovery will be protected, all earth-disturbing activities will cease in the vicinity of the discovery, and heavy equipment will be removed from the area until the discovery is assessed and documented by a qualified archaeologist representing FHWA and LADOTD. LADOTD will notify the LASHPO by phone and/or email within 48 hours of the discovery. FHWA and LASHPO will consult with the LASHPO regarding NRHP eligibility. If FHWA and LADOTD determine in consultation with the LASHPO that the discovery is an isolated occurrence and is not eligible for NRHP listing, it will be documented and construction activity will proceed with no further consultation. Should the discovery be determined eligible for the NRHP, or in need of additional analysis, if possible, the construction will continue, but further effects will be avoided and monitored while the Consulting Parties develop a plan to resolve or mitigate adverse effects.

C. LADOTD shall provide a copy of the PA and insure that all construction contractors are made aware of the applicable PA requirements. Stipulations related to vibration and archaeological discovery are included in LADOTD's contract specifications.

VI. ANNUAL REPORTING

LADOTD will be responsible for annual reporting as follows:

A. For the duration of the PA, on or before October 31 of each year, the LADOTD environmental staff, with input from the project management division and LTHP, shall submit an annual PA implementation report summarizing the past review year's activities under the PA to Signatory, Invited Signatory, Concurring and Consulting Parties and post it to the project website.

B. The annual report shall address Stipulations I-VIII.

C. The report shall include any proposed scheduling changes, problems encountered and proposed resolutions and any disputes or objections received relating to efforts to carry out the terms of this PA.

D. Should any consulting party to this PA request a teleconference or meeting to discuss the stipulations herein or their execution, FHWA will ensure that LADOTD will organize the teleconference or meeting at the convenience of the consulting parties interested in attending and will provide teleconference capability or appropriate meeting space.

VII. DISPUTE RESOLUTION

A. Should any Signatory or Concurring Party to this PA object in writing to FHWA or LADOTD regarding any action carried out during the implementation of this Agreement, the agency shall consult with the objecting party to resolve the objection.

B. If FHWA or LADOTD determines that such objection cannot be resolved, FHWA shall forward all documentation relevant to the objection/dispute, including the agency's proposed response/resolution, to the ACHP.

C. Within 30 days after receipt of all pertinent documentation, ACHP shall exercise one of the following options:

1. Advise FHWA that ACHP concurs with the proposed response/resolution to the objection, whereupon FHWA will respond to the objection accordingly; or

2. Provide FHWA with recommendations to take into account in reaching a final decision regarding the objection/dispute; or

3. Notify FHWA that the objection will be referred for comment pursuant to 36 CFR §800.7

VIII. ADMINISTRATIVE STIPULATIONS

A. GENERAL

1. The Signatory and Concurring Parties will send and accept receipt of official notices, comments, requests for further information and documentation, and other communications required by this PA by email.

2. Time designations shall be in calendar days.

B. DURATION

1. If measures specified in the PA have not been fully implemented by the December 31, 2032, the FHWA, LADOTD, LASHPO, and ACHP shall review this PA to determine whether revisions are needed. If revisions are needed, FHWA, LADOTD, LASHPO, and ACHP will consult in accordance with 36 CFR §800 to make such revisions.

2. This PA expires on December 31, 2042, with the option to continue through an amendment if the FHWA, LADOTD, LASHPO, and ACHP review this PA and determine that continuation is needed.

C. AMENDMENT

1. Any of the Signatory or Invited Signatory Parties to the PA may request an amendment.

2. The PA may be amended when such an amendment is agreed to in writing by all Signatory Parties.

3. The amendment will go into effect on the date of the signature by the final Signatory.

D. TERMINATION

1. The Signatory Parties may terminate the PA by providing a 30 day written notice to the other parties provided that the parties consult during the 30 day time frame to seek amendments or other actions that would prevent termination. This 30 day time frame and process will also apply should any Signatory Party cease to operate or exist. Should consultation fail, FHWA will notify the other parties in writing of the termination.

2. Termination of the PA will require FHWA to consult with the ACHP and LASHPO to determine how to carry out the applicable provisions of 36 CPR §800.

Date 11/15/2019

EXECUTION of this Agreement by FHWA, LADOTD, LASHPO, and ACHP demonstrates that FHWA has taken into account the effects of the I-10: LA 415 to Essen Lane Undertaking on historic properties and afforded the ACHP an opportunity to comment on those effects.

SIGNATORIES:

THE FEDERAL HIGHWAY ADMINISTRATION

by Charles W. Bolinger, Division Administrator Date: 12-17-2019

THE LOUISIANA STATE HISTORIC PRESERVATION OFFICER

by Kristin Sanders, LASHPO Date: 11/15/2019

THE ADVISORY COUNCIL ON HISTORIC PRESERVATION

by John M. Fowler, Executive Director Date: 12/26/19

INVITED SIGNATORIES:

THE LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

by Shawn D. Wilson, Ph.D., Secretary Date: 12/13/19

THE LOUISIANA PRESERVATION ALLIANCE, INC.
d.b.a. LOUISIANA TRUST FOR HISTORIC PRESERVATION

by Brian M. Davis, Executive Director Date: 11/19/2019

RECREATION AND PARK COMMISSION FOR THE PARISH OF EAST BATON ROUGE

by Corey K. Wilson, Superintendent Date: 11/21/2019

CONCURRING PARTIES:

OLD SOUTH BATON ROUGE ECONOMIC REDEVELOPMENT GROUP

Brittany Zeno
by Brittany Zeno, Executive Director

Date: 1/31/20

KNOCK, KNOCK CHILDREN'S MUSEUM, INC.

_____
by Peter Claffey, Executive Director

Date: _____

Appendix 1: Project Public Meeting Dates and Locations Held as of November 15, 2019.

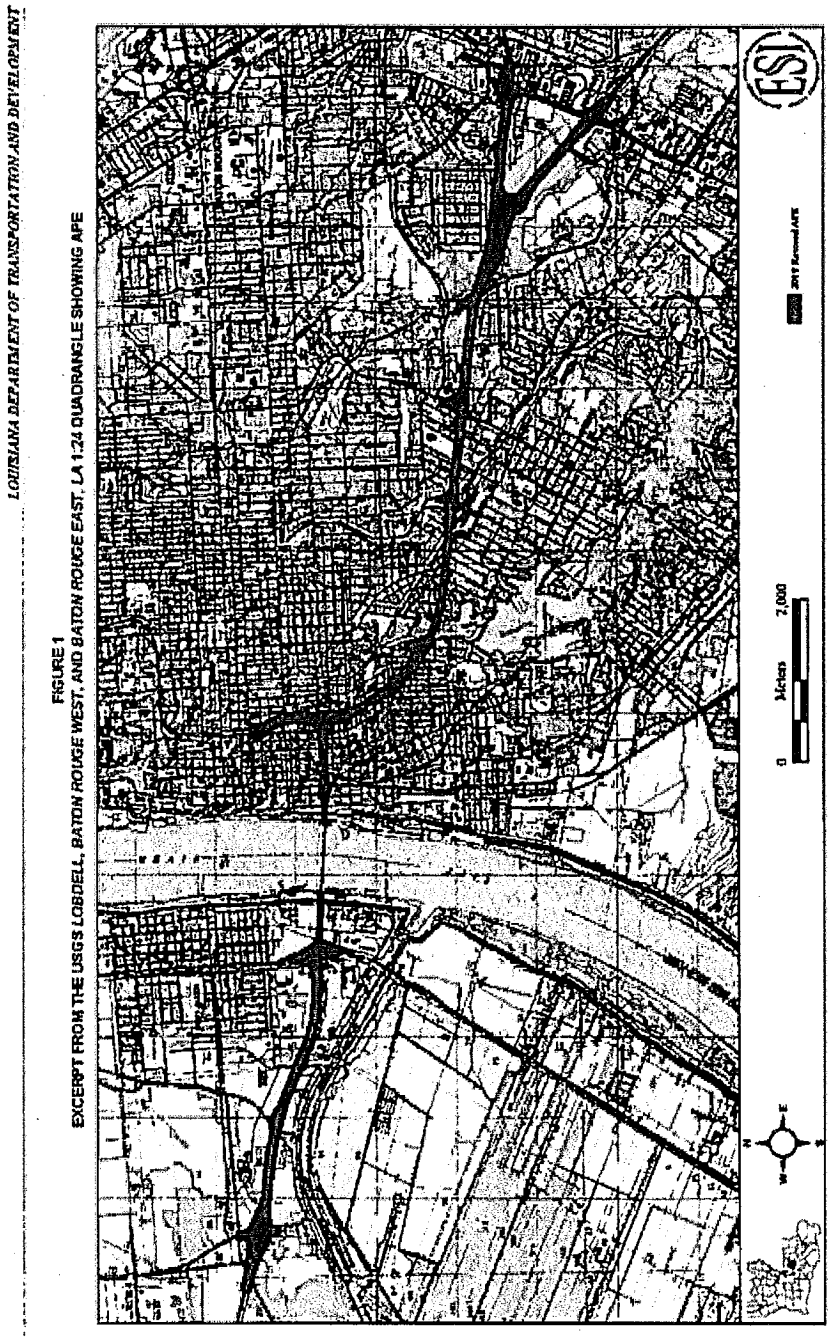
Date	Location
Monday, August 31, 2015	River Center, Baton Rouge, LA
Tuesday, September 01, 2015	Port Allen Community Center, Port Allen, LA
Thursday, September 03, 2015	Crowne Plaza Hotel, Baton Rouge, LA
Monday, February 22, 2016	McKinnley Middle School, Baton Rouge, LA
Thursday, February 25, 2016	Marriot Hotel, Baton Rouge, LA
Wednesday, March 9, 2016	Addis Community Center, Addis, LA
Tuesday, August 28, 2018	McKinnley Middle School, Baton Rouge, LA
Wednesday, August 29, 2018	Addis Community Center, Addis, LA
Thursday, August 30, 2018	Marriot Hotel, Baton Rouge, LA

Appendix 2: Names of Associations, Organizations and Individuals Notified of Section 106 Consultation.

Name/Title	Organization	City/State/Zip
Sherman G. Ruth, Executive Director	Dr Leo S. Butler Community Center	Baton Rouge, LA 70802
Genny Nadler Thomas, Interim Executive	Knock Knock Children's Museum	Baton Rouge, LA 70808
Sadie Roberts-Joseph	Odell S. Williams African American Museum	Baton Rouge, LA 70802
Suzanne Perlis, President	Louisiana Historical Society	New Orleans, LA 70115
Jonnie-Lu Dearmond Kleinpeter		Baton Rouge, LA 70808
Fresh Salon BR, LLC		Baton Rouge, LA 70815
THE GRIFFON CHILDREN'S TRUST # 2		BATON ROUGE LA 70809
JOYCE DEARMOND MCINTIRE		BATON ROUGE LA 70808
BIEN K LE		BATON ROUGE LA 70808
RODNEY JOSEPH BOURGEOIS		BATON ROUGE LA 70808
TWO THREE SIX THREE (2363) HOLLYDALE, LLC		BATON ROUGE LA 70808
SCHLITTZ & GIGGLES PERKINS PROPERTIES, LLC		BATON ROUGE LA 70801
JACOB FAMILY PROPERTIES, LLC		BATON ROUGE LA 70808
LOUPE, JOEL HELEN GIROD		BATON ROUGE LA 70810
DUVIC PROPERTIES, LLC		BATON ROUGE LA 70808
TIMOTHY CUNDIFF		BATON ROUGE LA 70808
Mandy Ranslow, FHWA Liaison/Program Analyst	Advisory Council on Historic Preservation	Washington, DC
Sandra Stokes, President	Louisiana Landmarks Society	New Orleans, LA 70119
Farleigh Jackson, Executive Director	Preserve Louisiana	Baton Rouge, LA 70821
Andrea McCarthy	LASHPO	Baton Rouge, LA 70802
Nicole Hobson-Morris	LASHPO	Baton Rouge, LA 70802
Dr. Chip McGimsey	LASHPO	Baton Rouge, LA 70802
ELLOIS, WILLARD		NEW ROADS, LA 70760
BUTLER, JOSHUA		ETHEL, LA 70730
SIMS, MICHAEL		BATON ROUGE, LA 70802
HALL, MAMYE LYNN, L.L.C.		BATON ROUGE, LA 70898
HARRIS, JAMES ERIC		BATON ROUGE, LA 70802
HARRIS, JANICE MARIE BATISTE		BATON ROUGE, LA 70802
THOMAS, LORAN AND FANNIE J.		BATON ROUGE, LA 70802
ELLIS, QUENTION T.		ST. AUGUSTINE, FL 32092
HEARD, KENNETH LLOYD & DARLENE HEARD		BATON ROUGE, LA 70802
WATSON, FRANCES DEBORAH		BATON ROUGE, LA 70808
TRAVASOS, MICHAEL PAUL		BATON ROUGE, LA 70808
LIROCCHI, LISA L.		BATON ROUGE, LA 70808
TEN WEST PROPERTIES, L.L.C.		BATON ROUGE, LA 70809
Lenora Martin	S & L PROPERTIES OF PASS CHRISTIAN	BATON ROUGE, LA 70808
HUEY, ROBERT DARYL		BATON ROUGE, LA 70808

LEE, WANDA SLAVEN		BATON ROUGE, LA 70895
LEWIS, BARBARA STEVENSON		BATON ROUGE, LA 70808
ST MARTIN, EUGENE		BATON ROUGE, LA 70808
GUTIERREZ, ROBERT G		BATON ROUGE, LA 70808
PARKER, MARY MCNEELY C/O IRMA MCNELLY		BATON ROUGE, LA 70802
MARCELLE, EARL A., JR.; LAMAR A. C/O EARL MARCELLE		BATON ROUGE, LA 70808
CEASEAR, HATTIE HAMMER		BATON ROUGE, LA 70802
OLINEY, JOHN ERNEST; CORRINE OLINEY		BATON ROUGE, LA 70802
BRUNO, MATTHEW		BATON ROUGE, LA 70808
BARNES, W. J.		GREENWELL SPRINGS, LA 70739
PAYNE, LOUIS, SR. 1/2 USUF 1/2		BATON ROUGE, LA 70820
TLC PROPERTIES, INC		BATON ROUGE, LA 70884
ELLERSON, ALICE SCOTT 1/2 USUF 1/2,		NEW ORLEANS, LA 70187
CLAIBORNE, MATHEW		PORT ALLEN, LA 70767
BROWN, JOSEPH M., JR. & THELMA S.		BATON ROUGE, LA 70821
ASHFORD, JOSEPH C/O MARION STEWART		DALY CITY, CA 94014
Charlene Moss		Baton Rouge, LA 70802
Lionel Williams		St. Gabriel, LA 70776
Utillze Realty, LLC		Baton Rouge, LA 70805
Brian M. Davis, Executive Director	Louisiana Trust for Historic Preservation	Baton Rouge, LA 70821
Elizabeth (Betsy) Merritt, Deputy General Counsel	National Trust for Historic Preservation	Washington, DC 20037
Brittany Zeno, President	Old South Baton Rouge Economic Redevelopment Group	Baton Rouge, LA
Leon LeJeune (co- Timothy Cundiff)	dba Mud and Metal Craft Studios	Baton Rouge, LA 70808

Appendix 3: Proposed Area of Potential Effects Map.



Appendix 4: Vibration Monitoring Specifications

TECHNICAL REPORT STANDARD PAGE

2001. Report No.	2. Government Accession No.	3. Recipient's Catalog No.
FHWA/LA.11/483		

4. Title and Subtitle	5. Report Date
Update LADOTD Policy on Pile Driving Vibration Management	February 2012
	6. Performing Organization Code LTRC Project Number: 09-1GT State Project Number: 30000147
7. Author(s) Mingjiang Tao and Mo Zhang	8. Performing Organization Report No.
9. Performing Organization Name and Address Department of Civil and Environmental Engineering Worcester Polytechnic Institute Worcester, MA 01609	10. Work Unit No. 11. Contract or Grant No.
12. Sponsoring Agency Name and Address Louisiana Department of Transportation and Development P.O. Box 94245 Baton Rouge, LA 70804-9245	13. Type of Report and Period Covered **Final Report** **June 2009-May 2011** 14. Sponsoring Agency Code LTRC

15. Supplementary Notes
Conducted in Cooperation with the U.S. Department of Transportation, Federal Highway Administration

16. Abstract
The main objective of this project was to update the current Louisiana Department of Transportation and Development (LADOTD) policy on pile driving vibration risk management with a focus on how to determine an appropriate vibration monitoring area. The current best practice of managing the risk of pile driving by federal and state highway agencies was identified by conducting a comprehensive literature review and a questionnaire survey. Ground vibration data were collected from previous pile driving projects in the state of Louisiana, which were statistically analyzed on the basis of the scaled-distance concept to develop regression equations for predicting ground vibration Peak Particle Velocity (PPV) values. A rational procedure for determining an appropriate vibration monitoring distance (VMD) was developed for Louisiana's local conditions based on a 99 percent prediction-level regression equation for predicting PPV values. The findings (the threshold PPV limits and the VMD) obtained from the empirical scaled-distance concept were further verified with dynamic finite element method (FEM) simulations.

The results from this study indicated that the vibration criteria specified in the current Louisiana's special provision are generally too conservative (i.e., a PPV limit of 0.2 in/s for residential buildings and a pre-construction survey distance of 500 ft.) and should be revised. Regarding the threshold PPV limits, the results suggest that 0.5 and 0.1 in/s should be used for a general scenario (neither historic buildings nearby nor loose sandy soil layers present) and for a special scenario (either a historic building or a loose sandy layer existing near pile driving sites), respectively. Consequently, VMDs of 200 and 500 ft. are recommended for general and special scenarios, respectively. The values of VMD in the case of a large pile driving hammer (i.e., its rate energy larger than 100,000 ft-lbf) being used were also recommended. The pre-construction survey distance was suggested to take the same value as the VMD.

A specification draft was developed on the basis of the major findings from this study, which is included in Appendix E and ready to be implemented by LADOTD in future pile driving projects.

17. Key Words	18. Distribution Statement
*Pile Driving Vibration	**Unrestricted. This document is available through the National Technical Information Service, Springfield, VA 21161.**

19. Security Classif. (of this report)	20. Security Classif. (of this page)	21. No. of Pages	22. Price
		136	

APPENDIX E

A Proposed Specification Framework for Louisiana Department of Transportation and Development Pile Driving Vibration Risk Management

A) General Provisions

This specification is intended to establish controls for pile driving in the interest of life, health, and safety of employees and the public, as well as the protection of nearby structures, property, and soils that remain in place.

Public awareness-The contractor shall contact via written communications or personal contact residents, institutional operators, and business establishments that are within the specified area. This contact shall be made prior to the beginning of any pile driving activity. The contractor shall furnish the LADOTD project engineer with a list of those contacted prior to the pile driving operations and include on that list all pertinent information as approved by the project engineer.

Permanent displacement-A line (location) and grade (elevation) survey shall be performed by a surveyor licensed by the state in which the construction occurs. It will establish control and guideline to detect movements along the exterior faces of the buildings. This survey shall be done on all buildings within a 200-ft. radius of the construction site. Reports shall be delivered monthly to both engineer and contractor. All control lines and grades shall reference existing benchmarks, which shall be established far enough from the construction site to be preserved for all surveys. Reference points shall be at a distance greater than 750 ft. from the site, so they are well beyond the reach of pile driving operations.

Tilting of the nearest walls of structures will be established by measurement with a portable tilt-meter. Buildings included in this survey are those that could experience permanent deformation because of their proximity to the pile driving. The amount of deformation expected therefore needs to be quantified, so measurements shall be made at intervals determined by the engineer, but at least once a month.

B) Preconstruction Survey

The objective of pre-construction survey is to determine the buildings' susceptibility to disruption from pile driving vibrations. Disruption includes impact on sensitive equipment and operations as well as cosmetic cracking and effects on the surrounding geological and/or geotechnical materials. The results obtained from the preconstruction survey will help the engineer confirm the adequacy of construction survey area and vibration monitoring area,

select appropriate ground/structural vibration limits, and choose effective engineering measures to mitigate vibration if unacceptable vibrations are expected. The preconstruction survey shall be conducted by the contractor and the results of the survey shall be made available by the contractor to the DOTD.

Preconstruction Survey Distance. A preconstruction survey shall be undertaken prior to the start of any activity on the site, including the test pile program. The survey will include all buildings within pre-construction survey distances of 200 ft. for the general scenario. For the special scenario, a pre-construction survey distance of 500 ft. is recommended for pile driving hammers with a rated energy less than 100,000 ft-lbf, while it should be calculated from the following equation: $1.6 \times \sqrt{W_r}$, where W_r is the hammer's rate energy, when a hammer's rated energy exceeding 100.000 ft-lbf is planned to be used. These recommendations are based on the threshold PPV value for preconstruction of 0.5 in/s for the general scenario and 0.1 in/s for special conditions, respectively.

Microvibrations and sensitive equipment and/or operations-An important part of the preconstruction survey should deal with the possible nearby presence of sensitive equipment and/or operations, such as hospitals, computerized industries or banks, or industrial machinery. It is necessary to take this information into account for the establishment of the controls.

Pre-construction Condition Survey. A condition survey shall be undertaken by the contractor for all buildings within a pre-construction survey distance as described previously. This survey shall document the existing exterior and interior conditions of these buildings within the recommended distance from the driven pile.

This survey shall include documentation of interior subgrade and above grade accessible walls, ceiling, floors, roof, and visible exterior as viewed from the grade level. It will detail, by videotape and/or photographs, the existing structural, cosmetic, plumbing, and electrical conditions, and shall include all walls, and not be limited to areas of building showing existing damage. Notes and sketches may be made to highlight, supplement, or enhance the photographic documentation.

The condition report shall present engineering notes and photographs or video records. The report shall also summarize the condition of each building and define areas of concern. Reports of the condition surveys shall be made available to the LADOTD for review prior to the start of any pile driving activities.

C) Particle Velocity Controls

Definitions. The *peak particle velocity* is the maximum rate of change of position with respect to time, measured on the ground. The velocity magnitude is given in units of inches per second.
The *frequency* of vibration is the number of oscillations that occur in 1 second. The frequency units given are in hertz (cycles per second).

The *dominant frequency* is usually defined as the frequency at the maximum particle velocity, which will be calculated visually from the seismograph strip chart for the half cycle that has its peak, the maximum velocity.

The *scaled distance* is equal to the distance from the pile driving to a building or other target, measured along the path traveled by the vibrations, divided by the square root of the energy expended in each blow of the pile driving or each cycle of the vibratory pile driving. Common units are foot (ft.) and foot-pounds.

Controls. Pile driving shall be controlled by limiting ground particle velocity so that structural damage due to pile driving can be minimized or avoided. Peak particle velocity shall be measured with the instrumentation and methods described in Section E of this specification. Peak particle velocity shall satisfy one of the following controls:
The peak particle velocity shall be less than a specific control limit at the nearest structure. The type of structure and distance between this structure and the nearest pile will dictate the allowable value as described in Table 16. Particle velocity shall be recorded in three mutually perpendicular axes. The maximum allowable peak particle velocity shall be that of any of the three axes.

Table 16
Limiting particle velocity *[25]*

Structure and Condition	Limiting Particle Velocity (in./sec)
Historic and some old structures	0.1
Residential structures	0.5
New residential structures	1.0
Industrial building	2.0
Bridges	2.0

Application of the Particle Velocity Control. If the contractor exceeds 80 percent of the ground vibration control limit for any single axis during a pile driving operation, he/she shall cease all pile driving activities and submit an additional written report to the LADOTD engineer. This report shall give the vibration measurements data and include the corrective action for the next pile to be driven to ensure that the vibration limit will not be exceeded. The next pile shall not be driven until the engineer acknowledges, in writing, that a driving process change has been implemented.

If the contractor exceeds 100 percent of the ground vibration control limit for any single axis during pile driving, he or she shall cease all pile driving related activities and submit a written report to the LADOTD engineer. This report shall give the driving and vibration data and include necessary proposed corrective action for the next pile to be driven to ensure that the specified limit will not be exceeded or an alternative foundation design to driving piles in case corrective/mitigation action is not effective.

D) Monitoring of Ground Vibrations

Recorded Data. *Peak particle velocity*-All three components (longitudinal, transverse, and vertical) of particle velocity will be measured on the ground at the location of the nearest and other strategic structures and/or at any locations the engineer deems necessary for any particular pile driving operations.

1. The vibration monitoring distance (VMD) shall be 200 ft. for residential structures for the general scenario.
2. The VMD shall be 500 ft. for historical /sensitive structures or settlement sensitive ground as shown on the plans.

The contractor shall monitor ground vibrations at appropriate locations (e.g., at a location with a distance equal to the VMD from driven piles and near the building closest driven piles within the VMD range if it is relevant). Background vibrations due to passing traffic or other activities should also be monitored prior to pile driving activities.

Pile driving log-The contractor shall maintain a pile driving log and shall submit daily reports to the engineer on piles driven and vibrations measured. These logs shall be in the form specified in the driving plan.

Instrumentation. The contractor shall provide the instrumentation plan in the pile installation plan to monitor the pile driving vibrations and permanent deformation of the strategic structures. On-site measurements will be made by the contractor and provide a copy of the measurements to the LADOTD engineer.

Vibration monitors-(seismographs)-Vibrations in the form of particle velocities shall be monitored by Type I and/or Type II monitors.

- Type I is a waveform recorder. It provides a particle velocity wave form or time history of the recorded event, sometimes in conjunction with peak event information. (Type I must be used for Option 2 monitoring.) Independent chart recorders with separate motion transducers can be used in place of "stand-alone" monitors like seismographs when approved by the engineer.
- Type II is known as a continuous peak particle velocity recorder and it provides no waveform and therefore no frequency information. Both Types I & II can be employed for Option 1.

Transducer Attachment (Coupling). When the measurement surface consists of steel (or other metal), asphalt, or concrete, the transducers shall be bonded to the measurement surface with adhesive. At soil locations burying the transducers or sand bags over the transducers can aid with coupling to soil.

Number and Location. The number of instruments required is dependent on the specific site. However there shall be, as a minimum, two monitors of Type I. One monitor will be used on site, while the second is held in reserve or used at a specific complaint or potential complaint site.

Archiving. The contractor will provide LADOTD with all data necessary for record-keeping purposes. These data shall be kept by both parties for at least 3 years, and shall include, as a minimum, the following information:

- All monthly surveys conducted for vibration control purposes, including the preconstruction survey.
- The original driving plan, as well as any adjustments made to it during the course of the construction activities.
- All monitored data, relative to each and every pile installed. These driving records shall contain all information as required and approved in the pile driving plan, including all information concerning the type and characteristics of the monitoring instruments used and their locations and orientations.
- All driving records correlated with monitored data.
- All weather conditions occurring during the driving activities.

E) Pile Driving

Driving Plan. No less than three weeks prior to commencing the test pile program, at the preconstruction conference (whichever is earliest), or at any time the contractor proposes to change the driving method, the contractor shall submit a driving plan to the LADOTD engineer for review. The driving plan shall contain: (1) all information required under the general piling specifications and (2) all information relative to ground vibrations and vibration controls, as described in the following sections.

Test Pile Program. The contractor shall monitor vibration at the specified locations as mentioned in Section D. The number, type, and location of the seismographs used to monitor the test pile program shall be approved by the LADOTD engineer.

F) Engineering Measures to Mitigate Vibrations

If special ground site conditions susceptible to vibration damage are identified, such as loose sand, harder/stiffer soil at shallow depths, dense gravely soils, silty sands, hard clay, weak soils, bedrock, sensitive environmental areas, high groundwater and wet condition, and a close distance between the structure and the driven pile, the contractor shall submit a written mitigation measure for LADOTD's approval. No pile shall be installed prior to approval.

G) Basis of Payment

Pay item	Pay unit
Pre-construction condition survey	lump sum
Ground vibration monitoring	per day or event

Appendix 5. Anticipated Adversely Affected Historic Properties as of November 15, 2019.

LA Historic Resource Inventory No.	Name	Address
Proposed Old South Baton Rouge Historic District		
17-01159		943 Maximillian St.
17-01370	Leo's Service Market	945 East Blvd.
17-01412		1006 Julia St.
17-02057		1666 Braddock St
17-02056		1704 Braddock St
17-02081	Bell's Tire Shop	1026 E. Washington St.
17-02100		1851 Kentucky St.
17-02101		1839 Kentucky St.
17-02146		996 Terrace St.
17-02175		944 Maximillian St.
17-02182		1010 Julia St.
Proposed Perkins Road Overpass Multiple Property Submission		
17-01905	Fresh Salon	2265 Christian St.
17-01920	Overpass Merchant	2904 Perkins Rd.
Proposed Hundred Oaks Residential Historic District		
17-01870		2547 Honeysuckle Ave.
17-01887		2567 Rhododendron Ave.
17-01888		3218 S Eugene St.
17-01892		3154 S Eugene St.

APPENDIX C

AGENCY CORRESPONDENCE

Environmental Section
PO Box 94245 | Baton Rouge, LA 70804-9245
Phone: 225-242-4502 | fax: 225.242.4500

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

August 8, 2018

STATE PROJECT NO.: H.004100
F.A.P. NO.: H004100
NAME: I-10: LA 415 TO ESSEN ON I-10 AND I-12
PARISH: EAST BATON ROUGE

Ms. Kristin Sanders
Deputy State Historic Preservation Officer
Department of Culture, Recreation and Tourism
Office of Cultural Development
P.O. Box 44247, Capitol Station
Baton Rouge, LA 70804

SUBJECT: Draft Report: *PHASE I CULTURAL RESOURCES SURVEY IN SUPPORT OF THE ENVIRONMENTAL ASSESSMENT OF I-10: LA 415 TO ESSEN EA, EAST BATON ROUGE PARISH AND WEST BATON ROUGE PARISH, LOUISIANA (VOLUME I)*

Dear Ms. Sanders:

Enclosed for your review and comment are two (2) hard copies of the above-titled draft Cultural Resource Survey report, and one (1) digital copy of the above titled draft Cultural Resources Survey report, prepared by Earth Search, Inc. for Providence Engineering and Design, LLC on behalf of the Louisiana Department of Transportation and Development (LADOTD), Environmental Section.

The direct and indirect Area of Potential Effects (APE) for the proposed Interstate 10 Widening Project was subject to a cultural resources survey. No archaeological sites were identified as a result of the survey. A total of 603 standing structures were recorded. A portion of the direct Area of Potential Effects (APE) crosses the Beauregard Town Historic District (BTHD). The preliminary plans identified the APE as crossing the rear of the Christian Bible College, which is reflected in the draft report. The Christian Bible College is not individually eligible for listing on the National Register of Historic Places (NRHP) as it does not meet the evaluation criteria nor is it the work of a master, it does compliment the historic nature of the BTHD and should be considered a contributing element of the District. The Department is no longer anticipating the need to acquire the ROW that would affect the Christian Bible College property. As such, no impacts to the Christian Bible College are anticipated.

Nine structures in the indirect APE that are considered eligible for nomination to the National Register of Historic Places (NRHP) under Criteria A and/or C (36 CFR 60.4 [a-d]). These are the Baranco-Clark YMCA, the Saint Francis Xavier Catholic Church School and school office, the Baton Rouge Foreign Language Academic Immersion Magnet school, the Progressive Baptist Church, the Calvary III Baptist Church, Webb's Service Station, Knox Cottage, and the State

School for the Blind/Visually Impaired. These buildings are located a sufficient distance from the direct APE to avoid impacts to them. No additional architectural investigations are recommended in the indirect APE.

LADOTD, in conjunction with the FHWA, request your comments on the report and concurrence on the above eligibility determinations. If you have any questions or comments regarding this project, please do not hesitate to contact Kreg Ellzey at 225-242-4503 or Kreg.Ellzey@la.gov.

Sincerely,

for Noel Ardoin
Environmental Engineer Administrator

Enclosures
NA/ke
cc: SHPO File
FHWA

BILLY NUNGESSER
LIEUTENANT GOVERNOR

State of Louisiana
OFFICE OF THE LIEUTENANT GOVERNOR
DEPARTMENT OF CULTURE, RECREATION & TOURISM
OFFICE OF CULTURAL DEVELOPMENT

RICHARD H. HARTLEY
DEPUTY SECRETARY

KRISTIN P. SANDERS
ASSISTANT SECRETARY

September 7, 2018

Carey Coxe
Environmental Impact Specialist
Louisiana Department of Transportation and Development
Environmental Section
PO Box 94245
Baton Rouge, LA 70804

Re: **Draft Report: Phase I Cultural Resourced Survey in Support of the Environmental Assessment of I-10: LA 415 to Essen EA, East Baton Rouge Parish and West Baton Rouge Parish, Louisiana (Volume I)**

Mr. Coxe:

We have completed our review of the draft report, *Phase I Cultural Resources Survey in Support of the Environmental Assessment of I-10: LA 415 to Essen EA, East Baton Rouge Parish and West Baton Rouge Parish, Louisiana (Volume I) dated April 2018,* and have the following comments to offer.

The assigned Louisiana Historic Resource Inventory (LHRI) structure numbers of all properties must be included in the abstract, introduction, and conclusion. These can be listed as a range, but should also be referenced anytime specific properties are mentioned.

We concur with the area of potential effects (APE) as shown in Figure 7-1, which includes the proposed ROW as well as a 250 foot buffer to account for indirect effects (indirect APE). The architectural survey identified a total of 603 structures within the APE, 103 of which had been previously recorded, and the rest recorded for the first time and assigned LHRI numbers 17-01870 through 17-02369.

A total of 41 properties are contributing to the Beauregard Town National Register Historic District, and therefore listed on the National Register of Historic Places. One of these buildings, 17-00422 located at 720 South Blvd, was initially located within the direct APE. It is our understanding the DOTD has adjusted the right of way to avoid direct impacts to this property.

In order to concur with your finding that the properties located within the indirect APE will not be affected, we would need to know how construction vibrations might be monitored to ensure that there are no unexpected effects outside of the proposed ROW during the construction period.

In addition to historic Beauregard Town, there are nine properties within the indirect APE which DOTD/FHWA has recommended as eligible for listing on the National Register:

17-02184	998 Julia St.	Progressive Baptist Church
17-02089	1911 Georgia	Calvary II Baptist Church
17-02319	1029 Charles T. Smith Dr.	Knox Cottage
17-02154	1735 Thomas H. Delpit	Baranco Clark YMCA
17-02155	1150 South 12th Street	St. Francis Xavier Catholic Church
17-02154	1134 Julia St.	St. Francis Xavier Catholic Church
17-02343	1120 Government St.	School for the Blind
17-02313	1057 North Blvd.	Webb's Service Station
17-00220	802 Mayflower St.	Baton Rouge FLAIM

We concur that these nine buildings are individually eligible for listing on the National Register, but may also be eligible as part of a potential Old South Baton Rouge (OSBR) National Register Historic District. The draft report discusses the OSBR neighborhood, but does not specifically address whether this might be an eligible NRHD. While there is currently no National Register district in OSBR, significant research has shown that the area has historic significance which would make it eligible for listing under Criterion A: Events that have made a significant contribution to the broad patterns of our history. Most of this area developed from land subdivided from Magnolia Mound Plantation and was settled by freed African Americans and their descendants. Furthermore, the OSBR area is significant primarily for its historical significance as an important African American and Italian (both considered minorities in Baton Rouge during the period of significance) neighborhood. It is a traditional neighborhood with a main commercial strip on Thomas Delpit, with residences, churches, and schools surrounding this area. It is still an intact neighborhood that holds important significance that helps to tell the story of Baton Rouge that isn't often told. Many resources in the area are also significant for their role during the Civil Rights Movement in Baton Rouge and may be eligible as contributing to the district or may also be eligible as contributing resources to a multiple property submission for city-wide resources related to the Civil Rights Movement. There has been a lot of research placed on this area in the last decade or so supporting the area's significance.

We have identified the boundaries of the proposed OSBR historic district to include the area south and east of I-10, north of W. Roosevelt Street, and east of the Corporation Canal on the northern half, and Vermont/Alaska Street on the southern half. Any buildings within this boundary which are at least 50 years old and have retained integrity, would be eligible as contributing resources to this potential National Register Historic District.

There are a total of 26 structures we have identified as being within the Direct APE of this district. At this time we do not know if these building will be demolished, avoided, relocated, or otherwise effected.

Of the 26 structures, we concur that the following 12 are not eligible for individual listing on the National Register or as contributing resources to any potential National Register Historic District.

17-01903	3436 South Eugene St.	Ineligible
17-01904	3412 South Eugene St.	Ineligible
17-01927	3047 Greenwood Dr.	Ineligible
17-01969	1216 East Washington St.	Ineligible
17-01970	1234 East Washington St.	Ineligible
17-01975	1832 Virginia St.	Ineligible
17-01933	1933 Missouri	Ineligible
17-02015	1950 Carolina St.	Ineligible
17-02023	1420 East Harrison	Ineligible
17-02178	990 Myrtle St.	Ineligible
17-02221	2145 Carolina St.	Ineligible

Based on the eligibility of a potential OSBR National Register Historic District, we have identified 9 properties within the ROW that would be eligible as contributing resources to the district.

17-02099	1855 Kentucky St.	Eligible
17-02100	1851 Kentucky St.	Eligible
17-02101	1839 Kentucky St.	Eligible
17-02167	931 Royal St.	Eligible
17-01132	928 Napoleon	Eligible
17-01159	943 Maximillian St.	Eligible
17-02175	944 Maximillian St.	Eligible
17-02223	2122 Carolina St.	Eligible
17-02235	2035 Missouri	Eligible

Additionally, we have examined the area locally known as the Perkins Road Overpass, largely with the assistance of research completed by Dr. Darius Spieth at Louisiana State University. The Overpass area was historically part of Richland Plantation, which was divided between 1920 and 1930 into the early suburban neighborhoods in the area recognized today. The railroad which bounds this area was established by the early 1900s, and the overpass bridge, which is eligible for listing on the National Register, was constructed in 1937 as part of WPA efforts. The Perkins road overpass area quickly developed between the 1930s and the 1950s, and was consolidated into Baton Rouge in 1949. During this time, it was a very active and significant early suburb and commercial district, known for its music scene, along with many locally owned bars, restaurants, and grocery stores. The 1960s brought the construction of an elevated I-10 through the neighborhood, and proceeded to shape, but not deter development in the area. These changes, along with modern infill construction, have compromised the geographic integrity required for a cohesive and contiguous district. However, the area's significant local history is still conveyed through a number of historic buildings which have retained integrity and would be eligible for listing as part of a Multiple Property Submission under Criterions A and C. This area was and still is significant to the economy of Baton Rouge and also contains a significant number of historical residences. Many of these residences were occupied by the businesspeople who operated businesses in the area. We believe that the following buildings within direct effect would be eligible:

17-01905	2255 Christian Street	Fresh
17-01915	2958 Perkins Rd.	Bolton's Pharmacy
17-01920	2904 Perkins Rd.	The Overpass Merchant
17-01934	2312 Ferndale Ave.	Minimal Traditional Cottage

Based on our evaluation of the potential OSBR NRHD, and the potential Perkins Road Overpass Multiple Property Submission, a total of 13 NR eligible properties are located with the area of Direct Effects. In order to assess the effects on these properties, please submit detailed information on what the proposed undertaking will require of these properties.

In sum, we do not concur with all of the eligibly recommendations included in the Phase I report, and have detailed where our recommendations differ. This is based on two new eligible National Register listings which we have identified: Old South Baton Rouge NRHD and Perkins Overpass Multiple Property Submission.

We understand that properties located within the indirect effect area will not be demolished, removed, or otherwise directly affected; however, we would like additional information on how these properties will be protected from effects during construction activities. Please submit additional information on any vibration monitoring which will occur and how staging areas will be accessed to avoid construction traffic adjacent to any eligible properties.

In order to assess the affects to the 13 National Register eligible properties identified in this letter, we need detailed information on how each property will be affected.

If you have questions, please contact Andrea McCarthy at 225-342-8164 or by email at amccarthy@crt.la.gov.

Sincerely,

Kristin Sanders
State Historic Preservation Officer

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Environmental Section
PO Box 94245 | Baton Rouge, LA 70804-9245
ph: 225-242-4502 | fx: 225-242-4500

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

December 3, 2018

STATE PROJECT NO.: H.013755
FEDERAL PROJECT NO.: H013755
PROJECT NAME: I-10: Nicholson-Acadian, R/W Acquisition
PARISHES: East Baton Rouge

Ms. Kristin Sanders
State Historic Preservation Officer
Department of Culture, Recreation and Tourism
Office of Cultural Development
P.O. Box 44247, Capitol Station
Baton Rouge, LA 70804

VIA E-MAIL TO: Section106@crt.state.la.us

SUBJECT: Request for Concurrence with Eligibility Determinations

Dear Ms. Sanders:

The Louisiana Department of Transportation and Development (LADOTD) in conjunction with the Federal Highway Administration (FHWA), is proposing early acquisition of properties along the proposed I-10 widening corridor between Nicholson Drive and Acadian Thruway in East Baton Rouge Parish. The following properties included in the table below are being considered for early acquisisiton as we believe they are not individually eligible for the National Register of Historic Places or contributing elements to the proposed Old South Baton Rouge Historic District (Figures 1 through 3). We request your concurrence with these eligibility determinations.

Property Address	LHRI No.	Reference Figure
2547 Honeysuckle Ave.	17-01870	Figure 1
2533 Honeysuckle Ave.	17-01871	Figure 1
2567 Rhododendron Ave.	17-01887	Figure 1
3218 S. Eugene St.	17-01888	Figure 1
3464 S. Eugene St.	17-01902	Figure 1
2244 Ebony Ave.	17-01954	Figure 2
1208 E. Washington St.	17-02390	Figure 3
1219 E. Washington St.	17-01968	Figure 3
1822 Virginia St.	17-01978	Figure 3

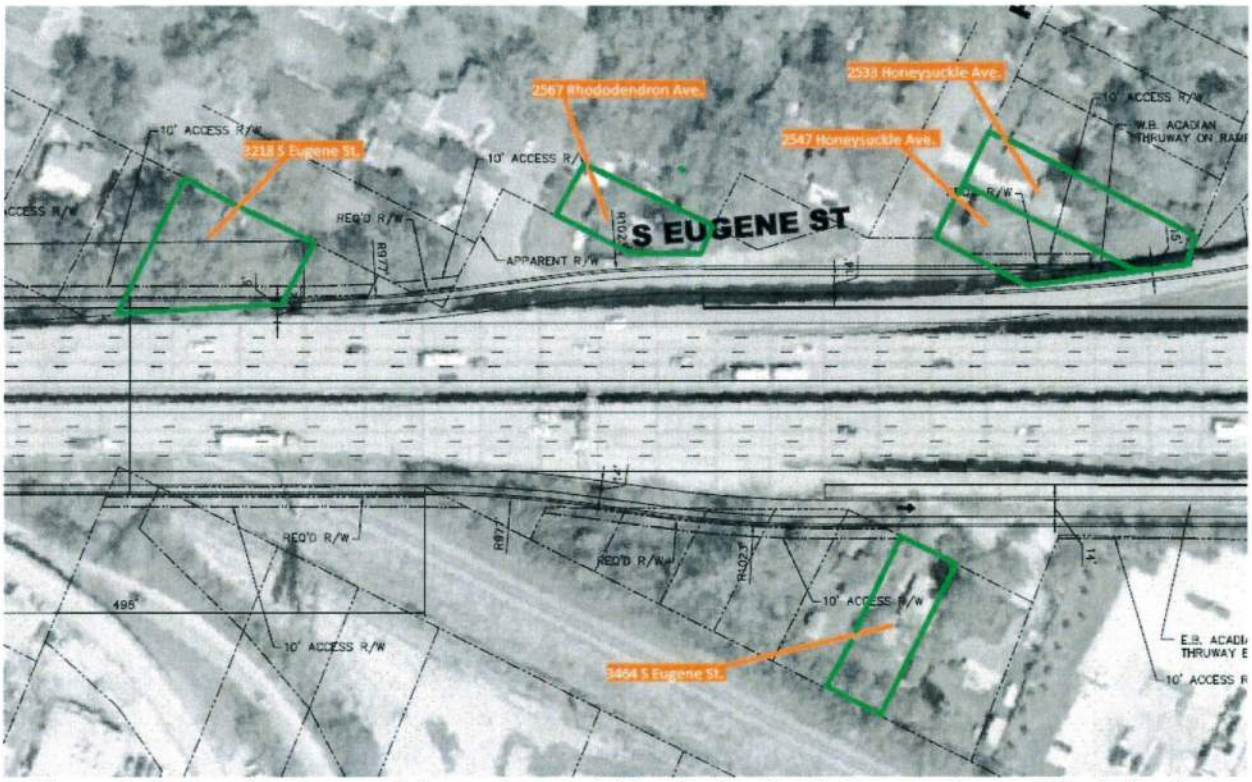


Figure 1. Properties proposed for early acquisition in the South Eugene Street, Rhododendron Avenue, and Honeysuckle Avenue Area

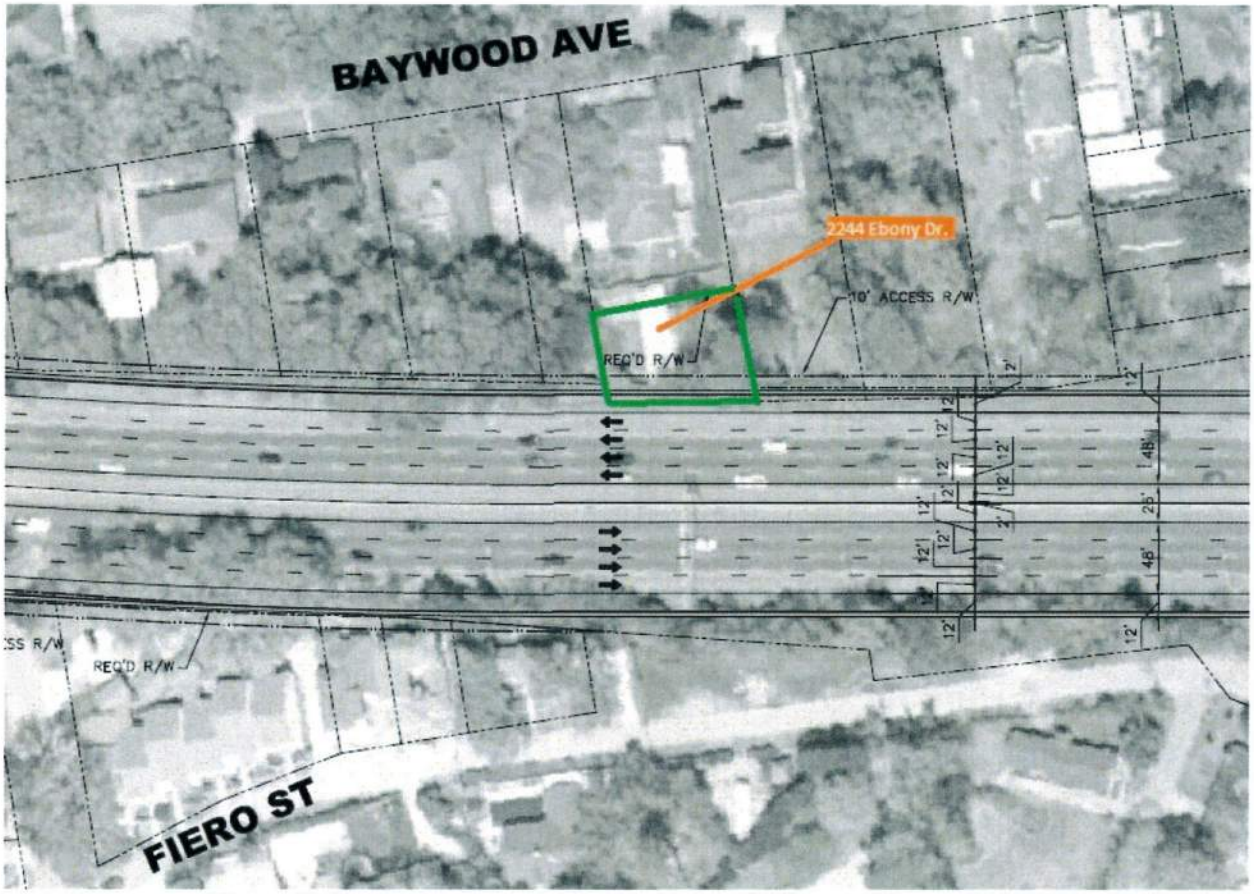


Figure 2. Property proposed for early acquisition on Ebony Drive.

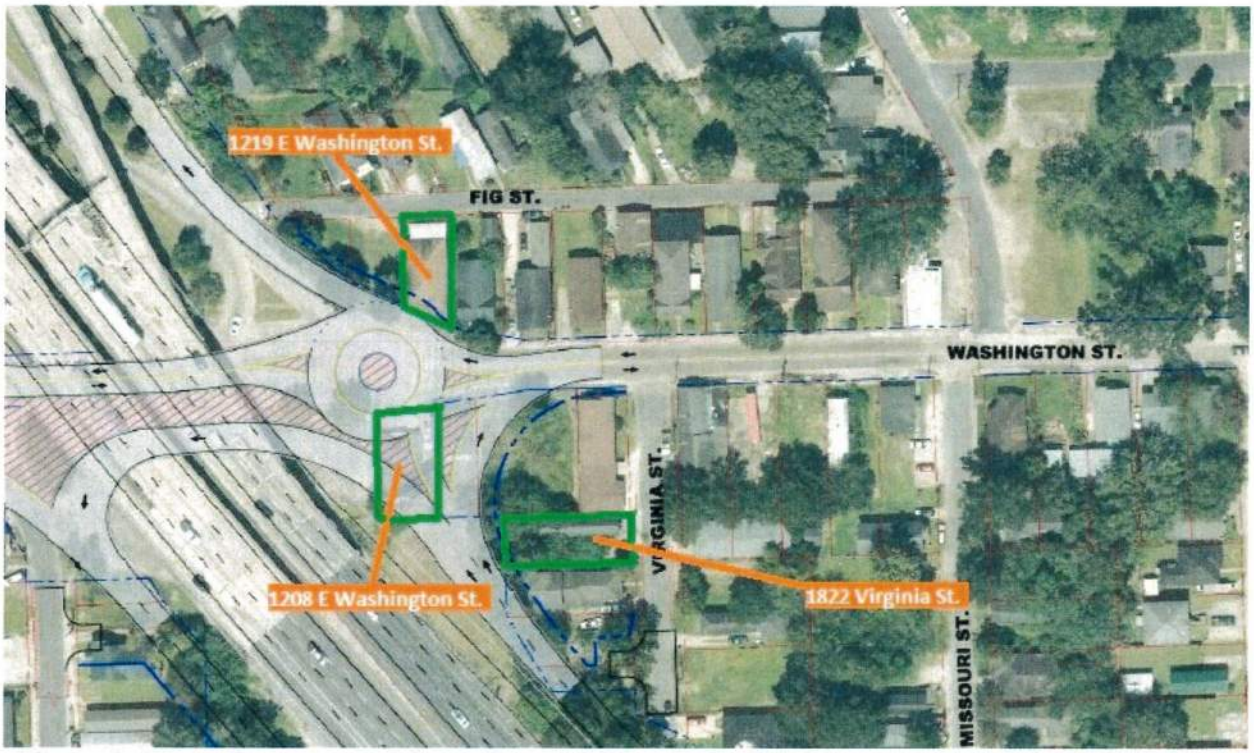


Figure 3. Properties proposed for early acquisition in the Washington Street and Virginia Street Area

Structure forms are attached for your review of the properties proposed for early acquisition. Please contact Kreg Ellzey (kreg.ellzey@la.gov, 225-242-4503) if you have any questions regarding this request.

Sincerely,

Noel Ardoin
Environmental Engineer Administrator

Attachment
NA/ke
cc: SHPO File
FHWA

BILLY NUNGESSER
LIEUTENANT GOVERNOR

State of Louisiana
OFFICE OF THE LIEUTENANT GOVERNOR
DEPARTMENT OF CULTURE, RECREATION & TOURISM
OFFICE OF CULTURAL DEVELOPMENT

RICHARD H. HARTLEY
DEPUTY SECRETARY

KRISTIN P. SANDERS
ASSISTANT SECRETARY

December 20, 2018

Noel Ardoin
Environmental Engineer Administrator
Louisiana Department of Transportation and Development
1201 Capital Access Rd.
Baton Rouge, LA 70802

Ms. Ardoin,

Thank you for your letter received December 3, 2018 requesting concurrence with Eligibility Determinations for properties along the proposed I-10 widening corridor. We have reviewed the determinations and have identified three properties which would be eligible for listing as part of the Hundred Oaks Residential Historic Districts. This district is not currently listed on the National Register, but an internal review at the State Historic Preservation Office has identified this area a potential district. Eligibility documentation, including a map of the proposed district has been attached to this correspondence. Three of the nine properties would be considered contributing elements to the Hundred Oaks Residential Historic District. One additional structure is located within the district but lacks the age and/or historic integrity to contribute to the district. Below is the complete SHPO eligibility recommendation table.

Property Address	LHRI No.	SHPO Eligibility Recommendation
2547 Honeysuckle Ave.	17-01870	Eligible: Contributes to Hundred Oaks Residential
2533 Honeysuckle Ave.	17-01871	Ineligible: Non-Contributing to Hundred Oaks Residential
2567 Rhododendron Ave.	17-01887	Eligible: Contributes to Hundred Oaks Residential
3218 S. Eugene St.	17-01888	Eligible: Contributes to Hundred Oaks Residential
3464 S. Eugene St.	17-07902	Ineligible
2244 Ebony Ave	17-01954	Ineligible
1208 E. Washington St.	17-02390	Ineligible
1219 E. Washington St.	17-01968	Ineligible
1822 Virginia St.	17-01978	Ineligible

If you have any questions, do not hesitate to contact Andrea McCarthy in the Louisiana Division of Historic Preservation, amccarthy@crt.la.gov.

Sincerely,

Kristin Sanders

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National Register Historic District Eligibility Questionnaire

District Name:	Hundred Oaks
Address:	Hundred Oaks Avenue vicinity
Parish:	East Baton Rouge
City:	Baton Rouge
Resource Type:	District
National Register Criteria:	☐ A - History: Events that have made a significant contribution to the broad patterns of our history. ☐ B - People: Association with the lives of persons significant in our part. ☑ C - Architecture: Embodies the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction. ☐ D - Archaeology: Have yielded or may be likely to yield information important in prehistory or history.
Historic Function:	DOMESTIC (single dwelling, multiple dwelling, secondary structure, hotel, institutional housing, camp, village
Current Function:	DOMESTIC (single dwelling, multiple dwelling, secondary structure, hotel, institutional housing, camp, village
Type of District:	☑ Residential ☐ Commercial ☐ Industrial ☐ Institutional ☐ Rural ☐ Other (Archaeological)
Total Number of Properties:	100
Estimated Acreage:	57
Span of Construction Dates:	1920-1968
Primary Area of Significance:	ARCHITECTURE
Secondary Area of Significance (if applicable):	
What is the setting of the district?	Situated in east Baton Rouge, Hundred Oaks is an early residential garden suburb with mature oak trees, sidewalks, and small lots with rear garages.
Description of Significance:	Hundred Oaks is of local significance in the area of community planning and development, as it is a intact example of a small garden suburb which demonstrates Baton Rouge's planned eastward expansion after the turn of the twentieth century. It is anchored by Perkins Road, which includes small scale commercial development, and the adjacent neighborhoods which are part of the larger Garden District Neighborhood.

Brief History of the District:

Hundred Oaks was established in the 1920s as a part of the larger Baton Rouge Garden District, one of the earliest suburbs in Baton Rouge. It was designed as a working class neighborhood, providing a more rural and garden like atmosphere than the traditional downtown dwellings.

Types of Resources in the District (examples: buildings, objects, sites, structures, and their styles, features, etc):

District is mostly made up of residential buildings, but does include some small scale commerical buildings along Perkins Road. The styles range from Craftsman to Minimal Traditional, and even early ranch houses. Commercial properties are generally mid-century styles, although there are a few along government street which are earlier styles.

Description of any distinctive artistic, architectural, engineering, or landscape features within the cemetery:

Distinctive landscape features include large oak trees and crepe myrtles. Planning features include sidewalks and two-track driveways which lead to rear detached garages.

Has a survey been done of the district? If yes, please attach a copy with this submission.

- ○ Yes
- ◉ No

Preparer Information

Name: Andrea McCarthy

Address: 1051 N. Third St.

Phone Number: 225-342-8164

E-mail Address: amccarthy@crt.la.gov

Submit the following items:
- a completed eligibility questionnaire form
- a map showing the districts's location within the parish and city (a map from the internet is acceptable)
- a map showing the proposed boundaries of the district
- submit photos of the district as a whole as well as any significant individual buildings within the district

These items can be submitted via mail or e-mail. For regular mail, send the eligibility questionnaire to:
National Register Coordinator
Louisiana Division of Historic Preservation
PO Box 44247
Baton Rouge, LA 70804

For digital submissions, please send the form, map, and photos to Jessica Richardson at jrichardson@crt.la.gov.

If you have any questions about this form or the National Register process, please contact Jessica Richardson at the above e-mail address or 225-219-4595.

Baton Rouge, East Baton Rouge Parish
Baton Rouge
Port Allen
Merrydale
Howell Park
Cortana Mall
Bon Carre Mall
Rivault Park
Louisiana State University
LSU Golf Course
West Baton Rouge
East Baton Rouge
Mississippi River
Ward Creek
Dawson Creek
Perkins Rowe
Mickens Rd
Prescott Rd
Greenwell Springs Rd
S Choctaw Dr
Florida St
Main St
Government St
Terrace St
Old Hammond Hwy
Corporate Blvd
Perkins Rd
Gourrier Ave
Brightside Ln
W Lee Dr
W McKinley St
Airline Hwy
N Acadian Thwy
S Acadian Thwy
Highland Rd
River Rd
Florida Blvd
Oak Hill
Sources: Esri, HERE, DeLorme, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), MapmyIndia, NGCC, © OpenStreetMap contributors, and the GIS User Community

Hundred Oaks Residential Historic District

Andrea McCarthy

From: Jessica G. Richardson
Sent: Wednesday, December 19, 2018 3:04 PM
To: Andrea McCarthy
Subject: RE: Hundred Oaks_DOE

Gotcha – I realize that sounded extra judgy – ha! It wasn't.

I'd go with 1968 for now.

Thanks!

Jessica

Jessica G. Richardson, MSHP
National Register Coordinator
225-219-4595 (O) **I** 225-219-9772 (F)
www.louisianahp.org

From: Andrea McCarthy
Sent: Wednesday, December 19, 2018 3:03 PM
To: Jessica G. Richardson <jrichardson@crt.la.gov>
Subject: RE: Hundred Oaks_DOE

Jessica,

I think I was looking at some of the other nominations for garden district neighborhoods, but I agree that 1968 makes more sense. Thanks!

Andrea McCarthy
LA Division of Historic Preservation
P.O. Box 44247
Baton Rouge, LA 70804
(225) 342-8164

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From: Jessica G. Richardson
Sent: Wednesday, December 19, 2018 2:42 PM

To: Andrea McCarthy <amccarthy@crt.la.gov>
Subject: RE: Hundred Oaks_DOE

Okay. So period of significance for this one – I'd look at probably extending to 1968, unless you know for certain that building pretty much stopped in 1960 because there were not empty lots or something. You'd just have to justify that 1968 makes the most sense (which it probably does).

I would think it would be like our smaller version of Edgewood Park.

What was your justification for 1950?

Jessica

Jessica G. Richardson, MSHP
National Register Coordinator
225-219-4595 (O) **I** 225-219-9772 (F)
www.louisianahp.org

From: Andrea McCarthy
Sent: Wednesday, December 12, 2018 9:54 AM
To: Jessica G. Richardson <jrichardson@crt.la.gov>
Subject: Hundred Oaks_DOE

Jessica,

I have prepared a DOE for Hundred Oaks, Can you review and respond with a statement/concurrence on eligibility?

Thanks!

Andrea McCarthy
LA Division of Historic Preservation
P.O. Box 44247
Baton Rouge, LA 70804
(225) 342-8164

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Office of Engineering
PO Box 94245 | Baton Rouge, LA 70804-9245
ph: 225-379-1234 | fx: 225-379-1851

John Bel Edwards, Governor
Shawn D. Wilson, Ph.D., Secretary
Christopher P. Knotts, P.E., Chief Engineer

January 16, 2019

STATE PROJECT NO. H.013755
FEDERAL PROJECT NO. H013755
PROJECT NAME: I-10:NICHOLSON - ACADIAN R/W ACQUISITION
PARISH: EAST BATON ROUGE

Ms. Kristin Sanders
State Historic Preservation Officer
Department of Culture, Recreation and Tourism
Office of Cultural Development
P.O. Box 44247, Capitol Station
Baton Rouge, LA 70804

VIA E-MAIL TO: Section106@crt.state.la.us

SUBJECT: No Adverse Effect to Historic Properties

Dear Ms. Sanders:

The Louisiana Department of Transportation and Development (LADOTD) in conjunction with the Federal Highway Administration (FHWA), is proposing early acquisition of sixteen (16) properties with single residences (Table 1) and twenty-two (22) vacant lots/billboard properties (Table 2) along the proposed I-10 widening corridor between Nicholson Drive and Acadian Thruway in East Baton Rouge Parish (Figures 1 through 9). These properties are being considered for early acquisition as they are not individually eligible for the National Register of Historic Places (NRHP) or contributing elements to the proposed Old South Baton Rouge Historic District or proposed Hundred Oaks Historic District. Where noted in Table 1, your office has concurred with the ineligible finding with all but two of these standing structure properties.

There are three additional standing structure properties that have not been previously consulted upon with your office. 1916 Missouri Street is a single story residence built on a concrete slab foundation with a combination of side gable and complex pyramidal roof covered with asphalt composite shingles (Figure 10). There is practically no eave. The exterior is brick façade and the windows are single hung aluminum, some of them extending from the eave to just above the ground. The house has experienced some augmentation, with expansions off the carport. A partial width concrete slab porch extends from the front, its shallow sloped shed roof supported by metal panels with decorative scrolling. Many of the exterior doors have been replaced with metal panel doors. According to historic aerial photos, the house appears to be present at least to 1989. The next earliest aerial photo available, from 1962, does not clearly indicate a house with a similar configuration. Based on architectural style and materials the house appears to date to

the 1960s or 70s. The house contrasts with the surrounding ones which are overwhelmingly shotgun houses with or without Craftsman style elements on their front porches. The house does not possess any characteristics that would make it eligible for the NRHP.

2550 Honeysuckle Lane is a two story house built in 2012 and is far below the 50 year minimum age for NRHP consideration (Figure 11).

The vacant lots and billboard properties listed in Table 2 have no standing structures on them, save for the billboards themselves, which do not meet the 50 year minimum age for NRHP consideration. At this time, this undertaking includes only the acquisition of the properties listed in Tables 1 and 2 below.

Table 1. Properties with Single Residences Proposed for Early Acquisition.

Address	LHRI No.	Eligibility	Reference Figures
990 Myrtle St.*	17-02178	Ineligible	1 and 3
1208 E. Washington St.	17-02390	Ineligible	1 and 5
1216 E. Washington St.	17-01969	Ineligible	1 and 5
1219 E. Washington St.	17-01968	Ineligible	1 and 5
1234 E. Washington Ave.	17-01970	Ineligible	1 and 5
1822 Virginia St.	17-01978	Ineligible	1 and 5
1832 Virginia St.	17-01975	Ineligible	1 and 5
2145 Carolina St.*	17-02221	Ineligible	1 and 6
1916 Missouri St.	NA		1, 5 and 10
1420 E. Harrison St.	17-02023	Ineligible	1 and 6
2244 Ebony Ave.	17-01954	Ineligible	2 and 7
3412 S. Eugene St.	17-01904	Ineligible	2 and 8
3436 S. Eugene St.	17-01903	Ineligible	2 and 8
3464 S. Eugene St.	17-01902	Ineligible	2 and 8
2550 Honeysuckle Ave.**	NA		2, 8 and 11
2533 Honeysuckle Ave.**	17-01871	Ineligible	2 and 8

*Denotes properties located within potential Old South Baton Rouge Historic District.
**Denotes properties within potential Hundred Oaks Historic District.

Table 2. Vacant Lots/Billboard Properties Proposed for Early Acquisition.

Address/Location	Parcel No(s).	Reference Figure
4 lots associated with business at 990 Myrtle St. (includes 2 lots west of 990 Myrtle and 2 lots south of 990 Myrtle)*	230057, 183725, 41459, 157783	1 and 3
1007 Terrace St.*	146382	1 and 4
E. Washington St.	725374	1 and 5

E. Washington St.	725382	1 and 5
1848 Virginia St.	556327	1 and 5
Virginia St. (lot south of 1832 Virginia St.)	No parcel number available	1 and 5
1831 Kentucky St.*	779741	1 and 5
1827 Kentucky St.*	633038	1 and 5
1402 E. Harrison St. (lot with billboard)	692263	1 and 6
E. Harrison St. (lot immediately west of 1420 E. Harrison St.)	692360	1 and 6
E. Harrison St. (lot immediately east of and owned by 1420 E. Harrison St.)	607215	1 and 6
1462 E. Harrison St.	562262	1 and 6
1444 E. Harrison	606790	1 and 6
Carolina St. (lot north of 2131 Carolina St.)*	538418	1 and 6
2131 Carolina St.*	501905	1 and 6
Maryland St. (lot immediately across from 1920 Maryland St.)*	509949	1 and 5
Maryland St. (lot north of 1159 E. Harrison St.)*	784672	1 and 5
E. Eugene St. (lot immediately west of and owned by 3412 S. Eugene St.)	509957	2 and 8
2823 Balis Dr.	839752	2 and 9

*Denotes properties located within potential Old South Baton Rouge Historic District.

LADOTD, in conjunction with the FHWA, believe that there will be no adverse effect to historic properties as a result of the proposed property acquisitions. We request your concurrence. Please contact Kreg Ellzey (kreg.ellzey@la.gov, 225-242-4503) if you have any questions regarding this request.

Sincerely,

Noel Ardoin
Environmental Engineer Administrator

Attachment
NA/ke
cc: SHPO File
FHWA

Figure 1. Proposed Early Acquisition Properties along the Western End of Corridor

Figure 2. Proposed Early Acquisition Properties along the Eastern End of Corridor.

Figure 3. Location of Properties in the Vicinity of Myrtle Street

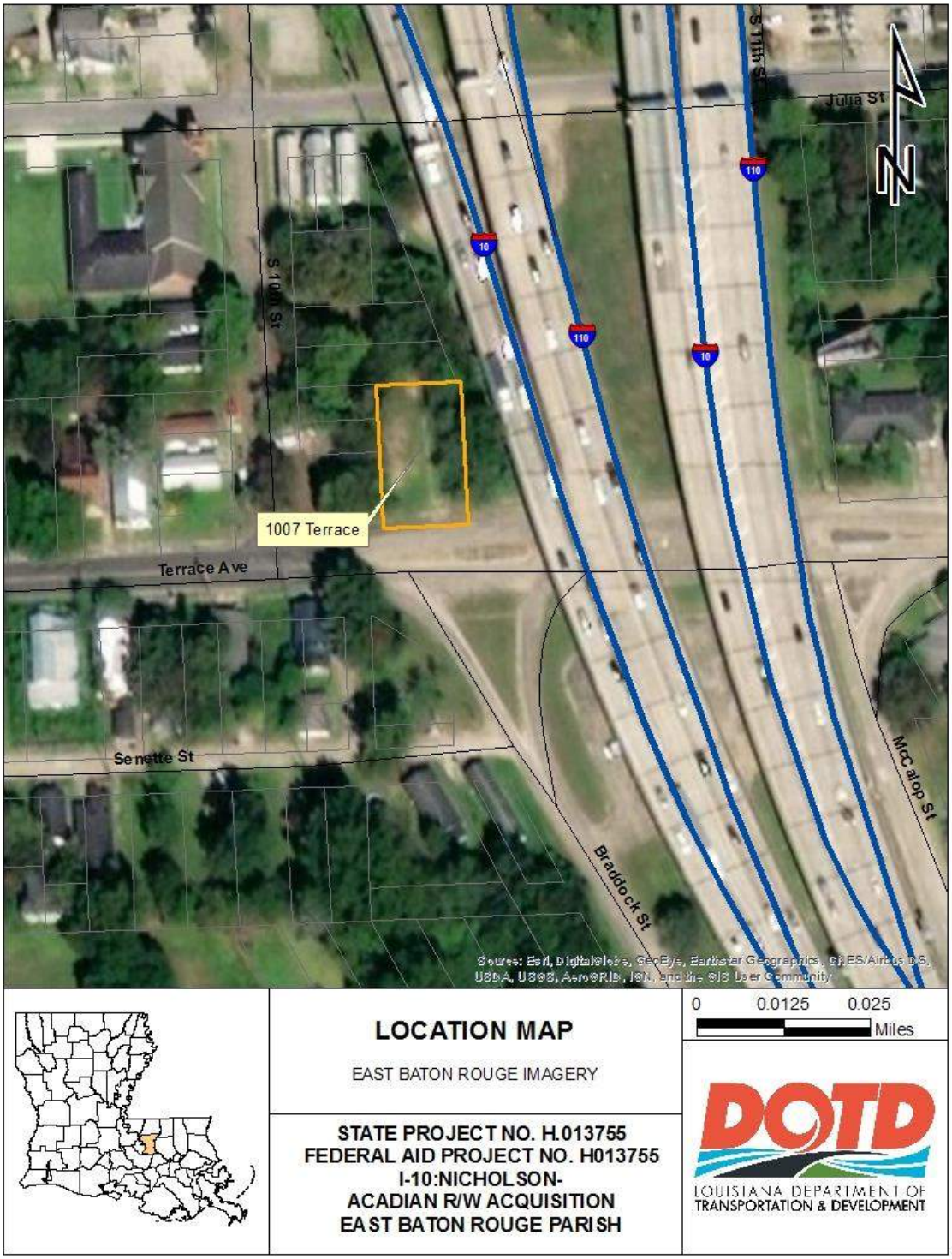

Figure 4. Location of Property at 1007 Terrace Street

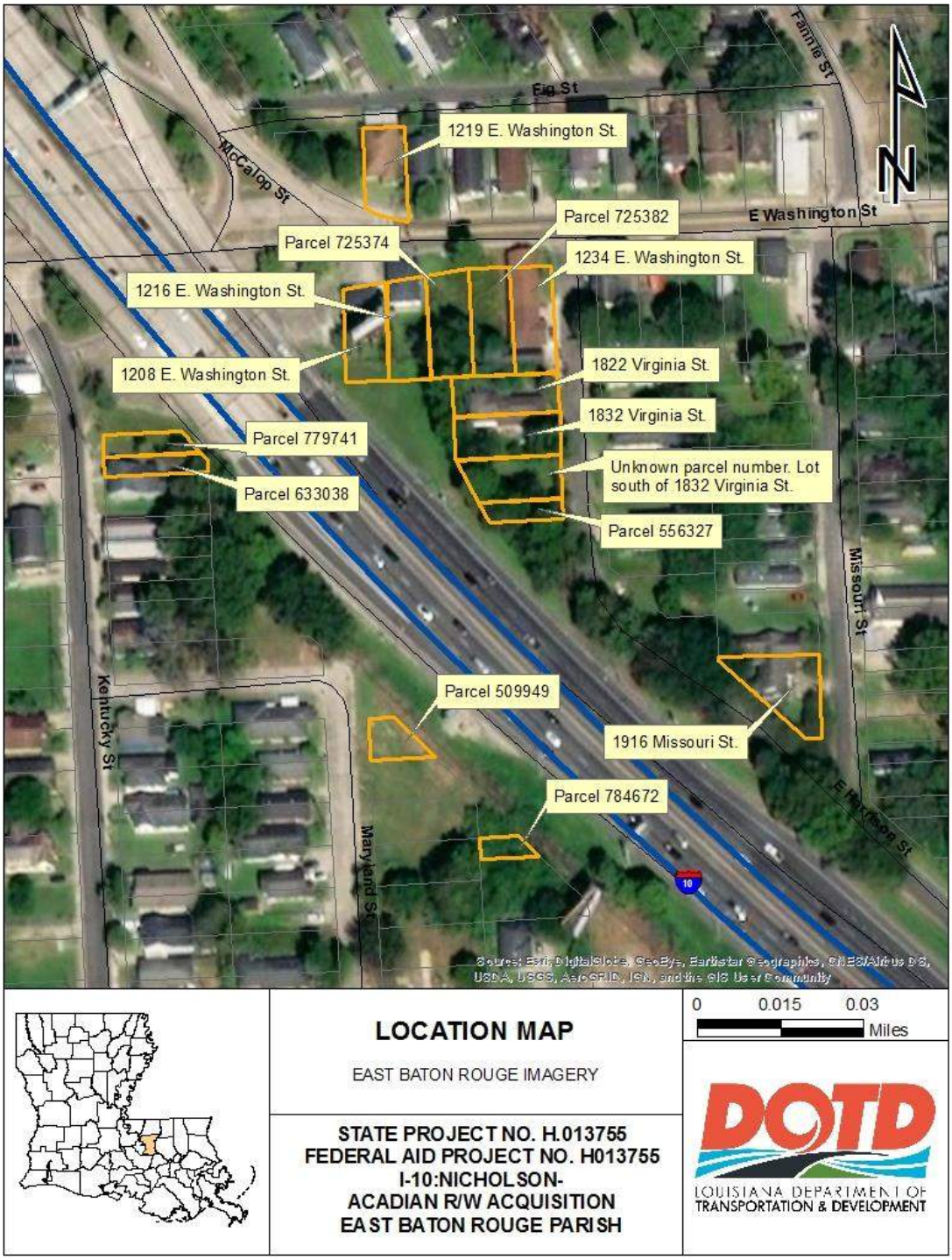

Figure 5. Location of Properties in the Vicinity of E. Washington, Kentucky, Maryland, and Virginia Streets

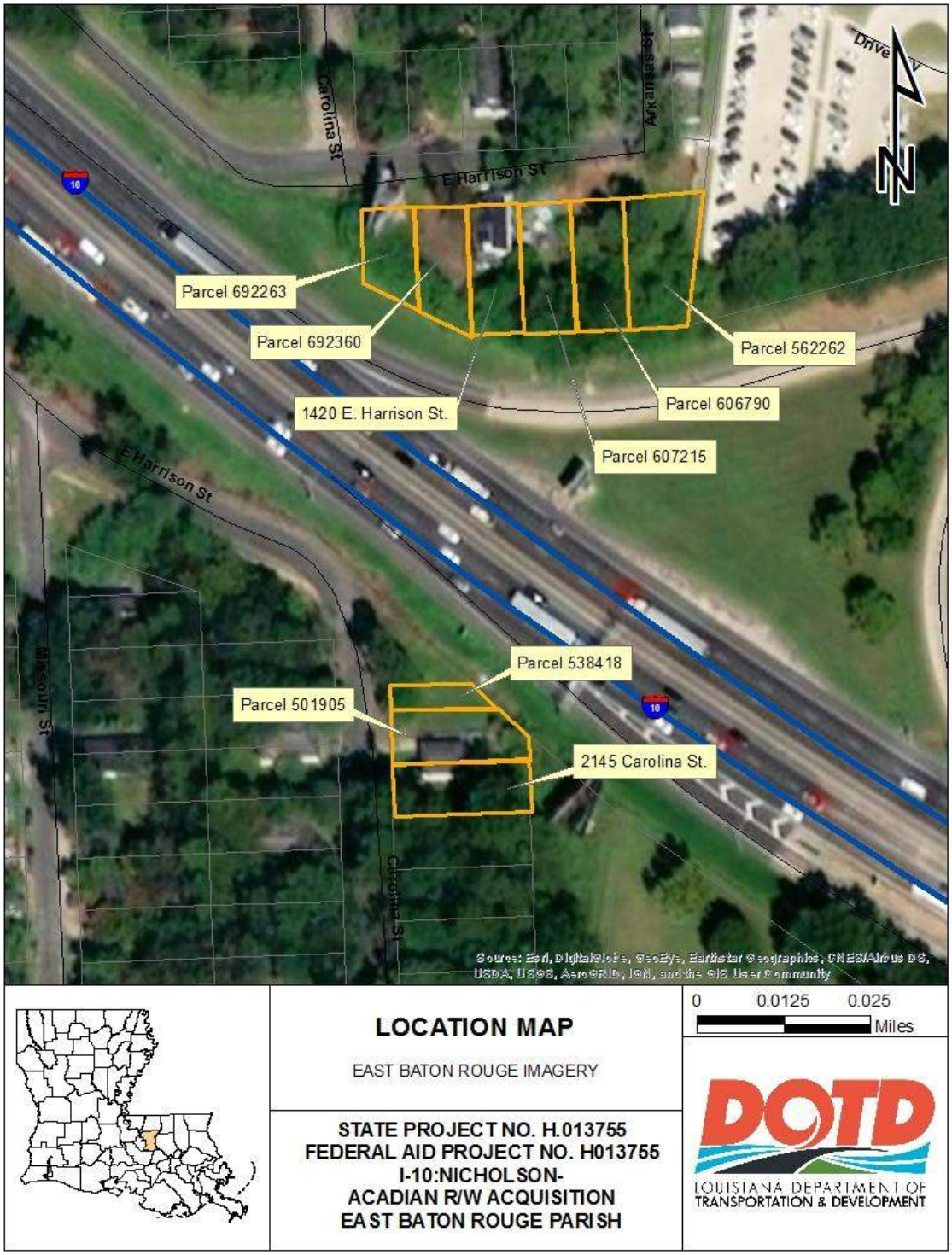

Figure 6. Location of Properties in the Vicinity of E. Harrison and Carolina Streets

Figure 7. Location of Property at 2244 Ebony Avenue

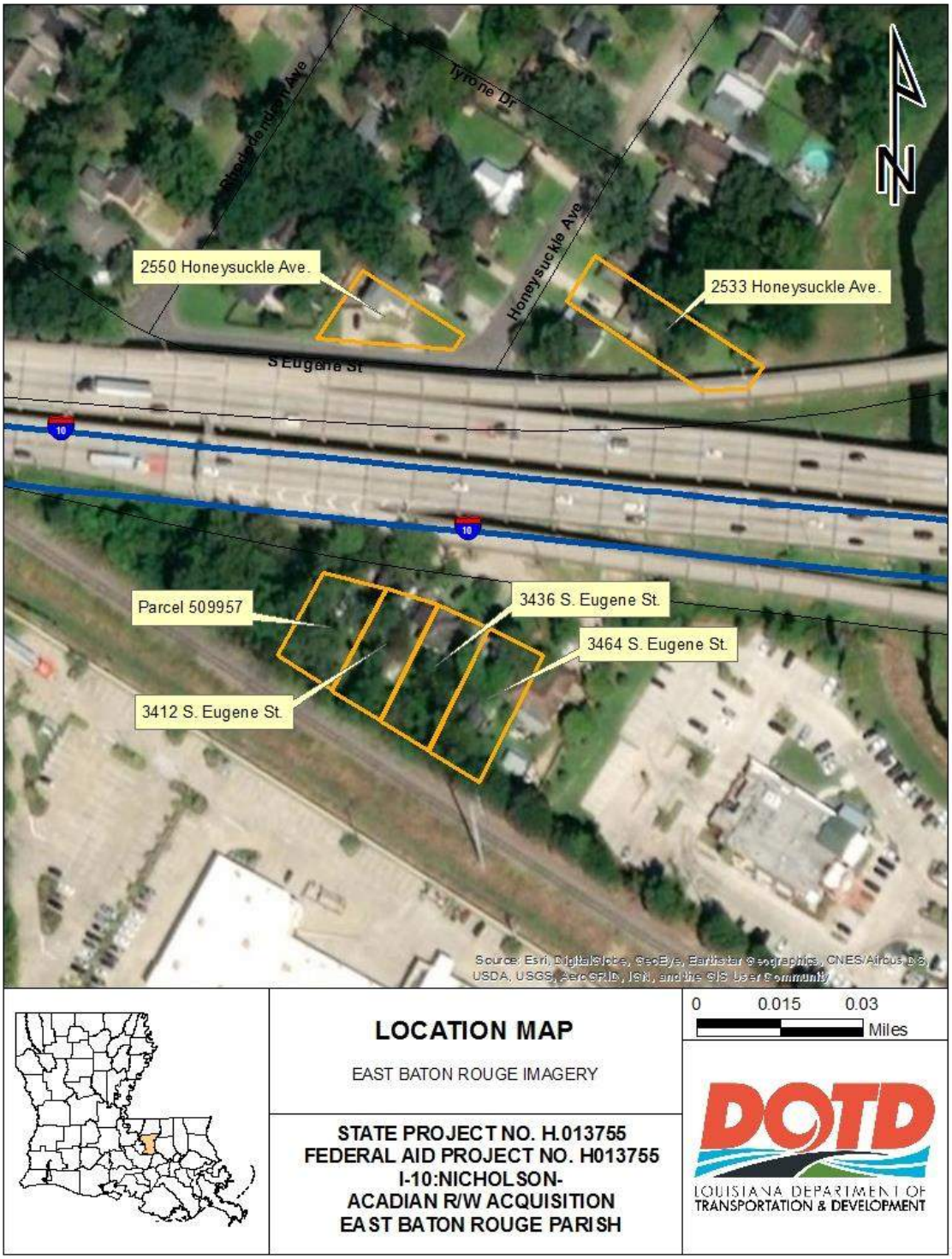

Figure 8. Location of Properties in the Vicinity of Honeysuckle Ave and S. Eugene Street

Figure 9. Location of Parcel 839752 near Balis Drive

Figure 10. Structure at 1916 Missouri St., facing northwest

Figure 11. Structure at 2550 Honeysuckle Lane, facing

BILLY NUNGESSER
LIEUTENANT GOVERNOR

State of Louisiana
OFFICE OF THE LIEUTENANT GOVERNOR
DEPARTMENT OF CULTURE, RECREATION & TOURISM
OFFICE OF CULTURAL DEVELOPMENT

RICHARD H. HARTLEY
DEPUTY SECRETARY

KRISTIN P. SANDERS
ASSISTANT SECRETARY

January 29, 2019

Noel Ardoin
Environmental Engineer Administrator
Louisiana Department of Transportation and Development
1201 Capital Access Rd.
Baton Rouge, LA 70802

Re: I-10: Nicholson – Acadian R/W Acquisition

Ms. Ardoin,

Thank you for your letter received January 16, 2019 requesting concurrence with Eligibility Determinations of two properties along the proposed I-10 widening corridor: 1916 Missouri Street and 2550 Honeysuckle Lane. We concur that these two structures are not eligible for listing on the National Register of Historic Places.

Your letter also requests concurrence that the early acquisition of 16 structures listed in Table 1, and 19 vacant lots listed in Table 2 would have no adverse effect on historic properties.

While our office does not have an issue with the proposed early acquisition of these structures and lots, we cannot concur with an effect determination for the acquisition since this is part of a larger undertaking, the widening of I-10.

If you have any questions, do not hesitate to contact Andrea McCarthy in the Louisiana Division of Historic Preservation, amccarthy@crt.la.gov.

Sincerely,

Kristin P. Sanders

Kristin Sanders
State Historic Preservation Officer

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Office of Engineering
PO Box 94245 | Baton Rouge, LA 70804-9245
ph: 225-379-1234 | fx: 225-379-1851

John Bel Edwards, Governor
Shawn D. Wilson, Ph.D., Secretary
Christopher P. Knotts, P.E., Chief Engineer

February 4, 2019

STATE PROJECT NO.: H.004100
FEDERAL PROJECT NO.: H004100
PROJECT NAME: I-10: LA 415 TO ESSEN ON I-10 AND I-12
PARISHES: EAST BATON ROUGE, WEST BATON ROUGE

Ms. Kristin Sanders
State Historic Preservation Officer
Department of Culture, Recreation and Tourism
Office of Cultural Development
P.O. Box 44247, Capitol Station
Baton Rouge, LA 70804

VIA E-MAIL TO: Section106@crt.state.la.us

SUBJECT: Request for Concurrence with Eligibility Determinations

Dear Ms. Sanders:

The Louisiana Department of Transportation and Development (LADOTD) in conjunction with the Federal Highway Administration (FHWA), is proposing acquisition of properties along the proposed I-10 widening corridor between Louisiana Highway 415 (LA 415) in West Baton Rouge Parish and Essen Lane on I-10 and I-12 in East Baton Rouge Parish. The following properties included in Table 1 below, or portions thereof, are being considered for acquisition (Figures 1 through 4). Proposed eligibility determinations are also provided in Table 1. A number of properties have had concurrence on their eligibility made by your office. These properties along with their eligibility are listed in Table 2.

Table 1. Properties requiring eligibility determinations.

Property Address	LHRI No.	Proposed Eligibility	Eligibility Reason	Reference Figure
945 East Blvd.	17-01370	Contributing, Proposed OSBR Historic District	Retains Features	Figure 1
1006 Julia St.	17-01412	Contributing, Proposed OSBR Historic District	Retains Features	Figure 1
1008 Julia St.	17-02182	Contributing, Proposed OSBR Historic District	Retains Features	Figure 1
996 Terrace Ave.	17-02146	Contributing, Proposed OSBR Historic District	Retains Features	Figure 1

1150 Terrace Ave.	17-02053	Not eligible	No significant features	Figure 1
1174 Terrace Ave.	17-02052	Individually Eligible	Retains Features	Figure 1
Leo Butler Community Center		Ineligible	Under 50 years old	Figure 2
1028 E. Washington St. (Bell's Tire Shop)	17-02081	Contributing, Proposed OSBR Historic District	Retains Features	Figure 2
1807 Georgia St.	17-02082	Contributing, Proposed OSBR Historic District	Retains Features	Figure 2
1916 Missouri St.		Ineligible	No significant features	Figure 2
1159 E. Harrison St.	17-02118	Ineligible	No significant features	Figure 2
2277 Ebony Ave.		Ineligible	No significant features	Figure 3
2954 Perkins Rd. (Ivar's – Connected to Bolton's)	17-01915	Eligible, Multiple Property Listing (Same as Bolton's)	Retains Features	Figure 3
2293 Hollydale Ave.		Ineligible	No significant features	Figure 3
3478 S. Eugene St.		Ineligible, Non-contributing to Proposed Hundred Oaks Historic District	No significant features	Figure 4
3144 S. Eugene St.	17-01894	Contributing, Proposed Hundred Oaks Historic District	Retains Features	Figure 4
3154 S. Eugene St.	17-01892	Ineligible, Non-contributing to Proposed Hundred Oaks Historic District	No significant features	Figure 4
2586 Rhododendron Ave.		Ineligible, Non-contributing to Proposed Hundred Oaks Historic District	No significant features	Figure 4
2550 Honeysuckle Ave.		Ineligible, Non-	No	Figure 4

		contributing to Proposed Hundred Oaks Historic District	significant features	
2536 Honeysuckle Ave.	17-01882	Contributing, Proposed Hundred Oaks Historic District	Retains Features	Figure 4

Table 2. Properties with eligibility determinations.

Property Address	LHRI No.	Eligibility (Previously Determined)	Reference Figure
944 Maximillian St.	17-02175	Contributing, Proposed OSBR Historic District	Figure 1
943 Maximillian St.	17-01159	Contributing, Proposed OSBR Historic District	Figure 1
990 Myrtle St.	17-02178	Ineligible	Figure 1
1208 E. Washington St.	17-02390	Ineligible	Figure 2
1214-16 E. Washington St.	17-01969	Ineligible	Figure 2
1219 E. Washington St.	17-01968	Ineligible	Figure 2
1234 E. Washington Ave.	17-01970	Ineligible	Figure 2
1822 Virginia St.	17-01978	Ineligible	Figure 2
1832 Virginia St.	17-01975	Ineligible	Figure 2
1420 E. Harrison St.	17-02023	Ineligible	Figure 2
2145 Carolina St.	17-02221	Ineligible	Figure 2
1839 Kentucky St.	17-02101	Contributing, Proposed OSBR Historic District	Figure 2
1851 Kentucky St.	17-02100	Contributing, Proposed OSBR Historic District	Figure 2
2244 Ebony Ave.	17-01954	Ineligible	Figure 3
2265 Christian St. (Fresh Market)	17-01905	Eligible, Multiple Property Listing	Figure 3
2904 Perkins Rd. (Overpass Merchant)	17-01920	Eligible, Multiple Property Listing	Figure 3
3412 S. Eugene St.	17-01904	Ineligible	Figure 4
3436 S. Eugene St.	17-01903	Ineligible	Figure 4
3464 S. Eugene St.	17-01902	Ineligible	Figure 4
3218 S. Eugene St.	17-01888	Contributing, Proposed Hundred Oaks Historic District	Figure 4

2567 Rhododendron Ave.	17-01887	Contributing, Proposed Hundred Oaks Historic District	Figure 4
2533 Honeysuckle Ave.	17-01871	Ineligible	Figure 4
2547 Honeysuckle Ave.	17-01870	Contributing, Proposed Hundred Oaks Historic District	Figure 4

We are seeking your concurrence on the eligibility status of the structures identified in Table 1. Please contact Kreg Ellzey (kreg.ellzey@la.gov, 225-242-4503) if you have any questions regarding this request.

Sincerely,

Noel Ardoin
Environmental Engineer Administrator

Attachment
NA/ke
cc: SHPO File
FHWA

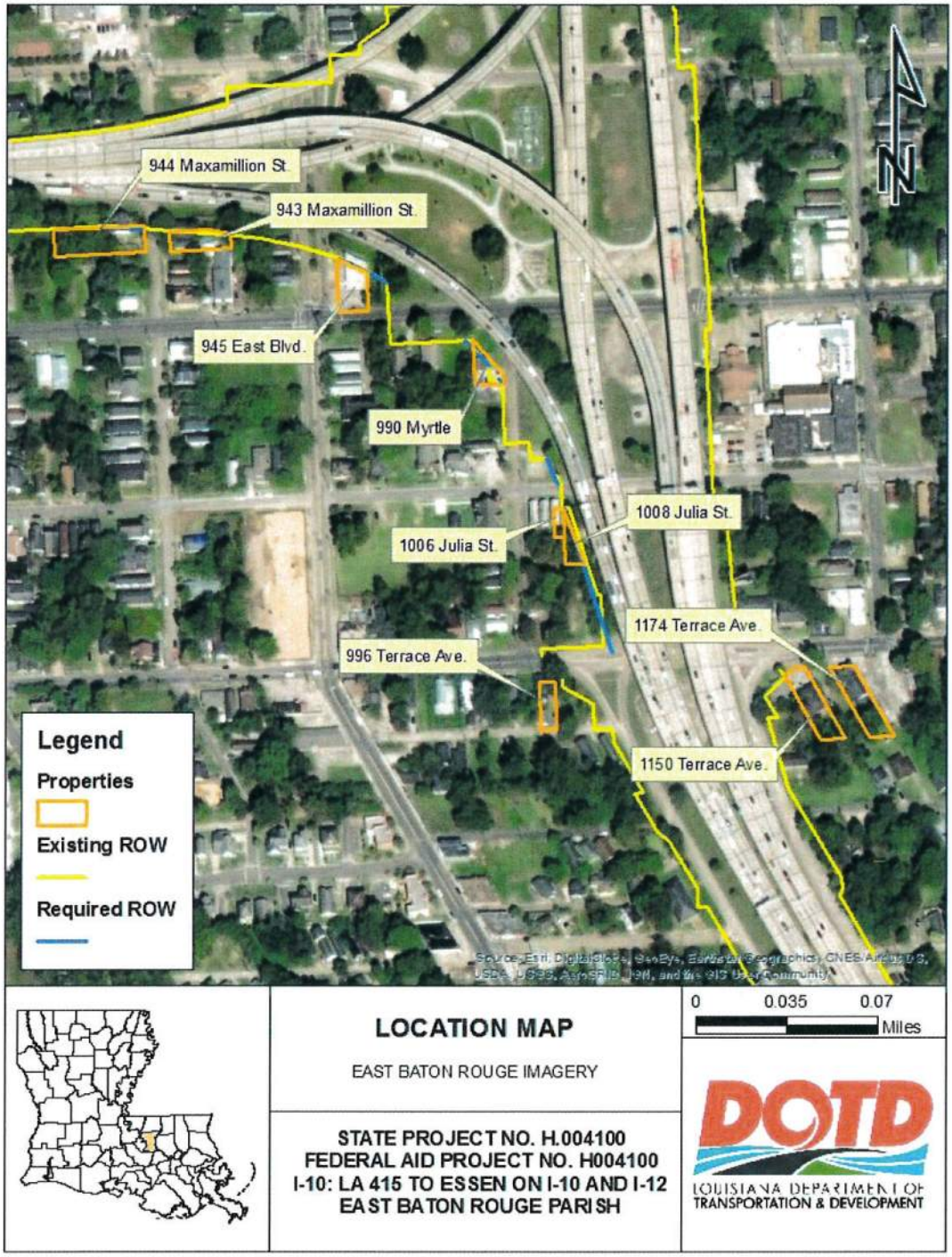

Figure 1. Properties at or near the I-10 / I-110 split area

Figure 2. Properties at or near the E. Washington St. area

Figure 3. Properties along Ebony Dr. and near the Perkins Rd. Overpass area

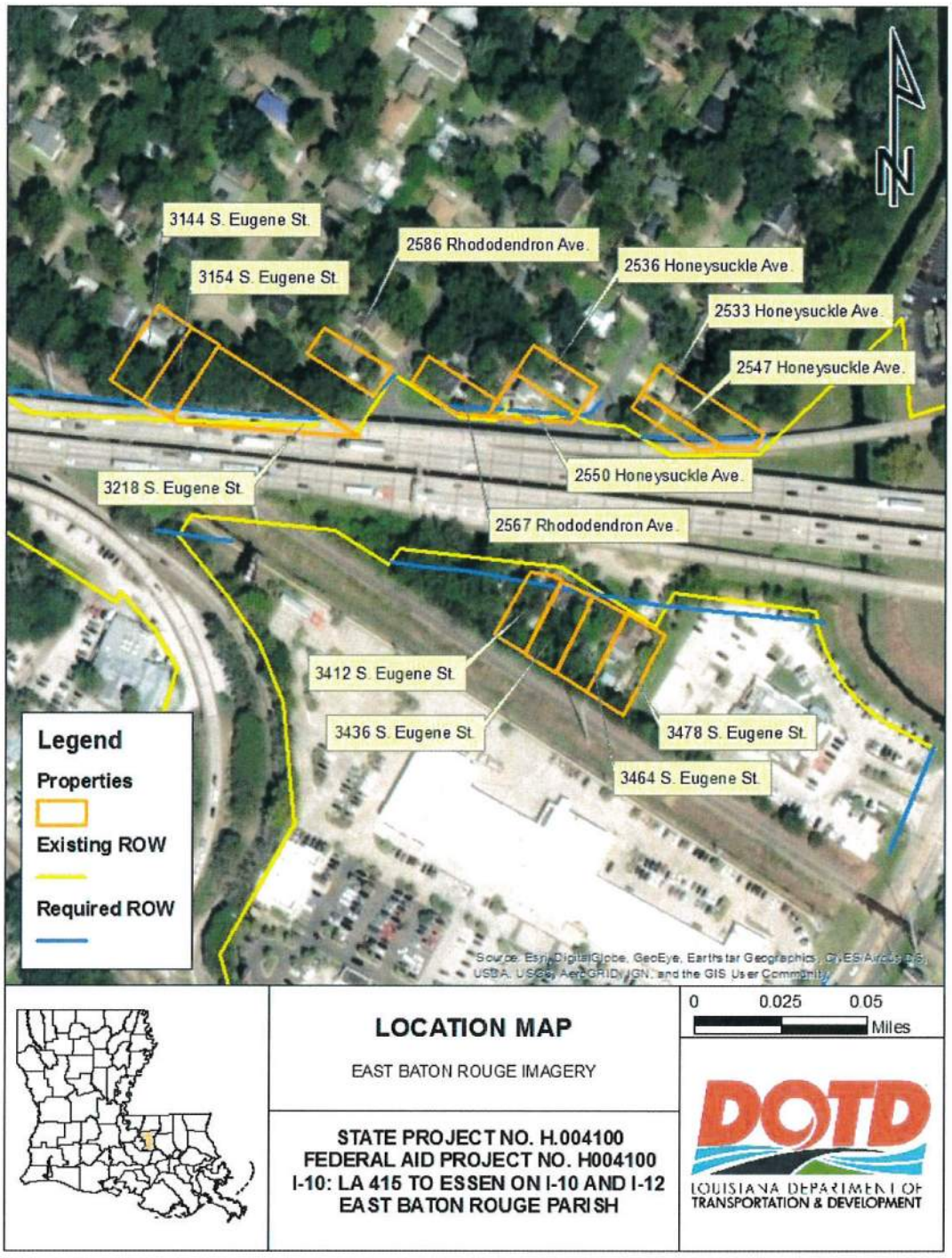

Figure 4. Properties near the S. Eugene St. area

BILLY NUNGESSER
LIEUTENANT GOVERNOR

State of Louisiana
OFFICE OF THE LIEUTENANT GOVERNOR
DEPARTMENT OF CULTURE, RECREATION & TOURISM
OFFICE OF CULTURAL DEVELOPMENT

RICHARD H. HARTLEY
DEPUTY SECRETARY

KRISTIN P. SANDERS
ASSISTANT SECRETARY

February 8, 2019

Noel Ardoin
Environmental Engineer Administrator
Louisiana Department of Transportation and Development
1201 Capital Access Rd.
Baton Rouge, LA 70802

Re: I-10: Request for Concurrence with Eligibility Determinations

Ms. Ardoin,

Thank you for your letter received Tuesday February 5, 2019 requesting concurrence with Eligibility Determinations of twenty properties along the proposed I-10 widening corridor (as shown in Table 1). We concur with your eligibility determinations on 18 of the twenty properties (see table below):

LHRI No.	Address	Eligibilty Concurance	District
17-01370	945 East Blvd.	Eligible	OSBR
17-01412	1006 Julia St.	Eligible	OSBR
17-02182	1008 Julia St.	Eligible	OSBR
17-02146	996 Terrace	Eligible	OSBR
17-02053	1150 Terrace	Ineligible	
	Leo Bulter Community Center	Ineligible (Less than 50)	
17-02081	1028 E Washington	Eligible	OSBR
17-02082	1807 Georgia	Eligible	OSBR
17-02419	1916 Missouri	Ineligible	
17-02118	1159 E Harrison	Ineligible	
	2277 Ebony	Ineligible (Less than 50)	
17-01915	2954 Perkins Rd.	Eligible	Perkins Road MPS
	2293 Hollydale	Ineligible (Less than 50)	
	3478 S. Eugene	Ineligible (Less than 50)	
17-01894	3144 S. Eugene	Eligible	Hundred Oaks
	2586 Rhododendron	Ineligible (Less than 50)	
	2550 Honeysuckle Ave.	Ineligible (Less than 50)	
17-01882	2536 Honeysuckle Ave.	Eligible	Hundred Oaks

We do not concur on the eligibility determination on the following two properties:

LHRI No.	Address	Eligibilty Concurance	District
17-02052	1174 Terrace Ave.	Ineligible	(Not Individually Eligible)
17-01892	3154 S. Eugene	Eligible (Contributing)	Hundred Oaks

1174 Terrace is a Mid-Century Church, located just outside the Eddie Robinson Sr. National Register Historic District. As this district was just listed on the National Register in December of 2018, it is unlikely that it could be expanded so soon to include this structure. The letter states that the building is individually eligible for listing on the National Register, however, there is no Determination of Eligibly attached which would detail under what Criterion the building would be listed. At this time we do not have any information to suggest that the building would be eligible for listing under Criteria A, B, or D, and the form style and integrity do not appear to make it eligible for listing under Criterion C for Architecture.

3154 S. Eugene is a c. 1940 minimal traditional cottage located within the National Register Eligible Hundred Oaks district. The building is typical in style to many of the original historic structures within the district. It appears that the building was recently renovated, as the google street view imagery shows the structure with all original windows on the façade. The survey photos show that the original windows to the right of the front door have been replaced and the openings resized. Iron porch supports were replaced with simple wood columns. However, the building is still clearly recognizable as a minimal traditional cottage, and still retains enough integrity to that we believe it would contribute to the Hundred Oaks District if it were to be listed on the National Register.

If you have any questions, do not hesitate to contact Andrea McCarthy amccarthy@crt.la.govor Nicole Hobson Morris nmorris@crt.la.gov in the Louisiana Division of Historic Preservation.

Sincerely,

Kristin P. Sanders

Kristin Sanders
State Historic Preservation Officer

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Office of Engineering
PO Box 94245 | Baton Rouge, LA 70804-9245
ph: 225-379-1234 | fx: 225-379-1851

John Bel Edwards, Governor
Shawn D. Wilson, Ph.D., Secretary
Christopher P. Knotts, P.E., Chief Engineer

September 4, 2019

STATE PROJECT NO. H.004100
FEDERAL PROJECT NO. H004100
PROJECT NAME: I-10: LA 415 TO ESSEN ON I-10 AND I-12
PARISHES: EAST AND WEST BATON ROUGE

Ms. Kristin Sanders
State Historic Preservation Officer
Department of Culture, Recreation and Tourism
Office of Cultural Development
P.O. Box 44247, Capitol Station
Baton Rouge, LA 70804

VIA E-MAIL TO: Section106@crt.state.la.us

SUBJECT: Draft Report: *Adverse Effect Documentation in Support of the Environmental Assessment of I-10: LA 415 to Essen Lane, East Baton Rouge and West Baton Rouge Parish, Louisiana*

Dear Ms. Sanders:

The attached report discusses the adverse effects to historic properties identified as a result of the intensive cultural resources survey for Section 106 for the improvements to Interstate 10 (I-10) between Louisiana Highway 415 (LA 415) and Essen Lane on I-10. The project is anticipated to adversely affect 17 properties considered eligible for the NRHP as contributing elements to three proposed historic districts and one proposed multiple property submission; eleven within the proposed Old South Baton Rouge Historic District, four within the proposed Hundred Oaks Historic District, and two within the Perkind Road Overpass Multiple Property Submission. Additionally smaller portions of the lots of five properties considered eligible as contributing elements of proposed historic districts are anticipated to be acquired, resulting in a no adverse effect to the structures.

Mitigation measures for these impacts are being developed through continued consultation among the Louisiana Department of Transportation and Development (LADOTD), Federal Highway Administration (FHWA), Louisiana State Historic Preservation Office, Advisory Council on Historic Preservation, BREC, and Louisiana Trust for Historic Preservation. Additonally, this adverse effects documentation will be shared with the Section 106 consulting parties and will be made available electronically to the public.

LADOTD, in conjunction with the FHWA, request your review of the attached effect documentation report for the proposed project. Please contact Carey Coxe (carey.coxe@la.gov, 225-242-4520) if you have any questions regarding this request.

Sincerely,

for Noel Ardoin
Environmental Engineer Administrator

Attachment
NA/ke
cc: SHPO File
FHWA

BILLY NUNGESSER
LIEUTENANT GOVERNOR

State of Louisiana
OFFICE OF THE LIEUTENANT GOVERNOR
DEPARTMENT OF CULTURE, RECREATION & TOURISM
OFFICE OF CULTURAL DEVELOPMENT

KRISTIN P. SANDERS
ASSISTANT SECRETARY

October 3, 2019

Noel Ardoin
Environmental Engineer Administrator
LA Department of Transportation and Development
Office of Engineering
PO Box 94245
Baton Rouge, LA 70804-9245

Re: Draft Report: Adverse Effect Documentation in Support of the Environmental Assessment of I-10: LA 415 to Essen Lane, East Baton Rouge and West Baton Rouge Parish, Louisiana

Dear Ms. Ardoin,

Thank you for the opportunity to review the Adverse Effect Documentation in Support of the Environmental Assessment of I-10: LA 415 to Essen Lane, East Baton Rouge and West Baton Rouge Parish, Louisiana. We have reviewed the document and have the following comments to offer:

1. Please include the structure numbers in the abstract. These can be listed as a range where applicable.
2. Page 1, paragraph 1, states "while avoidance of all historic materials was initially recommended." This should instead read "all historic resources."

We look forward to receiving the one bound copy and one digital copy of the final report. If you have any questions do not hesitate to contact Andrea McCarthy amccarthy@crt.la.gov in the Division of Historic Preservation.

Sincerely,

Kristin P. Sanders

Kristin Sanders
State Historic Preservation Officer

Environmental Section
PO Box 94245 | Baton Rouge, LA 70804-9245
Phone: 225-242-4501 Fax: 225-242-4500

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

April 7, 2022

STATE PROJECT No.: H.004100
FEDERAL AID PROJECT No.: H004100
I-10: LA 415 TO ESSEN LANE ON I-10 AND I-12
ROUTE: I-10
PARISH: EAST AND WEST BATON ROUGE PARISHES

Ms. Kristin Sanders
State Historic Preservation Officer
Department of Culture, Recreation and Tourism
Office of Cultural Development
P.O. Box 44247, Capitol Station
Baton Rouge, LA 70804

Via E-Mail to: Section 106@crt.state.la.us

SUBJECT: NO ADVERSE EFFECT TO HISTORIC PROPERTIES

Dear Ms. Sanders:

After the conclusion of the Environmental Assessment and issuance of the Finding of No Significant Impact (FONSI) for the above-captioned project, LADOTD decided to apply the Construction Management at Risk (CMAR) process for project development. Once the preliminary design of CMAR Segment 1 (west of Washington Street to Acadian Thruway) commenced, it became apparent that additional right of way is necessary from adjacent properties for a sidewalk on Braddock Street.

The sidewalk along Braddock Street requires additional right of way along Braddock Street from Louise Street (approximately latitude 30.434267, longitude -91.177179) to Lettsworth Street (approximately latitude 30.432650, longitude -91.176062). An additional 3 to 5 feet of right of way is needed from adjacent properties to construct the sidewalk along Braddock Street. There is an existing sidewalk in this area, but it is not wide enough and is damaged in places.

LADOTD identified the affected property owners and met with them to gain feedback from them regarding the taking of additional right-of-way for the purposes of installing a sidewalk along Braddock Street. A detailed summary of the outreach and results is attached for reference. The plan and profile sheets are included in the attached summary. The property owners did not object to the purchase of additional right of way for the sidewalk. They were in favor of the project and its enhancements.

LADOTD staff consulted the GIS database maintained by the Louisiana Divisions of Historic Preservation and Archaeology to determine if any historic properties, including archaeological sites or standing structures eligible for or listed on the National Register of Historic Places (NRHP) were located within or near the project APE. The parcels adjacent to the proposed sidewalk are located within the Old South Baton Rouge (OSBR) neighborhood determined eligible for listing on the National Register of Historic Places. The sidewalk is adjacent to Louisiana Historic Resource Inventory (LHRI) numbers 17-02079, 17-02080, 17-02062, 17-04264, and 17-02057. The effect of the project on the OSBR neighborhood and all LHRIs in the eligible district is covered in the "Adverse Effect Documentation In Support of the Environmental Assessment of I-10: LA 415 to Essen Lane, East Baton Rouge Parish and West Baton Rouge Parish, Louisiana" dated October 2019. The additional right of way (see Figure 3) for the sidewalk does not adversely affect the five LHRIS adjacent to the sidewalk or the district as a whole; thus, the effect on OSBR discussed in the EA, 4f, and Section 106 documentation has not changed.

In summary, the additional right of way does not adversely affect cultural resources. Moreover, the additional right of way does not change or increase the relocations. Based on the above information and results of the outreach, LADOTD, in conjunction with FHWA, believes this project will not adversely affect historic properties or the eligible NRHD and we request your concurrence. If you have any questions or comments, please contact Jessica Richardson at (225) 242-4511.

Sincerely,

for

Enclosures
NA/jr

Noel Ardoin
Environmental Engineer Administrator

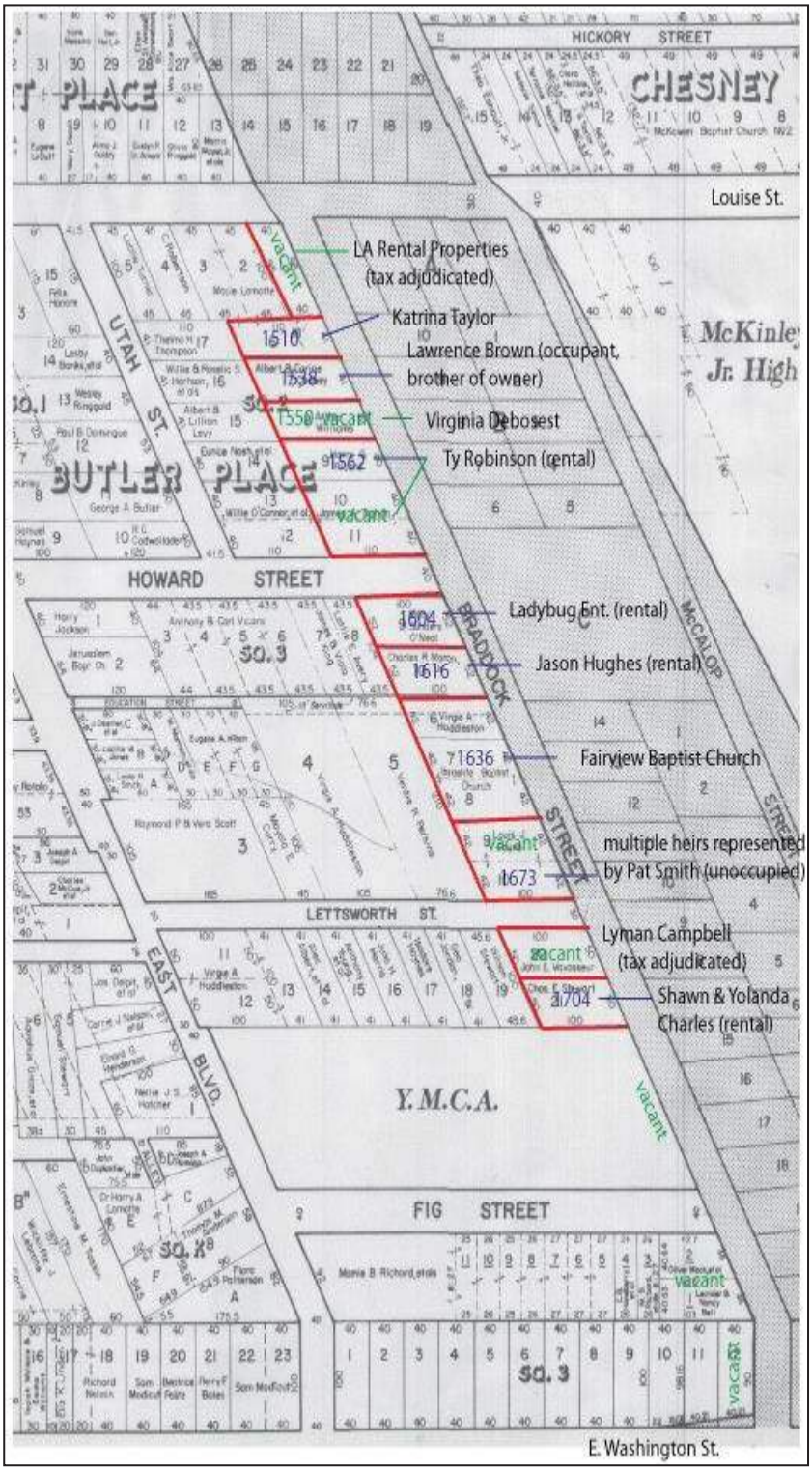

Figure 1. Affected Parcels along Braddock Street where additional right of way is needed for a sidewalk.

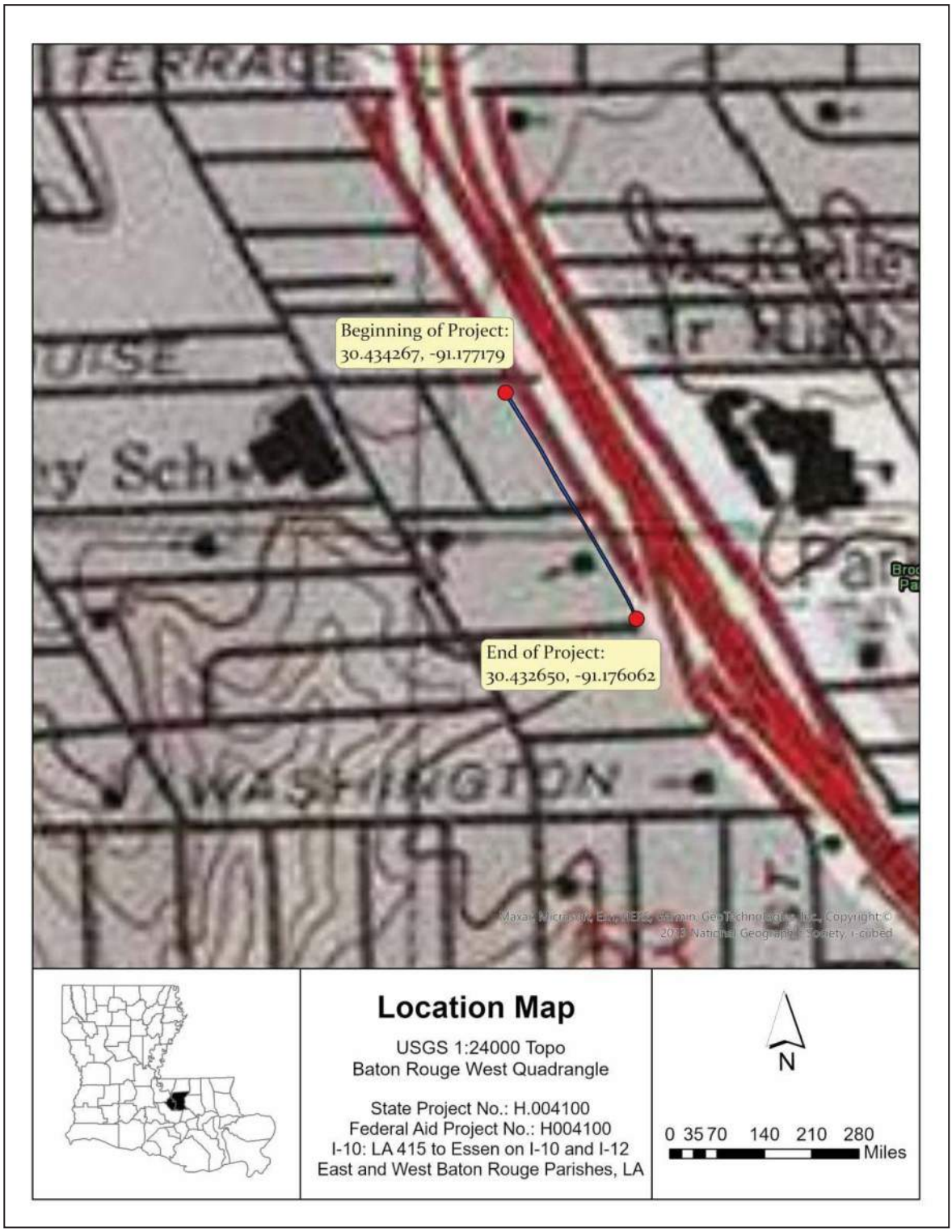

Figure 2. Location Map on USGS Topographic Map.

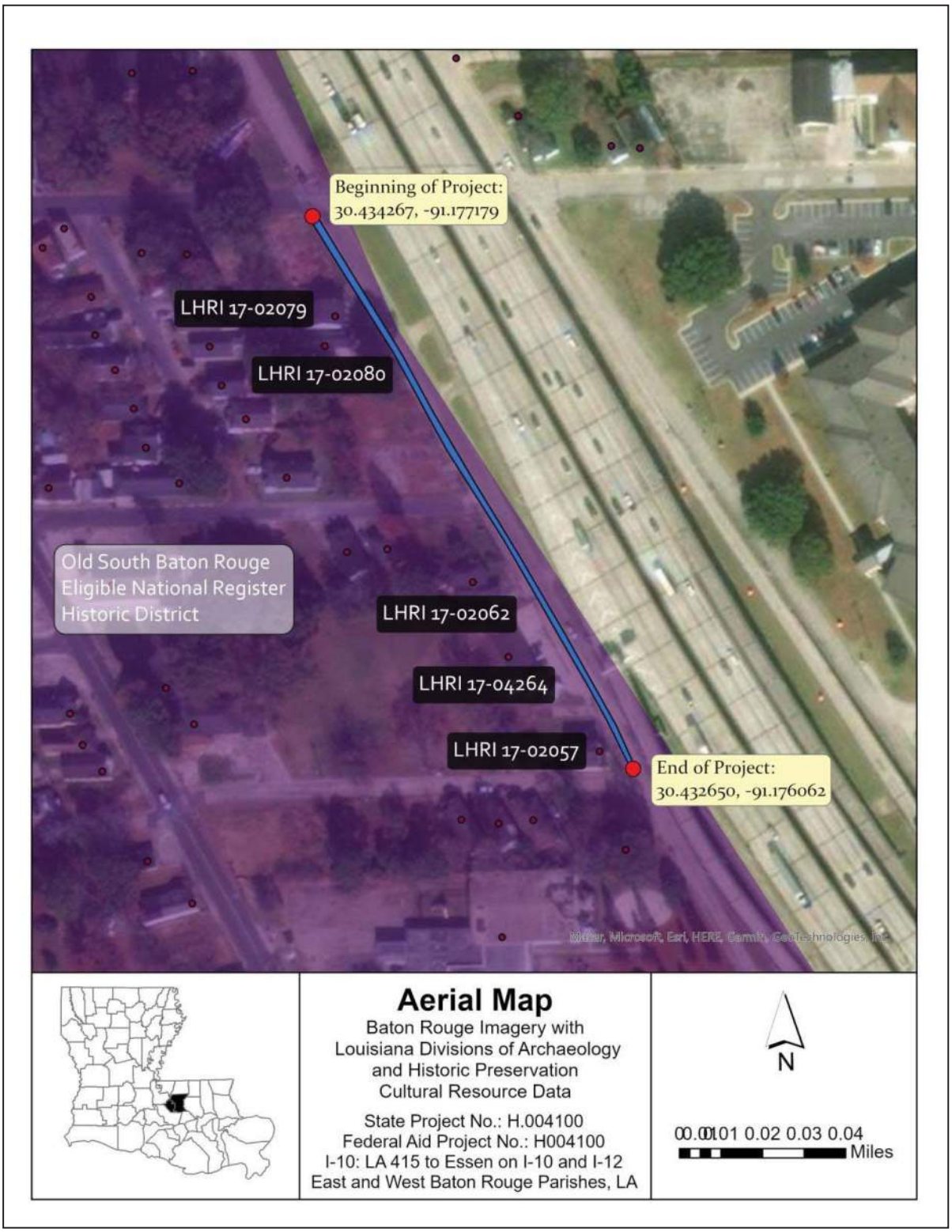

Figure 3. Project APE on Aerial Photo with Louisiana Divisions of Archaeology and Historic Preservation Cultural Resource Data..

Figure 4. View of start of sidewalk at Braddock and Louise Street. Image courtesy of Google Streetview Imagery.

Figure 5. View of end of sidewalk at Braddock and Lettsworth Street. Image courtesy of Google Streetview Imagery. Note that there is already an existing sidewalk adjacent to LHRI 17-02057. This sidewalk will be replaced and extended to the fence line.

BILLY NUNGESSER
LIEUTENANT GOVERNOR

State of Louisiana
OFFICE OF THE LIEUTENANT GOVERNOR
DEPARTMENT OF CULTURE, RECREATION & TOURISM
OFFICE OF CULTURAL DEVELOPMENT

KRISTIN P. SANDERS
ASSISTANT SECRETARY

May 2, 2022

Noel Ardoin
Environmental Engineer Administrator
LA DOTD
P.O. Box 94245
Baton Rouge, LA 70804

Re: NO ADVERSE EFFECT TO HISTORIC PROPERTIES, DOTD H. 004100,
I-10: LA 415 TO ESSEN LANE ON I-10 AND I-12
EAST AND WEST BATON ROUGE PARISHES, LA

Dear Ms. Ardoin:

Thank you for your letter received on April 7, 2022 regarding the conclusion of the Environmental Assessment and issuance of the Finding of No Significant Impact (FONSI) for the above referenced project. Based on the information submitted LADOTD applied the Construction Management at Risk (CMAR) process for the project development and discovered that an additional right of way is necessary from adjacent properties for a sidewalk on Braddock Street. The sidewalk along Braddock Street that requires additional right of way is located in the National Register Eligible Old South Baton Rouge (OSBR) District; Braddock St. from Louise St. (approximately 30.434267, -91.177179) to Lettsworth St. (approximately 30.432650, -91.176062). The sidewalk is adjacent to buildings identified with Louisiana Historic Resource Inventory (LHRI) survey numbers: 17-02079, 17-02080, 17-02062, 17-04264, and 17-02057. The effect of the project on the OSBR District and LHRI identified buildings in the NR eligible district is covered in the "Adverse Effect Documentation in Support of the Environmental Assessment of I-10: LA 415 to Essen Lane, East Baton Rouge Parish and West Baton Rouge Parish, Louisiana" dated October 2016. Our office concurs that the additional right of way for the sidewalk is not adding an additional adverse effect for the overall project.

If you have questions or concerns, please contact Jennie Garcia in our Division of Historic Preservation at jgarcia@crt.la.gov.

Sincerely,

Kristin P. Sanders

Kristin Sanders
State Historic Preservation Officer

Office of Engineering
Environmental Section
PO Box 94245 | Baton Rouge, LA 70804-9245
ph: 225-242-4502 | fx: 225-242-4500

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

March 1, 2023

STATE PROJECT NO. H.004100
FEDERAL-AID PROJECT NO. H004100
I-10 WIDENING LA 415 TO ESSEN LANE
ROUTE: I-10
PARISHES: WEST AND EAST BATON ROUGE

Ms. Kristin Sanders
State Historic Preservation Officer
Department of Culture, Recreation and Tourism
Office of Cultural Development
P.O. Box 44247, Capitol Station
Baton Rouge, LA 70804

Subject: Project Update and No Additional Adverse Effect to Historic Properties

Dear Ms. Sanders:

The Louisiana Department of Transportation and Development (LADOTD) has developed traffic mitigation in relation to the above captioned project (Figure 1). In addition there have been some refinements of the project that will require additional right of way, in slight excess of the amount previously planned and expressed in the Environmental Assessment (EA) which received a Finding of No Significant Impact on February 12, 2021. Also there have been some developments in traffic mitigation that are being proposed by DOTD. Consequently, the Environmental Assessment for this project is being re-evaluated. Therefore we are providing this update of those developments and request your comments.

Design modifications are proposed along with traffic mitigation during construction. Proposed are:
1. A braided ramps concept for eastbound I-10 in the area of the Acadian and College Drive (College) interchanges.
2. Hollydale Condominiums
3 Clearance at Maximillian Street
4. The widening of I-10 westbound at the I-110 interchange (often referred to as the flyover) is proposed to accommodate temporary traffic diversion during construction.
5. Traffic modifications
6. Revision of plan for noise barriers.

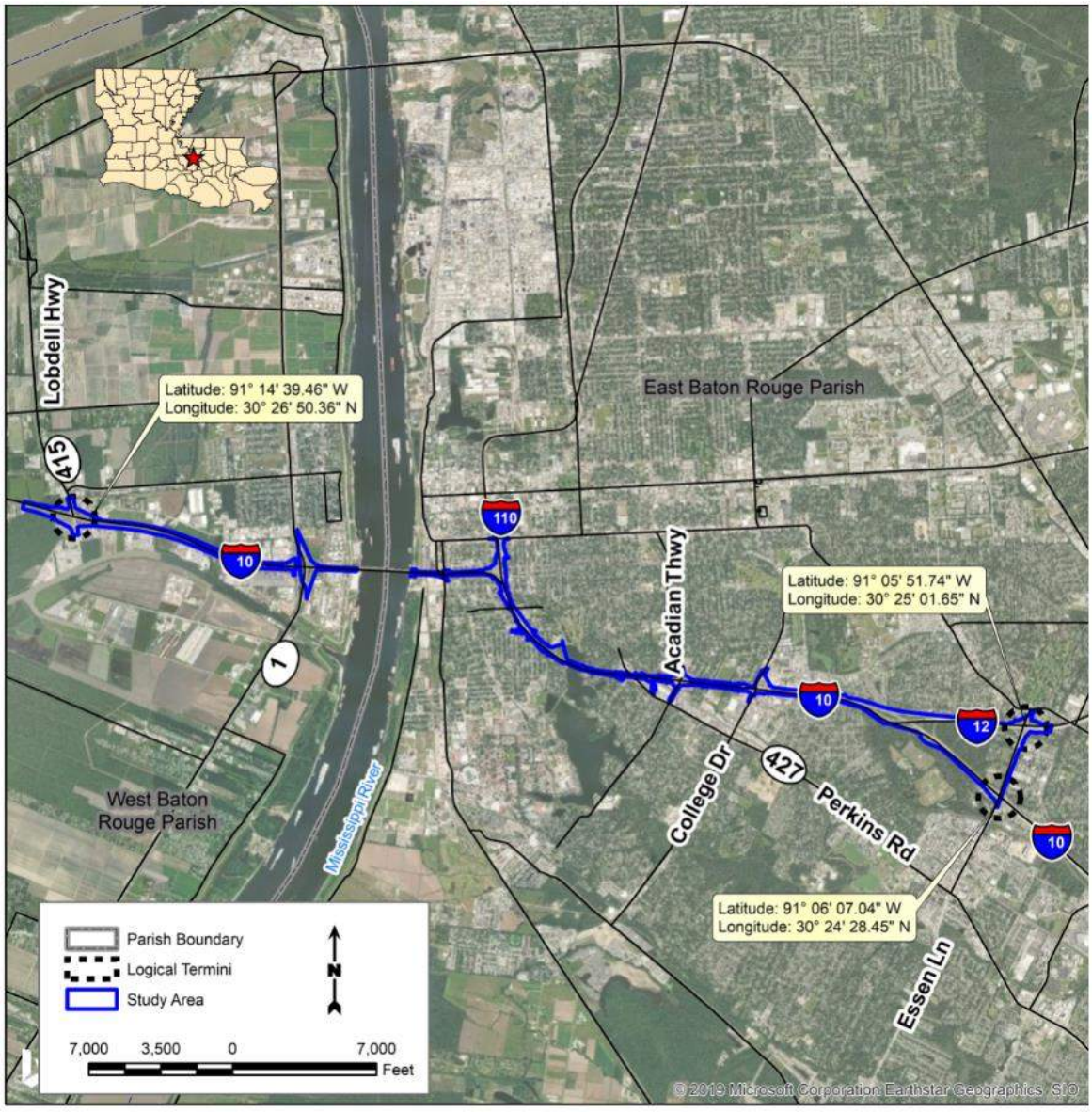

Figure 1. Study Area and Logical Termini

Braided Ramp Concept Additional Right of Way

There is currently only one area that will require additional right of way in excess of what was previously planned. Currently, the Acadian eastbound entrance ramp is followed closely by the College eastbound exit ramp, which creates a short high volume weaving section. The braided ramps concept eliminates the weaving section. The braided ramp modification places the eastbound I-10 exit ramp to College west of Acadian. A driver heading east on I-10 would

encounter the Acadian exit then about 1100 feet later encounter the College exit. The College exit ramp will diverge from eastbound I-10, cross over both Acadian and the ground level Acadian eastbound entrance ramp (the braid) before touching down to pass underneath the Nairn Bridge over I-10, and terminate at College. In this configuration, traffic using the College exit would not share a lane with traffic using the entrance ramp from Acadian. Instead, the entrance ramp from Acadian will pass underneath the exit ramp to College thereby eliminating the weave that exists today. See the figures 2a-c below for depiction of the braided ramp concept.

The braided ramp concept will require slightly more additional ROW (approximately .21 acre) to the south of I-10 between Acadian Thruway and Narin Drive to the north of the portion of Para Street Drive that parallels I-10, which is also across the street from the residence at 2808 Valley Street. The affected property owners were notified and given an opportunity to meet with the project team. There are no relocations as a result of the braided ramps. While this would not result in the acquisition of the residence at 2808 Valley Street or any additional structures in this area, it would result in the acquisition of the property between Para Street and I-10 and would make Yazoo Street and Valley Street both terminate into dead ends with T-turnarounds for service vehicles. The required turnarounds at the ends of Yazoo Street and Valley Street will require additional right of way from adjacent vacant parcels. Access to 2808 Valley Street would be maintained as the existing portion of Para Street up to the house's driveway. 2808 Valley Street (Louisiana Historic Resource Inventory (LHRI) No. 17-02212) was determined not eligible for the National Register of Historic Places. Additionally, no properties in this vicinity were determined eligible for the NRHP.

Figure 2a Braided Ramp Concept (at Acadian)

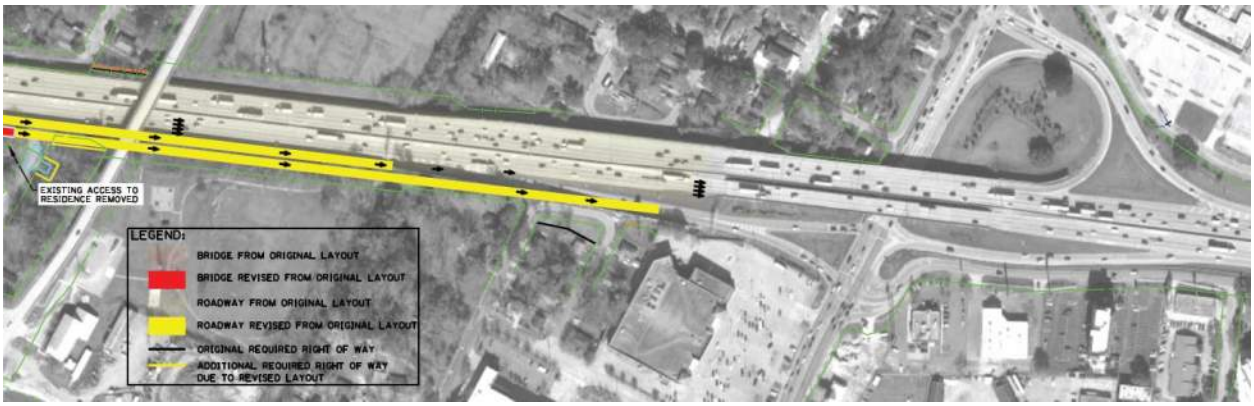

Figure 2b Braided Ramp Concept Continued (approaching College)

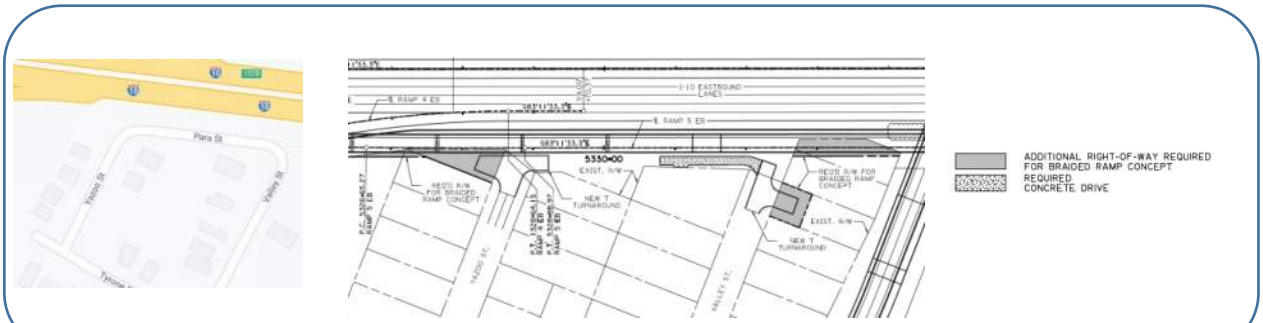

Figure 2c. Braided Ramp Concept (Yazoo, Para and Valley Streets Detail)

Hollydale Condominiums

Additional right-of-way is required from the Hollydale Condominiums, located on Hollydale at Perkins Road (Figures 3a-b). The project was not modified at this location. The change is the result of a completed survey where it was discovered that a strip of right-of-way is needed and that the condominiums' patios encroach onto LADOTD's existing right-of-way. Below is a figure showing the details at this location. The encroachment is approximately 2.1 feet and DOTD needs an additional 2.5 feet. When the project is completed, the condominium building will be 9.2 feet from the I-10 structure and 4.2 feet from right-of-way line. The Hollydale Condominiums were not determined eligible for the NRHP nor was an eligible NRHP eligible district identified in this vicinity. There are structures nearby that were determined to be eligible as a multiple property listing, however the Hollydale Condominium complex was not among them.

Figure 3a Hollydale Condominiums Location.

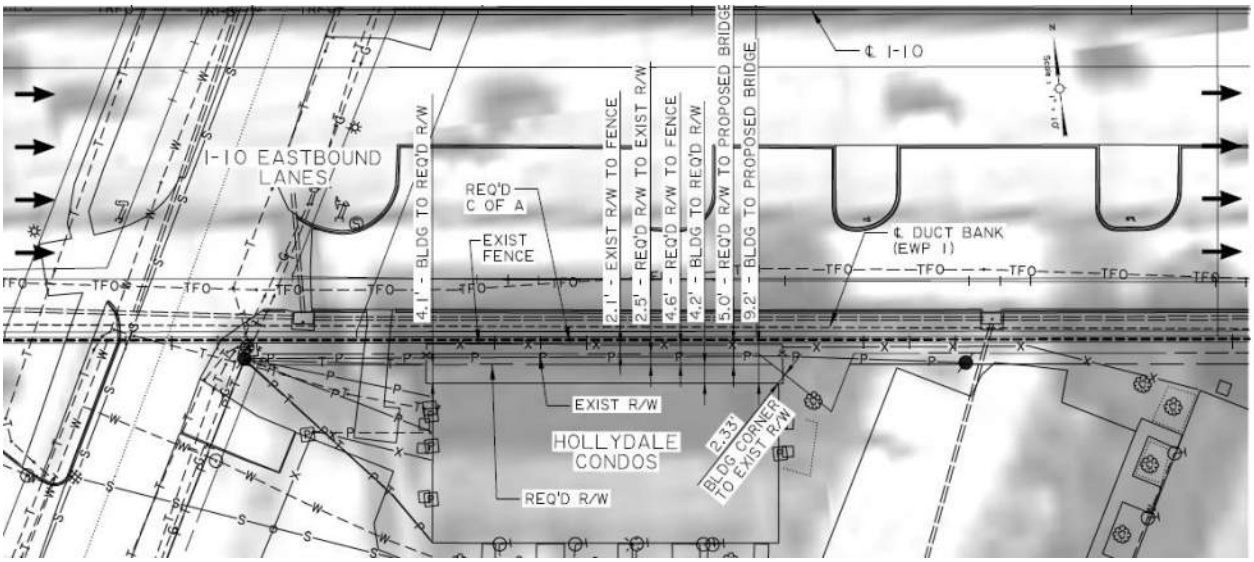

Figure 3b Hollydale Condominiums Proposed I-10 Widening.

Clearance at Maximillian Street

The current clearance of Maximillian Street underneath the interstate does not meet current criteria (Figure 4). During the EA process, DOTD proposed increasing the clearance. To avoid additional acquisitions, DOTD proposed to lower Maximillian to provide the additional clearance. Retaining walls would be required to lower the street as it passed underneath the interstate. During design, DOTD discovered that a number of utilities would need to be relocated to lower Maximillian. Relocating these utilities would require additional acquisitions within the historic district. After consulting with the City, it was decided Maximillian will not be lowered to provide additional clearance as described in the EA. The clearance at Maximillian will be about 14.1 feet and a design exception may be required for this clearance.

Figure 4. Maximillian Street at I-10.

I-10/I-110 Westbound Interchange Flyover

DOTD is proposing to widen the I-10 westbound mainline structure at the I-10/I-110 Interchange also known as the flyover, within the previously proposed ROW to accommodate the eastbound traffic diversion (Figure 5a-b). Widening would accommodate traffic through stages of construction. A widened structure would allow for two lanes in the westbound direction to remain while accommodating the eastbound diversion. Once the diversion is no longer needed, the widened structure would be restriped to include two westbound travel lanes with both inside and outside shoulders. While this would not require additional ROW beyond what was previously planned, it would take place adjacent to the Beauregard Town National Register Historic District and Old South Baton Rouge eligible National Register Historic District. As there exists substantial interstate structure already and would be within the previously indicated ROW, this would not propose any additional effect to either historic neighborhoods.

Figure 5a. I-10/I-110 Westbound Interchange Flyover

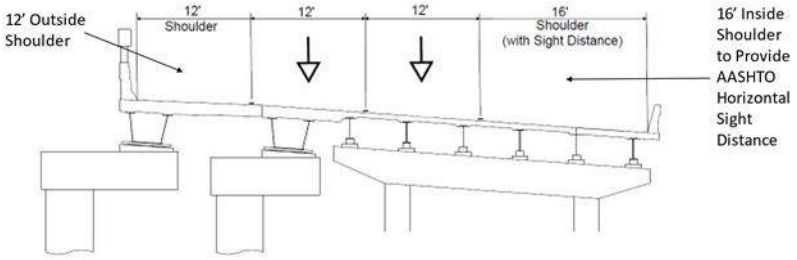

Figure 5b. Permanent Condition of Widened West Bound I-10/ I-110 Mainline Flyover

Traffic Operations and Modifications

A number of modifications to the existing Interstate and the intersections and interchanges that handle traffic in the vicinity of I-10 are proposed that include temporary signs, signals and striping, or temporary change to traffic direction (Figures 6a-e). These do not include additional ROW acquisition or expansions of existing roadway foot prints.

Temporary measures at a four key intersections in the area will assist with the movement of traffic during construction. The analysis indicated that traffic mitigation measures were needed during construction at three surface street intersections in addition to the work already planned at Acadian Thruway. See the figure below for the general location of the traffic mitigation measures. The measures call for temporary traffic signals, striping and signage. (

Figure 6a. Traffic Mitigation Locations

Site 1 is the intersection of US 190 and LA 415. Site 2 is the intersection of US 190 and LA 1. Site 3 is the interchange of I-10 and LA 415. Site 4 is the interchange of I-10 and Acadian Thruway

(Acadian). The need for traffic mitigation measures at Acadian was anticipated and covered in the EA.

Site 1 is the intersection of US 190 and LA 415. At this location, improvements include a temporary traffic signal for southbound LA 415, a U-turn on LA 415 just west of the temporary signal, striping, and signage. Northbound traffic on Plantation will be restricted to turn right onto LA 415. The star in the figure below is the location of the temporary traffic signal. Also, upgraded striping at LA 415 north of railroad is included for Site 1

Figure 6b. US 190 at LA 415 Intersection.

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Figure 6c. LA 415 North of Railroad.

Site 2 is the intersection of US 190 and LA 1. At this location, improvements include a temporary traffic signal at W. Service Road and east bound US 190, along with striping and signage, and a temporary traffic signal at the intersection of LA 1 and the connecting roadway to US 190. The stars on figure below show the location of these temporary traffic signals. Also included is the restriping of the exit from US 190 to LA 1 southbound.

Figure 2d. US 190 and LA 1 intersection.

Site 3 is the interchange of I-10 and LA 415. At this location, a temporary traffic signal is proposed at the I-10 eastbound ramps on LA 415. Signage and striping are also included.

Figure 6e. LA 415 and I-10 Eastbound Ramp.

Relocated Noise Barriers

The existing noise barriers along I-10 provide noise abatement to adjacent properties (Figures 7a-b). For this reason, the existing barriers were to remain in place or were to be relocated as needed. The barrier underneath the Nairn bridge required replacement because the existing barrier was incorporated into the existing bridge pier.

Along I-10 in Baton Rouge, many of the existing noise barriers are at the edge of the shoulder or on or behind the bridge railing. The current design requirements1 for MASH TL-42 noise barriers were not in place at the time the existing barriers were installed. The existing barriers do not meet the new requirement and therefore, if relocated must be relocated away from the shoulder or bridge railing where a non-MASH TL-4 could be located. However since there is not enough right-of-way to use non-MASH TL-4 barriers, this would result in additional acquisitions and residential relocations. For this reason, the existing barriers will not be relocated and reused as previously planned. They instead will be replaced with MASH TL-4 tested barriers adjacent to the roadway and on or behind bridge railings, in effort to minimize acquisitions and relocations.

The noise barriers on the market that meet the MASH TL-4 requirements are not as tall as the existing barriers. The maximum height of a market available crash tested noise barrier is around 17 feet. The locations of the noise barriers are not adjacent to any identified historic properties.

The figure below includes visualizations of the noise barriers from Yazoo Street.

Figure 7a. Perspectives from Yazoo Street.

The figure below shows the view of interstate with noise barriers from Valley Street.

Figure 7b. Perspective from Valley Street.

The modifications in the project since the execution of the Section 106 Programmatic Agreement (PA) for this project do not represent additional effects to historic properties beyond those addressed in the PA. Stipulations of the PA continue to be carried out. While the PA accommodates many aspects of project development, we are requesting your concurrence. Please contact Carey Coxe at 242-4520 or carey.coxe@la.gov, if you have any questions.

Sincerely,

Noel Ardoin
Environmental Engineer Administrator

NA/clc
Cc: SHPO File

BILLY NUNGESSER
LIEUTENANT GOVERNOR

State of Louisiana
OFFICE OF THE LIEUTENANT GOVERNOR
DEPARTMENT OF CULTURE, RECREATION & TOURISM
OFFICE OF CULTURAL DEVELOPMENT

KRISTIN P. SANDERS
ASSISTANT SECRETARY

March 28, 2023

Noel Ardoin
Environmental Engineer Administrator
LA DOTD
1201 Capitol Access Rd.
Baton Rouge, LA 70802

Re: STATE PROJECT NO. H.004100
FEDERAL-AID PROJECT NO. H004100
I-10 WIDENING LA 415 TO ESSEN LANE
ROUTE: I-10
PARISHES: WEST AND EAST BATON ROUGE, LOUISIANA
PROJECT UPDATE
NO ADDITIONAL ADVERSE EFFECT TO HISTORIC PROPERTIESL

Dear Ms. Ardoin:

Thank you for your letter received on March 2, 2023, regarding a project update for the above referenced DOTD widening project. Based on the project update additional right-of-way will be needed than was previously planned and expressed in the Environmental Assessment (EA) dated February 21, 2021. In addition to additional right-of-way required, developments in traffic mitigation are being proposed by DOTD. Listed below are design modification for this project:

- A braided ramps concept for eastbound I-10 in the area of the Acadian and College Drive interchanges.
- Hollydale Condominiums
- Clearance at Maximillian Street
- Widening of I-10 westbound at the I-110 interchange (often referred to as the flyover) is proposed to accommodate temporary traffic diversions during construction.
- Traffic modifications
- Revision of plan for noise barriers

Of the six listed design modifications, only two modifications have the potential to directly impact historic neighborhoods.

Regarding the project update for the clearance at Maximillian Street, this project area is adjacent to the Beauregard National Register District and Old South Baton Rouge Eligible National Register District. The update to this project reverses the decision to lower Maximillian Street due to the number of utilities that will need to be relocated leading to the acquisition of additional properties within the historic district. The clearance at Maximillian will be about 14.1 feet and a design exception may be required for this clearance.

The project update for the Flyover is also adjacent to the Beauregard Town National Register Historic District and Old South Baton Rouge Eligible National Register District. Our office concurs that there exists substantial interstate structure already there and would be within the previously indicated ROW, this project update would not propose any additional effects to either historic neighborhoods.

Our office has determined that no historic properties with the APEs for the proposed temporary traffic operations and modifications for the four sites identified in your letter.

Our office concurs that modifications to the project since the execution of the Section 106 Programmatic Agreement for this undertaking do not represent additional effects to historic properties.

If you have questions or concerns, please contact Jennie Garcia in our Division of Historic Preservation at jgarcia@crt.la.gov.

Sincerely,

Kristin Sanders
State Historic Preservation Officer

Office of Engineering
Environmental Section
PO Box 94245 | Baton Rouge, LA 70804-9245
ph: 225-242-4502 | fx: 225-242-4500

John Bel Edwards, Governor
Eric Kalivoda, Secretary

January 5, 2023

STATE PROJECT NO. H.004100
FEDERAL-AID PROJECT NO. H004100
I-10 WIDENING: LA 415 TO ESSEN LANE
ROUTE: I-10
PARISHES: WEST AND EAST BATON ROUGE

Ms. Kristin Sanders
State Historic Preservation Officer
Department of Culture, Recreation and Tourism
Office of Cultural Development
P.O. Box 44247, Capitol Station
Baton Rouge, LA 70804

Subject: Project Update and No Additional Adverse Effect to Historic Properties

Dear Ms. Sanders:

The Louisiana Department of Transportation and Development (LADOTD) has refined the plan at the I-10 interchange at Acadian Thruway to include a west bound entrance ramp loop to the north side of I-10, east of Acadian Thruway. The proposed loop would extend beyond the existing right of way and would encompass approximately __ acres of required ROW in an area that has been previously disturbed from construction of two hotels, formerly known as the Radisson, built between 1977-1981, and La Quinta, built in 1983, which were both demolished in 2020-2021 along with their concrete foundations and related pavement. Due to the great amount of previous ground disturbance, there is no probability that any previous archaeological deposits remain, if ever present. Additionally, there are no architectural resources within or adjacent to the proposed ROW that are eligible for the National Register of Historic Places. LADOTD, in conjunction with the Federal Highway Administration, believe the proposed entrance ramp loop would not affect any historic resources and would not constitute an additional adverse effect to historic properties beyond those addressed in the PA. Stipulations of the PA continue to be carried out. While the PA accommodates many aspects of project development, we are requesting your concurrence. Please contact Carey Coxe at 242-4520 or carey.coxe@la.gov, if you have any questions.

Sincerely,

Carey L. Coxe for

Noel Ardoin
Environmental Engineer Administrator

NA/clc
Cc: SHPO File

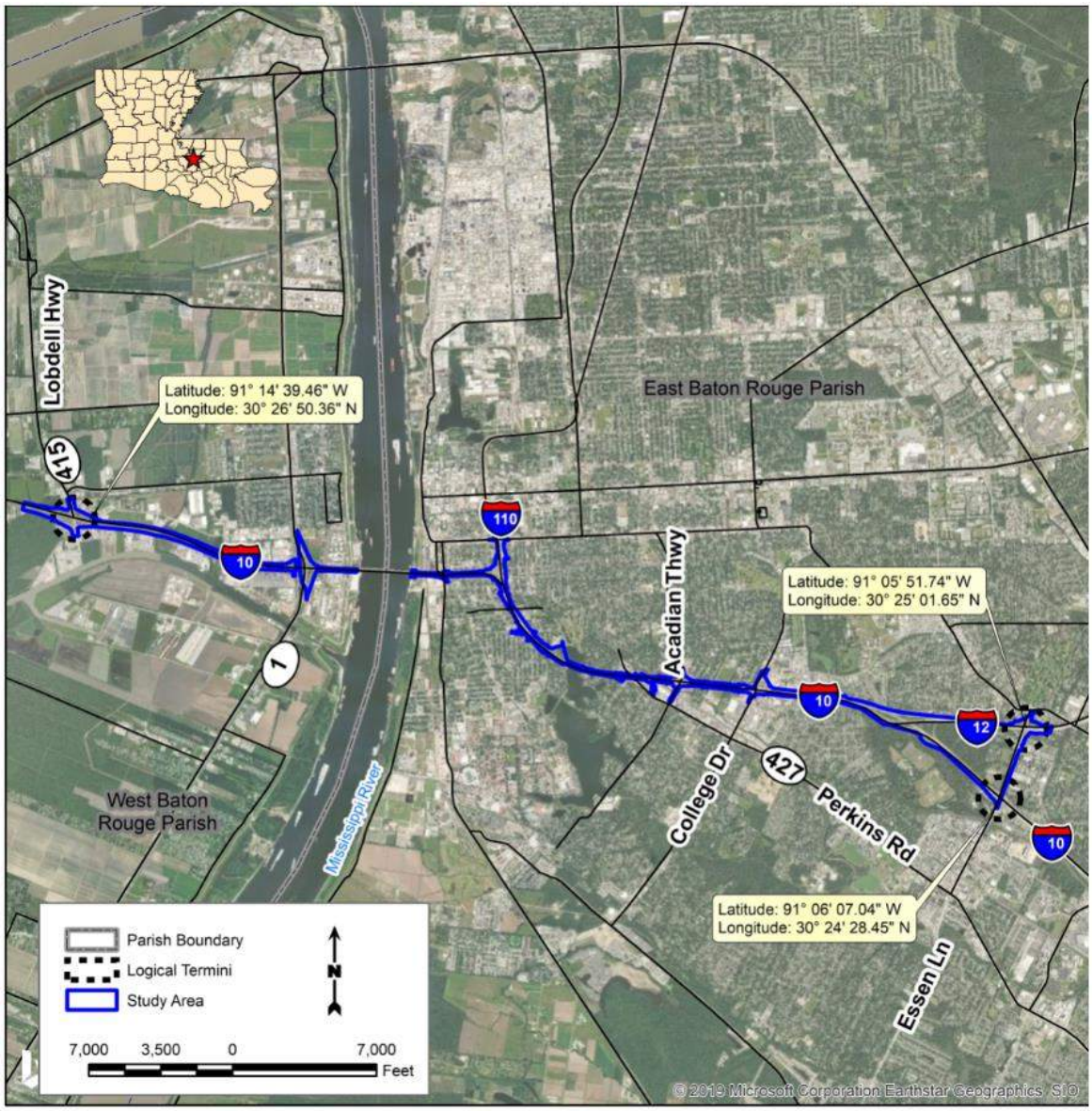

Figure 1. Study Area and Logical Termini

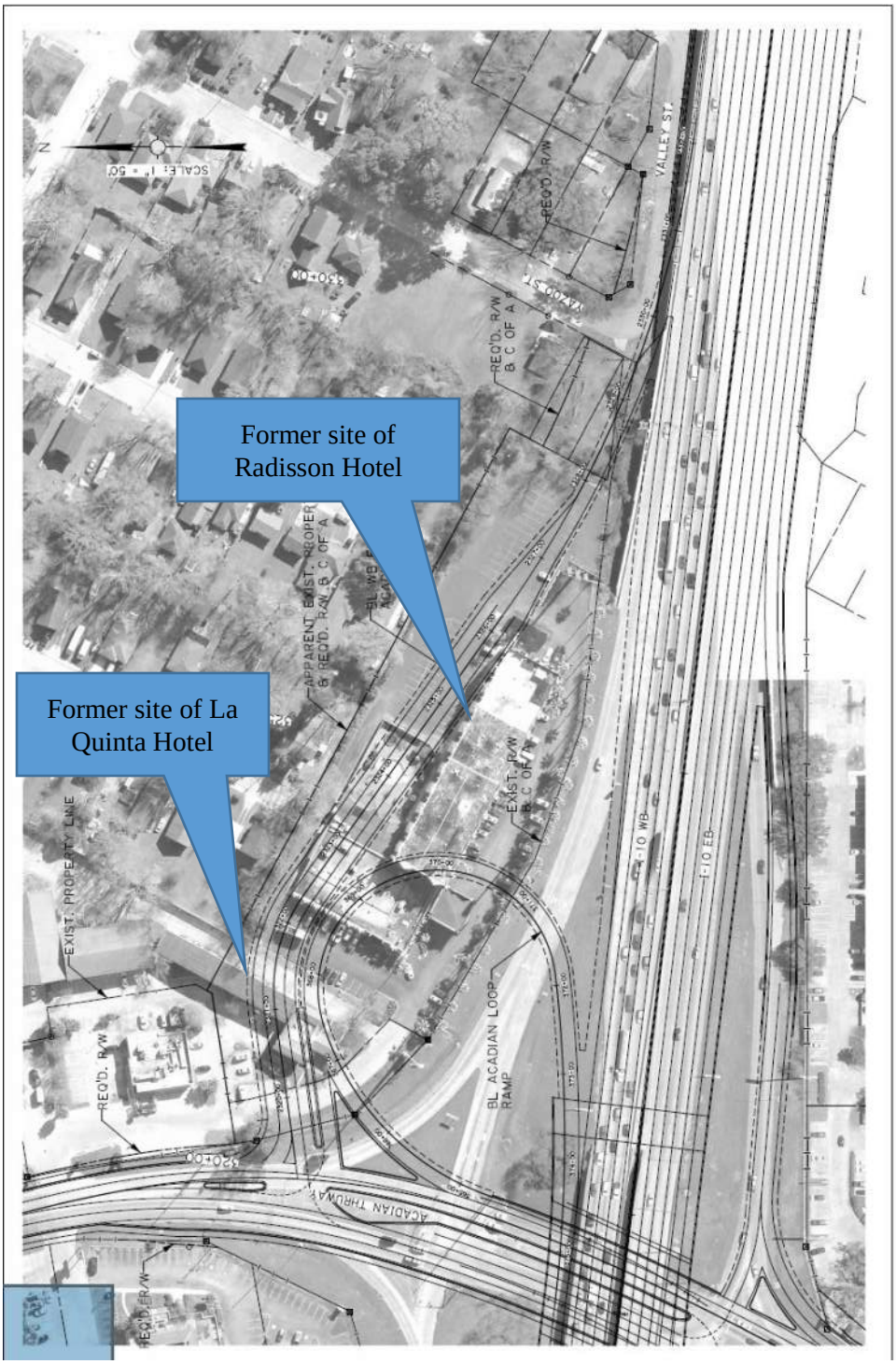

Figure 2. I-10/Acadian Thruway Interchange Proposed Modification.

BILLY NUNGESSER
LIEUTENANT GOVERNOR

State of Louisiana
OFFICE OF THE LIEUTENANT GOVERNOR
DEPARTMENT OF CULTURE, RECREATION & TOURISM
OFFICE OF CULTURAL DEVELOPMENT

KRISTIN P. SANDERS
ASSISTANT SECRETARY

January 29, 2024

Noel Ardoin
Environmental Engineer Administrator
LA Department of Transportation & Development
1201 Capitol Access Rd.
Baton Rouge, LA 70802

Re: PROJECT UPDATE AND NO ADDITIONAL ADVERSE EFFECT TO HISTORIC PROPERTIES
STATE PROJECT NO. H.004100
FEDERAL AID PROJECT NO. H004100
I-10 WIDENING: LA 415 TO ESSEN LANE
ROUTE: I-10
WEST AND EAST BATON ROUGE PARISHES, LOUISIANA

Dear Ms. Ardoin:

Thank you for your letter received on January 5, 2024, regarding LA DOTD's refined plan at the I-10 interchange at Acadian Thruway to include a west bound entrance ramp loop to the north side of I-10, east of Acadian Thruway. Our office concurs that the proposed entrance ramp loop would not affect any historic resources and would not constitute an additional adverse effect to historic properties beyond those addressed in the PA.

If you have questions or concerns, please contact Jennie Garcia in our Division of Historic Preservation at jgarcia@crt.la.gov.

Sincerely,

Kristin P. Sanders

Kristin Sanders
State Historic Preservation Officer

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Office of Engineering
Environmental Section
PO Box 94245 | Baton Rouge, LA 70804-9245
ph: 225-242-4502 | fx: 225-242-4500

Jeff Landry, Governor
Joe Donahue, Secretary

December 24, 2023

STATE PROJECT NO: H.014100
FEDERAL AID PROJECT NO: H004100
NAME: I-10: LA 415 TO ESSEN LANE ON I-10 AND I-12
ROUTE: I-10
PARISH: EAST AND WEST BATON ROUGE

Ms. Carrie Broussard
Interim State Historic Preservation Officer
Louisiana Office of Cultural Development
PO Box 44247
Baton Rouge, LA 70804-44247

VIA E-MAIL TO: Section 106@crt.state.la.us

SUBJECT: Project Update and No Additional Adverse Effect to Historic Properties

Dear Ms. Broussard:

This is a follow-up to previous coordination with your office by the Louisiana Department of Transportation and Development (DOTD) concerning the above-referenced project.

In a letter dated April 7, 2022, DOTD, in conjunction with the Federal Highway Administration (FHWA) addressed the impact of additional right-of-way (ROW) required along the Braddock Street sidewalk between Louise and Lettsworth Streets in Baton Rouge to complete the I-10 widening project. This change to the scope of work followed the conclusion of the Environmental Assessment and issuance of the Finding of No Significant Impact. In the letter, DOTD concluded that the additional ROW would have No Adverse Effect to Historic Properties. Your office responded to this letter on May 2, 2022 by stating the effect of the sidewalk work on the affected buildings, which sit within the boundaries of the National Register-eligible Old South Baton Rouge District (OSBR), was covered in the "Adverse Effect Documentation in Support of the Environmental Assessment of I-10: LA 415 to Essen Lane, East Baton Rouge Parish and West Baton Rouge Parish, Louisiana" dated October 2016. Your office concurred with the finding that additional ROW would not add "an additional adverse effect for the overall project."

This letter addresses recent revisions to the project's scope of work which requires additional ROW from three properties along the project route: 1855 Kentucky Street, 1840 Kentucky Street and 2041 Virginia Street. All three properties were surveyed twice (in 2017 and 2020). Surveyors concluded they were contributing elements to the Old South Baton Rouge Historic

District (OSBR), a proposed district determined to be NHRP-eligible in 2018; your office concurred with those findings. The properties and the approximate amount of additional ROW that is needed from them are listed in the table below:

LHRI #	Property Type	Property Address (all in Baton Rouge)	Square Footage Required from Property
17-02099	Residential	1855 Kentucky Street	< 195 sq. ft. of NE corner
17-02104	Residential	1840 Kentucky Street	< 50 sq. ft. of NE corner
17-02240	Residential	2041 Virginia Street	< 852 sq. ft. of NE corner

The property at 1855 Kentucky Street (17-02099) and the project's impacts on it were evaluated by your office previously; however, the direct impact has increased from <27 sq ft to <195 sq ft. In other words, an additional 168 square feet is needed from the northeast corner (rear) of this property. The other two properties, 1840 Kentucky Street (17-02104) and 2041 Virginia Street (17-02240), were not scheduled to undergo direct impacts in earlier versions of the project, and therefore, have not been previously addressed. The required ROW for 1940 Kentucky Street would be taken from its northeast corner to accommodate the new connection to Georgia Street. The required ROW at 2041 Virginia Street would be to accommodate a section of the proposed pedestrian trail. The required ROW from all three properties would not impact the structures themselves.

As it did previously, DOTD analyzed the LHRI forms for the relevant properties effected by the revised scope of work and reviewed the GIS databases maintained by the Louisiana Divisions of Historic Preservation and Archaeology. DOTD staff used this information to determine if any additional historic properties, including archaeological sites or standing structures eligible for or listed on the National Register of Historic Places (NRHP), were located within or near the project's area of potential effects. No additional historic districts or archaeological sites have been listed in the NRHP within the relevant area since October, 2019 when the project's effect on OSBR was addressed in the "Adverse Effect Documentation In Support of the Environmental Assessment of I-10: LA 415 to Essen Lane, East Baton Rouge Parish and West Baton Rouge Parish, Louisiana."

The additional ROW required from these three properties does not adversely affect their historic significance or contributing statuses to OSBR, nor does it affect the eligible OSBR historic district as a whole. The changes to the project's scope of work, including the sidewalk improvements on Braddock Street, will increase the required ROW for the project by approximately 0.44 acres. Most of this ROW will be taken from vacant lots with no structures. Thus, the effect on OSBR discussed in the EA, 4f, and Section 106 documentation has not changed.

In summary, the additional required ROW does not add additional adverse effects to historic properties than what has already been recognized through previous consultation. Moreover, the

additional ROW does not change or increase acquisition of standing structures that have been determined to contribute to the OSBR eligible historic district. Based on this analysis, LADOTD, in conjunction with FHWA, believes the revised scope of work for this project will not adversely affect additional historic properties or the eligible OSBR NRHD and we request your concurrence. If you have any questions or comments, please contact Krystal Cox at krystal.cox@la.gov and Carey Coxe (carey.coxe@la.gov)

Sincerely,

Carey L. Coxe for

Noel Ardoin
Environmental Engineer Administrator

NA/kc

cc: SHPO File
FHWA (via email Larry.Breland@dot.gov)

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Office of Engineering
Environmental Section
PO Box 94245 | Baton Rouge, LA 70804-9245
ph: 225-242-4502 | fx: 225-242-4500

The proposed undertaking will have no adverse effect on historic properties. Therefore, our office has no objection to the implementation of this project. This effect determination could change should new information come to our attention.

Carrie Broussard

Carrie Broussard
State Historic Preservation Officer

Date 01/10/2025

December 24, 2023

STATE PROJECT NO: H.014100
FEDERAL AID PROJECT NO: H004100
NAME: I-10: LA 415 TO ESSEN LANE ON I-10 AND I-12
ROUTE: I-10
PARISH: EAST AND WEST BATON ROUGE

Ms. Carrie Broussard
Interim State Historic Preservation Officer
Louisiana Office of Cultural Development
PO Box 44247
Baton Rouge, LA 70804-44247

VIA E-MAIL TO: Section 106@crt.state.la.us

SUBJECT: Project Update and No Additional Adverse Effect to Historic Properties

Dear Ms. Broussard:

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District (OSBR), a proposed district determined to be NHRP-eligible in 2018; your office concurred with those findings. The properties and the approximate amount of additional ROW that is needed from them are listed in the table below:

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The additional ROW required from these three properties does not adversely affect their historic significance or contributing statuses to OSBR, nor does it affect the eligible OSBR historic district as a whole. The changes to the project's scope of work, including the sidewalk improvements on Braddock Street, will increase the required ROW for the project by approximately 0.44 acres. Most of this ROW will be taken from vacant lots with no structures. Thus, the effect on OSBR discussed in the EA, 4f, and Section 106 documentation has not changed.

In summary, the additional required ROW does not add additional adverse effects to historic properties than what has already been recognized through previous consultation. Moreover, the

additional ROW does not change or increase acquisition of standing structures that have been determined to contribute to the OSBR eligible historic district. Based on this analysis, LADOTD, in conjunction with FHWA, believes the revised scope of work for this project will not adversely affect additional historic properties or the eligible OSBR NRHD and we request your concurrence. If you have any questions or comments, please contact Krystal Cox at krystal.cox@la.gov and Carey Coxe (carey.coxe@la.gov)

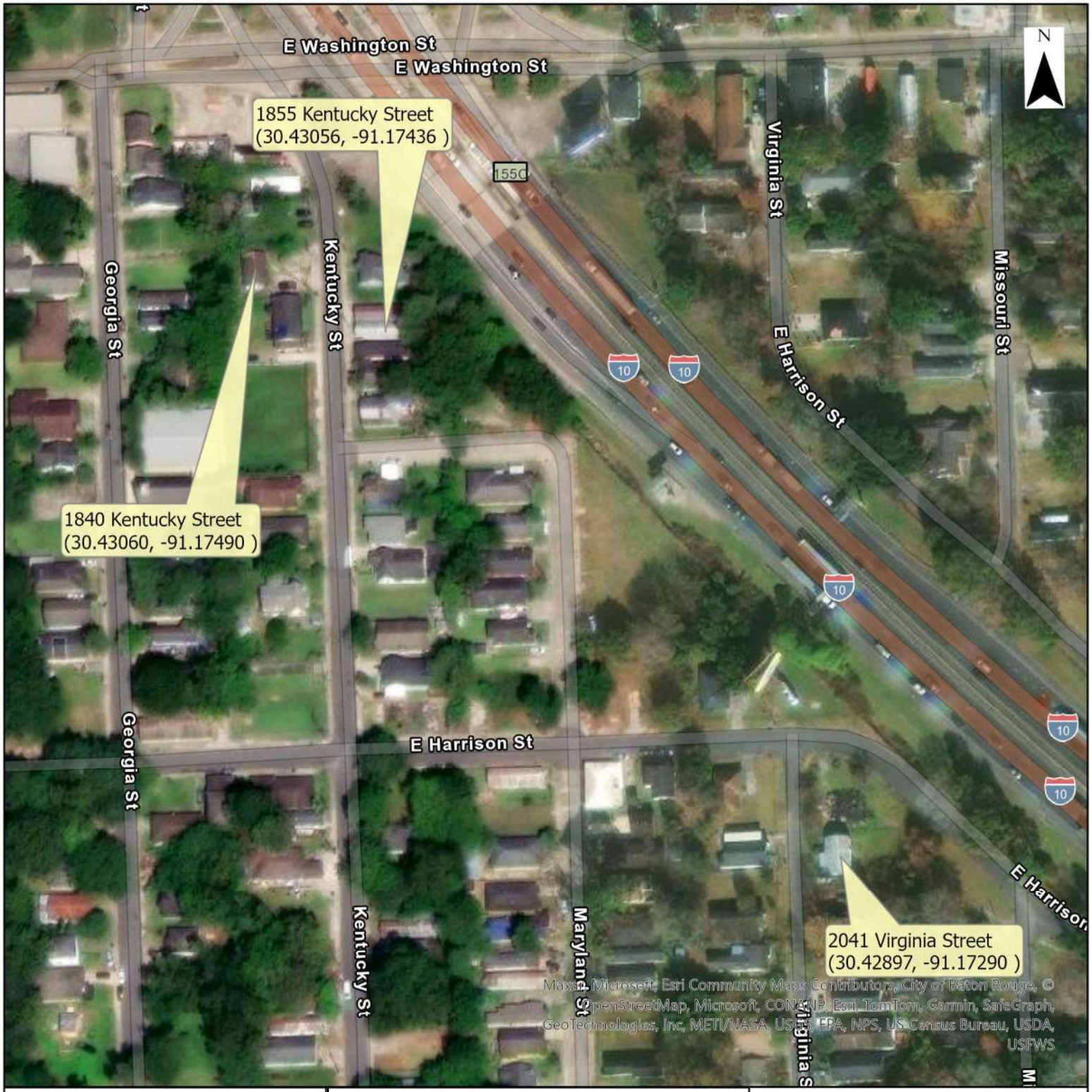
Sincerely,

Carey L. Coxe for

Noel Ardoin
Environmental Engineer Administrator

NA/kc

cc: SHPO File
FHWA (via email Larry.Breland@dot.gov)



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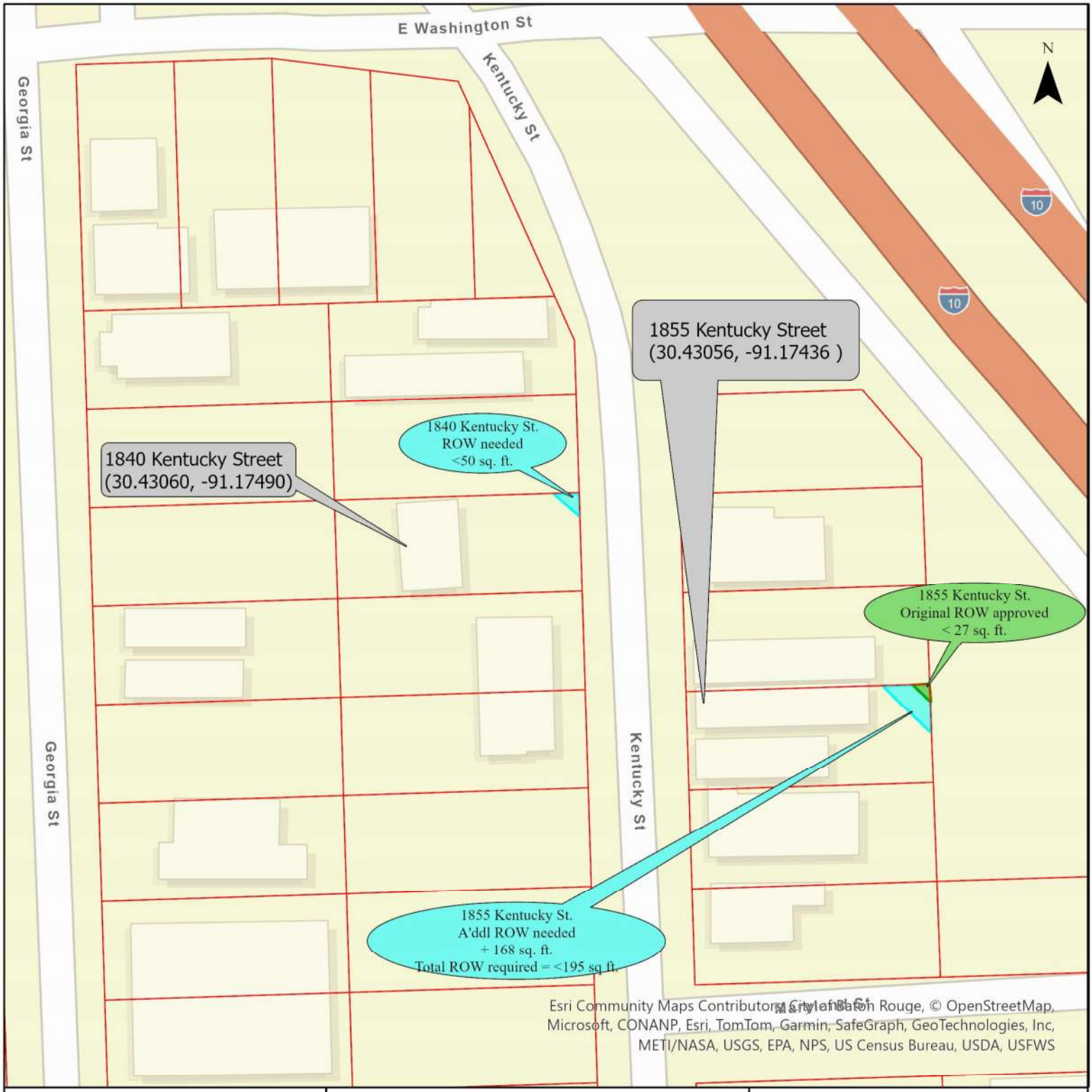
Updated Property Impacts 2025

Old South Baton Rouge
Eligible NRHP District
Additional Impacts to Properties
as a Result of Project Revisions

0 0.01 0.03 0.05 Miles

State Project No.: H.004100
Federal Aid Project No.: H004100
I-10: LA 415 to Essen Lane on I-10 & I-12
East Baton Rouge Parish, LA

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT



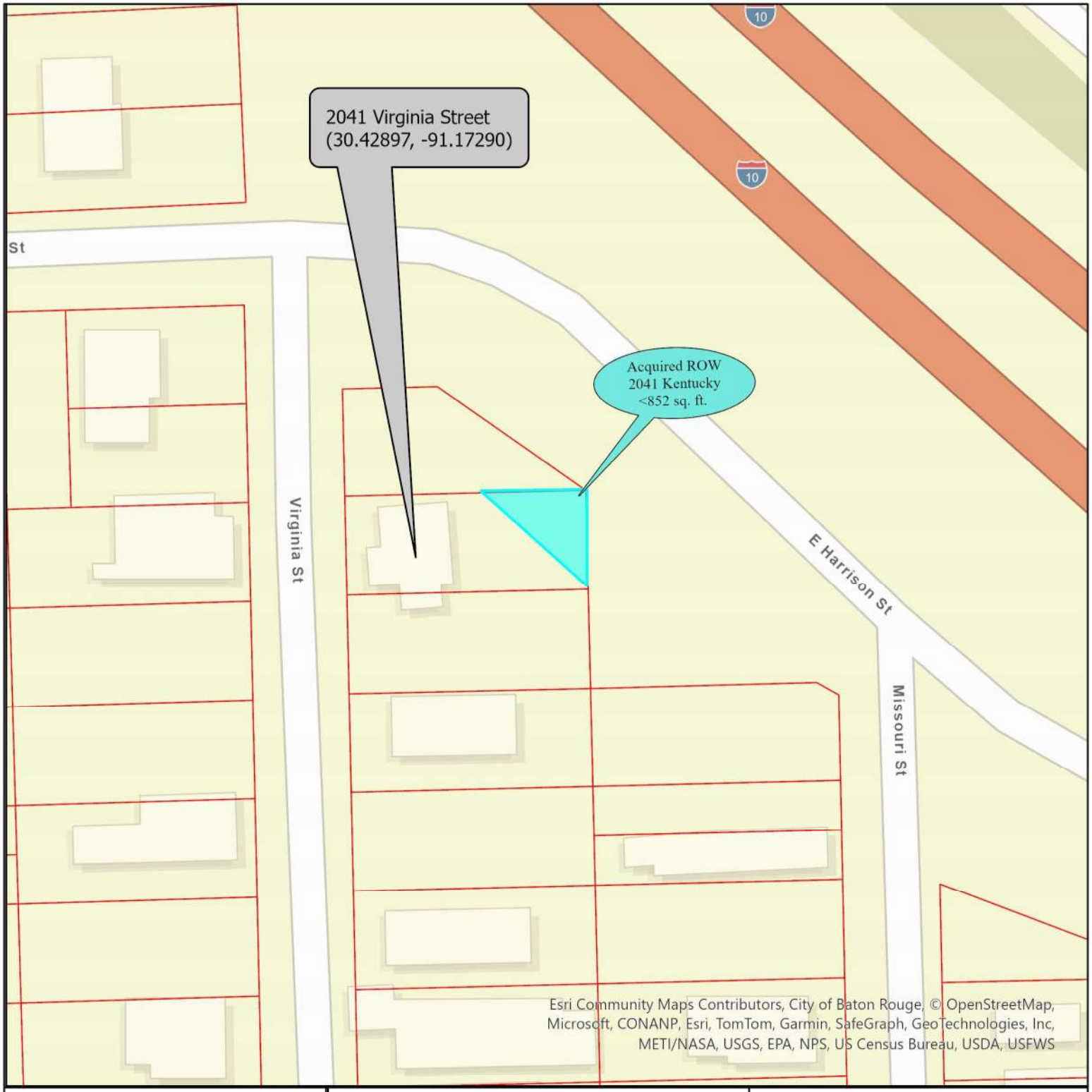
Add'l Required ROW

1840 and 1855 Kentucky Street
Old South Baton Rouge
Eligible NRHP District

0 0.01 0.01 0.02 Miles

State Project No.: H.004100
Federal Aid Project No.: H004100
I-10: LA 415 to Essen Lane on I-10 & I-12
East Baton Rouge Parish, LA

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT



Required ROW-revised

2041 Virginia Street
Old South Baton Rouge
Eligible NRHP District

0 0.01 0.01 0.02 Miles

State Project No.: H.004100
Federal Aid Project No.: H004100
I-10: LA 415 to Essen Lane on I-10 & I-12
East Baton Rouge Parish, LA

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Office of Engineering
Environmental Section
PO Box 94245 | Baton Rouge, LA 70804-9245
ph: 225-242-4502 fx: 225-242-4500

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

October 22, 2019

Bryant Celestine, THPO
Alabama Coushatta Tribe of Texas
Livingston, TX 77351
Email:celestine.bryant@actribe.org

Subject: Environmental Assessment (EA)
I-10: LA 415 to Essen Lane on I-10 and I-12
Route I-10, East and West Baton Rouge Parishes
State Project No. H.004100
Federal Aid Project No. H004100

Dear Mr. Celestine:

The Louisiana Department of Transportation and Development (DOTD) on behalf of the Federal Highway Administration (FHWA) would like to inform you that the Environmental Assessment (EA) for the captioned project is now available for review. The project proposes improvements to the I-10 Corridor in greater Baton Rouge, extending from LA 415 in West Baton Rouge Parish to Essen Lane in East Baton Rouge Parish, Louisiana. A Phase I Cultural Resources Survey was performed and no archaeological sites were found.

The EA may be accessed online on the project website, www.i10br.com, or on DOTD's web site, wwwsp.dotd.la.gov. Comments will be accepted through December 3, 2019, and may be sent via email to DOTD or FHWA at noel.ardoin@la.gov or Lynn.Heisler@dot.gov, respectively. If you need additional information, please contact me at the email address above or by phone at (225) 242-4501.

Sincerely,

N. Ardoin

Noel Ardoin
Environmental Engineer Administrator

na
cc: Ms. Lynn Heisler, FHWA
Mr. Brian Kendrick, Project Manager

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Office of Engineering
Environmental Section
PO Box 94245 | Baton Rouge, LA 70804-9245
ph: 225-242-4502 fx: 225-242-4500

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

October 22, 2019

Kimberly Walden, THPO
Chitimacha Tribe of Louisiana
P.O. Box 661
Charenton LA 70523
Email: THPO@chitimacha.gov

Subject: Environmental Assessment (EA)
I-10: LA 415 to Essen Lane on I-10 and I-12
Route I-10, East and West Baton Rouge Parishes
State Project No. H.004100
Federal Aid Project No. H004100

Dear Ms. Walden:

The Louisiana Department of Transportation and Development (DOTD) on behalf of the Federal Highway Administration (FHWA) would like to inform you that the Environmental Assessment (EA) for the captioned project is now available for review. The project proposes improvements to the I-10 Corridor in greater Baton Rouge, extending from LA 415 in West Baton Rouge Parish to Essen Lane in East Baton Rouge Parish, Louisiana. A Phase I Cultural Resources Survey was performed and no archaeological sites were found.

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Sincerely,

N. Ardoin

Noel Ardoin
Environmental Engineer Administrator

na
cc: Ms. Lynn Heisler, FHWA
Mr. Brian Kendrick, Project Manager

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Office of Engineering
Environmental Section
PO Box 94245 | Baton Rouge, LA 70804-9245
ph: 225-242-4502 fx: 225-242-4500

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

October 22, 2019

Dr. Linda Langley, THPO
Coushatta Tribe of Louisiana
PO Box 10
Elton, LA 70532
Email: llangley@coushattatribela.org

Subject: Environmental Assessment (EA)
I-10: LA 415 to Essen Lane on I-10 and I-12
Route I-10, East and West Baton Rouge Parishes
State Project No. H.004100
Federal Aid Project No. H004100

Dear Dr. Langley:

The Louisiana Department of Transportation and Development (DOTD) on behalf of the Federal Highway Administration (FHWA) would like to inform you that the Environmental Assessment (EA) for the captioned project is now available for review. The project proposes improvements to the I-10 Corridor in greater Baton Rouge, extending from LA 415 in West Baton Rouge Parish to Essen Lane in East Baton Rouge Parish, Louisiana. A Phase I Cultural Resources Survey was performed and no archaeological sites were found.

The EA may be accessed online on the project website, www.i10br.com, or on DOTD's web site, wwwsp.dotd.la.gov. Comments will be accepted through December 3, 2019, and may be sent via email to DOTD or FHWA at noel.ardoin@la.gov or Lynn.Heisler@dot.gov, respectively. If you need additional information, please contact me at the email address above or by phone at (225) 242-4501.

Sincerely,

N. Ardoin

Noel Ardoin
Environmental Engineer Administrator

na
cc: Ms. Lynn Heisler, FHWA
Mr. Brian Kendrick, Project Manager

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Office of Engineering
Environmental Section
PO Box 94245 | Baton Rouge, LA 70804-9245
ph: 225-242-4502 fx: 225-242-4500

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

October 22, 2019

Alina Shively, Deputy THPO
Jena Band of Choctaw Indians
Jena, LA 71342
Email:ashively@jenachoctaw.org

Subject: Environmental Assessment (EA)
I-10: LA 415 to Essen Lane on I-10 and I-12
Route I-10, East and West Baton Rouge Parishes
State Project No. H.004100
Federal Aid Project No. H004100

Dear Ms. Shively:

The Louisiana Department of Transportation and Development (DOTD) on behalf of the Federal Highway Administration (FHWA) would like to inform you that the Environmental Assessment (EA) for the captioned project is now available for review. The project proposes improvements to the I-10 Corridor in greater Baton Rouge, extending from LA 415 in West Baton Rouge Parish to Essen Lane in East Baton Rouge Parish, Louisiana. A Phase I Cultural Resources Survey was performed and no archaeological sites were found.

The EA may be accessed online on the project website, www.i10br.com, or on DOTD's web site, wwwsp.dotd.la.gov. Comments will be accepted through December 3, 2019, and may be sent via email to DOTD or FHWA at noel.ardoin@la.gov or Lynn.Heisler@dot.gov, respectively. If you need additional information, please contact me at the email address above or by phone at (225) 242-4501.

Sincerely,

N. Ardoin

Noel Ardoin
Environmental Engineer Administrator

na
cc: Ms. Lynn Heisler, FHWA
Mr. Brian Kendrick, Project Manager

Noel Ardoin

From: Heisler, Lynn (FHWA) <lynn.heisler@dot.gov>
Sent: Wednesday, October 23, 2019 9:56 AM
To: Noel Ardoin
Subject: RE: SOV.-H.004100.2

Hi Noel,

Haven't been able to get in touch with them yet. Please go ahead and send them copy of EA.

Thanks,

Lynn M. Heisler
Department of Transportation
Environmental Protection Specialist
FHWA-LA
225-757-7607 Work
225-757-7601 Fax
Lynn.Heisler@dot.gov
5304 Flanders Drive, Suite A
Baton Rouge, LA 70808

From: Noel Ardoin <Noel.Ardoin@LA.GOV>
Sent: Wednesday, October 23, 2019 9:46 AM
To: Heisler, Lynn (FHWA) <lynn.heisler@dot.gov>
Subject: RE: SOV.-H.004100.2

Lynn, were you able to contact the Seminole? I can send the EA addressed to THPO without a name if needed. --NA

From: Heisler, Lynn (FHWA) [mailto:lynn.heisler@dot.gov]
Sent: Monday, October 21, 2019 4:50 PM
To: Noel Ardoin <Noel.Ardoin@LA.GOV>
Cc: Brian Kendrick (DOTD) <Brian.Kendrick@LA.GOV>
Subject: RE: SOV.-H.004100.2

Hi Noel,

Let's get a name to send copy of EA. I'll call them tomorrow to follow up with who to address.

Thanks for letting me know.

Have a good evening.

Lynn

Lynn M. Heisler
Department of Transportation
Environmental Protection Specialist
FHWA-LA

225-757-7607 Work
225-757-7601 Fax
Lynn.Heisler@dot.gov
5304 Flanders Drive, Suite A
Baton Rouge, LA 70808

From: Noel Ardoin <Noel.Ardoin@LA.GOV>
Sent: Monday, October 21, 2019 4:06 PM
To: Heisler, Lynn (FHWA) <lynn.heisler@dot.gov>
Cc: Brian Kendrick (DOTD) <Brian.Kendrick@LA.GOV>
Subject: FW: SOV.-H.004100.2

Lynn,
My email to Mr. Isham generated the following response. He had asked us to send a copy of the EA so we had a hard copy printed for the Seminole. I can mail it to THPO without a name, but wasn't sure if you wanted to call them first. Let me know. --NA

From: Theodore Isham [mailto:isham.t@sno-nsn.gov]
Sent: Monday, October 21, 2019 4:00 PM
To: Noel Ardoin <Noel.Ardoin@LA.GOV>
Subject: Automatic reply: SOV.-H.004100.2

To all federal partners,
This message is intended to help you begin the transition to another individual who will be the next THPO for the Seminole Nation of Oklahoma.
Please follow up this email with a call to the office number listed below. 405-234-5218
There someone will give you the new information on how to contact the Seminole Nation of Oklahoma.
It has been a purely satisfying pleasure to have worked with you all these last 3 years.
I am now off to my bleacher bum status, following my little health scare (you can ask me about it)
I plan to be engaged with the SNO as they find my successor. So I hope a document will be drafted that will allow me to continue my work but as a consultant with SNO.

please feel free to contact me any time via my personal email theo.isham@gmail.com
Thank you all for the support and good work that you all do to help the tribes with their cultural legacies.....

Theodore Isham
Seminole Nation of Oklahoma
Tribal Historic Preservation Officer
PO Box 1498
Wewoka, Ok 74884
Phone: 405-234-5218
e-mail: isham.t@sno-nsn.gov

Noel Ardoin

From: Heisler, Lynn (FHWA) <lynn.heisler@dot.gov>
Sent: Thursday, January 5, 2017 9:28 AM
To: Lindsey Bilyeu (lbilyeu@choctawnation.com)
Cc: Bolinger, Charles (FHWA); Jeter, Todd (FHWA); Cunningham, Joshua (FHWA); Stringfellow, Mary (FHWA); Harkless, Charles (FHWA); Noel Ardoin; Jolie Dufrene Maberry, PE; Mikeila Morgan; 'Rhonda Smith'
Subject: RE: H.004100, I-10 Corridor Improvements, Stage 0 Feasibility Study, East and West Baton Rouge Parishes, LA

Good Morning Lindsey,

With this email, the FHWA Louisiana Division would like to apologize to the Choctaw Nation of Oklahoma for the improper tribal consultation of LA project H.004100. We greatly respect the Choctaw Nation of Oklahoma and appreciate our government to government relationship with you. As always, thank you for your time and review of Louisiana projects. If you have any questions or concerns, please contact me at your convenience.

Have a wonderful day.

Sincerely,

Lynn
Lynn M. Heisler
Environmental Protection Specialist
FHWA Louisiana Division Office
5304 Flanders Drive, Suite A
Baton Rouge, LA 70808
225.757.7607
225.757.7601(FAX)
lynn.heisler@dot.gov

From: Kerry Oriol [mailto:kerryoriol@providenceeng.com]
Sent: Thursday, January 05, 2017 8:12 AM
To: Lindsey Bilyeu (lbilyeu@choctawnation.com)
Cc: Jolie Dufrene Maberry, PE; Heisler, Lynn (FHWA); Mikeila Morgan; 'Rhonda Smith'
Subject: RE: H.004100, I-10 Corridor Improvements, Stage 0 Feasibility Study, East and West Baton Rouge Parishes, LA

Good Morning Ms. Bilyeu,

Per the email chain below, the I-10 Corridor Stage 1 project will involve a Phase I Cultural Resources Survey. The survey will be conducted on all the proposed alternatives and will be initiated shortly after Notice to Proceed is issued. The Phase I survey will involve both standing structures analysis and shovel testing (where possible) for archaeological resources on transects throughout the APE.

Providence contacted Earth Search, Inc, the cultural resource firm that will be conducting the survey, to determine if they were aware of any existing Native American sites in the project buffer area. They were not aware of any and did a quick search of publicly available culture resource data and provided the following based on their data search:

"There are no previously recorded sites in the APE. The closest sites are all historic and the only prehistoric site anywhere near is the LSU Mounds, which as you know are quite a distance away"

Thank you for contacting the project team and making us aware of the Choctaw Nation's concerns for potential resources in the project area. If you have any special concerns relative to an area within the APE (per the files sent via the December 27th email), please advise and we will work with you to ensure the project team respects the resource(s) of concern.

Thank you again for your participation in this project,
Kerry

Kerry Oriol
Project Manager
kerryoriol@providenceeng.com
Main: 225-766-7400
Fax: 225-766-7440

www.providenceeng.com
1201 Main Street, Baton Rouge, LA 70802
Providence Engineering and Environmental Group LLC

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From: Jolie Dufrene Maberry, PE
Sent: Tuesday, December 27, 2016 11:39 AM
To: Heisler, Lynn (FHWA) <lynn.heisler@dot.gov>
Cc: Lindsey Bilyeu (lbilyeu@choctawnation.com) <lbilyeu@choctawnation.com>; Kerry Oriol <kerryoriol@providenceeng.com>
Subject: RE: H.004100, I-10 Corridor Improvements, Stage 0 Feasibility Study, East and West Baton Rouge Parishes, LA

Good morning Lynn,

There's a zip file of the GIS files attached. They need to be saved together in order to open correctly. Let me know if this helps.

I've also copied Kerry to this email as she will better be able to address the highlighted questions below. She will not be back in the office until the new year. I'd rather Kerry give the final response, but I would say that we won't know until Stage 1 if there are any sites located in the APE, and cultural resource surveys are done in Stage 1.

Thanks,

Jolie Dufrene Maberry, PE
Project Manager
joliemaberry@providenceeng.com
Main: 225-766-7400
Fax: 225-766-7440

www.providenceeng.com
1201 Main Street, Baton Rouge, LA 70802
Providence Engineering and Environmental Group LLC

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From: Heisler, Lynn (FHWA) [mailto:lynn.heisler@dot.gov]
Sent: Tuesday, December 27, 2016 9:46 AM
To: Jolie Dufrene Maberry, PE <joliemaberry@providenceeng.com>
Cc: Lindsey Bilyeu (lbilyeu@choctawnation.com) <lbilyeu@choctawnation.com>
Subject: FW: H.004100, I-10 Corridor Improvements, Stage 0 Feasibility Study, East and West Baton Rouge Parishes, LA

Good Morning Jolie,

Please see the requests from the Choctaw Nation of Oklahoma below highlighted yellow. The files previously sent could not be opened on my computer, so is there another way to send the GIS shapefiles of the project's APE? Also, please respond to the Choctaw Nation of Oklahoma's additional requests.

If you have any questions, please don't hesitate to call or email me.

Thanks.

Lynn

Lynn M. Heisler
Environmental Protection Specialist
FHWA Louisiana Division Office
5304 Flanders Drive, Suite A
Baton Rouge, LA 70808
225.757.7607
225.757.7601(FAX)
lynn.heisler@dot.gov

From: Lindsey Bilyeu [mailto:lbilyeu@choctawnation.com]
Sent: Wednesday, December 21, 2016 1:18 PM
To: Heisler, Lynn (FHWA)
Subject: RE: H.004100, I-10 Corridor Improvements, Stage 0 Feasibility Study, East and West Baton Rouge Parishes, LA

Ms. Heisler,

The Choctaw Nation of Oklahoma thanks the FHWA, Louisiana Division, for the correspondence regarding the above referenced project. This project lies in our area of historic interest. The Choctaw Nation is concerned with cultural resources being affected by this project. Do you GIS Shapefiles of the APE that you could send? Also, what known sites are located in the APE and will cultural resources surveys be performed?

Thank you,

Lindsey D. Bilyeu

Senior Compliance Review Officer
Historic Preservation Department
Choctaw Nation of Oklahoma
P.O. Box 1210
Durant, OK 74702
580-924-8280 ext. 2631

This message is intended only for the use of the individual or entity to which it is addressed and may contain information that is privileged, confidential and exempt from disclosure. If you have received this message in error, you are hereby notified that we do not consent to any reading, dissemination, distribution or copying of this message. If you have received this communication in error, please notify the sender immediately and destroy the transmitted information. Please note that any view or opinions presented in this email are solely those of the author and do not necessarily represent those of the Choctaw Nation.

Noel Ardoin

From: Bryant Celestine <celestine.bryant@mail.actribe.org>
Sent: Tuesday, April 11, 2017 4:52 PM
To: Noel Ardoin
Cc: Kenyetta West
Subject: Re: SOV.-H.004100.2

Dear Mr. Ardoin:

On behalf of Mikko Colabe III Clem Sylestine and the Alabama-Coushatta Tribe, our appreciation is expressed on your efforts to consult us regarding H004100.2 in East and West Baton Rouge Parish.

Our Tribe maintains ancestral interests throughout the state of Louisiana despite the absence of written records to completely identify Tribal activities, villages, trails, or burial sites. However, it is our objective to ensure significances of American Indian ancestry, especially of Alabama-Coushatta origin, are administered with the utmost considerations.

Upon review of your March 6, 2017, no immediately known impacts to cultural assets of the Alabama-Coushatta Tribe of Texas are anticipated in conjunction with this proposal. In the event of the inadvertent discovery of archaeological artifacts and/or human remains, activity in proximity to the location must cease and appropriate authorities, including this Office, notified without delay for additional consultations.

Should you require further assistance, please do not hesitate to contact us.

Sincerely,
Bryant J. Celestine
Historic Preservation Officer
Alabama-Coushatta Tribe of Texas
571 State Park Road 56
Livingston, Texas 77351
Office: (936) 563 - 1181
Cell: (936) 933 - 7297
Celestine.Bryant@actribe.org

Noel Ardoin

From: Bradley Mueller <bradleymueller@semtribe.com>
Sent: Wednesday, March 22, 2017 1:24 PM
To: Noel Ardoin
Subject: Seminole Tribe of Florida 106 Consultations

Good Afternoon Mr. Ardoin,

Thank you for contacting the Seminole Tribe of Florida regarding an EA being prepared for I-10 corridor improvements in Baton Rouge Parish (State Project No. H.004100.2). Currently, the Tribe is only consulting on projects in Orleans or Plaquemines Parishes. Please feel free to share this information with others in the Louisiana Department of Transportation & Development. Best of luck with your project.

Respectfully,

Bradley M. Mueller, MA, Compliance Supervisor
STOF-THPO, Compliance Review Section
30290 Josie Billie Hwy, PMB 1004
Clewiston, FL 33440
Office: 863-983-6549 ext 12245
Fax: 863-902-1117
Email: bradleymueller@semtribe.com
Web: www.stofthpo.com

Noel Ardoin

From: Kenyetta West
Sent: Tuesday, April 4, 2017 6:53 AM
To: Noel Ardoin
Subject: FW: SOV.-H.004100.2

From: Theodore Isham [mailto:isham.t@sno-nsn.gov]
Sent: Thursday, March 30, 2017 3:19 PM
To: Kenyetta West
Subject: RE: SOV.-H.004100.2

This ***Opinion*** is being provided by Seminole Nation of Oklahoma's Cultural Advisor, pursuant to authority vested by the Seminole Nation of Oklahoma General Council. The Seminole Nation of Oklahoma is an independently Federally-Recognized Indian Nation headquartered in Wewoka, OK.
In keeping with the National Environmental Policy Act (NEPA)d, and Section 106 of the National Historic Preservation Act (NHPA), 36 CFR Part 800, this letter is to acknowledge that the Seminole Nation of Oklahoma has received notice of the proposed projects at the above mentioned locations.
Based on the information provided and because the potential for buried cultural resources, the proposed projects have a probability of affecting archaeological resources, some of which may be eligible for listing in the National Register of Historic Places (NRHP), even in previously disturbed land.
The Seminole Nation of Oklahoma request that a copy of the finished EA be sent to the tribe. The Seminole Nation of Oklahoma wishes to defer to the Chitimacha Tribe of Louisiana.
Therefore, we will have no comment on the project as proposed once the documents requested are received.
We do request that if cultural or archeological resource materials are encountered at all activity cease and the Seminole Nation of Oklahoma and other appropriate agencies be contacted immediately.

Furthermore, due to the historic presence of our people in the project area, inadvertent discoveries of human remains and related NAGPRA items may occur, even in areas of existing or prior development. Should this occur we request all work cease and the Seminole Nation of Oklahoma and other appropriate agencies be immediately notified.

Theodore Isham
Seminole Nation of Oklahoma
Historic Preservation Officer
PO Box 1498
Seminole, Ok 74868
Phone: 405-234-5218
e-mail: isham.t@sno-nsn.gov

From: Kenyetta West [mailto:Kenyetta.West@la.gov]
Sent: Monday, March 06, 2017 10:18 AM
To: Theodore Isham <isham.t@sno-nsn.gov>
Subject: SOV.-H.004100.2

Good Morning,

Attached is STATE PROJECT NO. H.004100.2 SOV list.

Thanks,
Kenyetta D. West
Administrative Assistant 4
La. Department of Transportation & Development
Section 28
Phone: (225) 242-4502
Email: Kenyetta.West@la.gov

To: Cleve Hardman; Kerry Oriol
Subject: [E] RE: LWCF Projects in I-10 Widening Area
Date: Friday, March 16, 2018 2:46:15 PM
Attachments: image001.jpg
image002.jpg
image003.jpg
image004.png

Thanks Cleve. We don't have East Polk as being included on our overall list of parks having received LWCF funds – we'll make sure our maps are updated to reflect this. Most of our old maps will become obsolete as most of this information will be in our GIS system.

Thanks,

Reed Richard, CPRP, AICP, ASLA
Assistant Superintendent System Planning

6201 Florida Boulevard / Baton Rouge, LA 70806
Office: 225-273-6405 **EXT** 369 / rrichard@brec.org
Cell: 225-250-9947
BREC.ORG

From: Cleve Hardman [mailto:ghardman@crt.la.gov]
Sent: Friday, March 16, 2018 12:30 PM
To: 'Kerry Oriol' <kerryoriol@providenceeng.com>
Cc: Reed Richard <RRichard@brec.org>
Subject: LWCF Projects in I-10 Widening Area

Ms. Oriol,

I was on the road to Grand Isle yesterday and not able to review our files regarding East Polk Street Park until this morning. A staff member and I both reviewed our files through the history of the Land and Water Conservation Fund and could not identify a project that included East Polk Street Park. I then referenced a map of BREC facilities that have received LWCF assistance and I believe that is where my confusion initiated. As you will note this photograph of the map gives an idea of the scope of the various projects across East Baton Rouge:

East Polk Street Park is very small and initially it was difficult to identify whether the map was color coded to reflect the site had received assistance:

Ultimately we have concluded that East Polk Street Park has not received LWCF assistance and therefore no Section 6(f)(3) issues are in play for that site.

As for other facilities in the corridor, Expressway Park is on a lease arrangement between DOTD and BREC and therefore no longer bound by Section 6(f)(3) provisions. City Park would therefore be the only facility encumbered by the compliance provisions of the LWCF that is in the corridor for this widening project.

I hope this information is helpful and please let me know if you have additional questions or concerns.

Cleve Hardman
Director of Outdoor Recreation
Louisiana Office of State Parks
P.O. Box 44426

Baton Rouge, LA 70804-4426
Tel: (225) 342-8111

2014-2019 SCORP

FIND LOUISIANA OUTDOOR FUN ON FACEBOOK

Noel Ardoin

From: Suzette Simms <ssimms@crt.la.gov>
Sent: Tuesday, February 15, 2022 4:09 PM
To: Noel Ardoin
Cc: Mitchell Aleshire
Subject: RE: Question about Parks with 6f funds

EXTERNAL EMAIL: Please do not click on links or attachments unless you know the content is safe.

Noel, we don't believe what you have planned will affect the usefulness of the park. No conversion necessary unless your construction drastically changes. Proceed and supply us with a site plan / As Built please.

Thanks for checking with us, Suzette

Suzette Simms
Division of Outdoor Recreation Grant Administrator & Planner
Department of Culture, Recreation and Tourism
Louisiana Office of State Parks
Office: (225) 342-8088
Cell: (225) 773-1269
Email: ssimms@crt.la.gov

From: Noel Ardoin [mailto:Noel.Ardoin@LA.GOV]
Sent: Tuesday, February 15, 2022 12:00 PM
To: Suzette Simms <ssimms@crt.la.gov>
Subject: Re: Question about Parks with 6f funds

EXTERNAL EMAIL Please do not click on links or attachments unless you know the content is safe.

We need a drainage servitude. Attached is an exhibit. The pipe is buried but the outfall is at the drainage swell on BREC's property. --NA

From: Suzette Simms <ssimms@crt.la.gov>
Sent: Tuesday, February 15, 2022 11:52:03 AM
To: Noel Ardoin
Subject: RE: Question about Parks with 6f funds

EXTERNAL EMAIL: Please do not click on links or attachments unless you know the content is safe.

Noel, Brooks Park was part of funding for improvements at several parks #22-00822. It was likely a very minor improvement but NPS through the LWCF program interprets federal funding of any amount with 6f protection of the entire park boundary,

regardless of the original footprint of the grant funded improvement. If you need to remove a portion of the park to widen a road or add a public sidewalk, a conversion would be needed. Simply stated, a conversion in our program involves replacement of acreage lost, a Yellow Book appraisal for both lost acreage as well as replacement acreage. If you are only needing underground use and no recreation area is lost – Brec would only need to request a temporary non-conforming use conversion.

Conversions are a very time consuming and expensive process but we're here to help. Suzette

Suzette Simms
Division of Outdoor Recreation Grant Administrator & Planner
Department of Culture, Recreation and Tourism
Louisiana Office of State Parks
Office: (225) 342-8088
Cell: (225) 773-1269
Email: ssimms@crt.la.gov

From: Noel Ardoin [mailto:Noel.Ardoin@LA.GOV]
Sent: Tuesday, February 15, 2022 11:02 AM

To: Suzette Simms <ssimms@crt.la.gov>
Subject: Question about Parks with 6f funds

EXTERNAL EMAIL Please do not click on links or attachments unless you know the content is safe.

Ms. Simms,
I would like to find out if 6f funds were used at Brooks Park in Baton Rouge. This is a BREC park that is located between Pear St. and Fannie Street next to McKinley Middle. The park has playground equipment and a swimming pool. If 6f funds were used was it specific to an area within the park?

Thank you,

Noel Ardoin
DOTD Environmental Engineer Administrator
(225) 242-4501

Noel Ardoin

From: Heisler, Lynn (FHWA) <lynn.heisler@dot.gov>
Sent: Thursday, November 21, 2019 10:20 AM
To: Alam, Shawn
Cc: Noel Ardoin; Pitts, Jerry (FHWA)
Subject: RE: FHWA 4(F) Evaluation - H004100, I-10 Widening in Baton Rouge, Louisiana

Follow Up Flag: Follow up
Flag Status: Flagged

EXTERNAL EMAIL: Please do not click on links or attachments unless you know the content is safe.

Good Morning Shawn,

Thank you for the phone call and providing your contact information below. The draft Individual Section 4(f) evaluation (9a_Appendix H) and environmental-related documentation for Federal-aid project H004100 may be found on the Louisiana Department of Transportation and Development weblink below:

http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Environmental/Pages/default.aspx?RootFolder=%2FInside%5FLaDOTD%2FDivisions%2FEngineering%2FEnvironmental%2FDocuments%2FH%2E004100%20I%2D10%20in%20Baton%20Rouge%20%28LA%20415%20to%20Essen%29&FolderCTID=0x012000C055341479DCD84E95C80E77E7755A9A&View=%7b993143B3-FC7F-4567-86C2-C8EE52788C8D%7d

The project website, which also has a copy of document along with other project information may be found at the following link: www.i10br.com

Greatly appreciate your time and review of the draft Section 4(f) evaluation. Please, don't hesitate to reach out to me with any questions/comments.

Sincerely,

Lynn

Lynn M. Heisler
Department of Transportation
Environmental Protection Specialist
FHWA-LA
225-757-7607 Work
225-757-7601 Fax
Lynn.Heisler@dot.gov
5304 Flanders Drive, Suite A
Baton Rouge, LA 70808

From: Alam, Shawn <shawn_alam@ios.doi.gov>
Sent: Thursday, November 21, 2019 7:26 AM
To: Heisler, Lynn (FHWA) <lynn.heisler@dot.gov>
Subject: FHWA 4(F) Evaluation

Good morning Lynn,

Please send me a weblink to the FHWA 4(F) evaluation document that needs a review at the DOI. Thank you,

--
Shawn Alam
_____
Shawn K. Alam, Ph.D.
Office of Environmental Policy and Compliance
Office of the Secretary, MS 2629-MIB
U.S. Department of the Interior
1849 C Street, N.W., Washington, DC 20240
Phone: 202/208-5465; Fax: 202/208-6970
Shawn_Alam@ios.doi.gov
https://www.doi.gov/oepc/HQ-Teams/nrm-team

United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
1001 Indian School Road NW, Suite 348
Albuquerque, New Mexico 87104

ER 19/0518

December 2, 2019

Mr. Charles W. Bolinger, Division Administrator
Federal Highway Administration, Louisiana Division
5304 Flanders Drive, Suite A
Baton Rouge, Louisiana 70808

Re: Comments and Recommendations for the I-10 LA 415 to Essen Lane on I-10 and I-12 Environmental Assessment and Section 4(f) Evaluation

Dear Mr. Bolinger:

As requested, the Department of the Interior (Department) has reviewed the I-10 LA 415 to Essen Lane on I-10 and I-12 Environmental Assessment (EA) and Section 4(f) Evaluation. The EA and Section 4(f) evaluation contains a great deal of valuable information concerning both human and natural resources as well as issues related to the proposed 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, Louisiana.

We welcome this opportunity to cooperate with the Federal Highway Administration (FHWA) and the Louisiana Department of Transportation and Development (LA DOTD) and offer the following comments and recommendations for your consideration.

Section 4(f) Comments

The EA and the Section 4(f) evaluation describes a range of avoidance alternatives, the affected Section 4(f) resources, and discloses potential project impacts to those resources.

The Old South Baton Rouge (OSBR) community and the Hundred Oaks Residential (HOR) area were identified as being in the area of potential effect (APE) during Section 106 consultation and are deemed eligible for listing as historic districts on the National Register of Historic Places (NRHP). FHWA has determined the proposed action results in a finding of adverse effect for both the OSBR and HOR.

In addition, two structures within the Perkins Road Overpass Area were deemed eligible for the NRHP. They are the Fresh Salon and the Overpass Merchant. FHWA has determined the proposed action results in a finding of adverse effect for both structures.

The EA and Section 4(f) evaluation discusses an ongoing coordination effort with the Louisiana Office of Cultural Development, Division of Historic Preservation (SHPO) in compliance with Section 106 of the National Historic Preservation Act (54 U.S.C. § 306108), as amended, and codified in its implementing regulations, 36 CFR §800, as amended (August 5, 2004). A draft Programmatic Agreement (PA) has been prepared pending final approval by the SHPO and the Advisory Council on Historic Preservation.

Summary Comments

The Department has no objection to Section 4(f) approval of this project contingent on the subsequent full execution of the requirements identified in the finalized PA.

The Department has a continuing interest in working with the FHWA and LA DOTD to ensure that impacts to resources of concern to the Department are adequately addressed. If you have questions, please contact Steven M. Wright at Steven_M_Wright@nps.gov.

Sincerely,

Susan King
Regional Environmental Officer
Albuquerque, NM

United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
1001 Indian School Road NW, Suite 348
Albuquerque, New Mexico 87104

ER 19/0518

December 2, 2020

Mr. Charles W. Bolinger
Division Administrator
Federal Highway Administration
5304 Flanders Drive, Suite A
Baton Rouge, Louisiana 70808

Re: Comments and Recommendations for the I-10 LA 415 to Essen Lane on I-10 and I-12 Revised Section 4(f) Evaluation

Dear Mr. Bolinger:

As requested, the Department of the Interior (Department) has reviewed the I-10 LA 415 to Essen Lane on I-10 and I-12 revised Section 4(f) Evaluation dated November 4, 2020. The revised Section 4(f) evaluation contains a great deal of valuable information concerning both human and natural resources as well as issues related to the proposed 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, Louisiana.

We welcome this opportunity to cooperate with the Federal Highway Administration (FHWA) and the Louisiana Department of Transportation and Development (LA DOTD) and offer the following comments and recommendations for your consideration.

Section 4(f) Comments

The revised Section 4(f) evaluation describes a range of avoidance alternatives, the affected Section 4(f) resources, and discloses potential project impacts to those resources.

The Old South Baton Rouge (OSBR) community and the Hundred Oaks Residential (HOR) area were identified as being in the area of potential effect (APE) during Section 106 consultation and are deemed eligible for listing as historic districts on the National Register of Historic Places (NRHP). In addition, a number of structures within the Perkins Road Overpass Area are eligible for the NRHP pursuant to the Perkins Road Overpass Multiple Property Submission (PROMPS). The FHWA has determined the proposed action results in a finding of adverse effect for both the OSBR and HOR and the historic structures included in the proposed PROMPS that are within the APE and will be adversely affected by the undertaking.

The revised Section 4(f) evaluation discusses an ongoing coordination effort with the Louisiana Office of Cultural Development, Division of Historic Preservation (SHPO) and the Advisory Council on Historic Preservation in compliance with Section 106 of the National Historic Preservation Act (54 U.S.C. § 306108), as amended, and codified in its implementing regulations, 36 CFR §800, as amended (August 5, 2004). A Programmatic Agreement (PA) has been prepared and subsequently approved on December 20, 2019.

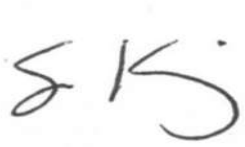
In addition, two public parks will be affected by the proposed action. They are the East Polk Street Park and the City Park Lake Trail. A Section 4(f) *de minimis* finding was found for the East Polk Street Park after mitigating the permanent incorporation of 0.04 acres of the park. The Recreation and Park Commission for the Parish of East Baton Rouge concurred with this finding on November 3, 2020. A Section 4(f) *de minimis* finding was found for the City Park Lake Trail after mitigating the temporary impacts and permanent incorporation of 0.02 acres in support of the proposed action. The City of Baton Rouge concurred with this finding on October 30, 2020.

Summary Comments

The Department has no objection to Section 4(f) approval of this project contingent on the subsequent full execution of the requirements identified in the PA and Section 4(f) *de minimis* agreements.

The Department has a continuing interest in working with the FHWA and LA DOTD to ensure that impacts to resources of concern to the Department are adequately addressed. If you have questions, please contact Steven M. Wright at Steven_M_Wright@nps.gov.

Sincerely,



Susan King
Regional Environmental Officer

Noel Ardoin

From: Reed Richard <Reed.Richard@brec.org>
Sent: Thursday, January 9, 2025 12:35 PM
To: Noel Ardoin
Cc: Nicholas Olivier; Breland, Larry (FHWA) (larry.breland@dot.gov)
Subject: RE: H004100 I-10 widening - Section 4(f) coordination

EXTERNAL EMAIL: Please do not click on links or attachments unless you know the content is safe.

Noel,

BREC has reviewed these modifications and still concurs with the de minimis 4(f) determinations.

Thank you,

Reed Richard, CPRP, AICP, PLA, ASLA
Assistant Superintendent System Planning

BREC
Office: 225.273.6405 / Ext 1369
Mobile: 225.250.9947
reed.richard@brec.org
6201 Florida Boulevard / Baton Rouge, LA 70806

From: Noel Ardoin <Noel.Ardoin@LA.GOV>
Sent: Thursday, December 19, 2024 4:10 PM
To: Reed Richard <Reed.Richard@brec.org>
Cc: Nicholas Olivier <Nicholas.Olivier@LA.GOV>; Breland, Larry (FHWA) (larry.breland@dot.gov) <larry.breland@dot.gov>
Subject: H004100 I-10 widening - Section 4(f) coordination

This email is from an external sender, use caution when replying, clicking links, or opening attachments

Reed,

DOTD made design changes to the project since the Final Section 4f Evaluation was approved. These changes include sidewalk improvements along Braddock Street, the drainage servitude at Brooks Park, and ramp modifications at Washington St. (now known as Lorri Burgess Ave.). The ramp modifications (described below) are the latest changes and the result of the Interchange Modification Report (IMR) prepared for the project.

> The westbound interstate on-ramp from Washington Street (Lorri Burgess Ave.) will be removed. This ramp modification eliminates the potential conflicts caused by vehicles entering from the on-ramp and crossing three lanes of traffic in a short distance to access the Mississippi River Bridge. This refinement does not require acquisition of additional right-of-way (ROW) and does not affect Section 4(f) resources.
>
> The consolidated Washington/Dalrymple Drive exit ramp discussed in the EA will be redesigned to remove the exit to Washington Street (Lorri Burgess Ave.). This modification is required to shift the exit further to the east,

out of the I-10/I-110 System Interchange. This refinement requires acquisition of additional ROW in Old South Baton Rouge (OSBR), an eligible historic district. Acquisition of property from a contributing structure of an eligible historic district is a Section 4(f) use.

The ramp modifications require right of way from contributing structures within OSBR that were not identified in the original Section 4(f) evaluation. For this reason, DOTD is required to prepare a revised Section 4f evaluation. In the Section 4(f) evaluation, the de minimis Section 4(f) determinations are identified and included in the appendices. The de minimis determinations all relate to BREC parks. Since we are preparing a revised Section 4(f) evaluation which will include the de minimis determinations, FHWA has requested that we coordinate with BREC, to confirm that BREC still concurs with the de minimis determinations that were previously made.

For your reference, I have attached the de minimis determinations.

DOTD is requesting that BREC review these and confirm whether BREC still concurs with the determinations. BREC's response will be included in the appendices of the Revised Section 4(f) Evaluation. If you need additional information or have any questions, please let me know. You can email or call me. My email address is noel.ardoin@la.gov and my phone number is 225-242-4501.

Thank you, and your assistance is very much appreciated. –NA

Noel Ardoin
Environmental Engineer Administrator
Louisiana Department of Transportation and Development
Noel.Ardoin@la.gov
Office (225) 242-4502

APPENDIX D

SECTION 4(f) DE MINIMIS FINDINGS

NOVEMBER 2020

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

STATE PROJECT NO. H.004100/FEDERAL AID PROJECT NO. H004100

SECTION 4(F) *DE MINIMIS* FINDING – EAST POLK STREET PARK

I-10: LA 415 TO ESSEN LANE ON I-10 AND I-12 ROUTE I-10 AND I-12 WEST AND EAST BATON ROUGE

Prepared By:

Providence Engineering and Environmental Group LLC
1201 Main Street
Baton Rouge, Louisiana 70802
(225) 766-7400
www.providenceeng.com
Project Number 040-012-001

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3.0 *DE MINIMIS* IMPACT 3
4.0 PUBLIC INPUT AND AGENCY COORDINATION 3

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ATTACHMENTS

Attachment

1 Summary of Comments from Public Meetings and Hearings
2 BREC Correspondence

1.0 INTRODUCTION

The Louisiana Department of Transportation and Development (DOTD) is proposing the Interstate 10 (I-10) LA 415 to Essen Lane project (State Project Number H.004100), which provides a new ramp off I-10 in Baton Rouge that consolidates the Washington Street and Dalrymple Drive ramps into one ramp. The consolidated interchange requires additional right-of-way (ROW) along the existing Dalrymple Drive off ramp from eastbound I-10. As conceptually designed, the project will require acquisition of a linear section of property, approximately 0.04 acres, from the northern property boundary of East Polk Street Park adjacent to the existing I-10 ROW, **Figure 1**. East Polk Street Park is a public park located at 1700 East Polk Street, between the terminus of East Polk Street and the Dalrymple Drive off ramp.

Section 4(f) of the Department of Transportation (DOT) Act of 1966 (23 USC 138 and 49 USC 303) and its implementation regulations (23 CFR 774) restrict use of significant publicly owned parks, recreation areas, wildlife and waterfowl refuges, and historic properties for transportation projects unless there is no feasible and prudent avoidance alternative and all possible planning to minimize harm has occurred. Uses are categorized as either permanent incorporation, temporary occupancy, or constructive use and can be approved by preparing a *de minimis* determination, a programmatic Section 4(f) evaluation, or preparing an individual Section 4(f) evaluation.

This document represents justification for determining that the impact to East Polk Street Park qualifies as *de minimis* under 23 CFR 774.7(b). A *de minimis* impact is one that, after accounting for measures to minimize harm results in either:

1) A Section 106 finding of no adverse effect or no historic properties affected on a historic property, or
2) A determination that the project would not adversely affect the activities, features, or attributes qualifying a park, recreation area, or refugee for protection under Section 4(f).

2.0 PROPERTY DESCRIPTION AND USE

East Polk Street Park is a triangular shaped three-acre neighborhood park bounded by I-10 to the northeast, the Old South Baton Rouge neighborhood to the west and the Lake Crest neighborhood to the south (**Figure 1**). Residents in the surrounding neighborhoods occasionally hold barbeques and engage in recreational opportunities within the park's boundaries. The park has two striped parking spaces, one of which is designed for handicapped parking and supports a playground that is surrounded by and connected to the parking area by a sidewalk, a concrete basketball court, an unlighted multiuse field, and green space. The playground equipment consists of a multi-activity unit with slide, two sets of swings, and a bench. Primary park users are from the adjacent neighborhoods of Old South Baton Rouge and Lake Crest.

Figure 1 – East Polk Street Park

3.0 *DE MINIMIS* IMPACT

As proposed, the project will acquire a linear section of East Polk Street Park that amounts to approximately 0.04 acres. All efforts were made to minimize the amount of additional ROW required; however, the new ramps would not meet the design criteria required without affecting this small portion of the park property. This section of the park property is green space and does not support any playground equipment, the basketball court, or ball fields. Acquiring this small section of the park's property does not affect the functions or features of the park. The adjacent photograph was taken within the park facing north to indicate the area to be acquired.

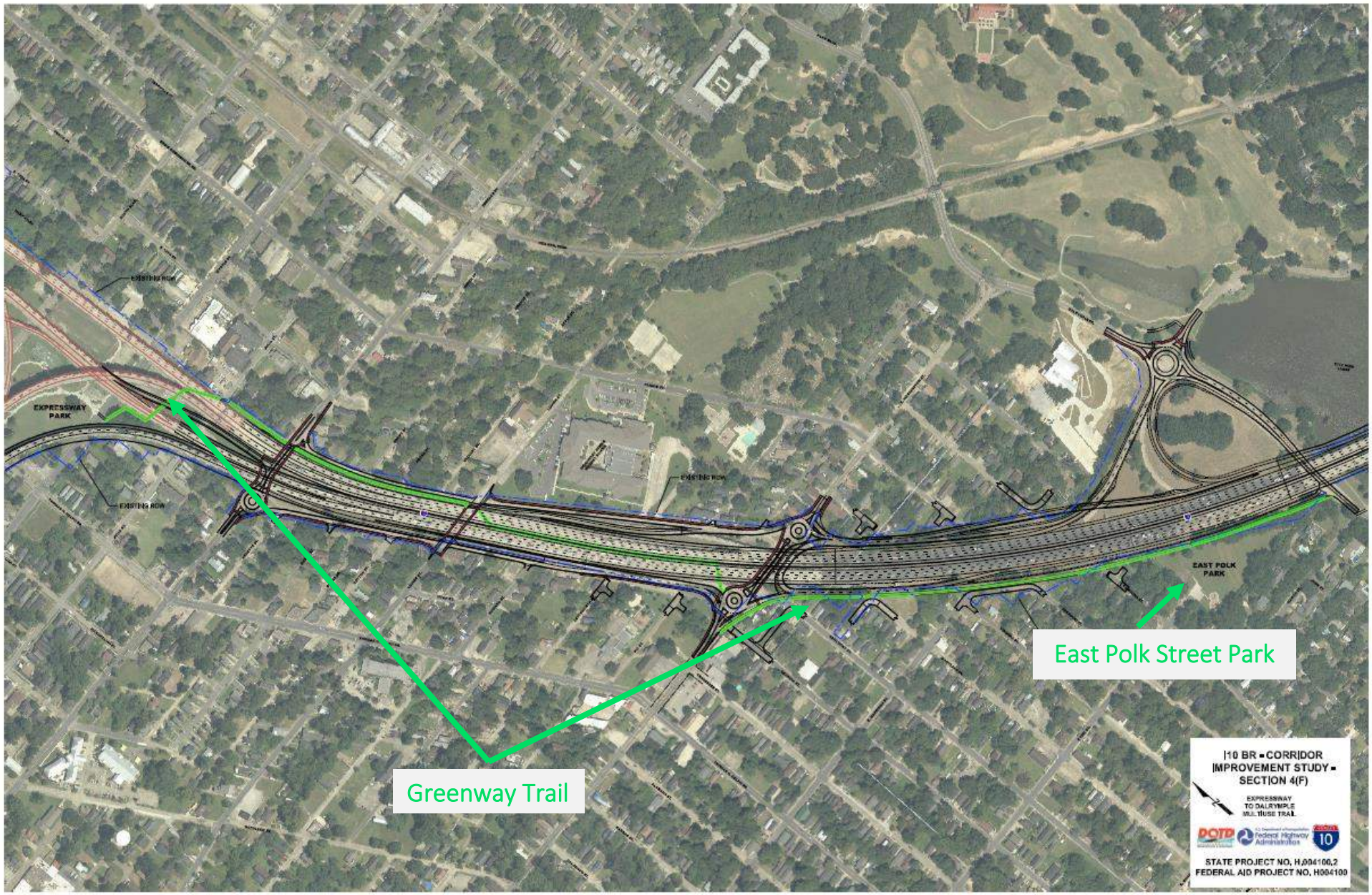
DOTD has committed to install a multiuse trail, referred to as the Greenway Trail that would run from Expressway Park to Dalrymple Drive (**Figure 2**). This trail will be adjacent to East Polk Street Park (see **Figure 1** for close-up view). As mitigation, DOTD committed to assisting Recreation and Park Commission of East Baton Rouge (BREC), the entity with jurisdiction over East Polk Street Park, with the installation of plant material to restore the plant buffer that will be removed as a result of the reconfigured interchange as well as an internal trail (shown on **Figure 1**). This internal trail will connect to the Greenway Trail thereby providing a link from East Polk Street Park to Expressway Park and Dalrymple Drive. This mitigation is exempt from Section 4(f) per 23 CFR 774.13(g)(1)(2).

4.0 PUBLIC INPUT AND AGENCY COORDINATION

The public was informed of the *de minimis* impact during the public meetings held August 28-30, 2018 and the public hearings held November 19 and 20, 2019. A summary of comments related to the park and multiuse path is included as Attachment 1. Generally, the public is in favor of more connections between the parks and the lakefront.

Coordination with BREC and the Office of State Parks has been ongoing throughout the planning and development of the I-10 project. Coordination with BREC specific to East Polk Street Park related to the *de minimis* impact on the park and proposed mitigation can be found in Attachment 2. BREC concurred with the *de minimis* determination and mitigation.

Figure 2 – Greenway Trail from Expressway Park to Dalrymple Drive



ATTACHMENT 1

SUMMARY OF COMMENTS FROM PUBLIC MEETINGS AND HEARINGS

PUBLIC MEETINGS	
COMMENT	**RESPONSE**
PLEASE keep the bike/pedestrian design elements included thus far. These items have a way of vanishing from the "plans" and are an essential safety feature. THANK YOU.	Thank you for your comments.
I support the Expressway Park to Dalrymple initiative. I also strongly support the 'softening' of the I-10 bridge as it crosses over the City Park Lake. While this project (State Project No. H.004100.2) may be needed, Baton Rouge also needs BOTH a North and South loop around Baton Rouge. Had we built true bypasses around Baton Rouge 25 or 30 years ago, we may have avoided a need to consider this project.	Thank you for your comments.
Please try to avoid destroying as many trees as possible. Particularly concerned about section 4-F where the new exit will run.	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green. The 0.04 acre slice of East Polk Street Park has no direct impact on any active or passive park uses. Additionally, the proposed multiuse path may utilize some of this space.
Polk Street Park should be maintained as much as possible. Create safe connection for OSBR to lakes.	East Polk Street Park is part of a concept plan to provide a trail from Expressway Park to the City Park Lake/Dalrymple Drive. No impact to active park uses are anticipated as a result of the acquisition of .04 acres along the existing right-of-way nor from a concept trail.
Will pedestrian access be preserved for those needing to cross under the interstate at Terrace, Louise and Washington streets? We're pleased to see a multi-use path on the west side of Acadian, even though it's merely conceptual at this point, but what about those needing to walk along the east side of Acadian between Perkins Rd. and Bawell?	Pedestrian access under the interstate at Terrace, Louise and Washington will remain. Context sensitive design elements will be identified in the Environmental Assessment. Concepts at Acadian remain under development, it is possible additional sidewalks and crosswalks may be incorporated.
4) Braddock Complete Street Proposal The LADOTD proposed complete street improvements on Braddock Street connecting Expressway Park to Dalrymple Drive provide citizens a safe route to travel as a pedestrian or on a bicycle and should be implemented as part of this project. Expressway Park is a component of the overall Downtown Greenway, a pedestrian and bicycling corridor that links inner city residential neighborhoods to downtown parks, businesses, and cultural attractions. The connection of the Braddock Street Complete Street to the Downtown Greenway at Expressway Park should be thoroughly analyzed and developed to ensure a safe transition between the two bicycle/pedestrian systems. I applaud the project teams' effort to connect and develop safe bicycle and pedestrian infrastructure.	Thank you for your comment. We will continue to work with BREC and the DDD to select a route that compliments other routes both existing and planned.

PUBLIC MEETINGS	
COMMENT	**RESPONSE**
Please keep bike lanes on Dalrymple on lake side rather than crossing streets.	Thank you for your comment, we will take them under advisement while working through potential mitigation and enhancements for the project.
Public bath/showers for homeless/joggers	Thank you for your comment.
to provide lighting and a cement path along the bridge from Government to Washington St. including bike area with park benches	Thank you for your comment.
Include the amenities of this project - parks, bike paths, places, for kids to play	Thank you for your comment.
Improved bike lanes, landscaping, lighting, public art, sidewalks, would be greatly appreciated.	Thank you for your comments.
Why is the downtown greenway proposed trail going thru the graveyard?	The Downtown Greenway trail is a concept, it has not been designed as of yet. The Downtown Development District is aware of the cemetery.
Preserve pedestrian access on Terrace, Louise and Washington Streets, so that people can safely cross under the interstate.	Thank you for your comments. Pedestrian access will be restored where it exists and additional access is included in project concepts.
I'd like to see an open area for outdoor activities such as movie outside area keep an area for bike riding without traveling in the way of traffic.	Thank you for your comments.
The area south of the golf course needs to be converted to parking for the Knock Knock museum. We do not need a boat dock.	Thank you for your comments. The proposed project does not intend to change the uses of existing BREC facilities.
To keep streets open to flow through to the other side of interstate & instead of going around on out of the way to get to certain location.	Thank you for your comments. Due to control of access concerns, several streets will have to close connections to Braddock or Washington; none of the affected streets currently run under I-10.
Definitely want pedestrian and bike pathway!	Thank you for your comments.
I like the designs as proposed for the multiuse trail (Red) paralleling I-10 project. I would prefer the path not underneath the bridge (parallel). This will attract the homeless, creating a trail less likely to be used by commuters.	Thank you for your comments.
I would hope that the trails will be lighted at night for safety. I would like to see something functional placed at the Trail connection at Dalrymple Drive - a waterway station, pumps for bicycles, rest stops, etc.	Thank you for your comments.
Skate Park, Bike Path, Running Path, Water Fountains (Like at the Shaw Center)	Thank you for your comments.
Build an elevated ramp over Dalrymple so we don't have to fight cars to cross the lakes. Thanks. Love this!	Thank you for your comments. An elevated pedestrian bridge over Dalrymple is not under consideration at this time. Additional trail access and a safe, pedestrian signal crossing has been included.
Well-lit areas are key. Signals and beacons that will help to alert vehicles of peds + cyclists. Connectivity to the greater network of trails.	Thank you for your comments.

PUBLIC MEETINGS	
COMMENT	**RESPONSE**
However, with consideration of Dalrymple, I would like to request that you consider sidewalks on all four sides of the roundabout. The current designs only have sidewalks on three sides, so leave Dalrymple without connections on both sides of the streets, which in effects makes the area difficult for transit. Lets say a kid is playing at the East Polk St. Park. She does not have a direct route under these designs to Knock Knock or Central Park. To be safe and integrated the round-about (which I applaud) needs to have four sides of crossing and sidewalks, or at least three if the crossing at the exit-ingress location is too difficult. I recognize that design at that point is difficult, but it needs a little more thought if it wants to protect pedestrian safety and convenience. Please take pedestrian and cyclist accessibility and safety in to greater consideration when considering finalized plans for the intersections and exit ramps.	Thank you for your comments. A new pedestrian crossing is proposed at March Street that would allow for users of East Polk Street Park to cross safely enroute to the Knock Knock Museum, the boat launch, or just around the lakes. The roundabout at East Lakeshore Drive connects existing sidewalks through the roundabout.
..my interest remains with Expressway Park. There is supposed to be bleachers underneath. They're still not there. There was supposed to be an Olympic size pool in that recreation facility out there, its still not there. There are things that can be done to make it an attractive park, not just for residents of Louisiana but for people all over the United States. There is a proposed bicycle trail out there. That would be grand... It will allow people who are limited in transportation to also utilize their bicycles and other means of transportation, other than the pollutant vehicles. There supposed to be placards of my deceased friends on those poles where they perished in that area of construction..would like to see those placards on the poles...also want tanks strapped to the columns to trap (spills before the materials fall on the park).	Thank you for your comments. BREC and DOTD are working to increase the park's amenities and expand its use.

ATTACHMENT 2

BREC CORRESPONDENCE

THE RECREATION AND PARK COMMISSION
FOR THE PARISH OF EAST BATON ROUGE

December 2, 2018

Kerry Oriol, Project Manager
Providence Engineering and Design, LLC
1201 Main St
Baton Rouge, LA 70802

RE: SPN H.004100.2
FAP H004100
I-10 Widening
East Polk Street Park

Kerry,

Thank you for reaching out to us on the potential impacts to BREC's E. Polk Street Park under the provisions of Section 4(f). We appreciate the opportunities DOTD has provided for BREC to discuss Community Connections and Context Sensitive Solutions with regard to the I-10 Widening project and its potential impacts to some of our parks. We also appreciate the proposed trail along the proposed ROW to link the park with the lakefront area and hopefully, to the north toward downtown.

We understand that DOTD seeks to reach a finding of de minimus impact on this 4(f) property. BREC, however feels that the potential impacts to the park go beyond the physical footprint of the .04 acres for required right-of-way. The figure attached to your letter indicates a new Washington/Dalrymple Eastbound Connector that will be approximately 35 to 40 ft closer to the park's edge than the current exit lane. The location of the proposed connector combined with the proposed retaining wall would necessitate the removal of about 400 linear feet of mature shade trees and shrubs. This vegetation is a contributing natural resource to the park that provides qualities that make it a special park where people go to nourish themselves by walking, playing sports, resting and relaxation. E. Polk Street Park is a hidden gem and, in a way, an inner sanctum to the surrounding neighborhood. The trees and vegetation provide a visual and sound buffer from the existing interstate and add to its appeal as a special place. Currently, their contribution to the park may seem benign, but they fundamentally contribute to the emotion of the park user.

FHWA's community connections are intended to promote opportunities for connectivity, revitalizing communities, creating community cohesion, and improving public health and safety. One of FHWA's Context Sensitive Solutions Core Principles is "Design outcomes meet or exceed the expectations of both designers and stakeholders, thereby adding lasting value to the community, the environment, and the transportation system."

6201 Florida Boulevard, Baton Rouge, Louisiana, 70806
225.272.9200 | 225.273.6404 | brec.org

With this in mind, we have identified some mitigation measures and enhancements that we hope you consider that would help mitigate these impacts to E. Polk Street Park:

1. To replace the existing tree and vegetation line, construct a green buffer that consists of earthen berms and masses of new shade tree and understory plant material. This will help maintain a strong buffer between two incompatible uses, minimize transmission of noise, and lessen visual pollution. It will reestablish a greater sense of privacy from visual and sound intrusion and help retain the park's current qualities as a natural outdoor room.

2. Create an extension of the proposed trail into the park and create an internal walking loop within the park. This will not only activate the park's positive usage but provide a strong connection for the neighborhood to the trails system and greater community context.

We sincerely appreciate the work you have done in the design to incorporate the critically needed trail system to connect the Dalrymple / City Park area to Downtown. We will continue to work with you and DOTD in a spirit of partnership during the EA process and toward successful implementation.

Sincerely,

O. Reed Richard
Asst. Superintendent, BREC Planning

CC: Ms. Carolyn McKnight /BREC Superintendent
Mr. Corey Wilson/BREC Chief of Management & Business Services
Mr. Brian Kendrick/LA DOTD
Ms. Noel Ardoin/LA DOTD
Mr. Perry Franklin/Franklin Associates

RECREATION AND PARK COMMISSION

FOR THE PARISH OF EAST BATON ROUGE

June 14, 2019

Kerry Oriol, Project Manager
Providence Engineering and Design, LLC
1201 Main St
Baton Rouge, LA 70802

RE: SPN H.004100.2
FAP H004100
I-10 Widening
East Polk Street Park

Kerry,

Based on our previous letter back to you that recommended solutions to the removal of trees and vegetation in the right-of-way and DOTD's acceptance to mitigate these impacts, along with the construction of a new multi-use Bike/Ped path from Expressway Park running along the new Braddock Street service road to Dalrymple Drive, BREC concurs that the impact to East Polk Street Park are de minimis contingent upon the agreed commitments stated below:

1. Replace the existing tree and vegetation line, construct a green buffer that consists of earthen berms and masses of new shade tree and understory plant material. This will help maintain a strong buffer between two incompatible uses, minimize transmission of noise, and lessen visual pollution. It will reestablish a greater sense of privacy from visual and sound intrusion and help retain the park's current qualities as a natural outdoor room.

2. Create an extension of the proposed trail into the park and create an internal walking loop within the park. This will not only activate the park's positive usage but provide a strong connection for the neighborhood to the trails system and greater community context.

We sincerely appreciate the work you have done in the design to incorporate the critically needed trail system to connect the Dalrymple / City Park area to Downtown.

Sincerely,

O. Reed Richard
Asst. superintendent, BREC Planning

CC: Mr. Corey Wilson/BREC Superintendent
Mr. Brian Kendrick/LA DOTD
MS. Noel Ardoin/ LA DOTD

6201 Florida Boulevard, Baton Rouge, Louisiana 70806

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LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Office of Engineering
Environmental Section
PO Box 94245 | Baton Rouge, LA 70804-9245
ph: 225-242-4502 fx: 225-242-4500

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

October 23, 2020

STATE PROJECT NO. H.004100
FEDERAL-AID PROJECT NO. H004100
I-10: LA 415 TO ESSEN LANE AT I-10 AND I-12
ROUTE: I-10
EAST AND WEST BATON ROUGE PARISHES

Mr. Corey Wilson
BREC Superintendent
via email (CWilson@brec.org)

SUBJECT: Section 4(f) Determinations regarding East Polk Street Park (Polk Park)

The Louisiana Department of Transportation and Development (LADOTD), in conjunction with the Federal Highway Administration (FHWA), proposes to widen Interstate 10 from LA 415 to Essen Lane in the Cities of Port Allen and Baton Rouge, East and West Baton Rouge Parishes. Portions of the construction will impact the East Polk Street Park (Polk Park) in the City of Baton Rouge. This public neighborhood park has been identified as a Section 4(f) resource.

Polk Park is located at 1700 East Polk Street, Baton Rouge, Louisiana. The park is triangular in shape with the interstate on its northeastern border, the Old South Baton Rouge neighborhood on its western border, and the Lake Crest neighborhood on its southern border. This 3-acre neighborhood park includes several recreational features: multipurpose field, outdoor basketball court, and playground. The park includes a concrete area with 2 parking spaces, one of which is designated specifically for handicapped parking. There are no trails, but a sidewalk runs from the parking area to and around the playground area. The playground includes a young child's slide/climbing feature, 2 swing sets and one bench. The basketball court is asphalt, and the multiuse field is unlighted. The I-10 project requires approximately 0.04 acre of right of way from Polk Park. The required right of way is located along the northwest edge of the park. See attached figure. Acquisition of this acreage will not impact the park's function as a neighborhood park and will not impact any of the features/attributes within the park. BREC, the entity with jurisdiction over Polk Park, concurred with the deminimis finding on June 14, 2019, contingent upon LADOTD providing a vegetative buffer and extension of the proposed "Greenway" trail into Polk Park.

LADOTD will provide funds to BREC for landscaping (vegetative buffer) and for the construction of a multi-use trail with amenities within Polk Park. The multi-use trail will connect to the Greenway trail which links Expressway Park to Polk Park and the City Park Lake trail. LADOTD has determined that the trail within Polk Park to be constructed by BREC is excepted from 4(f) pursuant to 23 CFR 774.13(g). Section (g)(1) of the regulation states that transportation enhancement activities, transportation

alternatives projects, and mitigation activities are exempt from Section 4(f) when the use of the Section 4(f) property is solely for the purpose of preserving or enhancing an activity, feature, or attribute that qualifies the property for Section 4(f) protection. The official with jurisdiction over the Section 4(f) resource must agree in writing to the determination pursuant to Section (g)(2) of the regulation. Hence, LADOTD is herein requesting written concurrence from BREC, as the official with jurisdiction, pursuant to Section (g)(2) regarding the exception.

Should you, as the official with jurisdiction, agree with the determinations that the acquisition of 0.04 acres is deminimis and the construction of the trail, amenities and landscaping is solely for the purpose of preserving or enhancing an activity, feature, or attribute of the park, please respond by signing and returning this letter by November 6, 2020, to the below email address. A copy of this letter with your signature will be added to the deminimis determination sent to FHWA for approval. Additionally, if you have any questions or need additional information, please contact me at noel.ardoin@la.gov or via phone at 225-242-4501.

Sincerely,

N. Ardoin

Noel Ardoin
Environmental Engineer Administrator

attached figure depicting impact to park

cc: FHWA, Lynn Heisler (via e-mail to Lynn.Heisler@dot.gov)
Brian Kendrick (via e-mail to Brian.Kendrick@la.gov)
Reed Richard (via e-mail to RRichard@BREC.org w/ attachment)

Concur:

Title: ASSISTANT SUPT. - PLANNING

Date: NOV. 3, 2020

East Polk Street Park
GREENWAY TRAIL
RETAINING WALL
APPARENT RIGHT OF WAY
INTERNAL TRAIL CONCEPT
APPARENT REQ'D RIGHT OF WAY
APPROXIMATELY 0.04 ACRES TO BE ACQUIRED
WASHINGTON DALRYMPLE E.B. CONNECTOR
BASKETBALL COURT
EAST POLK STREET PARK
BREC PROPERTY LINE
MULTIUSE FIELD
BREC PROPERTY LINE
PLAYGROUND
E POLK ST
CAROLINA ST
LEGEND:
TO BE ACQUIRED ACREAGE
INTERNAL TRAIL CONCEPT
GREENWAY TRAIL
APPARENT REQ'D RIGHT OF WAY
APPARENT RIGHT OF WAY
BREC PROPERTY LINE
I10 BR - CORRIDOR IMPROVEMENT STUDY - SECTION 4(F) DE MINIMIS
STATE PROJECT NO. H.004100.2
FEDERAL AID PROJECT NO. H004100

June 2023

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

STATE PROJECT NO. H.004100/FEDERAL AID PROJECT NO. H004100

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

U.S. Department of Transportation
Federal Highway Administration

SECTION 4(F) *DE MINIMIS* FINDING – CITY PARK LAKE & TRAIL

I-10: LA 415 TO ESSEN LANE ON I-10 AND I-12 ROUTE I-10 AND I-12 WEST AND EAST BATON ROUGE

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2.0	PROPERTY DESCRIPTION AND USE	3
3.0	*DE MINIMIS* IMPACT	4
4.0	PUBLIC INPUT AND AGENCY COORDINATION	5

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Figure 1 – City Park Lake Bridge	2

Signature Page 6

ATTACHMENTS

Attachment	
1	Summary of Comments from Public Meeting
2	City-Parish and BREC Correspondence

1.0 INTRODUCTION

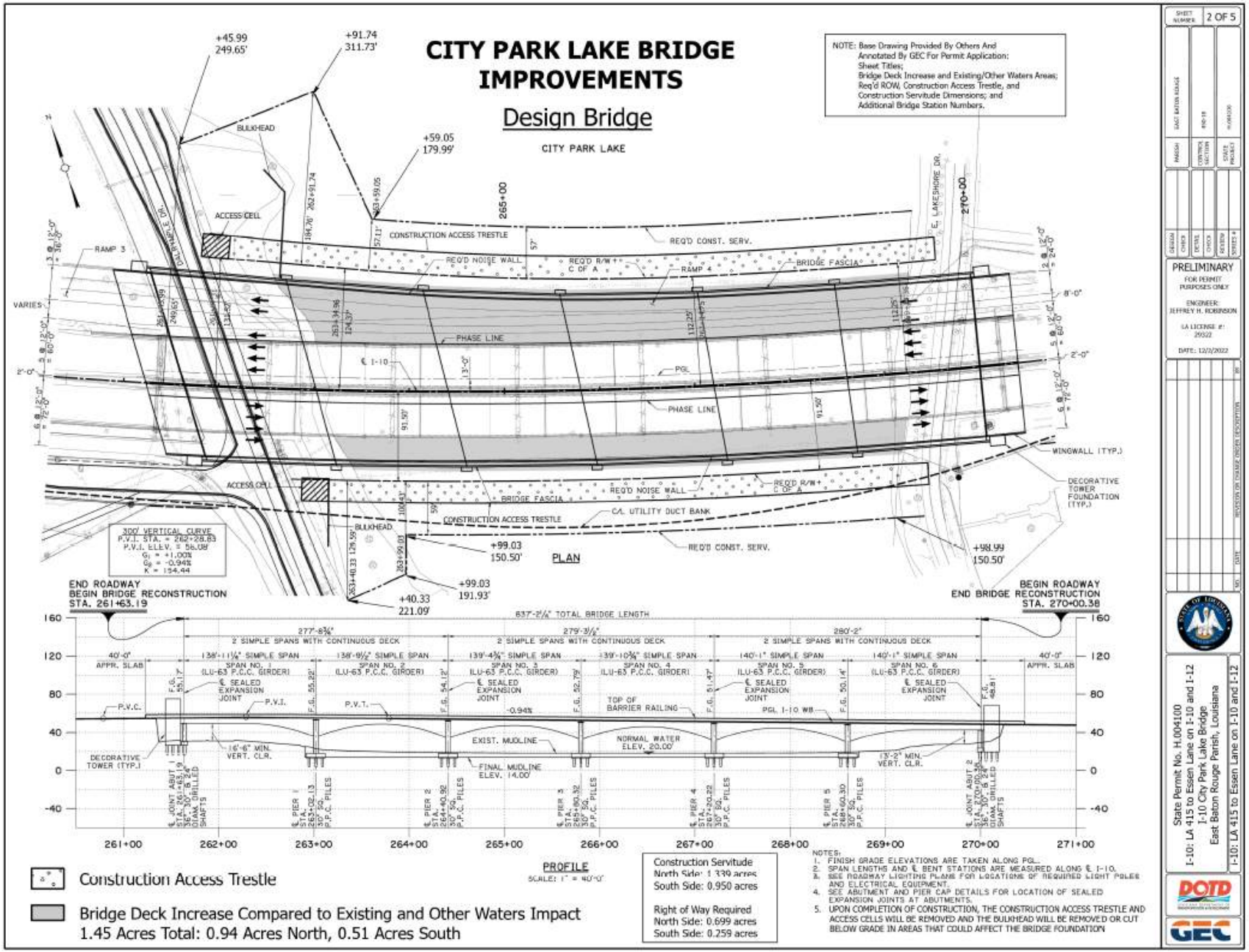
The Louisiana Department of Transportation and Development (DOTD) is proposing the Interstate 10 (I-10) LA 415 to Essen Lane project (State Project Number H.004100), which provides for the widening of I-10 by one travel lane in each direction and replacement of the I-10 bridges over City Park Lake. The new bridges with additional travel lanes require additional right-of-way (ROW) and Construction Servitude in the lake and between the lake and the east side of Dalrymple Drive (**Figure 1**). As currently designed, the project will require acquisition of approximately 0.015 acre of the multiuse trail that links with the multiuse lane on Dalrymple Drive to allow for off-street biking and walking around the City Park and University Lakes. The trail is under the jurisdiction of and maintained by the City of Baton Rouge/Parish of East Baton Rouge (City-Parish) in conjunction with the Recreation and Park Commission of East Baton Rouge (BREC). Additionally, the project will require approximately 0.96 acre of right of way and 2.3 acres of construction servitude within the City Park Lake to construct the new City Park Lake bridge. The lake is approximately 50 acres and is owned by the City-Parish and maintained by BREC.

Section 4(f) of the Department of Transportation (DOT) Act of 1966 (23 USC 138 and 49 USC 303) and its implementation regulations (23 CFR 774) restrict use of significant publicly owned parks, recreation areas, wildlife and waterfowl refuges, and historic properties for transportation projects unless there is no feasible and prudent avoidance alternative and all possible planning to minimize harm has occurred. Uses are categorized as either permanent incorporation, temporary occupancy, or constructive use and can be approved by preparing a *de minimis* determination, a programmatic Section 4(f) evaluation, or preparing an individual Section 4(f) evaluation.

This document reassesses the previous de minimis determination and represents justification for determining that the impact to the City Park Lake & Trail qualifies as *de minimis* under 23 CFR 774.7(b). A *de minimis* impact is one that, after accounting for measures to minimize harm results in either:

1) A Section 106 finding of no adverse effect or no historic properties affected on a historic property, or
2) A determination that the project would not adversely affect the activities, features, or attributes qualifying a park, recreation area, or refugee for protection under Section 4(f).

Figure 1 City Park Lake Bridge



2.0 PROPERTY DESCRIPTION AND USE

The City Park Lake Trail is a portion of a larger multiuse trail (pedestrian and bicycle) that runs along Dalrymple Drive around both the City Park and University Lakes for approximately 1.5 miles (see photo to right). The trail draws users from Louisiana State University and neighboring communities including Lakeshore, Lake Crest, Old South Baton Rouge, City Park, Hillsdale, Hundred Oaks, Poets Corner, Zeeland, Southdowns, and others. While predominately utilized by cyclists and pedestrians, the trail does link to the kayak launch off March Street.

Trail Heading North from under I-10

The City Park Lake is about 50 acres bordered on north by Brooks-City Park, on the south by University Lake, and on the east and west by residential neighborhoods. The lake is shallow (about 2 feet), in poor health (massive algae blooms), and therefore, limited with regard to recreational opportunities. One popular recreational feature is the City Park Lake Trail and roads adjacent to the lake which are used by bicyclist, joggers, and pedestrians.

Efforts to restore Baton Rouge's area lakes to create recreational opportunities and improve habitat are ongoing. Included in this endeavor are five lakes, one of which is City Park Lake. The University Lakes Project Management Committee made up of the City-Parish, LSU Foundation, and BREC oversee the consultants working on the restoration projects. Their plans include draining and dredging the lakes to restore the health and attributes of the lakes. Planning for the restoration of the lakes is occurring at the same time as the development of the I-10 widening project. For this reason, DOTD coordinated the design of the City Park Lake bridge with the City-Parish and the Baton Rouge Area Foundation (BRAF). BRAF is the entity that spearheaded the lakes improvement projects. DOTD will continue to coordinate with the University Lakes Project Management Committee.

3.0 *DE MINIMIS* IMPACT

As proposed, the project will acquire right of way with roughly 68 linear feet of trail on the east side of Dalrymple Drive, which amounts to approximately 0.015 acre of trail. All efforts were made to minimize the amount of additional ROW required; however, the widening of I-10 and replacement of the bridges could not be accomplished without affecting this minimal trail area. Although DOTD will be acquiring this minimal area of trail as ROW, it will not affect the use of the trail. The trail will be incorporated into I-10 ROW as is, with its functions intact and available for all users.

View of Lake &Trail North toward I-10

Additionally, the portion of the trail under I-10 will experience temporary closures to pedestrians and cyclists for varying durations during the construction of the new I-10 bridges over City Park Lake. These are times when it will not be safe to pass under the structure, such as during removal of existing bridge sections, installation of beams, and other overhead construction activities. These circumstances will require closing the portion of the trail passing underneath the interstate until it is determined safe to pass under the structure.

The construction of this section of the I-10 widening, the City Park Lake bridge, will last about four to five years with some type of prohibition of passage underneath the bridges at the trail occurring approximately 20 to 25% of the time. DOTD will require that the contractor keep the trail underneath the bridges open to the extent possible. Information regarding temporary closures of the trail will be made available in advance and signage will be provided on the site. Alternate roadway passage (E. Lakeshore Drive) on the east side of the lake will not be available as this segment of roadway will be closed during bridge construction.

While the temporary closures of roughly 200 feet of the City Park Lake Trail during construction will be an inconvenience, the temporary closures will not adversely affect the features, attributes or activities of the trail. The portion of the trail affected within the I-10 right of way will be restored to at least the same condition once the removal of the existing bridges and the construction of the new bridges are completed.

The overhead/shading of the lake resulting from the new bridge will increase by about 1.45 acres, as the new bridge is wider than the existing two bridges. This additional shading will not adversely affect the features, attributes or activities within the lake. Currently, City Park Lake's recreational attributes within the lake are severely impaired and limited as City Park Lake is shallow and in poor health.

Temporary trestles are needed in City Park Lake on both the north and south side of the existing bridges to remove the existing bridges and construct the new bridge. The trestle system on the north side of the existing bridges will be constructed then removed and

relocated to the south side. It is anticipated that the north trestle will be installed summer of 2023 and removed and moved to the south side in early 2025. The trestle on the south side will be removed around mid-2026. Additionally, the bulkhead needed on the west side of the lake for crane placement and to access the trestles will be removed upon completion of the new bridge.

The acquisition of right of way and construction servitude within City Park Lake will not adversely affect the features, attributes or activities of City Park Lake. The temporary trestles and bulkhead will be removed once the new bridge is completed. The lake restoration project and the construction of the City Park Lake bridge are being developed at the same time with coordination occurring among project teams.

4.0 PUBLIC INPUT AND AGENCY COORDINATION

The public was informed of the *de minimis* impact during the public meetings held August 28-30, 2018, the public hearings held November 19 and 20, 2019, and a Public Meeting held March 7, 2023. The comments related to the lake and trail dealt with connectivity to the City Park amenities and safety concerns for walkers and joggers. A summary of comments related to area parks and the multiuse path made at 2018 meetings and 2019 hearings is included in the Section 4(f) *de minimis* determination found in Appendix D of the Finding of No Significant Impact (FONSI). Comments made at the 2023 meeting related to CPL, CPL Trail, or CPL Bridge are found in Attachment 1 of this document.

Coordination with the City-Parish, BREC and the Office of State Parks was done throughout the planning and development of the I-10 project. Coordination with the City-Parish and BREC specific to the *de minimis* impact conducted before 2020 can be found in the Section 4(f) *de minimis* determination found in Appendix D of the FONSI. Updated communications with the City-Parish and BREC regarding the *de minimis* impact on City Park Lake and Trail can be found in Attachment 2 of this document. Both entities concurred with the *de minimis* determination.

SIGNATURE PAGE

FHWA has determined the impacts to the City Park Lake & Trail are consistent with the Section 4(f) *de minimis* finding.

FHWA, LA Division- Environmental Protection Specialist

Date

ATTACHMENT 1

SUMMARY OF COMMENTS FROM PUBLIC MEETING

A public meeting was held on March 7, 2023. The purpose of the meeting was to obtain public input on the project with emphasis given to design modifications, construction sequencing, and traffic management. The City Park Lake (CPL) bridge was a featured station at the public meeting. The required right of way and construction servitude were specifically shown on an exhibit. Below is a table of the comments received from the public meeting specifically related to CPL, CPL trail, or CPL bridge.

Comments related to CPL, CPL trail, or CPL bridge	**Responses**
The EBR Chamber of Commerce. I am the Chairman. Things we do not agree with: 1) Replacing the City Park Bridges. Just repair the piers in the lake to prevent acidic deterioration. LESS MONEY & CONSTRUCTION TIME. … 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. …	Comment Noted
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?	The elevated sections were built in 1967 and the design life was 50 years. So, these sections have already exceeded their design life. Replacing the elevated section was included in the EA that received a FONSI (Finding of No Significant Impact). The contractor is tasked with preparing plans for demolition and materials disposal in accordance with all State and Federal laws. For steel members, the remaining fatigue life is -45 to -50 years.
… 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?... 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. …	16. The contractor will follow DOTD's standard plans for Erosion Control and will address all stormwater within the project limits. 30. The drilled shaft method of pile installation will be used at the ends of the City Park Lake Bridge. This method decreases construction noise and vibration at these locations which are close to residential areas.
… 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. … 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. …	8. Comment Noted. 10. Comment Noted.

ATTACHMENT 2

CITY-PARISH/BREC CORRESPONDENCE

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Environmental Section
PO Box 94245 | Baton Rouge, LA 70804-9245
ph: 225-242-4502 | fx: 225-242-4500

John Bel Edwards, Governor
Eric Kalivoda, Secretary

April 25, 2023

State Project No. H.004100
Federal-Aid Project No. H004100
I-10: LA 415 To Essen Lane at I-10 AND I-12
Route: I-10
East and West Baton Rouge Parishes

City of Baton Rouge/Parish of East Baton Rouge
Attn: Mr. Fred Raiford, Director Public Works
via email (FRaiford@brla.gov)

Mr. Corey Wilson
BREC Superintendent
via email (CWilson@brec.org)

SUBJECT: Section 4(f) Determination (City Park Lake Bridge)

The Louisiana Department of Transportation and Development (LADOTD), in conjunction with the Federal Highway Administration (FHWA), proposes to widen Interstate 10 (I-10) from LA 415 to Essen Lane in West and East Baton Rouge Parishes. Portions of the construction will impact City Park Lake (CPL) and the adjacent bike/ped facility (hereinafter referred to as CPL trail) which runs along the west side of the lake along Dalrymple Drive in the City of Baton Rouge. CPL is approximately 50 acres and owned by the City-Parish of Baton Rouge/East Baton Rouge (City-Parish) and maintained by the Recreation and Park Commission for the Parish of East Baton Rouge (BREC). I-10 crosses CPL via two bridges serving east and west bound traffic, respectively. The CPL trail which provides for off street biking and walking passes underneath the bridges and is located between Dalrymple Drive and the lakeshore.

Reference is made to the *de minimis* Section 4(f) document in Appendix D of the Finding of No Significant Impact (FONSI) prepared for the captioned project and approved February 12, 2021. (www.i10br.com) The City-Parish and BREC concurred with the *de minimis* Section 4(f) determination made for the impacts caused by the construction of the project which included the replacement of the CPL bridges. Since then, the new CPL bridge has undergone design. The impacts associated with the construction of the bridge are better defined. The means and methods for the construction of the new CPL bridge require more right of way and construction servitude from the City-Parish than initially presented due to the need for temporary trestles and bulkhead. This information was not known at the time of the Environmental Assessment and initial *de minimis* Section 4(f) determination. For this reason, LADOTD reassessed the *de minimis* finding and upon reassessment determined that the *de minimis* Section 4(f) determination is still applicable.

The overhead/shading of the lake resulting from the new bridge will increase by about 1.45 acres, as the new bridge is wider than the existing two bridges. Temporary trestles are needed in CPL on both the north and south side of the existing bridges to remove the existing bridges and construct the new bridge. Additionally, a bulkhead is needed on the west side for crane placement and to access the trestles. The trestle system on the north side of the existing bridges will be constructed (summer 2023) then removed and relocated to the south side (early 2025). Around mid 2026, the trestle on the south side will be removed. LADOTD also plans to remove the bulkhead after the new bridge is completed.

The figure attached depicts the right of way and servitude needed from the City-Parish to construct the new bridge using temporary trestles and bulkhead. LADOTD requires an estimated 0.96 acres of right of way and 2.3 acres of construction servitude from the City-Parish for the construction of the new bridge. LADOTD will acquire all rights for the construction of the bridge from the City-Parish through an agreement. CPL is roughly 50 acres. The required right of way is less than 2% of the total CPL acreage.

The acquisition of right of way and construction servitude within CPL will not adversely affect the features, attributes or activities of CPL. Currently, CPL's recreational attributes within the lake are severely impaired and limited as CPL is shallow (roughly 2 feet) and in poor health (massive algae blooms). LADOTD coordinated the design of the bridge with the agencies/entities designing lake improvements. The recreational activity affected by the construction of the new bridge is the CPL trail. As noted in the 2021 *de minimis* determination, the impact to the CPL trail is the acquisition of right of way and the construction of an overhead structure at the location where the CPL trail crosses (passes underneath) the interstate. As previously disclosed, there will be times during construction when it will not be safe to pass underneath the structures, such as during removal of existing bridge sections, installation of beams, and other overhead construction activities. Passage underneath the bridges will be prohibited at certain times during construction. The prohibition will be intermittent. It is roughly estimated that construction of this section of the I-10 widening will last around four to five years with some type of prohibition of passage underneath the bridges occurring approximately 20 to 25% of the time. LADOTD will require that the contractor keep the CPL trail underneath the bridges open to the extent possible. The trail will be restored to at least the same condition upon completion of the new bridge.

A public meeting was held on March 7, 2023. The purpose of the meeting was to obtain public input on the project with emphasis given to design modifications, construction sequencing, and traffic management. The CPL bridge was a featured station at the public meeting. The required right of way and construction servitude were shown on an exhibit (Exhibit Station 6). Over 210 people attended the public meeting. For reference, below is a table of the comments received from the public meeting specifically related to CPL, CPL trail, or CPL bridge.

Comments related to CPL, CPL trail, or CPL bridge	**Responses**
The EBR Chamber of Commerce. I am the Chairman. Things we do not agree with:	Comment Noted.

Comments related to CPL, CPL trail, or CPL bridge	Responses
1) Replacing the City Park Bridges. Just repair the piers in the lake to prevent acidic deterioration. LESS MONEY & CONSTRUCTION TIME.… 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. …	
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?	The elevated sections were built in 1967 and the design life was 50 years. So, these sections have already exceeded their design life. Replacing the elevated section was included in the EA that received a FONSI (Finding of No Significant Impact). The contractor is tasked with preparing plans for demolition and materials disposal in accordance with all State and Federal laws. For steel members, the remaining fatigue life is -45 to -50 years.
…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? ... 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. …	16. The contractor will follow DOTD's standard plans for Erosion Control and will address all stormwater within the project limits. 30. The drilled shaft method of pile installation will be used at the ends of the City Park Lake Bridge. This method decreases construction noise and vibration at these locations which are close to residential areas.
…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. … 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. …	8. Comment Noted. 10. Comment Noted.

LADOTD is aware of the ongoing efforts by the City-Parish and others to improve Baton Rouge's area lakes to restore the lakes and create recreational opportunities for the community. The University Lakes Project Management Committee (Committee) comprised of the LSU Foundation, the City-Parish, and BREC oversee the lakes improvement projects. The widening of the interstate and the improvements to CPL are occurring concurrently. As a result, LADOTD is committed to coordinating with the Committee's project team as these projects move forward.

CPL is publicly owned. Although CPL's recreational attributes are impaired due to its current condition, the City-Parish is planning to restore the lake and its recreational attributes. The adjacent CPL trail is publicly owned, with the primary purpose of the portion of the path along the lake being recreation. Compliance with Section 4(f) of the Department of Transportation Act of 1966 (49 USC 303) is required.

This letter, requesting concurrence of the *de minimis* finding, is being sent to both BREC and the City-Parish in light of the shared responsibility of the CPL and its adjacent trail, CPL trail. The trail is located between Dalrymple Drive and the lake. The bicycle/pedestrian facilities along Dalrymple Drive (and not within a park) are maintained by the City-Parish. BREC shares jurisdiction at this location (where the path follows between Dalrymple and the lake). The City-Parish owns CPL and BREC maintains the shoreline. For this reason and in accordance with 23 CFR 774.5(b), LADOTD and FHWA are seeking concurrence from both the City-Parish and BREC as entities with jurisdiction.

Should you, as one of the officials with jurisdiction, agree with the *de minimis* finding related to the acquisitions at CPL and CPL trail, including the intermittent closures of CPL trail during construction, please respond by signing and returning this letter by May 15, 2023, to the below email address. A copy of this letter with your signature will be added to the *de minimis* determination sent to FHWA for approval. Additionally, if you have any questions or need additional information, please contact me at noel.ardoin@la.gov or by phone at 225-242-4501 or the project manager, Mr. Nicholas Olivier, at nicholas.olivier@la.gov or by phone at 225-379-1133.

Sincerely,

for Noel Ardoin
Environmental Engineer Administrator

Attachment: CPL Bridge Design (Preliminary)

cc: FHWA, Larry Breland (via e-mail to Larry.Breland@dot.gov)
Nicholas Olivier (via e-mail to Nicholas.Olivier@la.gov)
Reed Richard (via e-mail to RRichard@BREC.org)
Thomas Stephens (via e-mail to TStephens@brla.gov)

City-Parish-Parish Concur: Date:

_____ _____

Title:

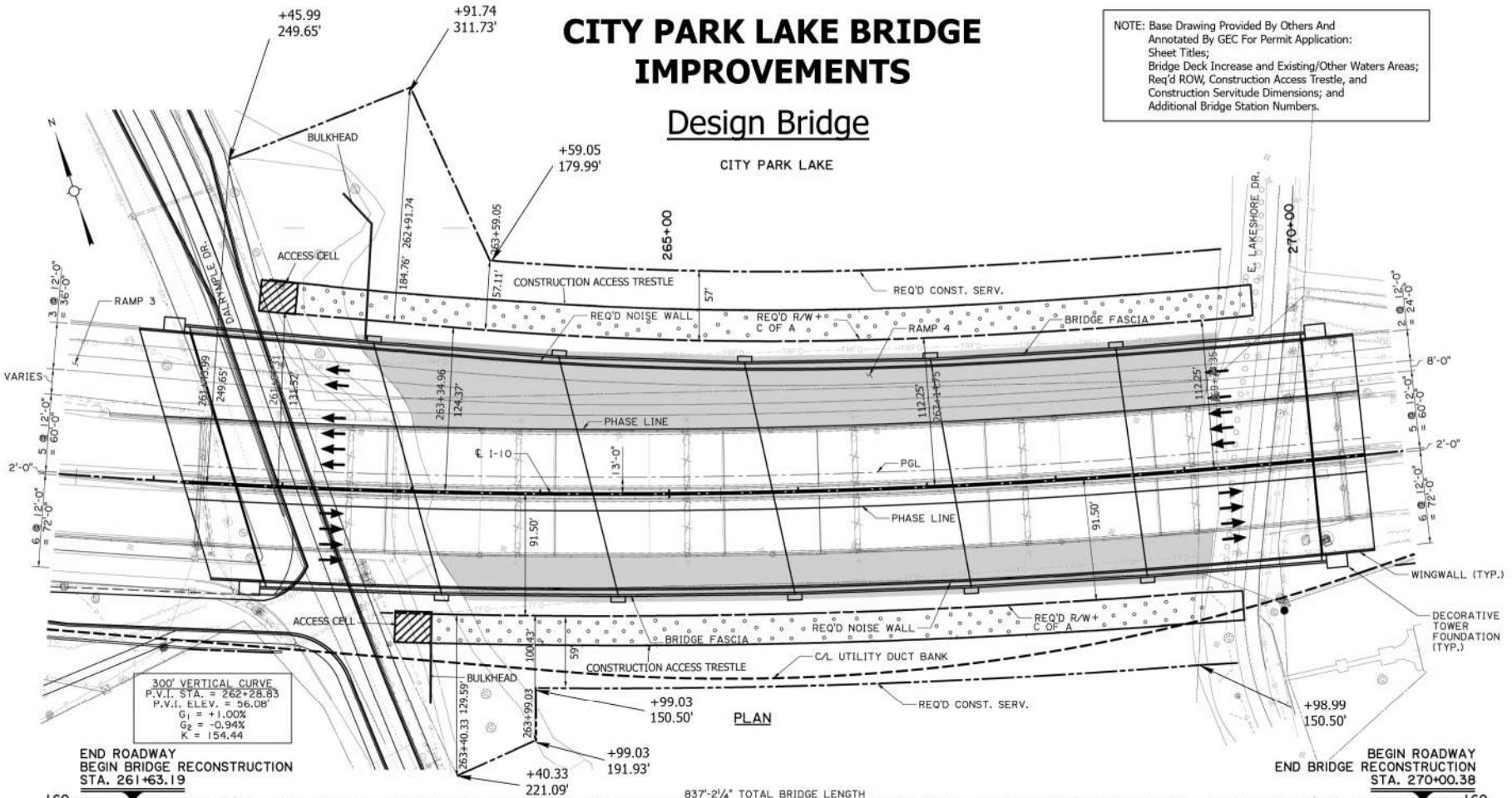
BREC Concur: Date:

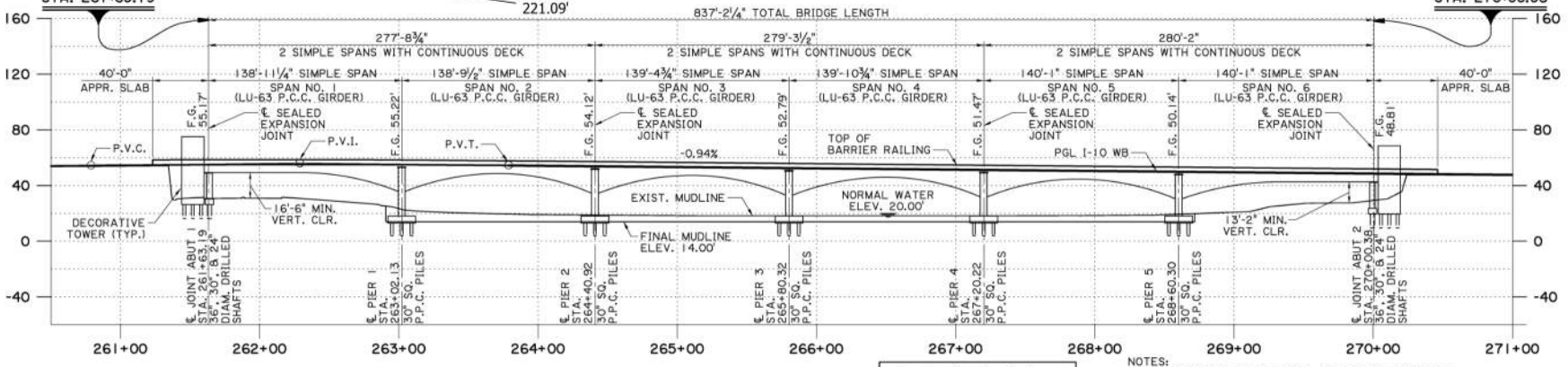
_____ _____

CITY PARK LAKE BRIDGE IMPROVEMENTS

Design Bridge

NOTE: Base Drawing Provided By Others And Annotated By GEC For Permit Application: Sheet Titles; Bridge Deck Increase and Existing/Other Waters Areas; Req'd ROW, Construction Access Trestle, and Construction Servitude Dimensions; and Additional Bridge Station Numbers.





PROFILE
SCALE: 1" = 40'-0"

Construction Access Trestle

Bridge Deck Increase Compared to Existing and Other Waters Impact
1.45 Acres Total: 0.94 Acres North, 0.51 Acres South

Construction Servitude
North Side: 1.339 acres
South Side: 0.950 acres

Right of Way Required
North Side: 0.699 acres
South Side: 0.259 acres

NOTES:
1. FINISH GRADE ELEVATIONS ARE TAKEN ALONG PGL.
2. SPAN LENGTHS AND ℄ BENT STATIONS ARE MEASURED ALONG ℄ I-10.
3. SEE ROADWAY LIGHTING PLANS FOR LOCATIONS OF REQUIRED LIGHT POLES AND ELECTRICAL EQUIPMENT.
4. SEE ABUTMENT AND PIER CAP DETAILS FOR LOCATION OF SEALED EXPANSION JOINTS AT ABUTMENTS.
5. UPON COMPLETION OF CONSTRUCTION, THE CONSTRUCTION ACCESS TRESTLE AND ACCESS CELLS WILL BE REMOVED AND THE BULKHEAD WILL BE REMOVED OR CUT BELOW GRADE IN AREAS THAT COULD AFFECT THE BRIDGE FOUNDATION

SHEET NUMBER 2 OF 5

PARISH: EAST BATON ROUGE
CONTROL SECTION: 450-10
STATE PROJECT: H.004100

DESIGN CHECK
DETAIL CHECK
REVIEW
SERIES #

PRELIMINARY
FOR PERMIT PURPOSES ONLY

ENGINEER:
JEFFREY H. ROBINSON

LA LICENSE #:
29322

DATE: 12/2/2022

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

State Permit No. H.004100
I-10: LA 415 to Essen Lane on I-10 and I-12
I-10 City Park Lake Bridge
East Baton Rouge Parish, Louisiana

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

DOTD
GEC

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Environmental Section
PO Box 94245 | Baton Rouge, LA 70804-9245
ph: 225-242-4502 | fx: 225-242-4500

John Bel Edwards, Governor
Eric Kalivoda, Secretary

April 25, 2023

State Project No. H.004100
Federal-Aid Project No. H004100
I-10: LA 415 To Essen Lane at I-10 AND I-12
Route: I-10
East and West Baton Rouge Parishes

City of Baton Rouge/Parish of East Baton Rouge
Attn: Mr. Fred Raiford, Director Public Works
via email (FRaiford@brla.gov)

Mr. Corey Wilson
BREC Superintendent
via email (CWilson@brec.org)

SUBJECT: Section 4(f) Determination (City Park Lake Bridge)

The Louisiana Department of Transportation and Development (LADOTD), in conjunction with the Federal Highway Administration (FHWA), proposes to widen Interstate 10 (I-10) from LA 415 to Essen Lane in West and East Baton Rouge Parishes. Portions of the construction will impact City Park Lake (CPL) and the adjacent bike/ped facility (hereinafter referred to as CPL trail) which runs along the west side of the lake along Dalrymple Drive in the City of Baton Rouge. CPL is approximately 50 acres and owned by the City-Parish of Baton Rouge/East Baton Rouge (City-Parish) and maintained by the Recreation and Park Commission for the Parish of East Baton Rouge (BREC). I-10 crosses CPL via two bridges serving east and west bound traffic, respectively. The CPL trail which provides for off street biking and walking passes underneath the bridges and is located between Dalrymple Drive and the lakeshore.

Reference is made to the *de minimis* Section 4(f) document in Appendix D of the Finding of No Significant Impact (FONSI) prepared for the captioned project and approved February 12, 2021. (www.i10br.com) The City-Parish and BREC concurred with the *de minimis* Section 4(f) determination made for the impacts caused by the construction of the project which included the replacement of the CPL bridges. Since then, the new CPL bridge has undergone design. The impacts associated with the construction of the bridge are better defined. The means and methods for the construction of the new CPL bridge require more right of way and construction servitude from the City-Parish than initially presented due to the need for temporary trestles and bulkhead. This information was not known at the time of the Environmental Assessment and initial *de minimis* Section 4(f) determination. For this reason, LADOTD reassessed the *de minimis* finding and upon reassessment determined that the *de minimis* Section 4(f) determination is still applicable.

Comments related to CPL, CPL trail, or CPL bridge	Responses
1) Replacing the City Park Bridges. Just repair the piers in the lake to prevent acidic deterioration. LESS MONEY & CONSTRUCTION TIME.... 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. ...	
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?	The elevated sections were built in 1967 and the design life was 50 years. So, these sections have already exceeded their design life. Replacing the elevated section was included in the EA that received a FONSI (Finding of No Significant Impact). The contractor is tasked with preparing plans for demolition and materials disposal in accordance with all State and Federal laws. For steel members, the remaining fatigue life is -45 to -50 years.
...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? ... 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. ...	16. The contractor will follow DOTD's standard plans for Erosion Control and will address all stormwater within the project limits. 30. The drilled shaft method of pile installation will be used at the ends of the City Park Lake Bridge. This method decreases construction noise and vibration at these locations which are close to residential areas.
...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. ... 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. ...	8. Comment Noted. 10. Comment Noted.

City-Parish-Parish Concur:

Date: 6-12-23

Title: Transportation and Drainage Director

BREC Concur:

Corey K. Wil
Corey Wilson (Jun 19, 2023 12:48 CDT)

Date: Jun 19, 2023

Section 4(f) of the Department of Transportation (DOT) Act of 1966 (23 USC 138 and 49 USC 303)

De Minimis Section 4(f)

23 CFR 774.7(b)

for

State Project No. H.004100
Federal Aid Project No. H004100
I-10: LA 415 to Essen Lane on I-10 and I-12
Route I-10
East and West Baton Rouge Parishes

April 2022

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

U.S. Department of Transportation
Federal Highway Administration

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ATTACHMENTS

Attachment

1	BREC Concurrence

1.0 INTRODUCTION

The Federal Highway Administration (FHWA) approved an Environmental Assessment (EA) and issued a Finding of No Significant Impact (FONSI)[1] on February 12, 2021, for capacity improvements to I-10 in East and West Baton Rouge Parishes. The project extends along I-10 from LA 415 in West Baton Parish to Essen Lane on I10 and I-12 in East Baton Rouge Parish (State Project Number H.004100).

After the FONSI was issued, LADOTD decided to use the Construction Management at Risk (CMAR) process for project development. Once the preliminary design of CMAR Segment 1 (west of Washington Street to Acadian Thruway) commenced, it became apparent that a drainage servitude from McCalop Street was needed. This drainage servitude will require acquisition of a linear servitude, approximately 25 ft wide and 330 ft long, from McCalop Street to City-Brooks Community Park.

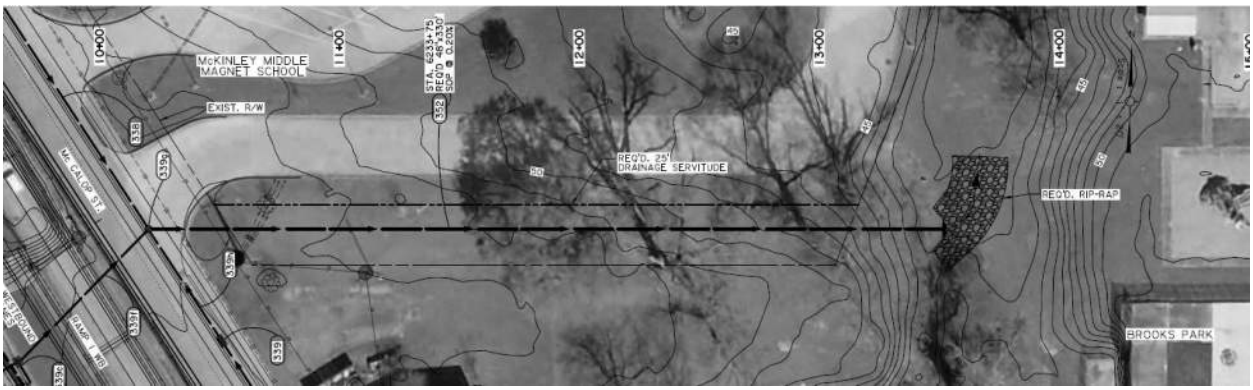


Figure 1. Linear Drainage Servitude

The servitude runs along the south side of McKinley Middle Magnet School and ends at the swell between the school and City-Brooks Community Park facilities. The swell is on park property. Riprap is required at the terminus of the servitude for the outfall. City-Brooks Community Park is a public park located at 1515 Dalrymple Street, Baton Rouge.

Section 4(f) of the Department of Transportation (DOT) Act of 1966 (23 USC 138 and 49 USC 303) and its implementation regulations (23 CFR 774) restrict use of significant publicly owned parks, recreation areas, wildlife and waterfowl refuges, and historic properties for transportation projects unless there is no feasible and prudent avoidance alternative and all possible planning to minimize harm has occurred. Uses are categorized as either permanent incorporation, temporary occupancy, or constructive use and can be approved by preparing a de minimis determination, a programmatic Section 4(f) evaluation, or preparing an individual Section 4(f) evaluation.

This document represents justification for determining that the impact to City-Brooks Community Park qualifies as de minimis under 23 CFR 774.7(b). A de minimis impact to a public park is one that, after accounting for measures to minimize harm, results in a determination that the project would not adversely affect the activities, features, or attributes qualifying the park for protection under Section 4(f).

[1] EA and FONSI are available on the Project's website, i10br.com, and on DOTD's website.

2.0 PROPERTY DESCRIPTION AND USE

Brooks[2] and City Park combine to form a large 158 ac park referred to as City-Brooks Community Park. This community park is located in Baton Rouge. As one of the Recreation and Park Commission of East Baton Rouge (BREC's[3]) community parks, it offers a higher level of recreational opportunities. The park offers the following amenities: ball fields, basketball courts, croquet, dog park, golf course, trails, playgrounds, recreational center, soccer field, splash pad, pool, and tennis courts.

Figure 2. Location of City-Brooks Community Park

The portion of the park effected by the servitude is essentially bounded by McKinley Middle Magnet school, a residential area, Pear Street, and Eddie Robinson Sr. Drive (some maps show this as Fannie Street). It includes a swimming pool, playground areas and parking lot. The below image shows the parcel outline as it appears in Tax Assessor's records.

Figure 3. Affected Parcel

[2] The portion of the park that is effected by the drainage servitude is often labeled Brooks on older maps.
[3] The Recreation and Park Commission for the Parish of East Baton Rouge was created by a State Legislative Act in 1946 as a separate and distinct body whose purpose is to develop, maintain and operate public park and recreational properties and facilities for all the people in East Baton Rouge Parish. BREC is a political subdivision of the State of Louisiana and does not operate under the City-Parish Government.

3.0 DE MINIMIS IMPACT

As proposed, the project will acquire a drainage servitude on property owned by BREC in the City-Brooks Community Park. Approximately 2,750 sqft of drainage servitude (50 by 55 ft) will be acquired. All efforts were made to minimize the amount of servitude required; however, the drainage needs for the project area require the outfall affecting this small portion of park property. The affected portion of the park is on the boundary of the park and a drainage swell, a green space that drains towards Eddie Robinson Sr. Drive (shown as Fannie Street on some maps). The space affected by the servitude does not support any playground equipment, courts, or other recreational activities.

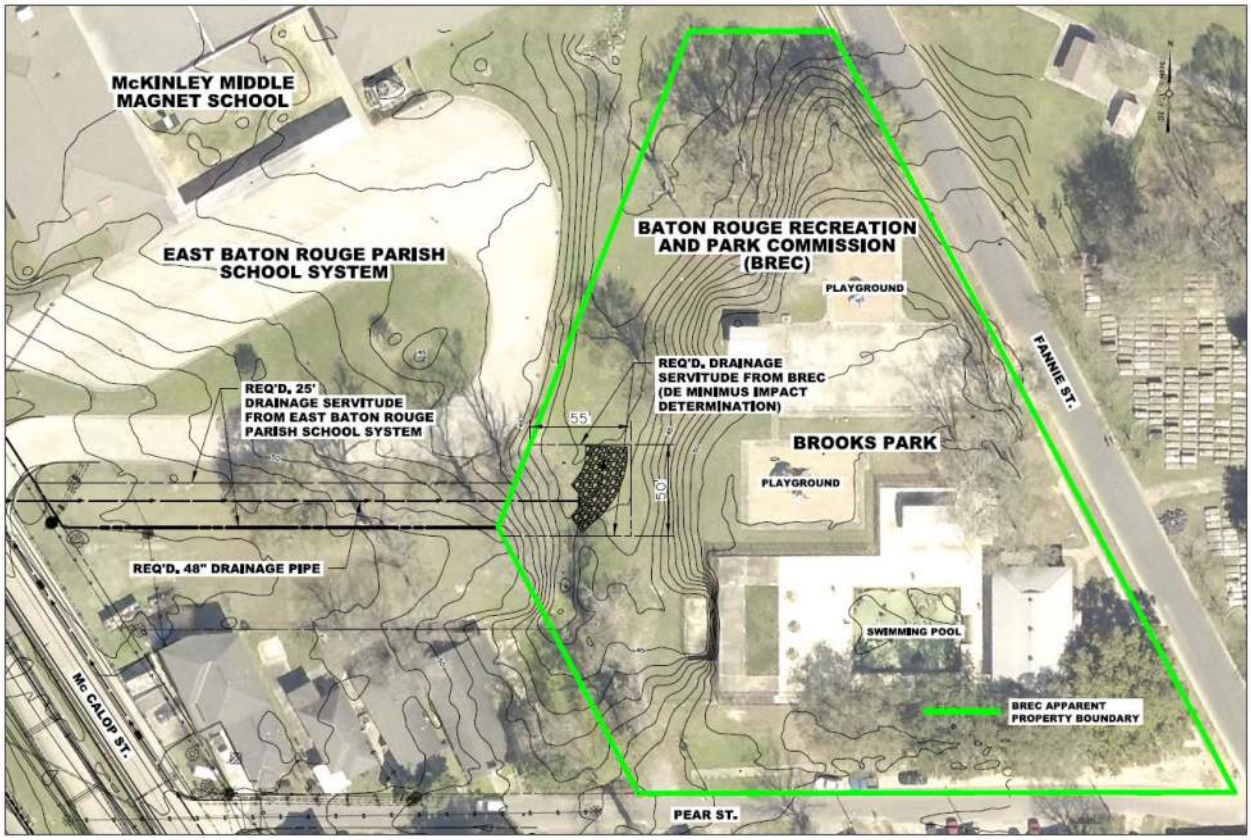


Figure 4. Servitude at the Park

The percentage of park property for which the servitude affects is 0.04%. Acquiring the drainage servitude from the park does not affect the functions, features, or attributes of the park that qualify for protection under Section 4(f).

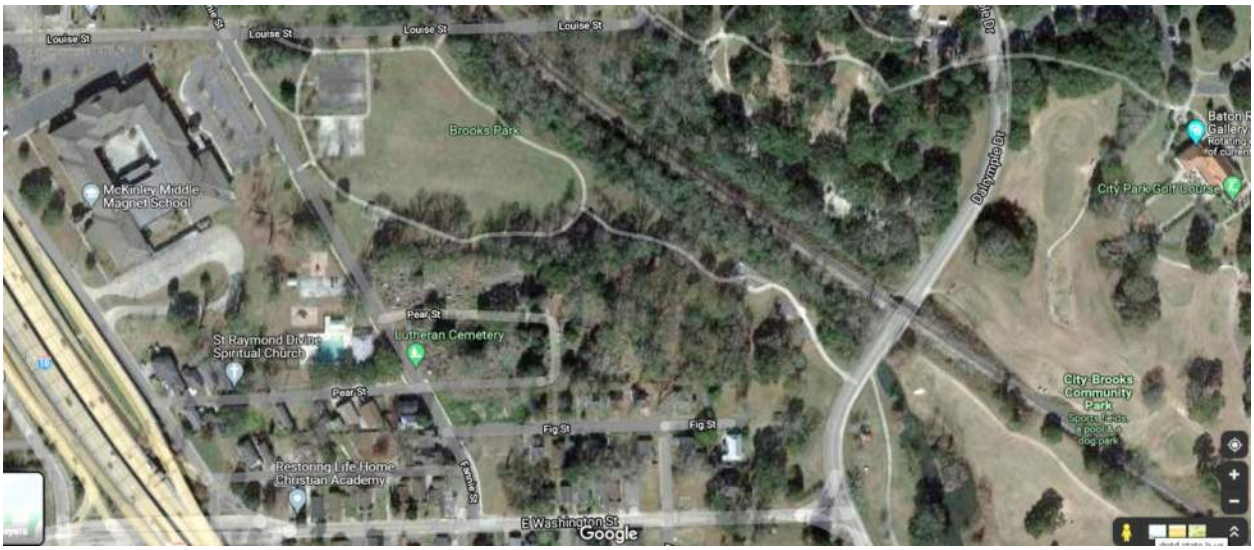


Figure 5. Aerial View of Area

The above image is from Google Maps and shows the location of the servitude in relationship to some of the features of City-Brooks Community Park in particular the Brooks Park area and City Park Golf Course.

As mitigation, DOTD committed to restoration of the area once the outfall is installed. The restoration work in the park is mitigation and is exempt from Section 4(f) per 23 CFR 774.13(g)(1)(2).

4.0 PUBLIC INPUT AND AGENCY COORDINATION

Coordination with BREC has been ongoing throughout the planning and development of the I-10 project. Regarding the outfall, DOTD's consultant, Sigma Consulting Group, met with BREC staff, Mr. Reed Richard and others, on December 22, 2021, to discuss the outfall and servitude. Also, the public was notified of the de minimis Section 4f through a public meeting held on February 16, 2022. No comments regarding the de minimis finding were received from the public.

BREC concurred with the de minimis determination and mitigation which includes restoration of disturbed area. See Attachment 1.

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Environmental Section
PO Box 94245 | Baton Rouge, LA 70804-9245
ph: 225-242-4502 | fx: 225-242-4500

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

March 10, 2022

State Project No. H.004100.2
Federal Aid Project No. H004100
I-10: LA 415 to Essen Lane on I-10 AND I-12
Route I-10
East and West Baton Rouge Parishes

Mr. Corey Wilson
BREC Superintendent
Via email (CWilson@brec.org)

SUBJECT: Section 4(f) De Minimis Determination regarding City-Brooks Community Park

The Federal Highway Administration (FHWA) in conjunction with the Louisiana Department of Transportation and Development (LADOTD) prepared an Environmental Assessment (EA) and issued a Finding of No Significant Impact (FONSI) on February 12, 2021, for the captioned project. After the conclusion of the EA and issuance of the FONSI, LADOTD decided to apply the Construction Management at Risk (CMAR) process for project development. Once the preliminary design of CMAR Segment 1 (west of Washington Street to Acadian Thruway) commenced, it became apparent that a 25 ft wide, 330 ft long drainage servitude from McCalop Street was needed.

The drainage servitude will accommodate a drainage outfall located on City right of way, school property, and BREC/EBR property. The required drainage servitude which will run along the southern boundary of the school's property does not affect the school's buildings, facilities, or operations. The outfall terminates at a drainage swell that exists between the school and City-Brooks Community Park, a BREC/EBR facility. The terminus of the outfall is on BREC/EBR's property; therefore, the outfall requires a drainage servitude. The square footage of the servitude is approximately 2,750 sq ft. See attached exhibit.

The drainage servitude which includes a buried outfall with riprap on park property requires a Section 4f evaluation. DOTD feels the drainage servitude on BREC/EBR property qualifies for a de minimis Section 4f finding. The required servitude at the westernmost edge of the park is approximately 50 feet by 55 feet and located in a grassy drainage swell that runs between the school and the park. This area is a natural drainage area within the boundaries of the park and not an area with a designated recreational use. The nearest designated areas are the parking lot, playgrounds, and swimming pool all accessed from Eddie Robinson Sr. Drive also known as Fannie Street. City-Brooks Community park is approximately 158 acres and this 2,750 sqft

servitude is 0.04% of total acreage of the park. The drainage servitude will not adversely affect any activities, features, and attributes that qualify the park for protection under Section 4f.

DOTD's consultant, Sigma Consulting Group, met with BREC staff, Mr. Reed Richard and others, on December 22, 2021, to discuss the outfall and servitude. Also, the public was notified of the de minimis Section 4f through a public meeting held on February 16, 2022. No comments regarding the de minimis finding were received from the public.

LADOTD will restore the area disturbed during construction of the outfall. LADOTD has determined that the restoration is excepted from 4(f) pursuant to 23 CFR 774.13(g). Section (g)(1) of the regulation states that transportation enhancement activities, transportation alternative projects, and mitigation activities are exempt from Section 4(f) when the use of the Section 4(f) property is solely for the purpose of preserving or enhancing an activity, feature, or attribute that qualifies the project for Section 4(f) protection. The official with jurisdiction over the Section 4(f) resource must agree in writing to the determination pursuant to Section (g)(2) of the regulation. Hence, LADOTD is herein requesting written concurrence from BREC, as the official with jurisdiction, pursuant to Section (g)(2) regarding the exception.

Should you, as official with jurisdiction, agree with the determination that the drainage servitude of approximately 2,750 square feet is de minimis and agree that restoration is solely for the purpose of preserving or enhancing an activity, feature, or attribute of the park, please respond by signing and returning this letter by date to the below email address. A copy of this letter with your signature will be added to the de miminis determination sent to FHWA for approval. If you have any questions or need additional information, please contact me at noel.ardoin@la.gov or via phone at 225-242-4501 or contact Mr. Nicholas Olivier, the Project Manager, at nicholas.olivier@la.gov or by phone at (225) 379-1133.

Sincerely,

N Ardoin

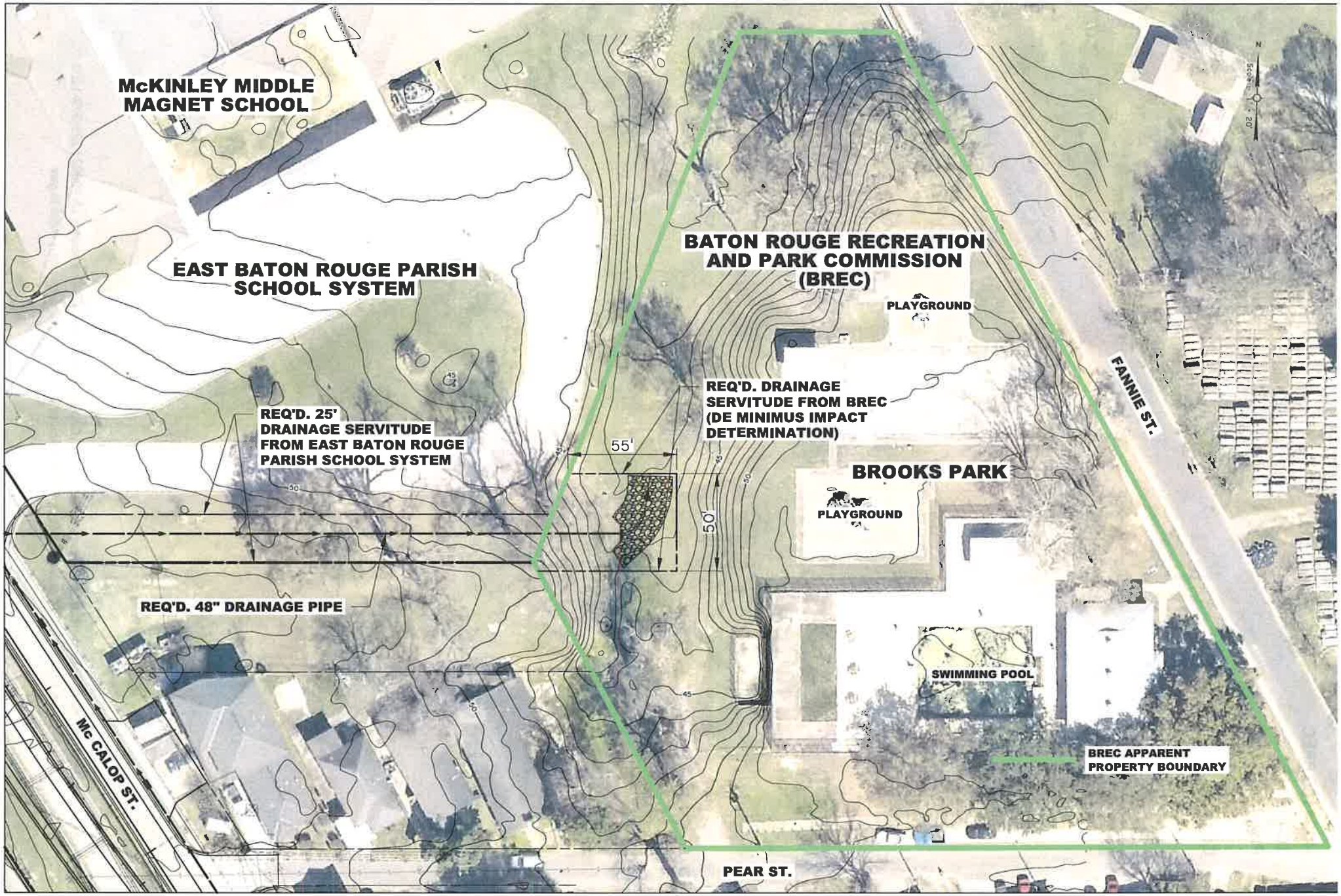
Noel Ardoin
Environmental Engineer Administrator

na
Attachment: Exhibit

pc: FHWA, Lynn Heisler (via email at Lynn.Heisler@dot.gov w/attachment)
Nicholas Olivier (via email at Nicholas.Oliver@la.gov)
Reed Richard (via email to RRichard@BREC.org w/attachment)

Concur: _____ Date: 3/17/22

BREC Superintendent


McKINLEY MIDDLE MAGNET SCHOOL
EAST BATON ROUGE PARISH SCHOOL SYSTEM
BATON ROUGE RECREATION AND PARK COMMISSION (BREC)
PLAYGROUND
REQ'D. DRAINAGE SERVITUDE FROM BREC (DE MINIMUS IMPACT DETERMINATION)
FANNIE ST.
REQ'D. 25' DRAINAGE SERVITUDE FROM EAST BATON ROUGE PARISH SCHOOL SYSTEM
55'
50'
BROOKS PARK
PLAYGROUND
REQ'D. 48" DRAINAGE PIPE
SWIMMING POOL
BREC APPARENT PROPERTY BOUNDARY
Mc CALOP ST.
PEAR ST.

RECREATION AND PARK COMMISSION
FOR THE PARISH OF EAST BATON ROUGE

March 16, 2022

ATTN: Noel Ardoin, Environmental Engineer Administrator
Louisiana Department of Transportation & Development (DOTD)
1201 Capitol Access Road
Baton Rouge, LA 70802

RE: Brooks Park Proposed Drainage Servitude
DOTD Project: 1-10 (LA 415 to Essen Lane on 1-10 and 1-12)
East Baton Rouge and West Baton Rouge Parishes

Dear Ms. Ardoin:

This letter is in reference to DOTD's discussions with BREC regarding the need for a drainage servitude on the southwest side of Brooks Park for a drainage outfall. As per DOTD's attached layout, this drainage outfall measures approximately 55' by 50' and is located within an existing outfall area of the park. The location of this requested drainage servitude does not interfere with the park amenities.

BREC has no objection to DOTD's request to acquire this drainage servitude within Brooks Park for the facilitation of drainage.

Sincerely,

Corey K. Wilson
Superintendent

6201 Florida Boulevard, Baton Rouge, Louisiana 70806
225.272.9200 | 225.273.6404 | brec.org

APPENDIX E

PUBLIC MEETINGS FOR PROPOSED MODIFICATIONS

Community Open House #1 and Online Polling Summary

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

Meeting Date: Open House *8/19/2021 6:00 PM to 7:30 PM*

Online Map-Based Polling: 1 month during October 2021 to November 2021

Location: *Dr. Leo S. Butler Community Center*

PURPOSE

The purpose of the Open House was to provide information about the City Park Lake Bridge Concepts, the proposed greenway and two BREC park projects to residents and property owners of Old South Baton Rouge, and to the public generally and gain feedback. The purpose of the Online Map-Based Polling was to gain feedback from the public on type and location of amenities in the proposed Greenway.

OPEN HOUSE

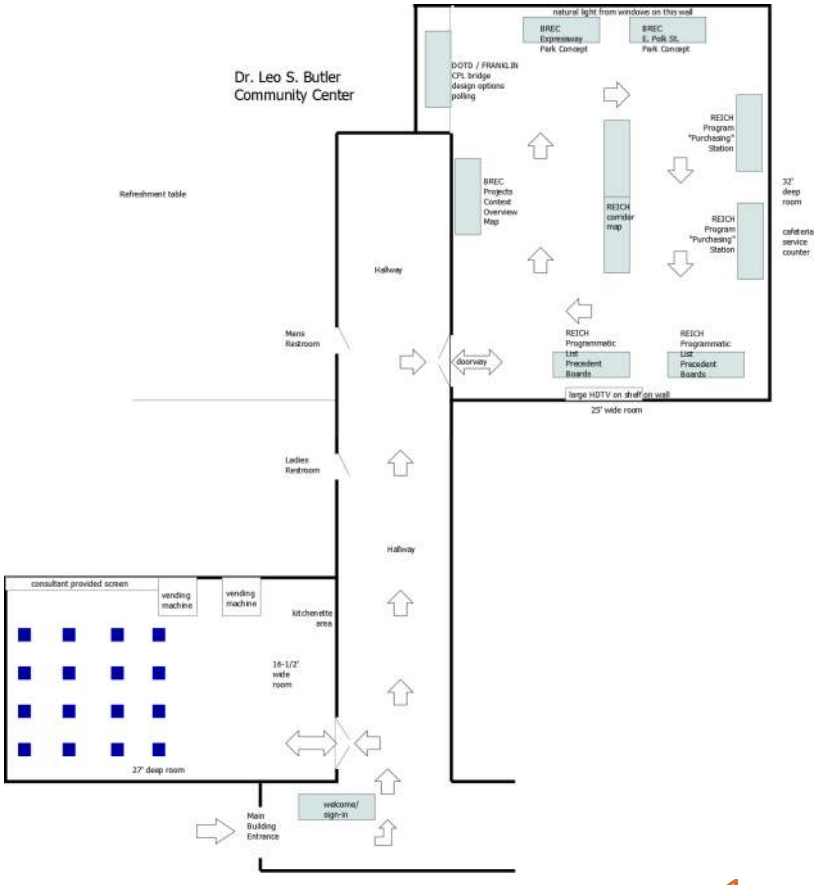
ATTENDANCE

33	Public Guests
18	I-10 Project Team & DOTD
7	BREC Team
1	Elected Officials
1	City-Parish official

Additionally, several members of the public attended but declined to sign-in. This number is estimated to be twelve persons. (See Exhibit A for Open House attendance list.)

MEETING VENUE

The Dr. Leo S. Butler Community Center located at 950 E. Washington Street in Baton Rouge also serves as offices for Metro Council District 10. The facility is within the community of Old South Baton Rouge and located one block from the I-10 project corridor which was the topic of the meeting. The community center's cafeteria served as the primary exhibit room and a lounge room accessible from a hallway enroute



to the cafeteria provided served as the video screening room. A welcome and sign-in table was positioned inside the front entry door. The diagram (above) guided the layout for the event.

The event was conducted in tandem with BREC (Baton Rouge Recreation and Parks Commission) who provided staff and exhibits describing their work on Expressway Park and E. Polk Street Park which form activity nodes at each end of the proposed greenway.

COVID PRECAUTIONS

To safeguard against transmission of the COVID-19 virus several precautions were taken:

1. All attendees were asked to wear a face mask while inside the building. No failure to comply with this request was noticed.
2. Touch-free sign in was offered via posters featuring a QR code displayed at the entry
3. Writing pens were deposited into "used" containers after use. Surplus pens were provided so that individuals received a fresh pen.
4. Previewing of the project video was offered via posters featuring a QR code and short URL. This eliminated the necessity to enter the video screening room to watch the video.
5. Groups were encouraged to maintain a six-foot spacing from other groups outside of their family unit. Signage to this effect was displayed.
6. Laptops were wiped with sterile cloths between uses.

EVENT PROMOTION

Event promotion was primarily via press release with ensuing media coverage and by email marketing campaigns. Secondary promotion occurred via social media and website posts, and word-of-mouth.

August 12 – A press release was distributed to local media outlets.

August 13 – Email campaign #1 was distributed to 872 recipients in the project database.
August 13 – Media coverage occurred on WBRZ TV
August 13 – posts to social media accounts
August 18 – email campaign #2 distributed. Day-before reminder to registrants.
August 18 – Print media coverage in The Advocate and the Baton Rouge Business Report online.

Press Release

NEWS

Community Open House Offers Input Opportunity on Greenway and Bridge

Baton Rouge — The Louisiana Department of Transportation and Development (DOTD) and the Baton Rouge Recreation and Park Commission (BREC) invite the public to an open house to offer input on potential amenities in the Old South Baton Rouge community. DOTD and BREC will offer community connection options for feedback related to a greenway corridor and park improvements alongside and beneath I-10 through the Old South Baton Rouge community. Also offered will be preference polling of designs for a new I-10 bridge over City Park Lake.

DOTD will present design options for greenway amenities in the I-10 corridor between Myrtle Avenue and Dalrymple Drive, while BREC will present information about pending master planning efforts for Expressway Park and E. Polk Street Park. Together, the greenway and park improvements will offer the public a bicycle and pedestrian connection linking the Downtown Greenway with the University Lakes.

An online poll is active, offering the public an opportunity to view and rank their preference among four different bridge designs and three different monument tower designs for a new I-10 bridge spanning City Park Lake. It may be accessed from the project website i10br.com, and then click the green ribbon entitled "I-10 City Park Lake Signature Bridge Poll." Digital devices or hard copy surveys will be available to open house attendees to participate in the bridge design poll.

Comments and questions may be submitted during the community open house, or sent via mail to Franklin Associates, I-10 Improvements Project, 250 S. Foster Dr., Baton Rouge, LA 70806, or via email to info@i10br.com.

The open house event allows area residents to drop in at any time between 6 p.m. and 7:30 p.m. Event details are listed below. This in-person event will follow the State of Louisiana guidelines regarding COVID precautions in place at that time. Wearing of face masks will be required of all persons, regardless of vaccination status.

Thursday, August 19
6 p.m. to 7:30 p.m.
Dr. Leo S. Butler Community Center
950 E. Washington St.
Baton Rouge, LA 70802

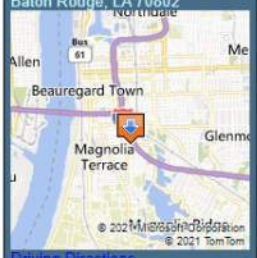
###

Event Invitation Email

I-10 BR Project Community Open House

When
Thursday, August 19, 2021 from 6:00 PM to 7:30 PM CDT
Add to Calendar

Where
Dr. Leo S. Butler Community Center
950 E. Washington Street
Baton Rouge, LA 70802



Driving Directions

The Louisiana Department of Transportation and Development (DOTD) and the Recreation and Park Commission for the Parish of East Baton Rouge (BREC) invite you to an open house event to offer input on potential amenities in the Old South Baton Rouge community. DOTD and BREC will offer community connection options for feedback related to a greenway corridor and park improvements alongside and beneath I-10 through Old South Baton Rouge. Also offered will be preference polling of designs for a new I-10 bridge over City Park Lake.

Thursday, August 19
6 p.m. to 7:30 p.m.
Dr. Leo S. Butler Community Center
950 E. Washington St.
Baton Rouge, LA 70802

DOTD will present design options for greenway amenities in the I-10 corridor between Myrtle Avenue and Dalrymple Drive, while BREC will present information about pending master planning efforts for Expressway Park and E. Polk Street Park. Together, the greenway and park improvements will offer the public a bicycle and pedestrian connection linking the Downtown Greenway with the University Lakes.

The open house event allows area residents to drop in at any time between 6 p.m. and 7:30 p.m. This in-person event will follow the State of Louisiana and City-Parish guidelines regarding COVID precautions in place at that time. Wearing of face masks will be required of all persons, regardless of vaccination status.

Click below to RSVP for this free event. Registration provides three benefits:

1. Guests can be notified of any abrupt changes to the event due to local COVID policy.
2. Meeting organizers receive an estimated headcount to plan accordingly.
3. Guests will be provided a link to view a project summary video beforehand, saving you time during the open house.

Register Now!

Comments and questions may be submitted during the community open house, or sent via mail to Franklin Associates, I-10 Improvements Project, 250 S. Foster Dr., Baton Rouge, LA 70806, or via email to info@i10br.com. Thank you for your interest in these DOTD and BREC projects in your community.

Sincerely,

James Taylor
Franklin Associates
info@i10br.com
225-768-9060

Seventy-nine (79) persons preregistered for this non-ticketed, free event through the email marketing platform.

EVENT EXHIBITS

The DOTD / COREX10 portion of the event consisted of four exhibit areas, three including public feedback mechanisms. First, guests were invited to view an eight-minute video which provided an overview of the I-10 Improvements project, defined the key terms of Context Sensitive Solutions (CSS) and Community Connections (CC), and informed viewers of the exhibits and engagement opportunities available in the larger room down the hall.

As guests entered the larger room, the second exhibit station encountered was the City Park Lake bridge and monument towers design poll. All design graphics were enlarged and displayed on exhibit boards. The design preference poll was made available as a hard copy 2-sided sheet, and laptop computers were also provided for those wishing to participate in the poll online. A QR code for the online survey was also offered allowing people to participate in the poll using their cell phone.

At the center of the room a twelve foot long “roll plan” of the project corridor was displayed. Attendees were encouraged to affix stickers representing recreational amenities to the corridor map, providing guidance on design and functionality.

Against two walls of the room were identical sets of recreational program exhibit boards. Upon entering the room, guests were provided five (5) sticky dots which they affixed to the five recreational amenities they found most desirable for the corridor. Then, they obtain the corresponding icon sticker for each of their choices and placed them on the “roll plan” map on the center table.

Guests discuss corridor features with staff.

Guests select preferred amenities

Bridge design poll station

RESULTS OF FEEDBACK

Online Bridge Poll Participation Census

Upon entry to the venue, guests and staff were asked if they had participated in the online preference poll of design options for the I-10 bridge over City Park Lake.

32 “yes”
20 “no”
8 no response (left blank)

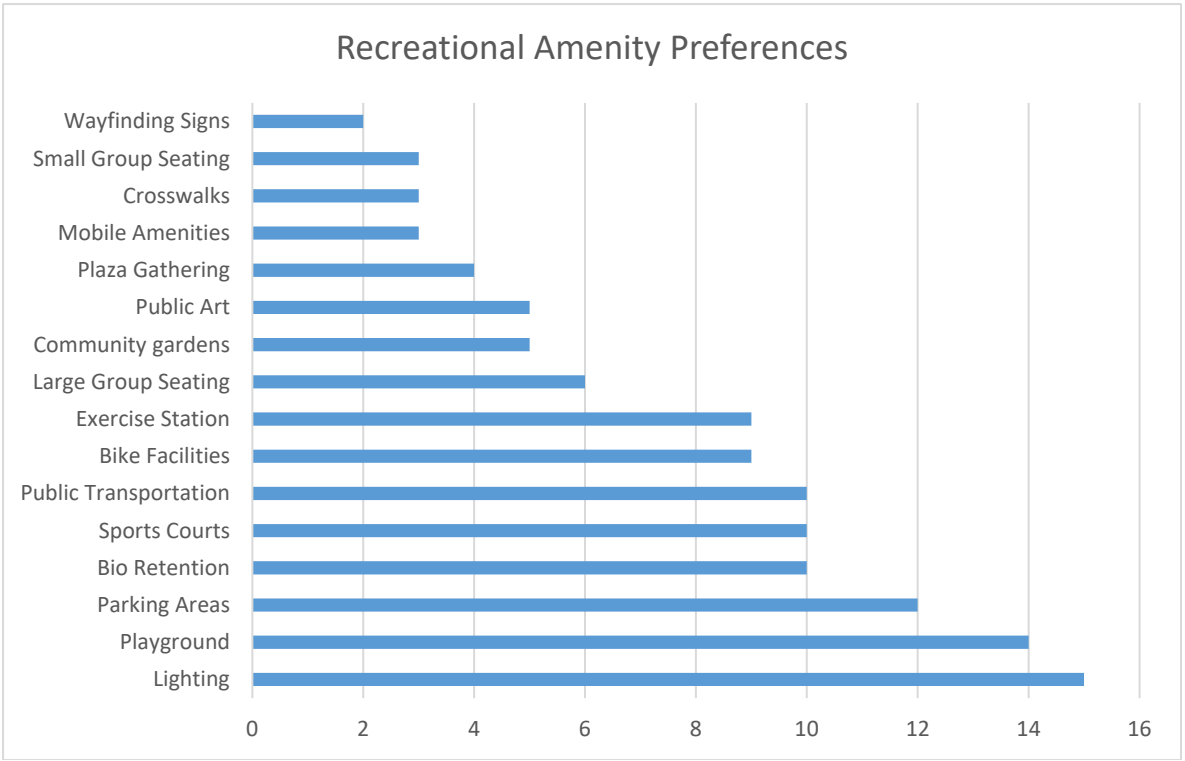
Bridge Poll Station

Nine (9) guests participated in the bridge design ranking poll at the exhibit station. Seven completed paper ballots and two used a laptop computer. All paper ballots were hand entered into the online poll by project staff on Friday, August 20th. Of the seven paper ballots:

- A slight majority preferred Bridge Option C, with Option A being a close second.
- An overwhelming majority preferred Monument Tower Option A
- Three indicated they were regular interstate commuters
- Three indicated they live nearby
- One indicated they exercise regularly around the lakes

Greenway Program Elements

Two sets of exhibit boards depicted possible recreational amenities for the proposed greenway or the BREC parks. Guests were provided five sticker dots upon entry and used these to select their top five amenity choices.



The above bar chart ranks amenities by the number of affirmative votes they received during the open house event. Longer bars indicate more votes and are desired by more persons.

The greenway corridor map received amenity icon stickers at various locations. Most recreational amenities are concentrated within the existing BREC parks where sufficient room exists. Stickers indicating lighting were positioned at cross streets beneath the elevated I-10 interstate, indicating a request for nighttime safety and security enhancements. Others requested wayfinding at Julia Street, bio-retention at Terrace, a cross walk at Louise Street and Braddock, bicycle facilities at various locations along the corridor, and bus stops on E. Washington Street. Several recreation amenities were suggested by the public at locations along the shore of City Park Lake. These recommendations will be passed along to the University Lakes Project team.

At left is a reduced version of the corridor map. A full resolution version has been provided to the project team and is stored in the project files repository, filename "I10_CommunityOutreach_RollMapScan_090721.jpg".

Above are examples of amenity sticker icons for public feedback on the corridor map.

ONLINE MAP-BASED POLL

A map-based online poll was deployed using the Maptionnaire platform to allow for public input on the choice and placement of amenities along the I-10 greenway corridor through Baton Rouge. This online poll complimented the in-person mapping opportunity described above. The online poll received 1,780 responses from 125 unique participants and was active for approximately one month during October and November 2021.

The greenway corridor base map and amenity choices (with descriptions) was created by Reich Landscape Architecture and deployed as a web survey by Franklin Associates. The online poll was promoted by email to the I-10 project's database of several thousand persons and by press releases to the local news media which resulted in additional promotion on TV and in hard copy and digital publications.

To encourage the greatest participation, no data was collected about participants such as age, location of residence, or race. Such information may be helpful in interpreting results of future polls. Poll participation required no login or provision of email address. Results can be aggregated by participant, but they are anonymous. Each participant provided their input blind to the input of all other participants.

Placement of some icon categories are clustered in certain areas, but other icon types seem to be scattered randomly throughout the corridor. Future deployments should seek ways to constrain placement of icons based on more realistic parameters. A truly zoomable base map instead of a static image would help.

WRITTEN COMMENTS

1. Just build the road don't waste money on amenities that won't be used!
2. need police call boxes and cameras all along this route. [positioned within Braddock St. corridor]

3. I think the potential problem with this overall project is traffic noise. Drive under one of these overpasses, find a safe place to stop, open the car window or sunroof, and listen. The noise from vehicles crossing the overpass above is not pleasant. [point located within BREC's Expressway Park, but generally applies to entire corridor]
4. Very cool webpage but this isn't very helpful. not a lot of space available to program. [critique of the greenway graphic provided. Use KML overlays next time.]
5. Roundabouts - at least as implemented at Government Street and Lobdell - are exceedingly difficult to navigate on a bicycle. There needs to be a clear path across/through the intersection. Current signage at bike trail intersections is woefully inadequate, and connections between segments is dramatically lacking. [Dalrymple Dr. exit]
6. Roundabouts - at least as implemented at Government Street and Lobdell - are exceedingly difficult to navigate on a bicycle. There needs to be a clear path across/through the intersection. Current signage at bike trail intersections is woefully inadequate, and connections between segments is dramatically lacking. [E. Washington, west of I-10]
7. Roundabouts - at least as implemented at Government Street and Lobdell - are exceedingly difficult to navigate on a bicycle. There needs to be a clear path across/through the intersection. Current signage at bike trail intersections is woefully inadequate, and connections between segments is dramatically lacking. [E. Washington, east of I-10]
8. Roundabouts - at least as implemented at Government Street and Lobdell - are exceedingly difficult to navigate on a bicycle. There needs to be a clear path across/through the intersection. Current signage at bike trail intersections is woefully inadequate, and connections between segments is dramatically lacking. [E. Washington, west of I-10]
9. Please eliminate as much parking as possible. If this area is meant to be safe for people walking, jogging, and biking, it can't be overrun with cars. [general to entire corridor]
10. add more sport courts and/or improve existing ones [BREC's E. Polk Street Park]
11. more features to playground/update it [BREC's E. Polk Street Park]
12. How will the plan keep kids from crossing between Louis St & Washington St - an existing issue? [point located beneath I-10 behind McKinley Middle School]
13. How will the plan prevent busses from crossing between the entrance ramp and Louise St - an existing issue? [point located at foot of I-10 ramp – McCalop at Louise Street.]
14. Basketball Court here [BREC's E. Polk Street Park]
15. 4-way stop needed because of traffic and accidents [Louise St. at Braddock St.]
16. Recreational areas need improved parking and adequate seating [positioned within BREC's Expressway Park]

POLLS BY ICON CATEGORY

The analysis mode of the polling software allowed each icon or amenity type to be turned on or off, so that maps could be viewed with each possible amenity type viewed in isolation. This allowed observation of patterns in placement of icons such as clustering in parks or at certain intersections. Below is a count of the placement of each amenity type and a generalization of the positions of icons. Maps of each amenity theme are provided on subsequent pages.

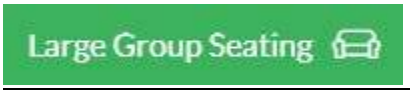
97 placements concentrated within the BREC parks, along the lakeshore, within the corridor near E. Washington St., and more distributed north from Washington to Myrtle

46 placements generally distributed throughout corridor, with some concentration within BREC parks

43 placements concentrated within BREC parks, but occasionally positioned beneath the elevated interstate or on private properties

120 placements with concentrations at each surface street crossing the greenway corridor, also around roundabouts and across Dalrymple Drive to lakefront

94 placements with concentrations in Expressway, E. Polk and Brooks parks, but also generally distributed along greenway between Julia and E. Washington streets



60 placements grouped within Expressway Park, Polk Street Park, and a few beneath the interstate between Louise and E. Washington Streets.

626 placements uniformly distributed throughout the length of the greenway and including the BREC parks

26 placements with concentrations in Expressway Park, E. Polk Street Park, Brooks Park, along Dalrymple and the lakefront, and beneath the elevated interstate near McKinley Middle School

76 placements with concentrations in BREC parks, along the lakeshore at Dalrymple Dr., and beneath the elevated interstate primarily between Terrace Ave. and E. Washington Street

64 placements with most concentrated in Expressway and E. Polk Street parks, but several also along greenway

32 placements with clusters within BREC parks – Expressway, E. Polk and Brooks – and a concentration along the greenway between Louise and E. Washington Streets

150 placements concentrated in parks, but also within the corridor but positioned close to cross streets. Also, lake front along Dalrymple.

78 placements with most aggregated at major cross streets including Terrace, Louise, E. Washington and Dalrymple. Also clustered within Expressway Park.

103 placements with concentrations within Expressway and E. Polk Parks, and within greenway next to cross streets

37 placements with concentrations within BREC parks and beneath the elevated interstate from E. Washington north to Myrtle Streets

182 placements distributed throughout the corridor, but concentrated at street crossings, within parks, and immediately adjacent to the greenway path

While the above provides a quick summary of each amenity, the maps on the following pages display the distribution of each amenity type along the greenway corridor.

Bicycle Facilities (97)

Bioretention Areas (46)

Community Garden (43)

Crosswalks (120)

Exercise Stations (94)

Large Group Seating Area (60)

Lighting (626)

Mobile Amenities (26)

Parking Areas (76)

Playground (64)

Plaza / Gathering Area (32)

Public Art (150)

Public Transit Stop (78)

Small Group Seating Area (103)

Sports Courts (37)

Wayfinding (182)

EXHIBIT A

Open House Attendance List

ATTENDANCE LIST

Personal email addresses, where provided, have been omitted from this list for privacy reasons. They are contained in the master project database maintained for the project by Franklin Associates.

Public Guests

Name (alphabetically)	*Zip*
Coleman Brown	70806
Dan Cadwallader	70808
Nancy Cadwallader	70808
Jeffery Corbin	70808
Liz Douglas	70802
Jean Paul Duhon	70808
Larry Galloway	70810
Clarke Gernon	70808
Trey Godfrey	70801
Jerry Hall	70814
William Hart	70808
Rosezel Haynes	70802
Scott Kirkpatrick	70808
Bridgett Knighten	70802
Jeff Kuehny	70802
Jennie May Landry	70809
Linda Leung	70808
Jane Nell Luster	70808
Serena Mohammad	70810
Lucy Morrison	70802
Frank Neelis	70808
Brandon Parlage	70760
Patricia Poulter	70816
Shomari Pugh	70810
Rezwal Roberts	70802
Jeffry Sanford	70806
Mike Schexnagder	70806
Parry Matt Thomas	70808
Daniel Thornhill	70739
Mukul Verma	70806
Ed Wedge	70816
Tara Wicker	70801
Rhonda Williams	70802

DOTD Staff

Dr. Eric Kalivoda	
Rodney Mallett	70817
Peggy Jo Paine	
Algy Semien	70570
Dr. Shawn Wilson	70501

Elected Officials & Agency Staff

Carolyn Coleman, Metro Council District 10
Tom Stephens, EBR DOTD

Project Team

Jude Franklin	70808
Perry Franklin	70808
Sherri LeBas	
Justin Malone	
Grant Murphy	
Emily Poulter	
Bill Reich	70802
Isabel Roundtree	
Andrew Santee	
Bob Schmidt	70808
James Taylor	70817
Miles Williams	

BREC Staff

Ashley Braquet Gremillion
Peter Ciepluch
Angela Harms
Whitney Hoffman Sayal
Cheryl Michelet
Tony Palotta
Reed Richard

Community Open Houses
Round #2 Summary

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

Meeting Date: Open House Round 2 - one *2/8/2022 5:30 PM to 7:30 PM*

Location: *Crowne Plaza Hotel Ballroom, 4728 Constitution Ave. Baton Rouge*

Meeting Date: Open House Round 2 - two *2/17/2022 5:30 PM to 7:30 PM*

Location: *Dr. Leo S. Butler Community Center*

Online Polling of Noise Wall Options: 1 month from February 7 to March 11, 2022

PURPOSE

The two key purposes of this pair of Open House events were 1) to inform the public about the extension of Segment 1 eastward to include the Acadian Thruway interchange; and 2) to display material and design options for noise walls to line the interstate corridor, collecting public feedback through a preference poll.

DESCRIPTION OF EXHIBITS

The following description of exhibits applies to both February 2022 events except for the addition of a stormwater easement exhibit provided at the Dr. Butler Center.

SEGMENT 1 EXTENSION

This simple map graphic illustrates the original and newly extended limits of Segment 1 work within the I-10 corridor through Baton Rouge. The extension to include the Acadian Thruway interchange is an efficiency identified through the CMAR process and allows significant savings of construction time and money.

NOISE WALL EXHIBITS

The completed interstate improvement project will feature noise walls lining both sides of the highway. Due to right-of-way constraints, traditional ground mounted concrete walls are infeasible. Instead, lighter weight aluminum or acrylic panels are proposed which can be mounted directly to the elevated interstate and affixed to crash walls lining the at-grade portions. Seven (7) exhibit boards were featured, describing options for noise walls to line I-10 through the Segment 1 corridor. Two described materials and crash worthiness while the remaining five depicted specific options available for five geographic areas along Segment 1.

Physical material and scale model examples of the noise wall products were exhibited on a tabletop, allowing attendees to better understand the available options before participating in the preference poll.

An HDTV screen displayed a looped video of artist's visualization of I-10 driver's perspective of the noise wall options.

NOISE WALL POLLING

Attendees were invited to participate in the preference poll of noise wall options using one of three methods:

1) Online poll using laptop computers provided during the event,
2) Hard copy poll forms
3) Online poll on personal device using QR code or URL provided on hand-out card.

The poll is set to run for one month, ending Friday, March 11, 2022. Poll results will be tabulated in a separate document and results used to inform the decisions of project designers.

SEGMENT 1 TIMELINE

A graphic timeline was displayed exhibiting the anticipated four-year duration of construction activity for Segment 1. During this four-year period and for a duration of one year beginning the first quarter of 2024, I-10 travel lanes will be constricted to two lanes in each direction within Segment 1.

CONSTRUCTION SEQUENCING

Accompanying the timeline were three exhibits illustrating the location and timing of interstate travel lane closures and construction during the four-year period. The aerial-photo based exhibits featured arrows on the interstate indicating direction and flow of traffic including lane shifts during the construction period.

CONTEXT SENSITIVE SOLUTIONS

Two exhibit boards described progress and prior commitments to Context Sensitive Solutions at the local street level within the I-10 corridor through Baton Rouge. One board depicted public input completed in the fall of 2021 for the I-10 Greenway through Old South Baton Rouge linking downtown to the University Lakes. The second exhibit board was derived from the 2021 FONSI report and depicted proposed enhancements to the Perkins Road Overpass vicinity. These enhancements including improved parking, pedestrian and bicycle pathways, safety and decorative lighting, and local street connectivity improvements are commitments made during the environmental study stage of the project and will be further refined and designed with public input in the coming months. A second timeline was added to this Perkins Overpass exhibit board identifying the sequence of completed and future events for public engagement.

ROLL PLANS

Segment 1 of the I-10 widening project was plotted on a set of two 12-foot-long sheets with a greyscale aerial photo base. Lines on the drawing depicted future travel lanes for both the interstate and adjacent local roads, future noise walls, the future greenway, existing right-of-way, and required right-of-way for acquisition by DOTD. Local streets and landmarks were labeled to facilitate public orientation. The plans also differentiated between at-grade and elevated interstate (bridges) with the message that the current 50+ year old bridges are near end of life and will be entirely replaced during this project.

DRAINAGE SERVITUDE

A required additional drainage servitude is needed to route rainfall through underground pipes along the southern property boundary of McKinley Middle School and emptying into an existing drainage channel at the rear of BREC's Brooks Park. This is the swimming pool and playground portion of Brooks Park on the west side of Eddie Robinson Sr. Dr. Because it involves a public park at least partially acquired with Land and Water Conservation Funds, this represents a 6f property issue and in the opinion

of the project team is of de minimis impact to the park. This impact became known after the February 8th open house had completed and the exhibit was displayed only at the Dr. Butler Center on the 17th.

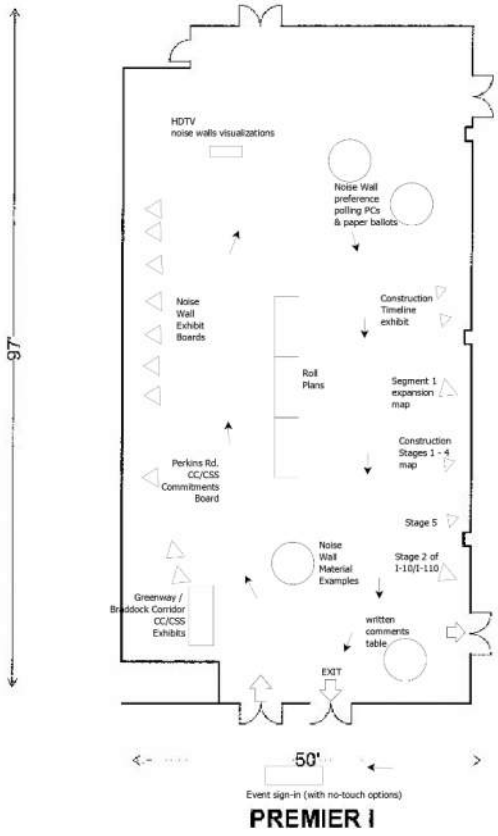
CROWNE PLAZA OPEN HOUSE EVENT 2/8/22

ATTENDANCE

73 Public Guests
18 I-10 Project Team & DOTD
10 Elected Officials or Agencies
4 Media

MEETING VENUE

The event was held in the "Premier 1" section of the Crowne Plaza ballroom facility providing approximately 4,750 square feet of space. Welcome and sign-in, including a touch-free option, occurred in the large hallway outside the Premier 1 entrance doors. Within the room exhibits were arranged in a clockwise fashion. Project staff and subject matter experts were positioned at each exhibit area to inform visitors of the information and of the public's options to provide feedback and comments. "Roll plans" of the full Segment 1 corridor were displayed on tables in the center of the room. Prior to the event, local COVID masking requirements had been relaxed so face masks were encouraged but not mandatory.



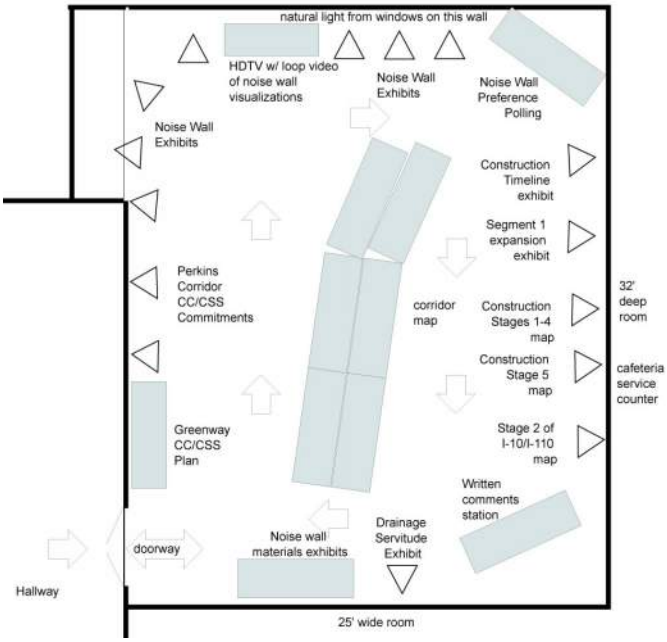
DR. LEO BUTLER COMMUNITY CENTER OPEN HOUSE EVENT 2/17/22

ATTENDANCE

27 Public Guests
18 I-10 Project Team & DOTD
7 Elected Officials or Agencies
2 Media

MEETING VENUE

The Dr. Leo S. Butler Community Center located at 950 E. Washington Street in Baton Rouge also serves as offices for Metro Council District 10. The facility is within the community of Old



South Baton Rouge and located one block from the I-10 project corridor which was the topic of the meeting. The community center's cafeteria served as the primary exhibit room and a lounge room accessible from a hallway enroute to the cafeteria provided served as the video screening room. A welcome and sign-in table was positioned inside the front entry door. The diagram (above) guided the layout for the event.

EVENT PROMOTION

Event promotion was primarily via press release with ensuing media coverage and by email marketing campaigns. Secondary promotion occurred via website posts and word-of-mouth.

January 26 – press release deployed by DOTD
January 28 – email campaign to project lists
February 4 – Print media coverage in The Advocate and on WAFB.com
February 7 – email campaign
February 8 – TV news coverage BR proud channel 44, WBRZ channel 2 and WAFB channel 9
February 15 – email campaign

Press Release

NEWS

Scope of I-10 Segment 1 is Expanding, Community Open House Events Project Update and Input Opportunities

Baton Rouge — The Louisiana Department of Transportation and Development (DOTD) has expanded Segment 1 of the I-10 Improvements Project in Baton Rouge to include the Acadian Thruway interchange. Expanding the work area eastward to include Acadian will result in significant time and cost savings for the project. This expansion is estimated to save $50 million for the project and shave off four years from the overall timeline. Once completed, there will be four lanes in each direction from the I-10/I-110 split to Acadian. Construction is scheduled to begin in 2023 with major lane restrictions beginning in 2024.

The expansion will include reducing I-10 to two travel lanes in each direction for an estimated total of one year during the planned four-year construction beginning in 2024. DOTD is working to mitigate the traffic issues resulting from the two-lane phasing by implementing traffic mitigation projects on surface streets, such as restriping and signal modifications and active signal management in the surrounding areas. DOTD will also be working with area industry, state agencies and other businesses to determine a plan that will alleviate high traffic volumes during peak hours such as flexible work schedules, rerouting traffic and expanding Motorist Assistance Patrol coverage.

All of these issues will be discussed during two I-10 open house events. Officials and project staff will be on hand to provide information and answer your questions about the project.

###

Noise barriers, a commitment included in the Finding of No Significant Impact (FONSI) for the project, will be installed along the corridor. Attendees at the open house events are encouraged to provide feedback on options of materials and design for the barriers. Physical examples of the proposed materials and renderings of design options will be on display, and both online and paper polling options will be available to attendees.

Comments and questions may be submitted during either open house event listed below, or sent by mail to Franklin Associates, I-10 Improvements Project, 250 S. Foster Dr., Baton Rouge, LA 70806, or via email to info@i10br.com.

The open house events allow area residents and interested parties to drop in at any time between 5:30 p.m. and 7:30 p.m. The same content will be provided at both events. These in-person events will follow the State of Louisiana guidelines regarding COVID precautions in place at the time of the event. At the time of this notification the wearing of face masks is required in all city-parish buildings, including the Dr. Butler Community Center.

Tuesday, February 8
5:30 p.m. to 7:30 p.m.
Crowne Plaza Hotel Ballroom
4728 Constitution Ave.
Baton Rouge, LA 70808
RSVP at
https://conta.cc/3AGT023

Thursday, February 17
5:30 p.m. to 7:30 p.m.
Dr. Leo S. Butler Community Center
950 E. Washington St.
Baton Rouge, LA 70802
RSVP at
https://conta.cc/32EkqJe

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.

###

Event Email Notice #1

sent 1/28/2022 to 1136 recipients 36.4% open rate

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

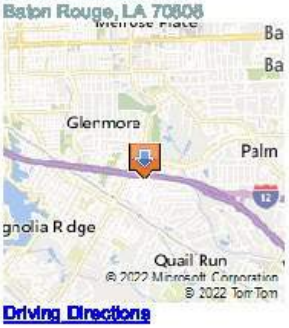
COREX10

INTERSTATE 10

I-10 BR Segment 1 Open House at the Crowne Plaza

When
Tuesday, February 8, 2022 from
5:30 PM to 7:30 PM CST
Add to Calendar

Where
Crowne Plaza hotel ballroom
4728 Constitution Ave
Baton Rouge, LA 70808



Driving Directions

The Louisiana Department of Transportation and Development (DOTD) announces two public open house events to provide an update on Segment 1 of the I-10 project through Baton Rouge. Project and agency staff will be on-hand to answer questions. Samples of noise wall materials and fabrication techniques will be on display. You will be able to offer your input on noise wall options for several locations along the corridor.

The first public event will be:

Tuesday, February 8, 2022
5:30 p.m. to 7:30 p.m.
Crowne Plaza Hotel Ballroom
4728 Constitution Ave.
Baton Rouge, LA 70808

Click below to RSVP for this free event and remain informed of project updates.

Register for Crowne Plaza Event

Can't attend on the 8th? A second public event featuring the same information is offered:

Thursday, February 17, 2022
5:30 p.m. to 7:30 p.m.
Dr. Leo S. Butler Center
950 E. Washington St.
Baton Rouge, LA 70802

Click below to RSVP for this free event and remain informed of project updates.

Register for Butler Center Event

The online poll will be live through the month of February 2022. A link will be published on the project website homepage, and accompanied by an email announcement. As samples of the noise wall products and materials will be on display at the above event, viewing them in person prior to participating in the poll may be beneficial, but is not mandatory. Hard copy versions of the preference poll will be available at the event and upon request for those desiring this accommodation.

Comments and questions may be submitted during the community open house, or sent via mail to Franklin Associates, I-10 Improvements Project, 250 S. Foster Dr., Baton Rouge, LA 70806, or via email to info@I10br.com. Thank you for your interest in this DOTD project in your community.

https://uiconstantcontact.com/mevmep/evpInvitationDetail?agent.uid=1136511020207&backKey=eventDetails 1/2

Event Email Notice #2

sent 2/7/2022 to 1114 recipients (non-responders, plus new subscribers)
32% open rate yielding 108 pre-registrants

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

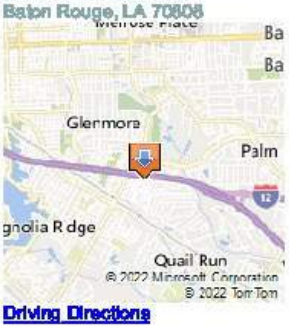
COREX10

INTERSTATE 10

I-10 BR Segment 1 Open House at the Crowne Plaza

When
Tuesday, February 8, 2022 from
5:30 PM to 7:30 PM CST
Add to Calendar

Where
Crowne Plaza hotel ballroom
4728 Constitution Ave
Baton Rouge, LA 70808



Driving Directions

The Louisiana Department of Transportation and Development (DOTD) announces two public open house events to provide an update on Segment 1 of the I-10 project through Baton Rouge. Project and agency staff will be on-hand to answer questions. Samples of noise wall materials and fabrication techniques will be on display. You will be able to offer your input on noise wall options for several locations along the corridor.

The first public event will be:

Tuesday, February 8, 2022
5:30 p.m. to 7:30 p.m.
Crowne Plaza Hotel Ballroom
4728 Constitution Ave.
Baton Rouge, LA 70808

Click below to RSVP for this free event and remain informed of project updates.

Register for Crowne Plaza Event

Can't attend on the 8th? A second public event featuring the same information is offered:

Thursday, February 17, 2022
5:30 p.m. to 7:30 p.m.
Dr. Leo S. Butler Center
950 E. Washington St.
Baton Rouge, LA 70802

Click below to RSVP for this free event and remain informed of project updates.

Register for Butler Center Event

The online poll will be live through the month of February 2022. A link will be published on the project website homepage, and accompanied by an email announcement. As samples of the noise wall products and materials will be on display at the above event, viewing them in person prior to participating in the poll may be beneficial, but is not mandatory. Hard copy versions of the preference poll will be available at the event and upon request for those desiring this accommodation.

Comments and questions may be submitted during the community open house, or sent via mail to Franklin Associates, I-10 Improvements Project, 250 S. Foster Dr., Baton Rouge, LA 70806, or via email to info@I10br.com. Thank you for your interest in this DOTD project in your community.

https://ui.constantcontact.com/mnv/mep/evp/nonrespondersmail/detail?agent_uid=1136548130489&backKey=eventDetails 1/2

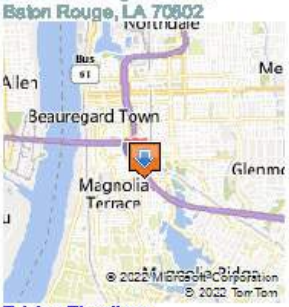
Event Email Notice #3

sent 2/15/2022 to 1003 recipients 32% open rate yielding 37 pre-registrants

I-10 BR Segment 1 Open House at the Butler Community Center

When
Thursday, February 17, 2022
from 5:30 PM to 7:30 PM CST
Add to Calendar

Where
Dr. Leo S. Butler Community Center
950 E Washington Street
Baton Rouge, LA 70802



Driving Directions

The Louisiana Department of Transportation and Development (DOTD) announces the second in a pair of public open house events to provide an update on Segment 1 of the I-10 project through Baton Rouge. Project and agency staff will be on-hand to answer questions. Samples of noise wall materials and fabrication techniques will be on display. You will be able to offer your input on noise wall options for several locations along the corridor.

The public event will be:

Thursday, February 17, 2022
5:30 p.m. to 7:30 p.m.
Dr. Leo S. Butler Community Center
950 E. Washington St.
Baton Rouge, LA 70806

Click below to RSVP for this free event and remain informed of project updates.

Register Now!

The online poll of noise wall options will be live through the month of February 2022. A link is published on the project website homepage, and the poll can be directly accessed here. As samples of the noise wall products and materials will be on display at the above event, viewing them in person prior to participating in the poll may be beneficial, but is not mandatory. Hard copy versions of the ranking poll will be available at the event and upon request for those desiring this accommodation.

Comments and questions may be submitted during the community open house, or sent via mail to Franklin Associates, I-10 Improvements Project, 250 S. Foster Dr., Baton Rouge, LA 70806, or via email to info@I10br.com. Thank you for your interest in this DOTD project in your community.

Sincerely,

James Taylor
Franklin Associates
info@I10br.com
225-768-9080

Franklin Associates, 250 S Foster Dr, Baton Rouge, LA 70806

SafeUnsubscribe™ {recipient's email}
Forward email | Customer Contact Data Notice
Sent by info@I10br.com powered by

https://ui.constantcontact.com/mavmap/evpInvitationDetail?agent.uid=1136511066917&backKey=eventDetails 1/2

EXHIBIT A

Open House Attendance Lists

ATTENDANCE LISTS

Personal email addresses, where provided, have been omitted from this list for privacy reasons. They are contained in the master project database maintained for the project by Franklin Associates.

CROWNE PLAZA - FEBRUARY 8 EVENT

Public Guests

Name	*Zip*	*Name*	*Zip*
Frederick Lee		Coleman Brown	70806
Spencer Moore Jr.	70815	Kenyatta Sparks	70809
EAR A Marcellech	70815	Maben Shingleton	70809
Tyrus Briggs	70809	Valerie Leblane	70802
Jerome Little	70729	Rawcstoa Phillips	
Earl Marcelle,	70808	Dan Broussard	70808
Jed Brumfield	70778	Ed Laqucki	70809
Jerry Fischer	70808	Stan Livingston	70808
Ann Coulter	70808	Hiton Guidry	70710
William G Hart	70808	Steve Yelloh	70808
Sea Kinraipill	70808	Stephen Walker	70808
Keith Kellum	70808	Candance Walker	70808
Gigi Grimes	70808	George Bayhi	70808
R. Hampton Peele	70808	Todd Sterling	70808
Dee Man	70808	Dan Andrews	70808
Chips Marvin	70808	Sandy Deslatte	70808
Ginny Hughes	70808	Terry Alost	70808
Mark Agore	70808	Donna Roppelo	70808
Mark E Martin	70808	Amey Cadwallader	70808
Brandon Parlarge	70760	Dan Cadwallader	70808
Carole Ann Brown	70808	Ruth Whitaker	70808
David Koppizman	70808	Debbie Harvill	70808
Rawlgton Phillips	70767	Kirt Raymond	70808
Pat Shingleton	70809	Lawrence Rath	70808
Kevin McCarroll	70809	Sha'myra Brumfield	70778
Ruth Bergeron	70809	John Turner	70808
Scott Bergeron	70809	Charlie Buckels	70806
Gary Heitman	70820	Zhenezheng Fu	70809
Neal Healdh	70808	Dixon Mcmanw	70809
Troy Menier	70808	Mohammad Nur	70806
Fran K Neehs	70808	Jonathan Charbonnet	70808
David DiVincenti	70806	Nicholas Tonth	70808
Re Divincenti	70806	Duane Griffon	70806
Leah Sharp	70817	Willam Glzdey	70808
Mitch Sharp	70817	Paul Schacht	
Danielle Blanchard	70806	William Scheffy	
Pennie Landry	70809		

DOTD Staff

Alyy Semien
Arthur D Andrea
Eric Kalivoda
Nicholas Olivier
Noel Ardoin
Robert Lott
Rod Mallett
Shawn D. Wilson
Stephen J Holliday
Toby Picard

Elected Officials & Agency Staff

Kathy Stites	BREC
Brandon Songy	CATS
Cheri Soileau	CATS
Kelvin Hill	City of Baton Rouge

Media

Jacquelyn Kisic	WVLA/WGMB
Annie Johnson	WBRZ
Brett Landrews	WBRZ
Will Sentell	The Advocate

Project Team

Bob Schmidt	Huval
Thomas Gattle	Huval
Erich Jones	Kiewit/Bow
Bill Reich	Reich
Justin Malcore	Reich
Isabel Roundtree	Reich LA
Miles Williams	Sigma consulting
Adrienne Boutte	Franklin
Andrew Santee	Franklin
Avery Jack	Franklin
Aymee Mallory	Franklin
James Taylor	Franklin
Jonathan Hill	Franklin
Perry Franklin	Franklin
Risa Mueller	Franklin

DR. BUTLER CENTER - FEBRUARY 17 EVENT

Public Guests

Name	*Zip*	*Name*	*Zip*
Jason Breuillette	70817	Harry W. Johnson Sr.	70808
LD White		Jeffrey D Corbin	70808
Chency Woods	70802	John Christopher	70802
Carol Lacour	70809	William Johnson	70802
John Lacour	70809	Teresa Johnson	70802
Steve Romano	70070	Elaine Johnson	70802
Patrick Harris	70802	Omeeka Shannon	70811
Fred Sibley	70808	Sage Foley	70808
Roman Gage	70806	Iris Walker	70808
Kenyatte Sparks	70809	Rev. Levert Kemp	70802
Beverly Jr. Carte	70802	Caleb Holmes	70816
Mehssa Nguyen	70808	Fredrick Lee	
John Naquin	70809	Brittany Zeno	70802
Marie Dillon	70811		

DOTD Staff

Dr.Shawn Wilson
Algg Semion
Dr. Eric Kalivoda
Robert Lott
Rod Mallett
Toby Picard

Elected Officials & Agency Staff

Carolyn Coleman	Metro Council
Ashley Braquet Gremillion	BREC
Whitney Hoffman Sayal	BREC
Brandon Songy	CATS

Media

Paul Cabler	The Advocate
Brett Landres	WBRZ

Project Team

Bob Schmidt	Huval
Paige Bates	Huval
Huelon Harrison	Kiewit/Boh TV
Miles Williams	Sigma Consulting
Sherri LeBas	GEC
Bill Reich	Reich
Grant Murphy	Reich
Perry Franklin	Franklin
James Taylor	Franklin
Aymee Mallory	Franklin
Johnathan Hill	Franklin
Ted Devall	Franklin
Andrew Santee	Franklin
Cris Lacroix	Franklin
Avery Jack	Franklin

EXHIBIT B

Event Photos

EVENT PHOTOS – FEBRUARY 8 – CROWNE PLAZA

Discussions over project roll plans.

Online poll input terminals and roll plans table.

Noise Wall samples table

Media coverage of event

Viewing project exhibits

Demonstration of online noise wall poll

EVENT PHOTOS – FEBRUARY 17 – DR. BUTLER CENTER

Construction schedule and phasing exhibits

Explaining the construction phasing to a guest

CATS transit staff receive information from DOTD project manager

Elected official is informed of noise wall material options

Drainage servitude exhibit

Explanation of noise wall options to guest

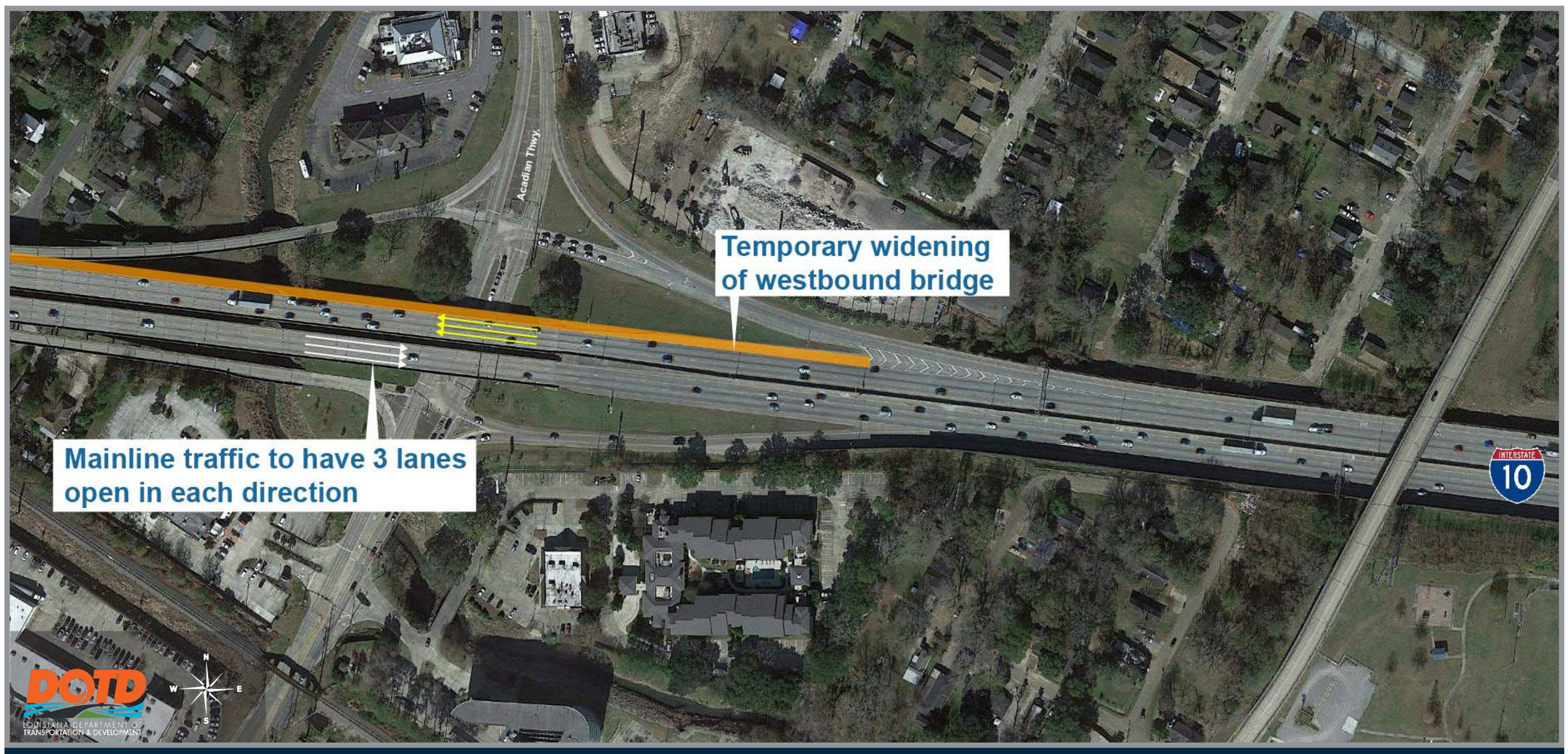
EXHIBIT C

Exhibits

Extension
Construction Stages 1-4
Construction Stages 5 and completion
Greenway and sticker locations
NEPA poster with community meeting timeline
Construction Timeline
Noisewall Area 1
Noisewall Area 2
Noisewall Area 3
Noisewall Area 4
Noisewall Area 5
Noise wall Drivers view
Noise walls Real World Examples
Roll Plot

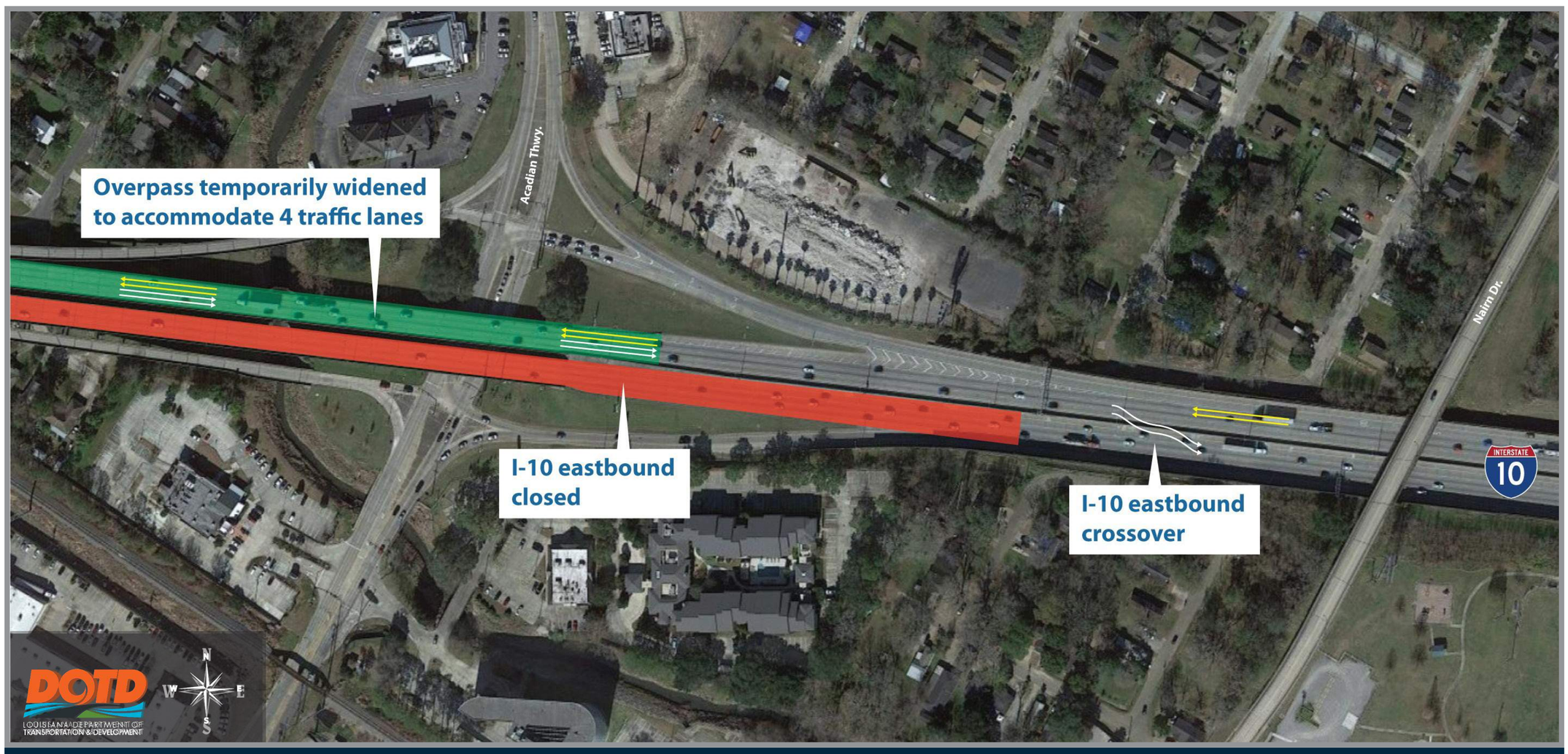
INTERSTATE 10 - SEGMENT 1 EXTENSION AREA

INTERSTATE 10 - ACADIAN INTERCHANGE (STAGES 1-3)

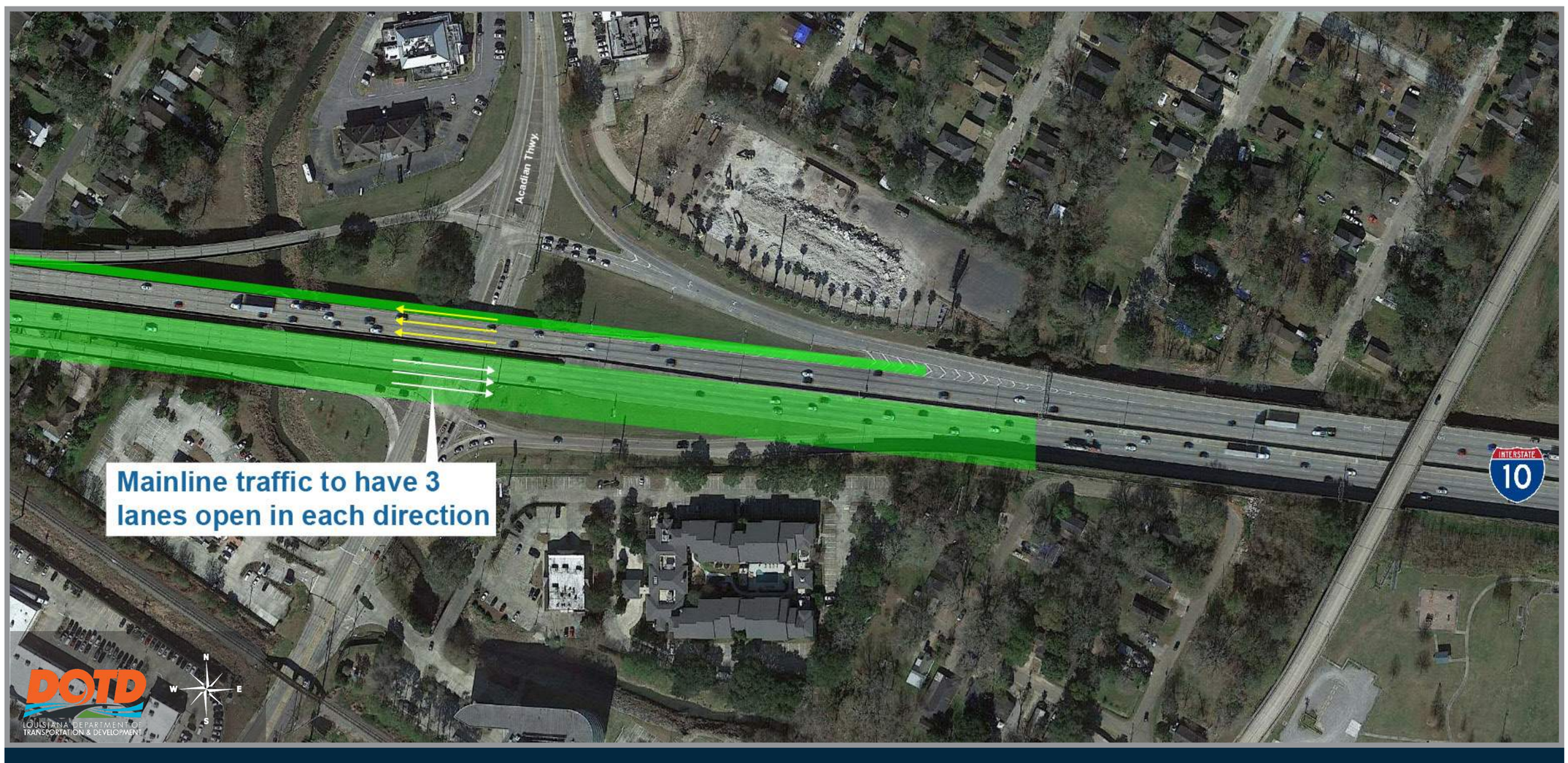


STAGE 1
(12 MONTHS)

BEGIN CONSTRUCTION 1ST QUARTER 2023

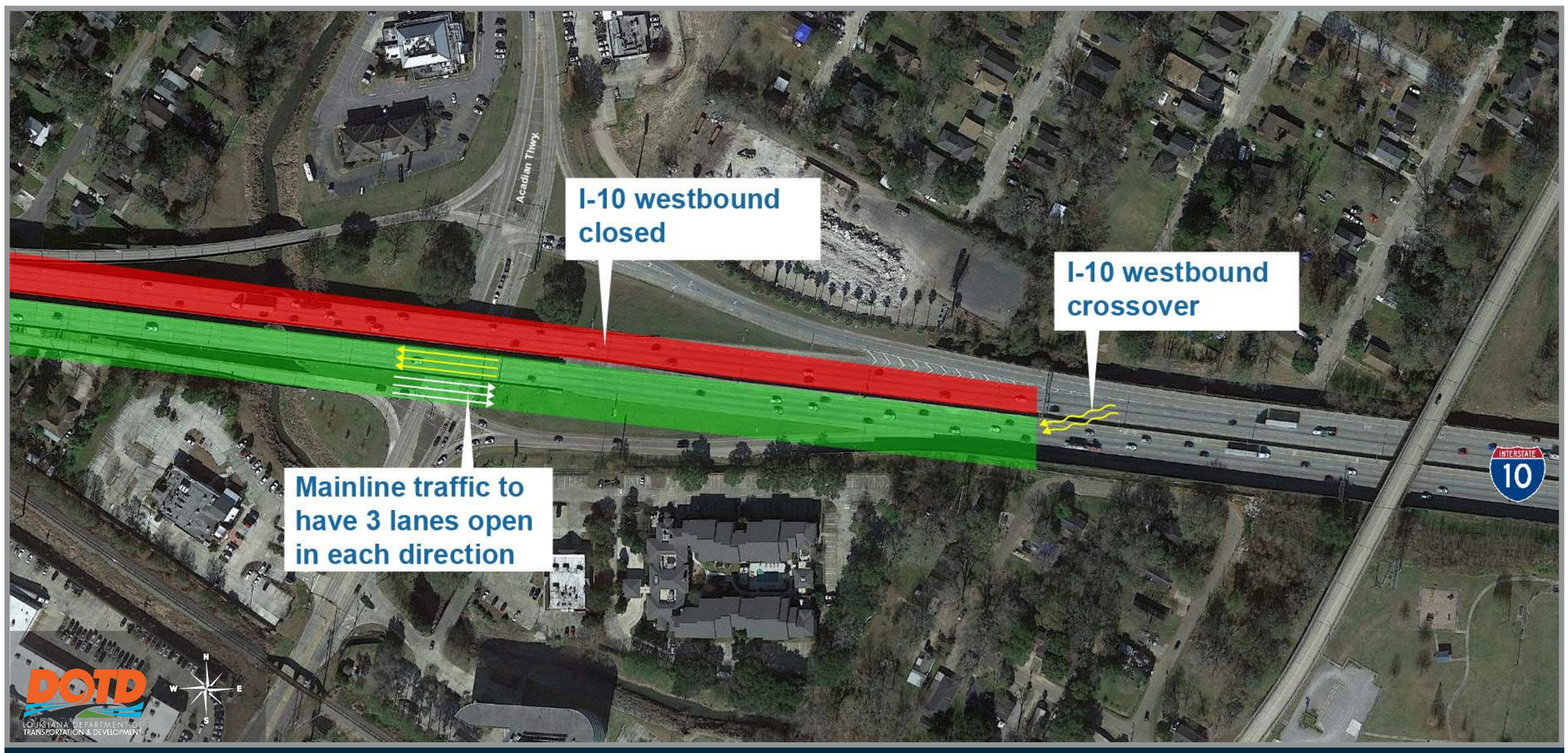


STAGE 2
(12 MONTHS)

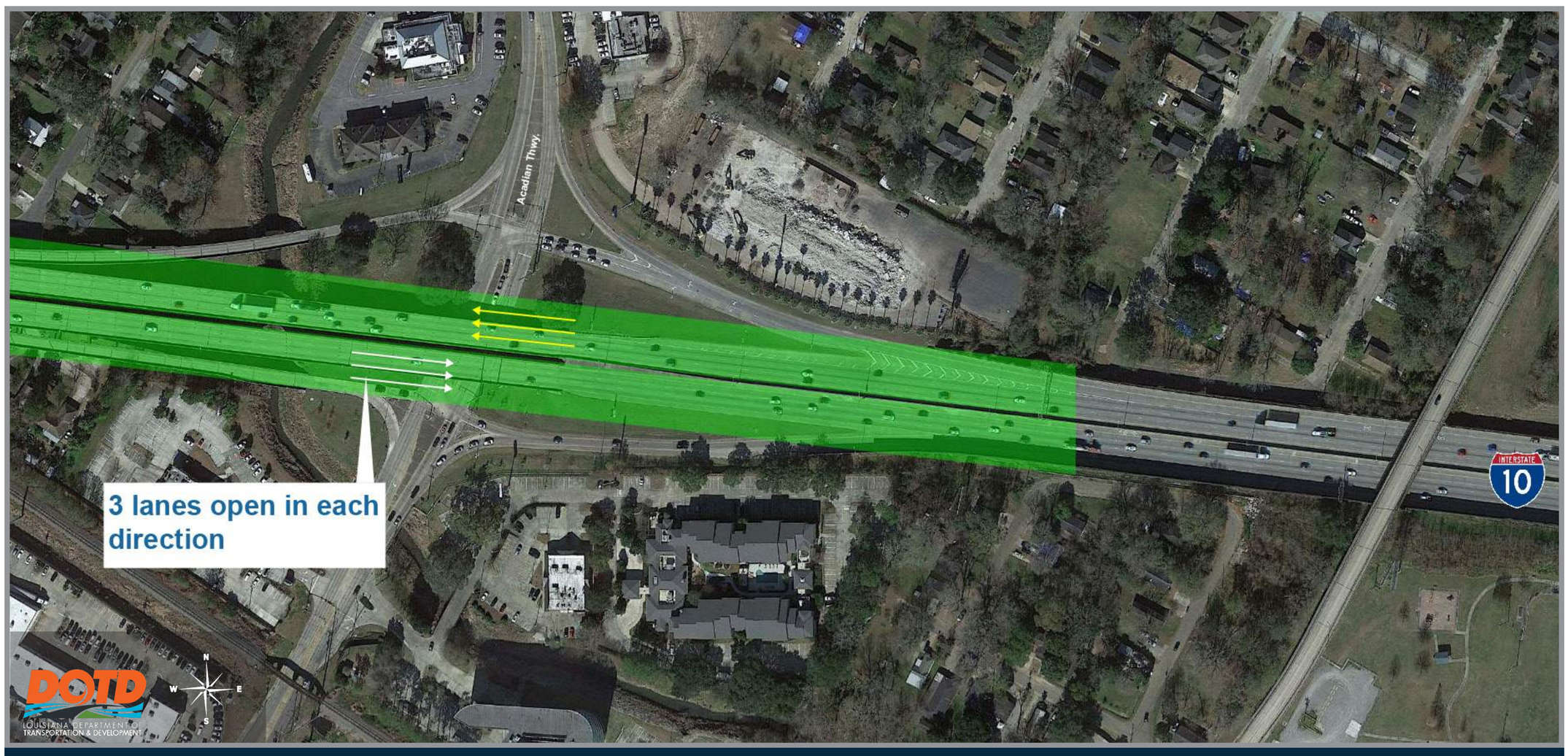


STAGE 3
(6 MONTHS)

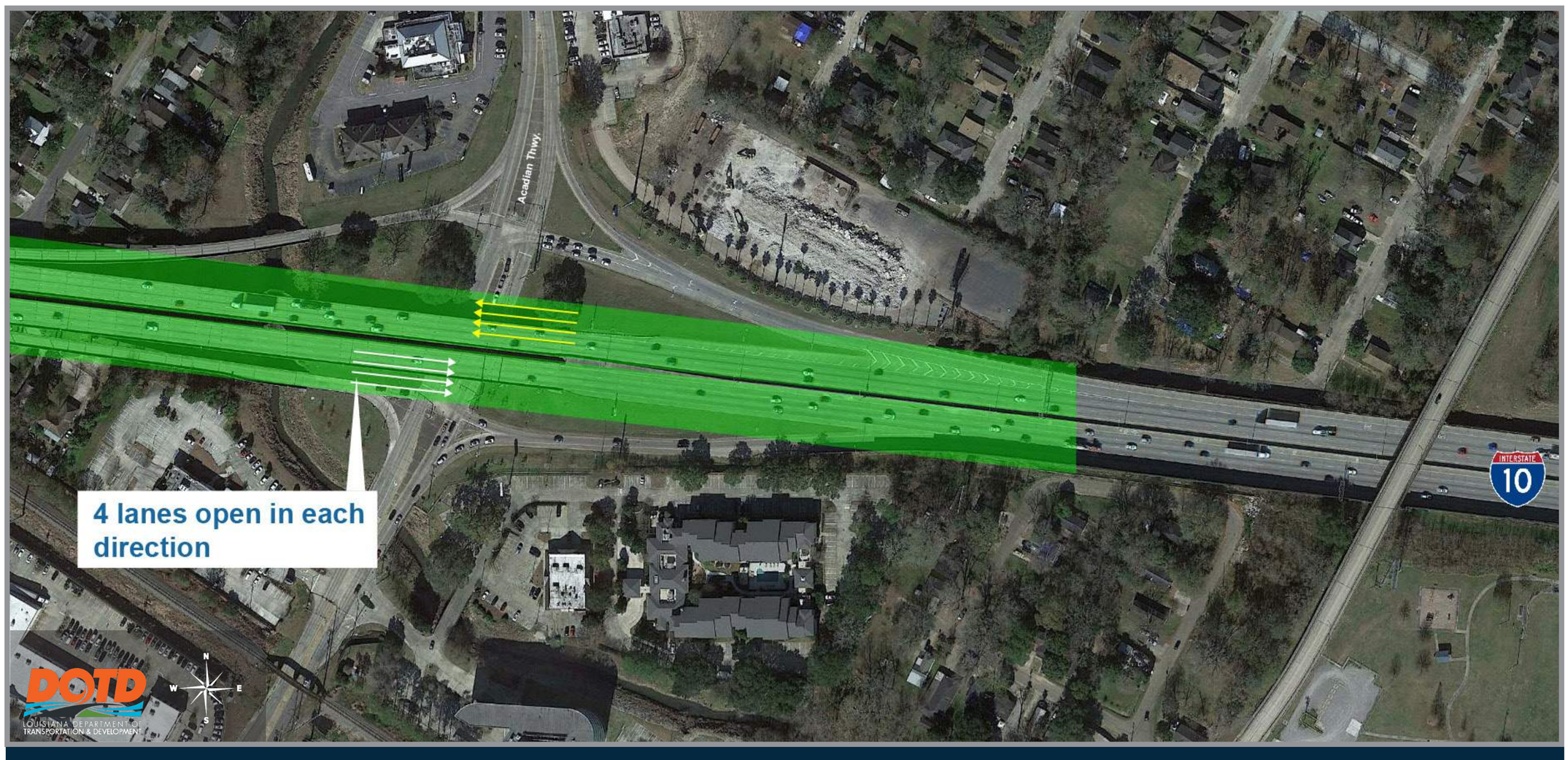
INTERSTATE 10 - ACADIAN INTERCHANGE (STAGES 4-6)



STAGE 4
(12 MONTHS)



STAGE 5
(6 MONTHS MISCELLANEOUS DETAILS)



FINISHED

CONSTRUCTION COMPLETE 1ST QUARTER 2027

INTERSTATE 10 - I-10/ I-110 SPLIT

STAGE 2
(12 MONTHS)

INTERSTATE 10 - SOUTH BOULEVARD TO DALRYMPLE DRIVE

REFINED GREENWAY ALIGNMENT

The COREX10 team hosted a public outreach meeting on August 19th, 2021 at the Leo S. Butler Center. During the meeting, a poll was conducted to gather input about programming options for the greenway under the I-10 widening project. Participants were asked to place stickers with icons representing programming elements on a large roll out map. A similar poll was conducted online for approximately 1 month during October and November 2021. The online poll had 125 unique participants, and 1,780 responses. This poll was used to collect similar data from individuals that were unable to attend the in-person meeting. The results from these polls are located below. Due to the large amount of feedback, each program element was separated into its own layer to analyze what the community values most and where they would like to see the programmatic elements located within the corridor. The results generally follow a pattern of clumping at the cross streets under the interstate structure (see dashed red boxes). The density of icons in these areas allowed the team to determine where the main activity nodes may be located. This information also influenced the geometric alignment of the greenway, a draft alignment can be seen on the image to the left.

RESULTS FROM ONLINE POLL

Bike Facilities

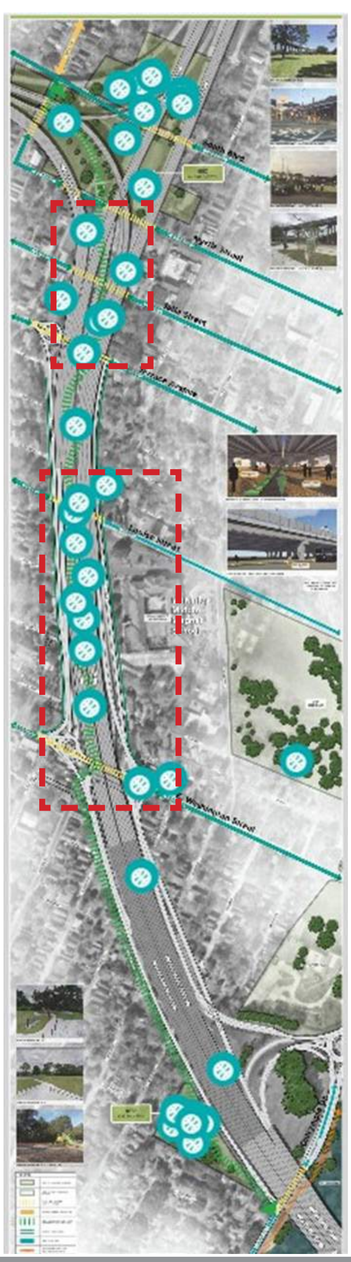
Community Garden

Lighting

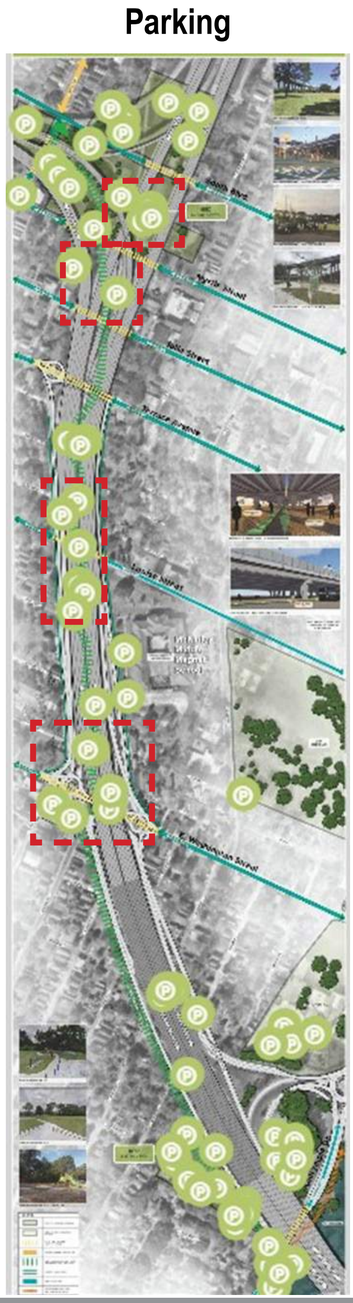
Mobile Amenities

Fitness Areas

Sports Courts

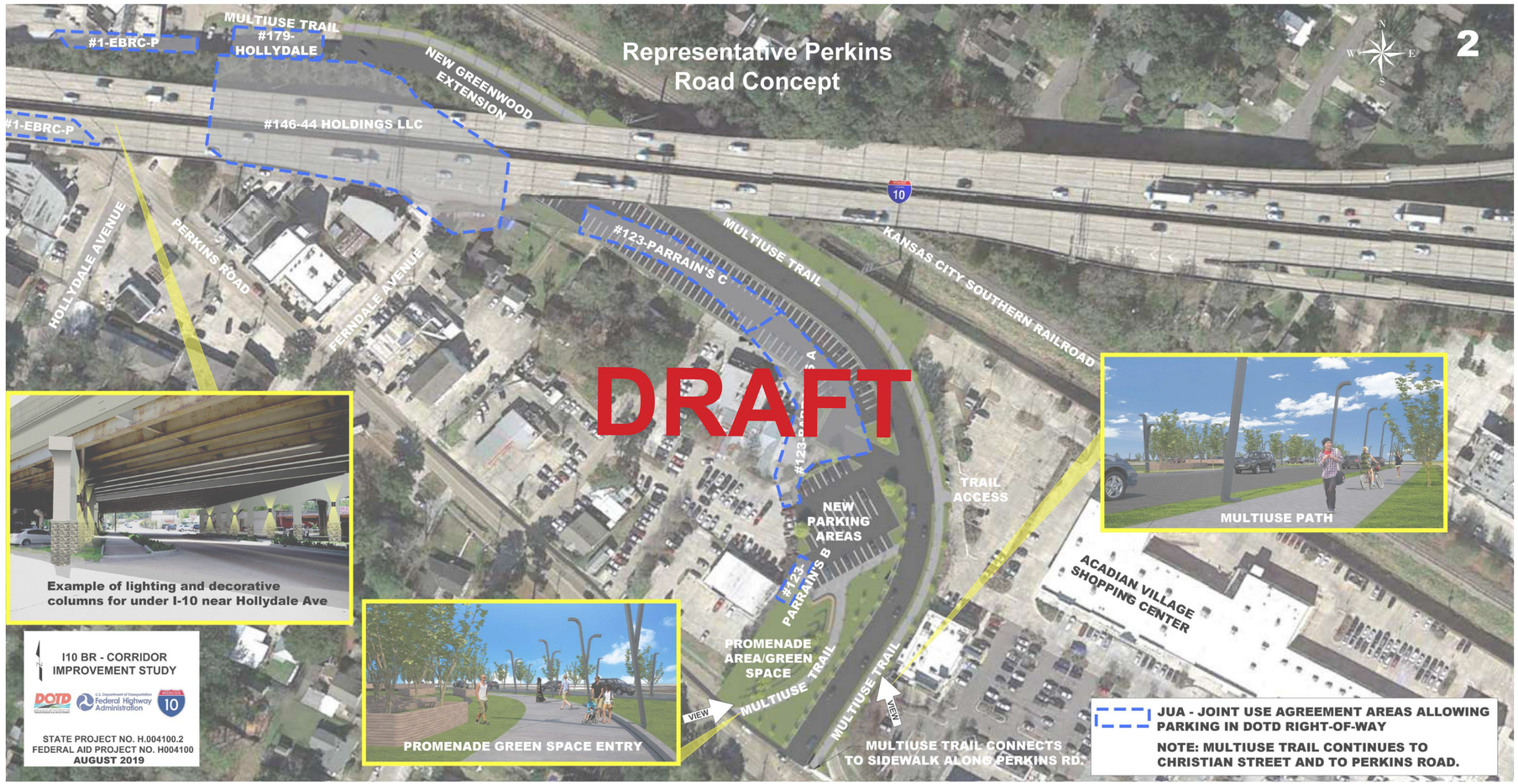


Parking



Public Art

INTERSTATE 10 - PERKINS ROAD AREA IMPROVEMENTS FROM ENVIRONMENTAL PROCESS



OLD SOUTH BATON ROUGE COMMUNITY OPEN HOUSE EVENTS AND INPUT OPPORTUNITIES

AUGUST 2021
INITIAL PUBLIC OUTREACH -
INITIAL PROGRAMMATIC INPUT BY OLD SOUTH BATON ROUGE (COMPLETED)

QUARTER 1 OF 2022
PUBLIC OUTREACH -
PROJECT UPDATE AND NOISE WALL INPUT

QUARTER 2 OF 2022
COMMUNITY OPEN HOUSE -
INITIAL PROGRAMMATIC INPUT FOR PERKINS ROAD AREA

QUARTER 3 OF 2022
COMMUNITY OPEN HOUSE -
INITIAL CONCEPT PRESENTATION/INPUT

QUARTER 4 OF 2022
COMMUNITY OPEN HOUSE -
REFINED PLAN PRESENTATION/INPUT

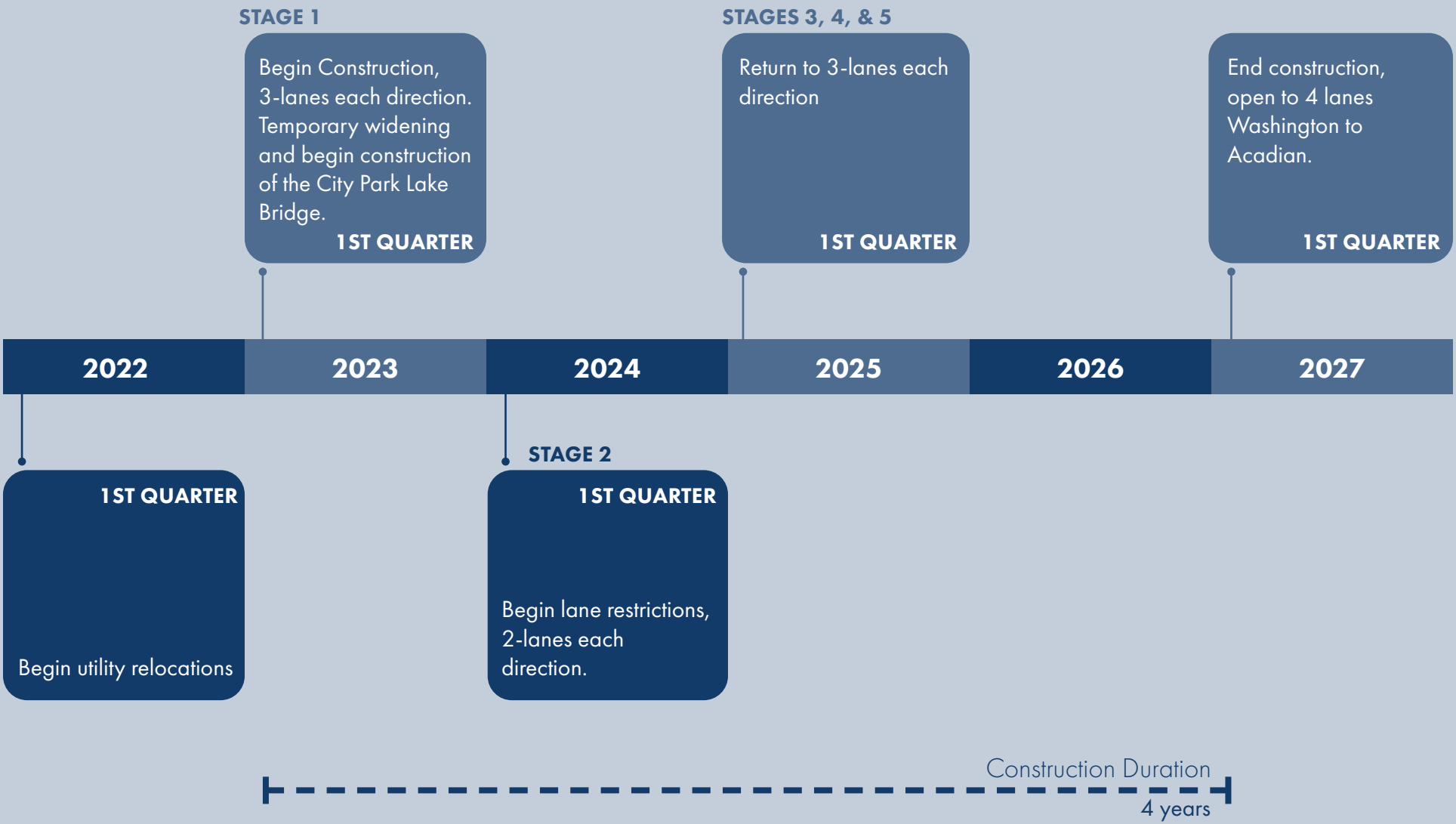
QUARTER 1 OF 2023
FINAL DESIGN

PERKINS ROAD AREA COMMUNITY OPEN HOUSE EVENTS AND INPUT OPPORTUNITIES

Construction Phase Timeline

I-10 WIDENING PROJECT BATON ROUGE

I-10/I-110 INTERCHANGE TO JUST EAST OF ACADIAN THRUWAY



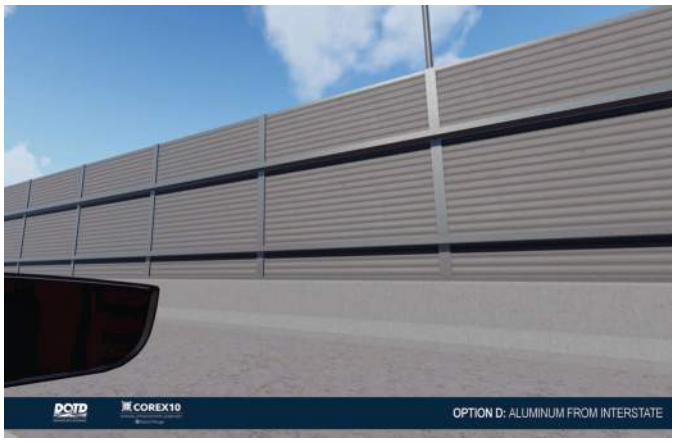
KIEWIT BOH A JOINT VENTURE

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

COREX10 renewal, enhancement, expansion Baton Rouge

Noise Walls

Interstate Driver's View

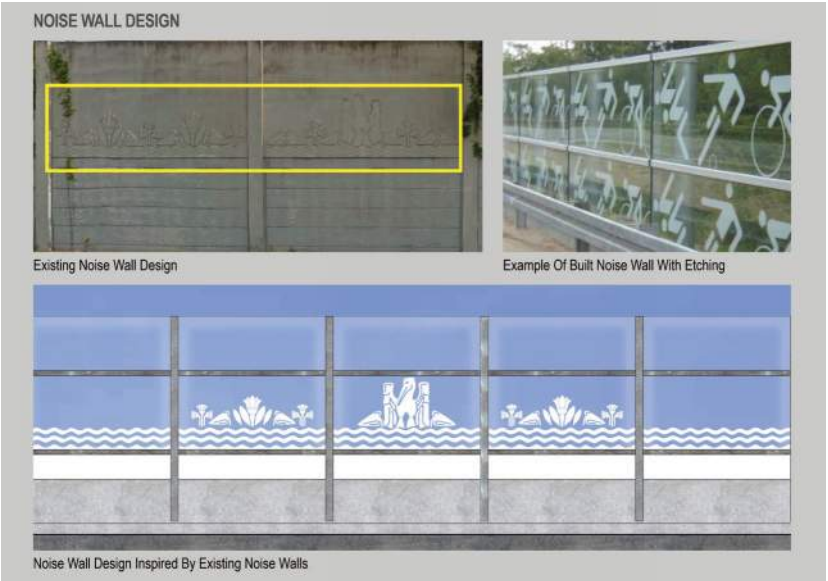


Noise Walls

Real-World Product Examples

Product photos of installed walls, (left) and of sample assemblies (above.)

The products meet crash test requirements.



Etched Design Option

The art deco pelican and plant motifs present on existing concrete I-10 noise walls drawn from the Louisiana state capitol building can be etched onto the acrylic panels.

Area 1

Noise Wall Options

Option A:
Transparent, Viewed from Neighborhood, With and Without Etched Design

Option B:
Frosted Acrylic, Viewed from Neighborhood, With and Without Etched Design

Option C:
Opaque Acrylic,Viewed from Neighborhood, With and Without Etched Design

Option D:
Aluminum,Viewed from Neighborhood

Area 2

Noise Wall Options

Option A:
Transparent, Viewed from Neighborhood, With and Without Etched Design

Option B:
Frosted Acrylic, Viewed from Neighborhood, With and Without Etched Design

Option C:
Opaque Acrylic,Viewed from Neighborhood, With and Without Etched Design

Option D:
Aluminum,Viewed from Neighborhood

Area 3

City Park Lake Bridge

Transparent Noise Wall Chosen by DOTD

Proposed I-10 bridge over City Park Lake featuring transparent noise wall panels.

Birds-eye view of proposed bridge and towers.

Local street level view of proposed bridge.

Area 4

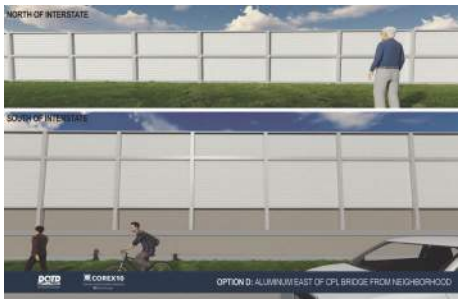
Noise Wall Options

Option A: Transparent, Viewed from Neighborhood, With and Without Etched Design

Option B: Frosted Acrylic, Viewed from Neighborhood, With and Without Etched Design

Option C: Opaque Acrylic,Viewed from Neighborhood, With and Without Etched Design

Option D: Aluminum,Viewed from Neighborhood



Area 5

Noise Wall Options

Option A:
Transparent, Viewed from Neighborhood, With and Without Etched Design

Option B:
Frosted Acrylic, Viewed from Neighborhood, With and Without Etched Design

Option C:
Opaque Acrylic,Viewed from Neighborhood, With and Without Etched Design

Option D:
Aluminum,Viewed from Neighborhood

EXHIBIT D

Public Comments

WRITTEN COMMENTS

February 8 at Crowne Plaza

Stanley Livingston

1) Overlay as much of existing or new concrete with black top or some other material that does not make as much noise as tires on concrete.

2) Raise bridge downstream of S. Acadian Ave. bridge over Dawson Creek which sauses the R/R underpass to flood.

3) Raise west bank of Dawson Creek by 3' between I-10 and north end of Honeysuckle Ave to keep Hundred Oaks subdivision, S. Acadian Thruway and Beaumont Lane from Flooding.

---

name illegible

We need a bicycle crossing in between the LSU Lakes and Gonzales. (Presume they mean a crossing of I-10.)

Dan Cadwallader

The greenway from downtown stops at Dalrymple Dr. The Lakes Project need to put most of the dirt there so there can be parking, lights, restrooms, playgrounds, and a well-lit crossing of Dalrymple Dr. The sound wall over the lakes need to be clear so you can see the lakes.

Brandon Parlange

Extend the merge lane from Washington exit to Dalrymple. Would allow two lanes of traffic to merge.

Keep Perkins Road entrance and exit onto I-10. easy entrance and exit. Short ramps but seldom an accident.

Gigi Grimes

I do not like the idea of putting a sound wall over the part where you can see the lake. No glass please.

Please save Perkins Rd. entrance and exit [ramps].

Please look into securing our neighborhoods: sidewalks, lighting, and speed humps prior to starting the project.

Donna Roppolo

Opaque wall on Estates Road! And on all residential areas, for safety and privacy.

Mabyn Shingleton

I think the use of a "sound wall" is a terrible idea, cutting off the view. Sond walls do not work.

Also, with DOTD's track record of maintenance (lack thereof) I still suggest NO SOUND WALL.

It appears that the public's opinions were not considered on much of this.

---

anonymous

Please make sure houses on interstate have privacy - from opaque walls. [From a] concerned resident very close to I-10.

Pat Shingleton

Sound wall at our house (in Jefferson Place neighborhood). We hear everything from the interstate. Monitored by EPA. Sound walls don't assist.

Larry Rath

Acadian on-ramp to I-10 East is currently dual use: a) acceleration lane, b) cut-through shortcut from Acadian to College. People doing cut-through do not accelerate and limit speed of folks merging onto I-10. That is what backs I-10 east during rush hour. Existing traffic from I-10 E to College Dr. compounds problem. Please consider a braided exit/entrance like we have at I-10 E entrance from Bluebonnet/Mall of LA and I-10 E exit to Siegen Ln.

PS: Very happy to learn that Acadian is planned to be 6 lanes between Perkins and I-10 with two left turn lanes to enter I-10 W.

Kathy Stites

It would be nice to have a bike/ped connection to Knock Knock Juseum so local residents could access. Please include buffers from traffic greater than 40 MPH for trails and sidewalks.

I love the see through transparent acrylic with the 1" spaced filaments. Please try to find funding for sound walls in Perkins Rd. area - it is loud already!

---

anonymous

How can we stop this?

John Turner

Who is cleaning the sound wall? Is there a budget for maintenance?

Nancy Cadwallader

Where the "greenway belt" meets Dalrymple is a traffic nightmare and public safety disaster.

"New Dalrymple exit" is another problem. From Washington to Dalrymple will become a racetrack.

The new traffic coordination "signals" (concrete box) is in the middle of what is being proposed. It was just installed within the year. Under Intersate on Dalrymple needs to be kept grafitti clean and lighting.

Dan Andrews

The proposed Dalrymple exit will be most inconvenient, traversing the roundabouts. Please consider a shorter dedicated Dalrymple exit. Thanks!

R. Hampton Peele

Dalrymple WB ramp: problem if you want to take I-10 to Lafayette.

Recommend continued service road to Government and redirecting traffic south to I-10 W service road would be in right-of-way.

Traffic going to I-10 use existing plan.

Suggest extra lane along entrance ramp from Government to I-10.

Pennie Landry

Will the DOTD have an emergency crossover at the foot of the Horace Wilkinson bridgenear Washington St. exit? If not what is the reason?

Will there be additional cameras placed along I-10 during construction? If yes, what are the locations?

Pennie Landry

What is the DOTD traffic management plan during I-10 widening?

When will DOTD identify and ppublish detour routes for commuters?

Pennie Landry

What is the reason the plan submitted to the DOTD (re: I-10 widening) by the EBR Small Business Chamber of Commerce Infrastructure Committee WAS NOT considered?

Pennie Landry

[comments in-person and via phone to J. Taylor day after event]

The public meeting format is like a middle school science fair, but worse. It is insulting.

There was no adult conversation, no official presentation, no opportunity for questions to be voiced publicly and addressed.

This is a waste of taxpayer dollars.

Hand written comment cards and box are absurd. Next time provide laptops.

Coleman Brown / Chamber of Commerce of East Baton Rouge Parish / East Baton Rouge Infrastructure Solutions (video)

Video on file. Public internet address unknown.

February 17 at Dr. Butler Community Center

Frank Sagnibene III

Cross walks around Perkins overpass area

Caleb Holmes

not so much a question but a statement: Why are we expanding highways? We already know about induced demand and expanding lanes doesn't alleviate traffic along with noise pollution. If we're expanding lanes then we're doing wrong and disrupting ANOTHER Black community. No highway expansion. Use this labor and money for connectivity transit centric connectivity.

Elaine Johnson

1159 E. Harrison St. 70802

My concern is about the fencing that is proposed (chain link) between the new walk path and the private homes. I understand that your concentration is focused on the noise barrier, but mine is on privacy. Is there any consideration for the homeowner's privacy? Please consider some other fencing.

Iris Walker

Will trees be planted alongside the wall for aesthetic purposes?

Ashley Braquet

Will landscape material (mature trees) be replaced with new trees if it is removed?

Additional comments and questions were received electronically through the project website or to the project email address.

MARCH 7, 2022

Status Report

Braddock Street and Brooks Park Drainage Servitude Outreach for NEPA Reevaluation

Introduction

The Louisiana Department of Transportation and Development (LADOTD) is in the design and construction phase of widening I-10 in the Baton Rouge area from the LA 415 Interchange (west side of the Mississippi River) to just east of the I-10/I-12 split (east side of the Mississippi River). The name of the project is I-10 (LA 415 to Essen Lane on I-10 and I-12) (Project) in West and East Baton Rouge Parishes, Louisiana. The Environmental Assessment Phase resulted in a Finding of No Significant Impact (FONSI). One of the mitigation and commitments identified in the NEPA document includes Context Sensitive Solutions (CSS) and Community Connections (CC).

After the conclusion of the Environmental Assessment Phase, LADOTD selected the COREX10 team for the design of the Project using the Construction Management at Risk (CMAR) process. Once the preliminary design of CMAR Segment 1 (west of Washington Street to just east of Acadian Thruway) commenced, it became apparent that additional right-of-way is required than what was originally anticipated during the Environmental Assessment Phase at two separate locations which are along Braddock Street and Brooks Park.

Braddock Street

During the Environmental Assessment Phase, the Line & Grade Study discussed the inclusion of a sidewalk within the existing right-of-way at the following location:

- Braddock Street (Dalrymple Service Road) from Louise Street to Lettsworth Street

However, the preliminary design plans show that additional right-of-way from adjacent property owners would be necessary for the inclusion of sidewalks as follows:

- approximately 3’ to 5’ of right-of-way along Braddock Street from Louise Street to Lettsworth Street

Following through with their commitment to provide CSS and CC within the community, LADOTD identified the affected property owners to gain feedback from them regarding the taking of right-of-way for the purposes of installing a sidewalk along Braddock Street.

Brooks Park

The results of the preliminary drainage design process determined that an existing outfall pipe was inadequate. Therefore, a larger outfall pipe was required inside a new drainage servitude within Brooks Park.

This document is a summary of the outreach efforts for both locations.

Braddock Street Outreach Update Summary

The property owners along Braddock Street from Louise Street to Lettsworth Street where additional right-of-way would be required were identified.

Figure 1 below includes the Parcel ID and name of the property owner.

OUTREACH

Figure 1 below is the listing of the 12 affected properties along Braddock Street:

Parcel ID	Street #	Parcel Owner	Contact	Contact Address	Phone	Date of Meeting
586986	Vacant land	LA Rental Properties *[tax adjudicated]*		5422 Galeria Drive Baton Rouge, LA 70816	225-412-6308 x1954	*
587028	1510 Braddock Street	Katrina Taylor	Katrina Taylor	1510 Braddock St. Baton Rouge, LA 70802		11/1/21
675970	1538 Braddock Street	Richard Lee Kinchen	Lawrence Brown (bro., occupant)	1538 Braddock St. Baton Rouge, LA 70802	505-256-7003	11/10/21
909955	Vacant land, 1550 Braddock Street	Virginia Pickens Deboest	Virginia Pickens Deboest	P. O. Box 8285 Concord, NC 28027		7/29/21
812846, 881325	1562 & 1588 Braddock Street	Capital City Developers	Ty Robinson	5420 Corporate Blvd. STE 206 Baton Rouge, LA 70808	225-302-7949	7/22/21
770914	1604 Braddock Street	Ladybug Enterprises, LLC		P. O. Box 83204 Baton Rouge, LA 70884	225-273-5952	*
583146	1616 Braddock Street	Hughes Consultant Group, LLC	Jason Hughes	6164 Stratford Ave. Baton Rouge, LA 70808	225-304-1643	7/22/21
2401592, 2401606, 2401614	1636 Braddock Street	Fairview Baptist Church of Baton Rouge, LA, Inc.	Pastor Spurlock & Carolyn James	1636 Braddock St. Baton Rouge, LA 70802	225-343-3590	6/3/21 7/22/21
784656, 784664	1673 Braddock Street	Multiple Heirs (in probate)	Pat Smith	1673 Braddock St. Baton Rouge, LA		**
2338920	Vacant land	Lyman Campbell *[tax adjudicated]*		11720 Archery Dr. Baton Rouge, LA 70815		*

Parcel ID	Street #	Parcel Owner	Contact	Contact Address	Phone	Date of Meeting
676519	1704 Braddock Street	S & L Management & Investment, LLC	Shawn & Yolanda Charles	10708 Landsbury Ave Baton Rouge, LA 70809	225-293-9255	11/1/21

Figure 1
** Owner did not respond to numerous outreach efforts.*
*** Met directly with DOTD*

CONTACT METHODS

In July through November of 2021, Franklin Associates, LLC (Franklin), Public Outreach subconsultant on the COREX10 design team of the Project, utilized a multi-faceted outreach effort that included mail, phone calls, and hand-delivered letters to contact the property owners.

The most successful approach was the hand delivered letters with the second most successful approach being mailing the property owners.

The details and status of the meetings to date, as shown in Figure 1, with the property owners are as follows:

- Letters sent to property owners via US Mail 7/15
- Letters hand delivered to addresses on file 7/19-7/30
- Initial phone outreach and confirmation of meetings 7/19-7/30
- Follow up phone calls 8/16-17
- Letters sent out via Certified Mail 10/4-10/5
- Phone outreach and confirmation of meetings 11/3

Of the 11 property owners that will be potentially affected; we met with 7 of the owners (one of them twice); 1 met with DOTD directly and the other 3 were unreachable.

Meetings Held (8):

The Public Outreach team conducted seven (7) in-person meetings and one (1) meeting via Zoom with the following individuals (listed in date order):

- Pastor Gus Spurlock and Carolyn James, Representative of Fairview Baptist Church (1636 Braddock)
- Ty Robinson, Capital City Developers (1562 & 1588 Braddock)
- Jason Hughes, Hughes Consultant Group, LLC (1616 Braddock)
- Carolyn James, Representative of Fairview Baptist Church (1636 Braddock)
- Virginia Deboest (1550 Braddock)
- Shawn and Yolanda Charles (1704 Braddock Street)
- Katrina Taylor (1510 Braddock Street)
- Lawrence Brown (1538 Braddock Street)

All eight (8) meetings resulted in positive sentiment towards the project with no opposition. See **Attachment A** for meeting summary notes for each meeting.

Additionally, on September 9, 2021, Franklin received communications from Virginia Deboest (1550 Braddock) who has expressed interest in selling the entirety of her property.

BRADDOCK ROADWAY PLAN & PROFILE SHEETS:

The right-of-way needed for the inclusion of the sidewalk is highlighted in yellow on the plan & profile sheets as shown in **Attachment B**.

PROPERTY PARCEL MAP:

The parcel map included in **Attachment C** was used to aid in the research of the property owners and notated as information was determined.

Brooks Park Outreach Update Summary

Brooks Park is located behind McKinley Middle Magnet School with a portion of the park bordered by Pear Street and Eddie Robinson Sr. Drive (Fannie Street) as shown in **Attachment D**. Brooks Park also includes an area located between Eddie Robinson Sr. Drive (Fannie Street) and the KCS railroad bordered by Louise Street. It is a 6(f) property.

The results of the preliminary drainage design determined that an existing outfall pipe was inadequate. A larger outfall pipe of 48" diameter is required inside a new proposed drainage servitude. The drainage will flow through a pipe on the southeast side of McKinley Middle Magnet School to an existing drainage swale along the rear of Brooks Park. The new drainage servitude extends through property owned by the East Baton Rouge Parish School System and into Brooks Park. Brooks Park is owned by BREC and/or the City-Parish of East Baton Rouge.

The portion to be acquired from BREC's Brooks Park measures approximately 55' by 50'. The required proposed drainage servitude does not interfere with any of the park's amenities and is located within an area of the park that serves as an existing outfall for the surrounding property. Photographs of the area in Brooks Park are shown in **Attachment E**.

A meeting was held with BREC on December 22, 2021 to discuss the existing drainage patterns and conditions in and adjacent to Brooks Park. The meeting summary notes (**Attachment F**), discuss the topographic relief in this area and that the proposed drainage outfall location extends through the McKinley Middle Magnet School site and BREC Brooks Park to the railroad outfall ditch that is located east of Eddie Robinson Sr. Drive (Fannie Street).

A de minimis impact determination was made for this additional drainage servitude from BREC's Brooks Park which was presented at a Public Open House on February 17, 2022 at the Dr. Leo S. Butler Community Center located at 950 E. Washington Street, Baton Rouge, LA. Comment cards were available for public comment. The public meeting notice and a photo of the display at the public meeting is shown in **Attachment G**. At the conclusion of the public meeting, there were no comments made by the public.

ATTACHMENT A
MEETING SUMMARY NOTES

Public Outreach Summary Notes (Fairview Baptist Church)

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

Meeting Date: *6/3/2021 1:30 PM*

Location: *The Oaks Room at Franklin & Assoc.*

ATTENDEES

Nick Olivier (DOTD)
Kiawasha White (DOTD)
Bob Schmidt (Huval, COREX 10)
Sherri LeBas (GEC, COREX 10)
Miles Williams (Sigma, COREX10)
Perry Franklin (Franklin & Assoc., COREX10)
James Taylor (Franklin & Assoc., COREX10)
Pastor Gus Spurlock (Fairview Baptist Church)
Carolyn James (Fairview Baptist Church)

PURPOSE

To share the status and scope of the I-10 widening project and the placement of a sidewalk along the front of the Fairview Baptist Church on Braddock Street with the Pastor and Ms. James.

MEETING NOTES

1. Project Overview

- Bob Schmidt discussed the following:
    - During the NEPA phase of the project, very preliminary information did not depict the need for right of way taking along Braddock Street in front of the church.
    - Once survey information was obtained, and design plans developed, right of way (approx. 3’ to 4’) is required in order to construct a 7’ sidewalk along Braddock Street in front of and in the vicinity of the Church. Providing a sidewalk is in accordance with the Complete Streets policy.
    - Currently, the preliminary plans show a sidewalk being placed along Braddock Street with the exception from (Louise Street to Lettsworth Street) due to the limited existing right of way.
    - Members currently access the church by parking under the interstate and walking across Braddock Street and entering into the front door of the church which faces Braddock Street.
    - The new configuration of I-10 will involve the construction of an exit ramp from I-10 onto Braddock Street in the area in front of the church. This exit ramp will prevent members from parking and having direct access by crossing Braddock Street to the Church.

- As the plans are currently configured, members will now need to park under the interstate two blocks northwest in the vicinity of Louise Street and walk to the church on the shoulder of the roadway.
- Lettsworth Street will be a dead end and no longer connect to Braddock Street.

Sherri discussed the following:

- CC/CSS concepts – a goal of DOTD is to provide Community Connections and Context Sensitive Solutions.
- Shared photographs on story boards of enhancements that have been placed within an interstate corridor such as I-10 and that DOTD is working with EBR and BREC to provide enhancements.
- Discussed the Greenway and lighting, improvements to Expressway Park and East Polk Park.

Pastor Spurlock and Ms. James offered the following:

- Many members of the church are elderly. Members also include families with children. They expressed that It will be difficult for their members to park under the bridge near Louise Street, cross Braddock Street and walk two blocks to church.
- Expressed concerns about more traffic on Braddock Street since it will now be a service road for I-10 traffic for accessing Washington Street and Dalrymple Drive.
- The church owns the property behind the church and the property extends to Lettsworth Street.
- The church is in the process of having plans drawn up for a recreational center to be constructed behind the church. Ms. James showed a conceptual drawing.
- Supportive of the I-10 widening project and understand the need; however, concerned about the effects on the church and safe access for their church members.
- Discussed that during funerals, the hearse uses the circular drive off of Braddock Street.

After discussion of the design of the I-10 widening project and concerns of Pastor Spurlock and Ms. James, a path forward was discussed.

- The design plans will be modified to reflect the addition of a sidewalk along Braddock Street from Louise Street and Lettsworth Street.
- The right of way taking will be minimal in front of the church to provide the sidewalk. The right of way taking will not encroach/affect the building structure. It will encroach into the circular drive and parking.
- Pastor Spurlock asked if Kiawasha White (DOTD) could make a visit to the church so that they can show her their thoughts and concerns. She agreed to visit them at the church.
- Through the DOTD right of way acquisition process, DOTD will work with Fairview Baptist Church on mitigations due to the impacts to the property that will be acquired for the I-10 Widening Project.
- Possible mitigations that were discussed included: providing parking in the rear of the church, restructuring the entrance of the church to the side opposite Braddock Street; logistical modifications for funeral processions, and disposition of the circular drive (remain or removal for grass and/or landscaping).
- Nick assured the Pastor and Ms. James that DOTD is sensitive to their concerns and that DOTD will be accessible for meetings and phone calls during the entire process through design and construction and that Public Outreach support is available through Perry

Franklin and Hugh Harrison (KB) during the design and construction phases, respectively.

Meeting adjourned

Meeting with Braddock Street Property Owner Ty Robinson

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

Meeting Date: *7/22/2021 9:00 AM*

Location: *Franklin Associates*

PURPOSE

To gain feedback from property owner Ty Robinson (1562 and 1588 Braddock Street) for the inclusion of a sidewalk along Braddock Street. The inclusion of a sidewalk will require the acquisition of approximately 3' to 5' of right of way.

ATTENDEES

Sherri LeBas (GEC, COREX10)
Miles Williams (Sigma, COREX10)
Nick Olivier (DOTD)
Kiawasha White (DOTD)
Ritney Castine (Franklin, COREX10)
Ty Robinson (Property Owner)

MEETING SUMMARY NOTES

1. Miles provided an overview and explained the scope of the I-10 Corridor Improvement project.
2. 1562 and 1588 Braddock Street are the property's two addresses, Lots 9 (address 1562), 10 and 11 (address 1588). The property currently does not have any structures on the property.
3. Miles explained the geometrics of Braddock Street.
   a) Currently, a shoulder is provided along Braddock Street, but a sidewalk is not.
   b) To add a sidewalk along Braddock, additional right of way will need to be acquired.
   c) Miles showed the existing property line and the limits of the roadway. To add the sidewalk, it would take about 3' or 5' of additional property. The utility pole on the corner would be relocated.
   d) Miles explained that an existing sidewalk exists today.
   e) Miles explained the configuration of the I-10 exit ramp to Braddock Street and how it merges to Braddock Street and then ties to Washington Street.
   f) Miles explained the roundabouts at Washington Street.
   g) Discussed how to get to the property coming from I-110. Get off on the Terrace Street exit.
   h) The preliminary corridor plan will be sent to Mr. Robinson. Kia will provide this to him. (KMZ file)

4. Nick explained the goals of the project are to provide community connections and enhancements within the corridor which includes the Greenway path.
5. Nick stated that DOTD is reaching out to all of the property owners along Braddock Street where additional property will be required for the inclusion of a sidewalk along Braddock Street.
6. Mr. Robinson asked about the impact of the project to the corner of his property. Kia will send the KMZ file.
7. Mr. Robinson asked for when construction time will start. In this particular area, Nick provided that construction will begin in the corridor in Fall of 2022 and that the timeline for construction in this area of Braddock Street would most likely occur in 2023. Miles stated that the construction will take 3 to 4 years to complete.
8. Nick or Kia will send the property owner the link to the NEPA document information that is on the DOTD website.
9. The property owner said he is planning to provide three two story container structures. Asked if the project will limit his ability to provide a two story structure.
    a. Nick stated that soundwalls will be constructed which will help mitigate the noise from the traffic.
    b. Miles stated that EBR will need to permit the structure with regards to set back etc., but that there shouldn't be any restrictions regarding height of structure. Mr. Robinson should check with EBR on their permitting requirements.
10. Ty Robinson provided his email address: Tyon@powerhousedevelops.com

Action Items:

1. Kia will send the property owner the information on the website. *(Subsequent to the meeting, Kia sent Mr. Robinson this information on July 22, 2021 at 3:45 p.m.) (See attachment)*
2. The preliminary corridor plan will be sent to Mr. Robinson. Kia will provide this to him. (KMZ file) *(Subsequent to the meeting, Kia sent Mr. Robinson this information on July 22, 2021 at 3:45 p.m.) (See attachment)*

Meeting adjourned

From: Kiawasha White
To: tyon@powerhousedevelops.com
Cc: rltrey@franklinassociates.com; Risa Mueller; Nicholas Olivier; Bschmidt@huvalassoc.com; Sherri LeBas; james@franklinassociates.com; Heather Corsentino; Charles Mcbride; Perry Franklin
Subject: H.004100 (Ty Robinson)
Date: Thursday, July 22, 2021 3:46:12 PM
Attachments: image001.png
ENL-SVC-DOTD-Printers@LA.GOV_20210722_124409.pdf

Mr. Robinson,

It was a pleasure meeting with you this morning. Please allow this email to serve as a follow up to our earlier conversation. I have attached a snippet of your property that gives you an understanding of the outline of your property. I have attached the preliminary plans pertaining to your property for your review (keep in mind these maps are subject to change). Also attached is a link to the EA Line and Grade on DOTD's website.

The I-10 website for this project is listed below

www.i10br.com

http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Environmental/Pages/default.aspx?RootFolder=%2FInside%5FLaDOTD%2FDivisions%2FEngineering%2FEnvironmental%2FDocuments%2FH%2E004100%20I%2D10%20in%20Baton%20Rouge%20%28LA%20415%20to%20Essen%29&FolderCTID=0x012000C055341479DCD84E95C80E77E7755A9A&View={993143B3-FC7F-4567-86C2-C8EE52788C8D}

Thanks,

Kiawasha Pierre-White
Right of Way Region 4 Supervisor
225-242-4593

Meeting with Braddock Street Property Owner Jason Hughes

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

Meeting Date: *7/22/2021 10:00 AM*

Location: *Franklin Associates*

PURPOSE

To gain feedback from property owner Jason Hughes (1616 Braddock Street) for the inclusion of a sidewalk along Braddock Street. The inclusion of a sidewalk will require the acquisition of approximately 3' to 5' of right of way.

ATTENDEES

Sherri LeBas (GEC, COREX10)
Miles Williams (Sigma, COREX10)
Nick Olivier (DOTD)
Kiawasha White (DOTD)
Ritney Castine (Franklin, COREX10)
Jason Hughes (Property Owner)

MEETING SUMMARY NOTES

1. Miles provided an overview and explained the scope of the I-10 Corridor Improvement project.
2. 1616 Braddock Street is the property's address.
    a. No structure exists on the property.
3. Miles explained the geometrics of Braddock Street.
    a) Currently, a shoulder is provided along Braddock Street, but a sidewalk is not.
    b) Up until this point, we did not anticipate needing additional right of way in this area of Braddock Street.
    c) However, to add a sidewalk along Braddock, additional right of way will need to be acquired.
    d) Miles showed the existing property line and the limits of the roadway. To add the sidewalk, it would take about 3' or 5' of additional property.
    e) Miles explained that an existing sidewalk exists today.
    f) Miles explained the configuration of the I-10 exit ramp to Braddock Street and how it merges to Braddock Street and then ties to Washington Street.
    g) Miles explained the roundabouts at Washington Street.
    h) Discussed how to get to the property coming from I-110. Get off on the Terrace Street exit.

4. Jason stated that he concurs with the placement of the sidewalk and doesn't see a problem with it.
5. Nick explained the goals of the project to provide community connections and enhancements within the corridor which includes the Greenway path.
6. Nick explained the process of updating the environmental document for the inclusion of acquiring this right of way and that we are meeting with property owners to discuss beforehand.
7. Jason asked for the timeline of construction. Nick stated that the ground breaking will be Fall of 2022.

Adjournment

Meeting with Braddock Street Property Owner Carolyn James

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

Meeting Date: *7/22/2021 11:00 AM*

Location: *Franklin Associates*

PURPOSE

To gain feedback from the Fairview Baptist Church property owners for the inclusion of a sidewalk along Braddock Street. The inclusion of a sidewalk along Braddock Street will require the acquisition of approximately 3' to 5' of right of way from the Fairview Baptist Church.

ATTENDEES

Sherri LeBas (GEC, COREX10)
Miles Williams (Sigma, COREX10)
Nick Olivier (DOTD)
Kiawasha White (DOTD)
Noel Ardoin (DOTD)
Ritney Castine (Franklin, COREX10)
Carolyn James (Fairview Baptist Church)

MEETING SUMMARY NOTES

1. Carolyn James inquired about parking under the interstate.
    a. Nick explained that the parking lot directly across the church under I-10 will be removed and not replaced as this area will no longer be accessible. Nick explained that a parking lot will be constructed under the interstate in the area of Louise Street which is a block to a block and a half away from the Fairview Baptist Church.
2. Carolyn James asked for more specifics of the process.
    a. Kia explained that once DOTD decides to include the sidewalk along Braddock Street, then DOTD will prepare the right of way maps. Once these are complete, DOTD will begin the appraisal process and will contact the Church.
    b. Nick explained that right of way maps will not be ready until December and that it will be spring before DOTD comes to meet with the Church to discuss the specifics.
3. Miles discussed that 3' to 5' will be taken along Braddock Street for the construction of a sidewalk; therefore, additional right of way will be needed from the Church. Miles explained that the two driveways in front of the church will remain.

4. Nick explained that the Designer, Contractor and DOTD have Public Information Officers that can provide real time information to the Church from now until the construction of the project is complete.
5. Carolyn James expressed her appreciation of DOTD meeting with her to explain the construction of the project, the sidewalk and the right of way acquisition process.
6. Carolyn James asked about the house owned by her brother Richard Kinchen. Ritney said that we plan to speak to Richard Kinchen. Miles explained that the house will not be impacted but it is in the area that additional right of way is needed for the placement of a sidewalk.

Meeting adjourned

Meeting with Braddock Street Property Owner Virginia Deboest

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

Meeting Date: *7/29/2021 9:00 AM*

Location: *Zoom*

PURPOSE

To gain feedback from property owner Virginia Deboest (1550 Braddock Street) for the inclusion of a sidewalk along Braddock Street. The inclusion of a sidewalk will require the acquisition of approximately 3' to 5' of right of way.

ATTENDEES

Sherri LeBas (GEC, COREX10)
Bob Schmidt (Huval, COREX10)
Nick Olivier (DOTD)
Kiawasha White (DOTD)
Ritney Castine (Franklin Associates, COREX10)
Virginia Deboest (Property Owner)

MEETING SUMMARY NOTES

1. Sherri provided an overview and explained the scope of the I-10 Corridor Improvement project.
2. 1550 Braddock Street is the property's address.
    a. No structure exists on the property.
3. Sherri explained the geometrics of Braddock Street.
    a) In the current design that is underway, a shoulder is provided along Braddock Street, but a sidewalk is not due to limited existing right of way.
    b) Up until this point, we did not anticipate needing additional right of way in this area of Braddock Street.
    c) However, to add a sidewalk along Braddock, additional right of way will need to be acquired.
    d) To add the sidewalk, it would take about 3' or 5' of additional property.
    e) Sherri explained the configuration of the I-10 exit ramp to Braddock Street and how it merges to Braddock Street and then ties to Washington Street.
4. Sherri explained the goals of the project to provide community connections and enhancements within the corridor, which includes the Greenway path.

5. Nick explained the process of updating the environmental document for the inclusion of acquiring this right of way and that we are meeting with property owners to discuss beforehand.
6. Virgina Deboest stated that she did not see a problem with taking 3’ to 5’ for the addition of a sidewalk.
7. Sherri shared that the right of way maps are anticipated to be complete at the end of the year and that DOTD would be in touch with Virginia in the New Year of 2022; most probably by spring of 2022.
8. Virginia was offered to call Ritney if she has any questions at any time.

Adjournment

Meeting with Braddock Street Property Owners Shawn and Yolanda Charles

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

Meeting Date: *11/1/2021 9:00 AM*

Location: *Franklin Associates*

PURPOSE

To gain feedback from the property owners Shawn and Yolanda Charles (1704 Braddock Street) for the inclusion of a sidewalk along Braddock Street. This sidewalk will require the acquisition of approximately 3' to 5' of right of way from the property.

ATTENDEES

Shawn and Yolanda Charles (owners, 1704 Braddock)
Sherri LeBas (GEC, COREX10)
Kiawasha White (DOTD)
Ritney Castine (Franklin, COREX10)
James Taylor (Franklin, COREX10)

MEETING SUMMARY NOTES

Ritney opened meeting with introductions of the team.

1. Sherri introduced the project, providing an overview of the purpose and intent: to add an additional travel lane in both directions to I-10. An on-screen map was used with project linework overlays indicating future travel lanes and right-of-way requirements. The greenway enhancement project was also described.
2. Sherri provided the following information regarding Braddock Street.
    a. A sidewalk along Braddock Street exists today.
    b. Currently, the plans under design provide a shoulder along Braddock Street, but a sidewalk is not included.
    c. To add a sidewalk along Braddock Street will require right of way from the property owner of approximately 3' to 5' of property.
    d. To access Washington Street and Dalrymple, I-10 will exit at the Washington Street exit and travel along Braddock Street. Roundabouts will be constructed at Washington Street (2) and Terrace Street (1).
    e. The goals of the project are to provide community connections and enhancements within the corridor, which includes the Greenway path.

   f. DOTD is reaching out to all the property owners along Braddock Street to gain feedback on the inclusion of a sidewalk and the need for additional right of way for this sidewalk.
3. Yolanda stated that she is a graphic designer with a local environmental consulting firm so she is familiar with these environmental documents. She stated that they do not live at this address. It is a rental property.
4. Sherri described the purpose of the meeting is to inform them of the DOTD's need to acquire a few feet of additional right-of-way along the street frontage of their property (and along several blocks of Braddock Street) for installation of a new sidewalk along the western side of Braddock serving the neighborhood.
5. Shawn and Yolanda indicated their understanding and offered no objection to the sidewalk.
6. Shawn asked, "What happens to our tenant during construction? Where do they park? Will they have access?"
7. Sherri responded yes, that the contractor's public information officer and Franklin staff will maintain contact with residents and businesses along the corridor, providing them notice and guidance for access during construction. The Braddock Street corridor will be among the first work. After Braddock is rebuilt, work will shift away from the facing properties and will be on the elevated I-10 infrastructure itself.
8. Kia also responded that the general contractor will coordinate with your renter concerning construction activities.
9. James stated that the greenway will be constructed beneath the elevated I-10 in front of your property, and it will link the two BREC parks: Expressway and E. Polk Street Park. From there, the trails will connect to downtown and to the University Lakes.
10. Sherri informed the Charles' of the online poll for greenway enhancements, and described the anticipated preference poll for interstate sound wall materials and design choices. Expect a public meeting in early December in addition to online polling.
11. Yolanda stated that she likes learning about the proposed enhancements to the corridor.
12. Shawn expressed concern about the adjacent corner lot, a fallen tree from the hurricane, etc. The Charles' had cleared portions of the fallen trees, which encroached on their property. Shawn inquired how to contact the property owner.
    a. (Subsequent research indicated the corner lot is tax adjudicated to the City-Parish.)
13. Shawn asked if they should delay work on the property. He stated that they are in the process of having a new roof placed on the home.
    a. Kia and Sherri replied no; do not delay this work as the roadwork will not affect the residence (building) and that he should proceed with any repairs, maintenance or improvements to the house.
14. Ritney let the Charles' know that he has their email address and will keep them informed of the project status.

Meeting adjourned

Meeting with Braddock Street Property Owner Katrina Taylor

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

Meeting Date: *11/1/2021 10:00 AM*

Location: *Franklin Associates*

PURPOSE

To gain feedback from the property owner Katrina Taylor (1510 Braddock Street) for the inclusion of a sidewalk along Braddock Street. This sidewalk will require the acquisition of approximately 3' to 5' of right of way from the property.

ATTENDEES

Katrina Taylor (homeowner, 1510 Braddock)
Kevin Taylor (father of Katrina)
Sherri LeBas (GEC, COREX10)
Kiawasha White (DOTD)
Ritney Castine (Franklin, COREX10)
James Taylor (Franklin, COREX10)

MEETING SUMMARY NOTES

Meeting was opened by Ritney with introductions of the team.

1. Sherri introduced the project, providing an overview of the purpose and intent: to add an additional travel lane in both directions to I-10. An on-screen map was used with project linework overlays indicating future travel lanes and right-of-way requirements. The greenway enhancement project was also described.
2. Sherri provided the following information regarding Braddock Street.
    a) A sidewalk along Braddock Street exists today.
    b) Currently, the plans under design provide a shoulder along Braddock Street, but a sidewalk is not included.
    c) To add a sidewalk along Braddock Street will require right of way from the property owner of approximately 3' to 5' of property.
    d) To access Washington Street and Dalrymple, I-10 will exit at the Washington Street exit and travel along Braddock Street. Roundabouts will be constructed at Washington Street (2) and Terrace Street (1).
    e) The goals of the project are to provide community connections and enhancements within the corridor, which includes the Greenway path.

f) DOTD is reaching out to all the property owners along Braddock Street to gain feedback on the inclusion of a sidewalk and the need for additional right of way for this sidewalk.

3. Kevin expressed concern about traffic on the surface streets. Mr. Taylor feels a stop sign is needed at the intersection of Louise (eastbound) at Braddock as turning vehicles speed around that turn.
4. Katrina said that multiple accidents have occurred there over a relatively short timeframe.
5. Kevin stated that much of the traffic seems to be exiting I-10 and headed to LSU.
6. Sherri described sound wall options for the improved interstate. An online poll and public meeting will provide opportunities to contribute your opinion.
7. Katrina expressed that she likes the enhancement options and ideas for the corridor.
8. Sherri, using the on-screen maps and Google Street View, Sherri described the need to acquire a few feet of right-of-way from this and other properties along the west side of Braddock Street. The purpose is to install a new sidewalk serving the neighborhood.
9. Katrina and Kevin indicated their understanding of the need and expressed no objections.
10. Sherri, in response to a question regarding the start of construction and time to construct replied that construction is anticipated to begin during January of 2023 and take 2.5 years to 3 years.
11. Kevin asked, “When will you know final design? When will you know exactly how much land you need for the sidewalk?”
12. Sherri replied that we are in final design now and that we should be known early next year. You will be informed at the time DOTD contacts you for property acquisition negotiations.
13. Katrina stated, “I’m a new homeowner. I’ve only been here a few months. My land purchase includes a sliver of the lot to the north of my house. The chain link fence is on the wrong property line – it needs to be moved north, widening my driveway area and enclosing my property properly.” She stated that she would be looking into this matter more.
14. Sherri described that construction will first occur on Braddock Street itself, installing the future permanent roadway and sidewalk. Then, construction will focus on the elevated interstate itself.
15. Katrina stated that regarding local street traffic, brush clearing is needed at Louise @ Braddock to improve drivers’ lines of sight.
16. Katrina also discussed the new roundabouts proposed along Braddock. She is not in opposition, but recognized some people take time to learn to use them properly.
17. Sherri agreed that it takes drivers time to adjust to navigating roundabouts. She described the roundabout at Government / Lobdell / Independence Blvd. The roundabouts on Braddock would be single-lane, smaller than the Lobdell roundabout. Pedestrian crossings will be designed and included.
18. Katrina asked, “What will happen to the parking?”
19. Sherri stated that some parking beneath the interstate will be retained, but it will be better designed. The greenway will traverse through these areas. There will be opportunities for art, murals and lighting along and beneath the new elevated interstate structure, and along retaining walls facing the neighborhood in certain areas.
20. Kevin responded that the proposed enhancements will be a good thing. He likes idea of designs incorporated into the sound walls. He’s glad he came to this meeting.
21. Kevin discussed the configuration of a utility pole with a guy wire that exists in front of Katrina’s house. He said that he is hopeful that it can be relocated during the construction process a bit

further north at the property line between Katrina's and the neighboring parcel. Presently, it is a hazard between her driveway and house. Also, the water line is positioned where you propose to build the new sidewalk.

22. Sherri said that the DOTD and the contractor will coordinate utility relocations with the service providers during the construction process. Residents and property owners will be notified.
23. Katrina said, "I am excited about the proposed improvements."
24. Sherri reminded the Taylors of the online preference poll for greenway enhancements, and informed them of the sound wall materials & designs poll and public meeting anticipated in early December. James and Sherri pointed out that there is an opportunity for the Taylors to provide comments on the Greenway Polling such as the speeding traffic concerns that Mr. Taylor expressed earlier in the meeting.
25. Ritney let the Katrina know that he has her email address and will keep her informed of the project status.

Meeting adjourned

Meeting with Braddock Street Property Owner Lawrence Brown

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

Meeting Date: *11/10/2021 11:00 AM*

Location: *Franklin Associates*

PURPOSE

To gain feedback from the property occupant Lawrence Brown (1538 Braddock Street) for the inclusion of a sidewalk along Braddock Street. This sidewalk will require the acquisition of approximately 3' to 5' of right of way from the property.

ATTENDEES

Lawrence Brown (occupant, 1538 Braddock)
Sherri LeBas (GEC, COREX10)
Kiawasha White (DOTD)
Ritney Castine (Franklin, COREX10)
James Taylor (Franklin, COREX10)
Nicholas Olivier (DOTD, via Teams)
Bob Schmidt (Huval, COREX10, via Teams)

MEETING SUMMARY NOTES

Ritney opened meeting with introductions of the team.

1. Sherri introduced the project, providing an overview of the purpose and intent: to add an additional travel lane in both directions to I-10. An on-screen map was used with project linework overlays indicating future travel lanes and right-of-way requirements. The greenway enhancement project was also described.
2. Sherri provided the following information regarding Braddock Street.
    a. A sidewalk along Braddock Street exists today.
    b. Currently, the plans under design provide a shoulder along Braddock Street, but a sidewalk is not included.
    c. To add a new sidewalk along Braddock Street will require approximately 3' to 5' of right of way from the properties fronting Braddock Street from Louise to Lettsworth.
    d. To access Washington Street and Dalrymple, I-10 will exit at the Washington Street exit and travel along Braddock Street (continuing its one-way directionality.) Roundabouts will be constructed at Washington Street (2) and Terrace Street (1).

   e. The goals of the project are to provide community connections and enhancements within the corridor, which includes the Greenway path.
   f. DOTD is reaching out to all the property owners along Braddock Street to gain feedback on the inclusion of a sidewalk and the need for additional right of way for this sidewalk.
3. Lawrence introduced himself as a 62 year old occupant of the home, and an employee of the McKinley Alumni Center. Lawrence is the younger brother of the property owner – Richard Kinchen, a resident of Albuquerque, NM who is now 74 years old. Mr. Kinchen inherited the property from their late mother and intends to transfer ownership to Lawrence Brown who occupies the residence.
4. Lawrence enjoys living there. He attended earlier I-10 project meeting(s) held at the McKinley Alumni Center so he was aware of the project, but not of ROW acquisition needs.
5. Lawrence expressed his only concern is "who pays for the fence?" (a chain link fence across the Braddock frontage of his property.)
6. Kia informed Mr. Brown that final roadway (and sidewalk) plans may indeed cause disturbance of his fence. The cost of the fence will be included in the property appraisal. The fence would be replaced (repositioned due to the new sidewalk) by the contractor or Brown would be provided funds to hire the work done by a fencing company of his choosing.
7. Lawrence responded "then we're good."
8. Lawrence added comments concerning the current speed of traffic on Braddock. He believes a traffic light is warranted.
9. Sherri explained additional enhancements which will be part of the interstate project: safety lighting, aesthetic enhancement lighting, the greenway itself, which will link the downtown greenway network to the University Lakes. New roadway design features and materials will include fewer and more attractive columns and a slightly higher road deck, both of which will allow more light beneath the elevated interstate. Steel beams will be replaced with longer spans of concrete girders, which are quieter. The interstate will be lined with noise control walls. Construction is expected to begin in January of 2023.
10. Lawrence explained how he appreciates these enhancements. He likes to walk – walks to his job at the alumni center. He'll enjoy being able to walk along the greenway to the lakes.
11. Lawrence takes care of (mows) the adjacent vacant lot [owned by Virginia Pickens Debosest.]
12. Lawrence is the brother of Ms. Carolyn James who works for Fairview Baptist. He has good relations with his neighbors.
13. Ritney ensured Lawrence has Franklin's contact information if he has further questions.
14. James informed Lawrence of the anticipated public open house displaying noise wall options on December 14 or 15.
15. Lawrence will inform his brother Mr. Kinchen of this information. He anticipates his brother will be pleased.
16. Lawrence now has assurance that repairs and improvements to his home should not be delayed or withheld, as his home will not be impacted by construction or acquisition.

Meeting adjourned

ATTACHMENT B
PLAN AND PROFILE SHEETS

SEGMENT 1 (30% PLANS)

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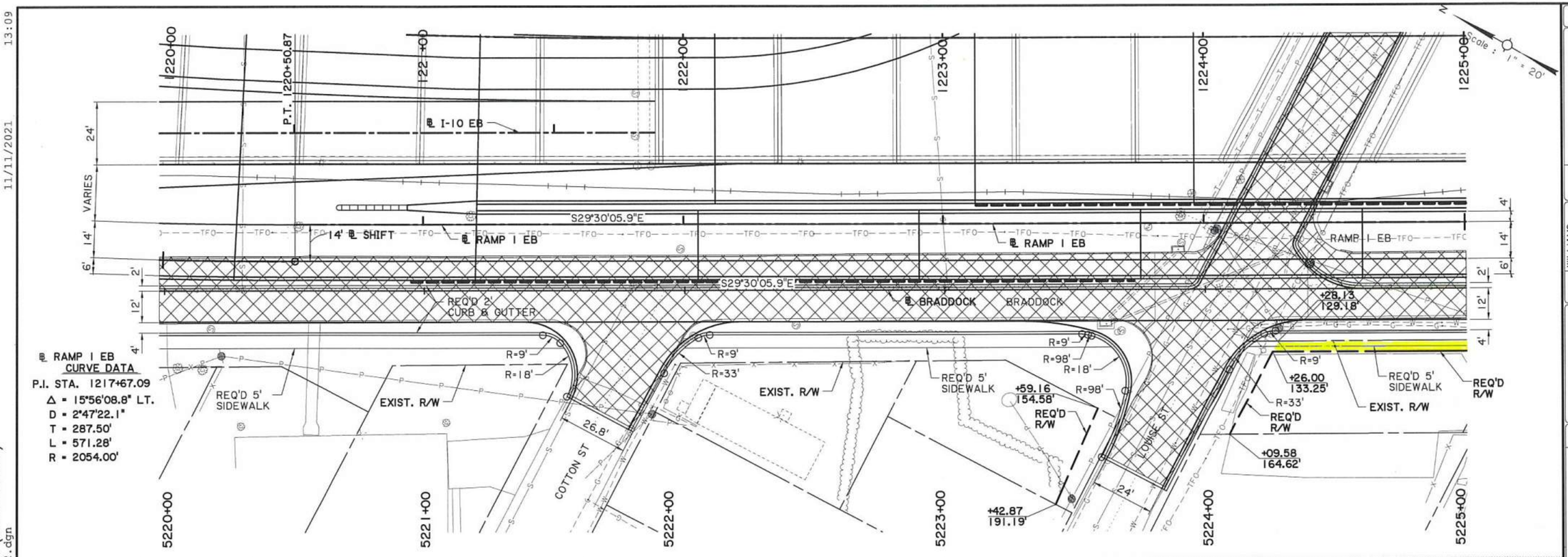

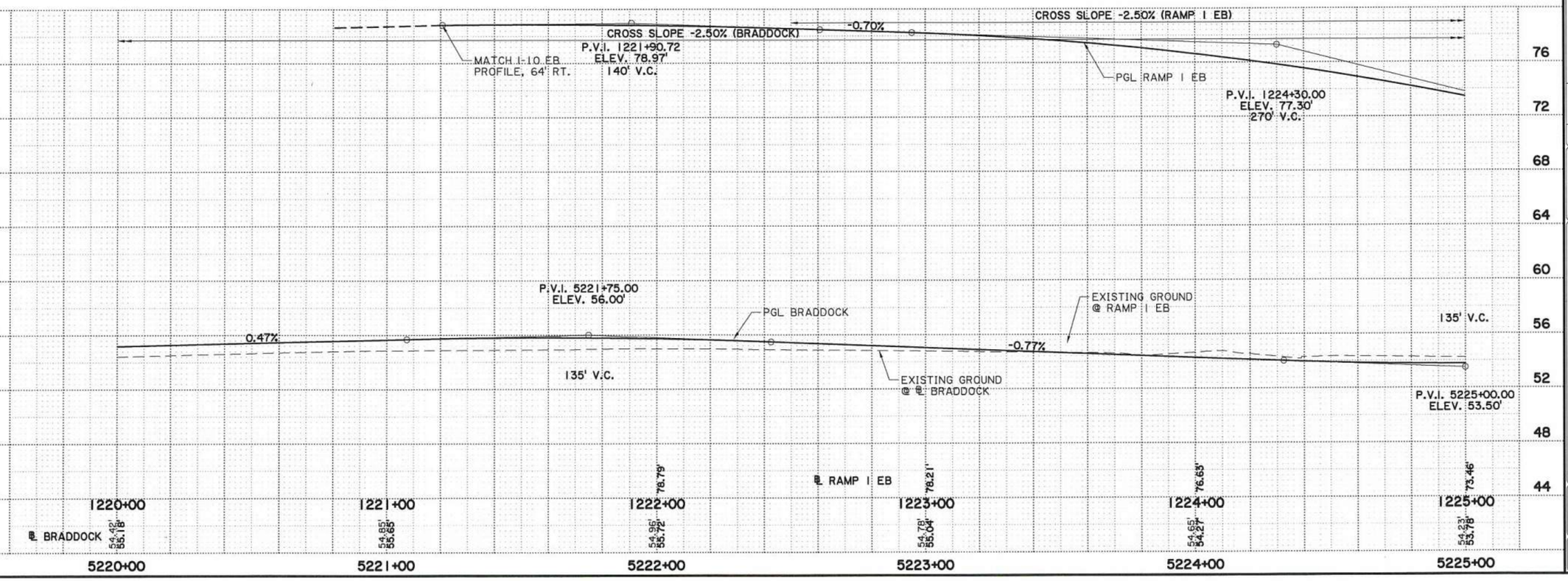

SHEET NUMBER 16

PARISH	CONTROL SECTION	STATE PROJECT
EAST BATON ROUGE	450-10	H.004100

DESIGN	CHECK	DETAIL	CHECK	REVIEW	SERIES
WILLIAMS		CORTEZ			3 OF 5

SEGMENT 1 (30% PLANS)

PRELIMINARY
NOT FOR CONSTRUCTION

ENGINEER:
MILES B. WILLIAMS

LICENSE #:
23094

DATE:
11/11/2021

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA

PLAN AND PROFILE

RAMP I EB / BRADDOCK

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

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

SIGMA CONSULTING GROUP, INC.

SEGMENT 1 (30% PLANS)
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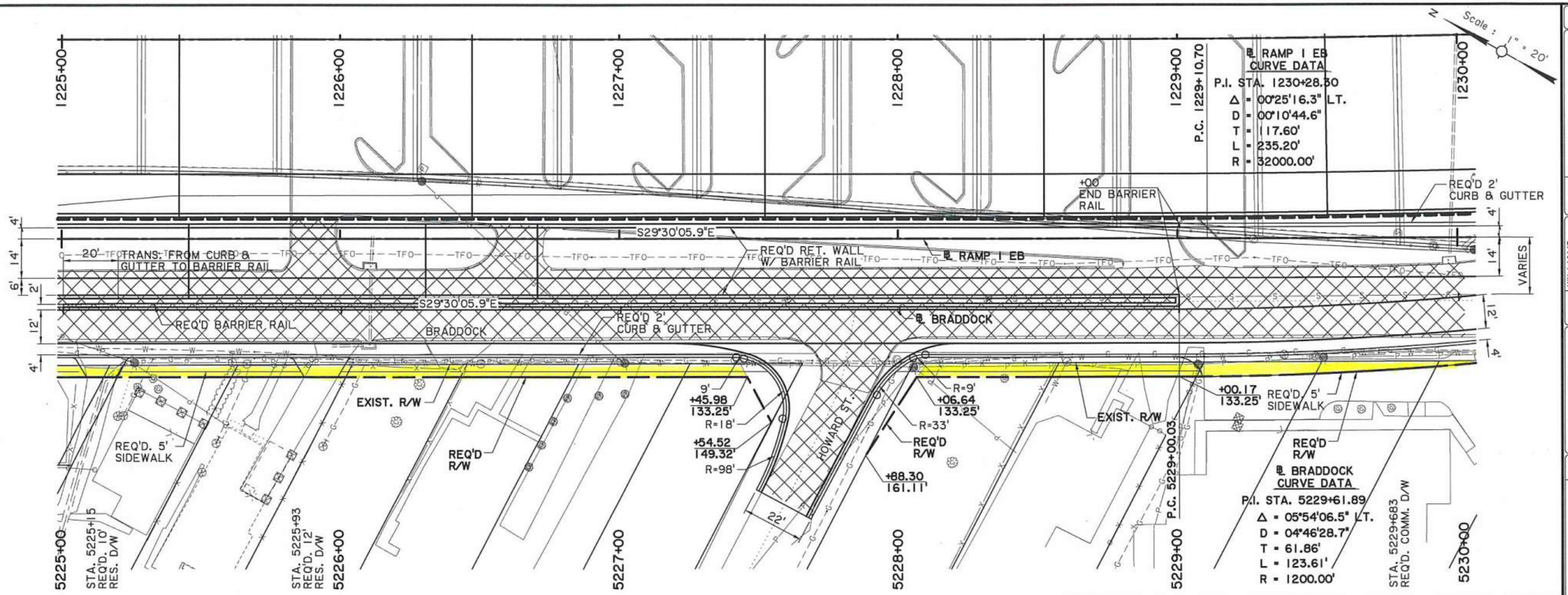

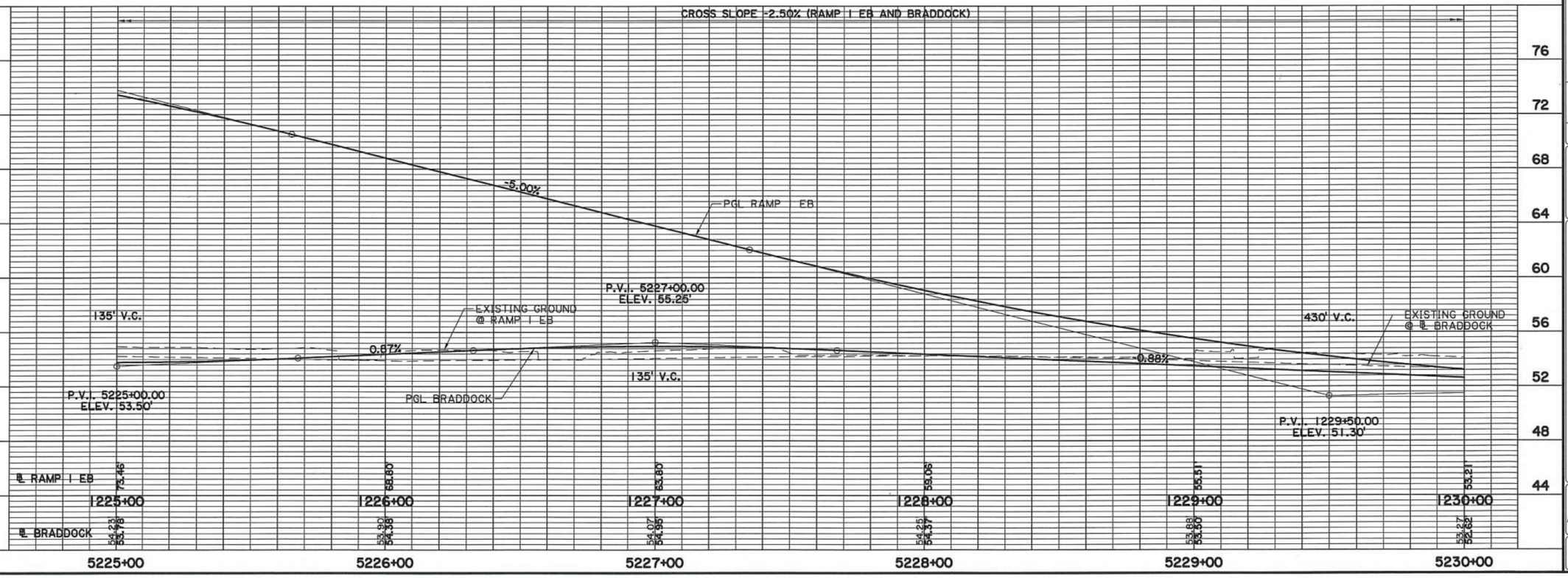

SHEET NUMBER 17

PARISH	CONTROL SECTION	STATE PROJECT
EAST BATON ROUGE	450-10	H.004100

DESIGN	WILLIAMS	SERIES = 4 OF 5	
CHECK			
DETAIL	CORTEZ		
CHECK			
REVIEW			

SEGMENT 1 (30% PLANS)
PRELIMINARY
NOT FOR CONSTRUCTION
ENGINEER:
MILES B. WILLIAMS
LICENSE #: 23094
DATE: 11/11/2021

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA

PLAN AND PROFILE
RAMP I EB / BRADDOCK

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

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

SIGMA CONSULTING GROUP, INC.

SEGMENT 1 (30% PLANS)
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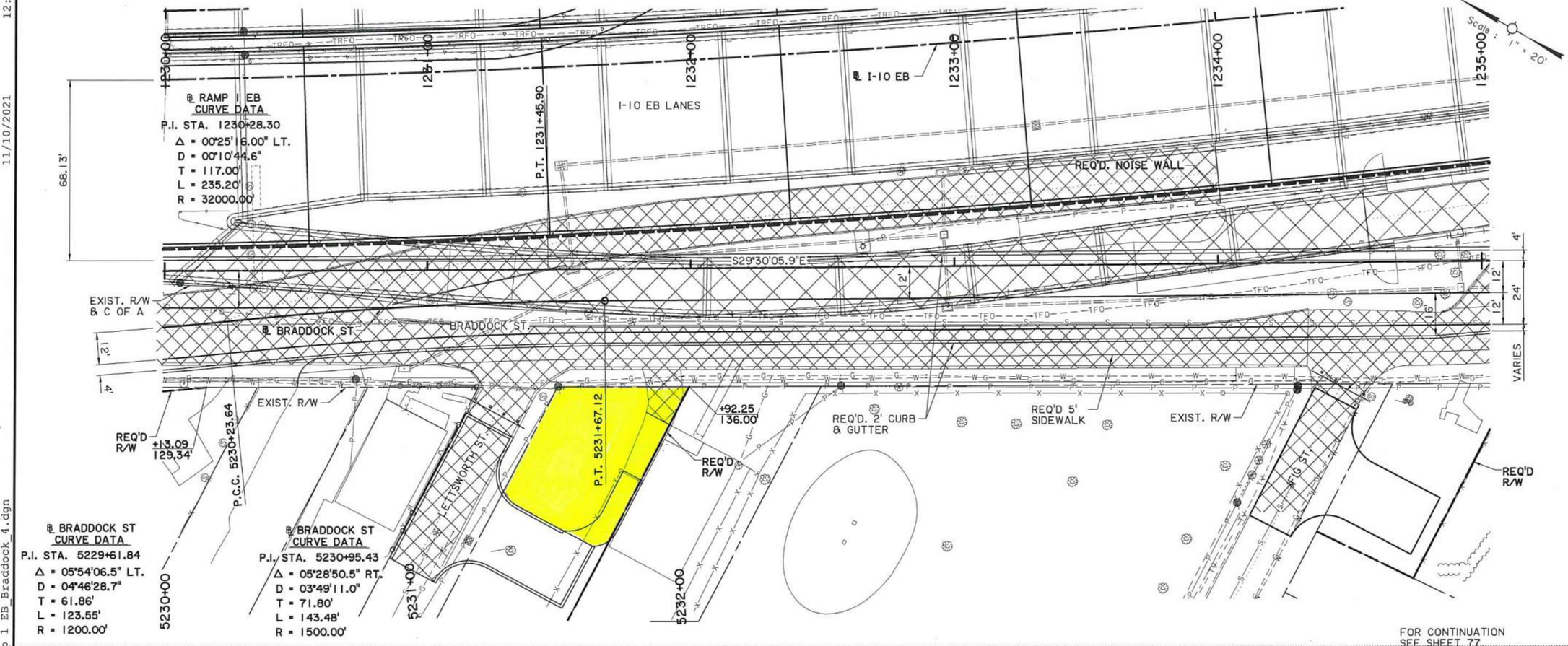
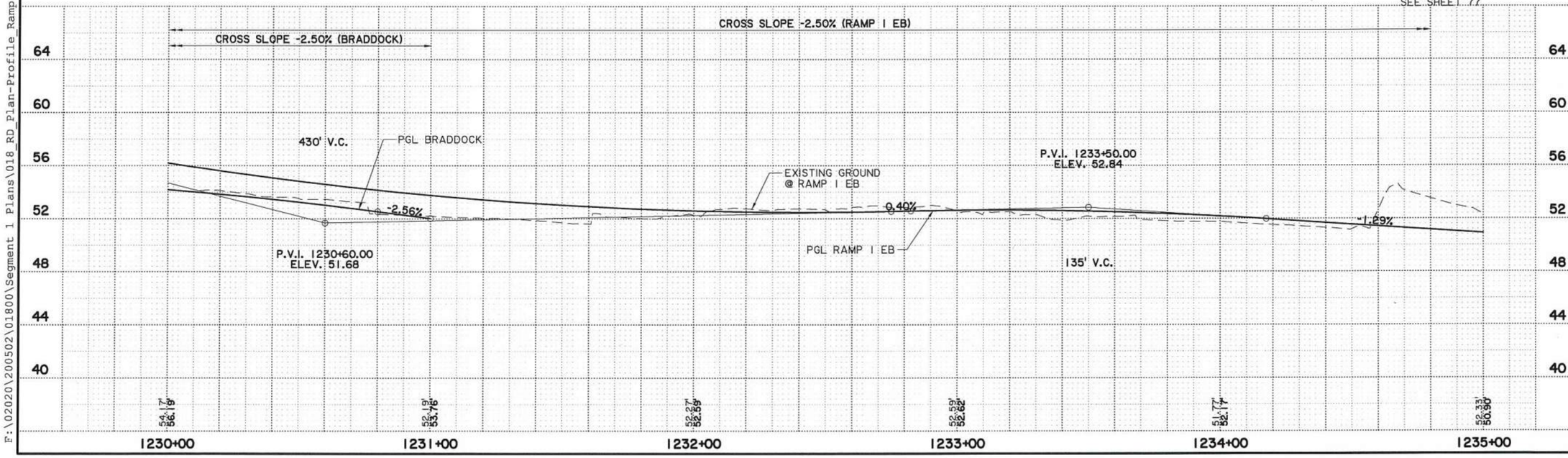




SHEET NUMBER 18

PARISH	CONTROL SECTION	STATE PROJECT
EAST BATON ROUGE	450-10	H.004100

DESIGN	CHECK	DETAIL	CHECK	REVIEW	SERIES
WILLIAMS		CORTEZ			5 OF 5

SEGMENT 1 (30% PLANS)

PRELIMINARY
NOT FOR CONSTRUCTION

ENGINEER:
MILES B. WILLIAMS

LICENSE #:
23094

DATE:
11/10/2021

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA
LICENSED PROFESSIONAL ENGINEER
23094

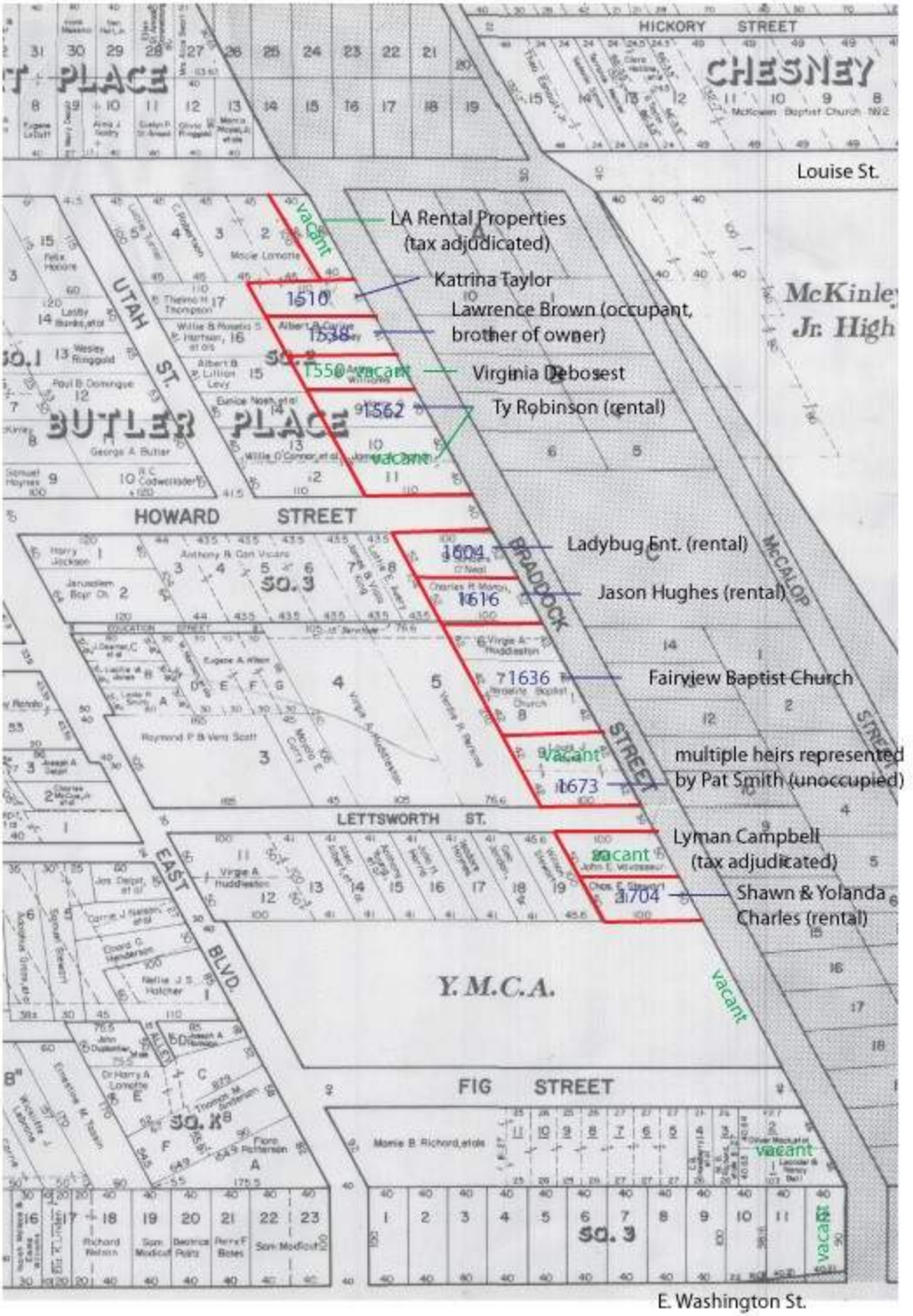
PLAN AND PROFILE
RAMP I EB / BRADDOCK

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

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

SIGMA CONSULTING GROUP, INC

ATTACHMENT C
PARCEL MAP


HICKORY STREET
CHESNEY
Louise St.
LA Rental Properties
(tax adjudicated)
Katrina Taylor
1610
Lawrence Brown (occupant,
brother of owner)
1538
Virginia Debosest
1550
vacant
Ty Robinson (rental)
1562
vacant
UTAH ST.
BUTLER PLACE
HOWARD STREET
Ladybug Ent. (rental)
1604
Jason Hughes (rental)
1616
BRADDOCK STREET
Fairview Baptist Church
1636
multiple heirs represented
by Pat Smith (unoccupied)
vacant
1673
LETTSWORTH ST.
Lyman Campbell
(tax adjudicated)
vacant
Shawn & Yolanda
Charles (rental)
1704
EAST BLVD.
Y.M.C.A.
vacant
FIG STREET
vacant
McCALOP STREET
McKinley
Jr. High
E. Washington St.

ATTACHMENT D
BROOKS PARK LOCATION

McKINLEY MIDDLE MAGNET SCHOOL

EAST BATON ROUGE PARISH SCHOOL SYSTEM

BATON ROUGE RECREATION AND PARK COMMISSION (BREC)

PLAYGROUND

FANNIE ST.

REQ'D. DRAINAGE SERVITUDE FROM BREC (DE MINIMUS IMPACT DETERMINATION)

REQ'D. 25' DRAINAGE SERVITUDE FROM EAST BATON ROUGE PARISH SCHOOL SYSTEM

55'

50'

BROOKS PARK

PLAYGROUND

REQ'D. 48" DRAINAGE PIPE

SWIMMING POOL

BREC APPARENT PROPERTY BOUNDARY

Mc CALOP ST.

PEAR ST.

N

Scale: 1" = 20'

ATTACHMENT E
BROOKS PARK IMAGES

View from Pear Street, facing north

View from McCalop Street, facing east
McKinley Middle School is on left

View from within Brooks Park near Fannie / Eddie Robinson Sr. Dr.
Parking, playground and swimming pool is to left.
Front of McKinley Middle School is behind the photographer.

ATTACHMENT F
MEETING SUMMARY NOTES

I-10 Improvements Design near Brooks Park and E. Polk Park- Coordination with BREC
Minutes of Meeting

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

Meeting Date: *Wednesday, December 22, 2021, 10 a.m. to 12 p.m.*
Location: *BREC Planning & Engineering Conference Room*

Attendees:

BREC: Reed Richard, Whitney Hoffman Sayal, Amanda Takacs, Angela Harms

Sigma Consulting Group: Miles Williams, Bryan Harmon, Alex Farr

SCG first presented an overview of I-10 CMAR Segment 1 Project Status:

A Google Earth KMZ file with the project superimposed on it, Miscellaneous Lidar Exhibits, Project Existing Drainage Report, drainage maps and various plan profile sheets were presented to provide an overview of the project. It was stressed that the project was at the 30% design phase so we are rapidly moving from concept phases into detailed design. It was also stated that while the focus of the meeting was to address drainage design at and around both McKinley Middle Magnet School and Brooks Park, that several other drainage outfalls were being evaluated and coordinated with the Lakes Masterplan Consultant and EBR Dept. of Transportation and Drainage as part of the final design.

Discussion of Existing Drainage Patterns & Conditions near Brooks Park/McKinley Middle Magnet School (MMMS):

Sigma reported that information was requested from EBR City-Parish, the EBR School Board, and BREC. Information was made available from all three, however complete and definitive data was not available for several of the older drainage systems in the area. In addition, the topographic surveys provided for the project do not extend far beyond the limits of the proposed road improvements so utilizing other data sets from the various agencies that we contacted in addition to utilizing both Lidar and USGS topographic data has been important. It was pointed out that while details of the existing subsurface systems and outfalls are limited, there is relatively large topographic relief in this area and it is clear that Brooks Park to the east of Eddie Robinson St. is the drainage outfall point for this area.

It was identified that several existing drainage systems currently outfall through the MMMS site and BREC property ultimately draining to the ditch along the RR and passing under Dalrymple Drive and into City Park Lake. While some modifications to localized flows are being proposed relative to how they pass through and around the MMMS site and the BREC property, they all ultimately join just upstream of Eddie Robinson Drive and pass through Brooks Park to the RR outfall ditch.

Discussion of Proposed Drainage Improvements

McKinley Middle Magnet School / Brooks Park Swimming Pool Outfall: The existing drainage outfall for portions of both McCalop Street and the Interstate drain through an old 30" drainage system that has yet to be fully surveyed. Once it leaves the Interstate right of way the system appears to not be contained in a dedicated drainage servitude but is located in a long standing "prescribed servitude". Additionally, it appears that portions of this existing system pass under a house and through private property before reaching the open ditch/ drainage area along the BREC Pool and the School.

Discussion of Outfall Location/Proposed Drainage Servitude: To minimize disruption to the existing homes, local roadway, sanitary sewer system, and other utilities the design team has identified that a new drainage outfall to the north of Pear Street on the MMMS property (or adjacent to it) is the best solution. In addition, there is a vacant strip of land approximately 68 feet wide and 250 feet long that runs along the back of the homes on Pear St. and adjacent to the MMMS site. From the Assessor's Office property maps this is an undeveloped lot with no designated ownership. This could be a reasonable location for the drainage outfall if ownership of the property can be identified as publicly held.

Bryan explained that the design team has had discussions with EBR School System personnel to coordinate acquisition of a 40 ft drainage servitude for this new drainage outfall. However it may be better to acquire the 40 ft drainage servitude on the northern edge of the undesignated property adjacent to the MMMS property line. To help determine this the design team asked BREC to review their various property maps, coop's and other land arrangements to assist in ownership determinations. We also requested that they review their files to see if they may have additional information related to the drainage systems that run through the park.

Plan Forward and Discussion regarding Outfall: As we head into the detailed design it is the design team's and LA DOTD's desire to try and partner with BREC where both feasible and practical. However, it was expressed that LA DOTD will have constraints on what they can and may be willing

to do associated with the offsite drainage. Sigma and the design team will move forward with requesting additional surveying necessary to finish the drainage design for the project. BREC will review their available records and see if there is any other information regarding property ownership and or topographic surveying information regarding BREC's facilities in the area.

Other Items Discussed

Greenway Path/Road & Drainage Accommodation along Dalrymple Service Rd – through E Polk Park – to Dalrymple: Brief discussion was had that there should be opportunities to develop some forms of water quality/quantity enhancement at the southern limits of the park near the headwaters of City Park Lake. Additional discussions of these opportunities will need to be discussed with DOTD, the Lake Master Plan Consultant, City- Parish and other potential partners to try and take advantage of some potential project synergy.

Discussion of LA Water Initiative Grant and how it might be engaged in this area:

We discussed Regional Drainage through Brooks Park to City Park/City Park Lake and how this may be compatible with BREC's desire to start looking at their facilities in a more holistic way relative to regional stormwater management and treatment. A regional approach to addressing stormwater management in this area would be best as the outfalls discussed above along with the Lakes Improvements project are all tied together with regional opportunities that need to be reviewed and discussed.

Discussion of the Greenway Joint Use Path, Joint Use Agreements with BREC under the Interstate 10 EB Ramp and other Context Sensitive Solutions:

BREC expressed interest in discussing these items relative to the I-10 Improvements Project. Miles stated that these were wide ranging topics that will involve several different personnel from the Design Team, LA DOTD and the CMAR Contractor. Therefore, a separate meeting will be scheduled (and held at LA DOTD Headquarters) at which time these items will be discussed.

EDM 01
F:\02020\200502\01800\Segment 1 Plans\XXX RD Existing Drain Map 1.dgn
7/20/2021 16:36

BASIN 1.1
BASIN 1.2
BASIN 1.3
BASIN 1.4
BASIN 2.1
BASIN 2.2
BASIN 2.3A

6'-6"x4' COVERED CONCRETE CANAL

48" RCP
42" RCP
36" RCP
18" RCP
12" RCP
10" RCP
24" RCP

MYRTLE AVE.
MAXIMILLIAN ST.
EAST BLVD.
JULIA ST.
TERRACE ST.
McCALOP ST.
BRADDOCK ST.
LOUISE ST.

205+00
210+00
215+00
220+00
225+00
230+00
235+00

℄ I-10

N
Scale: 1" = 100'

Drainage Basin No.	Drainage Area Ac's	Cumulative Area Ac's
1.1	12.0	
1.2	5.7	
1.3	9.2	
1.4	41.6	68.5

LEGEND

- (#) OUTFALL
- FLOW DIRECTION
- DRAINAGE BOUNDARY
- SURVEYED DRAINAGE
- AS-BUILT DRAINAGE

SHEET NUMBER 101

PARISH	CONTROL SECTION	STATE PROJECT
EAST BATON ROUGE	450-10	H.004100

DESIGN	CHECK	DETAIL	CHECK	REVIEW	SERIES
BOURGOYNE		CORTEZ			1 OF 4

EDM 01
PRELIMINARY
NOT FOR CONSTRUCTION
ENGINEER:
Bryan K. Harmon
LICENSE #:
22595
DATE:
7/20/2021

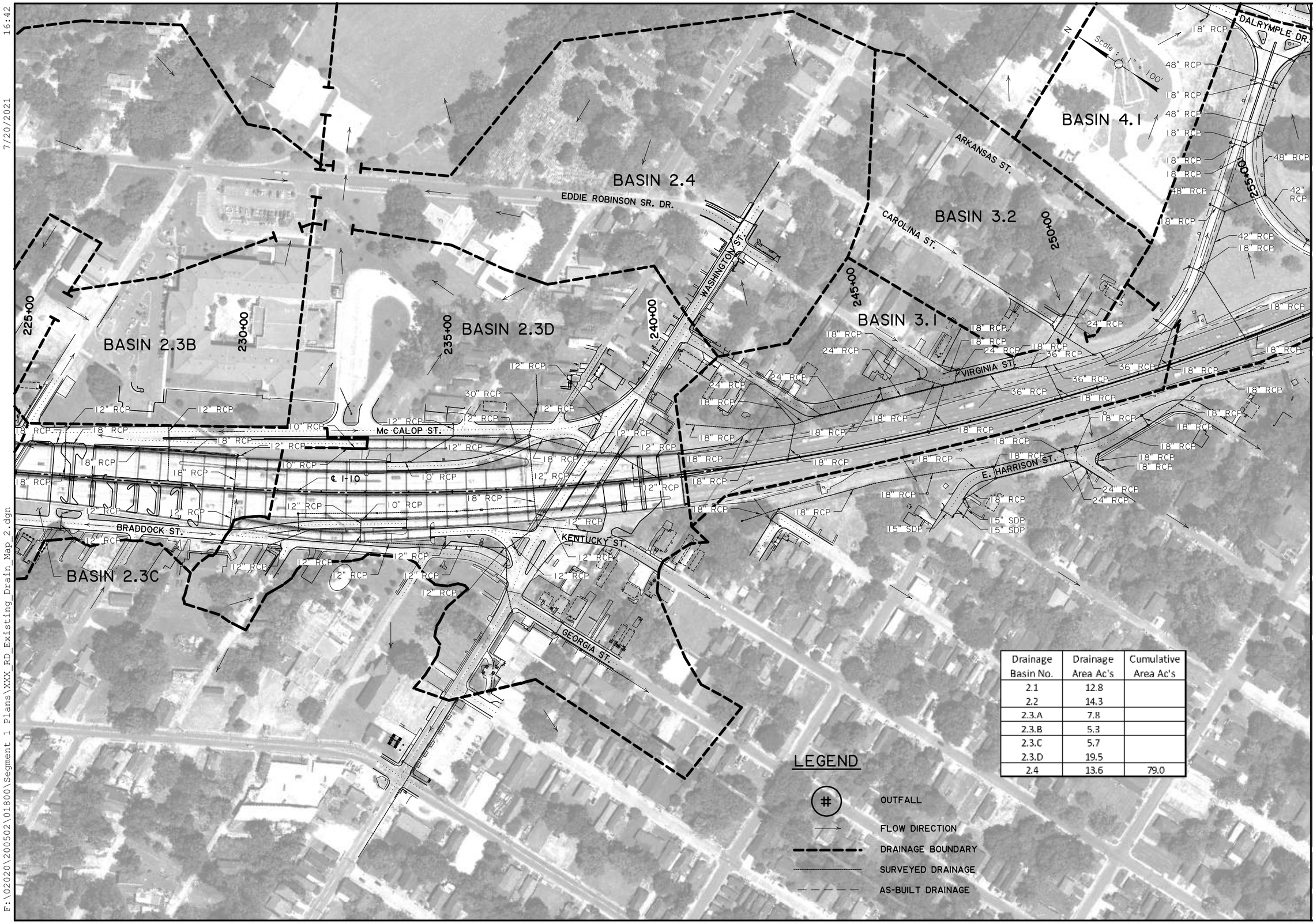
NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

EXISTING DRAINAGE MAP

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

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

SIGMA CONSULTING GROUP, INC.



Drainage Basin No.	Drainage Area Ac's	Cumulative Area Ac's
2.1	12.8	
2.2	14.3	
2.3.A	7.8	
2.3.B	5.3	
2.3.C	5.7	
2.3.D	19.5	
2.4	13.6	79.0

LEGEND

- (#) OUTFALL
- FLOW DIRECTION
- DRAINAGE BOUNDARY
- SURVEYED DRAINAGE
- AS-BUILT DRAINAGE

SHEET NUMBER 102

PARISH	CONTROL SECTION	STATE PROJECT
EAST BATON ROUGE	450-10	H.004100

DESIGN	CHECK	DETAIL	CHECK	REVIEW	SERIES
BOURGOYNE		CORTEZ			2 OF 4

EDM 01

PRELIMINARY
NOT FOR CONSTRUCTION
ENGINEER:
Bryan K. Harmon
LICENSE #: 22595
DATE: 7/20/2021

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

EXISTING DRAINAGE MAP

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

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

SIGMA CONSULTING GROUP, INC.

EDM 01

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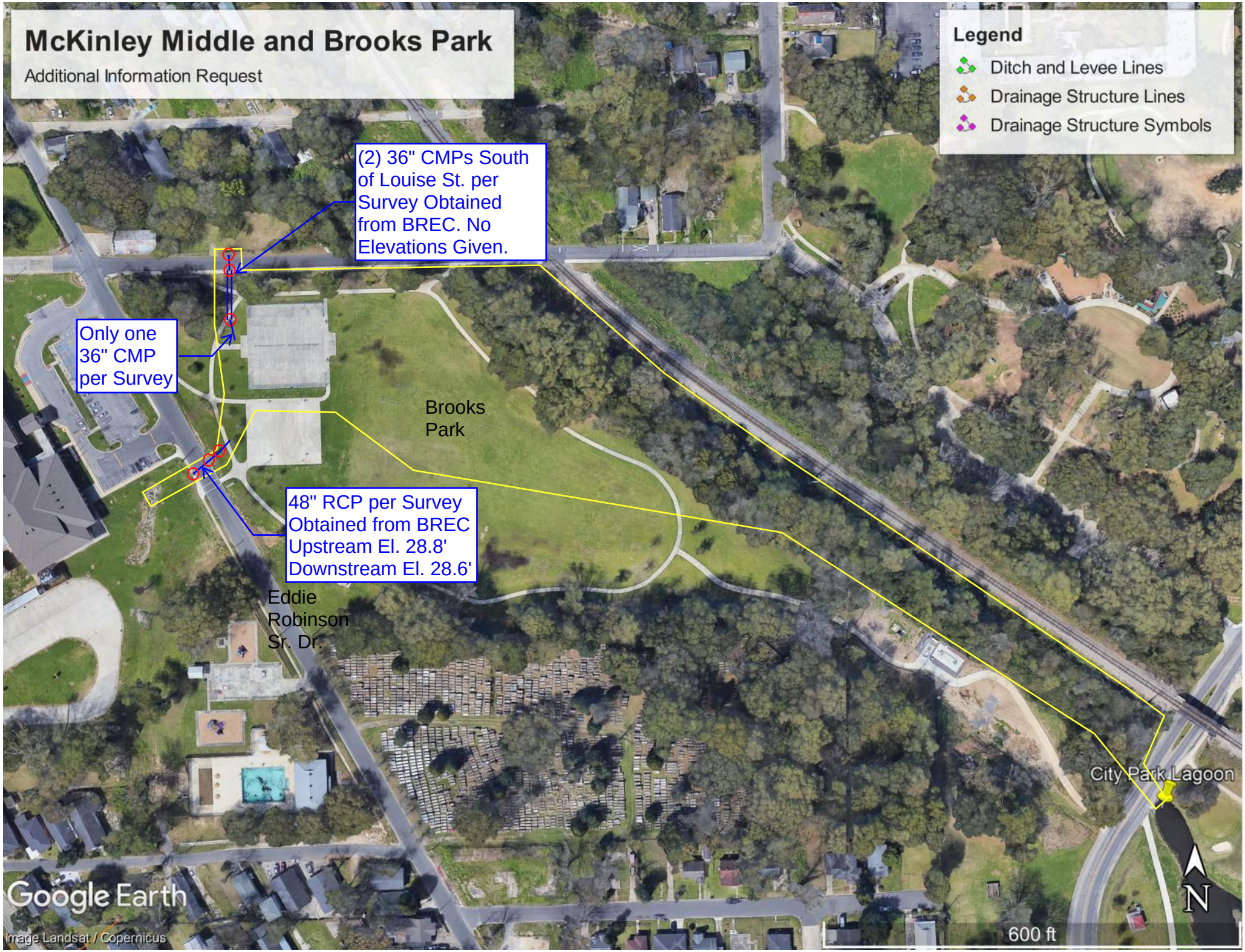
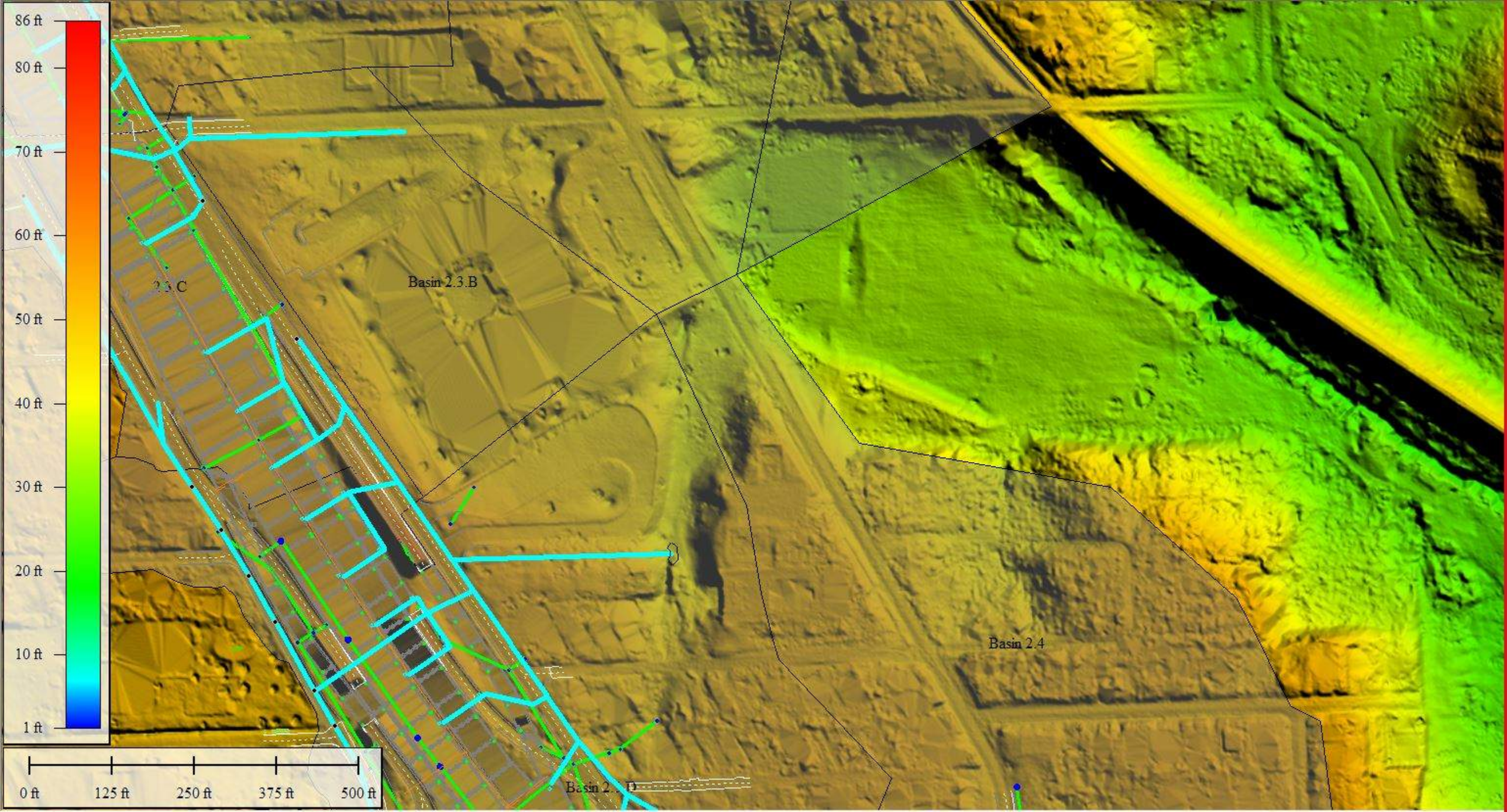
7/20/2021 16:42

Pear St.
Additional Information Request
Legend
Ditch and Levee Lines
Drainage Structure Lines
Drainage Structure Symbols
Eddie Robinson Sr. Dr.
I-10
"Servitude" Area El. = 42.5'
Pear St.
Structure El. = 44.90'
12"
24"
30"
18"
Structure El. 41.20'
Structure El. = 44.42'
Google Earth
Image Landsat / Copernicus
300 ft
N


McKinley Middle and Brooks Park
Additional Information Request
Legend
Ditch and Levee Lines
Drainage Structure Lines
Drainage Structure Symbols
(2) 36" CMPs South of Louise St. per Survey Obtained from BREC. No Elevations Given.
Only one 36" CMP per Survey
Brooks Park
48" RCP per Survey Obtained from BREC Upstream El. 28.8' Downstream El. 28.6'
Eddie Robinson Sr. Dr.
City Park Lagoon
Google Earth
Image Landsat / Copernicus
600 ft
N


86 ft
80 ft
70 ft
60 ft
50 ft
40 ft
30 ft
20 ft
10 ft
1 ft
0 ft
125 ft
250 ft
375 ft
500 ft
2.3.C
Basin 2.3.B
Basin 2.4

Parcels
Null
Street View
Parcel ID:
Owner Name:
Owner Address:
Owner CSZ:
Physical Address:
Subdivision:
Lot:
Block:
W-D:
Flood Zone: X / X PROTECTED BY LEVEE / 0.2 PCT ANNUAL CHANCE FLOOD HAZARD
Legal Description:
Land:
Improvements:
Total Assessed Value:
Homestead Exemption:
Plats:
SWART_1.jpg
Close
Export
Print Labels
Copyright © 2014 GCT, LLC
E INTERSTATE 10 HWY
W INTERSTATE 10 HWY
MC CALOP ST
EDDIE ROBINSON SR DR
PEAR ST
FIG ST
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235.25'
334'
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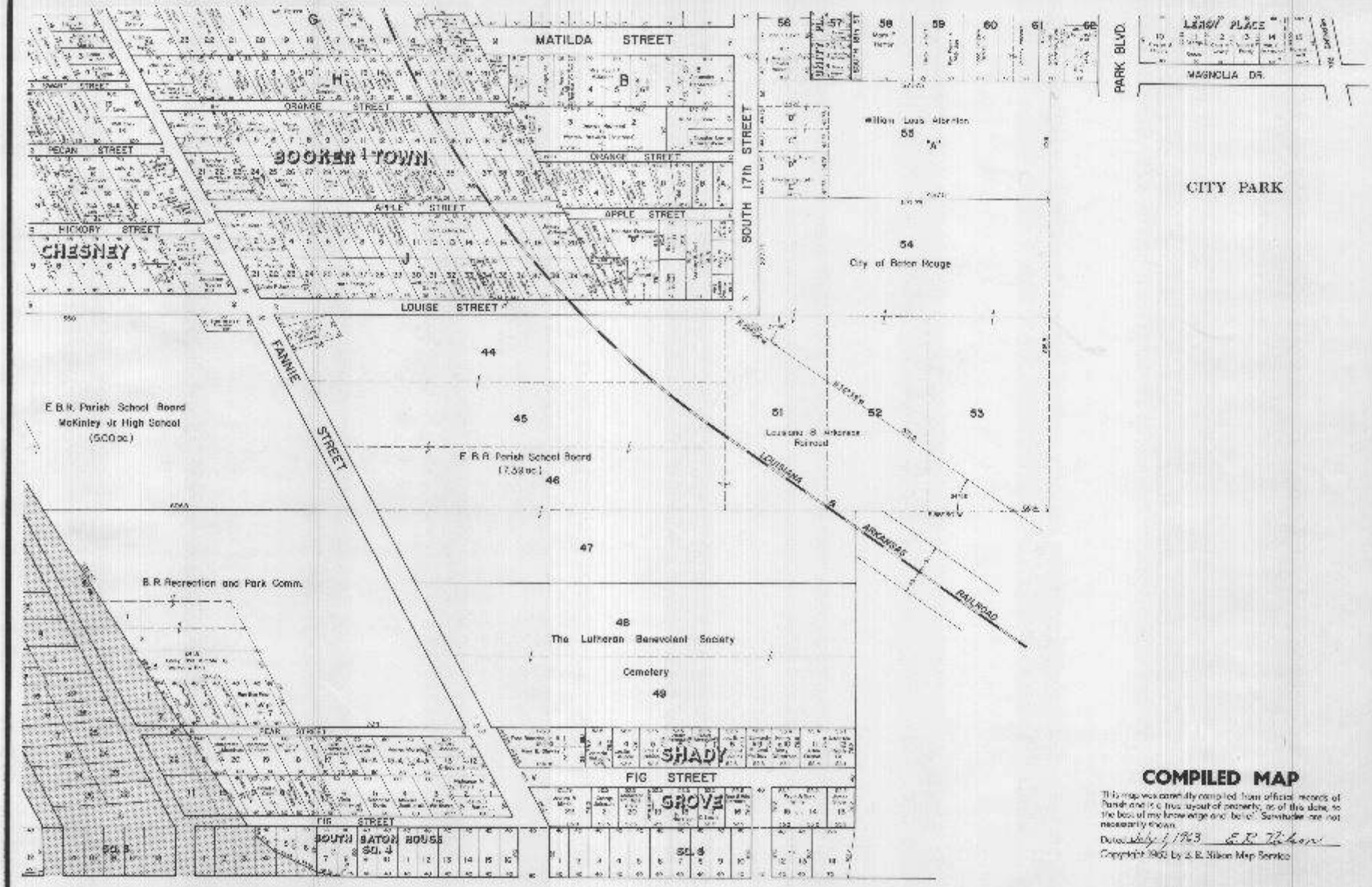
175.8'
154.93'
134.06'
125.39'
36.84'



Recorded Maps

COPYRIGHT BY E.R. NILSON MAP SERVICE, BATON ROUGE

SEGMENT 1 (30% PLANS)

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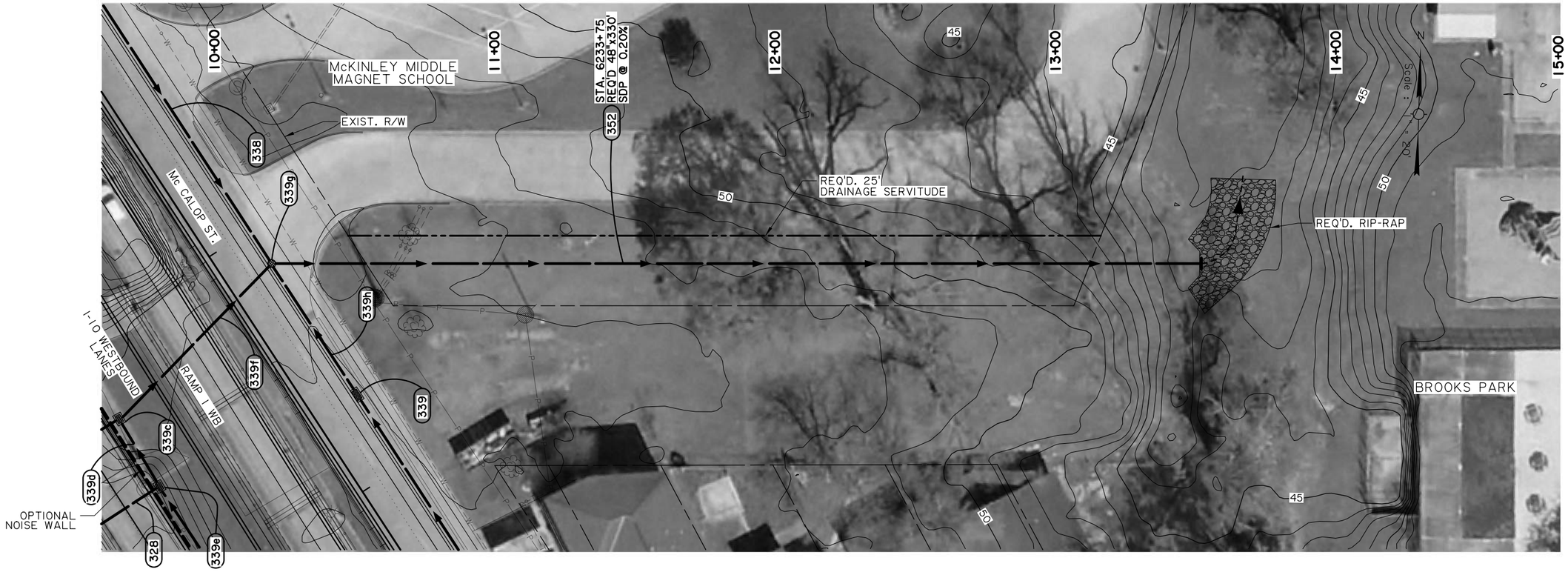

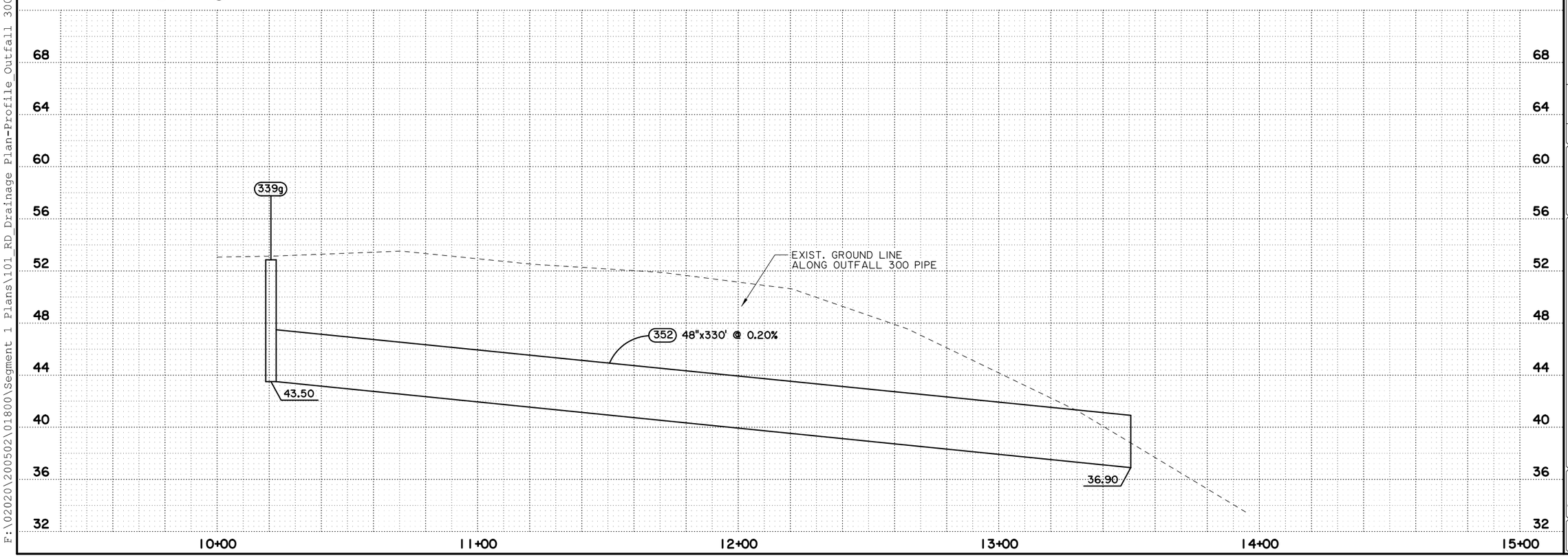

SHEET NUMBER	101		
PARISH	EAST BATON ROUGE	CONTROL SECTION	450-10
		STATE PROJECT	H.004100
DESIGN	WILLIAMS	DETAIL	THYMES
CHECK		CHECK	
REVIEW		SERIES #	1 OF 1

SEGMENT 1 (30% PLANS)

PRELIMINARY
FOR PERMIT PURPOSES ONLY

ENGINEER:
MILES B. WILLIAMS

LICENSE #:
23094

DATE:
11/4/2021

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA

DRAINAGE PLAN AND PROFILE

OUTFALL 300

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

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

SIGMA CONSULTING GROUP, INC.

SEGMENT 1 (30% PLANS)

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STA. 6224+27 REQ'D 15"x36" SDP @ 0.20% 261b
STA. 6224+20 REQ'D CB-06 261
STA. 6224+55 REQ'D 36"x70' SDP @ 0.20% 262
STA. 6224+90 REQ'D CB-06 263
STA. 6225+27 REQ'D 36"x68' SDP @ 0.20% 264
STA. 6225+xx REQ'D CB-06 269
STA. 6225+27 REQ'D 15"x26' SDP @ 0.20% 270
STA. 6225+xx REQ'D 36"x324' SDP @ 0.20% 272
STA. 6225+xx REQ'D CB-06 271
STA. 6225+xx REQ'D 36"x30' SDP @ 0.20% 268
STA. 6225+62 REQ'D CB-06 265
STA. 6225+xx REQ'D 36"x30' SDP @ 0.20% 242
STA. 6225+58 REQ'D CB-01 241
STA. 6226+07 REQ'D 15"x84' SDP @ 0.20% 266
STA. 6226+52 REQ'D CB-08 267
STA. 6226+58 REQ'D 15"x36' SDP @ 0.20% 267d
STA. 6226+63 REQ'D CB-01 267c
STA. 6228+52 REQ'D CB-01 335c
STA. 6229+00 REQ'D 15"x114' SDP @ 0.20% 335d
STA. 6224+71 REQ'D CB-06 239
STA. 6224+34 REQ'D 15"x46' SDP @ 0.20% 239b
STA. 6223+28 REQ'D CB-01 239a
STA. 6225+48 REQ'D CB-01 237a
STA. 6224+27 REQ'D 15"x70' SDP @ 0.20% 237b
STA. 6225+18 REQ'D 30"x76' SDP @ 0.20% 240
STA. 6226+58 REQ'D CB-01 267a
STA. 6226+60 REQ'D 15"x78' SDP @ 0.20% 267b
STA. 6228+48 REQ'D 15"x104' SDP @ 0.20% 335b
STA. 6228+44 REQ'D CB-01 335a

6224+00 6225+00 6226+00 6227+00 6228+00 6229+00

237

LOUISE ST.

REQ'D R/W
EXIST. R/W
REQ'D CURB AND GUTTER
REQ'D CURB AND GUTTER
REQ'D 7' SIDEWALK
EXIST. R/W
S29°30'05.5"E
S34°54'03.5"E
℄ RAMP I WB
PGL
REQ'D BARRIER
℄ Mc CALOP ST.
REQ'D C OF A ON BRIDGE FASCIA
Mc CALOP ST.
EXIST. C OF A
OPTIONAL NOISE WALL
RAMP I WB
STA. 2224+49.32 BEGIN ℄ RAMP I WB
I-10 WESTBOUND LANES
STA. 2227+20.20 ℄ RAMP I WB 14' ℄ SHIFT, RIGHT
STA. 2228+51.91 ℄ RAMP I WB 14' ℄ SHIFT, RIGHT
℄ RAMP I WB
OPTIONAL NOISE WALL
I-10 WESTBOUND LANES
℄ I-10 WB

CROSS SLOPE +2.50% (Mc CALOP)
CROSS SLOPE +2.90% (RAMP I WB)
PGL RAMP I WB
-0.05%
100' V.C.
P.V.I. 6227+95.00
ELEV. 51.59'
261
263
265
267
EXISTING GROUND @ ℄ Mc CALOP ST.
-0.52%
0.40%
-0.40%
PGL Mc CALOP ST.
P.V.I. 6226+45.00
ELEV. 50.99'
15"x84' @ 0.20% 266
260
36"x70' @ 0.20% 262
36"x68' @ 0.20% 264
52.56' 52.21'
43.06
42.81
42.67
51.92' 51.74'
42.54
43.41
51.87' 51.22'
43.58
51.54' 51.21'
℄ RAMP I WB
52.40' 51.89' 74.65'
℄ Mc CALOP ST.
51.49'
52.89' 52.27' 73.09'
51.23'

76 72 68 64 60 56 52 48 44 40

6224+00 6225+00 6226+00 6227+00 6228+00 6229+00

N
Scale : 1" = 20'

SHEET NUMBER	74
PARISH	EAST BATON ROUGE
CONTROL SECTION	450-10
STATE PROJECT	H.004100
DESIGN WILLIAMS	
CHECK	
DETAIL THYMES	
CHECK	
REVIEW	
SERIES = 3 OF 5	

SEGMENT 1 (30% PLANS)

PRELIMINARY
FOR PERMIT PURPOSES ONLY

ENGINEER:
MILES B. WILLIAMS

LICENSE #:
23094

DATE:
10/29/2021

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

DRAINAGE PLAN AND PROFILE
RAMP I WB/McCALOP STREET

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

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

SIGMA CONSULTING GROUP INC

SEGMENT 1 (30% PLANS)

F:\0202\200502\01800\Segment 1 Plans\075 RD Drainage Plan-Profile McCalop_4.dgn 11/4/2021 11:00

6229+00 6234+00

STA. 6229+05 REQ'D CB-06 (331)
STA. 6229+68 REQ'D 30"x120' SDP @ 0.20% (332)
STA. 6230+30 REQ'D CB-06 (333)
STA. 6230+39 REQ'D 24"x36' SDP @ 0.20% (334)
STA. 6230+47 REQ'D CB-01 (335)
STA. 6231+00 REQ'D 24"x138' SDP @ 0.20% (336)
STA. 6231+55 REQ'D 18"x76' SDP @ 0.20% (337h)
STA. 6231+70 REQ'D CB-06 (337)
STA. 6232+70 REQ'D 30"x192' SDP @ 0.20% (338)
STA. 6233+65 REQ'D 36"x76' SDP @ 0.20% (339f)
STA. 6233+14 REQ'D MH-01 (339g)
STA. 6233+75 REQ'D 48"x330' SDP @ 0.20% (352)
STA. 6233+48 REQ'D 36"x54' SDP @ 0.20% (339h)
STA. 6233+70 REQ'D CB-06 (339)

Scale : 1" = 20'

EXIST. R/W
REQ'D CURB AND GUTTER
REQ'D 7' SIDEWALK
℄ Mc CALOP ST.
S34°54'03.5"E
Mc CALOP ST.
PGL
REQ'D C OF A ON BRIDGE FASCIA
EXIST. C OF A
OPTIONAL NOISE WALL
REQ'D BARRIERS
S33°49'19.2"E
℄ RAMP I WB
RAMP I WB

STA. 6229+00 REQ'D 15"x104' SDP @ 0.20% (335d)
STA. 6229+46 REQ'D 15"x76' SDP @ 0.20% (335f)
STA. 6229+49 REQ'D CB-01 (335g)
STA. 6230+10 REQ'D 24"x98' SDP @ 0.20% (335h)
STA. 6230+45 REQ'D 15"x78' SDP @ 0.20% (335j)
STA. 6230+48 REQ'D CB-01 (335k)
STA. 6230+47 REQ'D 24"x40' SDP @ 0.20% (335l)
STA. 6231+40 REQ'D CB-01 (337c)
STA. 6231+40 REQ'D 15"x78' SDP @ 0.20% (337b)
I-10 WESTBOUND LANES
STA. 6231+92 REQ'D 15"x114' SDP @ 0.20% (337d)
STA. 6232+49 REQ'D 15"x76' SDP @ 0.20% (337f)
STA. 6232+44 REQ'D CB-01 (337g)
STA. 6233+45 REQ'D 15"x28' SDP @ 0.20% (339d)
STA. 6233+31 REQ'D CB-01 (339c)
STA. 6233+31 REQ'D 15"x76' SDP @ 0.20% (339b)
STA. 6233+59 REQ'D 36"x214' SDP @ 0.20% (328)
STA. 6233+59 REQ'D CB-01 (339e)

CROSS SLOPE +2.90%
CROSS SLOPE +2.50%
100' TRANSITION
+2.90% TO +6.20%
2233+08.53

P.V.I. 2229+12.30
ELEV. 74.77'
320' V.C.
PGL RAMP I WB
-5.00%
100' V.C.
300' V.C.
EXISTING GROUND @ ℄ Mc CALOP ST.
0.55%
-0.40%
PGL Mc CALOP ST.
P.V.I. 6232+63.00
ELEV. 53.04'
-0.68%
100' V.C.
P.V.I. 6229+13.00
ELEV. 51.12'
P.V.I. 2233+87.70
ELEV. 51.00'

℄ RAMP I WB
℄ McCALOP ST.
43.38
15"x120' @ 0.20% (332)
43.14
42.76
24"x138' @ 0.20% (336)
42.48
42.23
30"x192' @ 0.20% (338)
41.85
41.60
(340)

76 72 68 64 60 56 52 48 44 40

6229+00 6230+00 6231+00 6232+00 6233+00 6234+00

SHEET NUMBER 75
PARISH EAST BATON ROUGE
CONTROL SECTION 450-10
STATE PROJECT H.004100
DESIGN WILLIAMS
CHECK
DETAIL THYMES
CHECK
REVIEW
SERIES = 4 OF 5

SEGMENT 1 (30% PLANS)
PRELIMINARY
FOR PERMIT PURPOSES ONLY
ENGINEER: MILES B. WILLIAMS
LICENSE #: 23094
DATE: 11/4/2021

NO. DATE REVISION OR CHANGE ORDER DESCRIPTION BY

DRAINAGE PLAN AND PROFILE
RAMP I WB/McCALOP STREET
I-10: LA 415 TO ESSEN LANE ON I-10 AND I-12

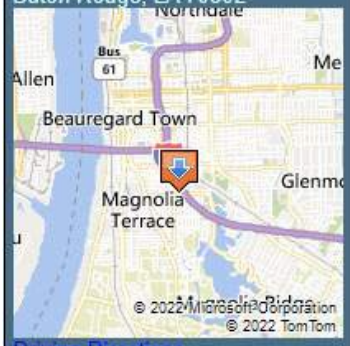
DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT
SIGMA CONSULTING GROUP INC.

ATTACHMENT G
PUBLIC MEETING DOCUMENTATION

I-10 BR Segment 1 Open House at the Butler Community Center

When
Thursday, February 17, 2022
from 5:30 PM to 7:30 PM CST
Add to Calendar

Where
Dr. Leo S. Butler Community Center
950 E Washington Street
Baton Rouge, LA 70802



Driving Directions

The Louisiana Department of Transportation and Development (DOTD) announces the second in a pair of public open house events to provide an update on Segment 1 of the I-10 project through Baton Rouge. Project and agency staff will be on-hand to answer questions. Samples of noise wall materials and fabrication techniques will be on display. You will be able to offer your input on noise wall options for several locations along the corridor.

The public event will be:

Thursday, February 17, 2022
5:30 p.m. to 7:30 p.m.
Dr. Leo S. Butler Community Center
950 E. Washington St.
Baton Rouge, LA 70808

Click below to RSVP for this free event and remain informed of project updates.

Register Now!

The online poll of noise wall options will be live through the month of February 2022. A link is published on the project website homepage, and the poll can be directly accessed here. As samples of the noise wall products and materials will be on display at the above event, viewing them in person prior to participating in the poll may be beneficial, but is not mandatory. Hard copy versions of the ranking poll will be available at the event and upon request for those desiring this accommodation.

Comments and questions may be submitted during the community open house, or sent via mail to Franklin Associates, I-10 Improvements Project, 250 S. Foster Dr., Baton Rouge, LA 70806, or via email to info@i10br.com. Thank you for your interest in this DOTD project in your community.

Sincerely,

James Taylor
Franklin Associates
info@i10br.com
225-768-9060

McKINLEY MIDDLE MAGNET SCHOOL
EAST BATON ROUGE PARISH SCHOOL SYSTEM
BATON ROUGE RECREATION AND PARK COMMISSION (BREC)
PLAYGROUND
FANNIE ST.
REQ'D. DRAINAGE SERVITUDE FROM BREC (DE MINIMUS IMPACT DETERMINATION)
REQ'D. 25' DRAINAGE SERVITUDE FROM EAST BATON ROUGE PARISH SCHOOL SYSTEM
55
BROOKS PARK
PLAYGROUND
REQ'D. 48" DRAINAGE PIPE
SWIMMING POOL
BREC APPARENT PROPERTY BOUNDARY
Mc CALOP ST.
PEAR ST.

I-10: Perkins to Acadian
Community Open House Summary

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

Meeting Date: Open House *5/19/2022 5:00 PM to 7:00 PM*

Location: *Southdowns Elementary Gym. 2050 Hood Ave. Baton Rouge*

PURPOSE

The purpose of this Open House event was to initiate conversations with residents, businesses and stakeholders about possible Context Sensitive Solutions (CSS) for the I-10 at Perkins Road right of way, collecting public feedback through an in-person activity and an online preference survey.

I-10 BR: PERKINS TO ACADIAN CSS OPEN HOUSE EVENT 5/19/22

ATTENDANCE

65 Public Guests
18 I-10 Project Team & DOTD
3 Media: WBRZ, WGMB/WVLA, The Advocate

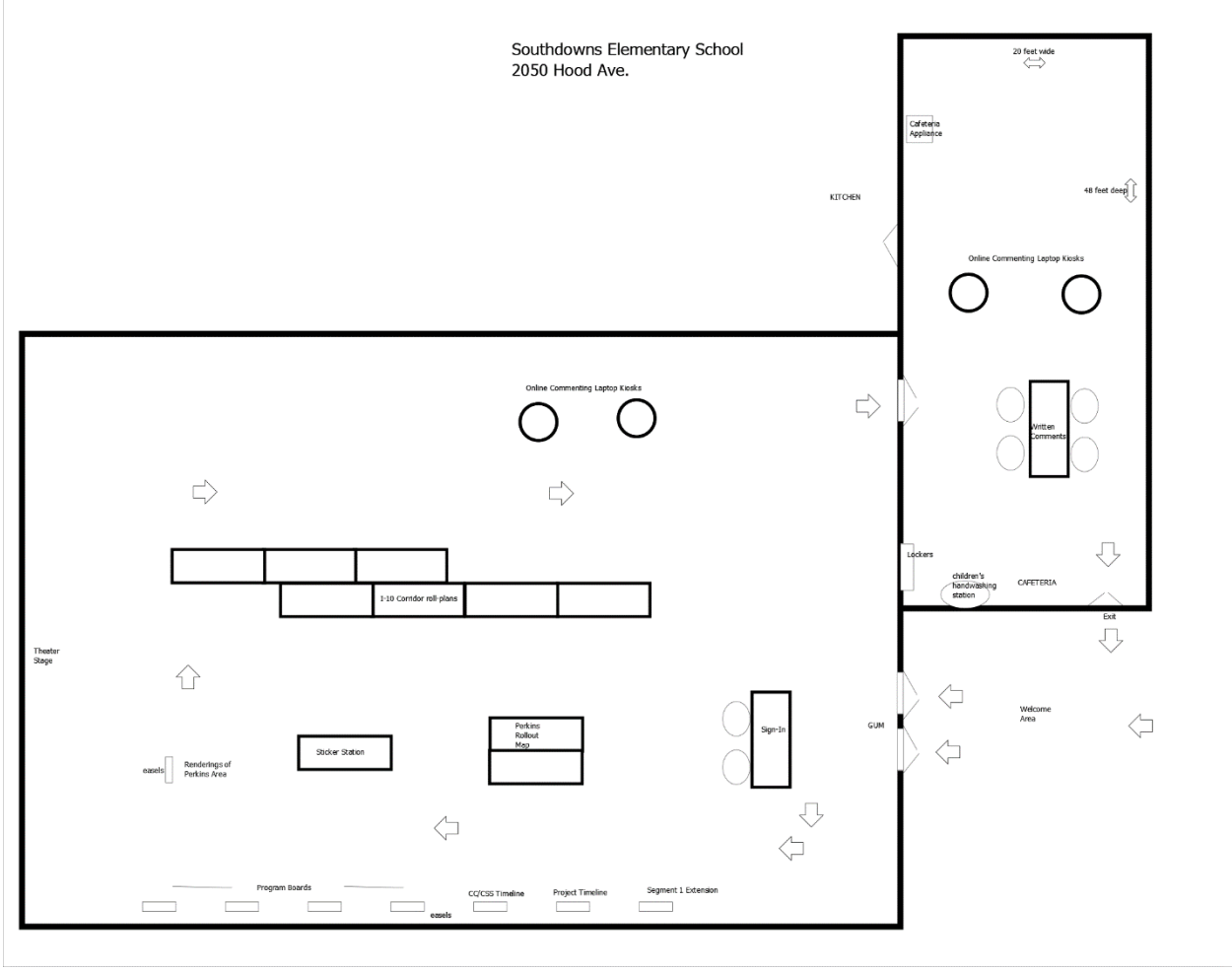
Attendance included strong representation of Southside Civic Association residents, Varsity Sports Running Club members and corridor merchants.

MEETING VENUE

The event was held in the gymnasium and cafeteria of Southdowns Elementary School, located at 2050 Hood Avenue, just blocks away from the project site.

Gymnasium

Cafeteria



The above diagram depicts the venue layout for the event. Guests were welcomed into the main doors of the gym where they signed in, viewed exhibits, conversed with members of the project team, and participated in the CSS mapping exercise. They then proceeded into the cafeteria where a table for written commenting was provided. Laptop computers featuring the online map-based survey were available in both rooms, staffed by team members to assist participants.

DESCRIPTION OF EXHIBITS

Project exhibits were displayed on easels or table-tops in the gymnasium of the elementary school.

CSS AMENITIES BOARD SET

Possible amenities for inclusion in the project beneath I-10 and within the project right-of-way were listed on a set of four (4) exhibit boards. “Precedent images” of built examples of each amenity illustrated what that feature might look like when provided in a public space. With minor adjustments to two categories, these boards and the engagement exercise matched those exhibited during an August 2021 event at the Dr. Butler Community Center which informed the project greenway discussions in that area. Specifically, playground and sports courts were removed, and outdoor dining and outdoor performance were added. Attendees were encouraged to select stickers with icons and colors corresponding with desired amenities, and to affix these stickers onto an aerial photo map of the project area in locations of their choosing within the project right-of-way.

PERKINS OVERPASS AREA MAP

Two copies of the Perkins to Acadian project area map were displayed on tables next to the CSS Amenities boards and table of stickers. Attendees were encouraged to affix stickers representing their most desired amenities to these maps in appropriate locations.

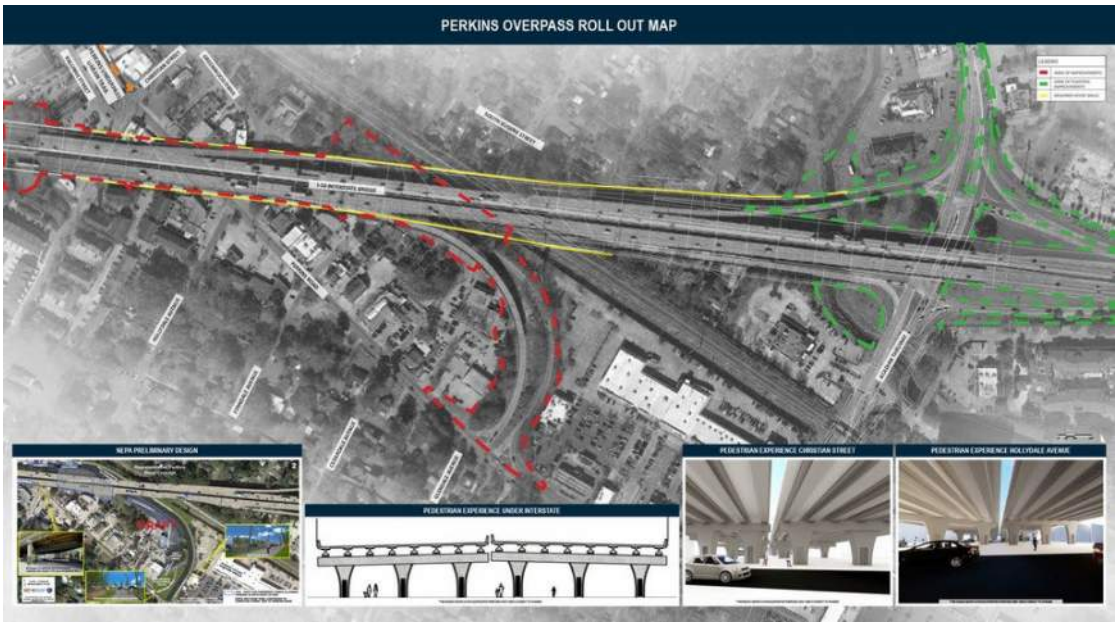
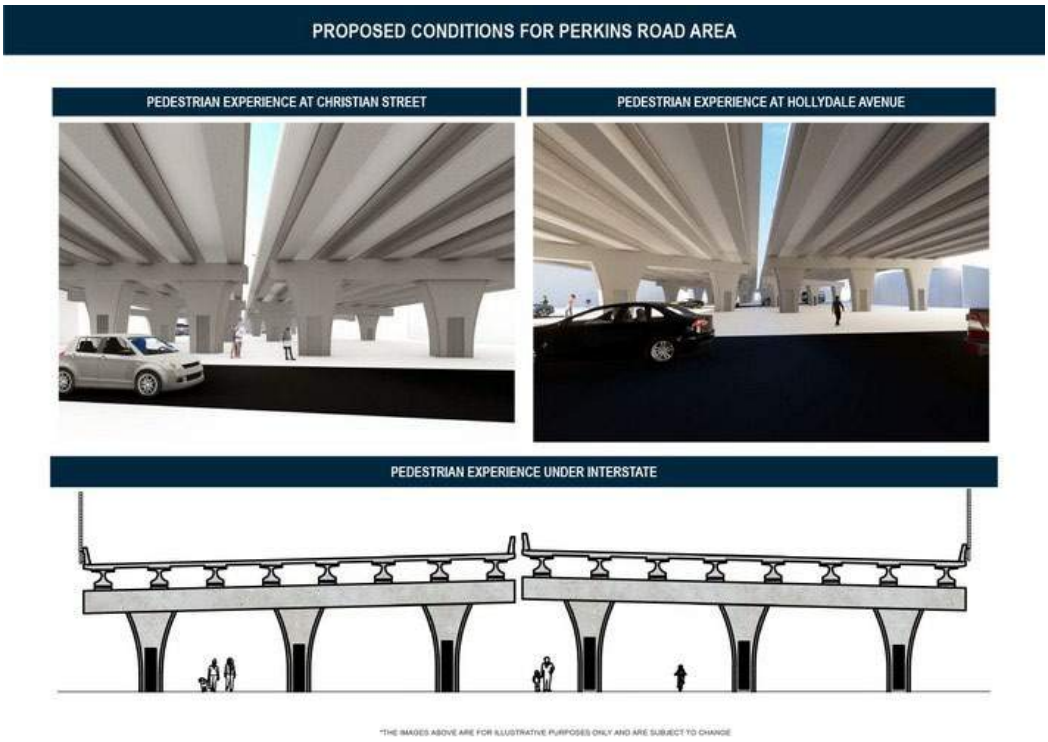


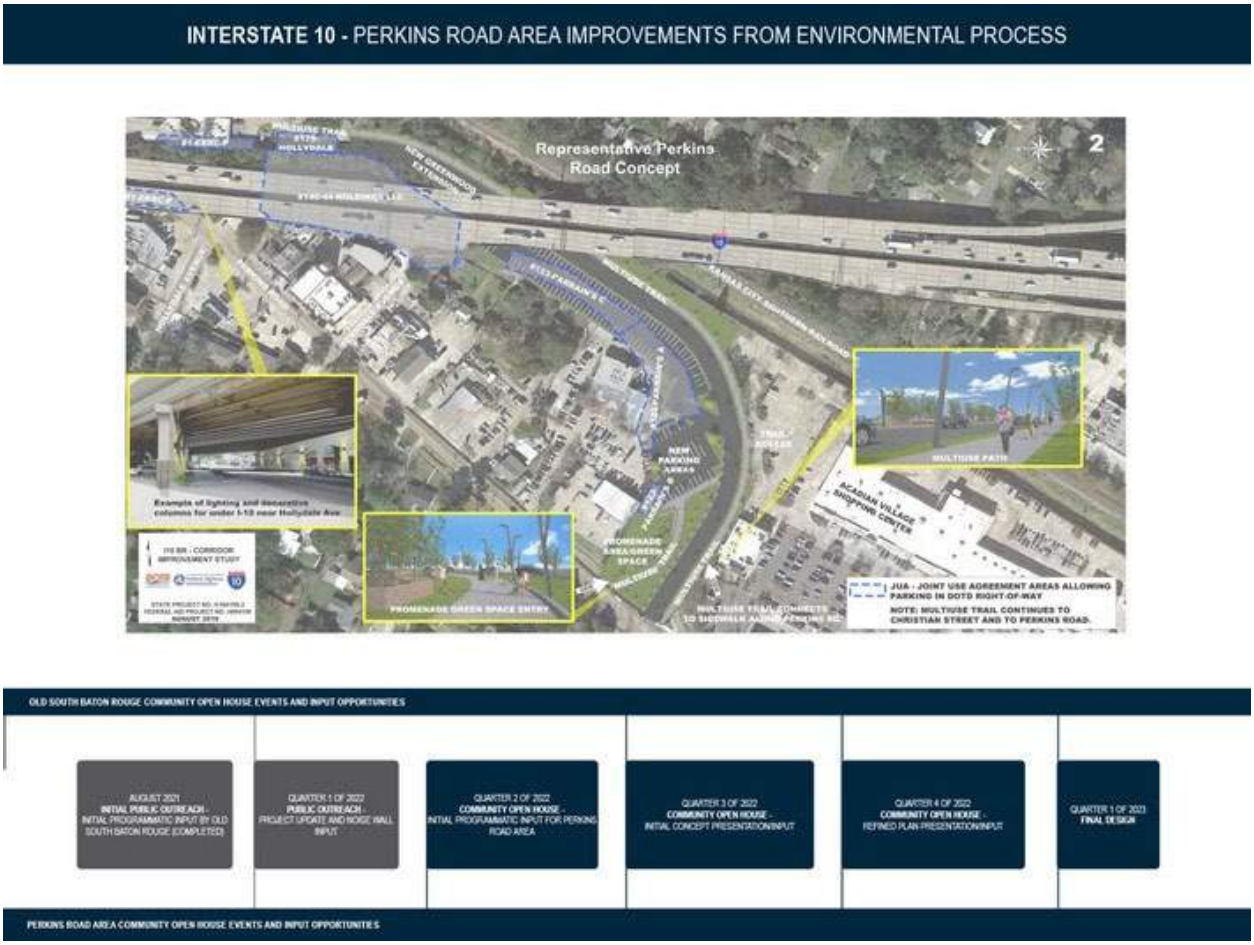
ILLUSTRATION BENEATH I-10 BRIDGE AT PERKINS RD

The illustration below depicts future conditions beneath I-10 at Perkins Road: fewer columns, wider spans, concrete beams rather than steel.



NEPA COMMITMENTS

The NEPA Commitments exhibit depicted Context Sensitive Solution commitments made during the project's environmental study stage satisfying NEPA legislation. Below the graphic a project timeline is provided indicating multiple meetings planned with the community and corridor stakeholders as a plan is crafted, refined and adopted into the project.



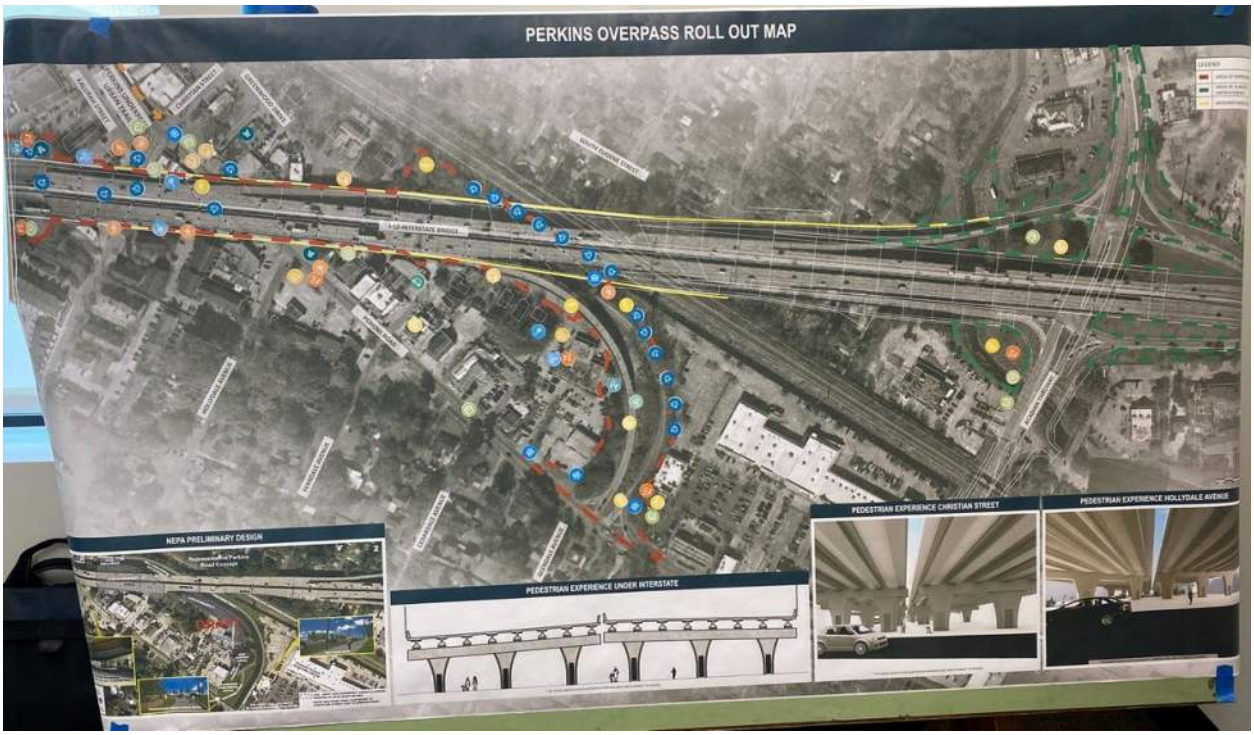
ROLL PLANS

Segment 1 of the I-10 widening project was plotted on a set of two 12-foot-long sheets with a greyscale aerial photo base. Lines on the drawing depicted future travel lanes for both the interstate and adjacent local roads, future noise walls, the future greenway, existing right-of-way, and required right-of-way for acquisition by DOTD. Local streets and landmarks were labeled to facilitate public orientation. The plans also differentiated between at-grade and elevated interstate (bridges) with the message that the current bridges, aged over 50 years, are near their end of life and will be entirely replaced during this project.

Right end of above is spliced to left end of below forming a complete corridor map of I-10 BR Segment 1.

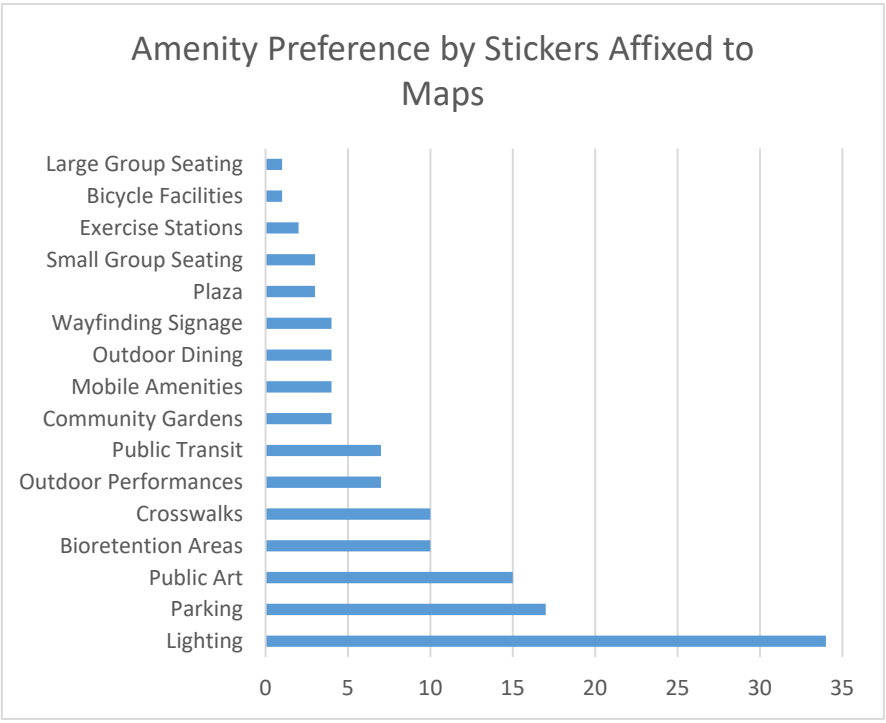
ENGAGEMENT EXERCISE RESULTS

Two copies of the project area map were provided to receive placement of stickers from meeting attendees. These supplement the data collected via the online map-based survey during the meeting and for a period following the meeting. Photographs of the resulting maps from the Open House participation on the project area map are provided below.



Tallying the icon stickers affixed to the above two maps yielded the following result.

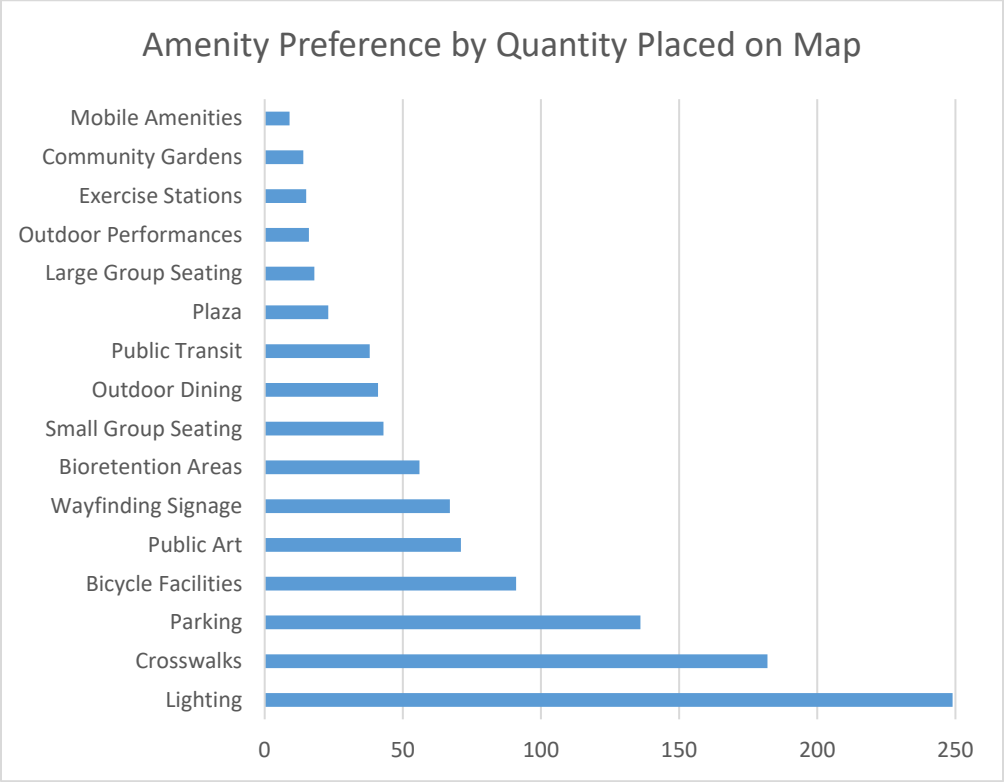
Amenity Icon	Quantity
Bicycle Facilities	1
Bioretention Areas	10
Community Gardens	4
Crosswalks	10
Exercise Stations	2
Lighting	34
Mobile Amenities	4
Outdoor Dining	4
Outdoor Performances	7
Parking	17
Plaza	3
Public Art	15
Public Transit	7
Large Group Seating	1
Small Group Seating	3
Wayfinding Signage	4



Ranked Results from Online Survey

The chart below displays similar results from the online version of the survey. Lighting for nighttime safety is again a top priority as is parking for customers and employees of corridor businesses. Bicycle

facilities performed much better in the online survey than during the in-person event. Public art was important to participants in both versions of the survey as were crosswalks and related features of pedestrian safety.



Wayfinding signage would be helpful to guide patrons from parking areas to corridor businesses, and bioretention areas could help mitigate exiting stormwater and flooding issues in the area while putting otherwise unused greenspace to good use.

EVENT PROMOTION

Event promotion was achieved through media releases, email campaigns, social media, and distribution of printed flyers.

May 5 – press release deployed by DOTD
May 5 – email campaign to project lists (922 recipients)
May 5 – Facebook posts
May 5, 6 & 9 – Hand delivery of meeting flyers to businesses along Perkins Rd. and Acadian Thwy.
May 17 – follow-up email campaign (914 recipients)

Event Flyer

INTERSTATE 10 NEWS

KIEWIT BOH A JOINT VENTURE | DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT | COREX10

Community Open House Offers Input Opportunity on I-10 at Perkins Road

Baton Rouge — The Louisiana Department of Transportation and Development (DOTD) invites the public to an open house event to offer input on community connections and context sensitive solutions for the I-10 BR Widening project. The open house pertains to the right-of-way along Perkins Road between City Park Lake and the Kansas City Southern (KCS) Railroad just east of the Perkins interchange. Featured options include parking, safety and decorative lighting, street connectivity, and pedestrian pathways. These will be prioritized and located on maps for refinement by project landscape architects and designers.

An online map-based survey will launch on Thursday, May 19 and remain active through Friday, June 10, 2022, offering the public an opportunity to view options, indicate preferences, and provide comments. It may be accessed from the project website, i10br.com. Users may click the green ribbon entitled "I-10 Perkins Survey." Digital devices and hard copy surveys will be available to event attendees to participate in the survey.

The open house allows area residents to drop in at any time between 5:00 p.m. and 7:00 p.m. Event details are listed below.

Thursday, May 19 | 5 - 7 pm

Southdowns Elementary School Cafeteria and Gymnasium

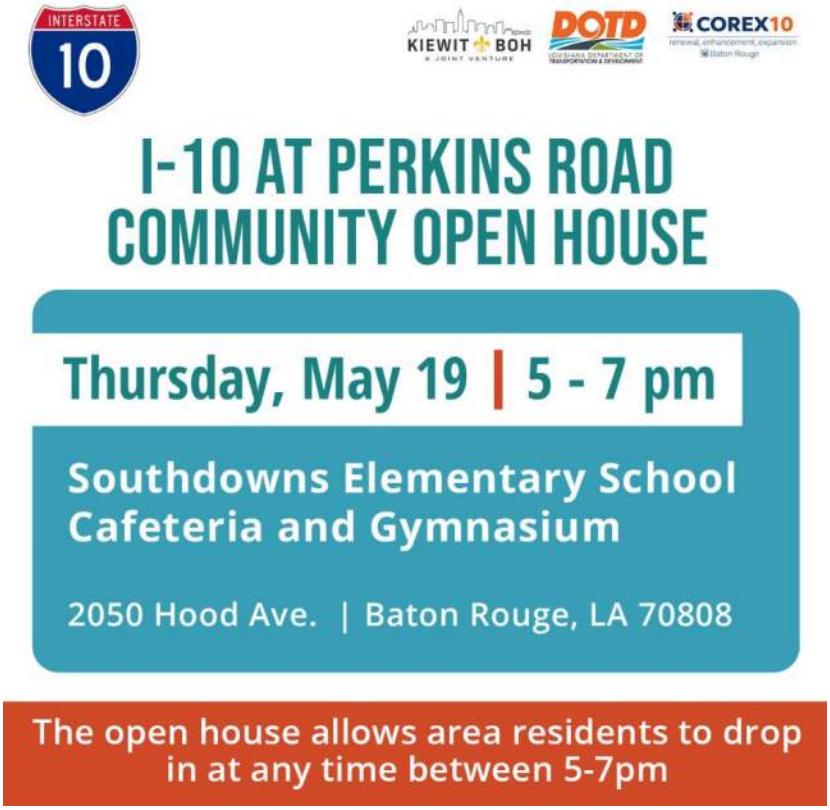
2050 Hood Ave. | Baton Rouge, LA 70808

Comments and questions may be submitted during the community open house, sent via mail to I-10 Improvements Project, 250 S. Foster Dr., Baton Rouge, LA 70806, or via email to info@i10br.com

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.

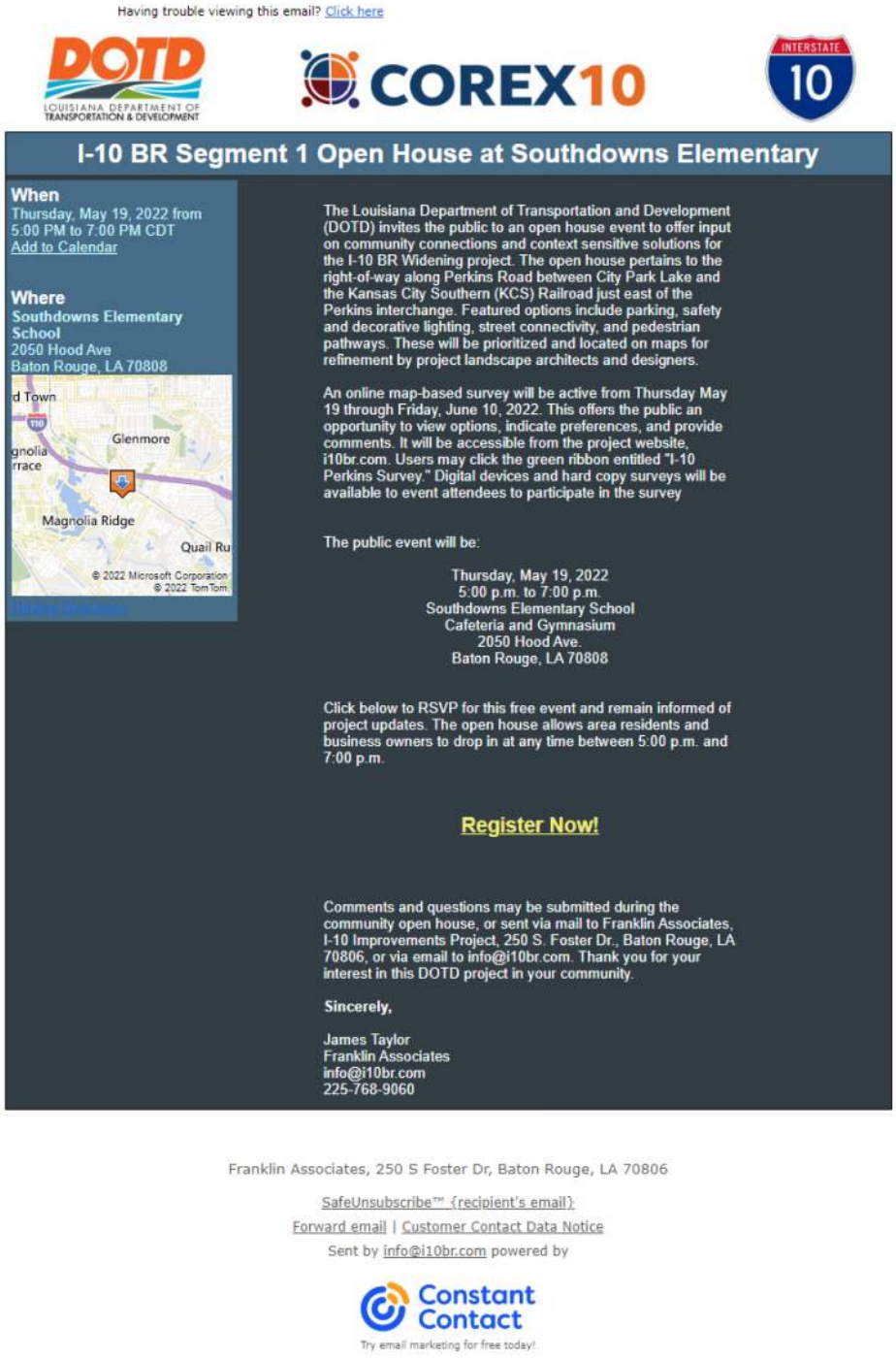
For more information, please visit www.dotd.la.gov, email dotdcs@la.gov, or call DOTD's Customer Service Center at (225) 379-1232 or 1-877-4LADOTD (1-877-452-3683). Business hours are 7:30 a.m. - 5 p.m., Monday through Friday. Please let us know how we may better serve you: Customer Service Survey.

Social Media Post



Event Email Notice #1 and #2 (Reminder)

Send #1: 922 recipients, 42.1% open rate
Send #2: 914 recipients, 42.2% open rate



Having trouble viewing this email? Click here

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

COREX10

INTERSTATE 10

I-10 BR Segment 1 Open House at Southdowns Elementary

When
Thursday, May 19, 2022 from 5:00 PM to 7:00 PM CDT
Add to Calendar

Where
Southdowns Elementary School
2050 Hood Ave
Baton Rouge, LA 70808

The Louisiana Department of Transportation and Development (DOTD) invites the public to an open house event to offer input on community connections and context sensitive solutions for the I-10 BR Widening project. The open house pertains to the right-of-way along Perkins Road between City Park Lake and the Kansas City Southern (KCS) Railroad just east of the Perkins interchange. Featured options include parking, safety and decorative lighting, street connectivity, and pedestrian pathways. These will be prioritized and located on maps for refinement by project landscape architects and designers.

An online map-based survey will be active from Thursday May 19 through Friday, June 10, 2022. This offers the public an opportunity to view options, indicate preferences, and provide comments. It will be accessible from the project website, i10br.com. Users may click the green ribbon entitled "I-10 Perkins Survey." Digital devices and hard copy surveys will be available to event attendees to participate in the survey

The public event will be:

Thursday, May 19, 2022
5:00 p.m. to 7:00 p.m.
Southdowns Elementary School
Cafeteria and Gymnasium
2050 Hood Ave.
Baton Rouge, LA 70808

Click below to RSVP for this free event and remain informed of project updates. The open house allows area residents and business owners to drop in at any time between 5:00 p.m. and 7:00 p.m.

Register Now!

Comments and questions may be submitted during the community open house, or sent via mail to Franklin Associates, I-10 Improvements Project, 250 S. Foster Dr., Baton Rouge, LA 70806, or via email to info@i10br.com. Thank you for your interest in this DOTD project in your community.

Sincerely,

James Taylor
Franklin Associates
info@i10br.com
225-768-9060

Franklin Associates, 250 S Foster Dr, Baton Rouge, LA 70806

SafeUnsubscribe℠ {recipient's email}
Forward email | Customer Contact Data Notice
Sent by info@i10br.com powered by

Constant Contact
Try email marketing for free today!

Online Survey Reminder

908 recipients, 50.7% open rate, 10.9% click rate

INTERSTATE LOUISIANA 10

I-10: Perkins to Acadian Corridor Survey

Take the Survey!

As part of the I-10 BR Segment 1 project in Baton Rouge, improvements and amenities are possible within the interstate right-of-way in the vicinity of Perkins Road. A map-based online survey remains available to receive your ideas and preferences through the weekend. (The survey will close at 8:00 am Monday morning, June 13, 2022 so that results can be evaluated.)

Perkins Overpass Area

Louisiana DOTD is seeking to implement Context Sensitive Solutions to mitigate impacts to adjacent land uses as part of this interstate capacity improvement project. This survey, replicating a map-based exercise offered during the May 19th open house at Southdowns Elementary School, allows participants to rank their favorites from a list of possible amenities and to append written comments and suggestions to a map of the area. Your input will be evaluated by the project team and landscape architects will craft a draft plan to be presented and vetted by the community at a future open house event.

Take the Survey!

Franklin Associates | 250 S Foster Dr, Baton Rouge, LA 70806

Unsubscribe risa@franklinassociates.com

Constant Contact Data Notice

Sent by info@i10br.com in collaboration with

Constant Contact

Try email marketing for free today!

EXHIBIT A

Open House Attendance Lists

ATTENDANCE LISTS

Personal email addresses, where provided, have been omitted from this list for privacy reasons. They are contained in the master database maintained for the project by Franklin Associates.

Public Guests

Lori DeBenedetto-Webb (Lulu & Bean) 70808
Haley Stage (Lulu & Bean) 70808
Sage Foley (BR Green 70806
Jim Howard (Parrain's) 70802
Thomas Reinecke (Varsity Sports) 70810
Stephen Beck 70808
Jonathan McDowell (AECOM) 70769
Craig Tarver 70808
Jane Nell Luster 70808
John Turner 70808
David Hawley 70808
Colby Burns (EBR Constable office) 70769
Brian Francis (Varsity Sports) 70808
David Belter (Varsity Sports) 70808
Thorne Warner (Lamar) 70810
Gail Blakely (Varsity Sports) 70809
William Blount 70810
Mary Eyrad (Varsity Sports) 70808
Tim and Claudia Mayeaux 70808
Keith Kellum 70808
Sandy Dulatte 70808
Bart Sutton 70806
Caitlin Robbins 70808
Gordon LeBlanc 70808
Scott Snyder (Lamar) 70810
J. J. Webb (Lulu & Bean) 70808
Pennie Landry (EBR Infrastructure Solutions) 70809
Donna Broussard (Varsity Sports) 70808
Corey Smith (Varsity Sports) 70820
Clara Cambre (Varsity Sports) 70776
Brumby Broussard (Bldg5) 70808
Brandy Gill (Salon Hue) 70808
Trey Roberts (Lamar) 70808
Miriam Juban 70808
Cathy Carroll 70808
Patrick Butler (State) 70808
Freda Yarbough Dunne (LSU) 70808
Jeannie Broussard (Varsity sports) 70808
R. Hampton Peele 70808
Chris Bland 70808
Mark E Martin (Bike BR) 70802
Misti Broussard (Bldg5) 70808
Mike & Raina Johnson (DiGiulio's) 70808
John Gahajan (vertage) 70808
Kathryn Grigsby 70808
Robert Wilfert (Lamar) 70810
Barret Blader? (Fulge?) 70808
Jenni Peters (Varsity Sports) 70808
Kevin Vernor (Varsity Sports)
Theresa Johnson Blount 70810
Todd Denton 70808
Cooper Roberts 70808
Dolly Kostove (Varsity Sports) 70810
Frank Marlo (Bike BR) 70808
Susan D Landry 70776
Nicholas Fonta 70808
George Bayhi 70808
Bill Fineberg 70808
Kevin Robbins 70808
Jane Swift (Varsity Sports) 70808
Keith & Liz Pope (Varsity Sports) 70808
Mary Steed (Varsity Sports) 70817
Elaine Withers 70820
Pamela Baker 70808
John Moore 70808
Maggie Ardoin 70808
Elizabeth Delaney 70808
Steve Yellott (business) 70808
Drew ___? 70808
Steve Myer

Attendance continued…

DOTD Staff

Nick Olivier
Rod Mallett
Dr. Eric Kalivoda
Toby Picard

Elected Officials & Agency Staff

Carolyn Coleman	Metro Council
Ashley Braquet Gremillion	BREC
Whitney Hoffman Sayal	BREC
Brandon Songy	CATS

Media

Will Sentell	The Advocate
Brett Landrews	WBRZ
Jacquelyn Kisic	WGMB/WVLA

Project Team

Bob Schmidt	Huval
Jeff Plauche	Kiewit/Boh
Huelon Harrison	Kiewit/Boh
Miles Williams	Sigma Consulting
Sherri LeBas	GEC
Bill Reich	Reich
Grant Murphy	Reich
Christine Forsman	Reich
Aurora Gutierrez	Reich
Perry Franklin	Franklin
Risa Mueller	Franklin
James Taylor	Franklin
Avery Jack	Franklin
Aymee Mallory	Franklin
Kent Hopkins	Franklin
Cris Lacroix	Franklin
Ted Devall	Franklin

EXHIBIT B

Event Photos

EVENT PHOTOS

Exhibits in gymnasium

CSS engagement exercise area

Staff explain exhibits to participants

Segment 1 “Roll Plan” for overview of work

EXHIBIT C

Public Comments

WRITTEN COMMENT CARDS

Misti Broussard | BLDG5

- Please consider small businesses cannot go weeks with interrupted business.
- Please consider actual business hours of businesses affected – nights and weekends for restaurants
- Please consider busy seasons, months, days of the week, special events.
- Please shuttle construction workers in and out, and leave open any and all available parking for Perkins Rd. businesses.
- Please lease or purchase Vic Weston's property and put safe and well-lit parking lot
- Please consider actual passage (ease and time) if too messy of an area, our customers will start going to different parts of town and avoid Perkins Overpass area.
- Please bridge gap between I-10 project and Perkins Underpass project.
- Please offer shuttle golf carts for patrons of businesses
- Please keep all safe and well lit

Claudia Mayeaux

- Since this is the RED STICK in French Louisiana shouldn't the artwork be of a French nature?
- I am completely puzzled about over St. Patrick day parade that plays African music? You would never have that at a French festival. Help me.

Tim Mayeaux

- I have been at [Greenwood Dr. residence] since 1983. Flooding was never an issue until the 4-foot culvert parallel to S. Acadian was moved and reduced to about a 3-foot pipe pointed upstream to the Ward Creek. Instead of dumping at the TOP of the creek, the pipe is halfway down. When the creek rises do you think water will flow freely? I would say not!
- I have lived on a dead end since I left home in 1976. I do not wish to have to deal with pedestrians constantly in my front yard. If the 3 drainage pipes that end at a catch basin behind Parrain's were kept clean we would be just fine.

Sandy Delot, Pam Baker & George Bayhi

- Crosswalks: make them well defined with recessed LED lights
- Need good lighting beneath the interstate. Dark sky compliant lighting.
- Hard surface parking
- No seating in Perkins overpass area…it is too inviting. We have a problem with homeless.
- Plants & landscaping: Maintenance is critical!
- Existing restaurants: Provide their own outdoor dining.
- It is too hot for a community garden here.
- Exercise: These stations are ok. We feel they would be used.
- Public Art: Ok, but not "too" wild.
- Transit: A bus stop is ok. Maybe a trolley. A pull-off bus stop is recommended for Perkins Rd. so that it doesn't block traffic.
- Outdoor Performance: No. Don't compete with existing venues downtown.

Lori DeBenedetto-Webb | Lulu & Bean

Thank you for organizing this community meeting. It was informative and helpful. As a business owner (Perkins Rd. Overpass area), I look forward to projects that will improve and beautify the area as well as make it safer for our community. This area is so special to Baton Rouge. There's really no other like it in our city. My concern is access to my business and many others in the area. We have to have customers to stay in business. We hope this will be strongly considered by everyone involved. Thank you.

J.J. Webb

1. I would love to see the phases of construction in order, with detailed information: time for each phase, what is in each phase…
2. I am also interested in subsidies for affected businesses
3. Will text updates be available?
4. Everyone was friendly and prepared

Judge Pamela Baker | Fiero Street Resident

- Requested referral to DOTD Real Estate staff concerning her residence.
- Concerned about proximity of project to her home.

EXHIBIT D

Online Survey Results

ONLINE SURVEY RESULTS

As with the August 2021 public engagement event, the Maptionnaire survey platform was again utilized to collect location-specific input from the public. This survey focused on location and ranking of amenities to be provided through the project and then maintained by other entities within the interstate right-of-way. The online survey was live for three weeks, from Thursday, May 19 through Sunday, June 12, 2022 and captured feedback from 156 participants.

Maptionnaire survey landing page

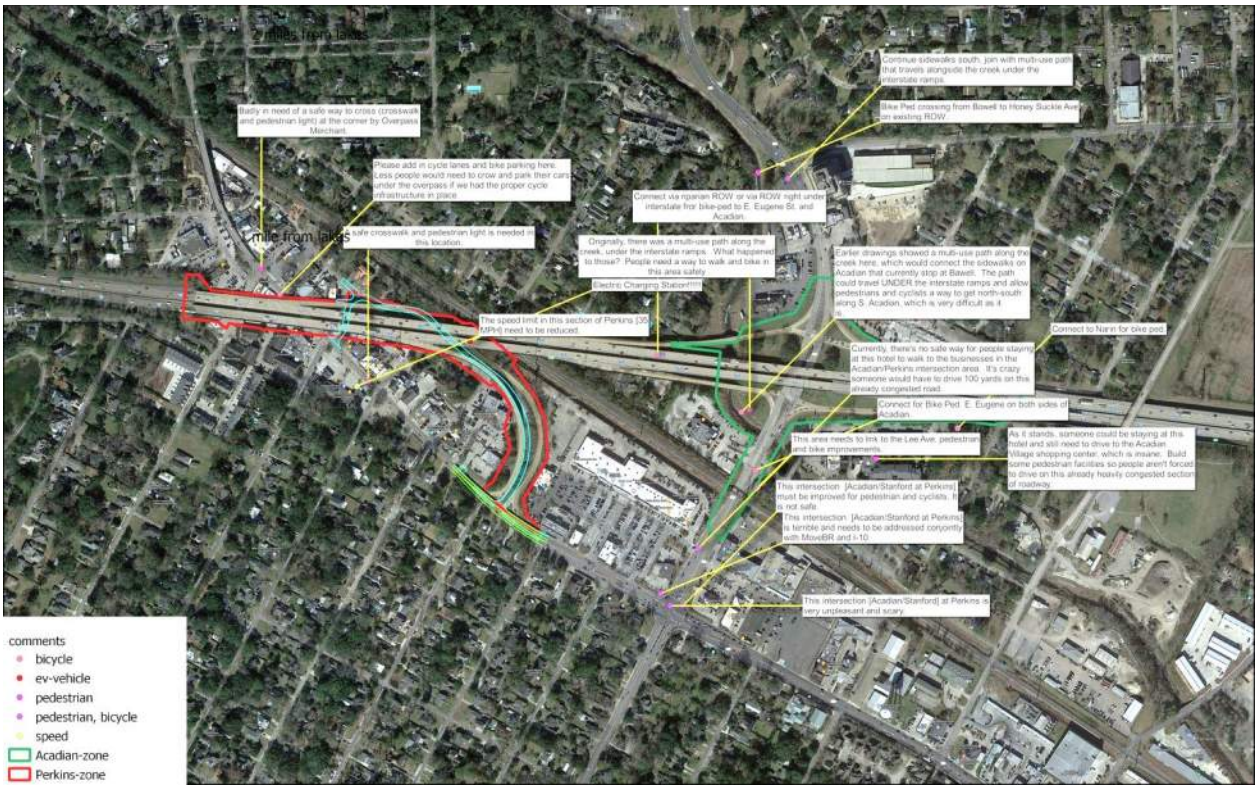
The survey's map featured project linework reflecting future road edges and project area boundaries.

General Comments

One of the survey tools allowed participants to click and place a point anywhere on the map and then to type in their comment. The online engagement tool collected 58 written comments placed at point locations. Comments were reviewed, grouped by topic and summarized as follows.

- Two expressed desires for EV vehicle charging station(s) within the new parking lots. Note, a Tesla charging station already exists in the northwest corner of the Trader Joe's parking lot.
- One expressed concern about flooding and stormwater in the area.
- One endorsed the idea of a food truck park within the right-of-way near Christian Street.
- Two identified the need for landscaping, but also expressing concern about shade beneath the elevated interstate adversely impacting plants.
- Two expressed a need for lighting for safety, particularly of parking.
- One desires noise walls throughout corridor to mitigate interstate traffic noise.
- Three expressed general opposition to the interstate widening project.
- Ten focused on pedestrian safety, of safe crossings of Perkins Road, of the need for sidewalks and connectivity to other existing or proposed routes.
- Twenty-six comments pertained to bicycle and pedestrian connectivity. Of these the following linkages were requested:
    - Connect to the neighborhood north of the project utilizing the Perkins Underpass route.
    - New connection between S. Eugene and Greenwood Dr., crossing the railroad track.
    - New connection between S. Eugene and Acadian, beneath I-10 and crossing Dawson Creek or flanking the creek to meet Acadian next to Saltgrass Steak House.
    - Greenway along Dawson Creek, making connections further southeast.
    - Make new bike/ped improvements in coordination with the Parish's Bike/Ped plan, including linkages to Nairn Drive.
- Two comments feel the 35 MPH posted speed limit on Perkins Road is either not observed or is too fast. One recommended rumble strip treatment at the eastbound foot of the Perkins Rd. overpass approaching Christian Street.
- Four comments about surface streets indicate concern over one-way Christian Street (north of Perkins) not being observed by drivers, of the need to improve Greenwood Dr., and a desire to connect Greenwood across the railroad to S. Eugene.
- Two comments pertained to public transit. One in favor of a bus stop in the Perkins Overpass Merchant's corridor, and a second noting that CATS routes do not presently travel this segment of Perkins Rd. Note: CATS route travels Acadian and heads east on Perkins.
- One comment expressed a desire to retain all buildings in the merchant district. Note: only one – a salon south of the interstate on Christian St. – must be removed.
- A final comment expressed a desire for future connectivity of a blueway system on Dawson Creek. Note that flow in this channel is often insufficient to float a kayak, and sudden storms can cause dangerous conditions.

The map on the following page provides locations for those public comments which were specific to a location. These comments are consolidated both from participation during the public meeting and independently online.

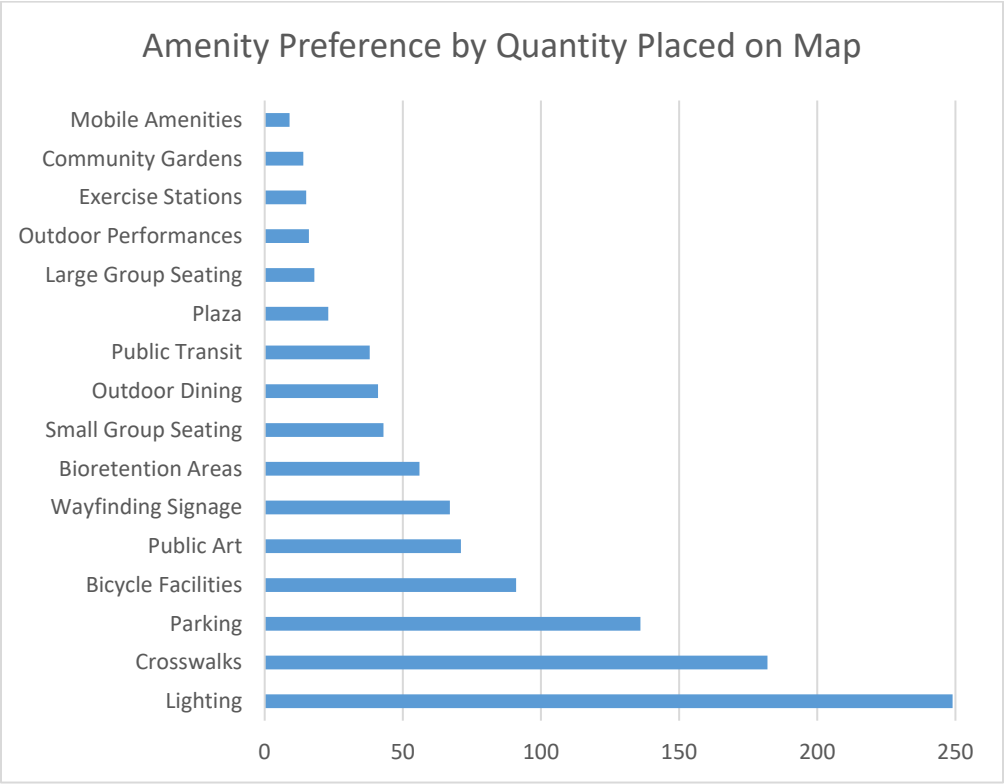


Map-Based Survey Responses

The survey platform allowed participants to select among icons representing the 16 amenities, placing as many of each on the project area map as they desired. In this way, the quantity of any individual icon placed on the map indicates the public's overall desire for that amenity. The survey results consolidate input from the in-person exercise and online. Tabulations of placed icons are as follows, listed alphabetically:

Amenity Icon	Quantity Placed
Bicycle Facilities	91
Bioretention Areas	56
Community Gardens	14
Crosswalks	182
Exercise Stations	15
Lighting	249
Mobile Amenities	9
Outdoor Dining	41
Outdoor Performances	16
Parking	136
Plaza	23
Public Art	71
Public Transit	38
Large Group Seating	18
Small Group Seating	43
Wayfinding Signage	67

When sorted and graphed by quantity of icons placed, the preference of CSS amenities for the Perkins Road to Acadian Thruway area is evident.



The following series of 16 images provide map-based feedback on the placement and preference of the 16 CSS amenities requested by public participants in the online survey. An omission pointed out in the public comments is there was no amenity choice labeled “sidewalk.” Icons labeled “crosswalk” and “bicycle facility” could reflect the public’s desire for sidewalks or multi-purpose paths at some locations.

Public recommended locations for bicycle facilities - 91 icons

Public recommended locations for bioretention areas – 56 icons

Public recommended locations for community gardens – 14 icons

Public recommended locations for crosswalks – 182 icons

Public recommended locations for exercise stations – 15 icons

Public recommended locations for lighting – 249 icons

Public recommended locations for mobile amenities – 9 icons

Public recommended locations for outdoor dining – 41 icons

Public recommended locations for outdoor performances – 16 icons

Public recommended locations for parking – 136 icons

Public recommended locations for gathering plaza – 23 icons

Public recommended locations for public art – 71 icons

Public recommended locations for public transit – 38 icons

Public recommended locations for large group seating – 18 icons

Public recommended locations for small group seating – 43 icons

Public recommended locations for wayfinding signs – 67 points

UNABRIDGED COMMENTS VIA ONLINE SURVEY

- Electric Charging Station!!!!!
- EV charging stations in parking lots
- I hope that the decision makers on this project will consider potential for flooding when making plans. There are some low areas that are included on the map. Please include mitigation measures to prevent flooding.
- Bigcheezy shipping container restaurant!!! / food truck park!
- Bioretention areas along Perkins will struggle with the full shade. Horsetail and the like?
- You didn't include landscaping and sidewalks as an option to place, but these are obvious improvements that need to be made. No street should ever be built without a sidewalk on at least one side. This area needs sidewalks on both sides due to the number of businesses on both side of the road. Landscaping is a must to keep from being a concrete jungle.
- Need more lighting options under the overpass where people park.
- This may be covered under a different survey, but we desperately need sound walls along the interstate in this area. When I walk outside, there is a constant roar in the background. Day or night - doesn't matter - it is always there.
- I am not in favor of the DOTD plan for I-10 which is expensive and will take about 16 years or more to complete. I am also not in favor of all of these extra costs for parks and trails and other things which really have nothing at all to do with actual I-10 Infrastructure improvements. There are other plans that have been presented which are a LOT less expansive and will not take nearly as long to complete. I do not think Baton Rouge citizens are ready for the traffic mess this construction will make for 16 years or longer.
- I am very much against this project!!! First we should solve the traffic problems before we begin replacing the entire interstate in the project area. I am a mapping scientist and have offered DOTD my solution plans in GIS format in 2016. I gave a printed slide show (one slide per page) to DOTD at two separate public meetings in 2016! I have not been contacted yet (2022). I am happy to give my slide show in digital format to DOTD and/or my GIS data. By the way, DOTD has already built my first and most important solution, the Terrace St exit from I-110! Please serve the public well by solving the traffic problems before spending a fortune renovating the interstate! And DON'T REMOVE THE PERKINS RAMPS!!! - R. Hampton Peele
- Waste of money!
- Any of the amenities listed would be great; I don't know how you would fit them all in such a compact area. But if you do nothing else, you need improved parking and lighting, sidewalks, and crosswalks just to make the area safe.
- A safe crosswalk and pedestrian light is needed in this location.
- Add all the sidewalks possible in the entire exchange area. Make the roads crossable.
- As it stands, someone could be staying at this hotel and still need to drive to the Acadian Village shopping center, which is insane. Build some pedestrian facilities so people aren't forced to drive on this already heavily congested section of roadway.
- Badly in need of a safe way to cross (crosswalk and pedestrian light) at the corner by Overpass Merchant.
- Bike Ped crossing from Bawell to Honey Suckle Ave on existing ROW.

- Continue sidewalks along both sides of Acadian. People need to be able to walk down the street. Acadian will be congested enough as it is. People should have another option besides driving on this section of it.
- Currently, there's no safe way for people staying at this hotel to walk to the businesses in the Acadian/Perkins intersection area. It's crazy someone would have to drive 100 yards on this already congested road.
- Sidewalks was not an option to click on, but Acadian should have quality sidewalks on both sides.
- Sidewalks were not an option to click on, but Perkins Road should have quality sidewalks on both sides, similar to what exists under the Interstate now, just longer.
- There needs to be a sidewalk along this road so the project adheres to the Complete Streets policy
- Continue sidewalks south, join with multi-use path that travels alongside the creek under the interstate ramps.
- Crossing back to the area around E. Eugene so people can get to the underpass area from Hundred Oaks, Garden District, Mid City, etc.
- Please seriously consider mending the connection between E. Eugene-Acadian at least for bikes and walkers. A fence is all that separates them, and I 10 caused the original break in connectivity.
- Re-connect Daggett which I-10 cut off. Do it for bicycles and pedestrians. Otherwise all you are doing is expanding road capacity and parking. The new road will only lead to free parking, which is perverse if what you want to do is reduce traffic. If this project does not re knit connectivity it will only be increasing road capacity and parking capacity, leading to bigger problems down the road.
- Re-connect bike-ped access to Daggett and Perkins.
- Re-connect E. Eugene and Acadian for pedestrians and bikes. This was cut off by the interstate and there is no connectivity until City Park or Hundred Oaks. There is no RR problem here. There is no excuse not to, especially if it does not involve cars in the neighborhood.
- Reconnecting this area at Acadian/E. Eugene, Daggett, and Perkins Overpass should be taken seriously as mitigation actions for the extra pollution, traffic, and degraded quality of life expanding the interstate will cause to the central parts of the city, which will see few of the benefits which accrue to trucking and the far suburbs.
- The connectivity to the new Greenwood extension and Perkins off ramp park would be enhance greatly by an Perkins Underpass path to the Hundred Oaks/Garden District
- This area needs to link to the Lee Ave. pedestrian and bike improvements.
- This intersection [Acadian/Stanford] at Perkins is very unpleasant and scary.
- This intersection [Acadian/Stanford at Perkins] is terrible and needs to be addressed conjointly with MoveBR and I-10.
- This intersection [Acadian/Stanford at Perkins] must be improved for pedestrian and cyclists. It is not safe.
- Underpass merchants have a plan. Please fund it.
- why not connect Eugene with Acadian using the right-of-way under the interstate? This would give the people of the neighborhood a quick way to walk to the commercial centers at Acadian/Perkins, instead of having to drive there and make the congestion worse

- Why not have a sidewalk connecting the end of Eugene, go under the Interstate, then connect with the parking lot by Saltgrass steakhouse? That way, people would be able to walk from the neighborhood to Trader Joe's and the other businesses in the area. This would allow them to forego driving on either Perkins or Acadian, which will be VERY heavily congested once the Perkins Rd. ramp is closed.
- Connect bike path to Narin as proposed in BikePed Masterplan.
- Connect for Bike Ped. E. Eugene on both sides of Acadian.
- Connect to Nairn for bike ped.
- Connect under interstate from E. Eugene to Acadian so people can get to BRVPA, FLAIM, the area around Bawell St., and Trader Joes easier from Hundred Oaks, Garden District, Mid City, etc.
- Connect via riparian ROW or via ROW right under interstate for bike-ped to E. Eugene St. and Acadian.
- Earlier drawings showed a multi-use path along the creek here, which would connect the sidewalks on Acadian that currently stop at Bawell. The path could travel UNDER the interstate ramps and allow pedestrians and cyclists a way to get north-south along S. Acadian, which is very difficult as it is.
- Make sure that I10 plans are consistent and not a barrier to the EBR BikePed Masterplan.
- Originally, there was a multi-use path along the creek, under the interstate ramps. What happened to those? People need a way to walk and bike in this area safely
- Please add in cycle lanes and bike parking here. Less people would need to crow and park their cars under the overpass if we had the proper cycle infrastructure in place.
- Please create bike/cycling friendly lanes everywhere.
- There is currently no safe bike-ped access through this area. The EBR bike masterplan has a multi-use path and there should be one and safe crossings at all the main points. Perkins, E./W. Eugene, and before Bawell.
- Need rumble strips on the downhill side of the overpass; people come speeding down the overpass and makes Christian Street a dangerous intersection.
- The speed limit in this section of Perkins [35 MPH] need to be reduced.
- This new road [Greenwood] is only half useful if the project omits connections across to E. Eugene via Dagget, etc.
- This part of Christian Street [north side of Perkins] is supposed to be one-way, but people routinely go the wrong way and try to turn on to Perkins. They can't see what's coming from the overpass side, again making Christian Street a dangerous intersection. Need to block off what people are using as the right lane to access Perkins, so it is quite obvious they are going the wrong one on a one-way street. One proposal I saw had the parking in front of Royal Standard as angled, back-in only to try to prevent wrong way traffic. That will only make it worse as people will think it's head-in parking, back out, and head straight to Perkins.
- This road behind the businesses [Greenwood] desperately needs to be improved. It looks more like a torn-up driveway that you shouldn't be using than a road.
- This road [Greenwood] does little to help if it does not provide a re-connection to Daggett and E. Eugene at least for pedestrians and people on bicycles. The interstate cut this off. Yes, there is a RR issue but it is worth serious investment. Otherwise you are just adding more parking capacity

and access to parking for cars, which will add to traffic. Bigger roads and more parking = more problems, pollution, and danger.

- Please consider a bus stop near the overpass area.
- There is no bus route via Acadian or Perkins. Is this within the scope of I-10? If not, why is it an option?
- As Blueways get developed, some places should be developed along Dawson.
- Design should maintain all existing buildings

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

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

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

COREX10 renewal, enhancement, expansion 10 Baton Rouge

KIEWIT BOH A JOINT VENTURE

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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

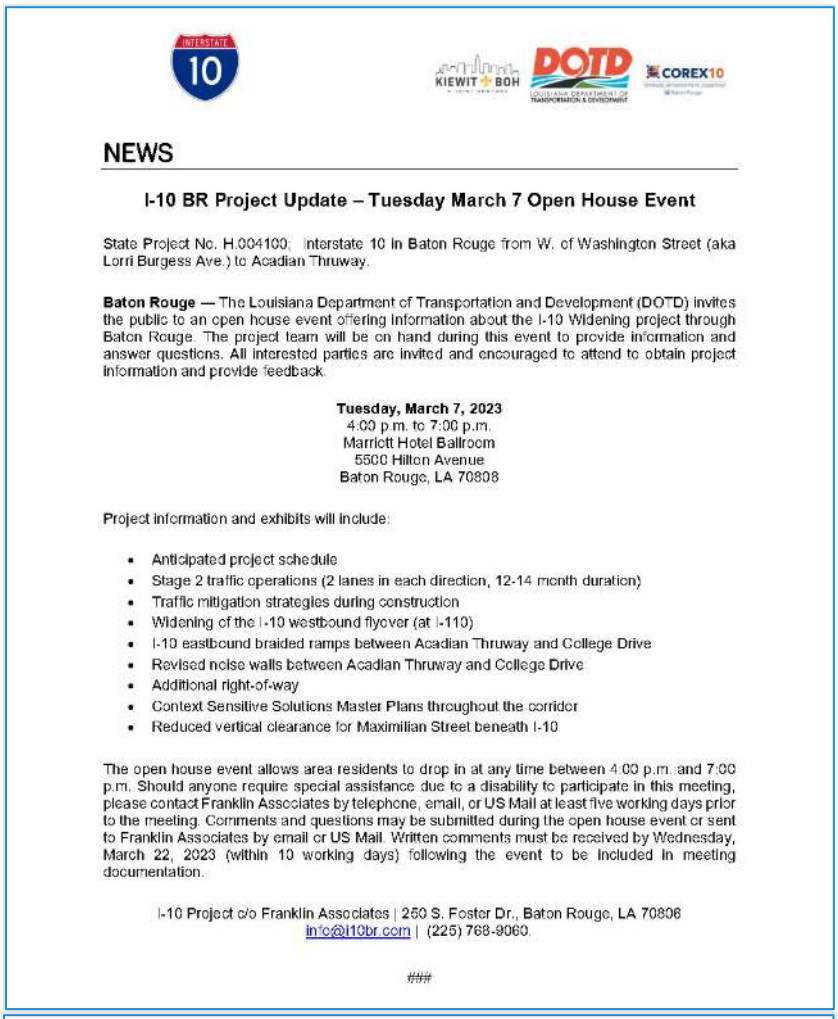
The open house event allows area residents to drop in at any time between 4:00 p.m. and 7:00 p.m. Should anyone require special assistance due to a disability to participate in this meeting, please contact Franklin Associates by telephone, email, or US Mail at least five working days prior to the meeting. 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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info@i10br.com | (225) 768-9060.

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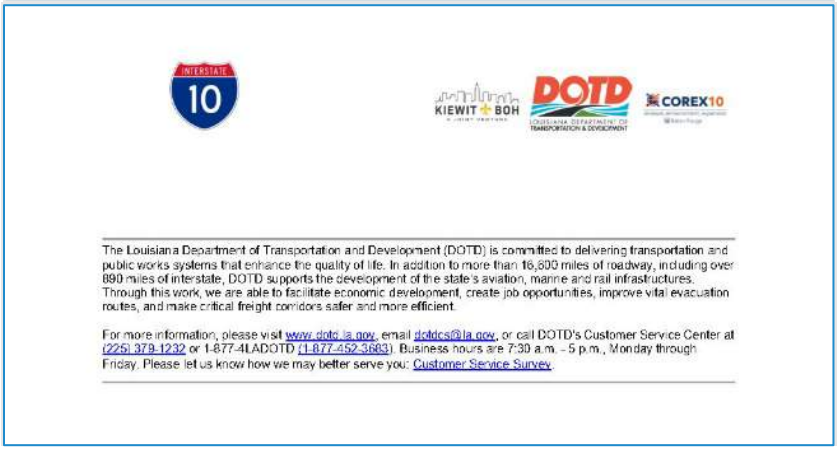

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Following the event, the deadline for public comment submission was extended because posting all exhibits and descriptions onto the project website in mobile device-friendly yet legible formats took longer than anticipated.

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	1-10 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

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

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PUBLIC NOTICE

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Open House Event
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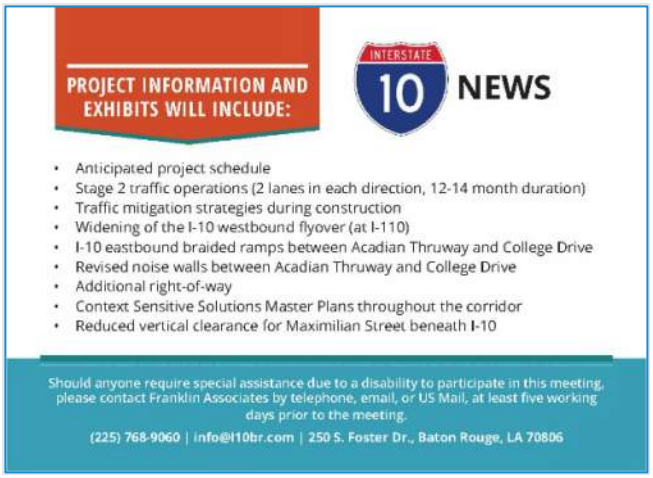
25793 Feb. 21 28 2t

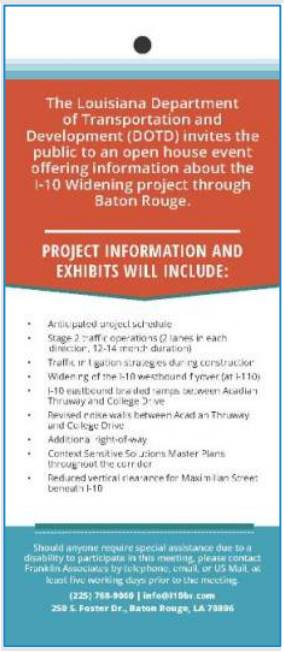
D. Flyers

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

Push Card
(front and back)

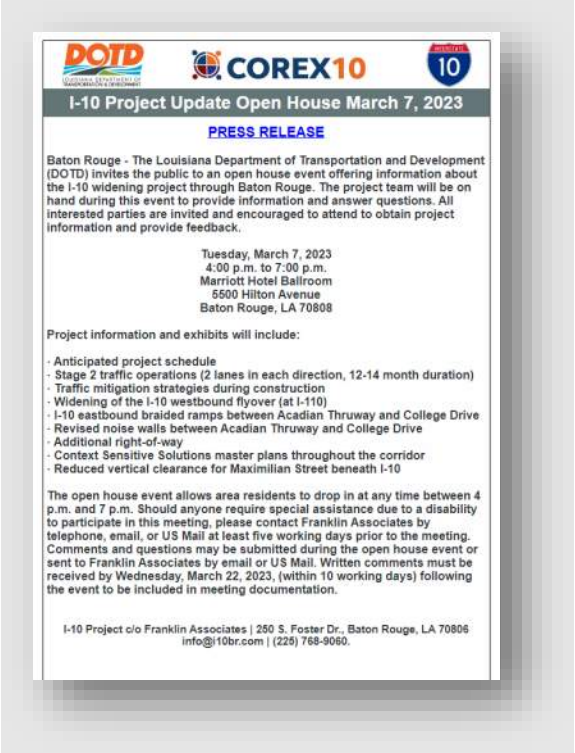


Doorhanger
(front and back)



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.



I-10 Project Update Open House March 7, 2023

PRESS RELEASE

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.

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Tuesday, March 7, 2023
4:00 p.m. to 7:00 p.m.

Marriott Hotel Ballroom
5500 Hilton Avenue Baton Rouge, LA 70808

I-10 PROJECT UPDATE

10 NEWS

OPEN HOUSE EVENT

Tuesday, March 7, 2023
4-7 PM
Marriott Hotel Ballroom
5500 Hilton Avenue,
Baton Rouge, LA 70808

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.

Get more information
Register Now!
I can't make it

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%

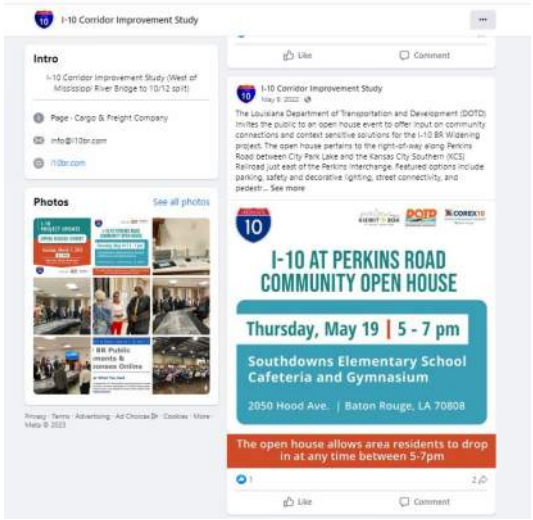
NOTE: The increase in recipients between 2/16 and 3/2 is due to selecting additional sub lists within Franklin Associates' email marketing platform to receive the message.

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.



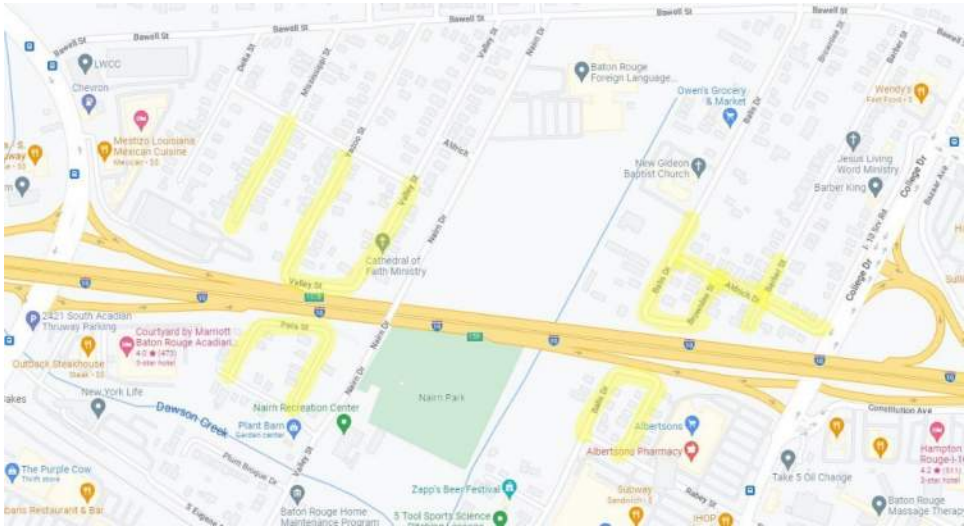
H. Canvasing

Franklin Associates staff conducted door-to-door canvasing 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.

<u>Valley Park</u>

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 Canvasing Occurred

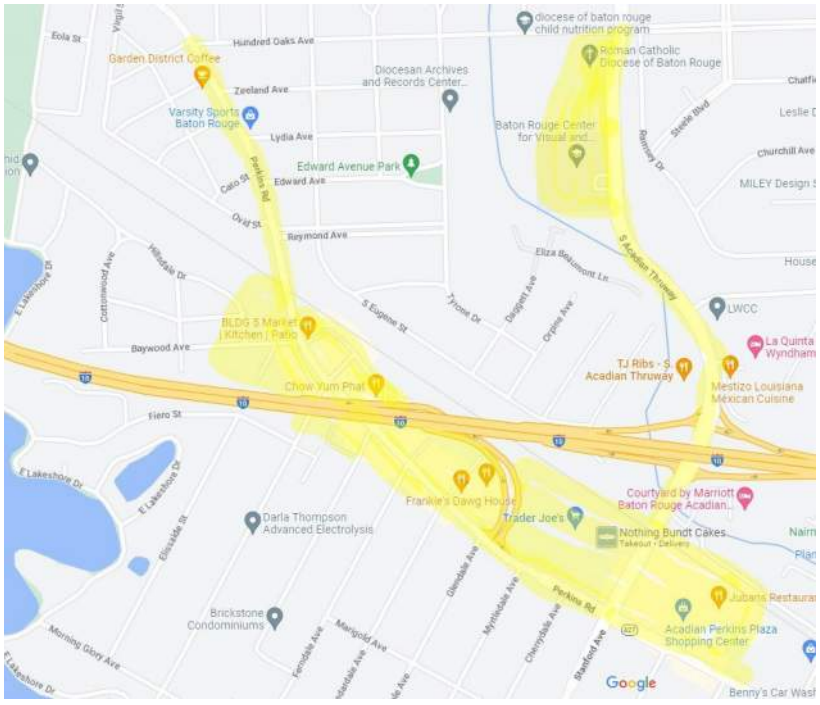
Date of Canvassing	# of Residences Reached
2/28/2023	50
3/3/2023	80
Total	**130**

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 canvasing 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 canvasing 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

March 21, 2023

Dear Resident

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: 15, 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.

Tuesday, March 7, 2023
4:00 p.m. to 7:00 p.m.
Marriott Hotel Ballroom
5500 Hilton Avenue
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I-10 Project c/o Franklin Associates
250 S. Foster Dr.
Baton Rouge, LA 70806

Sincerely,

James Taylor
Communications Consultant to COREX10

Letter sent to Valley Park residents.

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

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.

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Sincerely,

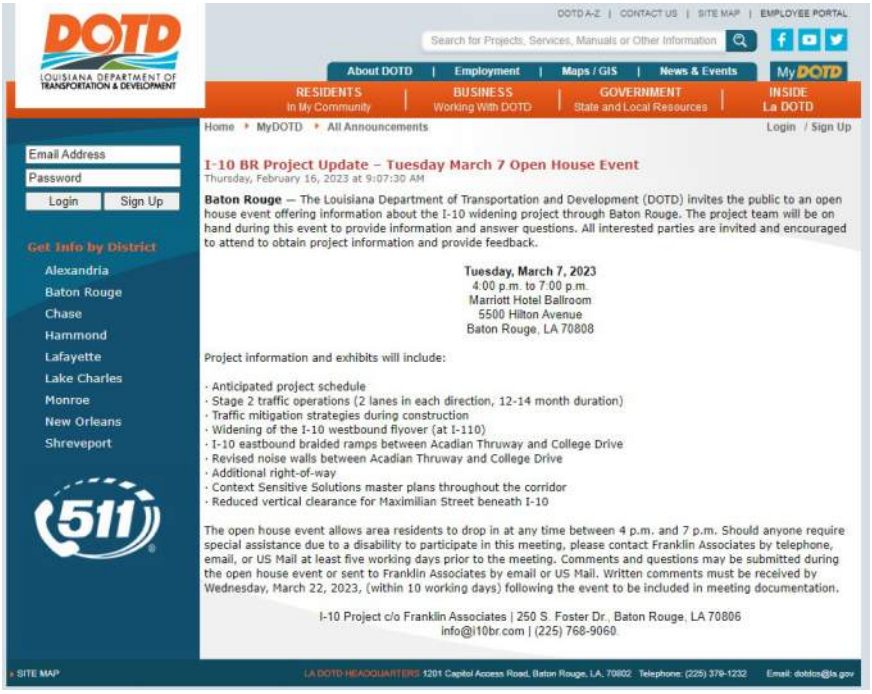
James Taylor
Communications Consultant to COREX10

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

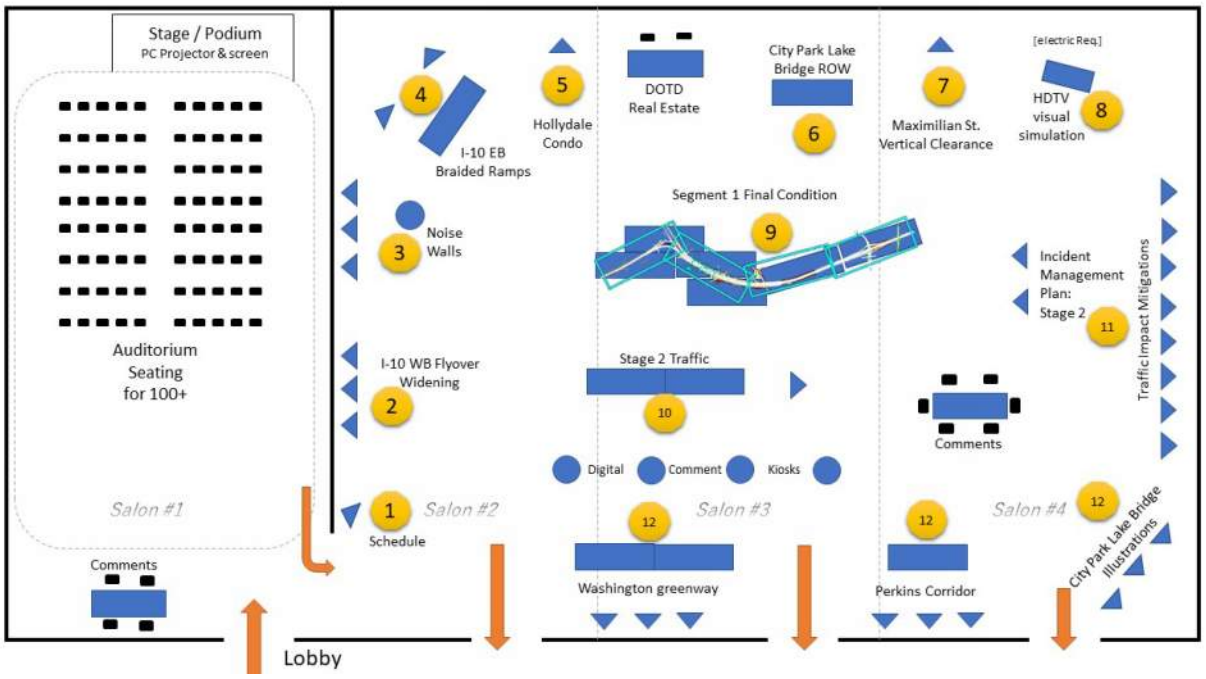
In early February 2023 the project team understood that a relatively large venue would be required to accommodate the numerous exhibits and anticipated number of guests. Proximity to the project corridor and adequate convenient parking were other criteria influencing site selection. For these reasons, 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.



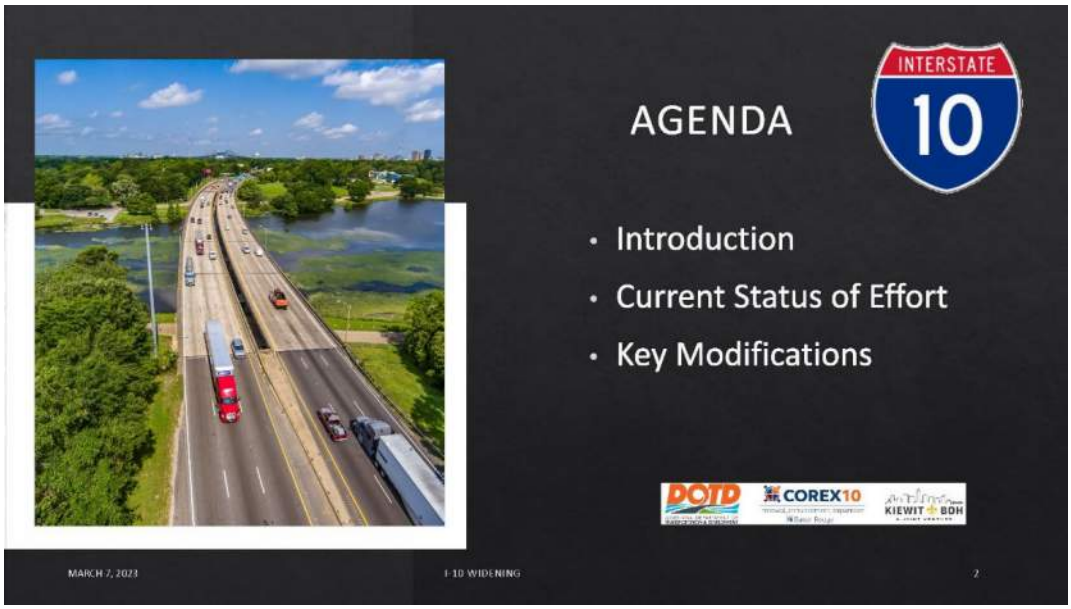
B. Meeting Format

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

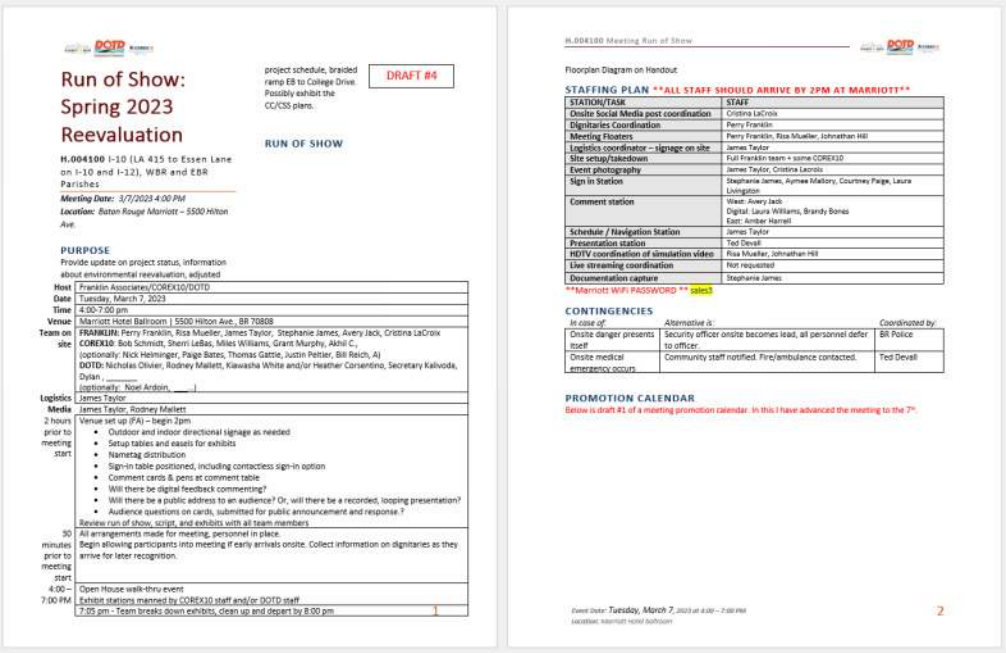
The Open House focused on 12 main areas of concern derived from prior public comments, NEPA requirements, and modifications to the project design responding to site conditions.



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

project schedule, braided ramp EB to College Drive. Possibly exhibit the CC/CSS plans.

DRAFT #4

RUN OF SHOW

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	Franklin Associates/COREX10/DOTD
Date	Tuesday, March 7, 2023
Time	4:00-7:00 pm
Venue	Marriott Hotel Ballroom	5500 Hilton Ave., BR 70808
Team on site	**FRANKLIN:** Perry Franklin, Risa Mueller, James Taylor, Stephanie James, Avery Jack, Cristina LaCroix **COREX10**: Bob Schmidt, Sherri LeBas, Miles Williams, Grant Murphy, Akhil C., (optionally: Nick Heminger, Paige Bates, Thomas Gattie, Justin Peltier, Bill Reich, A) **DOTD:** Nicholas Olivier, Rodney Mallett, Kiawasha White and/or Heather Corsentino, Secretary Kalivoda, Dylan , _____ (optionally: Noel Ardoin, ____)
Logistics	James Taylor
Media	James Taylor, Rodney Mallett
2 hours prior to meeting start	Venue set up (FA) – 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 LaCroix
Dignitaries Coordination	Perry Franklin
Meeting Floaters	Perry Franklin, Risa Mueller, Johnathan Hill
Logistics coordinator – signage on site	James Taylor
Site setup/takedown	Full Franklin team + some COREX10
Event photography	James Taylor, Cristina Lacroix
Sign in Station	Stephanie James, Aymee Mallory, Courtney Paige, Laura Livingston
Comment station	West: Avery Jack Digital: Laura Williams, Brandy Bones East: Amber Harrell
Schedule / Navigation Station	James Taylor
Presentation station	Ted Devall
HDTV coordination of simulation video	Risa Mueller, Johnathan Hill
Live streaming coordination	Not requested
Documentation capture	Stephanie James

**Marriott WiFi PASSWORD ** sales3

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

2

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.

INTERSTATE 10

MEETING PARTICIPATION GUIDANCE

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 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

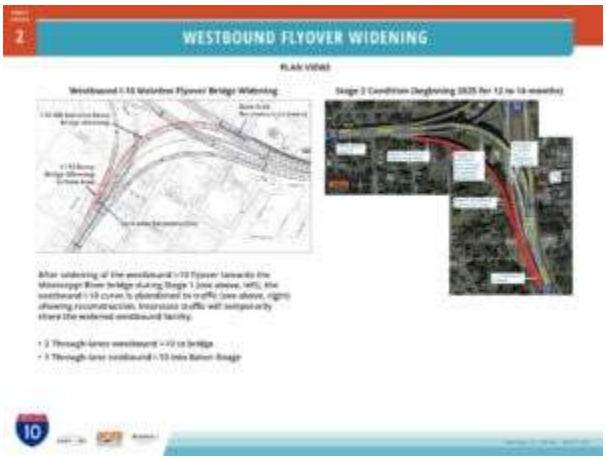
C. STATION 1. PROJECT SCHEDULE UPDATE

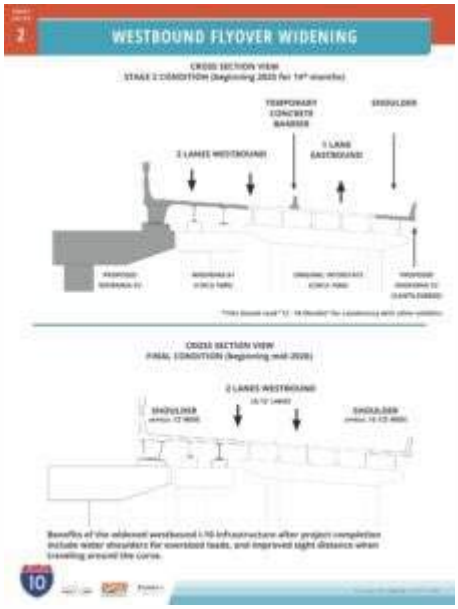
The first exhibit board greeting meeting attendees was a graphic schedule of project implementation for Segment 1. This board illustrated the lengthening of the duration of construction.

[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.



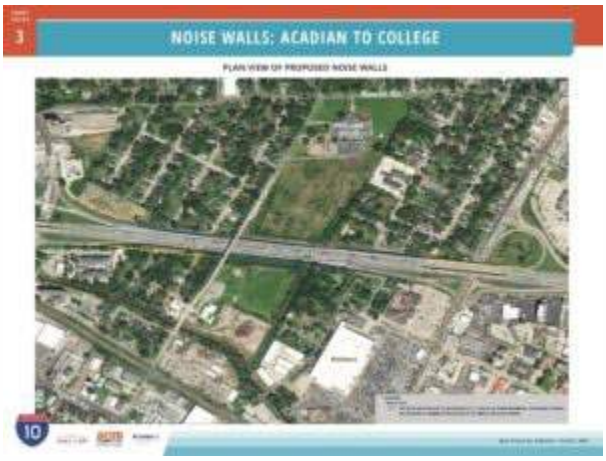


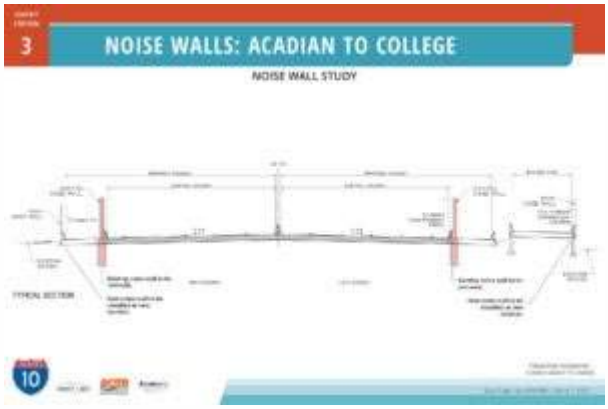
[file download (set)]

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.

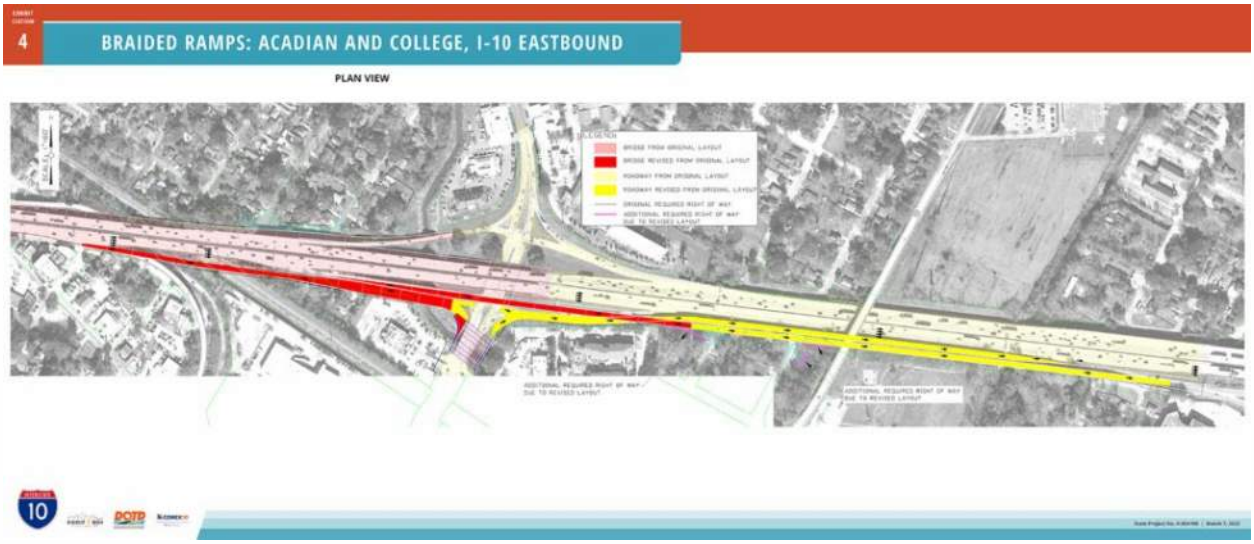




[file download (set)]

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

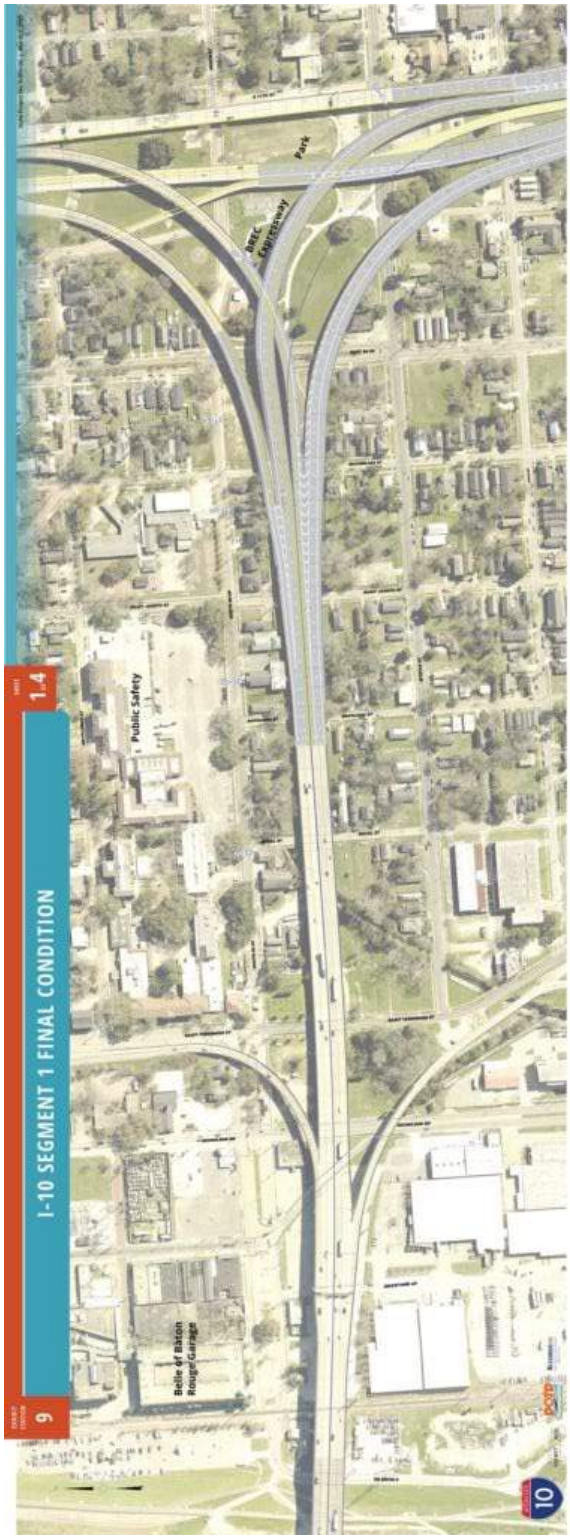
Exhibited at the open house event on a TV screen was a narrated, animated video describing the sequence of reconstruction of the interstate through Baton Rouge. It focuses on conditions at a specific position along the corridor: where I-10 crosses Louise Street.

https://vimeo.com/805613736

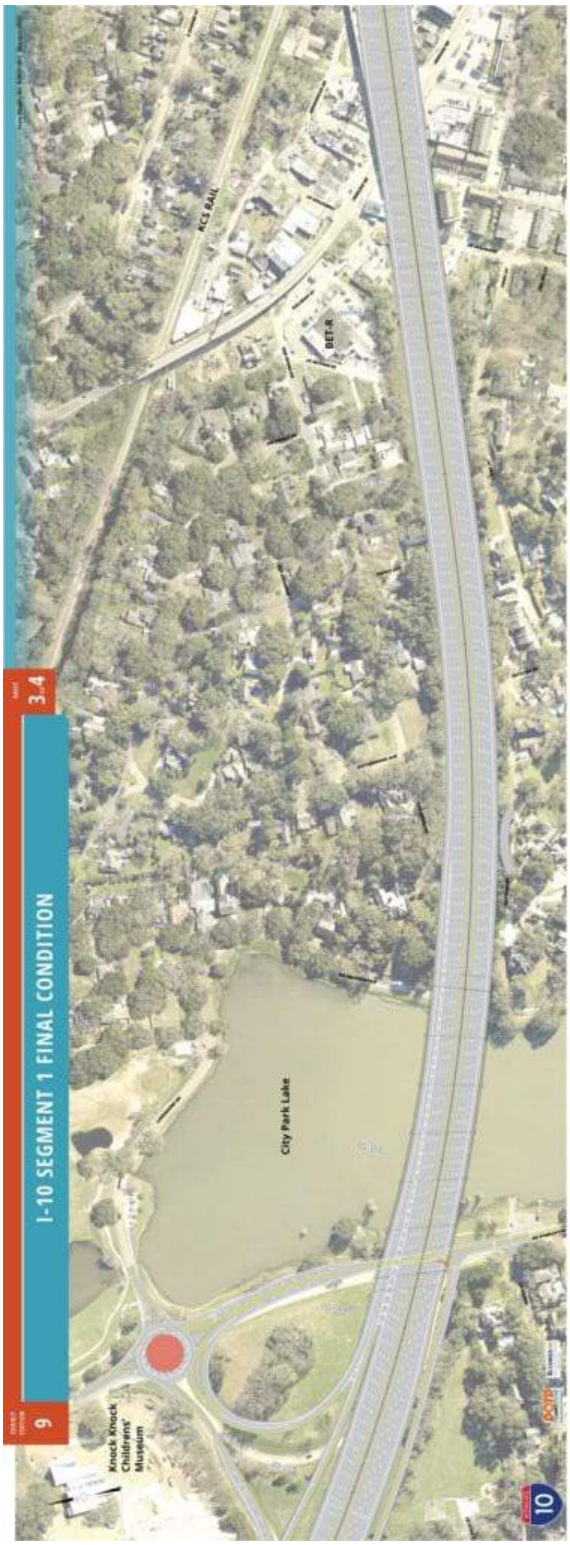
K. STATION 9. SEGMENT 1 FINAL CONDITION PLANS

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)]


I-10 SEGMENT 1 FINAL CONDITION
1.4
9
10
Public Safety
Park
Belle of Baton Rouge Garage

I-10 SEGMENT 1 FINAL CONDITION
2.4
9
10
McKinley Middle Magnet School
Dr. Leo S. Butler Community Center


I-10 SEGMENT 1 FINAL CONDITION
3.4
9
10
KCS RAIL
BEE-8
City Park Lake
Knock Knock Children's Museum

I-10 SEGMENT 1 FINAL CONDITION
4.4
9
10
EBR SCHOOLS FLAIM PROPERTY
BREC NAIRN DRIVE PARK
COURTYARD BY MARRIOTT
OUTBACK
TRADER JOE'S

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

[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]

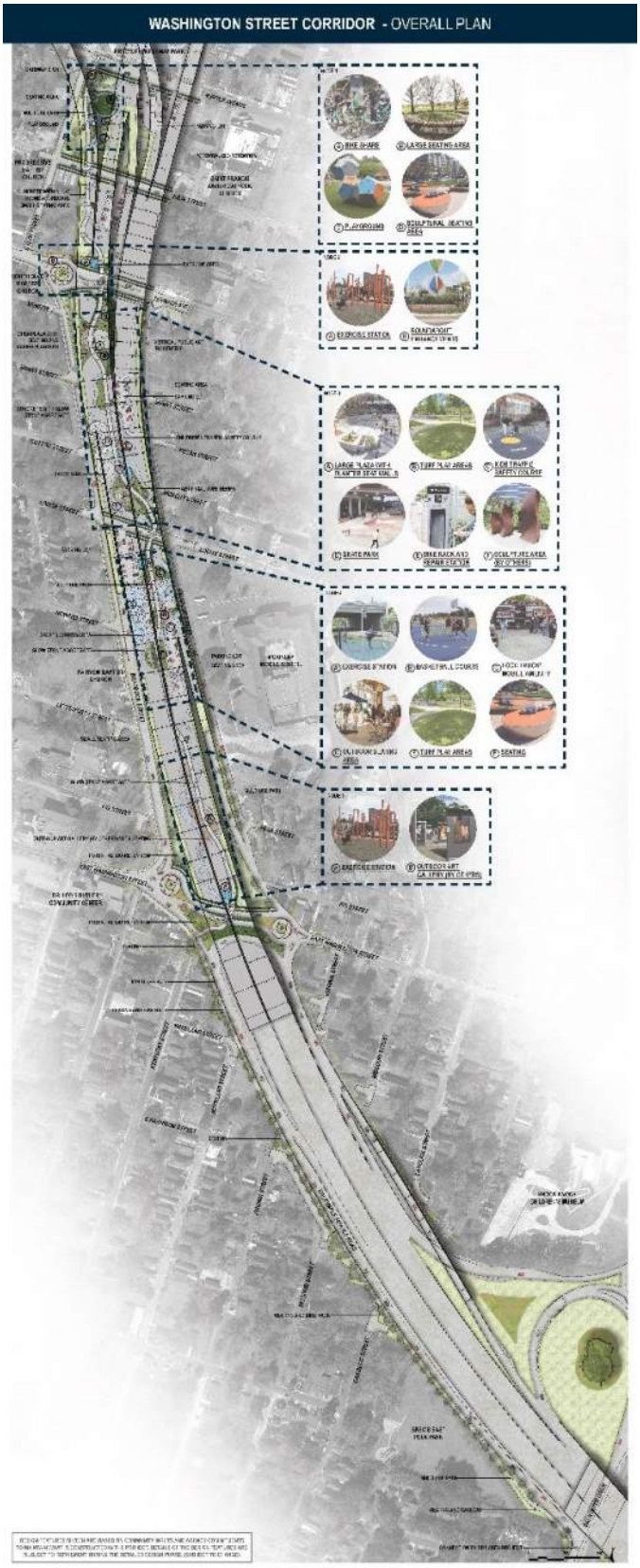
N. STATION 12. CONTEXT SENSITIVE SOLUTIONS PLANS

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]



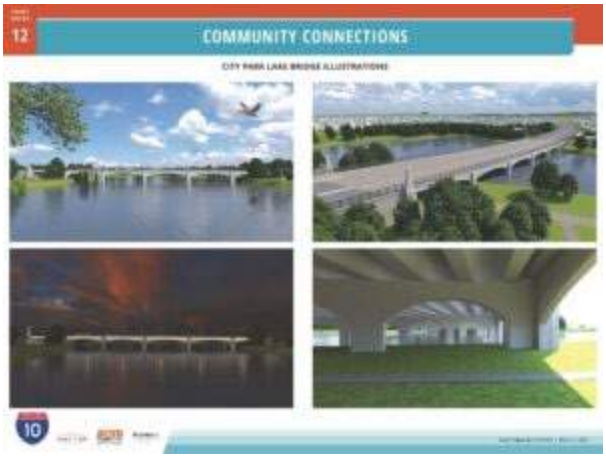
Greenway Illustrations Gallery

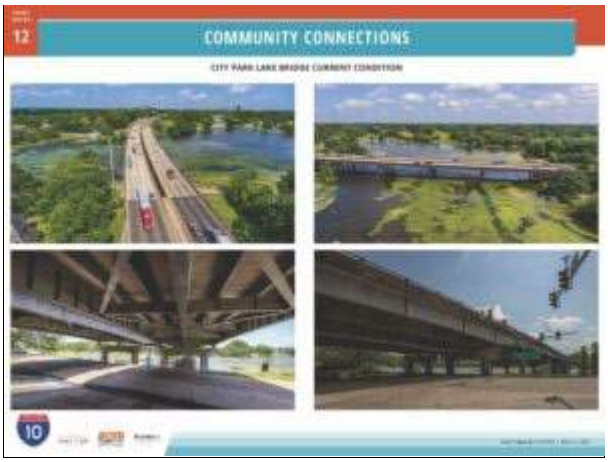
[file download (set)]

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)]



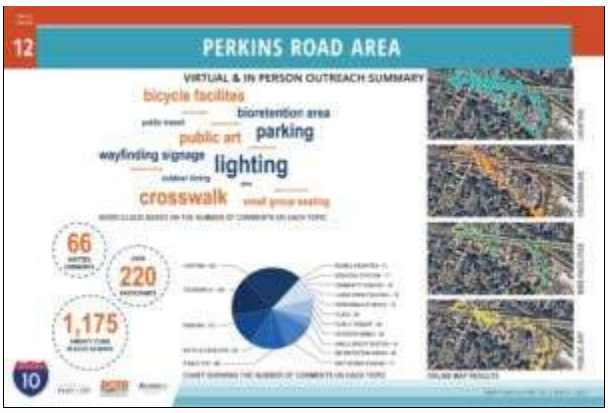


3) Perkins Road Overpass Area

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.

INTERSTATE 10

PROJECT COMMENT FORM

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

- ☐ Schedule Updates
- ☐ Westbound Flyover
- ☐ Noise Walls
- ☐ Braided Ramps
- ☐ Hollydale Condo ROW
- ☐ City Park Lake Bridge ROW
- ☐ Maximilian Street Clearance
- ☐ Segment 1 Final Condition
- ☐ Traffic Flow During Stage 2
- ☐ Traffic Impact Mitigation
- ☐ Context Sensitive Solutions
- ☐ Other _____

Name _____ Zip Code _____

Email _____

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

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	# 0f 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		kamarousek@gmail.com	70817
2.	Deborah A. Rue		debdeh.rue2@gmail.com	
3.	Lynn Cope Graham	Realtor EBRP RW	Graham6215@gmail.com	
4.	Ann Coulter		anncoulter8@gmail	70808
5.	Eric Jurkowski		ejurkowski22@gmail	70810
6.	Ellen Poulter		ellenpoulter46e3@gmail	70816
7.	Refused			
8.	Carole Anne Brown	Civil Attorney	cpbfiff@yahoo.com	70808
9.	Refused			
10.	Farrell Upton		jfarrelli@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@BLDG5.COM	70808
3.	Joe Donahue	LA DOT	DonahueT@dotd.la.gov	70802
4.	Refused	—	—	—
5.	Ann Trappey	Forte & Tablada	atrappey@fortandtablada.com	70809
6.	Kendra Clark	Mestizo Restaurant	Kendra@mestizorestaurant.com	70808
7.	Re David	Holly Dale	redivincent@gmail.com	70806
8.	ADAM KNAPP	Baton Rouge Area Chamber	knapp@brac.org	70806
9.	Phillip Lillard	N/A	pslillard@INNO.CAMS	70809
10.	John Turner		JGTURFIS@BellSouth.net	70808
11.	O.C. Smith, III	State GOV Downtown	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.	Sacced Fcosch	CCC		70737
3.	DavidFahs	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 CHAMBER	COLEMAN@COLEMANBROWN.COM	70806
9.	Sylvia L. Martinez	Sierra Club Transit	sylviamartinez538@gmail.com Equity Team	70808
10.	Earl Marcelle Jr.	N/A	EMARCELLE1@AOL.COM	70805
11.	Stephen C. Poss	TGLC	scposs@gmail.com	70802
12.	Stanley S. Livingsto	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.	Cala Miali	BEAC	Cal@bvac.org	70806
2.	John/Debbie Poulter		JCPoulter@gmail.com	7089?
3.	Charleston O'connor	Eagle Eye Taxes		
4.	Nabosa O'Connor	Subway	nabosa@akamaihand.com	7079/
5.	FRANK SAGRIPEAE	FBC, LLC	FRANK@SAGRIPEAE.com	70802
6.	Chris Harrell	Home Bank	chris.harrell@home24bank.com	70808
7.	Jonathan McDonell	AECOM	jonathan.mcdonell@aecom.com	70769
8.	Mike Johnson	DGCES	MikePing27@gmail.com	70808
9.	Kenneth + Dale Heard	Fairview Baptist Church	Kenneth heard3795@gmail.com	70802
10.	Two			
11.	Jen Rycraft	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	KATpshaw@gmail.	70808
2.	PAT O'NEIL	reading		70809
3.	Guy BEAR	N/A		70809
4.	Whitney Briggs	Real Estate	Whitney@andiollic.com	70805
5.	Bent Callender	LaCapitol FCU	bcallender@lacapfcu.org	70802
6.	MAURY HAWKING	resident	maryhawk@gmail.com	70808
7.	Chuck Booksh	resident		70802
8.	Tonja R. Wright	Consultant	tonjarwright@ymail.com	70446
9.	Jay High	First Presbyterian Ch	jax@fpcbr.org	70802
10.	Aaron Moak	EBR Metro Council	amoak@brla.gov	70818
11.	KATRINA TAYLOR	RESIDENT	4KATRINATAYLOR@GMAIL.COM	70802
12.	Kevin Taylor	Resident		70814

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)
West and East Baton Rouge Parishes

	Name	Area Business?	Email	Zip Code
1.	Lucy Kimbeng	ITS - DOTD	lucy.kimbeng@la.gov	70802
2.	Brandon Goss		JBLLGOSS@yahoo.com	77459
3.	Sage Foley	BL Green	sage@batonrougegreen.com	70808
4.	Mia Ruffin	CRPC	mruffin@crpcla.org	70815
5.	R. Hampton Peele	Self	hampton@lsu.edu	70808
6.	Bridgett Knighten	self	sisterbigbone53@gmail.com	70802
7.	Pastor Anthony C Allen	Self	anthonycallen63@icloud.com	70811
8.	Stephanie Clayton	VBR	stephanie@visitbatonrouge.com	
9.	PARRY MATT THOMAS	CANDIDATE	parrymatt@gmail.com	70808
10.	LARRY V. KNIGHT		LVKNIGHT1@AOL.COM	70811
11.	Cheryl Harrell		emery07@me.com	70810
12.	Corie Aladie		Coriealadie@yahoo.com	70757

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Name	Area Business?	Email	Zip Code
1. Daniel Matthews	Res	NONE	70808
2. Richard Gilmore	TRAFFIC CONTROL		70128
3. LAWRENCE ALEXIES	Traffic Control	lawrencealexies@gmail.com	70446
4. William C. Hoff	REAL ESTATE	BOTCHHARTBR@YAHOO.COM	70808
5. Press Robinson	Retired		70807
6. Gloria High	Retired		70806
7. SAM WRIGHT	RETIRED	SAWASSOC@BELLSOUTH	70808
8. Billie Jo Morris	Apartment Complex	gatesatcitiplacemgr@greystar.com	70809
9. Ron Whitaker	LA DOTD		70401
10. Ji Ji Jonas	no	jonas1134@cox.net	70808
11. David Clark		tenkata@aol.com	70802
12. Ossie MAGGITT	NO		70808

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	Name	Area Business?	Email	Zip Code
1.	Roy A M Cook			
2.	Dianne Cook			
3.	Matt Snyder	Lamar Advertising	ssnyder@lamar.com	
4.	Mahal		Mahal_Jacobs@yahoo.com	70808
5.	Desman Green	HES Facilities	desman.green@hes.com	70814
6.	Michelle Reinsnyder		mreinsnyder@gmail	70810
7.	Jamsie Treppendahl		jamsietrepp@gmail.com	70808
8.	Sam L Hughes		samhighdow@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	EBRS	pennie@landry.net	70809
12.	Phillip 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.	WJ Easley, Jr			70769
4.	Refused			
5.	Roni Ferguson	Overpass Merchants		
6.	Leo Marretta		Leo.Marretta@LA.GOV	70817
7.	Refused			
8.	Refused			
9.	Adam Dunn			70810
10.	Carolyn James		cfbjames@Yahoo.com	70802
11.	Earl Marcelle	E. Washington St	earlmarcelle@gmail.com	70808
12.	Jim Darling		JSDarling@Cox.Com	70806

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I-10: LA 415 to Essen (I-10 and I-12)
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	Name	Area Business?	Email	Zip Code
1.	Vicki Roseboh	Hotel		70808
2.	Stacy Simon	Visit Baton Rouge		70809
3.	Lauren Marando	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.	Dan Broussard	—	—	70808
10.	Yzell Williamson	Mestizo Business	yzelle mestizo restaurant.com	70808
11.	Ric Sayson	South West Transit Assoc.	rsayson@suta.org	70808
12.	Linda Hart	Church	tpie45@yahoo.com	70802

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	Name	Area Business?	Email	Zip Code
1.	Susan Wheeler	citizen		70806
2.	Jane Skerkoske	"		70808
3.	Kenyatta Robertson	Regional Planning Comm	krobertson@rpcla.org	70816
4.	JOE SKIBINSKI	PERKINS RD	joe@joeskibinski.com	70808
5.	FRANK NIEFLIG	CITIZEN	NIEFLIG.FRANK@GMAIL	70802
6.	Collin Lindrew	Citizen	clindrew@crt.la.gov	70802
7.	Kathy Rhorer Wascom	citizen	krwascom@gmail.com	70808
8.	Trudi Veals	Richmond Inn + Suites Hotel	Trudi.Veals@smchotels.com	70808
9.		BOLTON'S		70805
10.	David D'Vincenzo	Kellydale		70808 70806
11.		DE		2000
12.	DONNA RAPPOLO	HOMEOWNER ON WIDENING ESTATES ROAD	donnarappolo@gmail.com	70808

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	Name	Area Business?	Email	Zip Code
1.	~~Press Robinson~~			
2.	Dana Kahn	[redacted]	daykahn@gmail.com	70816
3.	Harry JONAS	RET. Ret	jonas1134@cox.net	70808
4.	Chase Lyons	Soji	cmlyons2@gmail.com	70808
5.	Gwen Willis		gcphill22@gmail.com	70815
6.	Trey Roberts	LAMAR	Trey Roberts@Lamar.com	70809
7.	Jane Nell Luster	ZZ Gardens, Hillsdale, City Park Neighborhoods		70808
8.	Lynn Folse	NA	Lynn@Folse@gmail.com	70818
9.	Anne Roberts	N/A	aabob1444@gmail.com	70809
10.	Jamie Galloway	N/A	jamie.blouin@att.net	70737
11.	Sunny Bonaventure	N/A	Sunny.bonaventure@yahoo	70817
12.	Linda Gray	N/A	lagray1@cox.net	70809

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	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	BNSF/CRISIS	kevin.mccarroll@bnsf.com	70809
4.	Barbara Freiberg	State Rep		
5.	ERICH JONES	CONTRACTOR	ERICH.JONES@KIEWIT.COM	
6.	Nikki Cano	resident	dre55@cox.net	70808
7.	Bill Quinn	Resident	BIGLE28@COX.NET	70815
8.	NEIL JURKOVIC	LIUN	JURKOVICNR@YAHOO.C	70810
9.	Jerry G. Fischer			70808
10.	L John Haik	ANT	johnhaik@lsugmail.com	70808
11.	Bill & Patricia Poulter	Poulter Investment Advisors		70816
12.	DeKara Brown	Resident	dekara-brown@gmail.com	70802

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	Name	Area Business?	Email	Zip Code
1.	Elaine Burleigh		elaine.m.burleigh@gmail	70817
2.	THERNE WARNER		twarner@lamar.com	70810
3.	Ralph Ney	BR. MARRIOTT	Ralph.Ney@marriott.com	70808
4.	JOAN 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		wms365@gmail.com	70809
10.	RONNIE HARRIS		RHARRIS2601@COX.NET	70806
11.	Riley Dunaway		RileyDunaway230@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		WKKellum@gmail.com	70808
3.	JESSICA STROOPE		jessicastroope@gmail.com	70802
4.	Stephanie McMichael		Bellesandcleaningservices1@gmail.com	70791
5.	Dane Demuney			
6.	Kane Mire		kdmire@bellsouth.net	70806
7.	Mary STEIN		mstein@ebrpl.com	70815
8.	Barbara Whittaker		awhit78@cox.net	70808
9.	Refused			
10.	LaTonia Boston		8thbelle1@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
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West and East Baton Rouge Parishes

	Name	Representing	Email
1.	Nick Perlin	WBRZ	~~Dit~~ nperlin@wbrz.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

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.	Cheri Soileau	CATS	csoileau@brcats.com
2.	Cecil Cavanaugh	EBR Chamber	cjcanbracpa@aol.com
3.	Chad Winchester	DOTD	chad.winchester@la.gov
4.	Laurie Adams	EBR Metro Council	ladams@brla.org
5.	Carey Coe	DOTD Sec 28	Carey.coe2@la.gov
6.			
7.			
8.			
9.			
10.			
11.			
12.			

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.	Aujnee Mallory	Franklin	Aujnee@FranklinAssociates.com
2.	Avery Jade	Frankly	Jade@Franklinassociates.com
3.	Amber Harrell	Franklin	aharrell@franklinassociates.com
4.	Laura Livingston	Franklin	L.Livingston@franklinassociates.com
5.	Lauren Williams	FA	l.williams@franklinassoc.com
6.	Bob Schmidt	Huval	bschmidt@huvlassoc.com
7.	James Taylor	Franklin	james@franklinassoc.com
8.	Emily Dunaway	Reich	emily@reichla.com
9.	Jude Franklin	Franklin	jude@franklinassociates.com
10.	Rick Ardis	Serco / DOTD MAP	Richard.Ardis@Serco-NA.com
11.	Risa Mueller	FA	risa@franklinassociates.com
12.	Grant Murphy	ALA	grant@reichla.com

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

	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@sigmacg.com
7.	Kelsie Bankston	sigma	kbankston@sigmacg.com
8.	CHIP BEYT	REICH	CHIP@REICHLA.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/Bch	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 Kalwich		
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@bohbros.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

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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 Pellerin	Huval	jpellerin@huvalassoc.com
4.	Nicholas Helminger	Huval	nhelminger@huvalassoc.com
5.	Johnathan Hill	Franklin	
6.	Dalton Williams	DOTD	Dalton.Williams@LA.gov
7.	Desman Green	HES	desman.green@hes.com
8.	Thomas Gattle	Huval	tgattle@huvalassoc.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

Fist 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	DiVincento	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
Jarrod	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
Maury	Hawking	70808
Dale	Heard	70802
Dennete	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.

- [ ] Schedule Updates
- [ ] Hollydale Condo ROW
- [ ] Traffic Flow During Stage 2
- [ ] Westbound Flyover
- [ ] City Park Lake Bridge ROW
- [ ] Traffic Impact Mitigation
- [ ] Noise Walls
- [ ] Maximilian Street Clearance
- [ ] Context Sensitive Solutions
- [ ] Braided Ramps
- [ ] Segment 1 Final Condition
- [x] Other Washington Street Area

(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 / peds harder to see

(2) Consider all the traffic calming at that spot — lane narrowing, small bulb outs, 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.

- ☐ Schedule Updates
- ☐ Hollydale Condo ROW
- ☐ Traffic Flow During Stage 2
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- ☐ Noise Walls
- ☐ Maximilian Street Clearance
- ☐ Context Sensitive Solutions
- ☐ Braided Ramps
- ☐ Segment 1 Final Condition
- ☒ Other Overall

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

Name Carla Anne Brown

Zip Code 70808

Email cpbfff@yahoo.com

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PROJECT COMMENT FORM

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☐ Perkins Rd overpass area

- ☐ Schedule Updates
- ☐ Hollydale Condo ROW
- ☐ Traffic Flow During Stage 2
- ☑ Westbound Flyover
- ☐ City Park Lake Bridge ROW
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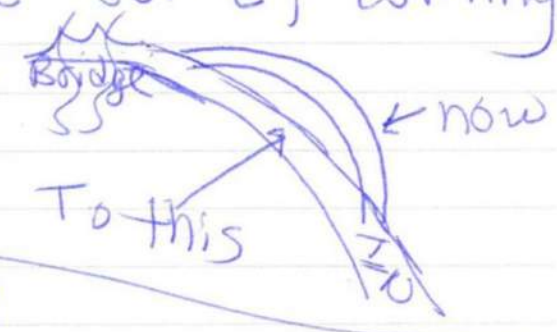
- ☐ Braided Ramps
- ☐ Segment 1 Final Condition
- ☐ Other _____

I'm not sure I understand why the deep curve isn't eased some, coming from I-10 W. Bridge



Pleasantly Supprised!
-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 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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- [ ] Segment 1 Final Condition
- [ ] Other _____

Add additional ferries @ Sunshine - Plaquemine to reduce traffic into the construction

Name Shane Morrison Zip Code 70816

Email eshanemorrison@hotmail.com

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- [ ] Braided Ramps
- [x] Segment 1 Final Condition
- [x] Other ♡

BUILD IT!

Name ADAM KNAPP Zip Code 70806

Email knapp@brac.org

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• 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 knowlegge 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 re-evaluvated. The LSU Ag Center Botanical Research Station, Burden Museum & Gardens [redacted] 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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- [ ] Other _____

Would like to see air monitors by areas of parks

Name Kathy Rhoden Wascom Zip Code 70808

Email KrwascomOgmail.com

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- [ ] Braided Ramps
- [ ] Segment 1 Final Condition
- [ ] 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 Sisterbigbone530gmail.com

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- [ ] Braided Ramps
- [ ] Segment 1 Final Condition
- [ ] 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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- [ ] Maximilian Street Clearance
- [x] Context Sensitive Solutions
- [x] Braided Ramps
- [ ] Segment 1 Final Condition
- [ ] Other _____

NEED TO SELL HOUSE
by 2024 Heart Person
A, VAD, Heart!

CAN'T 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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- [ ] Braided Ramps
- [ ] Segment 1 Final Condition
- [ ] Other _____

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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- ☐ Braided Ramps
- ☐ Segment 1 Final Condition
- ☑ Other Slow Traffic!

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 Stephen Ross Zip Code 70802

Email scpross@gmail.com.

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- [ ] Context Sensitive Solutions
- [ ] Braided Ramps
- [ ] Segment 1 Final Condition
- [ ] 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 Zip Code 70809

Email PSlillard@IuNo.COM

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- ☐ Braided Ramps
- ☐ Noise Walls
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- ☐ City Park Lake Bridge ROW
- ☐ Maximilian Street Clearance
- ☐ Traffic Flow During Stage 2
- ☐ Traffic Impact Mitigations
- ☐ Context Sensitive Solutions
- ☐ Segment 1 Final Condition
- ☐ Other _____

One BIG NIGHTMARE! ITS LOUSIANA

Name _____ Zip Code _____

Email _____

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- ☐ Braided Ramps
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- ☐ Segment 1 Final Condition
- ☐ Noise Walls
- ☐ Traffic Flow During Stage 2
- ☑ Other Does not solve the problem

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

Name

Zip Code 70808

Email

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- [ ] Noise Walls
- [ ] Traffic Flow During Stage 2
- [x] Other General

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 L. Martinez Zip Code 70805
Email sylviamartinez538@gmail.com

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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	Trependahl	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	Kimbeng	70802	How will this reduce congestion during construction?	Traffic Impact Mitigations
na	na	na	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!	Context Sensitive Solutions
Kathyrn	Grisnby	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

#	Questions and Comments	First Name	Last Name	Date Received	MODE
1	When will schedule updates be released for all construction from LA415 to Essen! The public should know what to expect for all construction.	phillip	lillard	3/7/2023	hardcopy
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.	Jane	Schoen	3/7/2023	hardcopy
3	If the braided ramps are built, will it be possible to enter I10 at Acadian and then exit at College Drive?	David	Koppelman	3/7/2023	hardcopy
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	Lawrence	Rath	3/7/2023	hardcopy
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.	tia	willis	3/7/2023	hardcopy
6	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	John	Haile	3/7/2023	hardcopy

#	Questions and Comments	First Name	Last Name	Date Received	MODE
7	March 16, 2023 Chris Thomas King Founder & Director The Blues Origin Institute BluesOrigin@ChrisThomasKing.com Phone: (225)226-2820 Website: www.ChrisThomasKing.com PRESERVE BLUES LEGEND TABBY THOMAS' HOME 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. 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. Economic Value of Tabby's home to The City of Baton Rouge 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 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	Chris Thomas	King	3/7/2023	hardcopy

#	Questions and Comments	First Name	Last Name	Date Received	MODE
	American art district extending the reach of the Children's Museum. It is not enough to simply spare the home. Grants should be made available to sure it up and for its preservation. The Blues Origin Institute 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." 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.				
8	Would like to see air monitors by areas of parks	Kathy Rhorer	Wascom	3/7/2023	hardcopy
9	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?	Y'zell	Williamson	3/8/2023	QR form
10	Develop good bypasses of Baton Rouge using Sunshine and Audubon Bridges to route long haul traffic BEFORE constricting traffic on I10. THIS IS. IMPERATIVE	Jamsie	Trependahl	3/7/2023	QR form
11	How will this reduce congestion during construction?	Lucy	Kimbeng	3/7/2023	QR form
12	What is hurricane evacuation plan for EBR & Capital Area residents? What is the specific plan for emergency vehicles re: traffic mitigation?	pennie May	landry	3/7/2023	hardcopy
13	Add additional ferries at Sunshine-Plaquemine to reduce traffic into the construction.	Shane	Morrison	3/7/2023	hardcopy

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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.	Bridgett	Knighten	3/7/2023	hardcopy
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!	na	na	3/20/2023	QR form
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.	Jessica	Stroope	3/7/2023	hardcopy
17	BUILD IT!	Adam	knapp	3/7/2023	hardcopy
18	Thanks! Let's get this built.	Ann	Trappey	3/8/2023	QR form
19	Very good presentation and displays. Good information for the public. Need to keep it up.	Carole Anne	Brown	3/7/2023	hardcopy
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.	Kathyrn	Grisnby	3/7/2023	QR form
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	Daniel	Matthews	3/7/2023	hardcopy
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.	na	na	3/7/2023	hardcopy
23	One big nightmare! It's Louisiana.	na	na	3/7/2023	hardcopy
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.	Sylvia	Martinez	3/7/2023	hardcopy
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.	Stephen	Bass	3/7/2023	hardcopy

#	Questions and Comments	First Name	Last Name	Date Received	MODE
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.	Quinton	Renfro	3/7/2023	email
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 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 Please use this email as my comment. Thank you. Lillie Gallagher	Lillie	Gallagher	3/7/2023	email

#	Questions and Comments	First Name	Last Name	Date Received	MODE
	Dr. Frank Bosworth School of Architecture, CityLab-Orlando Professor of Practice 407-610-8325 fbosworth@ufl.edu 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 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)				
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.	James	Glynn, Sr.	3/7/2023	email
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.	Dan	B	3/7/2023	email
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?	Keith	Horcasitas	3/7/2023	email or website
31	Does the Nairn Park have any proposed mitigation or value assigned to the art on the pedestrian bridge?	Will	Reinhardt	3/7/2023	email or website
32	When will east and west bound be shut down to two lanes?	Ronnie	Spurlock	3/7/2023	email or website

#	Questions and Comments	First Name	Last Name	Date Received	MODE
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.	Duane	Vince	3/7/2023	email or website
34	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?	Phillip	Lillard	3/8/2023	email or website
35	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.	Greg	Miller	3/8/2023	email or website
36	Is there a recording of this meeting that we could watch?	Andi	Lamana Chatelain	3/9/2023	email or website
37	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: 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." What has now changed to allow for this to be a braided?	Dixon	McMakin	3/13/2023	email or website
38	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.	Beverly	Hayes	3/14/2023	email or website
39	I could not locate any information from Exhibit 12, presented at the March 7, 2023 open house. Is Exhibit 12 not included?	Frank	Sagnibene	3/14/2023	email or website

#	Questions and Comments	First Name	Last Name	Date Received	MODE
40	[call received by Kent Hopkins at Franklin Associates] She said she lives in the area of Lee Drive and she is questioning some construction going on in her area and wants to find out more about it. She said her neighborhood didn't get any notices of the recent public meeting or anything. She and her neighbors are concerned about the construction and think it may somehow be related to the I-10 project. She said something about a state contract number H004100.	Judith	Boyce	3/15/2023	email or website
41	Dear Mr. Taylor, Thank you for your response. I guess my inquiry was not clear. I live in the Capitol View subdivision behind the Governor's Mansion. I have been surprised, as are my neighbors, by the demolition of the Georgia Pacific building at the corner of Leesville and Sorrel Avenues and the earthmovers working on the large vacant lot behind the subdivision and across from the GP building. DOTD equipment is in use at both locations. Rumor is that DOTD is leasing the vacant lot to build temporary offices for engineers and architects working on I 10 plans. Is that true? How long is the lease and do you know what happens to the structures and property after the lease concludes? What is the intended use of the Georgia Pacific property? Are both properties being leased from the same owner? The truck traffic along Sorrel and Leesville Avenues and Highway 1 has increased significantly in the last two weeks. Will heavy traffic continue in the area for the duration of the property leases? Thank you for considering my request for information. Would it be possible to meet with the neighborhood if we still have questions? Sincerely,	Judith	Boyce	3/15/2023	email or website
42	Call concerning DOTD ROW acquisition of her family properties on Yazoo St. pertaining to the braided ramp.	Beverly	Hayes	3/16/2023	email or website

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43	Sherri, it was good seeing and talking to you March 7. Thank you for introducing me to John Proskovec. A few comments/questions from our discussion: •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 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. • 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.	Phillip	Fetterman	3/17/2023	email or website

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	• 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. Once we get to see the TMPs, I might have additional comments. 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. Sincerely,				
44	Dear Mr. Taylor, 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. 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. 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.	Judith	Boyce	3/20/2023	email or website

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45	Sherri, thanks for getting back with me. 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. 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.	Phillip	Fetterman	3/18/2023	email or website
46	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.	Joan	Corne	3/22/2023	email or website
47	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. 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. 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.	Mabyn	Shingleton	3/22/2023	email or website

#	Questions and Comments	First Name	Last Name	Date Received	MODE
48	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. Commercial east/west incentives to Huey. Perhaps making this primary truck route. Long haulers encourage routing to I20. Other options for commercial, i.e scheduling, load sizing, etc. Of special concerns are raised by Amazon distribution center operations. Bottom line, commercial traffic is the biggest challenge and does not contribute to the community well being. High compliments to the design developed for Perkins Rd. overpass area. 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. This approach should had been years ago. Complement those who had the guts to proceed at this time.	Frank	Neelis	3/23/2023	email or website
49	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 verbage 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...???	Chuck	Booksh	3/24/2023	email or website
50	During Reconstruction of the interstate in Baton Rouge: 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?	Pennie	Landry	3/24/2023	email or website

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51	REPUBLICAN PARTY OF EAST BATON ROUGE PARISH Statement March 12, 2023 "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."	Pennie	Landry	3/24/2023	email or website
52	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. 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.	Pennie	Landry	3/24/2023	email or website
53	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	Ronnie	Strickland	3/24/2023	email or website
54	Comment to be submitted for review by FHWA re: I10 Baton Rouge Which of the following were considered by LADOTD and its contractors in the design phase of the current I10 reconstruction/widening plan 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	Pennie	Landry	3/25/2023	email or website
55	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.	Catherine	Alexander	3/26/2023	email or website

#	Questions and Comments	First Name	Last Name	Date Received	MODE
56	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.	Gordon	Atwell	3/26/2023	email or website
57	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.	Terese	Atwell	3/26/2023	email or website
58	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. 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. 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: A. Provide easier access to the "Old Bridge" by adding two lanes to Airline Highway from the Old Bridge to I-12.	Carl	Benedict	3/26/2023	email or website

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	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. This project is a disaster and it should not be built in the present configuration.				
59	Dear Federal and State Administrators. 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. https://www.ipetitions.com/petition/i-10-br-widening-economic-impact-study-public Thank you. Coleman Brown	Coleman	Brown	3/26/2023	email or website

#	Questions and Comments	First Name	Last Name	Date Received	MODE
60	Dear Administrators, 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. 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. 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. 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. [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 <cjcmbacpa@aol.com>;Henry Grace <hgrace@louisianafire.com>;mayor@brgov.com;metrocouncil@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>	Coleman	Brown	3/26/2023	email or website

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61	Dear Administrators, 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. Thank you. Coleman D. Brown Infrastructure Committee Chairman East Baton Rouge Parish Chamber of Commerce 6554 Florida Boulevard Suite 233 Baton Rouge, LOUISIANA 70896 Website: Ebrsolutions.org [2 attached PDF files: "DOTD 67 Questions Rev.pdf", "Wright 4.30.22 cb.pdf"]	Coleman	Brown	3/26/2023	email or website
62	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	Bert	Callasi	3/26/2023	email or website
63	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!!	Sandra	Campbell	3/26/2023	email or website
64	Stop the 1-10 widening project, it will kill Baton Rouge area businesses. There are better solutions than what is currently proposed.	Monica	Carville	3/26/2023	email or website
65	The EBR Chamber of Commerce. I am the Chairman. Things we do not agree with: 1) Replacing the City Park Bridges. Just repair the piers in the lake to prevent acidic deterioration. LESS MONEY & CONSTRUCTION TIME. 2) Reducing I-10 to 2 lanes on the Eastside of the Bridge for 14 months. THIS IS COMPLETELY UNACCEPTABLE; IT WILL DESTROY THE GREATER BATON ROUGE ECONOMY AND GROWTH POTENTIAL. IT WILL ALSO KILL PEOPLE IN WBR PARISH SOUTH OF THE INTERCOSTAL CANAL IF THEY HAVE A MEDICAL EMERGENCY. 3) The current plan is to replace entirely too much of I-10 from	Cecil	Cavanaugh	3/26/2023	email or website

#	Questions and Comments	First Name	Last Name	Date Received	MODE
	the I-10/I-12 split to the "New Bridge". EXTEND THE ENTRACES TO I-10 WEST AT ACADIAN THWY. AND PERKINS ROAD. CLOSE THE I-10 EAST - WASHINGTON STREET EXIT. ADD 1 LANE TO EACH OF THE CURRENT CITY PARK BRIDGES. Things we would like to see in addition to the above items: 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. 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. 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. 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. 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. A 15 YEAR PROJECT ON I-10 IN THE HEART OF BATON ROUGE, LA. WILL ECONOMICALLY DESTROY THIS CITY AND METRO AREA. THAT IS TRUE IN ANY CITY IN AMERICA. USING LOUISIANA GARVEE (sic) BONDS FOR A PROJECT THIS SIZE AND THIS DURATION WILL CRIPPLE LOUISIANA'S FUTURE INFRASTRUCTURE REVENUE FOR MANY YEARS. A PROJECT OF THIS SIZE AND DURATION SHOULD RECUIRE AN ECONOMIC IMPACT STUDY BEFORE THE PROJECT IS STARTED AND NOT AFTER IT IS COMPLETE. THE DAMAGE WILL HAVE ALREADY BEEN DONE AND MAYBE IRREVERSEABLE. PLEASE DELAY THIS PROJECT UNTIL ALTERNATIVE ROUTES ARE PREPARED AND IN PLACE. THANK YOU.				
66	I am against the current I-10 widening project.	Christine	Coleman	3/26/2023	email or website
67	Please stop the I-10 widening project. There are much better solutions. This has strong potential for negative impact on public safety.	Cathy	Costnaza	3/26/2023	email or website

#	Questions and Comments	First Name	Last Name	Date Received	MODE
68	Please stop the Baton Rouge I-10 widening project. It will kill local businesses and be a nightmare for commuters.	Kelly	Couture	3/26/2023	email or website
69	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.	Katie	Dallimore	3/26/2023	email or website
70	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.	Connie	Gannon	3/26/2023	email or website
71	Please stop I-10 widening project as currently planned. It will be a nightmare for local business. There are better alternatives.	Jay	Godchaux	3/26/2023	email or website
72	The widening of I10 will destroy Baton Rouge during the time it takes. There are other solutions that should be considered.	Christy	Haik	3/26/2023	email or website
73	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.	Juanita	Jacob	3/26/2023	email or website
74	Please kill the project and find smarter people to do this. Your going kil the local economy.	Grace	Jones	3/26/2023	email or website
75	No Widening, please. Frequent it all the time. Diastolic issues.	Susie	Labry	3/26/2023	email or website
76	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	Pennie	Landry	3/26/2023	email or website

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	public "as provided in DB Section 109-8. Who is they Department Project Manager that is they judge of Work to be classed as additional measures? 4. What criteria is used by the Department's Project Manager to determine if 'night work is so hazardous as to preclude the beginning or require the discontinuing of such Work, the Design-Builder shall immediately cease all such operations'? 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? 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? 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.' The following contract excerpt is to be included with above comments and questions to FHWA, LADOTD and Design Build contractors: 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. The Design-Builder shall provide the following throughout the				

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	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 "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 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 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. 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 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. 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				

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	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. 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. 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;				

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	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. 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. 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. 5.3.2 Traffic Operation Requirements. Lane closures will be				

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	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" ---------- 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>				
77	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.	Bobby	Matthews	3/26/2023	email or website
78	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?	Charles	Mayeux	3/26/2023	email or website

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79	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.	Mary	Montgomery	3/26/2023	email or website
80	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.	Mary Margaret	Mouch	3/26/2023	email or website
81	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!!	Nancy	Parks	3/26/2023	email or website
82	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.	Candy	Peavy	3/26/2023	email or website
83	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	Chip	Robert	3/26/2023	email or website
84	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 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. 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	Donna	Roppolo	3/26/2023	email or website

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	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. 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? 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 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. 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. 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. 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				

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	construction workers as well? And if construction is only during the day, protection and safety is an even bigger concern at night. 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. 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. 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? 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. 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.				

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	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. 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? 11. Will any permanent lighting be added to our side of the sound wall on Estates Road? 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? 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? 14. Will there be anything used to deter water, mud debris etc....from entering onto Estates Road? 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? 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? 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.				

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	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. 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. 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. 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. 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? 22. Any dust shields or water trucks required to lower dust? 23. Being so close to construction on Estates Road, what kind of hazards to our health due to the noise of construction? 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. 25. Being so close to construction on Estates Road, what kind of hazards to our health due to vibration of construction? 26. Does the sound wall decrease vibration? 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? 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? 29. Will there be monitors monitoring vibration from construction? 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. 31. Many concerns for structural damage to our homes due to				

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	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. 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. 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. 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. 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? 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? 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				

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	homeowner's property? This refers to the previous question, #36. 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. 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. 40. Does DOTD temporarily relocate homeowners that are affected by construction hazards? 41. Does DOTD supplement income from loss of revenue to businesses due to construction inconveniences? 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. Other concerns: 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. 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? 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?				

#	Questions and Comments	First Name	Last Name	Date Received	MODE
	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? 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. 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. 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. 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. 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. 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. Sound wall questions: 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				

#	Questions and Comments	First Name	Last Name	Date Received	MODE
	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.				
85	Submitted PDF named "I-10 widening questions, mtg March 7, 2023.pdf"	Donna	Roppolo	3/26/2023	email or website
86	This is a disastrous plan that will damage our wonderful city. Please stop!! So many other options are available!!	Yvette	Schittone	3/26/2023	email or website
87	There is a better way than shutting down the interstate to one lane. This will kill businesses in BR and surrounding areas.	Susan	Waguespack	3/26/2023	email or website
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!!	Shawn	Wilson	3/26/2023	email or website
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	Kathleen	Young	3/26/2023	email or website

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

M. MONIC McCHRISTIAN NOTARY PUBLIC NOTARY NO. 88293 STATE OF LOUISIANA

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 16,600 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.

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

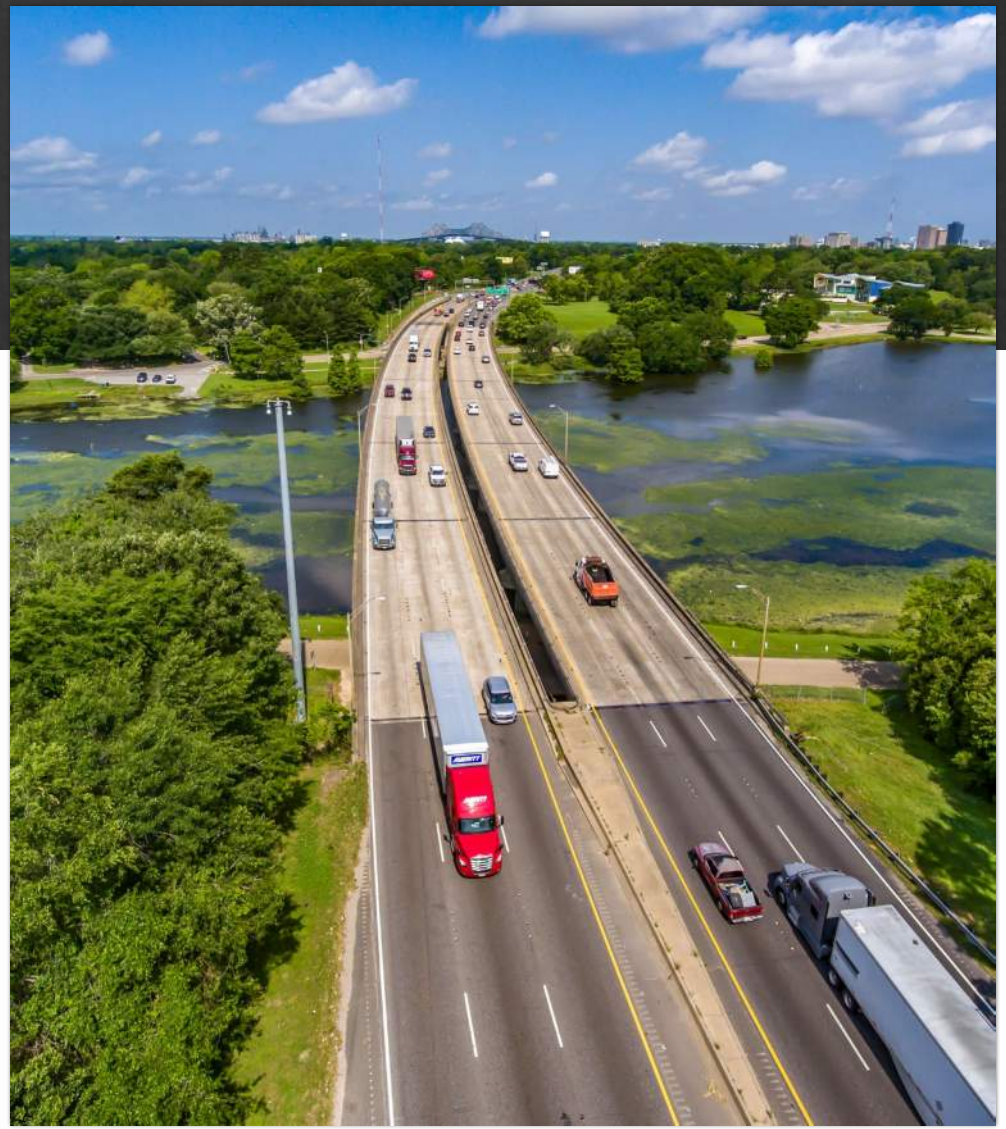
I-10: LA 415 TO ESSEN LANE ON I-10 AND I-12

Tuesday, March 7, 2023

4:00 – 7:00 p.m.

Public Meeting

State Project No. H.004100

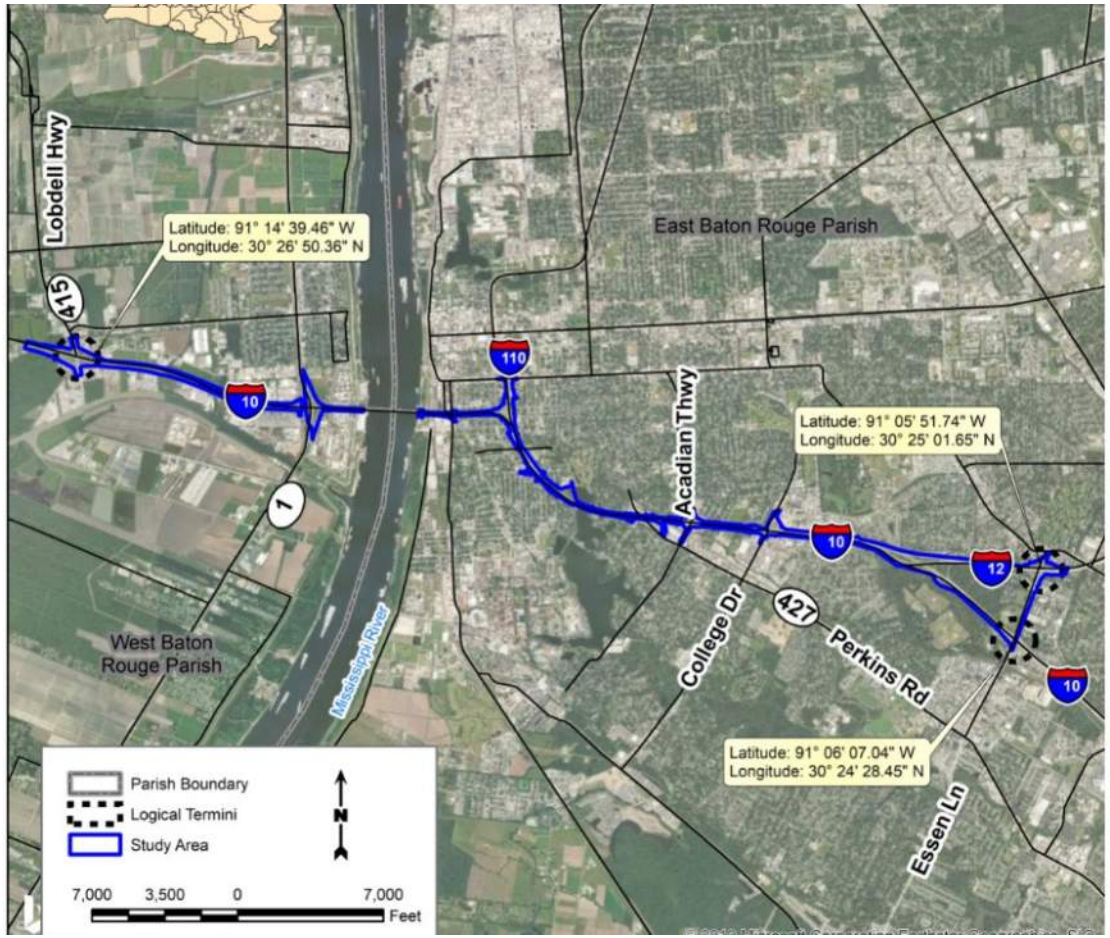


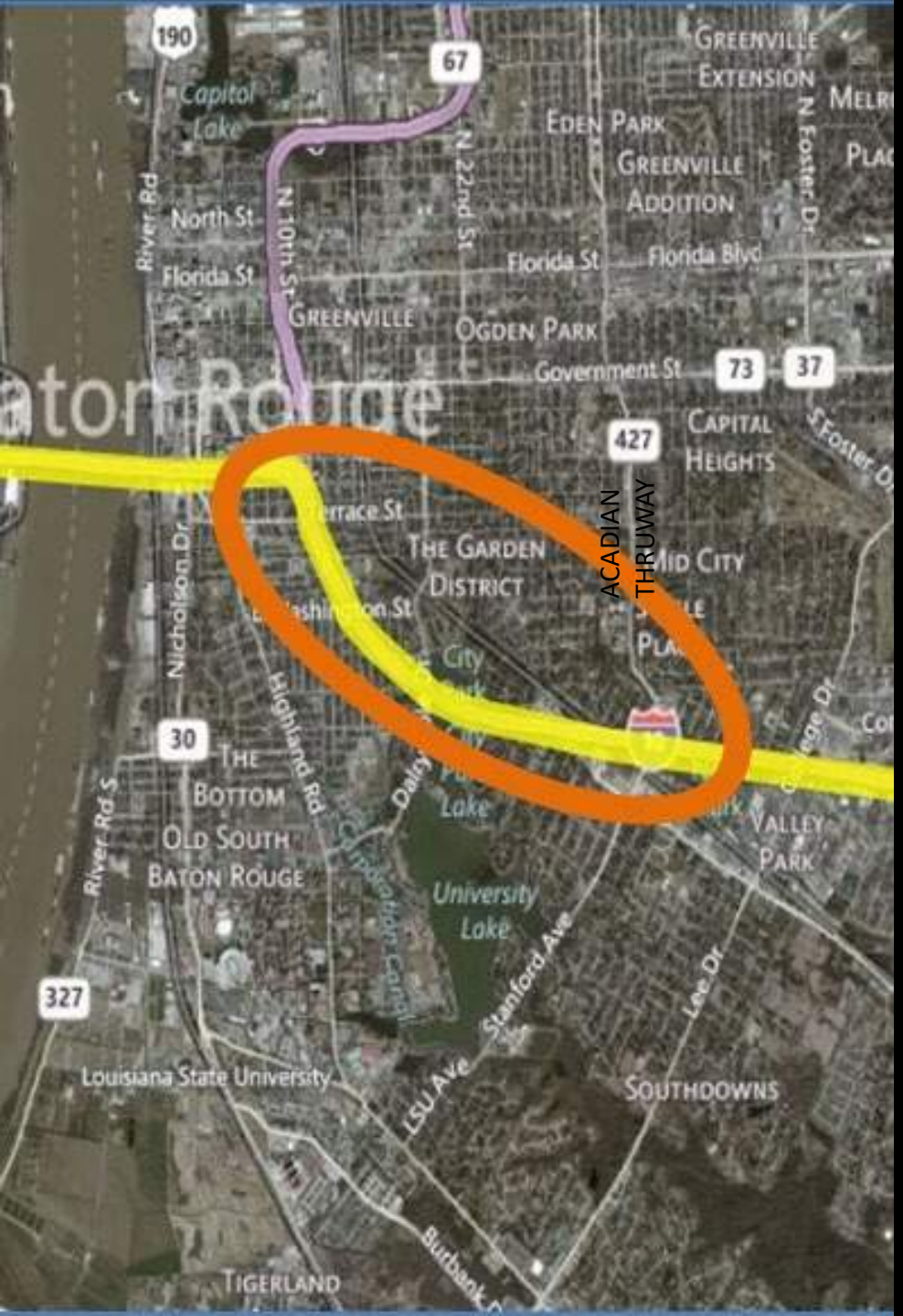
AGENDA

- 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.





CURRENT STATUS

Construct 1:
West of Wa[illegible]reet to East of
Acadian Thruway

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

COREX10
renewal, enhancement, expansion
10 Baton Rouge

KIEWIT BOH
A JOINT VENTURE

SEGMENT 1 TIMELINE

Anticipated Schedule of Construction

Subject to Change

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

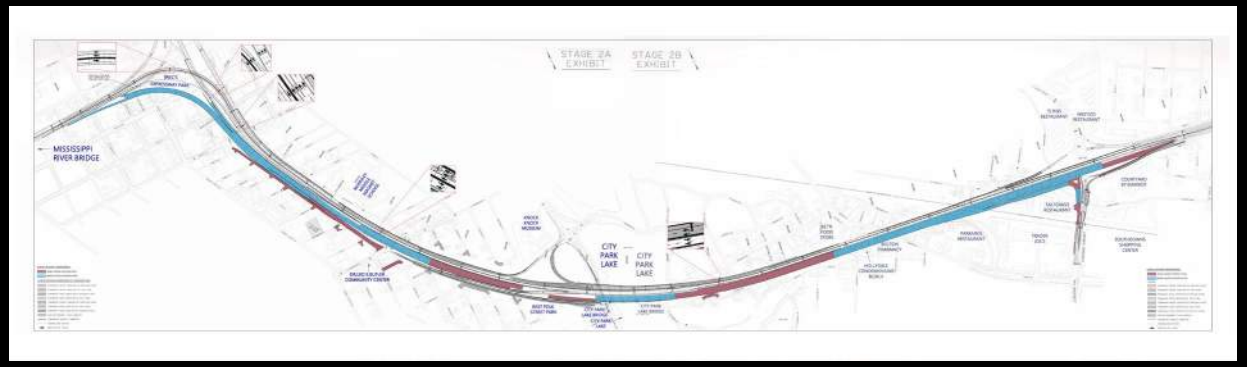
2023-2024	Stage 1	Temporary Widening of Westbound, Acadian to I-110
2023—2024	Stage 1 (flyover)	Widen Westbound Flyover Curve towards Mississippi River Bridge
2025 (Minimum 2 lanes each direction on I-10 mainline)	Stage 2	Demo & Rebuild Eastbound Bridges (12 – 14 month duration)
2026	Stage 3	Lane shifts, Restoration to 3 Lanes Each Direction
2026—2027	Stage 4	Demo & Rebuild Westbound Bridges (open 4-lanes each direction on I-10 at end of Stage 4)
2028	Stage 5	Finalize New Infrastructure

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

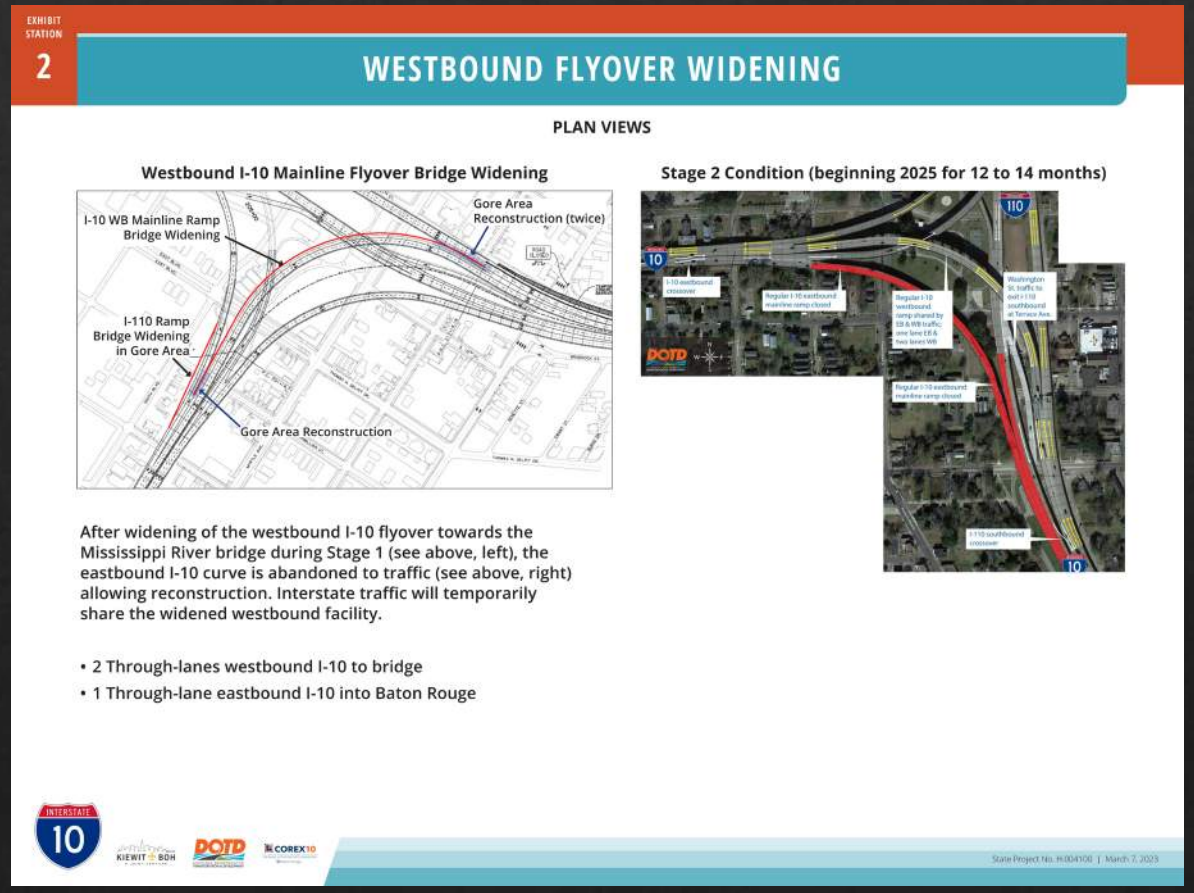
- Extending Segment 1 to Acadian Thruway with phasing shortens construction period by 4 years and saves ~ $50 million
- DOTD to provide improvements on alternate routes and other measures to mitigate traffic impacts



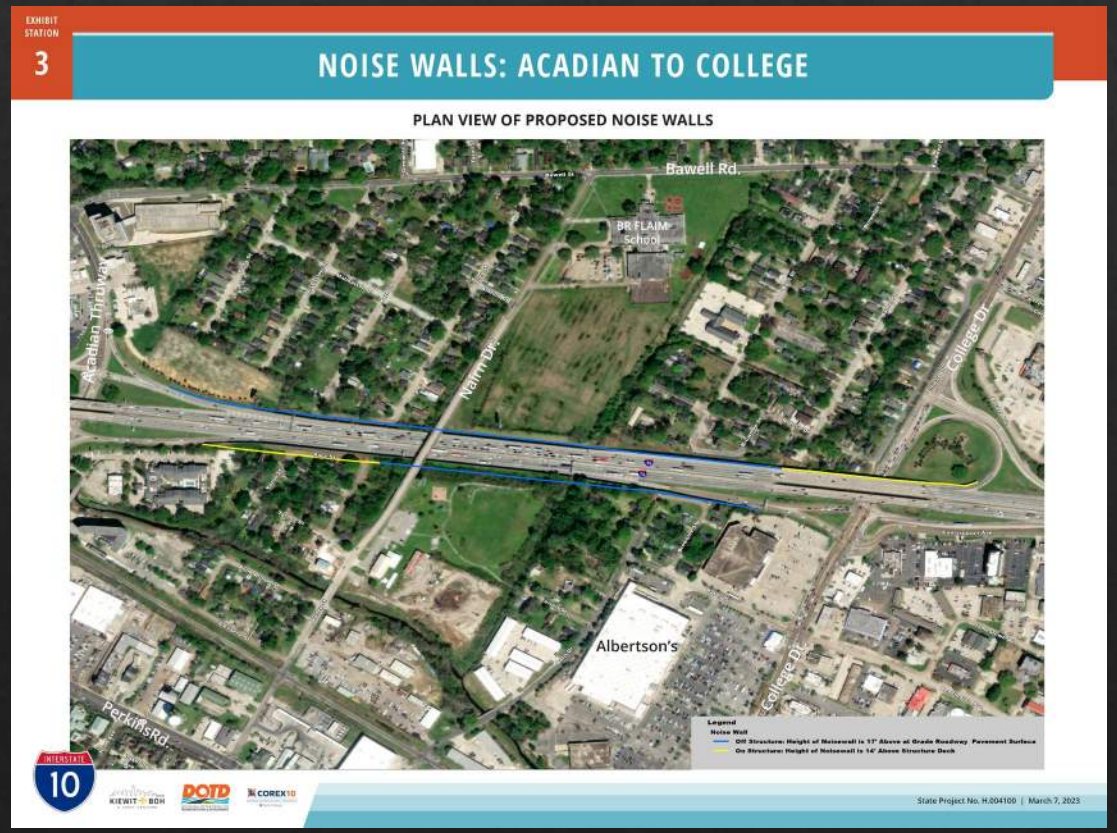
TRAFFIC MITIGATION

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



DESIGN MODIFICATIONS



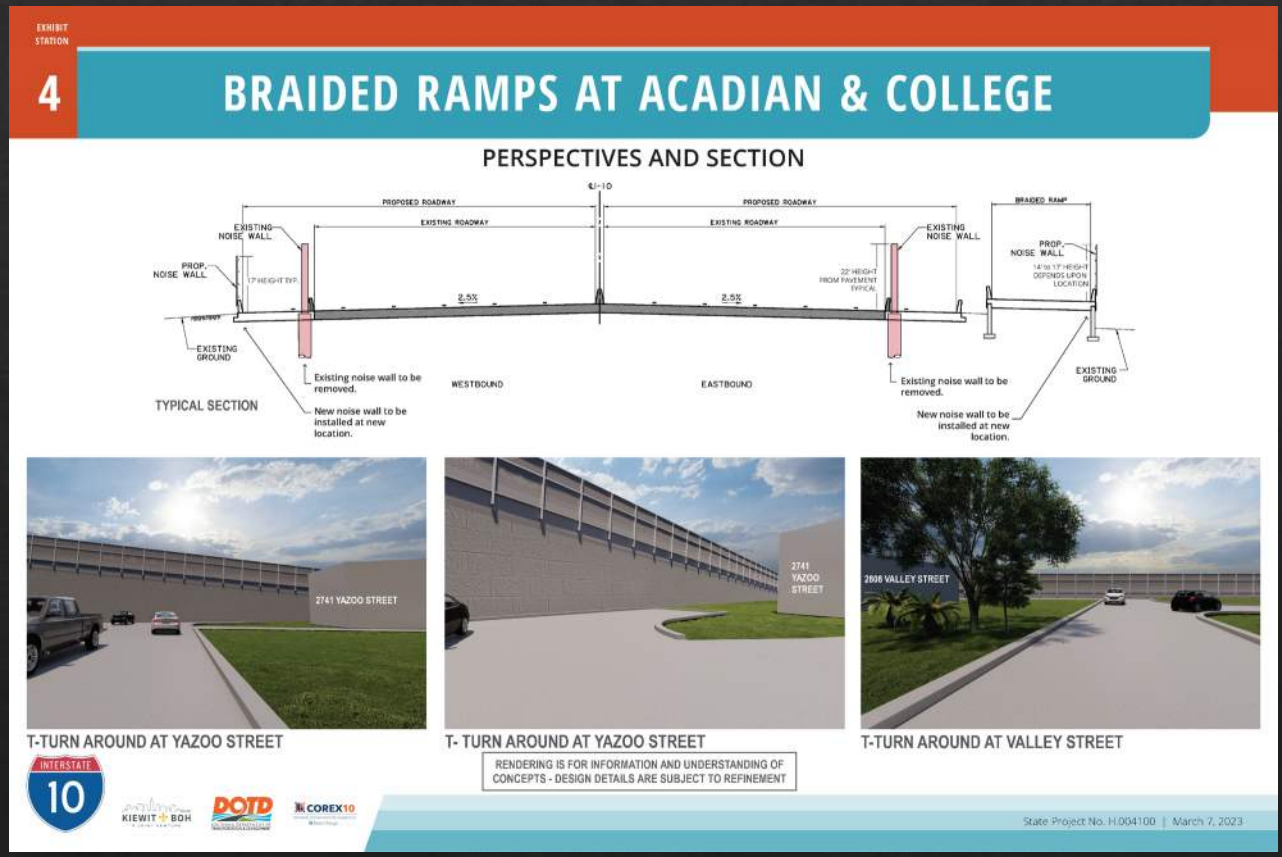
NOISE WALL RELOCATIONS

- 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

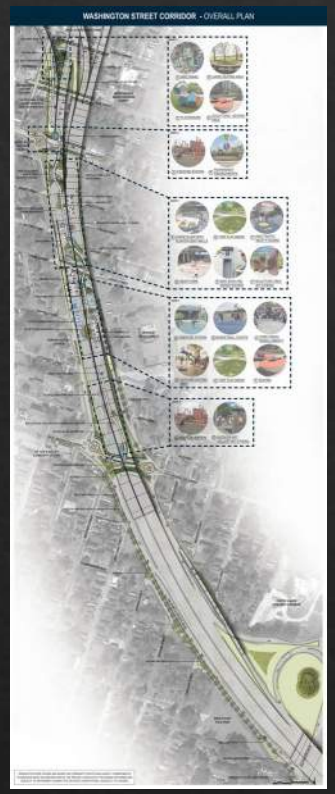
NOTIFICATIONS & SIGNALIZATION

- 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

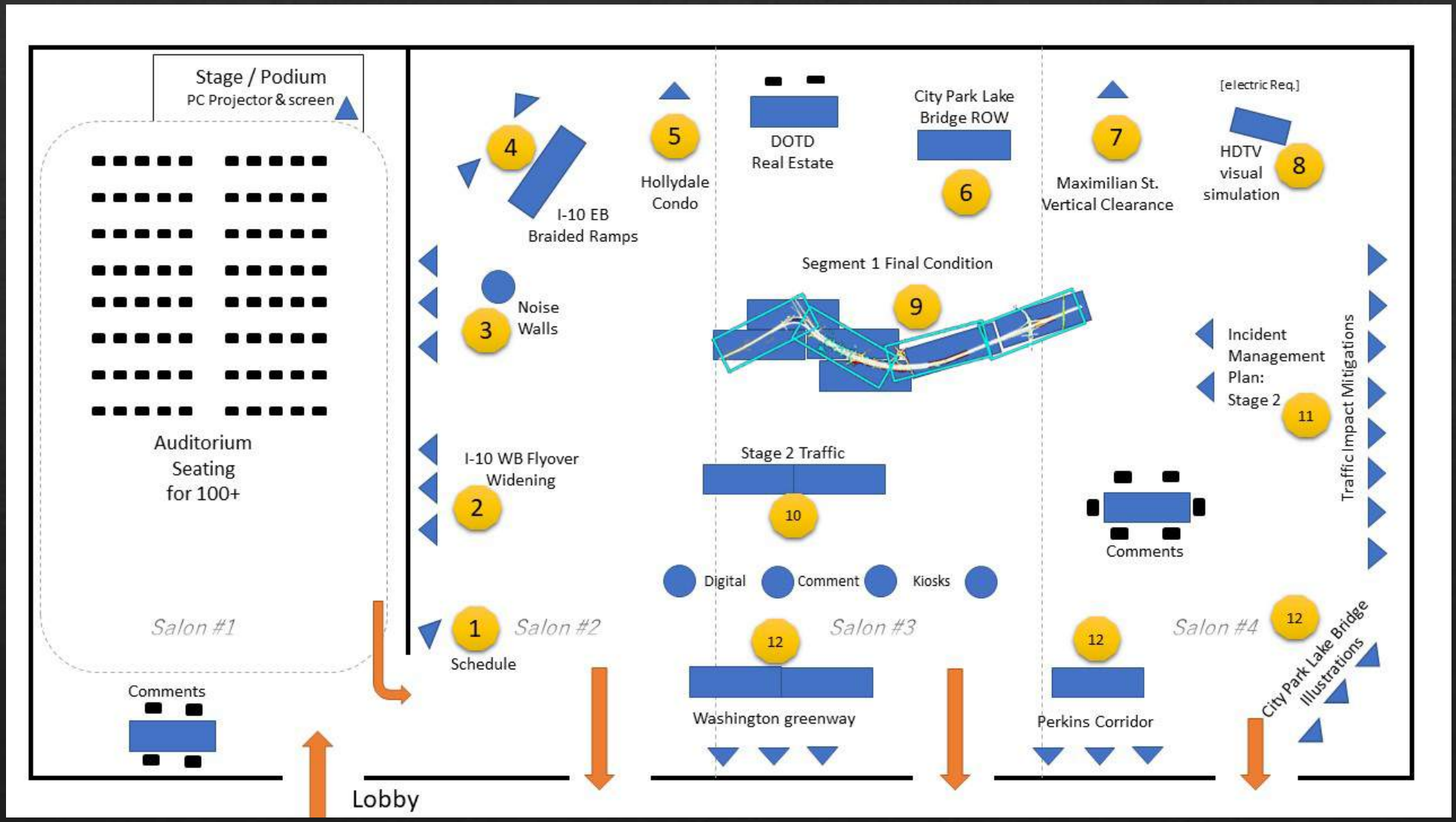
PERKINS ROAD

- Enhanced parking
- Multi-use path

CITY PARK LAKE

- Signature feature bridge

EXHIBITS & COMMENTS



THANK YOU

i10br.com

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

COREX10 renewal, enhancement, expansion Baton Rouge

KIEWIT BOH A JOINT VENTURE

Community Outreach Summary

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

Event #1 Date: *5/20/2025 11:00 AM to 2:00 PM*

Location: *Dr. Butler Community Center Conference Room: 950 Lorri Burgess Ave. Baton Rouge*

Event #2 Date: *5/22/2025 4:30 to 6:30 PM*

Location: *Carver Branch Library community room, 720 Terrace Ave. Baton Rouge*

PURPOSE

The purpose of the public meeting was to provide residents and property owners within 1/4 mile of the affected portion of Segment 1 with an opportunity to learn about the eastbound and westbound refinements. The meeting offered a forum for attendees to ask questions, share comments, and receive updated project information in an open and accessible community setting.

STAFFING

Meeting #1

DOTD: Nick Olivier, Rodney Mallett
COREX10 / Huval: Bob Schmidt
COREX10 / Franklin: Perry Franklin, James Taylor, Laura Livingston, Crystal Bennett, Ted Devall
Council member, District 10: Carolyn Coleman, Jeffery Corbin (Council aide)

Meeting #2

DOTD: Nick Olivier, Rodney Mallett, Noel Ardoin, Brooke Goodrich
COREX10 / Huval: Bob Schmidt
COREX10 / GEC: Sherri LeBas
COREX10 / Franklin: Perry Franklin, James Taylor, Laura Livingston, Crystal Bennett, Ted Devall

INVITATION

Two weeks prior to these events on May 5, 2025 a graphically rich and detailed multi-fold brochure (Attachment “A”) was mailed to 1,536 recipients identified using the East Baton Rouge Parish Assessor’s property ownership records. The recipient selection area approximated a ¼ mile buffer area along the I-10 Segment 1 project corridor. A map of the delivery area is provided as Attachment “B”. Address cleaning services were utilized to remove duplicates and update any changed addresses using the National Change of Address service to improve deliverability as required for bulk rate mailings. An extra supply of 300 flyers were printed for use as handouts at the community drop-in events, or if additional flyers were needed. City-Parish Director of Transportation and Development Fred Raiford was briefed on

May 6th, and District 10 Metropolitan Councilwoman Carolyn Coleman was briefed on May 8th. Each received a sample of the mailer.

EVENT SUMMARY

The in-person events were offered to community residents and corridor property owners as an opportunity for attendees to learn about the interstate reconstruction project, to have questions answered or receive clarification of ideas conveyed in the mailed flyer, and to collect public comments concerning the project. The process was accomplished as part of documentation of Design Modifications and Refinements to be submitted by DOTD to FHWA as part of a NEPA Environmental Assessment Reevaluation report.

Attendance included 27 people visiting Event #1 and 12 attending Event #2 for a total of 39 persons. The first event at the community center benefited from inviting guests from a separate function taking place on site.

EXHIBITS

The following lists the exhibits which were on display for both community events. Reduced examples of these are provided in Attachment "D".

Copies	*# Drawings*	*Dimensions*	*Title*
1 set of 6	6	36 x 96 in.	Roll plans: full build out River to Split
1	1	36 x 72	Roll plans: full build out River to Split
1 set of 4	4	36 x 96	Roll Plans: Segment 1 Design Refinements
1 set of 9	9	24 x 36	Perspective Renderings of Current vs Future Conditions
1 set of 2	2	24 x 36	Project Schedule & Section 4(f) impacted properties table
1	1	24 x 36	Required ROW Acquisitions for Segment 1
100	1	8.5 x 11	Comment forms

During the first community event several attendees asked to see right-of-way lines on the roll plans. This was addressed during the second event by the provision of a computer with external monitor allowing the viewing of a set of digital maps featuring those ROW lines.

COMMENTS

Six public comments were received using the provided comment forms. Two comments were duplicate requests to receive the contractor's monthly e-newsletter, one expressed approval of the preservation of travel lanes during the construction process, and others had concerns about traffic noise and vibration. The online (or mailed) commenting period ended June 2, 2025. Comments and responses are contained in Attachment "C".

ATTENDEES

Meeting #1 – Butler Center

Carol M. Jones	70802
Linda Coleman	70802
Arthur Thomas	70802
Mary Thompson	70802
Frederick Hatter	70802
LaMonica Carey-Brown	70802
David Dunbar	70802
Almenia Moncrieffe	70811
Mark Howard	70810
Daniel Lange	70810
Destiny Ross	70791
Aldreamer Smith	70802
Chrishendral Davenport	70814
Bridgett Knighten	70802
Raphael Richard	70802
Latonia Dunbar	70802
Henry Clairborne	70811
Sorena D. Mack	70805
Isiah Edwards	
Marlene Roberson	70802
Paul Brown	70802
Carol LaMotte	70816
Elaine Slann	70810
Ronald D. Bazille	70802
Glenda C. Brown	70767
Gloria C. Lewis	
Carolyn Coleman	70802

Meeting #2 – Carver Library

Darius Spurlock	70802
John Grosch	70810
Earl Marcelle	70808
Leroy Jones Jr	70802
Roderick Chase	70802
Earl Marcelle Jr.	
Timothy Mayeaux	70808
Claudia Mayeaux	70808
Lena R. Chase	70802
Kyle Cronvich	70802
Renard Webb	70810
Illegible	70802

Event Photos

Butler Community Center, May 20, 2025

Carver Branch Library, May 22, 2025

Attachments

A. Project Mailer – 11” x 34” full color 3-fold flyer

B. Map of Identified Community Outreach Area

C. Public Comments and Responses

D. Community Drop-In Events Exhibits:

   1. Roll plans, full project build-out
   2. Roll plans, Segment 1 Design Refinements
   3. Perspective Illustrations of Future Interstate (9)
   4. Project Schedule
   5. Table of Section 4(f) Impacted Projects
   6. Segment 1 Required ROW
   7. Comment Form

ATTACHMENT A: PROJECT MAILER

I-10 WIDENING PROJECT DESIGN REFINEMENTS

Segment 1: West of Washington Street to Perkins Road Ramps

WEST PORTION: Mississippi River to Perkins Road Exit

SEGMENT 1: NEW DESIGN REFINEMENTS

I-10 EASTBOUND

WHAT?
The future condition will not feature an exit to Lorri Burgess Avenue (Washington Street). The entrance to the exit is being shifted eastward, further away from the I-110 interchange, and will now pass over Lorri Burgess Avenue providing an exit to Dalrymple Drive. Design modifications require the acquisition of an additional 0.44 acres of right-of-way within the eligible Old South Baton Rouge historic district.

WHY?
Modern interstate design practices require greater separation between interchanges and exits for improved safety. In the eastbound direction, motorists will be able to exit I-10 at Nicholson Drive and Dalrymple Drive.

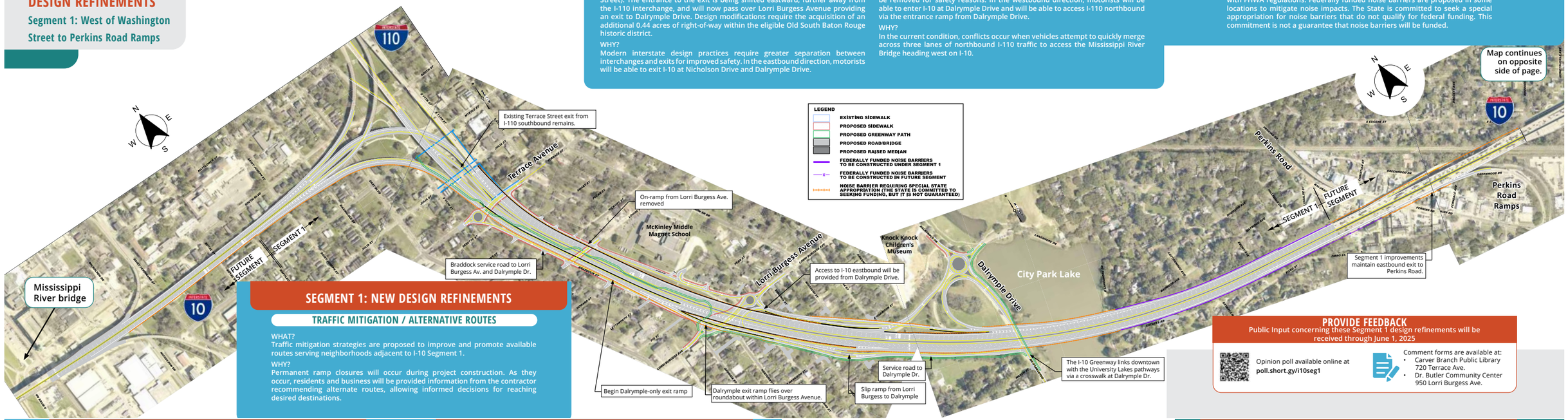
I-10 WESTBOUND

WHAT?
The westbound / northbound interstate on-ramp from Lorri Burgess Avenue will be removed for safety reasons. In the westbound direction, motorists will be able to enter I-10 at Dalrymple Drive and will be able to access I-110 northbound via the entrance ramp from Dalrymple Drive.

WHY?
In the current condition, conflicts occur when vehicles attempt to quickly merge across three lanes of northbound I-110 traffic to access the Mississippi River Bridge heading west on I-10.

NOISE BARRIERS

WHAT?
A noise analysis was performed for the design refinement geometry in accordance with FHWA regulations. Federally funded noise barriers are proposed in some locations to mitigate noise impacts. The State is committed to seek a special appropriation for noise barriers that do not qualify for federal funding. This commitment is not a guarantee that noise barriers will be funded.



SEGMENT 1: NEW DESIGN REFINEMENTS

TRAFFIC MITIGATION / ALTERNATIVE ROUTES

WHAT?
Traffic mitigation strategies are proposed to improve and promote available routes serving neighborhoods adjacent to I-10 Segment 1.

WHY?
Permanent ramp closures will occur during project construction. As they occur, residents and business will be provided information from the contractor recommending alternate routes, allowing informed decisions for reaching desired destinations.

PROVIDE FEEDBACK

Public Input concerning these Segment 1 design refinements will be received through June 1, 2025

Opinion poll available online at **poll.short.gy/i10seg1**

Comment forms are available at:
- Carver Branch Public Library 720 Terrace Ave.
- Dr. Butler Community Center 950 Lorri Burgess Ave.

EAST PORTION: Perkins Rd. Exit to I-10/I-12 Split

FUTURE SEGMENTS EAST OF PERKINS ROAD

Louisiana DOTD is implementing the I-10 Widening: from LA 415 (West Baton Rouge Parish) to Essen Lane at I-10 and I-12 (East Baton Rouge Parish) to address the need of reducing congestion.

Pictured below are anticipated lane configurations of future Segments of the I-10 Widening project, extending eastward from the Perkins Road ramps to the I-10 and I-12 split. Interstate improvements for future Segments, beyond Segment 1, may proceed to final design and construction as funding is identified.

LEGEND
EXISTING SIDEWALK
PROPOSED SIDEWALK
PROPOSED GREENWAY PATH
PROPOSED ROAD/BRIDGE
PROPOSED RAISED MEDIAN
ROADWORK DONE UNDER COLLEGE FLYOVER PROJECT (SEPERATE CONSTRUCTION PROJECT)
ROADWAY REMOVED UNDER COLLEGE FLYOVER PROJECT (SEPERATE CONSTRUCTION PROJECT)
FEDERALLY FUNDED NOISE BARRIERS TO BE CONSTRUCTED UNDER SEGMENT 1
FEDERALLY FUNDED NOISE BARRIERS TO BE CONSTRUCTED IN FUTURE SEGMENT
NOISE BARRIER REQUIRING SPECIAL STATE APPROPRIATION (THE STATE IS COMMITTED TO SEEKING FUNDING, BUT IT IS NOT GUARANTEED)
EXISTING NOISE BARRIER
RELOCATED NOISE BARRIER

Required Right-of-Way

Refinements to the interstate design have resulted in a need to acquire additional right-of-way in Old South Baton Rouge (OSBR), an eligible historic district that is also a Section 4(f) resource. The list of Section 4(f) properties affected by the project with the proposed design refinements is available for review and comment both online and at the community drop-in events described on this publication.

A list of all Section 4(f) resources and properties associated with this project is available on this project web page.
i10br.com/segment-1-design-refinements

The process used by LA DOTD to negotiate property acquisitions for public right-of-way is described in this brochure available online:
i10br.com/wp-content/uploads/2018/08/2018-Acquistion-Brochure-revised-3.16.18.pdf

Information about federal environmental legislation including Section 4(f) of the U.S. Department of Transportation Act of 1966, may be found at the following FHWA website.
www.environment.fhwa.dot.gov/env_topics/4f_tutorial/overview.aspx

Presort Std
US Postage
PAID
Baton Rouge, LA
Permit No. 243

MAY 2025
COMMUNITY DROP-IN SESSIONS

Speak with project representatives, view exhibits, and provide your feedback.

Tuesday, May 20
11:00 am - 2:00 pm
Dr. Leo S. Butler Community Center
950 Lorri Burgess Avenue
Baton Rouge

Thursday, May 22
4:30 to 6:30 pm
Carver Branch Public Library Community Room
720 Terrace Avenue
Baton Rouge

PROJECT INFORMATION

Email us at info@i10br.com

Official Project Website i10br.com

We are committed to providing accessible events. To request a reasonable accommodation or for accessibility inquiries, please contact James Taylor of Franklin Associates at (225) 768-9060 by Monday, May 19, 2025.
We strive to accommodate all needs.
LADOTD State Project No. H.004100

I-10 WIDENING PROJECT

ATTACHMENT B:
MAP OF IDENTIFIED COMMUNITY OUTREACH AREA

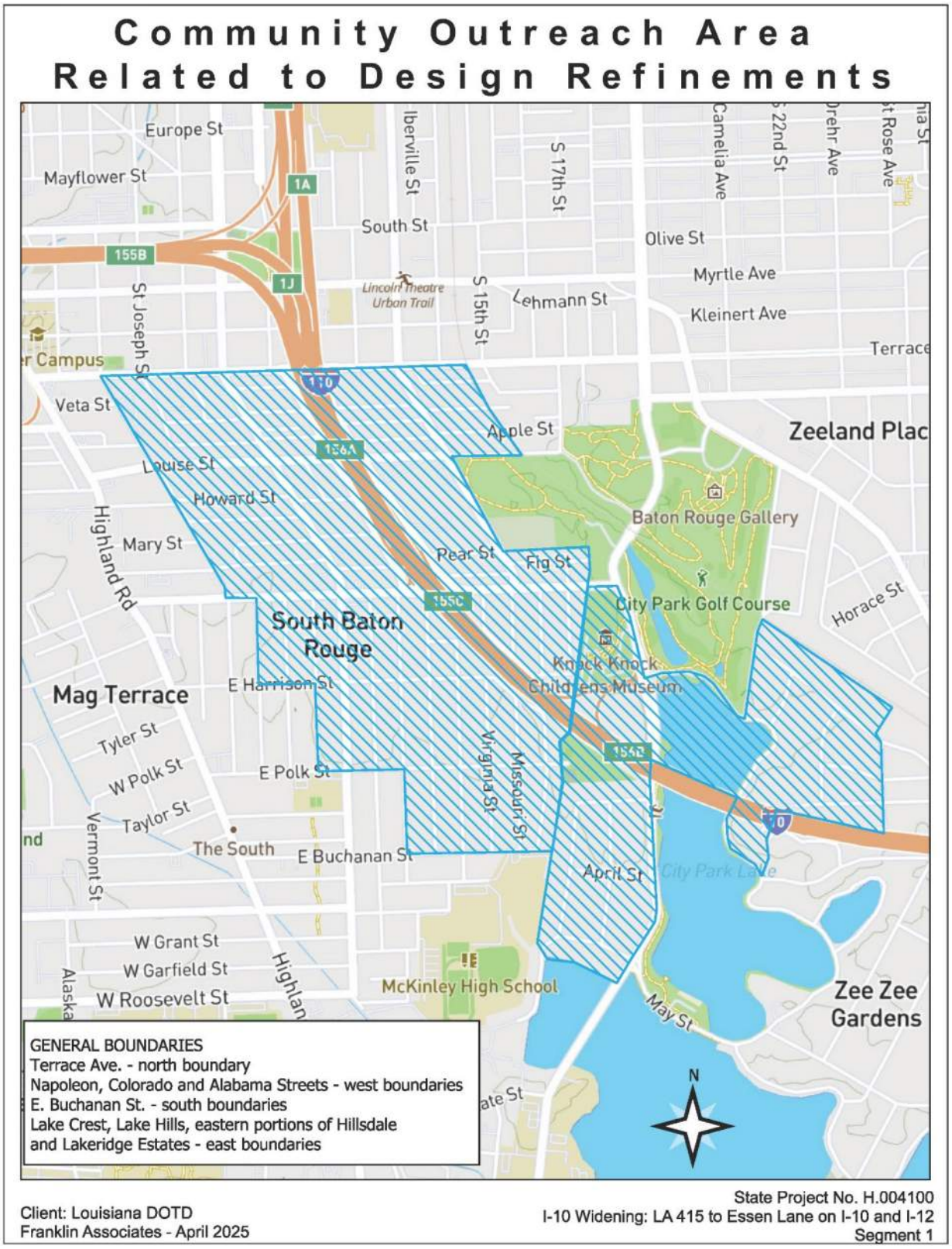


Exhibit: Map of Identified Community Outreach Area

1,536 recipients in final mailing database

ATTACHMENTS C:
PUBLIC COMMENTS AND RESPONSES

Topic	Noise Barriers		
[Left Blank]			
Name	Bridgett Knighten	**Zip Code**	70802
Email	sisterbigbone470@yahoo.com		
Topic	Noise Barriers		
My home, located at 1138 Terrace St. is right next to the highway and the noise coming from the traffic passing by is disruptive and damaging. My house shakes and the walls are cracking. The noise barriers are a much needed addition to improve my quality of life. I can't live like this. It is too much. The vibrations are destroying the integrity of the house. The windows are coming loose, the foundation is damaged, and we have to find a solution.			
Name	Ivory Lange/Doubrell Lange/Daniel Lange	**Zip Code**	70812
Email	doubrelllangejr@hotmail.com		
Response	The State is committed to seeking state funds (no guarantee) for noise barriers to be placed along I-10 WB from the east up to the northeast edge of Terrace Street.		

Topic	Eastbound I-10 Design Refinements		
ROW property #D-07 Apparently not sufficient street frontage from Missouri to provide access. Should this be a full-lot acquisition? emilyroan@bellsouth.net Augustine Roan – 225-344-7904 H Leroy Jones – 225-268-4498 C			
Name	[Left Blank]	**Zip Code**	[Left Blank]
Email	[Left Blank]		
Response	The LA DOTD Real Estate section will address this issue during property acquisition process.		

Topic	Westbound I-10 Design Refinements		
Glad to see the changes to Washington Street ramp/removal for safety reasons. Also glad there will be no lane reductions during daytime for the project.			
Name	John Grosch	**Zip Code**	70810
Email	[Left Blank]		
Response	Comment noted.		

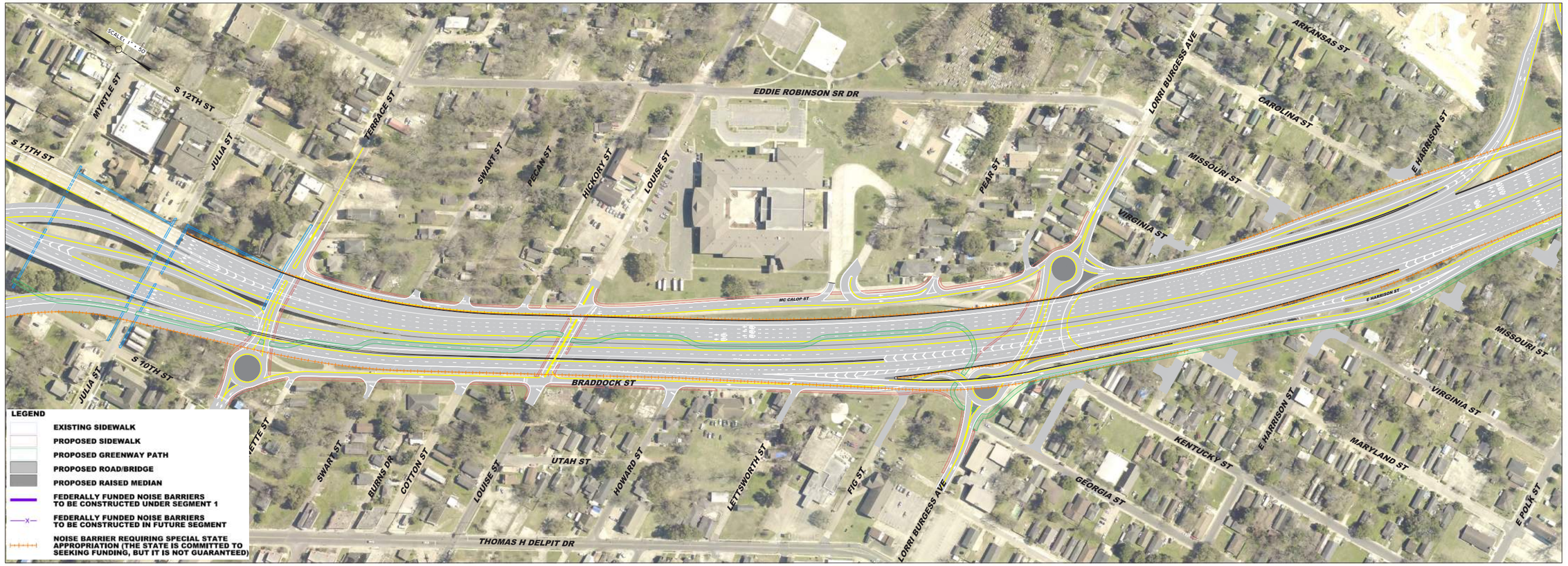
Topic	Other – Newsletter		
Tim Mayeaux 3047 Greenwood Dr. mayeauxahoo@yahoo.com We would like to be placed on the newsletter. - Thank you			
Name	Tim & Claudia Mayeaux	**Zip Code**	[Left Blank]
Email	mayeauxahoo@yahoo.com		
Response	Comment noted and added to project newsletter.		

ATTACHMENTS D:
COMMUNITY DROP-IN EXHIBITS

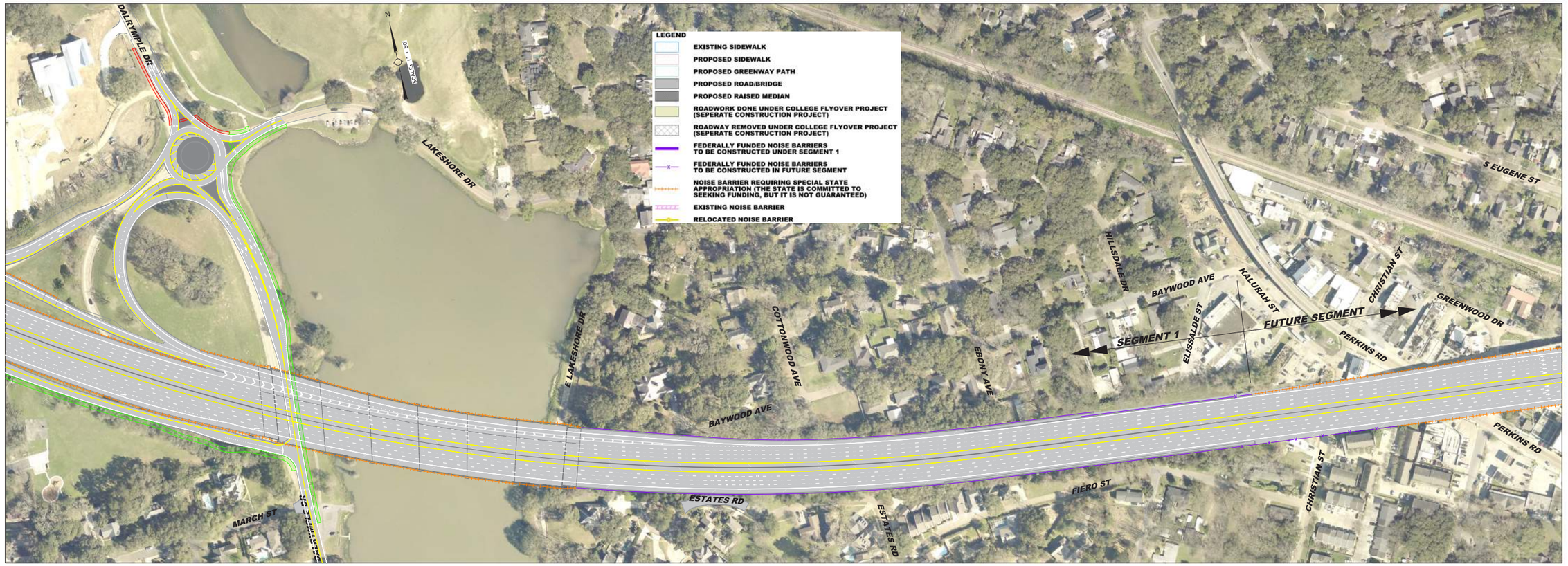
PRELIMINARY
NOT FOR CONSTRUCTION
ENGINEER
KYLE R. WILLIAMS
LICENSE #
23454
DATE
PRINTED

PAVEMENT MARKING EXHIBIT
OPTION B - NEW CLOVERLEAF
I-10 MAINLINE

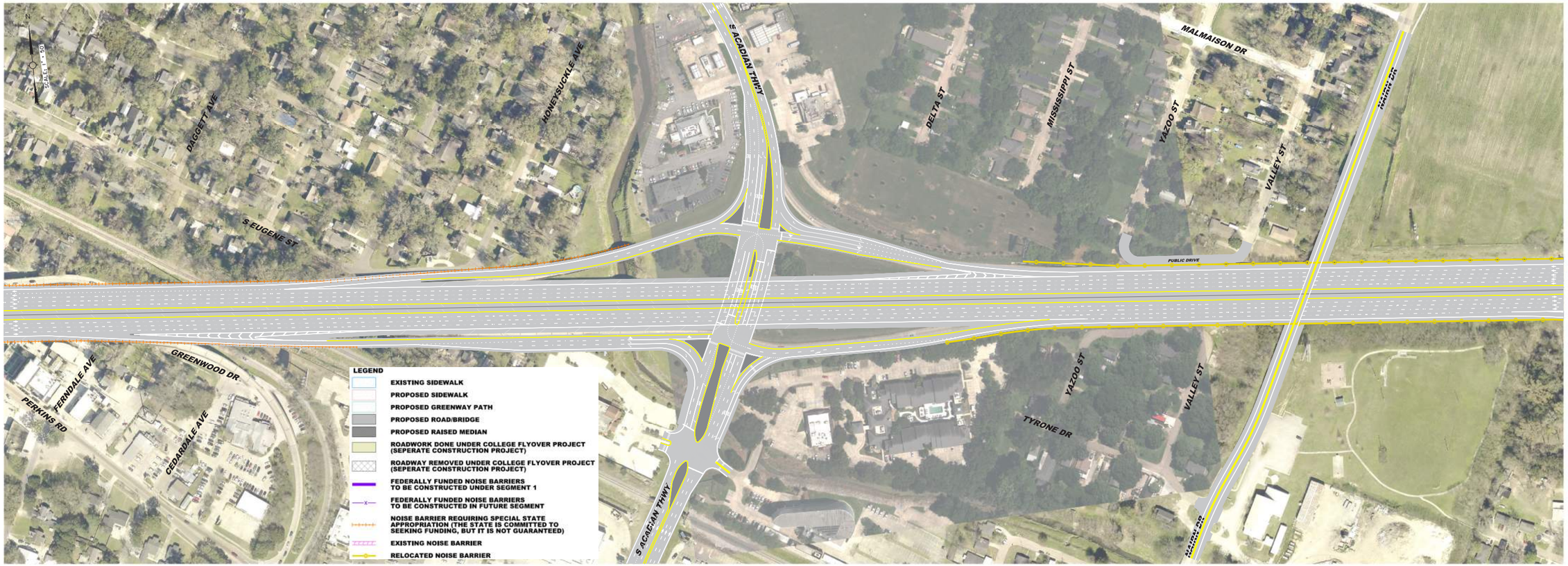
DOTD
DISTRICT 61
WASCONER



DOTD
WAGGONER



SHEET NO. FR 05
EAST BATON ROUGE
PROJECT NO. H.010736
PRELIMINARY
NOT TO BE USED FOR CONSTRUCTION
ENGINEER
HUGH B. WILLIAMS
LICENSE #
DATE
DESIGNED
DRAWN
CHECKED
QUANTITIES
PAVEMENT MARKING EXHIBIT
OPTION B - NEPA CLOSING LAP1
I-10 MAINLINE
F:\2020\20200520\01-ROADway\Pavement Marking Exhibit - 05.dgn
DOTD
WAGGONER



PAVEMENT MARKING EXHIBIT
OPTION B - NEPA CLOSING GAP
I-10 MAINLINE
FROM: I-10 EXIT 152 EDEN LANE ON I-10 WBD
TO: I-10 EXIT 153 ESSEN LANE ON I-10 EBD

DOTD
WAGGONER

N

SCALE: 1" = 50'

BARBER ST.

COLLEGE DR.

TRUST DR.

HILTON AVE.

COLLEGE DR.

BUNKER HILL DR.

LEGEND

- EXISTING SIDEWALK
- PROPOSED SIDEWALK
- PROPOSED GREENWAY PATH
- PROPOSED ROAD/BRIDGE
- PROPOSED RAISED MEDIAN
- ROADWORK DONE UNDER COLLEGE FLYOVER PROJECT (SEPERATE CONSTRUCTION PROJECT)
- ROADWAY REMOVED UNDER COLLEGE FLYOVER PROJECT (SEPERATE CONSTRUCTION PROJECT)
- FEDERALLY FUNDED NOISE BARRIERS TO BE CONSTRUCTED UNDER SEGMENT 1
- FEDERALLY FUNDED NOISE BARRIERS TO BE CONSTRUCTED IN FUTURE SEGMENT
- NOISE BARRIER REQUIRING SPECIAL STATE APPROPRIATION (THE STATE IS COMMITTED TO SEEKING FUNDING, BUT IT IS NOT GUARANTEED)
- EXISTING NOISE BARRIER
- RELOCATED NOISE BARRIER

F:\DOTD\2000\2000-01 BOG\Cadd\Pavement Marking Exhibit_05.dgn

PAVEMENT MARKING EXHIBIT
OPTION B - NEW ALIGNMENT
1"=50' MAINLINE

DOTD
WAGGONER

FA\080292\092\080292-I-80X4-Interim\Pavement Marking Exhibit 04.dgn

PAVEMENT MARKING EXHIBIT
OPTION B - NEPA CLOSING GAP
I-10 MAINLINE

DOTD
WAGGONER

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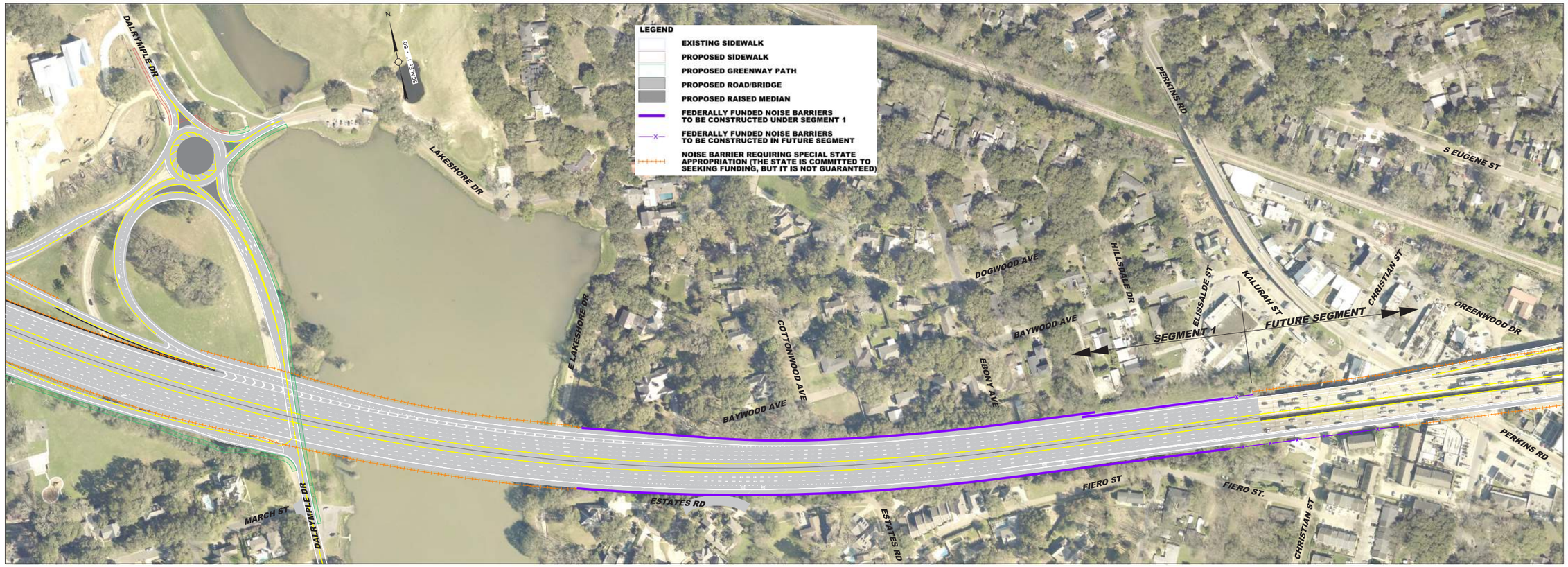
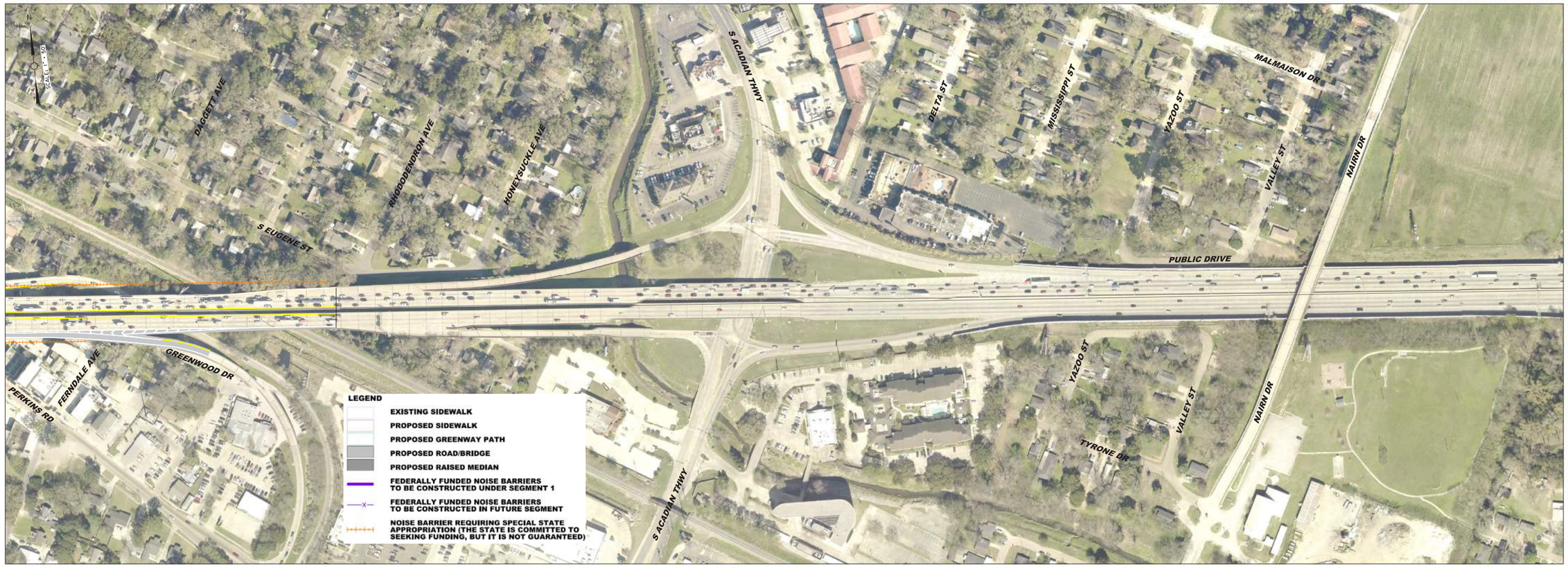
FR 07
DIST. 61 EAST BATON ROUGE
PROJ. NO. H.011810
FED. AID PROJ. NO. NHPP-0011(110)
DESIGN BY: WILLIAMS
DRAWN BY: THOMAS
CHECKED BY: WILLIAMS
SHEET NO. 1 OF 1
PRELIMINARY
NOT TO BE USED FOR CONSTRUCTION
ENGINEER
KELLEY R. WILLIAMS
LICENSE #
32999
DATE
PENDING
PAVEMENT MARKING EXHIBIT
OPTION B - NEPA CLOSING GAP
I-10, LA 415 TO LEVEE DR. & I-10 (NBM) LA 415
DOTD
WIGGONER

Segment 1 Design Refinements

Utilize first two roll plan exhibits from previous set of 7.
Begin with 3rd sheet below.





F:\DOTD\Projects\H.011826\Civil\Pavement Marking Exhibit SK.dgn

DISTRICT 61 | FR 04
EAST BATON ROUGE
H.011826
STATE PROJECT NO. 450-00-0129
FED. AID PROJECT NO. NHPP-0010(326)
SHEET NO. 1 OF 1 SHEETS
DESIGNED BY: PELLERIN/SAID
DRAWN BY: CONSTRUCTION
CHECKED BY: PELLERIN/SAID
APPROVED: MILES E. MELLARD
DATE: 2/4/19
DATE: 03/19/19
PAVEMENT MARKING EXHIBIT
OPTION A1 - NEW ALIGNING EAST
I-10 MAIN HE
DOTD
HAGGONER

TERRACE AND BRADDOCK STREET

NOTES:
1. IMAGES ARE FOR UNDERSTANDING OF THE INTERSTATE BRIDGE STRUCTURE, RAMPS, AND ROADS ONLY.
2. NOISE IMPACTS OCCUR ALONG THE ALIGNMENT IN EAST BATON ROUGE PARISH, RESULTING IN THE NEED TO PROVIDE FEDERALLY FUNDED NOISE BARRIERS AND A COMMITMENT TO SEEK A SPECIAL STATE APPROPRIATION FOR NOISE BARRIERS THAT DO NOT QUALIFY FOR FEDERAL FUNDING. THIS COMMITMENT IS NOT A GUARANTEE THAT NOISE BARRIERS WILL BE FUNDED. NOISE BARRIERS IN THIS AREA DO NOT QUALIFY FOR FEDERAL FUNDING BASED ON THE NOISE RE-ANALYSIS OF THE REFINEMENT OF THE NEW DESIGN.

LOUISE AND BRADDOCK STREET

NOTES:
1. IMAGES ARE FOR UNDERSTANDING OF THE INTERSTATE BRIDGE STRUCTURE, RAMPS, AND ROADS ONLY.
2. NOISE IMPACTS OCCUR ALONG THE ALIGNMENT IN EAST BATON ROUGE PARISH, RESULTING IN THE NEED TO PROVIDE FEDERALLY FUNDED NOISE BARRIERS AND A COMMITMENT TO SEEK A SPECIAL STATE APPROPRIATION FOR NOISE BARRIERS THAT DO NOT QUALIFY FOR FEDERAL FUNDING. THIS COMMITMENT IS NOT A GUARANTEE THAT NOISE BARRIERS WILL BE FUNDED. NOISE BARRIERS IN THIS AREA DO NOT QUALIFY FOR FEDERAL FUNDING BASED ON THE NOISE RE-ANALYSIS OF THE REFINEMENT OF THE NEW DESIGN.
3. DURING THE COURSE OF THE PROJECT, EAST WASHINGTON STREET WAS RENAMED TO LORRI BURGESS AVENUE.

HOWARD AND BRADDOCK STREET

NOTES:
1. IMAGES ARE FOR UNDERSTANDING OF THE INTERSTATE BRIDGE STRUCTURE, RAMPS, AND ROADS ONLY.
2. NOISE IMPACTS OCCUR ALONG THE ALIGNMENT IN EAST BATON ROUGE PARISH, RESULTING IN THE NEED TO PROVIDE FEDERALLY FUNDED NOISE BARRIERS AND A COMMITMENT TO SEEK A SPECIAL STATE APPROPRIATION FOR NOISE BARRIERS THAT DO NOT QUALIFY FOR FEDERAL FUNDING. THIS COMMITMENT IS NOT A GUARANTEE THAT NOISE BARRIERS WILL BE FUNDED. NOISE BARRIERS IN THIS AREA DO NOT QUALIFY FOR FEDERAL FUNDING BASED ON THE NOISE RE-ANALYSIS OF THE REFINEMENT OF THE NEW DESIGN.
3. DURING THE COURSE OF THE PROJECT, EAST WASHINGTON STREET WAS RENAMED TO LORRI BURGESS AVENUE.

FIG AND BRADDOCK STREET

NOTES:
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3. DURING THE COURSE OF THE PROJECT, EAST WASHINGTON STREET WAS RENAMED TO LORRI BURGESS AVENUE.

LORRI BURGESS AND BRADDOCK STREET

NOTES:
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2. NOISE IMPACTS OCCUR ALONG THE ALIGNMENT IN EAST BATON ROUGE PARISH, RESULTING IN THE NEED TO PROVIDE FEDERALLY FUNDED NOISE BARRIERS AND A COMMITMENT TO SEEK A SPECIAL STATE APPROPRIATION FOR NOISE BARRIERS THAT DO NOT QUALIFY FOR FEDERAL FUNDING. THIS COMMITMENT IS NOT A GUARANTEE THAT NOISE BARRIERS WILL BE FUNDED. NOISE BARRIERS IN THIS AREA DO NOT QUALIFY FOR FEDERAL FUNDING BASED ON THE NOISE RE-ANALYSIS OF THE REFINEMENT OF THE NEW DESIGN.
3. DURING THE COURSE OF THE PROJECT, EAST WASHINGTON STREET WAS RENAMED TO LORRI BURGESS AVENUE.

EAST HARRISON AND VIRGINIA STREET

NOTES:
1. IMAGES ARE FOR UNDERSTANDING OF THE INTERSTATE BRIDGE STRUCTURE, RAMPS, AND ROADS ONLY.
2. NOISE IMPACTS OCCUR ALONG THE ALIGNMENT IN EAST BATON ROUGE PARISH, RESULTING IN THE NEED TO PROVIDE FEDERALLY FUNDED NOISE BARRIERS AND A COMMITMENT TO SEEK A SPECIAL STATE APPROPRIATION FOR NOISE BARRIERS THAT DO NOT QUALIFY FOR FEDERAL FUNDING. THIS COMMITMENT IS NOT A GUARANTEE THAT NOISE BARRIERS WILL BE FUNDED. NOISE BARRIERS IN THIS AREA DO NOT QUALIFY FOR FEDERAL FUNDING BASED ON THE NOISE RE-ANALYSIS OF THE REFINEMENT OF THE NEW DESIGN.

EAST HARRISON AND MISSOURI STREET

NOTES:
1. IMAGES ARE FOR UNDERSTANDING OF THE INTERSTATE BRIDGE STRUCTURE, RAMPS, AND ROADS ONLY.
2. NOISE IMPACTS OCCUR ALONG THE ALIGNMENT IN EAST BATON ROUGE PARISH, RESULTING IN THE NEED TO PROVIDE FEDERALLY FUNDED NOISE BARRIERS AND A COMMITMENT TO SEEK A SPECIAL STATE APPROPRIATION FOR NOISE BARRIERS THAT DO NOT QUALIFY FOR FEDERAL FUNDING. THIS COMMITMENT IS NOT A GUARANTEE THAT NOISE BARRIERS WILL BE FUNDED. NOISE BARRIERS IN THIS AREA DO NOT QUALIFY FOR FEDERAL FUNDING BASED ON THE NOISE RE-ANALYSIS OF THE REFINEMENT OF THE NEW DESIGN.

MCKINLEY MIDDLE SCHOOL

NOTES:
1. IMAGES ARE FOR UNDERSTANDING OF THE INTERSTATE BRIDGE STRUCTURE, RAMPS, AND ROADS ONLY.
2. NOISE IMPACTS OCCUR ALONG THE ALIGNMENT IN EAST BATON ROUGE PARISH, RESULTING IN THE NEED TO PROVIDE FEDERALLY FUNDED NOISE BARRIERS AND A COMMITMENT TO SEEK A SPECIAL STATE APPROPRIATION FOR NOISE BARRIERS THAT DO NOT QUALIFY FOR FEDERAL FUNDING. THIS COMMITMENT IS NOT A GUARANTEE THAT NOISE BARRIERS WILL BE FUNDED. NOISE BARRIERS IN THIS AREA DO NOT QUALIFY FOR FEDERAL FUNDING BASED ON THE NOISE RE-ANALYSIS OF THE REFINEMENT OF THE NEW DESIGN.
3. DURING THE COURSE OF THE PROJECT, EAST WASHINGTON STREET WAS RENAMED TO LORRI BURGESS AVENUE.

LOUISE AND MCCALOP STREET

NOTES:
1. VIEWS ARE FOR UNDERSTANDING OF THE INTERSTATE BRIDGE STRUCTURE, RAMPS, AND ROADS ONLY.
2. NOISE IMPACTS OCCUR ALONG THE ALIGNMENT IN EAST BATON ROUGE PARISH, RESULTING IN THE NEED TO PROVIDE FEDERALLY FUNDED NOISE BARRIERS AND A COMMITMENT TO SEEK A SPECIAL STATE APPROPRIATION FOR NOISE BARRIERS THAT DO NOT QUALIFY FOR FEDERAL FUNDING. THIS COMMITMENT IS NOT A GUARANTEE THAT NOISE BARRIERS WILL BE FUNDED. NOISE BARRIERS IN THIS AREA DO NOT QUALIFY FOR FEDERAL FUNDING BASED ON THE NOISE REGULATIONS IN EFFECT AT THIS TIME.
3. LOUISE STREET WEST OF NORTHBOUND STREET WAS RENAMED TO LORRI BURGESS AVENUE.

Anticipated Schedule

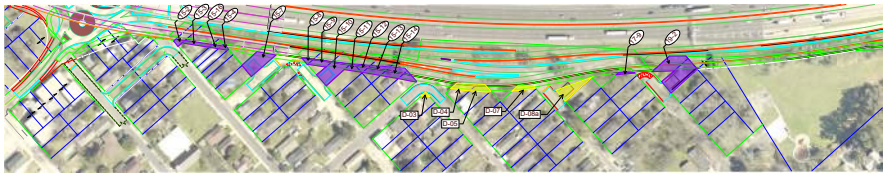
I-10 Segment 1

2023 — 2025	Stage 1	Permanent construction of the first phase of City Park Lake Bridge (Westbound lanes).
2025 — 2028	Stage 1 Flyover & Crossover	Widen Westbound Flyover Curve towards Mississippi River Bridge. Crossover at Terrace Street. Temporary widening of Westbound I-10 mainline bridge.
2028 — 2030	Stages 2 & 3	Demo and Rebuild I-10 Eastbound including the second phase of City Park Lake Bridge.
2030 — 2032	Stages 4 & 5	Demo and Rebuild Westbound I-10, including the final phase to complete City Park Lake Bridge. Complete under-bridge amenities. Install noise barriers.

subject to change

Additional Required Right-of-Way

(Original required ROW compared to new required ROW)



LEGEND

PROPERTY PARCELS IMPACTED UNDER BOTH ORIGINAL AND NEW DESIGN (##-#)

ADDITIONAL PROPERTY PARCELS IMPACTED AS A RESULT OF NEW DESIGN D-##

Exhibit ID: (1)	Location	Date Certified Letter (2) Mailed to Owner	Meeting Date	Area (SQ. FT) (Exist R/W to New R/W)
D-03	2002 Virginia St.	10/15/2024	10/30/2024	130.5
D-04	2019 Virginia St.	10/15/2024	10/31/2024	1,013.80
D-05	2041 Virginia St.	10/15/2024 (returned undeliverable)	Site visit 11/6/2024 found home vacant	847.8
D-07	2036 Missouri St.	10/15/2024	10/24/2024	584.5
D-08a	Parcel ID: 790087	10/15/2024 (returned undeliverable)	Site visit 11/6/2024 found irregular, vacant parcel	2,000.00
			TOTAL AREA:	4,576.8 (SQ. FT)
			TOTAL AREA:	0.11 (ACRE)

(1) Exhibit ID corresponds to callout labels on map above.
(2) Letters were posted Certified US Mail to property owner addresses on file with the East Baton Rouge Parish Assessor.

Historic Resource Impacts

May 6, 2025

Section 4(f) Resource and Properties			Section 4(f) Use
LHRI #	Name/Type of Property	Address	
Eligible OSBRHD – Section 4(f) Resource 1			Permanent incorporation of part of the resource, approximately 3.9 acres, involving acquisition of land and the below listed contributing elements
17-01159	Residence	943 Maximillian St.	Acquire and move or demolish
17-01370	Leo's Service Market	945 East Blvd.	Acquire and demolish
17-01412	Residence	1006 Julia St.	Acquire and move or demolish
17-02057	Residence	1666 Braddock St	Alter access and recale or demolish; Access no longer affected
17-02056	Residence	1704 Braddock St	Alter access and recale or demolish; Access no longer affected
17-02081	Bell's Tire Shop	1026 E. Washington St.	Acquire and demolish
17-02100	Residence	1851 Kentucky St.	Acquire and move or demolish
17-02101	Residence	1839 Kentucky St.	Acquire and move or demolish
17-02146	Residence	996 Terrace St.	Acquire and move or demolish
17-02175	Residence	944 Maximillian St.	Acquire and move or demolish
17-02182	Residence	1010 Julia St.	Acquire and move or demolish
17-02099	Residence	1855 Kentucky St	Less than 595 sq ft of lot corner
17-02082	Residence	1807 Georgia St	Less than 20 sq ft of lot corner
17-02104	Residence	1840 Kentucky St.	Less than 50 sq ft of lot corner
17-02079	Residence	1510 Braddock St	Less than 200 sq ft of lot front for sidewalk improvement
17-02080	Residence	1538 Braddock St	Less than 182 sq ft of lot front for sidewalk improvement
17-04264	Church	1636 Braddock St	Less than 366 sq ft of lot front for sidewalk improvement
17-02240	Residence	2041 Virginia St	Less than 852 sq ft of rear lot corner
Eligible HOHD– Section 4(f) Resource 2			Permanent incorporation of part of the resource, approximately 2.1 acres, involving acquisition of land and the below listed contributing elements
17-01870	Residence	2547 Honeysuckle Ave.	Acquire and move or demolish
17-01887	Residence	2567 Rhododendron Ave.	Acquire and move or demolish
17-01888	Residence	3218 S Eugene St.	Acquire and move or demolish
17-01892	Residence	3154 S Eugene St.	Acquire and move or demolish
17-01894	Residence	3144 S Eugene St.	Less than 60 sq ft of lot corner
17-01882	Residence	2536 Honeysuckle Ave.	Less than 169 sq ft of driveway/corner to be acquired
Eligible PROMPS – Section 4(f) Resource 3			Permanent incorporation of part of the resource, approximately 0.13 acres, involving acquisition of land and removal of the below listed contributing elements
17-01905	Fresh Salon	2265 Christian St.	Acquire and demolish
17-01920	Overpass Merchant	2904 Perkins Rd.	Acquire and demolish or remove modern addition
17-01915	Ivar's Sports Bar	2954 Perkins Rd.	Removal of awning/porch that intrudes on existing ROW

Section 4(f) Resource and Properties Parks	Section 4(f) Use
East Polk Park (3 acres)	*de minimis* – Permanent incorporation of 0.04 acres of the park
City Park Lake Trail (50 acres)	*de minimis* – Temporary use- trail use prohibited during overhead construction and Permanent use - 0.96 acre & 2.3 acres of servitude
Brooks Park (154 acres)	*de minimis* – Drainage servitude 55 ft by 50 ft

Identifies Section 4(f) resources effected by the proposed action, affected properties within the Section 4(f) resources, and the Section 4(f) proposed use. All structures to be acquired include the acquisition of the structure, the lot on which they are located and all improvements. The yellow highlighted rows in Table 1 indicate the changes from the original Table 1 in the Final Section 4(f) Evaluation dated November 2, 2020. With the modifications, the properties highlighted in green are no longer impacted by the Control of Access requirements.

PROJECT COMMENT FORM

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

- ☐ **Eastbound I-10 Design Refinements**
- ☐ **Westbound I-10 Design Refinements**
- ☐ **Noise Barriers**
- ☐ **Other** _____

Name _____ Zip Code _____

Email _____

State Project No. H.004100 May 2025

Comments and questions may be submitted during the community drop-in event or sent to Franklin Associates by email or US Mail. Written comments **must be received by Monday, June 2, 2025** (10 working days following the latest 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

APPENDIX N

I-10 EB and WB Refinements (plan layouts with noise barrier locations shown)

I-10 BR Segment 1
Design Refinements, June 2025

Existing Terrace Street exit from I-110 southbound remains.

On-ramp from Lorri Burgess Ave. removed.

McKinley Middle Magnet School

Access to I-10 eastbound will be provided from Dalrymple Drive.

MATCHLINE

Braddock service road to Lorri Burgess Ave. and Dalrymple Dr.

Begin Dalrymple-only exit ramp

Dalrymple exit ramp flies over roundabout within Lorri Burgess Ave.

Dr. Butler Community Center

Slip ramp from Lorri Burgess to Dalrymple

Service road to Dalrymple Dr.

SEGMENT 1

Knock, Knock Childrens' Museum

City Park Lake

Noise barriers requiring special State appropriation (The State is committed to seeking funding, but it is not guaranteed.)

Federally funded noise barriers to be constructed under Segment 1

MATCHLINE

E. Polk St. Park

The I-10 Greenway links downtown with the University Lakes pathways via a crosswalk at Dalrymple Dr.

SEGMENT 1

FUTURE SEGMENT

Segment 1 improvements maintain eastbound exit to Perkins Road.

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

State Project No.
H.004100