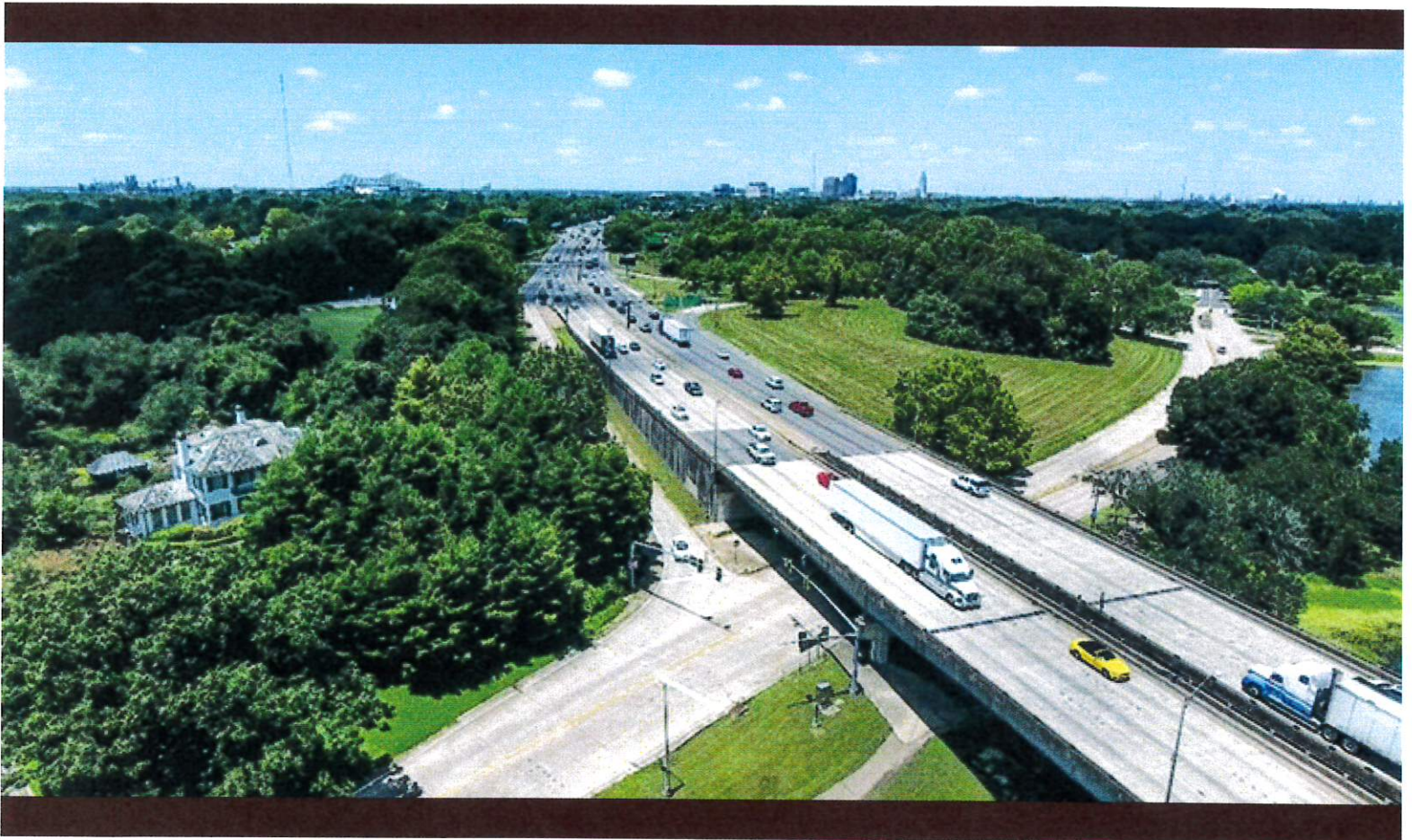


NEPA Reevaluation Report

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



2025

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I-10 CMAR PROJECT IN BATON ROUGE

State Project H.0041000

NEPA Reevaluation Report

1.0 INTRODUCTION

The Louisiana Department of Transportation and Development (LADOTD) and the Federal Highway Administration (FHWA) initiated a re-evaluation of the National Environmental Policy Act (NEPA) decision documented in the Finding of No Significant Impact (FONSI) for the improvements to H.004100 I-10 (LA 415 to Essen Lane on I-10 and I-12), West Baton Rouge and East Baton Rouge Parishes. A FONSI was issued by the FHWA on February 12, 2021. Modifications and refinements have been identified as beneficial and of value to the purpose and need of providing congestion relief, improved operations, and the useful life of the facility. This document discusses the impacts that are changing due to these modifications and refinements during the design process; all other impacts remain the same as discussed in the Environmental Assessment (EA) and the FONSI. Proposed modifications were exhibited at a Public Meeting that was held on March 7, 2023¹. Subsequent to this Public Meeting, the LADOTD added additional items for NEPA Reevaluation and several of the modifications presented at the Public Meeting are no longer being considered. For the additional items, information was mailed to residents in an identified Community Outreach area with an invitation to two drop-in meetings that were held on May 20, 2025 and May 22, 2025. This document provides the background of all items considered and summarizes the modifications and refinements that are continuing forward for NEPA Reevaluation.

Of note, during the course of this project, a key local street within the project study area was renamed from E. Washington Street to Lorri Burgess Avenue in honor of the first female African American Mayor Pro Tempore for the City of Baton Rouge and Parish of East Baton Rouge. The street segment renamed to Lorri Burgess Avenue extends from Dalrymple Drive to Highland Road. Throughout this document, older content – such as the project background and early exhibits - may reference this street as Washington Street, while recent content now refers to it as Lorri Burgess Avenue.

2.0 BACKGROUND

The DOTD is implementing the I-10 Widening; 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) to address the needs of reducing congestion and improving mobility and access. The name of the project is I-10 (LA 415 to Essen Lane on I-10 and I-12) in West and East Baton Rouge Parishes, Louisiana (the Project) and is identified as State Project number H.004100. The Project Corridor is comprised of two (2) phases: Phase I includes the limits of west of Washington Street (east side of the river) to Essen Lane on I-10 and I-12 and will be delivered using the Construction Management at Risk (CMAR) process; Phase II includes the limits of LA 415 to west of Washington Street and is expected to be delivered using CMAR. Initially, Phase 1 was further segmented into CMAR Segment I, which extends from west of Washington Street (east side of the river) to the Perkins on/off ramps and included Sections 3 (comprised of 3A, 3B and 3C) and 4 (comprised of 4A and 4B). During the CMAR process, the limits of CMAR Segment 1 were extended to east of Acadian Thruway, which includes Section 5 (5A and 5B) which was presented to the public at the March 7, 2023, Public Meeting. In

¹ <https://i10br.com/march-7-2023-open-house-exhibits/>

March of 2024, due to funding constraints, the DOTD decided to revert to the original project limits of CMAR Segment 1 which is from west of Washington Street (east of the river) to the Perkins on/off ramps (see Figure 1). The information contained in this document pertains to modifications and refinements in Segment 1 that require NEPA reevaluation. Also included in this document is the table from the approved NEPA document of the Permits, Mitigations, and Commitments with the status shown for each of the listed items.

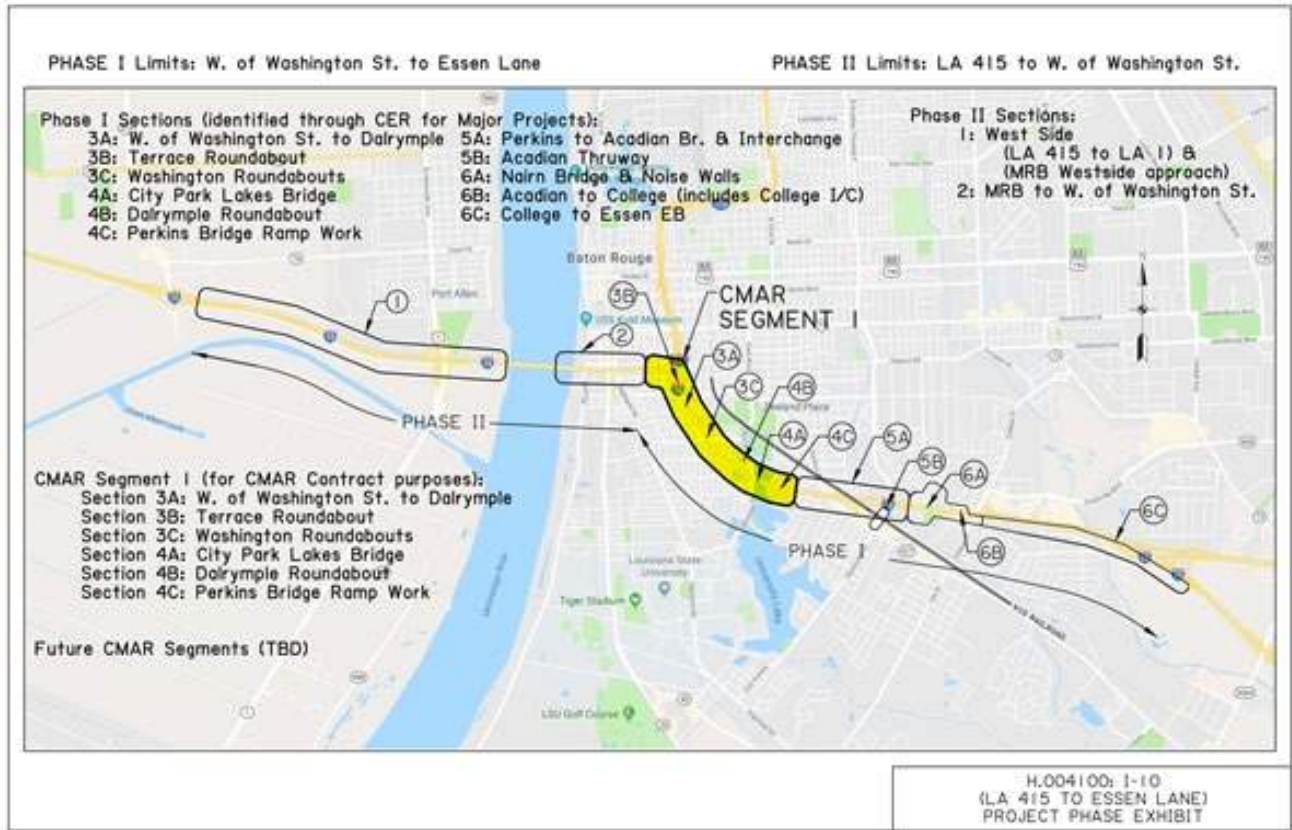


Figure 1. Section Layout Map

3.0 MODIFICATIONS/REFINEMENTS

A Public Meeting was held on March 7, 2023 where modifications and refinements were exhibited. Subsequent to this meeting several of the modifications and refinements that were exhibited are no longer being considered and additional modifications and refinements have been added for NEPA Reevaluation. A summary is provided in Table 1.

Modifications presented at the March 7, 2023 Public Meeting Refinements	Subsequent Modifications and/or Refinements added subsequent to the March 7, 2023 Public Meeting	Modifications and/or Refinements moving forward for NEPA Reevaluation
I-10 WB mainline flyover curve to Mississippi River Bridge widening		I-10 WB mainline flyover curve to Mississippi River Bridge widening
I-10 EB Braided Ramp between Acadian Thruway and College Dr.		No longer considered
Traffic Mitigation: Adaptive Signals & Signal Re-Timing on Alternate Routes		Traffic Mitigation Adaptive Signals & Signal Re-Timing on Alternate Routes
Traffic Mitigation: Statewide Advanced Signing		Traffic Mitigation Regional Advanced Signing
Traffic Mitigation: Offsite Improvements		No longer considered
Right-of-Way impacts to Hollydale Condominiums		Right-of-Way impacts to Hollydale Condominiums
Vertical Clearance over Maximillian Street		Vertical Clearance over Maximillian Street
4-Lane MOT Plan		no longer considered
	I-10 EB Design Refinements within Segment 1	I-10 EB Design Refinements within Segment 1
	I-10 WB Design Refinements within Segment 1	I-10 WB Design Refinements within Segment 1
	Noise Walls reanalyzed for the Design Refinements within Segment 1	Noise Walls reanalyzed for the Design Refinements within Segment 1
	Public Outreach During Construction	Public Outreach During Construction

Table 1. Summary of modifications and/or refinements considered for NEPA Reevaluation

The modifications and refinements no longer being considered and why are as follows:

- Braided Ramp on eastbound I-10 between Acadian Thruway and College Drive: *Subsequent to the March 7, 2023 Public Meeting, the DOTD decided to end Segment 1 at Perkins Road. Therefore, since the Braided Ramp is outside the project limits of Segment 1, the DOTD will not proceed forward with the Braided Ramp at this time.*
- Traffic Mitigation (Off-site Intersection Improvements Mitigation): The off-site intersection improvements were initiated when DOTD was proposing a 4-lane Maintenance of Traffic (MOT) during Stage 2. This 4-lane MOT is no longer being proposed. Based on the estimations of the DTA model, a capacity and signal warrant analysis were conducted to determine the need for temporary traffic signals during Stage 2 construction for the six-lane MOT plan. The analysis results indicate that study intersections fail to meet the EDSM VI-1-1-2 criteria for signal warrant. Therefore, temporary traffic signals and associated lane configuration changes at the off-site intersections are not justified based solely on the traffic engineering analysis (EDSM VI-1-1-2) criteria. However, the peak hour traffic demand is expected to increase, and traffic operations of these four study intersections should be closely monitored during Stage 2 construction. Temporary traffic signals or other mitigation measurements should be considered if the traffic at these intersections experiences heavy delays during peak

hours. In summary, Off-site intersection improvements will no longer be included. Appendix A (Trip Diversion Memo) details the traffic and signal warrant analysis results that were conducted for the off-site intersections.

- MOT during construction: A 4-lane MOT was considered during Stage 2. However, based on opposition expressed by the public at the March 7, 2023 public meeting, the DOTD decided not to pursue the 4-lane MOT plan during Stage 2 and instead maintain three lanes of traffic in each direction during all stages of construction along I-10 (6-lane MOT) from the I-110/I-10 Interchange to the Perkins Road on/off ramps. Nighttime and weekend temporary lane and/or ramp closures may be necessary throughout construction. This Greenfield 6-lane MOT during construction will consist of a minimum of 11-foot lanes and 1-foot shoulders.

Each of the modifications and refinements that are moving forward for NEPA reevaluation is discussed in more detail.

3.1 WIDENING OF THE WESTBOUND MAINLINE FLYOVER CURVE OF I-10 TOWARDS THE MISSISSIPPI RIVER BRIDGE

3.1.1 BACKGROUND INFORMATION

3.1.1.1 EXISTING WESTBOUND

In downtown Baton Rouge where I-10 and I-110 split, the westbound lanes of I-10 curve left as they head toward the I-10 Horace Wilkinson Bridge over the Mississippi River. This curve (highlighted in magenta in Figure 2) currently includes two travel lanes with limited shoulders and sight distance. Over the years, the curve experienced issues with vehicles losing their loads. In response, the pavement structure has been widened in the past to provide a 10' right shoulder and a tall barrier on the outside of the curve.

3.1.1.2 EXISTING EASTBOUND

On the eastbound side, traffic coming from the I-10 Horace Wilkinson Bridge consists of 3 lanes. As the road approaches the I-10/I-110 Interchange, one lane exits to the NB I-110, while the other two continue as I-10 EB. However, the I-10 EB quickly becomes a single lane when it merges with SB I-110. The rightmost lane then exits to Washington Street (Lorri Burgess Ave.). This EB curve is highlighted in blue in Figure 2.

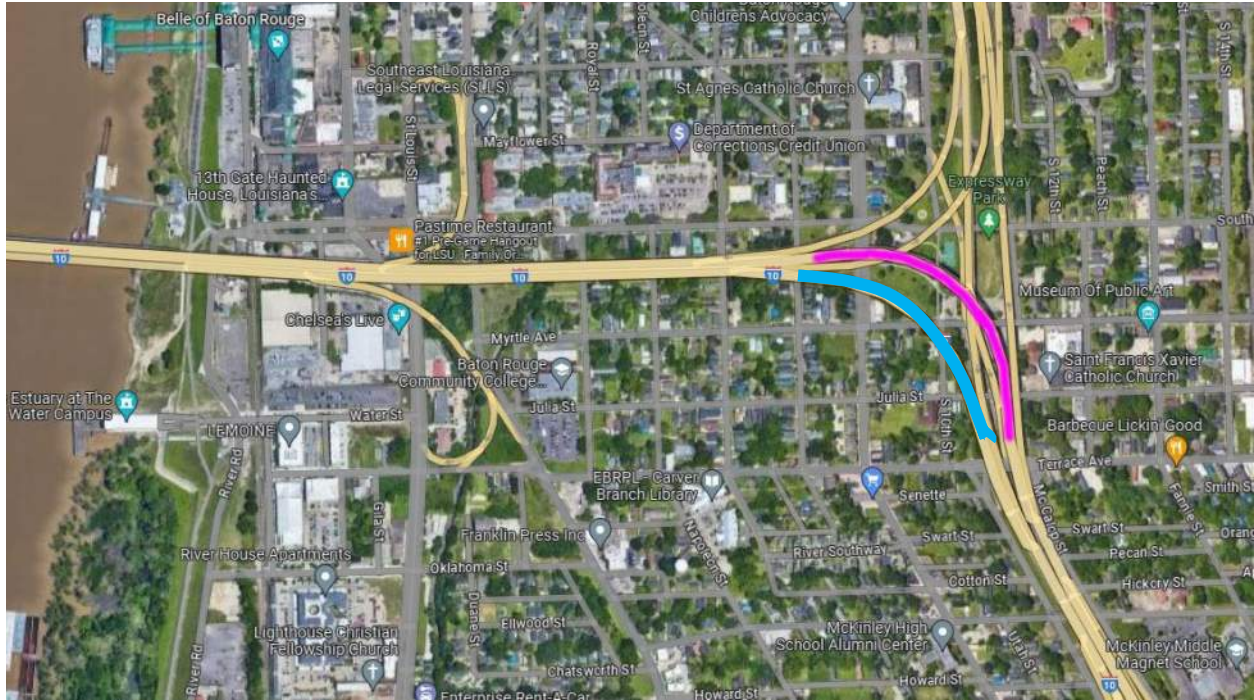


Figure 2. I-10/I-110 Interchange Layout Map

3.1.2 WIDENING OF THE WESTBOUND FLYOVER CURVE

As part of the upcoming reconstruction efforts, all traffic will temporarily shift to the WB lanes while improvements are made to the EB lanes. To accommodate this shift and maintain traffic flow, the WB I-10 flyover (highlighted in magenta) will be widened. (See Figure 3).

This expansion will support the 6-lane MOT on I-10 which is three lanes in each direction from the I-10/I-110 Interchange to the Perkins Road on/off ramps.

This widened structure will provide benefits to the motoring public during and after completion of construction. During the construction, the two WB lanes and the EB lane will remain open, with more space for vehicles, trucks, and oversized loads (Figure 4). After construction the final design will provide two lanes with wider shoulders.

Proposed Widening of I-10 Westbound "Flyover" Curve at I-110 Interchange

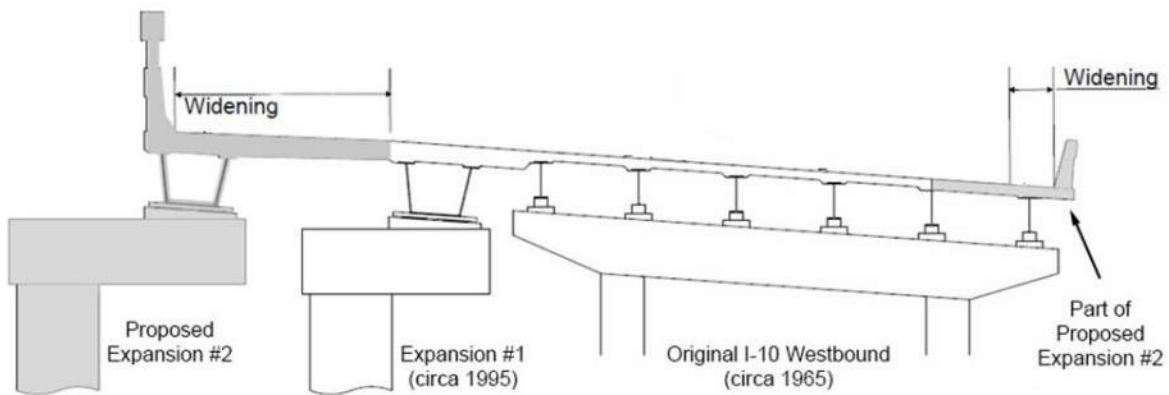


Figure 3. Proposed Widening of I-10 WB "Flyover" Curve at I-110 Interchange

Proposed Widening of I-10 Westbound "Flyover" Curve at I-110 Interchange

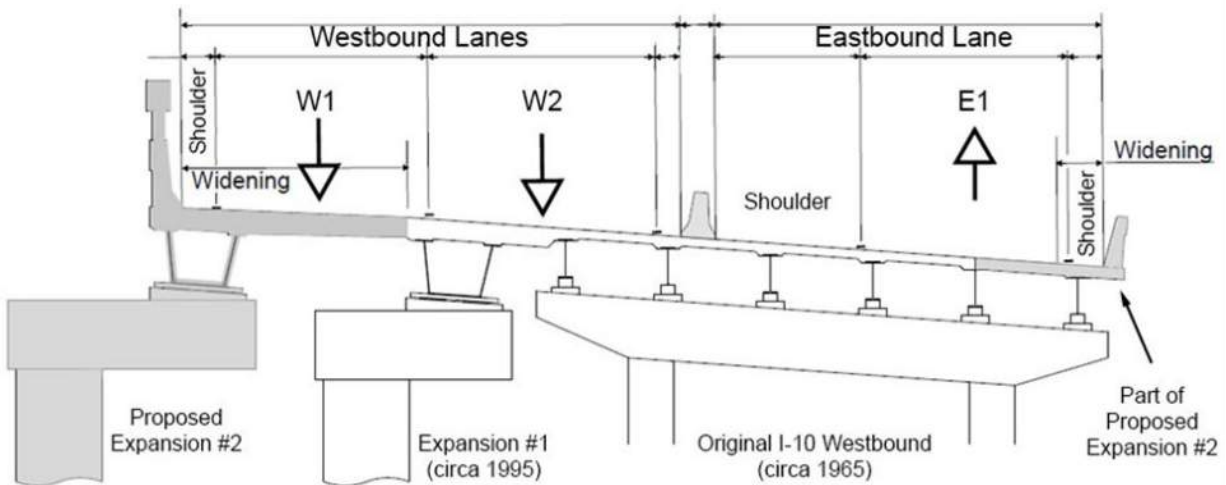


Figure 4. Phased Construction Operations of I-10 WB "Flyover" Curve at I-110 Interchange

3.1.3 TRAFFIC CONSIDERATIONS

During the reconstruction of the EB lanes, the widened flyover will provide two lanes in the WB direction as currently exists today and one lane in the EB direction which is similar to what exists today as I-10 EB transitions to one lane when joining I-110 SB as the outside lane is an exit only to Lorri Burgess Ave.

The widened WB Mainline Flyover will provide additional room during construction for emergencies and incident management during the stage of construction when the EB travel lane is shifted onto the I-10 WB Mainline Flyover.

In the permanent condition, the wider shoulders will provide additional sight distance and ease of travelling through this WB two lane mainline curve.

Traffic on I-10 is expected to divert from I-10 to alternative routes to avoid construction activities. A calibrated regional-scale dynamic traffic assignment (DTA) model predicted the commuters may take alternative routes to avoid construction. The alternative routes were categorized into primary, secondary, and local alternative routes in collaboration with LADOTD and the City of Baton Rouge based on local knowledge of traffic movements and the amount of traffic predicted to divert.

3.1.4 PUBLIC OUTREACH

The WB mainline flyover curve is located above BREC's Expressway Park. A meeting was held on January 31, 2023 with BREC staff to discuss the footprint of the widening of the WB mainline flyover and impacts to BREC's Expressway Park (see Figure 5).

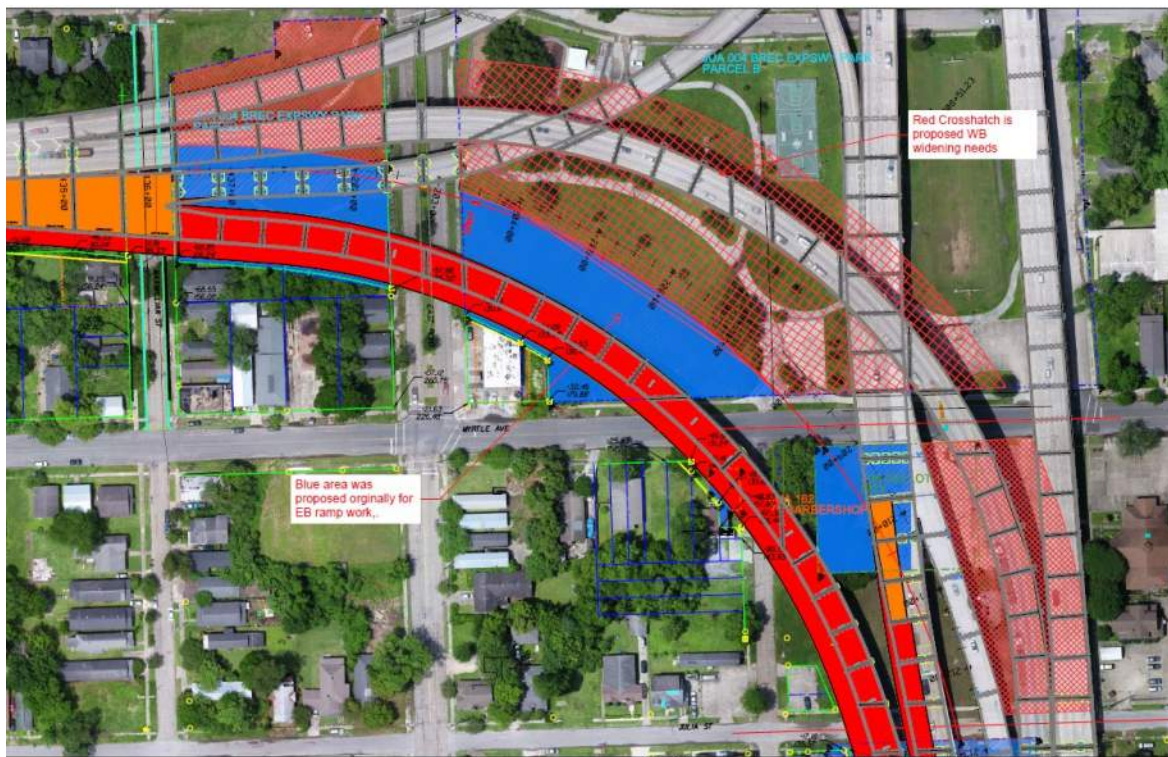


Figure 5. Layout of the WB Mainline Flyover in the Vicinity of Expressway Park

The impacts to Expressway Park include a basketball court which may be partially removed during construction and rebuilt afterwards, a paved path which will require a temporary pathway diversion, the removal of an oak tree, and the temporary closure of the football field due to close proximity to the construction work. DOTD committed to working around existing park amenities to the extent possible. The BREC staff was interested in the I-10 construction schedule and sequence as BREC is working on a new

master plan. Comments received did not express concerns regarding the work that will be performed within the area of BREC park.

The meeting summary notes for the meeting with BREC are in Appendix B.

The widening of the I-10 WB mainline curve was presented at the public meeting that was held on March 7, 2023. See Appendix C for the Public Meeting document. Refer to Station 2 Exhibits for the I-10 WB Mainline curve graphics.

3.2 ALTERNATIVE ROUTES ANALYSIS FROM MESOCOPIC MODEL RESULTS

Primary routes were identified as the alternative routes that would carry most of the diverted traffic across the Mississippi River. Secondary routes were identified as the routes that connect the local businesses, neighborhoods, and industries to the primary alternative routes. These alternative routes are critical for providing efficient mobility during I-10 construction. The local routes are identified as the routes that connect neighborhoods and businesses within the city and provide access to the secondary alternative routes.

Appendix D illustrates the primary, secondary, and local alternative routes, respectively. The figures also show the number of vehicles predicted to divert to these routes.

3.2.1 MITIGATION STRATEGIES

3.2.1.1 *ADAPTIVE SIGNALS & SIGNAL RE-TIMING*

LADOTD will collaborate with the City of Baton Rouge to assist them in optimizing signal timing plans for the affected intersections. Adjusting the traffic signal timing will improve the peak-hour traffic operations along the study corridors. Appendix A (Trip Diversion Memo) details the adaptive signal and signal retiming mitigation measures.

3.2.1.2 *REGIONAL ADVANCE SIGNING (PORTABLE CHANGEABLE MESSAGE SIGN [PCMS])*

A Statewide plan for PCMS was presented at the March 7, 2023 public meeting. The current Maintenance of Traffic (MOT) Plan no longer requires a Statewide Advance Signing Plan but rather a Regional Signing Plan for PCMS. The proposed ITS Regional Advance Signing Plan consisting of approximately 26 temporary queue-detection PCMS provide advance work-zone construction information to travelers approaching the work zone. The regional PCMS locations are selected to provide alternative-route information at strategic decision points. The Regional Advance Signing Plan is included in Appendix D and is subject to change as design progresses.

3.2.2 PUBLIC OUTREACH

Adaptive signals and signal re-timing Improvements on Alternate Routes and Advance Statewide Signing were presented at the public meeting that was held on March 7, 2023 (see Appendix C for Public Meeting document for Station 10 Exhibits). The comments received at the Public Meeting indicated that the public is interested in robust communication during construction regarding construction activities that may affect traffic flow and the availability of alternate routes. See Section 3.10 for Public Outreach During Construction.

3.3 HOLLYDALE CONDOMINIUM RIGHT OF WAY IMPACT

As part of the planning process for the I-10 improvement project, the best available data was used during the Environmental Assessment phase. This data, which included the original I-10 “As-Built” Construction Plans and the record Right of Way Maps, indicated the project could be built without affecting private property. After subsequent land survey work occurred, it was discovered that the actual location of the public right-of-way line is closer to the condominium buildings than previously understood. The survey revealed that approximately 2 feet of the condominium patio area is within existing DOTD right of way and that an additional 2 feet is required. Therefore, the patio fence will need to be moved approximately 4 feet towards the condominium building.

3.3.1 PUBLIC OUTREACH

Meetings were held with each of the Hollydale Condominium owners and the Hollydale Homeowners’ Association. Residents were informed of the proposed change and comments were documented. The meetings are summarized in Table 2 below.

Name	Address of affected property	Date of Meeting
Ryan Russell	Hollydale Condominiums Unit 4A	12/20/2022
Treuil Montague	Hollydale Condominiums Unit 4B	1/6/2023
Renee Skinner	Hollydale Condominiums Unit 4C	1/12/2023
Stephen Guilbeau & Mike Belcher	Hollydale Condominiums Unit 4D	12/21/2022
Sandra and Richard Ribes	Hollydale Condominiums Unit 4E	12/20/2022
Homeowners Condominium Board Members	Hollydale Condominiums	1/12/2023

Table 2. Meetings with Hollydale Condominium Property Owners

Some of the property owners expressed concerns about a reduction of the size of their patio area. A DOTD right of way specialist provided information on right of way acquisition and answered questions from the property owners. The meeting summary notes are included in Appendix E.

The right of way required from the Hollydale Condominiums was presented at the public meeting that was held on March 7, 2023. (See Appendix C for the Public Meeting document. Refer to Station 5 exhibits.)

3.4 VERTICAL CLEARANCE OVER MAXIMILLIAN STREET

Existing I-10 passes over Maximillian Street. The existing vertical clearance for eastbound lanes is 14.7 feet. A widening of elevated I-10 above Maximillian Street will cause a loss of approximately 3-4 inches of vertical clearance for vehicles traveling Maximillian Street. In the NEPA phase, it was anticipated that a vertical clearance of 16.5 feet could be achieved by lowering Maximillian Street. However, during survey and design it was discovered that numerous utilities would need to be relocated and retaining walls constructed along Maximillian Street, all of which would contribute to an estimated constructed cost of \$3M. Therefore, the future condition will provide 14.4 feet of clearance above Maximillian Street, which is sufficient for most vehicles. New advanced warning signs indicating the 14.4 feet of vertical clearance will be placed on both the northbound and southbound directions of Maximillian Street approaching the I-10 overpass.

3.4.1 PUBLIC OUTREACH

DOTD communicated with the City Parish of Baton Rouge on this matter through an email dated November 10, 2022 (Appendix F), to which the City Parish of Baton Rouge concurred with DOTD’s plan of a lower vertical clearance since a greater clearance of more than 16.5 feet is available on East Blvd, one block east.

The proposed reduced vertical clearance (Figure 6) was presented to the public at the March 7, 2023, Public Meeting Open House. None of the comments received pertained to the clearance over Maximilian Street. (See Appendix C for the Public Meeting document. Refer to Station 5 exhibits.)

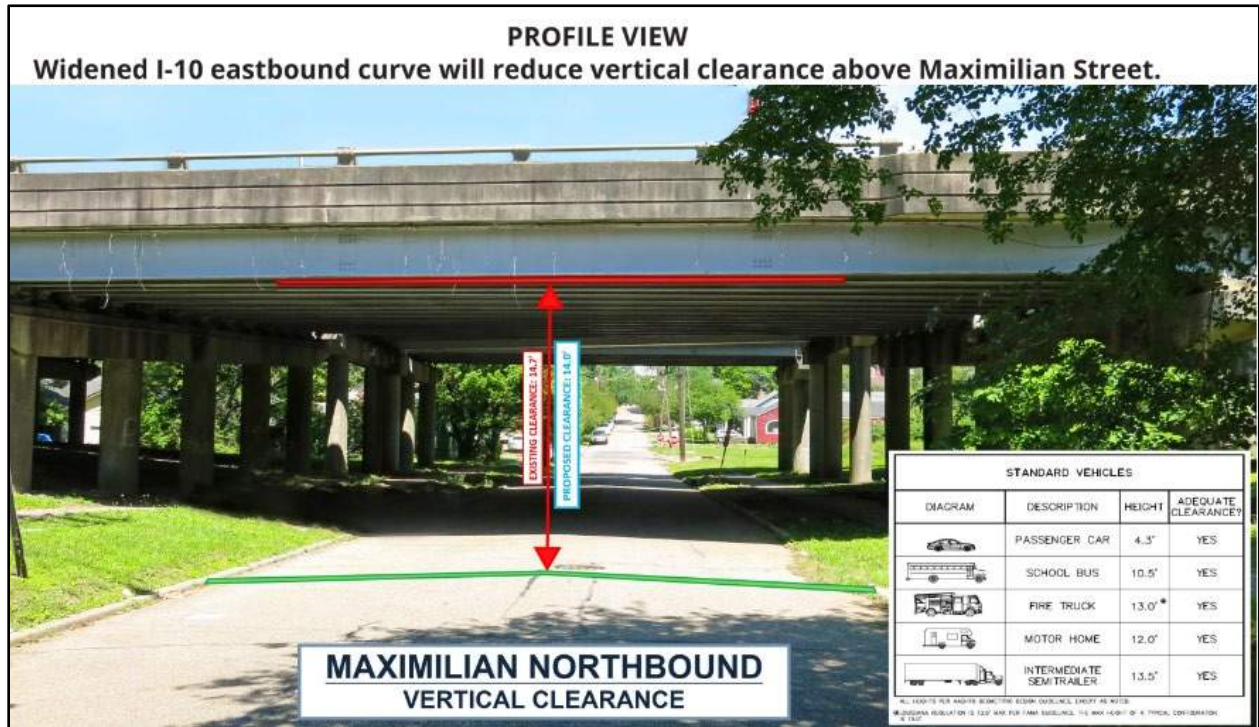


Figure 6. Maximilian Northbound Vertical Clearance

3.5 REFINEMENT OF THE EASTBOUND CONSOLIDATED EXIT FOR LORRI BURGESS TO DALRYMPLE DRIVE

3.5.1 CONFIGURATION OF THE ALIGNMENT OF THE EASTBOUND CONSOLIDATED EXIT FOR LORRI BURGESS TO DALRYMPLE IN THE APPROVED FEBRUARY 21, 2021 NEPA DOCUMENT

In the approved NEPA document, the configuration of the exit to Lorri Burgess Avenue and Dalrymple Drive consisted of a consolidated exit (see Figure 7). This consolidated exit begins within the I-10/I-110 System Interchange and allows only I-10 EB traffic to exit the interstate to Lorri Burgess Avenue and Dalrymple Drive via Braddock Street. Once past the exit, I-10 EB then merges with I-110 SB.

The I-110 SB exit to Terrace Street north of this merge allows traffic to access Terrace Street and Lorri Burgess Avenue and Dalrymple via Braddock Street.

This proposed geometric configuration eliminates the existing weave of I-110 SB traffic crossing I-10 EB lanes to exit at Lorri Burgess Avenue.



Figure 7. Consolidated Lorri Burgess/Dalrymple Exit in the 2019 Public Hearing Exhibit

3.5.2 REFINEMENT OF THE EASTBOUND CONSOLIDATED EXIT FOR LORRI BURGESS AVENUE TO DALRYMPLE DRIVE

During review of the IMR, FHWA provided the following comment:

“Provide an alternative analysis for designs that would avoid locating the I-10 EB @ Lorri Burgess/Dalrymple exit ramp upstream into the I-10 @ I-110 System Interchange.”

Based on this comment, a refined design was developed to shift the exit to the east outside the I-10 @ I-110 Interchange. The proposed two I-10 EB lanes from the Mississippi River Bridge join two lanes of I-110 SB with a barrier separating the lanes of traffic with an exit to Dalrymple Drive (Figure 8). (Shifting the exit to the east does not allow for sufficient distance to develop an exit to Lorri Burgess Ave.) See Appendix N for larger plan layout. Just past this exit, the merge of the two lanes on I-10 EB and the two lanes on I-110 SB form 4 lanes on I-10 that continue eastward to Perkins Road. Traffic on I-10 EB wanting to access Lorri Burgess Avenue are able to take the Dalrymple exit and turn left on Dalrymple to Lorri Burgess Avenue or exit at Nicholson Drive and access Lorri Burgess Avenue via Terrace Avenue and Braddock Street.

The I-110 SB exit to Terrace Street north of this merge allows traffic to access Terrace Street and Lorri Burgess Avenue and Dalrymple Drive via Braddock Street.

This proposed geometric configuration eliminates the existing weave of I-110 SB traffic crossing I-10 EB lanes to exit at Lorri Burgess Avenue.



Figure 8. I-10 EB Refinement from the I-10/I-110 Interchange to Dalrymple Drive

This refinement requires acquisition of additional right of way. A re-analysis of the noise was performed for the I-10 corridor within the area of the refinement from the I-10/I-110 Interchange to the eastern side of the City Park Lake bridge. See Section 3.7 of this document for more information. When Segment 1 is complete, the exits in the eastbound direction after crossing the Mississippi River Bridge will be: Nicholson Drive/Highland Road, I-110 NB, Dalrymple Drive, Perkins Road (until removed during a future Segment of work,) Acadian Thruway, and College Drive.

3.5.3 TRAFFIC CONSIDERATIONS

An Interchange Modification Report (IMR) was prepared as a separate document and describes the traffic benefits associated with the refined design.

3.5.4 PUBLIC OUTREACH

A Public Engagement Plan dated January 16, 2025 and addendum dated May 5, 2025 were developed and can be found in Appendix G.

This refinement requires additional right of way acquisition. An overview map of the additional right of way required is shown in Figure 9. A larger layout can be found in Appendix H.



Figure 9. Overview Map of Additional Right of Way Required for I-10 EB Refinement

(Note: Subsequent to the May 20 and May 22, 2025 drop-in meetings, two parcels required modification, Parcels 15-9 and 19-2: the full parcels will be acquired instead of a partial parcel as shown.)

Meetings were held with Project Stakeholders, District 10 Councilwoman Carolyn Coleman and East Baton Rouge Parish Director of Transportation and Drainage Fred Raiford, on 5/2/2024, 10/2/2024, and 11/20/2024. The summary notes for each of these meetings can be found in Appendix H.

Letters were sent to each property owner whose property was affected as a result of the new design requesting a meeting with them to discuss the details of the impacts and to provide them with information on the Uniform Relocation Assistance and Real Property Acquisition Policies Act. The letters are included in Appendix H.

Meetings were held with each of the property owners whose property was affected as a result of the new design, with the exception of no response from two property owners. No opposition to the information provided was expressed. The letters sent to the property owners are summarized below in Table 3 and meeting summary notes are included in Appendix H.

Exhibit ID ¹	Property Address	Letter #1 sent to property owner notifying of acquisition meeting (Date Sent)	Meeting Date
D-03	2002 Virginia St.	10/15/2024	10/30/2024
D-04	2019 Virginia St.	10/10/2024	10/31/2024
D-05	2041 Virginia St.	10/15/2024 Returned undeliverable.	Site visit to home on 11/6/2024 Home is vacant
D-07	2036 Missouri St.	10/10/2024	10/24/2024
D-08a	triangular parcel	10/10/2024 Returned undeliverable.	Site visit on 11/6/2024 indicated parcel is vacant.

¹Exhibit ID corresponds to the callout labels on the maps of Additional Required ROW for I-10 Segment 1 Design Refinements Appendix H.

Table 3. Meetings with Property Owners Affected by I-10 EB Refinement

In addition to meetings held with the stakeholders and individual property owners whose properties are affected by the new design, neighborhood mailings were provided to residents that live adjacent to the I- 10 corridor within the area of the refinement to I-10 which includes the area of property owners whose property is affected under both the original and the new design (Figure 10). Two drop-in meetings were also held with staff knowledgeable of the project available to provide information and answer questions. With only a few comments received, none expressed opposition to the project or its refinements. Most focused on requests for the project newsletter and questions about the noise barrier. The May 20, 2025, and May 22, 2025, Drop-In documents and comments received and responses provided can be found in Appendix J.

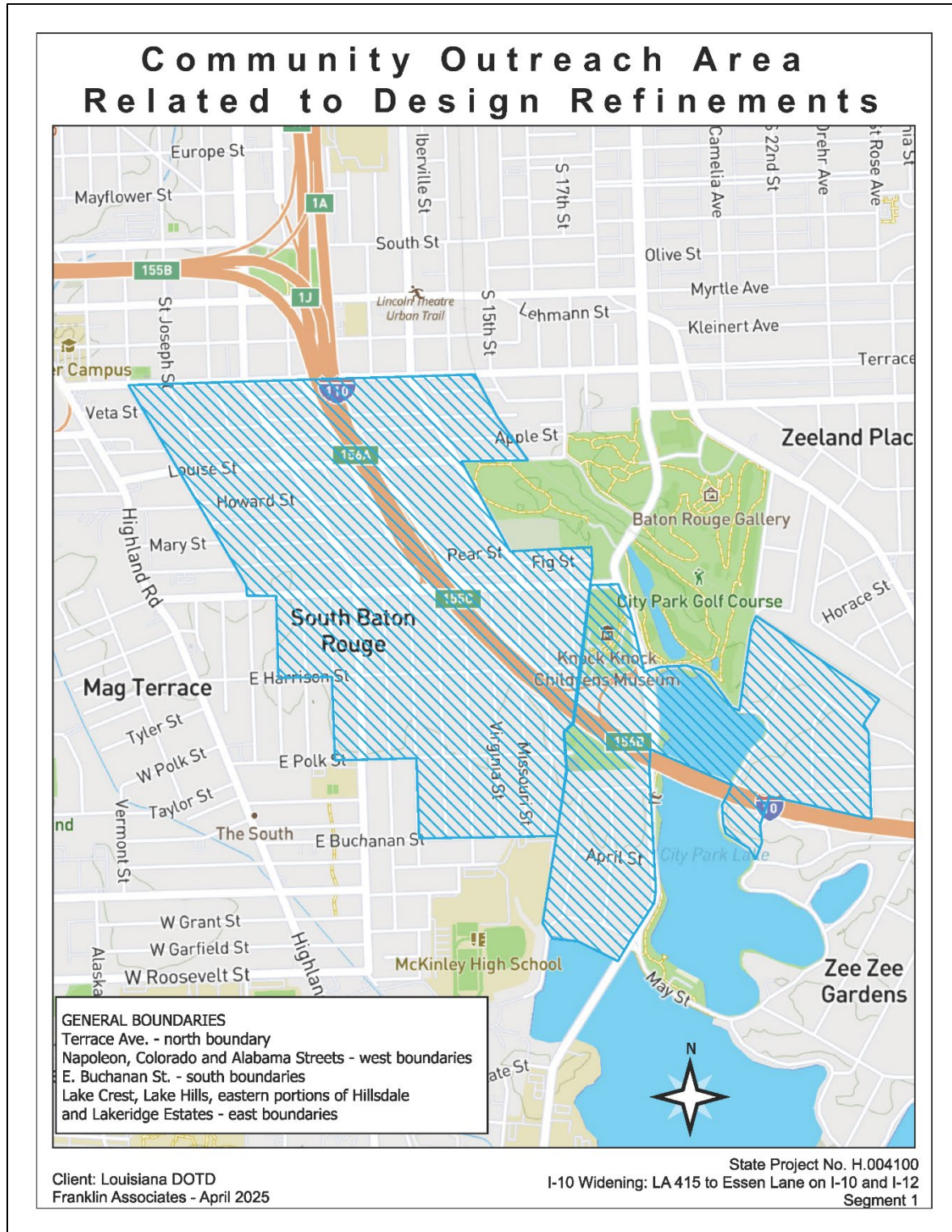


Figure 10. Map of Identified Community Outreach Area

3.6 REMOVAL OF THE WESTBOUND ON-RAMP FROM E WASHINGTON ST. (LORRI BURGESS AVE.)

3.6.1 CONFIGURATION OF THE ALIGNMENT OF THE WESTBOUND ENTRANCE RAMP FROM LORRI BURGESS AVENUE TO I-10 WB IN THE APPROVED FEBRUARY 21, 2021 NEPA DOCUMENT

In the approved NEPA document, the configuration of the entrance ramp from Lorri Burgess Avenue to I-10 WB allows for a short acceleration distance and possibility of weaving movements as entering traffic crosses multiple lanes to access I-10 WB over the Mississippi River Bridge, or motorists can continue straight on to I-110 NB (see Figure 11).

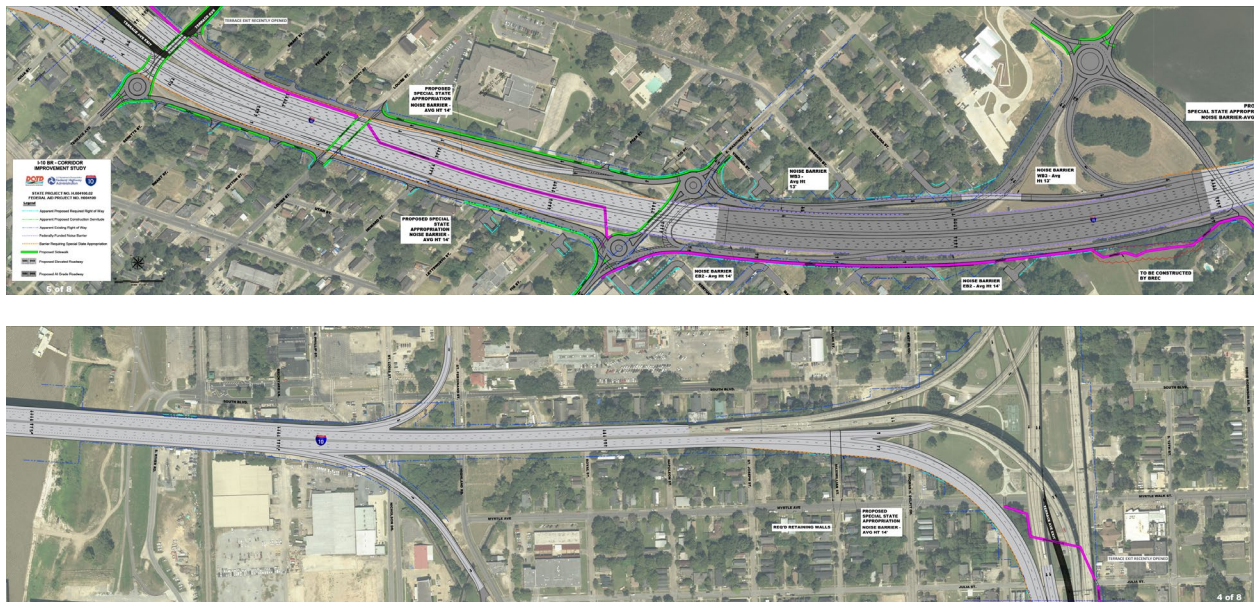


Figure 11. I-10 WB Entrance Ramp from Lorri Burgess Avenue Configuration in the 2019 Public Hearing Exhibit

3.6.2 INITIAL REFINEMENT OF THE WESTBOUND ENTRANCE RAMP FROM LORRI BURGESS AVENUE TO I-10 WB

During review of the IMR, FHWA provided the following comment:

“The I-10 WB segment between the Lorri Burgess Ave on-ramp and I-110 NB off-ramp will remain a bottleneck location based on the analysis in the report. In this location there is a short weave area combined with a reduction in capacity because there are no improvements proposed to extend the capacity improvements beyond the extent of the project. Propose mitigation to address this short weave area.”

Based on this comment, a refined design was developed for I-10 WB in this area.

This refined design includes the extension of the entrance ramp to I-110 NB with a physical barrier separating I-10 and I-110 NB, which would prevent vehicles from merging with I-10 WB (see Figure 12).

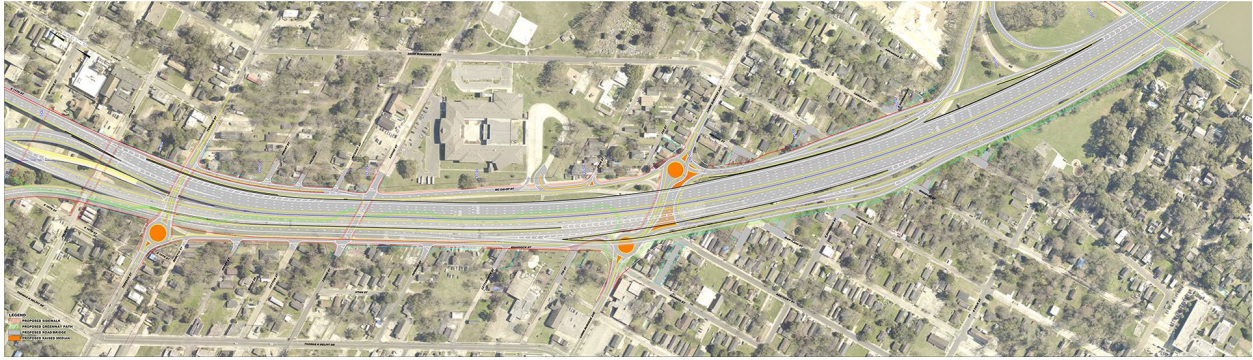


Figure 12. Initial Refinement: I-10 WB Refinement from Lorri Burgess Avenue to I-110 NB

The affected property owners were contacted, and due to their opposition (see Public Outreach below), an alternative to remove the I-10 WB and I-110 NB entrance ramp from Lorri Burgess Avenue was developed (see Figure 13).

3.6.3 ADOPTED REFINEMENT TO REMOVE ENTRANCE RAMP FROM LORRI BURGESS AVENUE TO I-10 WB AND/OR I-110 NB

Due to opposition to the right of way acquisition necessary to extend the entrance ramp from Lorri Burgess Avenue to I-110 NB, the entrance ramp from Lorri Burgess Avenue to I-10 WB or I-110 NB was removed. In this refinement, motorists can access I-10 WB via the entrance ramp from Dalrymple Drive or St. Louis Street. Motorists can access I-110 NB by utilizing the entrance ramp from Dalrymple Drive or from Government Street. See Appendix N for a larger plan layout of the adopted refinement.

A re-analysis of the noise was performed for the I-10 corridor within the area of the refinement from the I-10/I-110 Interchange to the eastern side of the City Park Lake Bridge. See Section 3.7 for more information.



Figure 13. Adopted Refinement: I-10 WB Entrance Ramp from Lorri Burgess Avenue is Removed

3.6.4 TRAFFIC CONSIDERATIONS

An Interchange Modification Report (IMR) was prepared as a separate document and describes the traffic benefits associated with the refined design.

3.6.5 PUBLIC OUTREACH

A Public Engagement Plan dated January 16, 2025 and addendum dated May 5, 2025 were developed and can be found in Appendix G.

This refinement to extend the entrance ramp from Lorri Burgess Avenue to I-110 NB required additional right of way acquisition. An overview map of the additional right of way required is shown in Figure 14 and Appendix I.

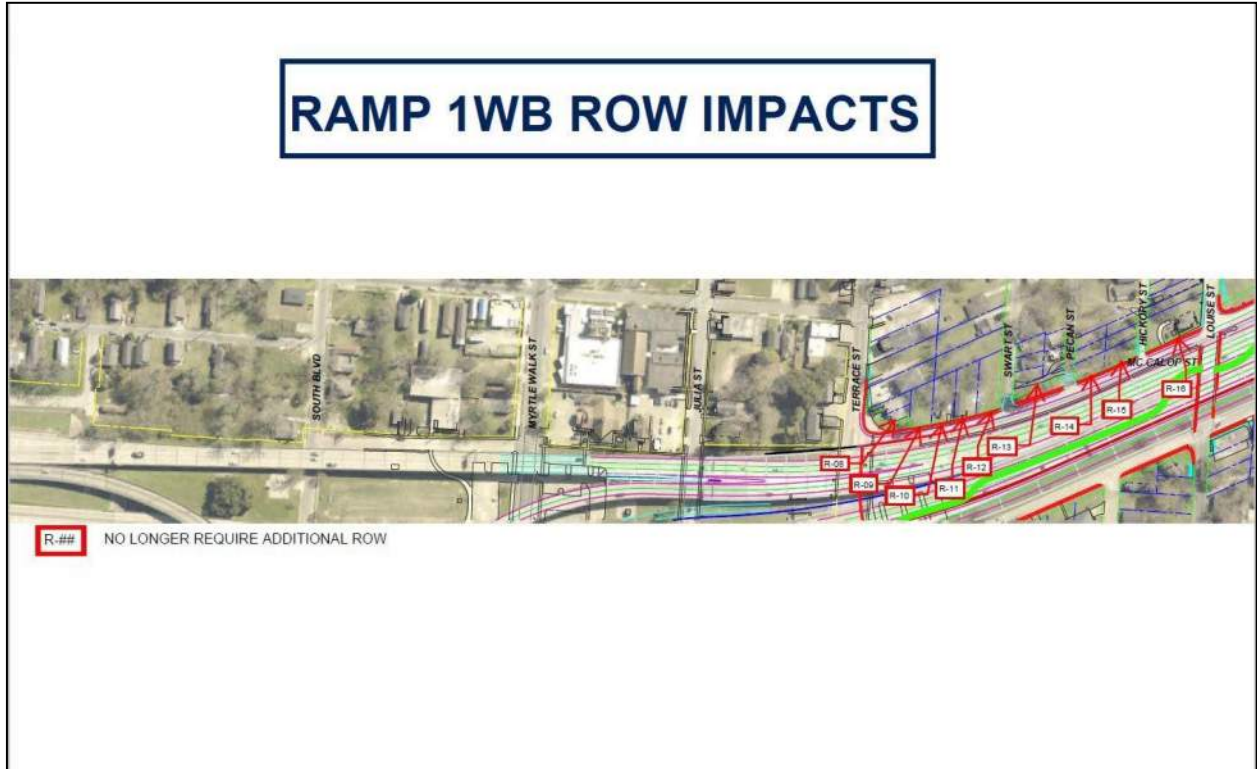
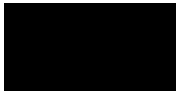


Figure 14. Additional Right of Way Required for I-10 WB Refinement to Extend Entrance Ramp from McCalop Street to I-110 NB (no longer required with the removal of the entrance ramp)

Meetings were held with Project Stakeholders District 10 Councilwoman Carolyn Coleman and East Baton Rouge Parish Director of Transportation and Drainage Fred Raiford on 5/2/2024, 10/2/2024, and 11/20/2024. The summary notes for each of these meetings can be found in Appendix I.

A letter (Letter #1) was sent to each property owner whose property was affected requesting a meeting with them to discuss the details of the impacts and to provide them with information on the Uniform Relocation Assistance and Real Property Acquisition Policies Act. (A sample letter is included in Appendix I.) The DOTD began holding meetings with property owners. The meetings that were held are summarized in Table 4 below.

Exhibit ID ¹	Property Address	Letter #1 sent to property owner notifying of acquisition meeting (Date Sent)	Meeting Date	Letter #2 sent to property owner retracting ROW request (Date Sent)
R-01	844 Hart Alley	10/10/2024 Delivery confirmed 10/15/2024. No response.	No meeting	12/19/2024
R-02	1073 South St.	10/15/2024 Returned undeliverable.	No meeting	n/a

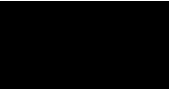


Exhibit ID ¹	Property Address	Letter #1 sent to property owner notifying of acquisition meeting (Date Sent)	Meeting Date	Letter #2 sent to property owner retracting ROW request (Date Sent)
R-03a	1120 Myrtle Walk	10/10/2024	10/22/2024 & 10/28/2024	12/19/24
R-03b	West of 1134 Julia St.	As above	As above	As above
R-06	1143 S 11th St.	As above	As above	As above
R-04	1108 Julia St.	10/15/2024	Phone call 11/1/24 No meeting	12/19/2024
R-05	Mid-block land-locked parcel between Terrace and Julia facing I-110.	10/10/2024	Phone call 11/7/24 No meeting	12/19/2024
R-07	1123 Terrace Ave.	10/15/24 Returned undeliverable.	Learned of new owner (heir) from Lamar. No meeting	n/a
R-07	1123 Terrace Ave. (rear yard)	10/15/2024	10/21/2024	

¹Exhibit ID corresponds to the callout labels on the maps of Required ROW for I-10 Segment 1 Design Refinements. (See Appendix I)

Table 4. Meetings with Property Owners Affected by I-10 WB Refinement

As shown in Table 4, the first meeting with representatives of St. Francis Xavier Roman Catholic Church was held on October 22, 2024. The summary notes from this meeting can be found in Appendix I. The leadership and members of the congregation expressed their opposition to the refinement due to the additional right of way required, the close proximity of the proposed widened interstate and potential for increased noise and vibration from the traffic on the interstate. The leadership asked for alternatives to this refinement. A traffic analysis was performed, and it was concluded that a potential alternative could be to remove the I-110 NB entrance ramp, the traffic analysis showed even with traffic redistribution the overall traffic flow on Westbound I-10 would improve.

The leadership and members of the congregation expressed their support of the design modifications refinement to remove the entrance ramp to I-10 WB and I-110 NB and also expressed their concerns regarding noise from the existing interstate. With the removal of the entrance ramp, no widening of the

interstate will occur adjacent to the church, and therefore, no right of way is needed from St. Francis Xavier Roman Catholic Church and other property owners identified in Table 4.

A letter (Letter #2) retracting the right of way acquisition request was sent to each of the property owners identified in Table 4. A copy of a sample letter can be found in Appendix I.

In addition to meetings held with the stakeholders and individual property owners whose properties are affected, neighborhood mailings were provided to residents that live adjacent to the I-10 corridor within the area of the refinement to I-10 (Figure 10). Two drop-in meetings were also held with staff knowledgeable of the project available to provide information and answer questions. With only a few comments received, none expressed opposition to the project or its refinements. Most focused on requests for the project newsletter and questions about the noise barrier. The May 20, 2025 and May 22, 2025 Drop-In documents and comments received and responses provided can be found in Appendix J.

3.7 NOISE BARRIERS ALONG THE CORRIDOR FROM W. OF LORRI BURGESS AVENUE TO DALRYMPLE DRIVE ASSOCIATED WITH THE REFINEMENTS TO I-10 EB AND I-10 WB

A re-analysis of the noise was performed for the refinement to I-10 eastbound and westbound from W. of Lorri Burgess Avenue to the eastern side of the City Park Lake Bridge. The results of the noise re-analysis are shown in Figure 15.

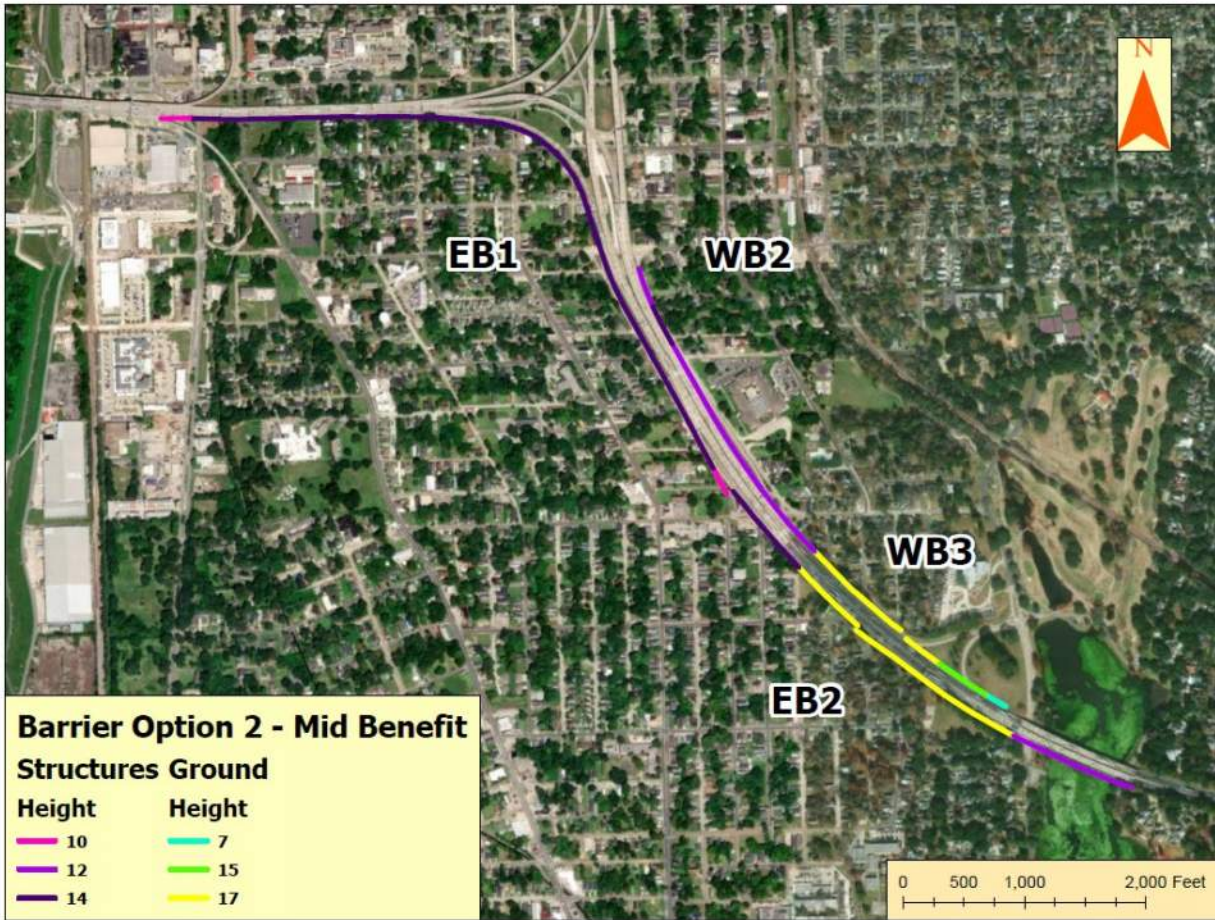


Figure 15. Noise Re-Analysis

The overall location of the noise barriers remains unchanged from what was proposed in the FONSI. However, the noise re-analysis results show that none of the barriers between west of Washington Street (Lorri Burgess Ave.) and the east side of City Park Lake Bridge qualify for federal funding, as they are not considered reasonable and feasible. Despite this, the State remains committed to pursuing a State appropriation (not guaranteed) to fund noise barriers along the I-10 corridor within Segment 1, in line with the commitment outlined in the FONSI. The Noise Re-analysis Report can be found in Appendix K.

3.7.1 PUBLIC OUTREACH

A meeting was held with Stakeholders Councilwoman Carolyn Coleman, District 10, and Fred Raiford EBR DPW on 3/20/2025 at which the noise barriers along the I-10 Corridor from W. of Lorri Burgess Avenue to the eastern side of the CPL Bridge were not shown. Councilwoman Coleman and Fred Raiford voiced their opposition that the DOTD had committed to providing noise barriers within this area. The meeting summary notes are included in Appendix K. Subsequent to this meeting, the DOTD decided to continue with the commitment in the FONSI of the State committing to seeking a State appropriation (not a guarantee) for the noise barriers along the I-10 corridor which satisfied the previously expressed concerns of Councilwoman Coleman and Fred Raiford. Refer to Appendix N for the plan layouts of the noise barriers for CMAR Segment 1. In addition to meetings held with the stakeholders, mailings were provided to residents who live adjacent to the I-10 corridor within the area of the refinement to I-10. Two Drop-In

meetings were also held with staff knowledgeable of the project available to provide information and answer questions. A map of the identified area for the community outreach area is shown in Figure 10. The comments received and responses provided can be found in Appendix J. With only a few comments received, none expressed opposition to the project or its refinements. Most focused on requests for the project newsletter and questions about the noise barrier.

3.8 COMMUNITY IMPACT ASSESSMENT TECHNICAL MEMORANDUM

A community impact assessment was developed to evaluate how the proposed project may affect the people and communities within the project area. This analysis is a key component of NEPA's broader directive to consider not only environmental impacts, but also the human environment, including community cohesion, economic vitality, access to services, and population demographics. Title VI prohibits discrimination based on race, color, or national origin in programs receiving federal assistance. The Community Impact Assessment Technical Memorandum can be found in Appendix L.

3.9 SECTION 4(f) EVALUATION

A Section 4(f) evaluation was developed in 2020, and a revision was developed in March 2025. 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. A 4(f) analysis was performed. This revised Section 4(f) Evaluation can be found in Appendix M.

Consultation with the LA State Historic Preservation Officer (SHPO) in compliance with Section 106 of the National Historic Preservation Act was also necessary due to the design modifications. The SHPO is the official with jurisdiction regarding the affected historic districts. DOTD, in conjunction with FHWA, determined that the proposed modifications resulting in the additional right-of-way do not add additional adverse effects to historic properties.

DOTD sent a letter to the SHPO on December 24, 2024 requesting concurrence with the determination and SHPO concurred on January 10, 2025. The agency correspondence letters can be found in Appendix M.

3.10 PUBLIC OUTREACH DURING CONSTRUCTION

During construction, ramp closures will occur. The Manual Uniform Traffic Control Plan (MUTCD), Traffic Management Plan (TMP) and Traffic Construction Plan (TCP) will be followed as well as standard traffic control plans for these closures. The Public Information Officer for the Contractor is leading and providing public outreach which will include 511, placing notices on the I10.BR website, press releases, and notices on social media. Maps showing alternate routes will be used to inform the public.

As entrance and exit ramps are closed, residents and businesses will be provided information through the contractor's public information officer of available routes that serve the neighborhoods adjacent to the I-10 corridor.

4.0 SUMMARY OF PERMITS, MITIGATIONS, AND COMMITMENTS

In the NEPA document that received a FONSI by FHWA on February 12, 2021, Section F.6 of the document provided a table listing the permits, mitigations, and commitments made by the DOTD. As the design and

construction of the project progresses, DOTD is committed to implementing the permits, mitigations and commitments as described in the table. This table has been updated to include the status of each item and is shown below in Table 5. Since the issuance of the FONSI, DOTD has committed to an additional item, Public Outreach During Construction, which has been added to the table.

ITEM NUMBER	ITEM AND AUTHORITY	OVERSIGHT AGENCY/TIMING	MITIGATION/ COMMITMENT	STATUS
1	Section 404 Permit <i>Section 404 of the Clean Water Act as amended</i>	United States Army Corps of Engineers (USACE)/ Pre-construction	The DOTD will obtain a Nationwide Permit through the USACE for the crossing of Other Waters of the US.	Completed for Segment 1 which extends from W. of Washington Street (Lorri Burgess Ave.) to the Perkins Road on/off ramps; Required for future phases west of Washington Street (Lorri Burgess Ave.)
2	Levee Districts (Pontchartrain/City of Baton Rouge and/or Atchafalaya Basin <i>Louisiana Revised Statutes Title 38 Chapter 4</i>	Pontchartrain Levee District and/or City of Baton Rouge and Atchafalaya Basin Levee District/ Pre-construction	The DOTD will request a Letter of No Objection from the levee districts with authority over the Mississippi River levees for the proposed shoulder widening on the Mississippi River Bridge approaches. The LA DOTD will permit any laydown or staging areas in proximity to levees if they are deemed necessary.	Future Effort. Applicable to future phases when ground disturbance is within 300 feet or when subsurface work is within 1500 feet of levee.
3	Louisiana Pollutant Discharge Elimination System (LPDES) Storm Water Discharge Permit <i>Section 402 of the CWA</i>	LDEQ/ Pre-construction	The DOTD will apply its LPDES General Permit for the discharge of storm water associated with construction of the project. A Storm Water Pollution Prevention Plan will also be prepared.	Completed for current construction phase; required for all future construction phases.
4	Bridge Permit <i>Section 9 of the Rivers and Harbors Act of 1899 and the General Bridge Act of 1946</i>	DOTD/United States Coast Guard (USCG) / Pre-construction	DOTD will modify the existing Mississippi River Bridge permit as needed to accommodate modification to bridge approaches.	Future Effort. The MRB is not being modified in Segment 1 which extends from W. of Washington Street (Lorri Burgess Ave.) to the Perkins Road on/off ramps.

ITEM NUMBER	ITEM AND AUTHORITY	OVERSIGHT AGENCY/TIMING	MITIGATION/ COMMITMENT	STATUS
5	Cultural Resources <i>Section 106 of the National Historic Preservation Act (NHPA) of 1966</i>	DOTD/Federal Highway Administration (FHWA) / Pre/during/post construction	DOTD will comply with the stipulations of the Programmatic Agreement.	On-going as per the terms of the PA.
6	Noise barriers [as provided in 23 Code of Federal Regulations (CFR) part 772]	DOTD/FHWA/ Pre/during construction	Noise Barriers identified as qualifying for federal funding will be re-evaluated during design for reasonableness and feasibility. Noise barriers that are both reasonable and feasible will be constructed with federal funding. See Table 3-7 in the EA for locations of proposed barriers.	On-going Noise barriers identified as qualifying for federal funding as per the mitigation/commitment are being included in the design plans for Segment 1 which extends from W. of Washington Street (Lorri Burgess Ave.) to the Perkins Road on/off ramps. Future Segments when designed will also include noise barriers as per the mitigation/commitment.
7	Noise barriers	DOTD/ Pre/during/post construction	DOTD, with public support, has committed to seek special state appropriation (state funding) for noise barriers that do not meet federal funding requirements.	On-going DOTD is committed to seek a State appropriation for noise barriers as per the approved NEPA document as well as any additional noise barriers required by subsequent noise studies performed for NEPA reevaluations; however this state funding is not

ITEM NUMBER	ITEM AND AUTHORITY	OVERSIGHT AGENCY/TIMING	MITIGATION/ COMMITMENT	STATUS
				guaranteed.
8	Section 4(f) mitigation – East Polk Street Park <i>Section 4(f) of the Department of Transportation Act of 1966</i>	DOTD/BREC/when agreements are in place pre-construction	DOTD has committed to mitigate for the acquisition of 0.04 acres of East Polk Street Park by assisting BREC with the installation of an internal trail and enhancements for the park as well as installation of plantings to restore the vegetation barrier to be removed by the project.	On-going Meetings with BREC have been held to coordinate efforts for the design of a multiuse path that will extend from Expressway Park to Dalrymple Drive with access to East Polk Street Park. DOTD continues to coordinate with BREC for the mitigation of 0.04 acres of East Polk Street Park.
9	Relocations <i>Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Relocation Act)</i>	DOTD/FHWA/ ROW acquisition	Relocations will comply with the Uniform Relocation Act.	On-going

ITEM NUMBER	ITEM AND AUTHORITY	OVERSIGHT AGENCY/TIMING	MITIGATION/ COMMITMENT	STATUS
10	Hazardous Waste	DOTD/LDEQ/ Pre-construction/ROW acquisition	During final design, further investigation/ assessments may be conducted to assess whether concerns exist that require remediation at the landfill site east of Nairn Road prior to construction or any sites noted as potential risks. Remediation of the site will be conducted if required.	Future effort The first Segment of I-10 that is under design is from W. of Washington Street (Lorri Burgess Ave.) to the Perkins Road on/off ramps. The area of the landfill site east of Nairn Road is in a future segment.
11	CSS and CC at Perkins Road	DOTD/City Parish of East Baton Rouge/ when agreements are in place pre-construction (ramp removal must occur first)	DOTD has committed to implementing CSS and CC in the vicinity of the Perkins Road ramps including but not limited to a new connecting roadway, a multiuse path from the Perkins Road Overpass to Perkins Road near the Acadian Village Shopping Center, new parking areas, restoration of existing parking areas under I-10 and under the off ramp to be removed, and additional green space.	On-going DOTD has prepared a conceptual layout of the Perkins Road Overpass area depicting a new connecting roadway, multiuse path, new and restored parking areas under I-10 and additional green space. Meetings have been held with the City Parish of East Baton Rouge for coordination of future agreements. The first Segment of I-10 that is under design is from W. of Washington Street (Lorri Burgess Ave.) to the Perkins Road on/off ramps. The Perkins Road area is not in the limits of the this first segment and therefore, will be in a future segment.

ITEM NUMBER	ITEM AND AUTHORITY	OVERSIGHT AGENCY/TIMING	MITIGATION/ COMMITMENT	STATUS
12	CSS and CC – Expressway Park and Expressway Park to Dalrymple	DOTD/ when agreements are in place pre- construction	DOTD has committed to implementing CSS and CC by assisting BREC with implementation of the portions of its Master Plan for Community Gathering spaces in Expressway Park and in the form of a multiuse path or greenway to run from 10 th Street at Expressway Park to Dalrymple Drive within existing right of way including access to East Polk Street Park and a pedestrian crossing at March Street and Dalrymple Drive.	<p>On-going</p> <ul style="list-style-type: none"> • Meetings have been held and continue to be held with BREC and EBR City-Parish DPW for implementing CSS and CC • Plans are currently being designed to include the multiuse path or greenway from Expressway Park to Dalrymple Drive including access to East Polk Street Park and crossing at Dalrymple Drive
13	CSS and CC – Expressway Park to Highland Road	DOTD/ when agreements are in place pre- construction	DOTD is considering implementing CSS and CC in the form of a multiuse path connecting Expressway Park via existing sidewalks and streets to the South Boulevard levee trailhead.	Remains a consideration dependent upon local sponsorship and future JUA.
14	Signature Feature Bridge/CSS – City Park Lake	DOTD/FHWA/Final design	DOTD has committed to the construction of a “signature feature bridge” at this location. Two concepts were presented to the public – one was a variable depth box-girder superstructure and the other a Spandrel Arch.	A Signature Feature Bridge is currently under construction. During the design phase, a survey was presented to the public which provided 4 bridge design options. The bridge with the most favorable comments was selected by DOTD for implementation.

ITEM NUMBER	ITEM AND AUTHORITY	OVERSIGHT AGENCY/TIMING	MITIGATION/ COMMITMENT	STATUS
15	Signature Feature Bridge/CSS and CC – Nairn Street Bridge	DOTD/FHWA/Final design	DOTD has committed to the construction of a “signature feature bridge” at this location. The signature feature bridge will have pedestrian and bicycle accommodations as well as decorative screening and possible rest areas or bump outs.	This future segment of the project has not yet begun. DOTD is committed to the design and construction of a “Signature Feature Bridge” for the Nairn Street Bridge.
16*	Public Outreach during Construction	DOTD/Construction	DOTD has committed to contractor outreach to the adjacent neighborhoods of I-10 for alternate routes during street closures.	On-going

*Added after the approval of the NEPA document during the design phase of the project.

Table 5. Permits, Mitigation, and Commitments

5.0 CONCLUSION

This re-evaluation conducted by LADOTD and FHWA has thoroughly assessed the proposed modifications and refinements to the I-10 improvement project (H.004100) as presented during the design process. These changes have been identified as beneficial to the project's overall goals, including congestion relief, improved operations, and extending the facility's useful life.

Public and community engagement efforts, including a public meeting and two drop-in sessions, provided for transparency and stakeholder input. While some previously proposed modifications are no longer being considered, the modifications and refinements continuing forward have been reviewed for their potential environmental impacts.

The proposed modifications and refinements do not result in significant environmental impacts, nor do they increase the severity of impacts previously identified in the EA and the original FONSI. Impacts not discussed in this reevaluation remain as described in the original EA and FONSI.