

OCTOBER 2019

**LOUISIANA DEPARTMENT OF
TRANSPORTATION AND DEVELOPMENT**

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



**DRAFT 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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LEAD AGENCIES

The Federal Highway Administration Louisiana Division
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Baton Rouge, Louisiana 70808

Louisiana Department of Transportation and Development
1201 Capitol Access Rd.
Baton Rouge, Louisiana 70824

1.0 PROJECT DESCRIPTION

The Louisiana Department of Transportation and Development (LA 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. The Class of Action for the project is an Environmental Assessment.

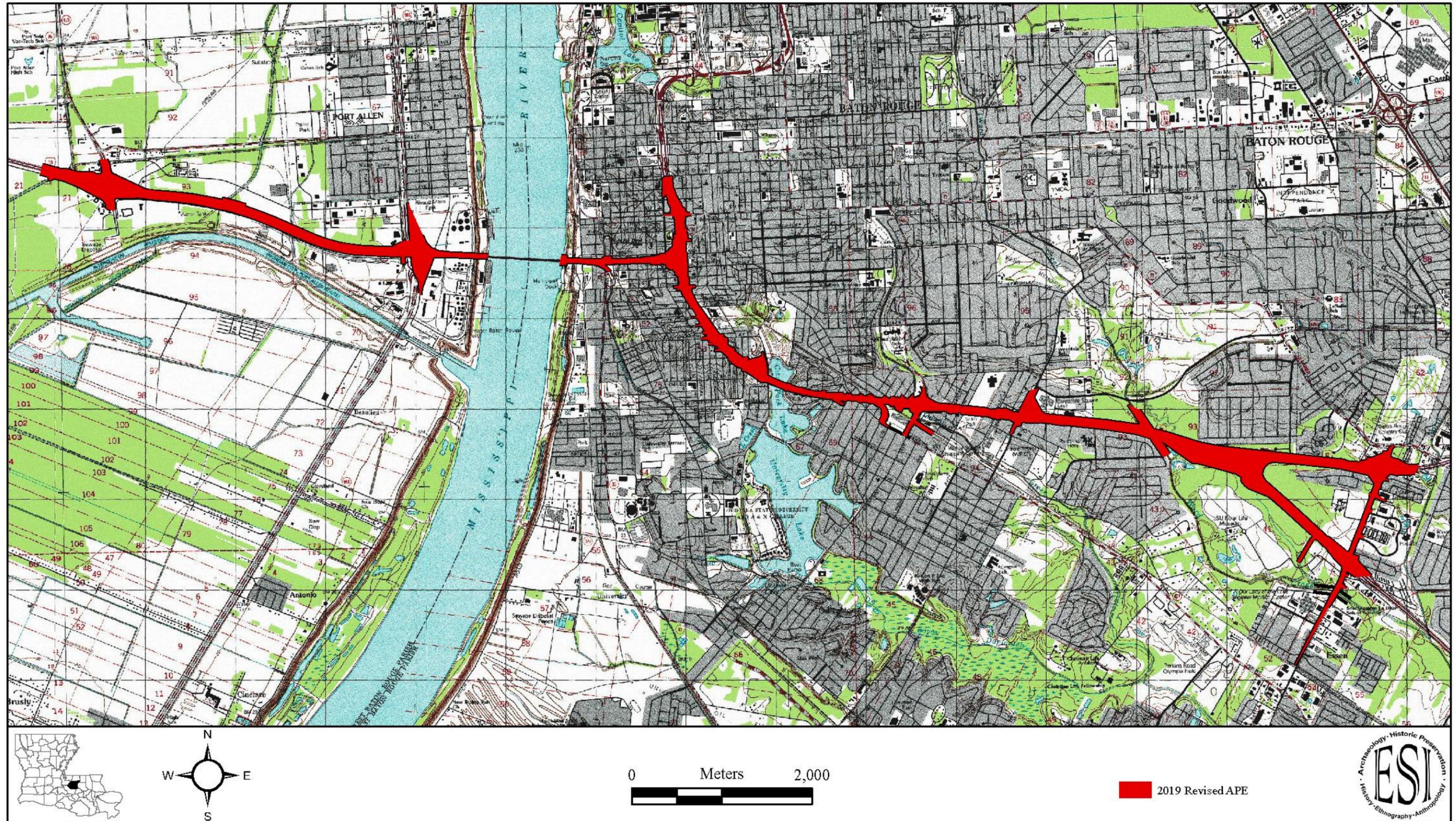
I-10 will be widened by the addition of one travel lane to both eastbound (EB) and westbound (WB) I-10 from LA 415 to the I-10/I-12 split. There are a few locations along the route where either no widening will occur, auxiliary lanes will be added, or the widening will only involve shoulder improvements.

There will not be an additional lane in either direction on the Mississippi River Bridge (MRB). Widening between the trusses (see photo) would be extremely expensive. 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, on the west bank, 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. On the east bank, 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), Acadian Thruway (Acadian), and College Drive (College) 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) – One consolidated interchange is 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.
- Perkins – The existing interchange is a partial interchange in proximity to the Acadian interchange. The ramp lengthening required at Acadian, to accommodate the additional travel lanes and to meet design criteria, necessitates the removal of the Perkins ramps.
- Acadian – Acceleration and deceleration lanes would be lengthened to provide an improved merging distance. Improvements along Acadian will also be provided.
- College – a new College flyover ramp is proposed from WB I-10 and an option to provide a dedicated right exit is also proposed off the College Drive westbound off ramp to allow traffic to flow directly to Corporate Boulevard via Trust Drive. The flyover ramp is a Segment of Independent Utility (SIU) and has been removed from the EA to be advanced to design and construction.
- Nairn Bridge – Replacement of this bridge with a signature structure supporting both pedestrians and cyclists is proposed.

FIGURE 1
EXCERPT FROM THE USGS LOBDELL, BATON ROUGE WEST, AND BATON ROUGE EAST, LA 1:24 QUADRANGLE SHOWING AREA OF POTENTIAL EFFECT



2.0 PURPOSE AND NEED

The purpose of the project is to improve overall system operation of Interstate 10 (I-10) through the Baton Rouge area. 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). The need of the project is to relieve congestion, improve operations, and extend the useful life of the facility.

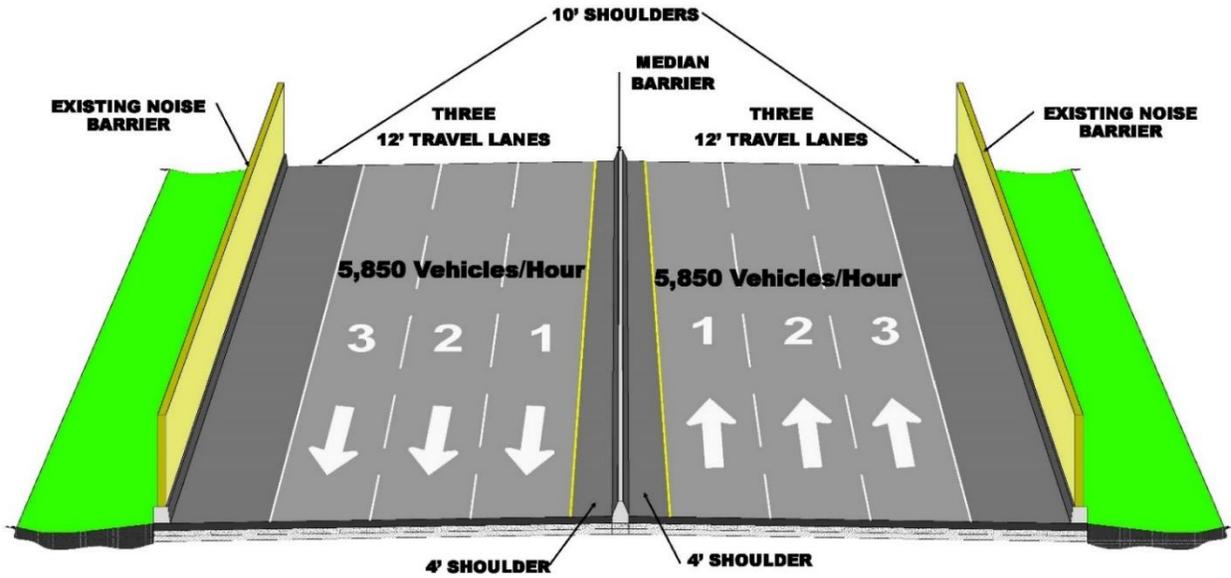
Current congested traffic conditions on I-10 are the result of inadequate, aging infrastructure and increased travel demand. The average daily traffic is approximately 130,000 to 160,000 VPD (almost double the design capacity) of which 8 to 15 percent is freight. The average daily traffic is expected to grow by 1 percent annually for the next 20 years. Additional travel lanes in each direction are proposed to improve congestion and travel time within the area (see **Exhibits 1** and **2** for further explanation of capacity).

I-10 was constructed and designed for vehicles that were smaller and lighter than today's vehicles. Typically, roads are designed for a life of 20 years and bridges are designed for a life of 50 years. Approximately 43 percent of the 8.4 miles between LA 415 and the I-10/I-12 split are bridges. An extensive study of the bridge structures and a life cycle cost analyses was conducted in 2017-2018. This study concluded that most of the bridge structures require rehabilitation or replacement.

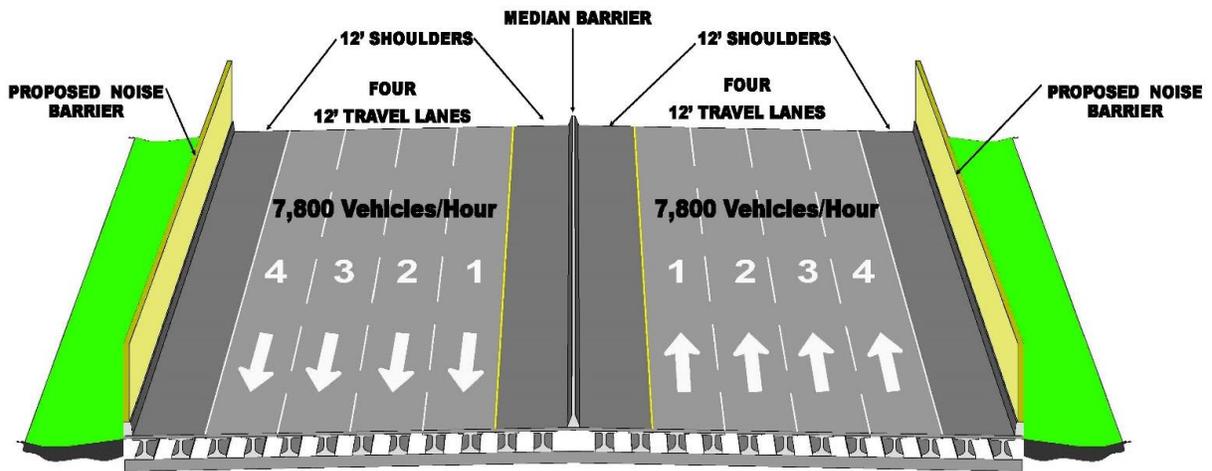
The lack of shoulders on bridges, short merge distances, and existing interchanges are functionally problematic. Shoulders, longer acceleration and deceleration lanes, and ramp closures are proposed to improve functionality.

Exhibits 1 and **2** represent theoretical capacity, the capacity prior to system breakdown. Currently the facility exceeds theoretical capacity and will continue to exceed theoretical capacity for the next 20 years. The below exhibits compare the present day configuration of three travel lanes in each direction with the proposed configuration of four travel lanes in each direction. This comparison demonstrates what the addition of a lane in each direction will provide. 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.

**EXHIBIT 1
EXISTING CAPACITY ON I-10**



**EXHIBIT 2
PROPOSED CAPACITY ON I-10**



The expectation of the facility with the proposed improvements is a reduction of the duration of the peak travel times and improved functionality of the I-10 system within the study area.

3.0 SECTION 4(F) INVOLVEMENT AND IDENTIFICATION OF PROPERTIES

Section 4(f) requires that the proposed transportation use of any land from a significant publicly owned public park, recreation area, wildlife, and waterfowl refuge, or public or private historic site that is on or eligible for the National Register of Historic Places (NRHP) be avoided, if feasible and prudent, before any US Department of Transportation (US DOT) funding or approvals can be granted. Additionally, a full evaluation of measures to minimize harm to that property must be made and documented. The proposed right-of-way (ROW) for the proposed action has been evaluated and Section 4(f) properties have been identified.

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. For the purposes of the archaeological survey, the Area of Potential Effect (APE) coincides with the proposed construction ROW and is referred to as the direct APE. It should be noted that given the amount of disturbance from the original construction of the interstate, archaeological survey was limited to areas of proposed new ROW that may be required for construction. Thus, although the entire direct APE encompasses approximately 525.2 acres, there were only 37 discontinuous areas of new ROW that required survey. Together these areas total approximately 22.7 acres. All 37 areas were surveyed. No archaeological sites were identified.

For the purposes of the architectural survey, an indirect APE was established, which consisted of a 250-foot (ft) buffer of the direct APE. This distance was considered sufficient to address direct construction impacts, as well as indirect impacts such as viewshed issues. Both the indirect and entire direct APEs were surveyed during the architectural investigations. It is important to note that buildings located behind the existing sound barriers along I-10 were not surveyed because the barrier blocks the views to/from the buildings. 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 proposed for NRHP listing. The proposed action could require the acquisition and removal of 17 of these buildings. **Table 1** provides property information for the 17 structures. Acquisition of these properties is considered a Section 4(f) use as defined in 23 CFR 774.17(1).

Identification of Section 4(f) properties is provided by historic district following **Table 1**.

**TABLE 1
SECTION 4(F) PROPERTIES AND ASSOCIATED BUILD ALTERNATIVES**

Section 4(f) Property				Build Alternative		
LHRI #	Name	Address	National Register District (NRD) Contributing Elements	I-10 Mainline Eastbound	I-10 Mainline Westbound	Washington Interchange
Proposed OSBRHD				X		X
17-01159		943 Maximillian St.	OSBRHD	X		
17-01370	Leo's Service Market	945 East Blvd.	OSBRHD	X		
17-01412		1006 Julia St.	OSBRHD	X		
17-02057		1666 Braddock St	OSBRHD	X		
17-02056		1704 Braddock St	OSBRHD	X		
17-02081	Bell's Tire Shop	1026 E. Washington St.	OSBRHD	X		X
17-02100		1851 Kentucky St.	OSBRHD	X		X
17-02101		1839 Kentucky St.	OSBRHD	X		X
17-02146		996 Terrace St.	OSBRHD	X		
17-02175		944 Maximillian St.	OSBRHD	X		
17-02182		1010 Julia St.	OSBRHD	X		
Proposed PROMPS				X	X	
17-01905	Fresh Salon	2265 Christian St.	PROMPS	X		
17-01920	Overpass Merchant	2904 Perkins Rd.	PROMPS		X	
Proposed HOHD					X	
17-01870		2547 Honeysuckle Ave.	HOHD		X	
17-01887		2567 Rhododendron Ave.	HOHD		X	
17-01888		3218 S Eugene St.	HOHD		X	
17-01892		3154 S Eugene St.	HOHD		X	

Notes – OSBRHD is the proposed Old South Baton Rouge Historic District, PROMPS is the proposed Perkins Road Overpass Multiple Property Submission, HOHD is the proposed Hundred Oaks Residential Historic District

3.1 Proposed Old South Baton Rouge Historic District (OSBRHD)

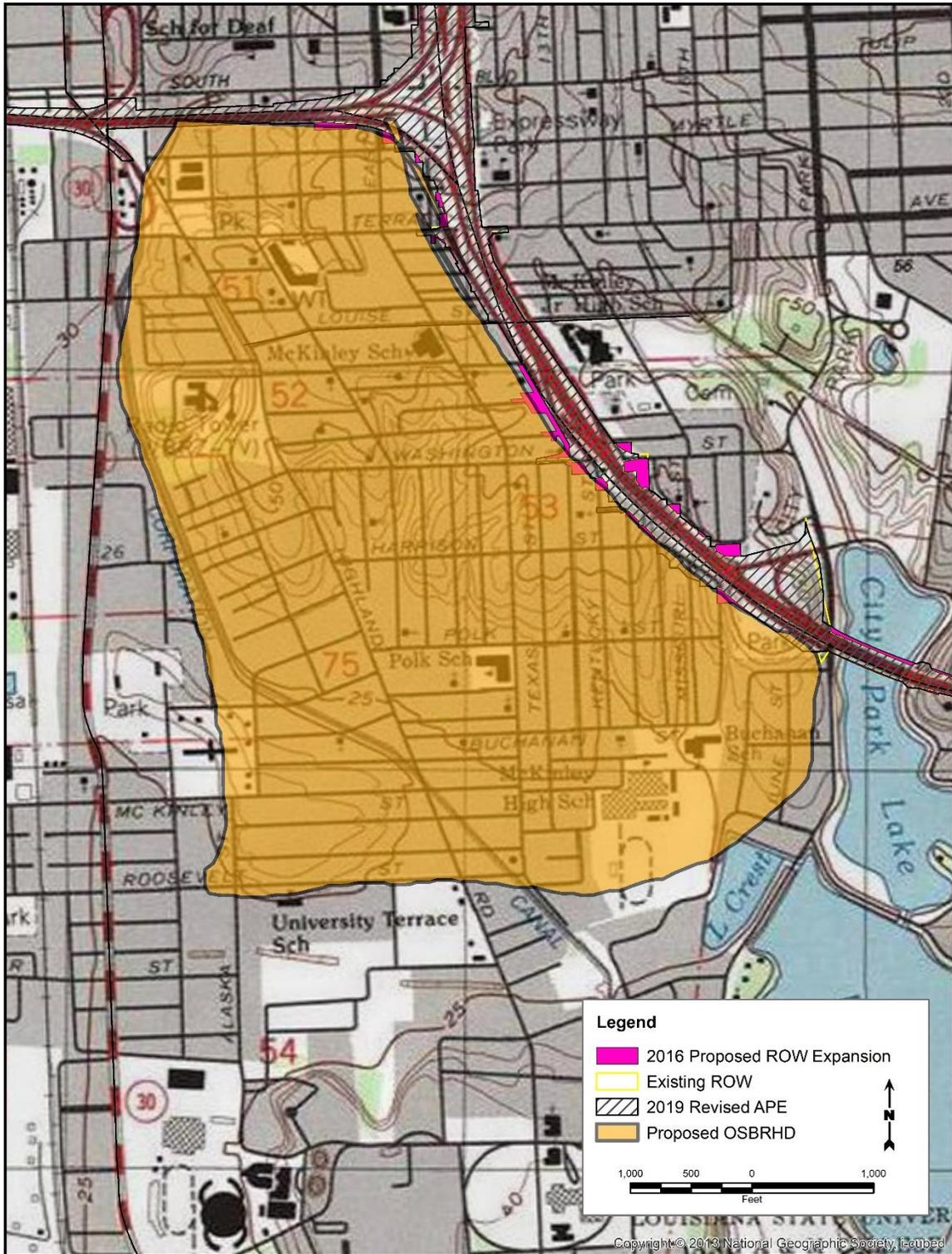
The OSBRHD is a proposed historic district located southwest of I-10, east of the Mississippi River, and north of Louisiana State University (LSU) (**Figure 2**). It is based on the OSBR Cultural District, but the boundaries of the proposed NRHP district are different from the cultural district. The proposed NRHP district encompasses approximately .79 mi². 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.

The proposed OSBRHD is important as a neighborhood developed by both African Americans and Italian immigrants in the late-nineteenth and early-twentieth centuries. The area developed on and around land that was originally part of Magnolia Mound Plantation, which produced indigo, tobacco, corn, cotton, and sugarcane with slave labor. After the civil war, the land changed ownership several times, and by the turn of the twentieth century, it was being subdivided and sold to developers. African Americans began to buy lots and settle the area.

Additionally, the proposed OSBRHD illustrates the importance of Italian immigrant history in OSBR (Sanders 2018a). Both African Americans and their descendants and Italian immigrants and their descendants were minorities during the period the neighborhood was developing. In the book, *Roots of Hope*, interviews with residents recounting details about the influx of Italian/Sicilian immigrants in the 1920s and the resulting business relations in the neighborhood. Both African American and Italian businesses thrived and often worked together (Hendry and Edwards 2009:64-65). Many of the buildings recounted in the oral histories are still standing in the proposed OSBRHD.

Overall, the neighborhood is intact as observed during fieldwork and noted by SHPO in correspondence (Sanders 2018a). There are commercial corridors with surrounding residences and churches. The housing stock includes a diverse array of traditional vernacular architecture that reflects the culture of the community. There are rows of shotgun houses and variations like double shotguns and camelbacks. Creole architecture, bungalows, minimal traditional cottages, and Tudor inspired cottages are also found throughout the proposed district. The neighborhood thrived until 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 a proposed historic district maintains architectural and cultural integrity. Most buildings have only been altered superficially.

FIGURE 2
EXCERPT FROM THE USGS BATON ROUGE WEST, LA 1:24,000 QUADRANGLE
SHOWING THE LOCATION OF THE PROPOSED OLD SOUTH BATON ROUGE
HISTORIC DISTRICT



Base map comprised of ESRI World Imagery Maps dated June 2013.

OSBR is a historically African-American neighborhood that developed post-Civil War and prospered until the mid-twentieth century, despite the difficulties of Reconstruction, the Great Depression, the World Wars, and the Jim Crow era. The neighborhood continued to thrive with an influx of Italian immigrants in the 1920s. While the area has suffered economically since the mid-twentieth century, in recent years many joint efforts between the city, state, residents, LSU, and social groups have pushed for revitalization. The current condition of the neighborhood and the architectural character reflects these patterns of history and culture.

There are multiple buildings within the project's APE that are considered contributing elements to the proposed district. Adverse effects are anticipated for 11 of these buildings, which are shown on **Figure 3** and described below. The adverse effects may include the purchase and removal and/or demolition of the buildings. Removal and/or demolition of the contributing elements constitute an adverse effect to the proposed historic district.

FIGURE 3
EXCERPT OF THE 2010 GOHSEP EAST BATON ROUGE LA
DIGITAL ORTHOPHOTO QUARTER-QUARTER QUADRANGLE DEPICTING
THE 11 4F PROPERTIES LOCATED WITHIN THE PROPOSED OLD SOUTH BATON
ROUGE HISTORIC DISTRICT





Photo 1
Leo's Service Market at 945 East Blvd. (17-01380)

3.1.1 Leo's Service Market (17-01380)

This commercial building at 945 East Blvd. has an irregular footprint and elements of the Modern style (Photo 1). The footprint would be rectangular except the northeast corner has been removed and replaced with a diagonal 42.47 ft (12.9) elevation. Therefore, the building has five sides, with one very short elevation at the northwest corner being only 6 ft (1.85 m). This shape indicates that the building was constructed with the ROW of I-10 in mind. The longer diagonal elevation at the northeast corner is parallel with the interstate. The building was constructed by builder Martrain Builders, Inc. in 1961. The building is a contributing element to the proposed OSBRHD but is not considered individually eligible for the NRHP.



Photo 2
1006 Julia St. (17-01412)

3.1.2 1006 Julia St (17-01412)

The shotgun house at 1006 Julia St. creates a row of three similar shotguns with 1002 and 1004 Julia St. The house has a gable front roof and an integrated full width porch supported by square wood posts (Photo 2). The single façade window is double hung, as is the single window on the east side elevation. Resting on brick piers, the wood frame house is clad in weatherboard, which is painted yellow. The front steps are concrete with bricked edges and a wood handrail. The front porch is concrete with a brick base. An older wood screen door conceals the main door, which appears to be a replacement panel. Exposed rafter tails are visible at the eaves and a wood attic vent is centered at the gable peak. It was constructed between 1923 and 1947 according to historic maps, which is consistent with its form and materials. The residence is a contributing element to the proposed OSBRHD but is not considered individually eligible for the NRHP.



Photo 3
Bell's Tire Shop at 1026 E. Washington St. (17-02081)

3.1.3 Bell's Tire Shop (17-02081)

Bell's Tire Shop, at the corner of E. Washington St. and Kentucky St., is a mid-twentieth century automotive related commercial building with an office/storefront and a large, three-bay garage attached. The building was constructed in 1961 in a version of the Modern style. The storefront/office portion is covered in plywood and has a small Googie style cantilevered flat roof angling upward and out toward the parking lot (Photo 3). It is supported by metal posts and shelters a small porch. The garage portion has a flat roof with a parapet wall that is hand painted with "Bell's Tire Shop" and pictures of tires. Originally, the building was 'Marcelle's Esso Service Station' and a concrete island in the middle of the concrete parking lot suggests the location of the gas pumps. The building is a contributing element to the proposed OSBRHD but is not considered individually eligible for the NRHP.



Photo 4
1839 Kentucky St. (17-02101)

3.1.4 1839 Kentucky St. (17-02101)

The wood frame cottage at 1839 Kentucky St. has a side gable roof and a small front gable portico supported by wood posts at the entryway (Photo 4). It is clad in weatherboard which has been painted gray. The windows are vinyl siding replacement with decorative pink shutters. The house rests on brick piers, also painted pink, with lattice skirting. The front door is a screened replacement. The cottage was constructed between 1923 and 1947 according to historic maps, which is consistent with its form and materials. The residence is a contributing element to the proposed OSBRHD but is not considered individually eligible for the NRHP.



Photo 5
996 Terrace St. (17-02146)

3.1.5 996 Terrace St. (17-02146)

The residence at 996 Terrace St. is a Baton Rouge bungalow displaying the Craftsman style (Photo 5). It was probably constructed between 1916 and 1923. The house has a wide façade and moderately pitched roof with a recessed partial width integrated porch. Craftsman details are apparent in the brackets, wood gable vent, and square columns with brick bases supporting the porch. The house is clad in weatherboard, which has white paint partially removed and unfinished patches of pink paint. Some façade windows are boarded; the windows on the side elevation are screened. A tarp partially covers the roof and a brick chimney is visible off center on the slope. The foundation piers are concrete block. The bungalow is a contributing element to the proposed OSBRHD but is not considered individually eligible for the NRHP.



Photo 6
944 Maximillian St. (17-02175)

3.1.6 944 Maximillian St. (17-02175)

The residence at 944 Maximillian is a large, two-story vernacular cottage clad in asbestos siding (Photo 6). It has a side gable roof with gable front projection on the façade. A hipped roof partial width porch attaches below the roofline and extends from the projection across the façade. It is screened in and supported by square wood columns. A dormer with an awning is centered above the porch. The house rests on both brick and concrete foundation piers. Wood vents are in the side gables. The house is three rooms wide and three rooms deep with an added one-story addition at the rear. The house has no definitive style, although the dormers and gable front projection hint at a vernacular restrained Queen Anne form. The house was probably constructed around 1916 and exemplifies a vernacular or “folk” house type. The cottage is a contributing element to the proposed OSBRHD but is not considered individually eligible for the NRHP.



Photo 7
1010 Julia St. (17-02182)

3.1.7 1010 Julia St. (17-02182)

This cottage is vernacular and does not meet any standard form. It has elements of the minimal traditional cottage in the stripped-down appearance and short eaves, but also has a low-pitched roof, which was becoming more popular during the mid-twentieth century. It has a front gable roof with a screened partially glazed replacement front door and a stoop on the façade. A panel door and a small attached wood porch are on the east elevation of the structure. The porch is akin to a deck with a balustrade, as there is no porch roof. The windows are metal sliding and the house is clad in light green asbestos siding (Photo 7). The house rests on piers and has metal roof. It has no stylistic details. It was built in 1961 by Boeker Construction. The residence is a contributing element to the proposed OSBRHD but is not considered individually eligible for the NRHP.



Photo 8
943 Maximillian St. (17-01159)

3.1.8 943 Maximillian St. (17-01159)

The residence at 943 Maximillian St. is an example of the Baton Rouge Bungalow with Craftsman style. Compared to the surrounding residences, this house is considered high style. The gable front house is clad in wood siding, which has been painted white. The porch is supported by four double sets of square columns with large square brick bases. While the brick bases reach the ground, the porch floor is only partial width and is accessible by wood steps (Photo 8). Exposed rafter tails are visible in the eaves and some 4/1 double hung wood windows are evident. The house rests on concrete pylon piers. It was constructed between 1923 and 1951 according to historic maps. The bungalow is a contributing element to the proposed OSBRHD but is not considered individually eligible for the NRHP.



Photo 9
1852 Kentucky Street (17-02100)

3.1.9 1851 Kentucky St. (17-02100)

This shotgun house has a gable front roof and a screened-in, full-width integrated front porch (Photo 9). The foundation piers are both concrete block and brick piers with lattice skirting at the front. The roof is covered with metal. The exterior is clad in white painted weatherboard and the gable is clad in tan asbestos siding. It was constructed between 1923 and 1947 according to historic maps, which is consistent with its form and materials (Sanborn 1923 and 1923-47). It is within a row of three similar shotguns, including 1855 and 1859 Kentucky. Despite some superficial alterations, the house maintains historic integrity. The house is a contributing element to the proposed OSBRHD but is not considered individually eligible for the NRHP.



Photo 10
1666 Braddock St. at the corner of Lettsworth St.
and Braddock St. (17-02057)

3.1.10 1666 Braddock St. (17-02057)

This is an abandoned residence at the corner of Braddock and Lettsworth streets. The two-story building has a large boxy appearance with a square footprint and a low-pitched hipped roof with deep eaves, exposed raftertails, and centered hipped dormers, which display some deterioration (Photo 10). Thick masonry columns support a flat roof front porch, which is attached asymmetrically at the façade. The exterior is masonry with diamond details on the façade, but the first story and porch supports are covered with stucco. A one-story full-width rear addition is also clad with stucco and has a hipped roof with exposed rafter tails. The form is known as the American Foursquare, sometimes called the Prairie Box. This form is associated with Prairie style architecture but sometimes has ornamentation from other styles. Based on historic maps, the house likely was constructed about 1925. The house is a contributing element to the proposed OSBRHD but is not considered individually eligible for the NRHP.



Photo 11
1704 Braddock St. (17-02056)

3.1.11 1704 Braddock St. (17-02056)

The residence at 1704 Braddock St. 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 (Photo 11). It has elements of the ranch house in the horizontal appearance created by the low exterior walls, shallow pitch hipped roof with deep eaves, sliding windows close to the eaves, and large picture on the façade. However, the deep half width porch created by one room being pushed forward and the exterior entry to this room being adjacent to the front entry is reminiscent of the local Baton Rouge Bungalow form. Additionally, the façade is on the shorter side of the rectangular footprint more like a bungalow. Typically, a ranch house has the façade on the longer, horizontal elevation. The house's exterior is composed of concrete masonry units or blocks, commonly referred to as CMU, which is more likely to be found in a ranch style house than a bungalow. The house is a contributing element to the proposed OSBRHD but is not considered individually eligible for the NRHP.

3.2 Proposed Hundred Oaks Residential Historic District (HOHD)

The HOHD is a proposed district that lies north of I-10 and east of I-110 (**Figure 4**). The district encompasses about 0.32 mi². 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 proposed HOHD that are predicted to be adversely affected by the proposed project (**Figure 5**). The adverse effects may include the purchase and removal and/or demolition of the buildings. Removal and/or demolition of the contributing elements constitute an adverse effect to the proposed district.

FIGURE 4
EXCERPT FROM THE USGS *BATON ROUGE EAST, LA* 1:24,000 QUADRANGLE
SHOWING THE LOCATION OF THE PROPOSED HOHD AND PERKINS ROAD
OVERPASS MULTIPLE PROPERTY SUBMISSION (PROMPS)

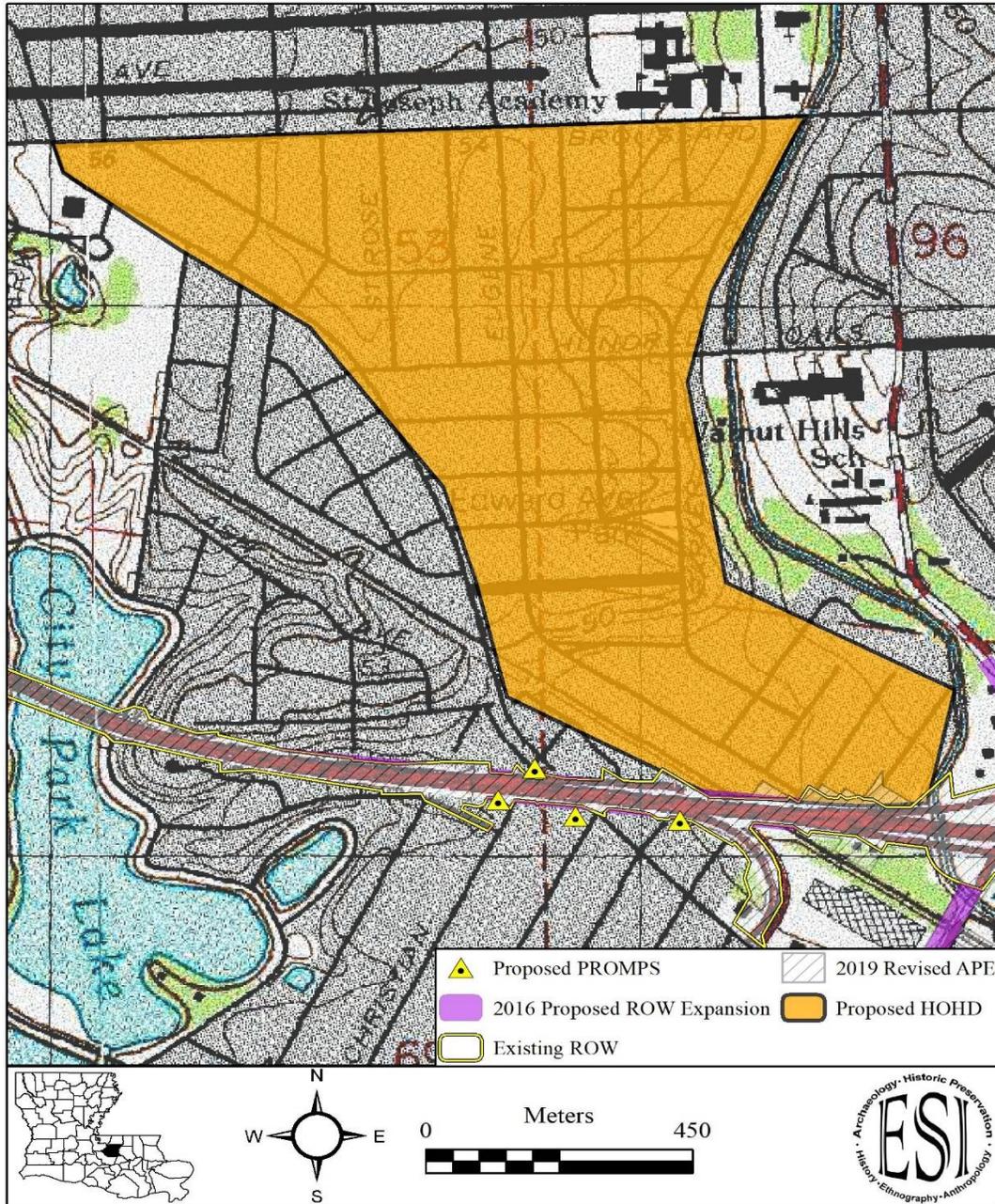


Figure 4. Excerpt from the USGS *Baton Rouge East, LA* 1:24,000 quadrangle showing the location of the Proposed HOHD and the Proposed PROMPS.

FIGURE 5
EXCERPT OF THE 2010 GOHSEP EAST BATON ROUGE, LA DIGITAL ORTHOPHOTO QUARTER-QUARTER
QUADRANGLE DEPICTING FOUR 4F PROPERTIES LOCATED WITH THE PROPOSED HOHD AND TWO
PROPERTIES WITHIN THE PROMPS

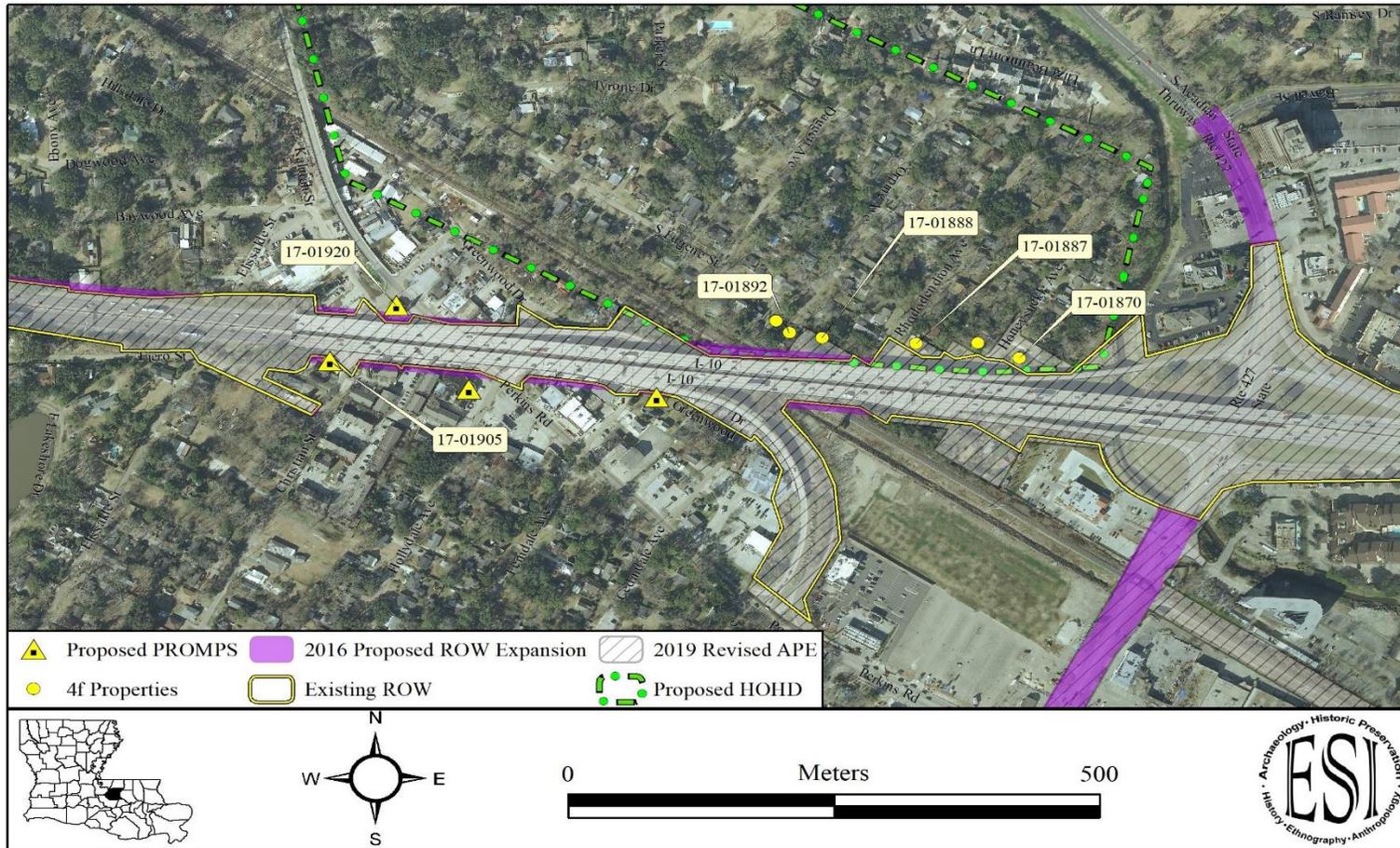


Figure 5. Excerpt of the 2010 GOHSEP *East Baton Rouge, LA* Digital Orthophoto Quarter-Quarter Quadrangle depicting 4 4f properties located within the Proposed HOHD and 2 properties within the Proposed PROMPS.



Photo 12
2547 Honeysuckle Ave. (17-01870)

3.2.1 2547 Honeysuckle Ave. (17-01870)

This residential structure has a steeply pitched, almost pyramidal, hip roof with a gable front projection featuring a double hung wood window (Photo 12). The partial width porch has a flat attached metal roof supported by square posts. The exterior is clad in weatherboard that is painted yellow and the roof is clad in asphalt shingles. The foundation piers are brick. While not a pure Craftsman bungalow, the house has a vernacular bungalow type form. It has a square footprint with a deep porch and exposed rafter tails are in the eaves. Double sets of double hung wood windows are the side elevations and the front door is a replacement glazed panel. The bungalow was likely built in the late 1940s. The house is a contributing element to the proposed HOHD but is not considered individually eligible for the NRHP.



Photo 13
2567 Rhododendron Ave. (17-01887)

3.2.2 2567 Rhododendron Ave. (17-01887)

This early ranch home 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 exterior is clad in gray asbestos siding (Photo 13). The roof has deep overhanging eaves and is covered with asphalt shingles. The windows, including an oversized window on the façade that may have been a picture window originally, have been replaced with vinyl sliding windows. The front entry is a modern replacement panel door with a half round light. A flat roof carport is attached to the east side of the façade and is offset to the east. A driveway leads to it and an adjacent sidewalk leads to the front door. It was constructed by Prescott and Albert Construction in 1952. The residence is a contributing element to the proposed HOHD but is not considered individually eligible for the NRHP.



Photo 14
3218 S. Eugene St. (17-01888)

3.2.3 3218 S. Eugene St. (17-01888)

This minimal traditional cottage has a side gable roof with a gable front projection and a partial width integrated front porch (Photo 14). The roof has very close eaves and is clad in metal, while the exterior is clad in vinyl siding. The house has no definitive style, but there are decorative elements in the Tuscan columns at the porch and scalloped details in the gable. Windows are flanked with decorative dark green shutters. The front door is a modern replacement. The house is painted a warm bright coral pink color. A small attached garage sits recessed at the west elevation with a driveway leading to it. The date of construction is ca. 1950-1970. The cottage is a contributing element to the proposed HOHD but is not considered individually eligible for the NRHP.



Photo 15
3154 S. Eugene St. (17-01892)

3.2.4 3154 S. Eugene St. (17-01892)

This minimal traditional cottage has a side gable roof and a partial width integrated front porch with two square post supports (Photo 15). The roof has very shallow eaves and is clad in asphalt shingles, while the exterior of the cottage is clad in weatherboard which has been painted white. The front door is a modern replacement. Two double sets of windows are on the façade. One set of replacement sliding windows is located to the west of the front door and one set of double hung wooden windows is to the east of the front door. The windows are situated near the corner of the façade, which is uncommon and suggests an alteration. This cottage was constructed in about 1950. The cottage is a contributing element to the proposed HOHD but is not considered individually eligible for the NRHP.

3.3 Proposed 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 an MPS would convey the patterns of local history in the area's commercial and suburban development. The Perkins Road Overpass area is mainly a commercial strip with businesses fronting Perkins Rd. and residential buildings on the blocks behind them or side streets. The land was initially part of Richland Plantation but was subdivided and quickly developed between 1920 and 1950. It was incorporated into Baton Rouge in 1949 and continued to grow. The area became well known for its locally owned shops, grocery stores, pharmacies, restaurants, and night clubs with live music. The popularity of the area continued after the construction of the interstate over Perkins Road and the area is still a

busy urban center. 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 proposed 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 well outside of the APE and will not be affected by the proposed project. Adverse effects are anticipated for two of the buildings that are considered part of the proposed PROMPS (Photos 16 and 17). The adverse effects may include the purchase and removal and/or demolition of the buildings. Removal and/or demolition of the contributing elements constitute an adverse effect on the proposed MPS.



Photo 16
Fresh Salon at 2265 Christian St. (17-01905)

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

Fresh Salon is an irregular shaped pentagonal building adjacent to a raised portion of I-10 (Photo 16). It is a mid-twentieth-century modern style building. The mid-twentieth-century modern style is evident in the flat roof, cantilever awning sheltering the entryway, and painted CMU exterior. CMU constructed built-in planters, popular in mid-twentieth-century design, are to the right of entryway. The glazed metal commercial front door is off center, flanked on the left by four large fixed horizontal panes of metal windows. Several narrow, fixed glass windows dot the elevations. The front of the building is gray, while a bright floral mural covers the north elevation. It is possible that the irregular shape of this building, and other irregular shaped buildings near the interstate, is due to the structure being planned around the footprint and ROW of I-10. The angle of the northwest elevation is parallel to the diagonal angle of the interstate. Estimated construction date for the building is 1950-55. It is not individually eligible for the NRHP.



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

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

Overpass Merchant is a remodeled ca. 1940s brick commercial building that now houses a restaurant (Photo 17). The building has a flat roof and decorative parapet, stucco exterior, and new windows and doors at the façade. The parapet wall has 'S. Scimeca' in the middle. The building is an example of 1940s commercial architecture and accurately embodies the period of significance of the proposed PROMPS. There is a rear addition that is not original to the building. The exterior of this added portion is clad in metal, in contrast to the stucco of the original building. It has a flat metal covered roof about a half story lower than the original building. The addition does not appear on any historic maps and the materials suggest it is modern. Therefore, this portion of the building is not considered to be part of the historic materials nor have historic integrity. It is not individually eligible for the NRHP.

4.0 ALTERNATIVES ANALYSIS

4.1 Section 4(f) Use

As noted above, the proposed action could require the acquisition and removal of the 17 above-described structures which are contributing elements of two proposed historic districts and one multi property submission, Section 4(f) properties. The removal of any of the contributing elements is considered a Use per 23 CFR 774.17(1). The proposed action will require the acquisition and removal of one or more of the contributing elements for the proposed OSBRHD, HOHD, and PROMPS as described above and in **Table 2**.

4.2 Avoidance Alternatives Analysis

During the Feasibility Stage, traffic analysis and engineering data were used to identify structural and operational deficiencies, resulting in the development of 71 alternatives (for I-10 and associated interchanges). A Tier 1 analysis was utilized to evaluate the alternatives against factors including traffic operations, safety, required ROW, environmental and social impacts, cost, and construction factors. The only mainline alternative to pass through the Tier 1 analysis into the Planning and Environmental Study (the EA) was to add one travel lane in each direction, which is the proposed action. Chapter 2 of the EA discusses alternatives considered for the proposed action.

There are no avoidance alternatives that meet the project purpose and need. The avoidance alternatives included:

- a. The No-build Alternative involves taking no immediate action to resolve congestion or improve traffic flow on the I-10 corridor through the Baton Rouge metropolitan area. 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. The No-build Alternative would not meet the purpose and need to reduce congestion and improve traffic flow throughout the I-10 corridor.
- b. The movable barrier alternative provides for a concrete barrier system that can be moved via a “zipper” machine to create additional travel lanes in either direction during periods of high traffic congestion. This alternative would avoid the use of all Section 4f properties. Regardless of avoiding impact to the properties and historic districts, this alternative does not meet the purpose and need. First, it would require joining the eastbound and westbound I-10 lanes in locations where they are on separate structures, which would result in selective implementation or the need to join the two sections of freeway. Second, if only considered on the MRB, traffic volumes would have to be higher in one direction to match the number of lanes to be reversed. This does not work during the evening because traffic volumes are balanced (I-10 Corridor Improvements Stage 0 Feasibility Study, 2016).

**TABLE 2
SECTION 4(F) PROPERTIES AND PROPOSED USE**

Section 4(f) Property			Proposed Use
LHRI #	Name	Address	
Proposed OSBRHD			Acquisition and removal of contributing elements
17-01159		943 Maximillian St.	Acquire and move or demolish
17-01370	Leo's Service Market	945 East Blvd.	Acquire and demolish
17-01412		1006 Julia St.	Acquire and move or demolish
17-02057		1666 Braddock St	Alter access and resale or demolish ¹
17-02056		1704 Braddock St	Alter access and resale ¹
17-02081	Bell's Tire Shop	1026 E. Washington St.	Acquire and demolish
17-02100		1851 Kentucky St.	Acquire and move or demolish
17-02101		1839 Kentucky St.	Acquire and move or demolish
17-02146		996 Terrace St.	Acquire and move or demolish
17-02175		944 Maximillian St.	Acquire and move or demolish
17-02182		1010 Julia St.	Acquire and move or demolish
Proposed PROMPS			Acquisition and removal of 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
Proposed HOHD²			Acquisition and removal of contributing elements
17-01870		2547 Honeysuckle Ave.	Acquire and move or demolish
17-01887		2567 Rhododendron Ave.	Acquire and move or demolish
17-01888		3218 S Eugene St.	Acquire and move or demolish
17-01892		3154 S Eugene St.	Acquire and move or demolish

¹ The property is affected by Control of Access restrictions, meaning that the current driveway access to these properties from Braddock Street will not be available. New access to the properties is proposed that would allow the residences to remain and/or remain and be resold or be demolished.

² The proposed HOHD is lacking in available lots on which to move existing structures. It is likely that only one of the four affected structures could be moved within the district, the others would be demolished.

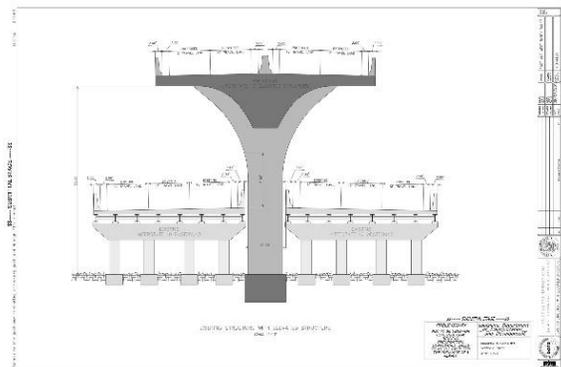
- c. The direct connection to I-10 from LA 1/LA 30 involves the construction a new MRB crossing at one of five locations that would connect LA 1 to LA 30. This alternative affects West Baton Rouge Parish and East Baton Rouge Parish south of the urban center, avoiding the historic districts and propertied affected by the proposed action. Traffic analysis was conducted for this alternative to assess the impact of a new bridge on existing I-10 traffic operations. According to the traffic study, daily traffic volumes [vehicles per day (VPD)] in 2032 on the I-10 MRB would be reduced by 10 to 13 percent during peak traffic hours depending on the location of the new bridge (Traffic Report, LA 1 to LA 30 Connector, 2016). The report concluded that a new bridge crossing, in the absence of any other I-10 improvements, would not improve traffic in the corridor to better than existing conditions by the 2032 design year, thus, it does not meet the purpose and need.
- d. The Baton Rouge Loop (BR Loop) alternative involves the construction of a loop around Baton Rouge that could utilize multiple corridors affecting a five-parish region: East and West Baton Rouge, Livingston, Ascension, and Iberville Parishes. The BR Loop alternative avoids impact to the urban center of Baton Rouge, and; therefore, avoids impact to the historic districts and propertied affected by the proposed action. 2032 traffic volumes on I-10 at the MRB would see a reduction of VPD of approximately 24 percent with the BR Loop operational and a four percent reduction between College and the I-10/I-12 split. The BR Loop project does not meet the purpose and need since it would not reduce 2032 demand to less than 2014 traffic volumes, which does not provide relief from existing congestion.

4.3 Minimization Measures

In the absence of a feasible and prudent avoidance alternative, measures to minimize harm must be identified, analyzed and incorporated into the alternatives.

Upon completion of the avoidance alternative analysis, the following build alternatives remained under consideration:

- a. Construction of a high pass considered a tolled multilane facility on structure above and predominantly in the median of existing I-10 (see below typical section for this type of structure). 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. This concept would avoid the proposed HOHD and the PROMPS but would have impacted the proposed



OSBRHD and the existing Beauregard Town Historic District (BTHD) when the high pass structure shifted to make the new Mississippi River crossing. Social impacts associated with this structure were noted as “extreme” in the Tier 1 analysis.

- b. Construction of a new bridge accommodating one directional traffic was considered. Under this alternative, the existing MRB would convert to one directional traffic in the opposite direction. A concept layout for a new bridge is in Section 4.4.
- c. I-110 frontage roads to connect Government Street (Government) to Dalrymple were proposed in addition to adding a travel lane in each direction. This concept provides for utilizing existing infrastructure to the extent possible to provide frontage roads to carry traffic on at-grade roads between Government and Dalrymple rather than have that traffic on I-10. The 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. Required additional ROW from the existing BTHD and Eddie Robinson, Sr. historic district (ERSHD), the proposed OSBRHD, and Expressway Park would be required. It would avoid impact to the Perkins Road and Hundred Oaks areas. A concept drawing for this alternative is in Section 4.4.
- d. Construction of multiple additional travel lanes was considered. This alternative involved the addition of one or more travel lanes on eastbound and westbound I-10 including the MRB and would result in the need to modify multiple interchanges. On the west bank, the LA 415 and LA 1 interchanges would require modification. On the east bank, 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. There are no concept drawings for this alternative, as it is a combination of the new bridge and the proposed action, with additional impact at the interchanges at LA 415, LA 1, Highland Road, and I-110.
- e. The proposed action is to widen I-10 by the addition of one travel lane to both EB and WB I-10 from LA 415 to the I-10/I-12 split. The project also involves an auxiliary lane between LA 415 and LA 1 and addition/widening of shoulders to the MRB approach and LA 1 ramp on the west bank. On the east bank, modifications to the I-10 interchanges at Washington, Dalrymple, Perkins, Acadian, and College and the replacement of the Nairn overpass bridge are included. The proposed action was determined to be the least damaging of the alternatives considered. Layouts of the proposed action are shown throughout this document in multiple figures.

Interchange alternatives were also part of the analysis. Interchange alternatives included:

- a. Perkins. No alternative interchange concepts were studied for Perkins, since modification to the Acadian interchange would not be possible with the Perkins ramps in place. The only alternative for Perkins was the removal of the ramps.
- b. Acadian. Consideration of alternative interchange design (such as a diverging diamond, or single point urban interchange) that would result in removal of existing infrastructure would impact significantly more properties both in and out of the HOHD. Therefore, Acadian interchange design remains as it currently is, a diamond interchange with ramp modifications.
- c. Washington. Six alternatives were considered for the Washington interchange. Five of the Washington alternatives involved installing different interchange types (diamond, partial cloverleaf, cloverleaf, directional, etc.) and are not feasible due to their failure to meet design criteria. One of the Washington alternatives involved relocation of the exit for I-110 traffic. This alternative was removed and studied separately. The ongoing Terrace Street project is the evolution of this alternative from concept to construction.
- d. Dalrymple. Of the seven Dalrymple alternatives, five alternatives involved different interchange designs, all of which resulted in proximity violations or were unacceptable for traffic operations. These five alternatives are not prudent or feasible. The other two involved braided ramps and a direct access ramp. The split diamond interchange with braided ramps and a frontage road, would result in more ROW acquisition within the proposed OSBRHD than the direct access ramp alternative. The direct access ramp would have resulted in high view shed impacts as well as additional ROW acquisition affecting the proposed OSBRHD, City Park and properties on the east side of the City Park Lake. These alternatives are more harmful to Section 4f properties.
- e. Washington/Dalrymple. Two alternatives involved consolidating the Washington and Dalrymple interchanges into one split diamond interchange, one of the alternatives included braided ramps, the other did not. Braided ramps require more ROW and result in a greater number of property acquisitions within the proposed OSBRHD and East Polk Street Park. The preferred alternative is to consolidate Washington and Dalrymple into one interchange without braided ramps.

Under the Washington/Dalrymple consolidated interchange alternative, two intersection alternative types were considered for the intersections of Washington at Braddock and McCalop: signalized and roundabouts.

- i) The signalized intersection results in the acquisition of a linear strip of property along Washington westbound and closes access from Kentucky due to the new ramp. The signalized intersection requires additional lanes be added to Washington westbound and eastbound through the intersection and potentially all the way to Nicholson Road (see **Figure 6**). This would result in more acquisitions within the proposed OSBRHD. Traffic operation of the signalized intersection was determined not adequate to prevent backup on to the ramps without addition lanes added to Washington and necessitated the study of a roundabout(s).
- ii) 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, eliminating the need to acquire additional properties. The roundabouts are shown on **Figure 7**.

Methods to minimize impacts were applied to the above alternatives as applicable. Reduction of ROW through the urbanized area, including all the existing districts, proposed districts, and proposed multiple property listing, was considered and is documented in the I-10 Right-of-way Memorandum detailing ROW requirements for elevated sections, grade/ground sections, and sections with and without sound walls (see **Appendix A**). 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 proposed OSBRHD), where the existing edge of pavement was used as the marker for the 10 feet. Reducing the ROW requirement avoided impacting structures in existing historic districts as well.

The development of connector roads to allow continued access for properties in both the proposed OSBRHD and HOHD and/or the shifting of roads further minimized impacts to Section 4(f) properties (**Figures 8 and 9**). The connector road between Georgia and Kentucky allows residents to continue to have access within the proposed OSBRHD. Shifting South Eugene in the HOHD provided continued access for residents.

The use of roundabouts at Washington minimized acquisition along Washington to Nicholson through the proposed OSBRHD (see **Figure 7** for roundabout view). **Figure 6** depicts signalized ROW from I-10 to Nicholson Drive.

Decisions to widen to the inside where geometrically possible were also made to reduce the amount of additional ROW to be acquired. Widening to the inside through downtown Baton Rouge and confining the ramps to existing ROW to the extent possible reduced the need to acquire new ROW from within the ERSHD as well as the proposed OSBRHD (see **Figure 9**).

FIGURE 6
SIGNALIZED WASHINGTON INTERCHANGE CONCEPT

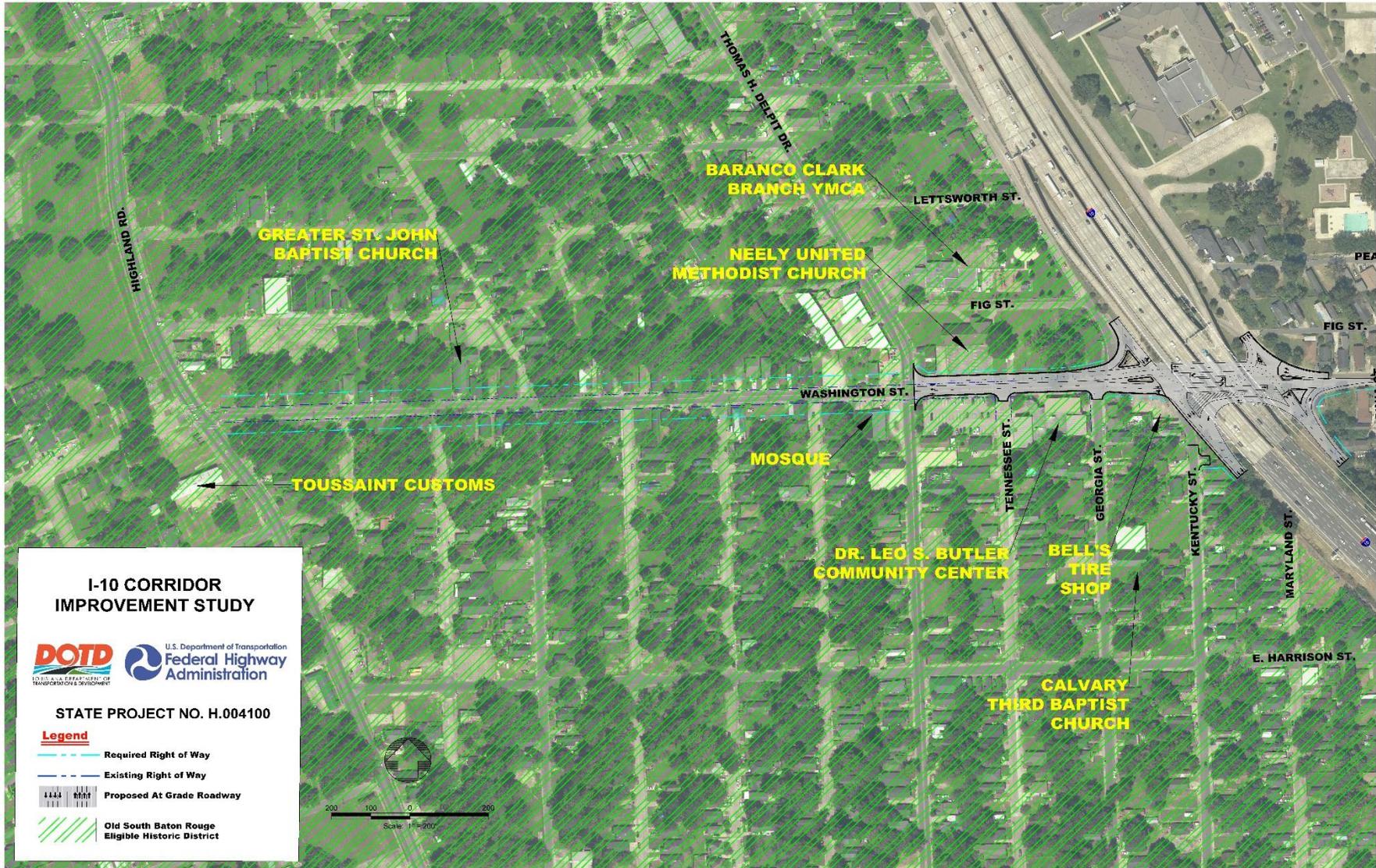


FIGURE 7
ROUNDBABOUTS AT WASHINGTON WITH NEW THRU STREET SHOWN

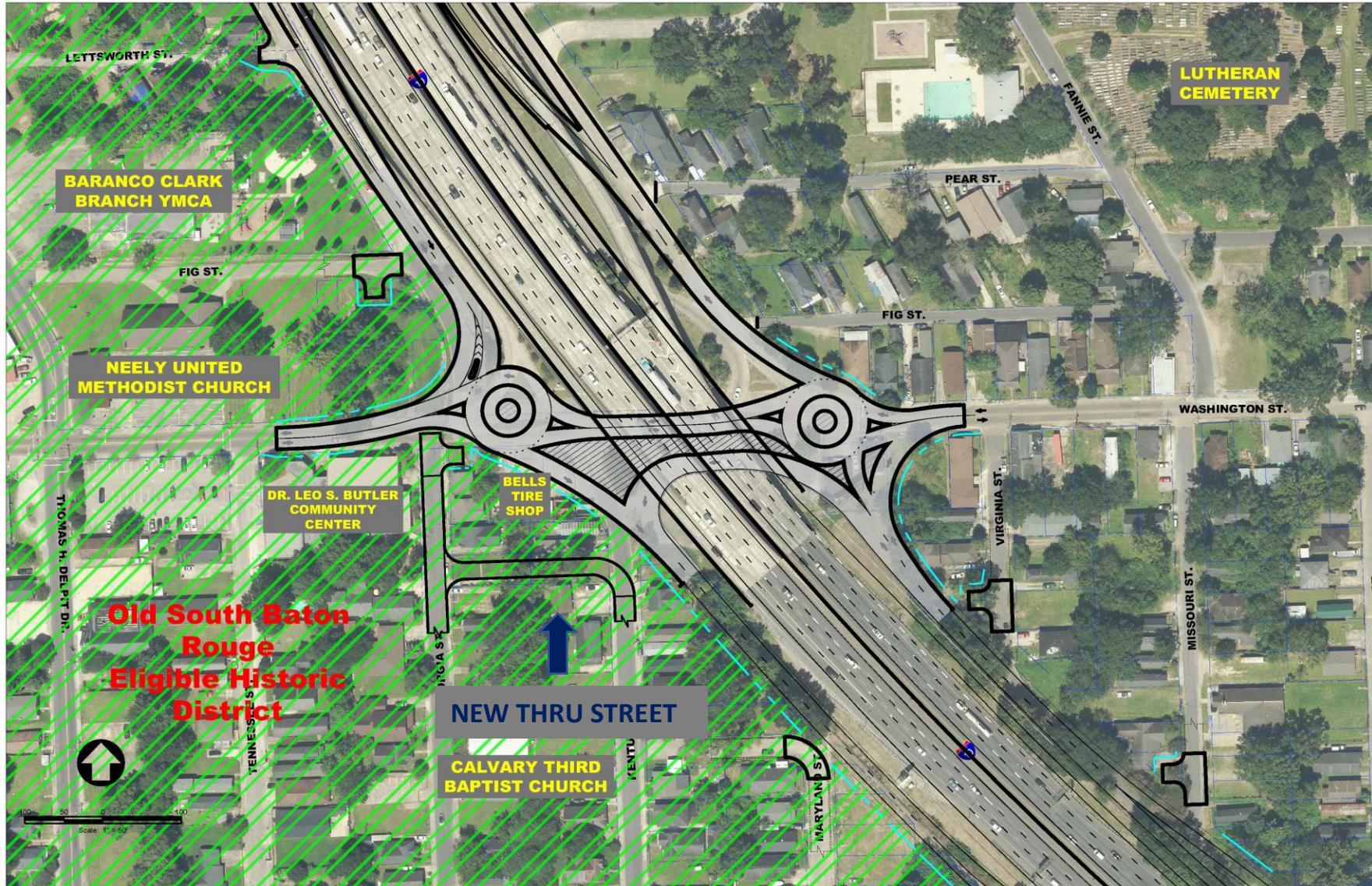


FIGURE 8
SHIFT OF SOUTH EUGENE STREET

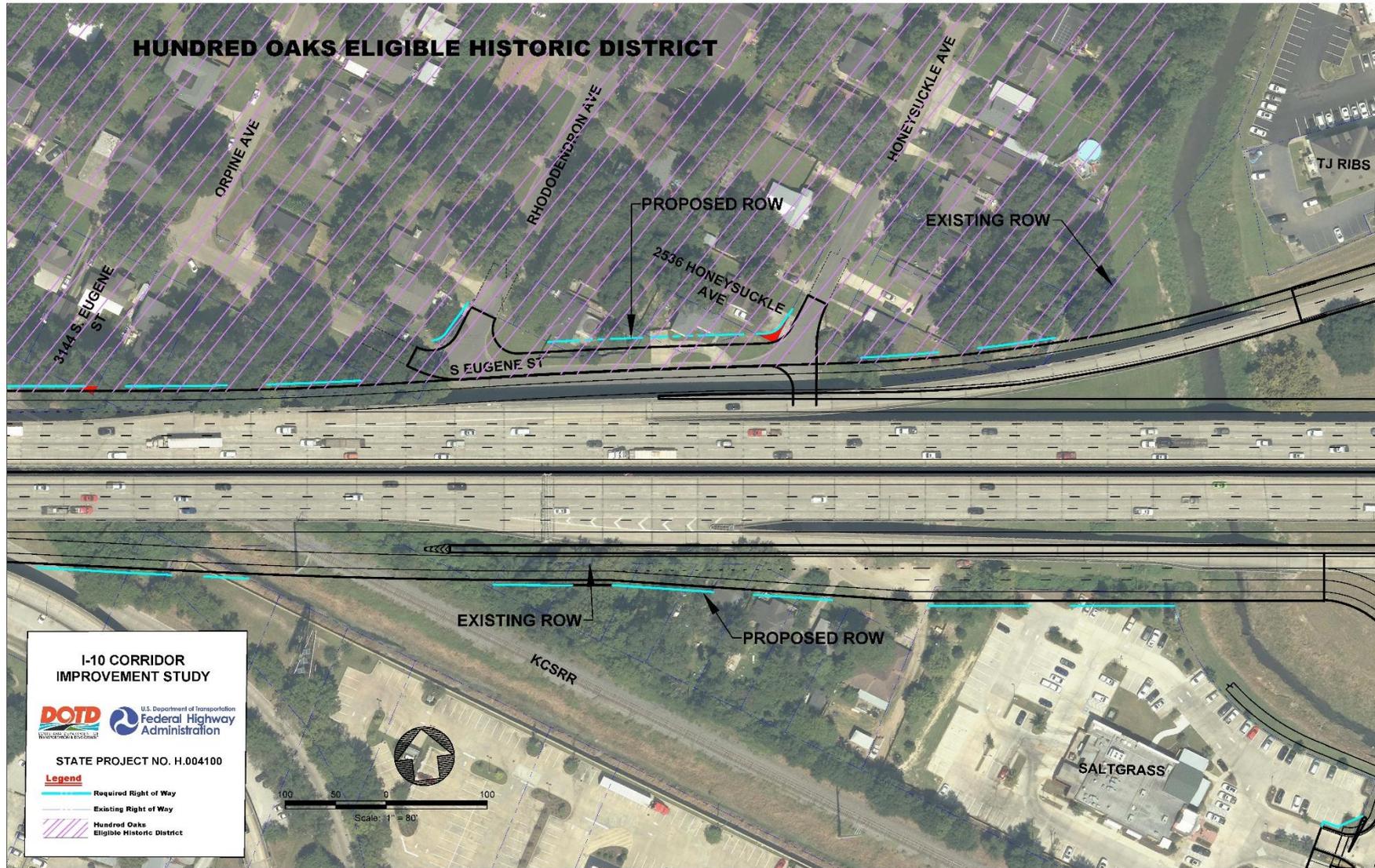
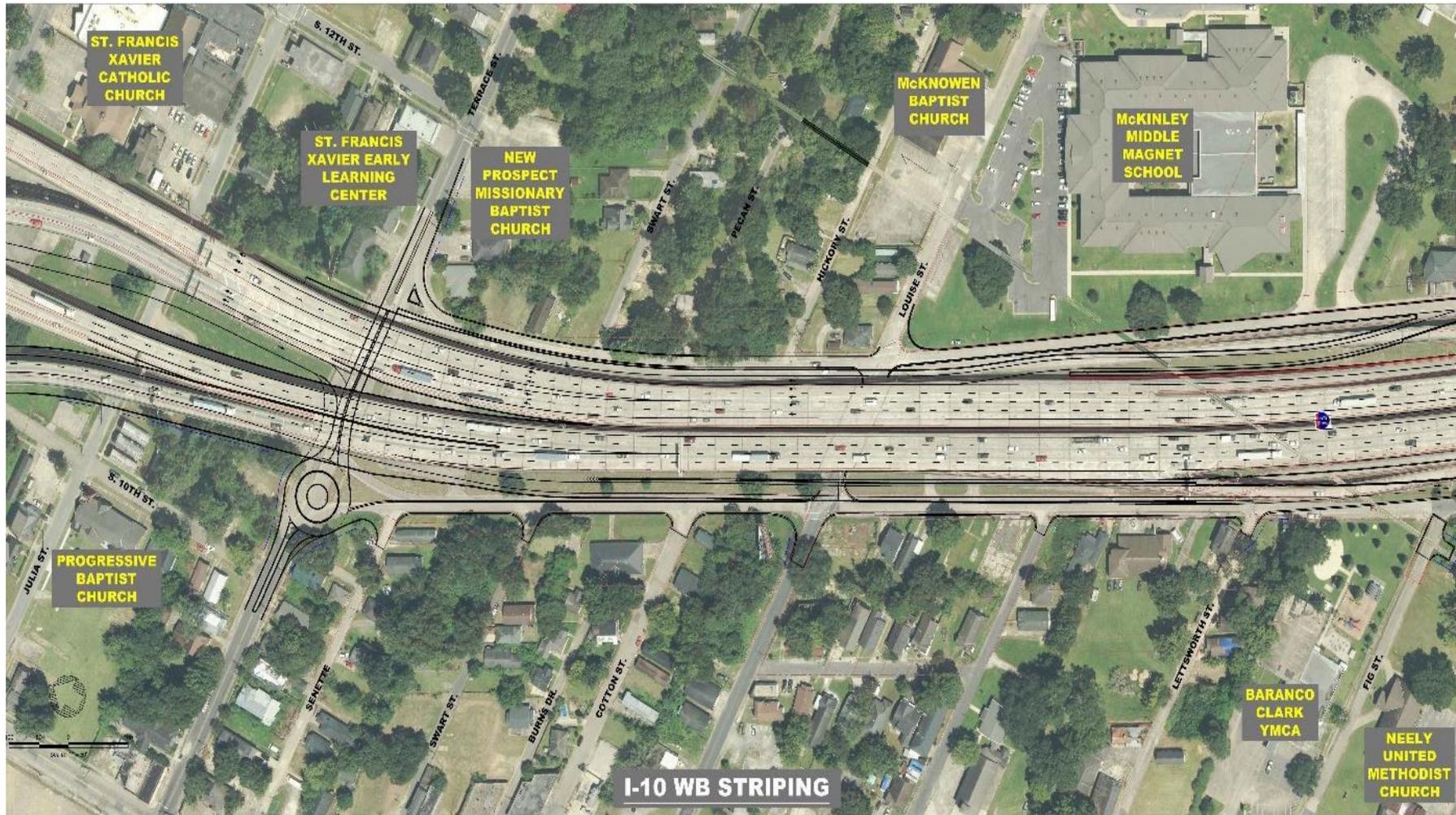
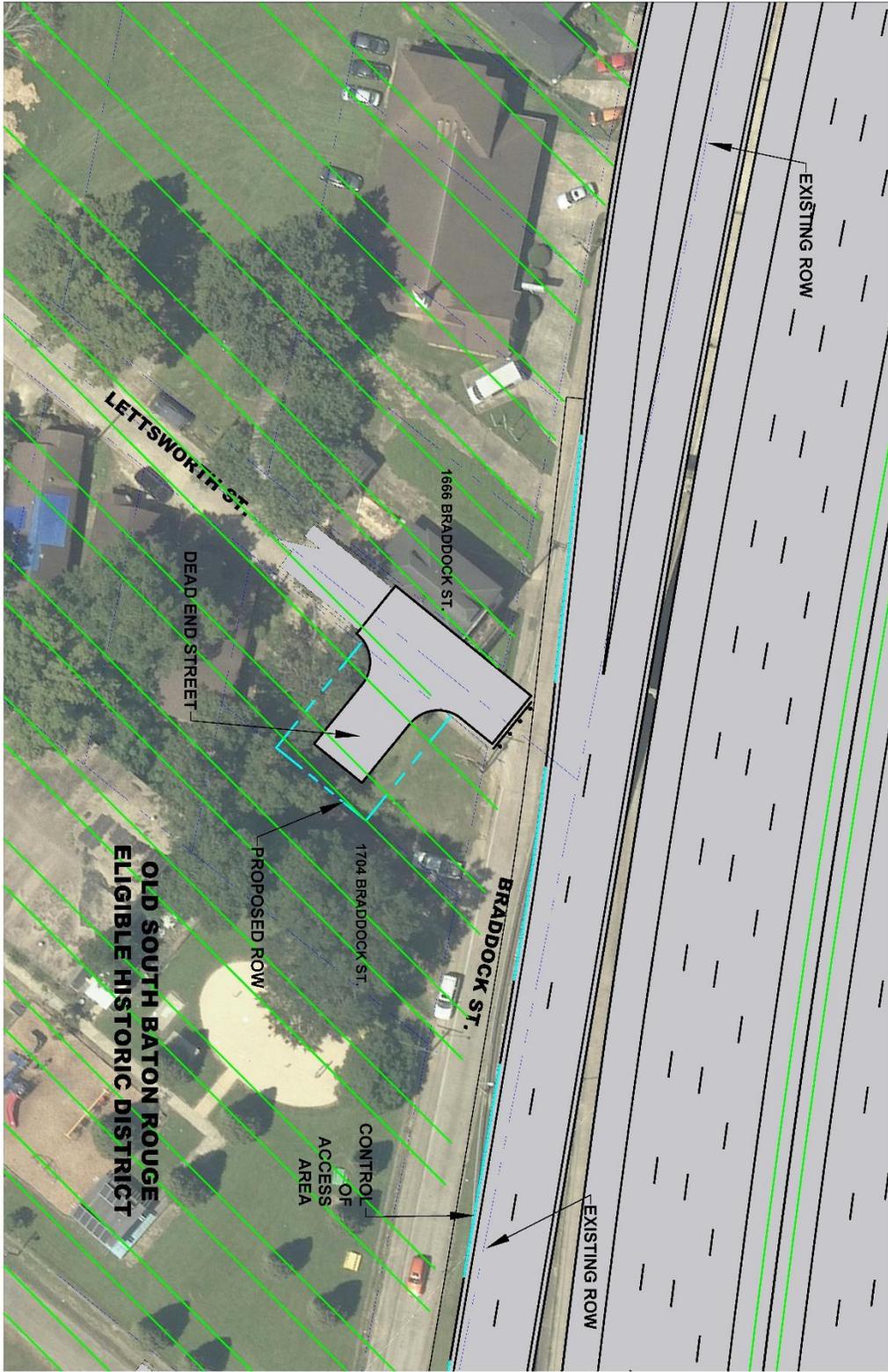


FIGURE 9
PROPOSED WIDENING NEAR I-10/I-110



Further reduction of impacts may be achieved with site specific agreements, during the ROW acquisition stage of the project. The main portion of the building occupied by Overpass Merchant (17-01920) may be able to remain if such an agreement could be negotiated. Two houses (17-02057 & 17-02056) along Braddock Street may not be acquired if alternative access can be negotiated with current owners. The two houses on Braddock Street will not be allowed access via existing driveways off Braddock Street under the project and new access from Lettsworth Street will be required. Should the owners decline new access, the properties will be acquired, access altered, and properties sold with new access (**Figure 10**).

FIGURE 10
TWO PROPERTIES ON BRADDOCK STREET IN CONTROL OF ACCESS AREA



4.4 Least Overall Harm Analysis

As shown above, there are no feasible alternatives that meet the project purpose and need and avoid impact to Section 4(f) properties in the proposed OSBRHD, HOHD, or PROMPS. 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 preliminary evaluation of least overall harm is presented below. Each of the alternatives is compared in terms of impacts to the proposed action, which has been determined to adversely affect 17 Section 4(f) properties.

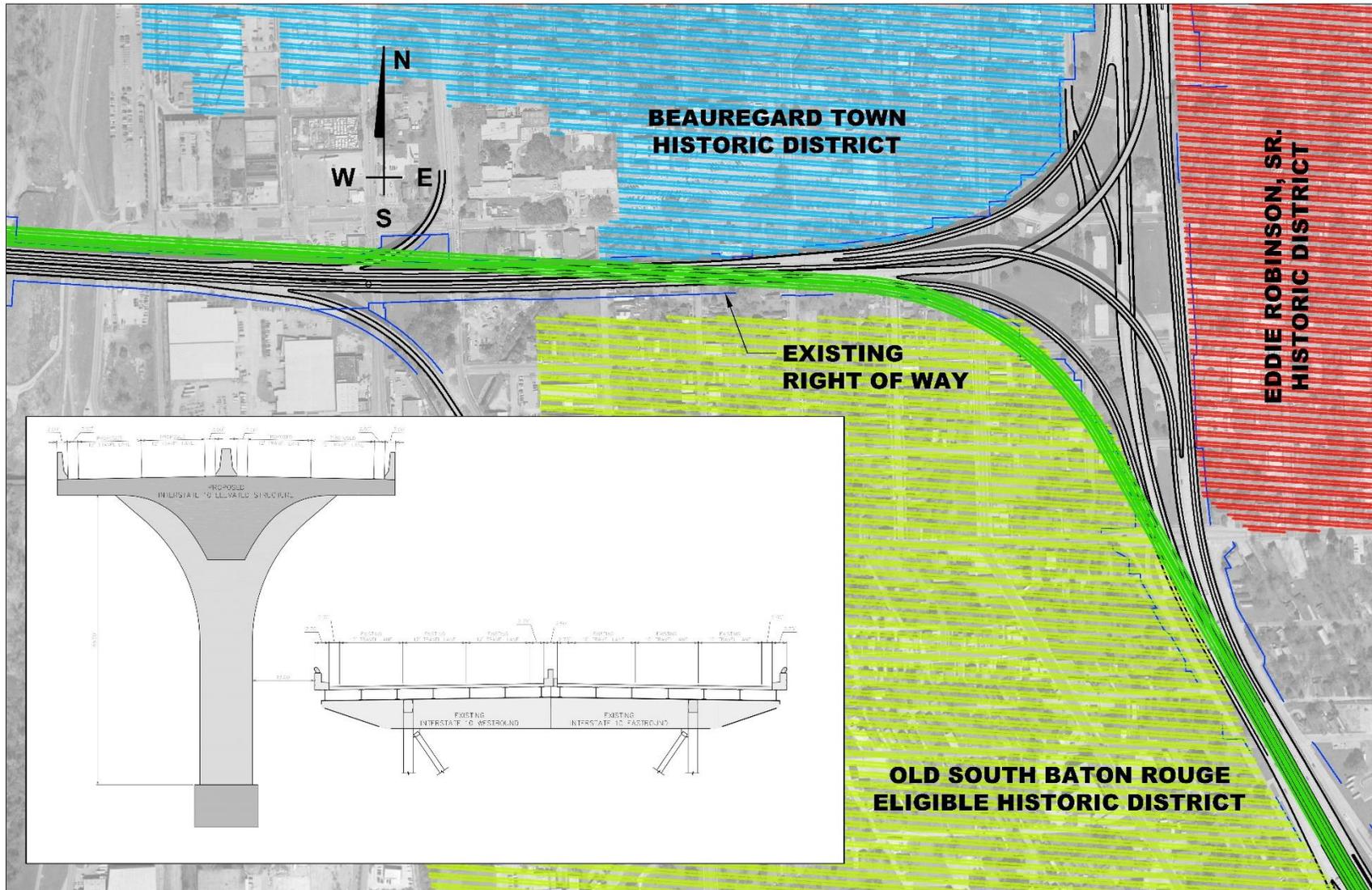
4.4.1 Alternatives

High Pass Alternative

Construction of the high pass alternative would result in the acquisition of additional 4f properties. The new structure cannot remain entirely within the ROW between the east and west bound I-10 structures or lanes (see **Figure 11**). As the structure was shown to cross over I-10 in the vicinity of Napoleon and St. Joseph Streets, it would have the potential to affect additional contributing elements to the proposed OSBRHD as well as historic structures and contributing elements of the BTHD. Twenty-seven contributing and/or historic structures/elements would be affected under this alternative, including New St. Luke Baptist and the Odell Williams African-American Museum. A new alignment would also have the potential to impact Progressive Baptist, an individually eligible historic church.

Impact Summary: High Pass – 27 structures and eligible historic churches
Proposed Action – 17 structures

FIGURE 11
HIGH PASS ALTERNATIVE CONCEPT LAYOUT



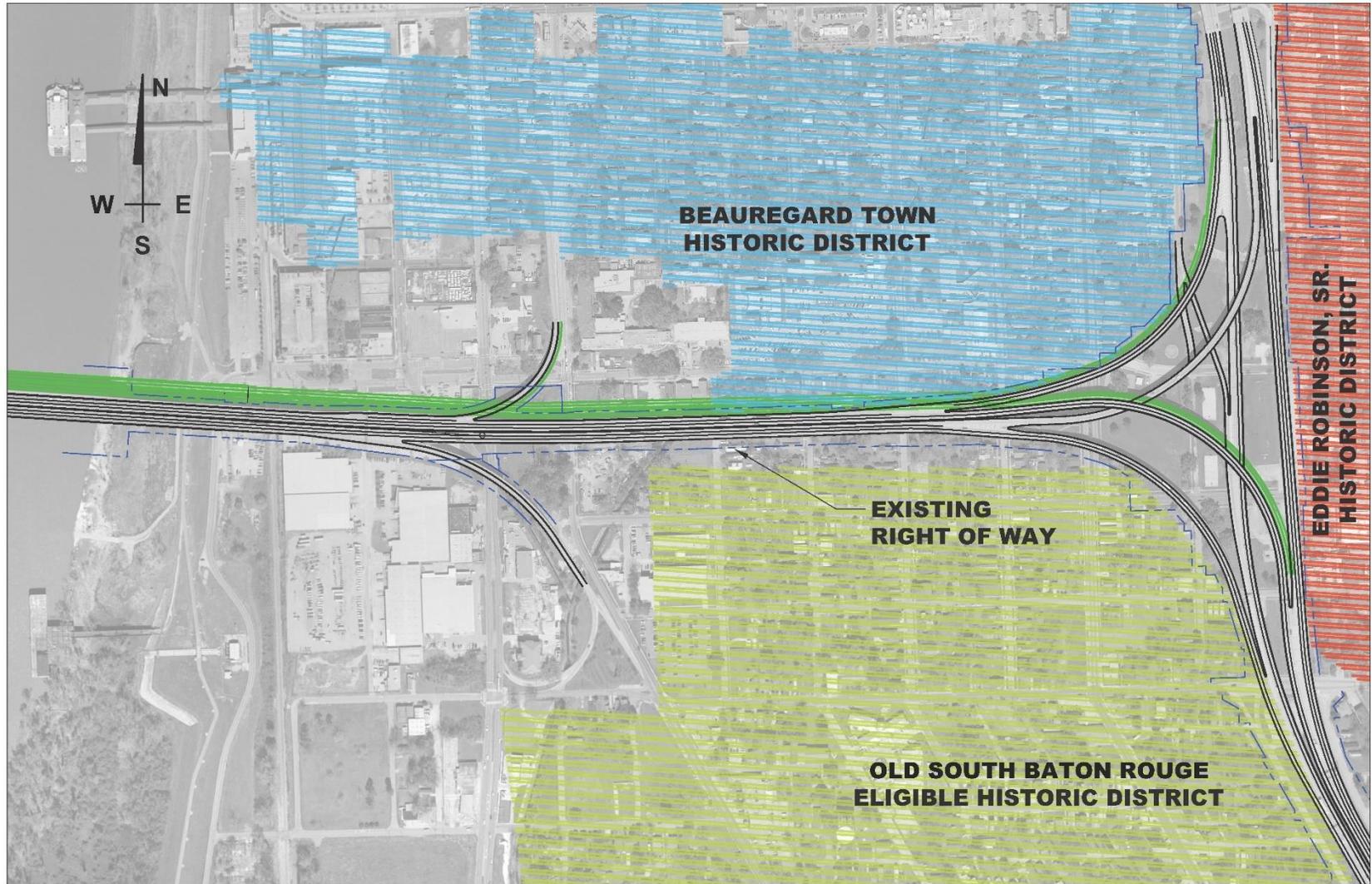
New Mississippi River Bridge Alternative

Constructing a new bridge over the Mississippi River adjacent to the existing bridge will increase the number of acquisitions in the proposed OSBRHD and the existing BTHD (**Figure 12**). A new bridge would result in additional acquisitions of contributing elements along the following streets: East Boulevard, South Boulevard, Maximillian Street., St. Joseph's Street, Napoleon Street, Royal Street, Street, Charles Street, and Monrovia Street. Impacts to Expressway Park would also be expected, the severity of which would depend on whether the bridge was constructed to the north or south of existing I-10. Historic St. Frances Xavier Church and School may also be impacted.

Approximately 36 historic structures and/or contributing elements, including Christian Bible College, in the BTHD would be expected to be acquired if the bridge were constructed to the north, and additional ROW from Expressway Park would be required, as shown in **Figure 12**. If the bridge were constructed to the south, approximately 23 structures would be expected to be acquired and more ROW from Expressway Park would be required than constructing the bridge to the north.

Impact Summary: New Bridge – 36 structures
 Proposed Action – 17 structures

**FIGURE 12
NEW MRB CONCEPT LAYOUT**



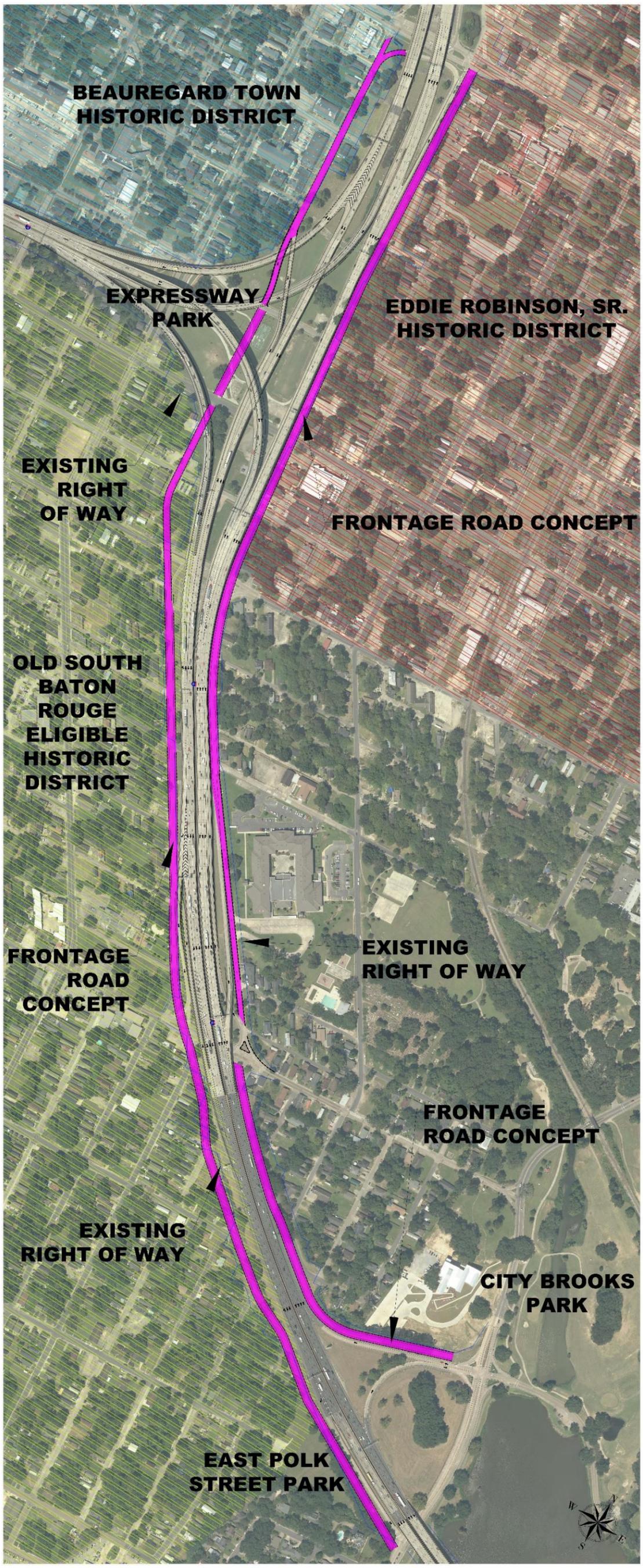
Frontage Road Alternative (Government to Dalrymple)

The concept of new frontage roads between Government and Dalrymple would also impact more Section 4(f) properties (see **Figure 13**). Required additional ROW from existing historic districts (BTHD and ERSHD) and the proposed OSBRHD would be acquired. Additionally, the frontage road on the west side would run directly through Expressway Park, segmenting this Section 4(f) park that provides basketball courts, a football field, play areas, green space, and trails. It would avoid impact to the Perkins Road and Hundred Oaks areas; however, at the expense of losing a large portion of Expressway Park, effects to East Polk Street Park, approximately 15 additional historic or eligible structures including historic St. Frances Xavier Church and School, and impacts to mobility in this historic neighborhood.

Impact Summary: Proposed Action plus Frontage Roads – 32 structures
Proposed Action – 17 structures

DRAFT

FIGURE 13
I-110 FRONTAGE ROADS CONCEPT LAYOUT



Multilane Alternative

The multilane concept would impact more Section 4(f) properties by virtue of widening the existing MRB and widening further into the proposed OSBRHD, BTHD, and EDSHD. While not considered in detail relative to how it would be constructed/accomplished, the additional lanes would be on both the eastbound and westbound I-10, resulting in impacts to BTHD, the proposed OSBRHD, and the ERSHD. Approximately 20 historic and contributing elements to these districts would be affected. No visualizations were created for this alternative, as it would be like the new MRB alternative coupled with the proposed action.

Impact Summary: Multilane – 37 structures
 Proposed Action – 17 structures

Proposed Action – One Travel Lane (in each direction)

The proposed action represents the alternative with the least overall harm. While it does affect 17 properties contributing to proposed historic districts eligible for the NRHP, the proposed action does not take property from Expressway Park, it does not impact individually eligible properties, and it does not impact historic churches or other area church structures or museums. Adding two travel lanes to I-10 along with shoulder, ramp, and interchange improvements does not segment any of the existing or proposed historic districts, rather the project strides the boundaries of the districts. The determination that the proposed action is the alternative with least overall harm is further supported in addressing the seven analysis factors (see also **Table 3** and the Programmatic Agreement located in **Appendix B**).

4.4.2 Analysis Factors

- 1) The ability to mitigate adverse impacts to each Section 4(f) property

The preferred alternative avoids all impacts to two NRHP districts: BTHD and ERSHD. Impacts to the proposed OSBRHD, HOHD, and PROMPS will be mitigated by following the measures detailed in the PA (Appendix B). Such measures include:

- a. Vibration monitoring before and during construction in accord with LA DOTD standards.
- b. The development and provision of historic contexts for the proposed OSBRHD, HOHD, and PROMPS

TABLE 3
LEAST OVERALL HARM FACTORS 1, 2, AND 3 FOR PROPOSED SECTION 4(F) PROPERTIES

SECTION 4(f) PROPERTY			LEAST OVERALL HARM FACTORS		
LHRI #	Name	Address	Ability to Mitigate Adverse Impact	Severity of Remaining Harm	Relative Significance of Element
Proposed OSBRHD			Historic context, public information displays, recordation, relocation of structures as applicable	Given that the structures are located on the fringes of the district and qualifying properties are proposed to be relocated within the district, remaining harm has been mitigated through all four mitigation methods proposed. Additionally, the proposed action includes installation of multiuse paths and gathering spaces to enhance community connectivity.	NRHP district
17-01159		943 Maximillian St.	Recordation and relocation*	Relocation, if reasonable and feasible, minimizes any future harm and maintains the integrity of the district.	Proposed OSBRHD Contributing element, not individually significant
17-01370	Leo's Service Market	945 East Blvd.	Recordation	It is not likely that the market structure can be relocated, recordation will preserve the historical context of the structure.	Proposed OSBRHD Contributing element, not individually significant
17-01412		1006 Julia St.	Recordation and relocation*	Relocation, if reasonable and feasible, minimizes any future harm and maintains the integrity of the district.	Proposed OSBRHD Contributing element, not individually significant

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

SECTION 4(f) PROPERTY			LEAST OVERALL HARM FACTORS		
LHRI #	Name	Address	Ability to Mitigate Adverse Impact	Severity of Remaining Harm	Relative Significance of Element
17-02057		1666 Braddock St	Recordation and preservation in place**	Preservation in place, if amendable to the current owner, will mitigate any harm, should the property ultimately be demolished, harm is mitigated by recordation.	Proposed OSBRHD Contributing element, not individually significant
17-02056		1704 Braddock St	Recordation and preservation in place**	Preservation in place, if amendable to the current owner, will mitigate any harm.	Proposed OSBRHD Contributing element, not individually significant
17-02081	Bell's Tire Shop	1026 E. Washington St.	Recordation	It is not likely that the original shop building can be relocated, recordation will preserve the historical context.	Proposed OSBRHD Contributing element, not individually significant
17-02100		1851 Kentucky St.	Recordation and relocation*	Relocation, if reasonable and feasible, minimizes any future harm and maintains the integrity of the district.	Proposed OSBRHD Contributing element, not individually significant
17-02101		1839 Kentucky St.	Recordation and relocation*	Relocation, if reasonable and feasible, minimizes any future harm and maintains the integrity of the district.	Proposed OSBRHD Contributing element, not individually significant
17-02146		996 Terrace St.	Recordation and relocation*	Relocation, if reasonable and feasible, minimizes any future harm and maintains the integrity of the district.	Proposed OSBRHD Contributing element, not individually significant
17-02175		944 Maximillian St.	Recordation and relocation*	Relocation, if reasonable and feasible, minimizes any future harm and maintains the integrity of the district.	Proposed OSBRHD Contributing element, not individually significant

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

SECTION 4(f) PROPERTY			LEAST OVERALL HARM FACTORS		
LHRI #	Name	Address	Ability to Mitigate Adverse Impact	Severity of Remaining Harm	Relative Significance of Element
17-02182		1010 Julia St.	Recordation and relocation*	Relocation, if reasonable and feasible, minimizes any future harm and maintains the integrity of the district.	Proposed OSBRHD Contributing element, not individually significant
Proposed PROMPS			Historic context, historic markers, recordation	In addition to the mitigation measures proposed herein, enhancements to the Perkins Road ramps area are designed to prevent harm. Enhancements include increased access with new parking areas, an extension of Greenwood Drive, the creation of a multiuse path from Christian Street at the Perkins Road Overpass to Perkins Road adjacent to the Greenwood extension, and a promenade/green space area near Perkins Road east of Parrain's.	NRHP Multiple Property Submission
17-01905	Fresh Salon	2265 Christian St.	Recordation	Harm has been mitigated by recordation.	Proposed PROMPS Contributing element, not individually significant
17-01920	Overpass Merchant	2904 Perkins Rd.	Recordation	Removal of the modern addition on the rear of the structure would allow for the structure to remain in place.	Proposed PROMPS Contributing element, not individually significant

SECTION 4(f) PROPERTY			LEAST OVERALL HARM FACTORS		
LHRI #	Name	Address	Ability to Mitigate Adverse Impact	Severity of Remaining Harm	Relative Significance of Element
Proposed HOHD***			Historic context, recordation, relocation of structures as applicable	The structures are located on the fringes of the district and qualifying properties are proposed to be relocated within the district, remaining harm has been mitigated through all three mitigation methods proposed	NRHP district
17-01870		2547 Honeysuckle Ave.	Recordation and relocation*	Relocation, if reasonable and feasible, minimizes any future harm	Proposed HOHD Contributing element, not individually significant
17-01887		2567 Rhododendron Ave.	Recordation and relocation*	Relocation, if reasonable and feasible, minimizes any future harm	Proposed HOHD Contributing element, not individually significant
17-01888		3218 S Eugene St.	Recordation and relocation*	Relocation, if reasonable and feasible, minimizes any future harm	Proposed HOHD Contributing element, not individually significant
17-01892		3154 S Eugene St.	Recordation and relocation*	Relocation, if reasonable and feasible, minimizes any future harm	Proposed HOHD Contributing element, not individually significant

* Where feasible and reasonable, LA DOTD will transfer buildings to a third party that will remove buildings from ROW and relocate them within the proposed district, outside of the ROW

**LA DOTD will attempt to provide current owners with alternative access to their properties; if this is not successful, LA DOTD will purchase the property, provide the alternative access, and resell land and buildings as is with the new access

***The proposed HOHD is lacking in available lots on which to move existing structures. It is likely that only one of the four affected structures can be relocated within the district, the others would be demolished.

Contexts will provide information on:

- i. the initial layout and development of the neighborhoods
- ii. significant natural landscape and built environmental influences on development
- iii. important economic and social factors
- iv. details on individual structures will not be provided except where necessary to illustrate neighborhood development

2) The ability to mitigate adverse impacts to each Section 4(f) property

The preferred alternative avoids all impacts to two NRHP districts: BTHD and ERSHD. Impacts to the proposed OSBRHD, HOHD, and PROMPS will be mitigated by following the measures detailed in the PA (Appendix B). Such measures include:

- a. Vibration monitoring before and during construction in accord with LA DOTD standards
- b. The development and provision of historic contexts for the proposed OSBRHD, HOHD, and PROMPS

Contexts will provide information on:

- i. the initial layout and development of the neighborhoods
 - ii. significant natural landscape and built environmental influences on development
 - iii. important economic and social factors
 - iv. details on individual structures will not be provided except where necessary to illustrate neighborhood development
- c. Historic district public informational displays in Expressway Park and East Polk Street Park

BREC, in conjunction with FHWA, LA DOTD, and the SHPO will develop public informational displays for the BTHD, ERSHD, and proposed OSBRHD. Public information meetings will be held to garner public input on the content and type of displays favored by the public.

- d. Historic markers in LA DOTD ROW
LADOTD, in coordination with FHWA and the SHPO will develop context for and install historical markers within LA DOTD ROW providing historical information relative to the proposed PROMPS and HOHD.

- e. Recordation
LA DOTD, in coordination with FHWA, will provide documentation to the SHPO of all historic buildings within the proposed project ROW or that are located on parcels to be acquired by the project. Recordation will include exterior photographs, architectural descriptions, and location maps or aerial photographs.

f. Relocation of buildings

(from within the ROW to other lots within affected proposed districts)

Buildings within the proposed ROW that have been determined historic and have been determined eligible and feasible for relocation and marketing by LA DOTD, FHWA, and the Louisiana Trust for Historic Preservation (LTHP) will be transferred to the LTHP for relocation on suitable property outside the proposed ROW within the respective district. For buildings with Control of Access issues, alternative access will be provided, negating the need for relocation or demolition. Should current owners elect to not accept alternative access, the properties will be purchased and either, sold as is with new access or demolished if new owners are not located within a reasonable timeframe.

3) Relative severity of the remaining harm after mitigation

Proposed OSBRHD and HOHD

Most of the buildings which are contributing elements to the proposed OSBRHD and HOHD are located along the edges of the districts; removing the buildings will not create a misalignment in a central core of the historic districts nor impact the overall integrity and cohesive nature of the proposed districts as a whole. As noted in Table 3, it will be possible to move some of the structures, particularly those in the proposed OSBRHD, to vacant locations within the district thereby maintaining the district.

Proposed PROMPS

Due to the limited number of properties that are included in the proposed PROMPS, the loss of any structure has greater impact than is the case for the contributing elements to the proposed historic districts. In addition to the mitigation measures in the PA, the project is proposing to allow use of ROW formerly supporting Perkins Road I-10 ramps through a joint use agreement with the City-Parish of East Baton Rouge. The proposed uses include an extension of Greenwood Drive to Perkins Road, a multiuse trail from the Perkins Road overpass area to Perkins Road along the newly extended Greenwood Drive with access to the Acadian Village Shopping Centre, additional parking lots and spaces along Greenwood Drive, and a short promenade/green space adjacent to new parking and linking to the multiuse trail. These enhancements will provide greater access to the businesses of the proposed PROMPS and encourage pedestrian and cyclist use of the area.

4) Relative significance of each Section 4(f) property

Chapter 3 provides descriptions of the proposed districts, MPS, and buildings and their significance in terms of NRHP criteria. **Table 3** provided significance determinations for each property. The buildings are contributing elements to the proposed NRHP districts and MPS but lack the qualities necessary for individual nomination to the NRHP.

5) Views of the Official(s) with Jurisdiction over the proposed property(ies)

FHWA determined that the project, as proposed, 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). **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 LA 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 the Baton Rouge Parks and Recreation Department (BREC) were invited and agreed to participate in the consultation. To date, three consulting party meetings have been held to develop the Programmatic Agreement located in **Appendix B** in which the consulting parties developed the mitigation for impacts to historic properties.

6) Degree to which each alternative meets purpose and need

Section 4.4.1 outlined all the alternatives that were considered prior to the identification of the proposed action as the alternative that results in the least overall harm. Other than the alternatives defined below, none of the other alternatives met purpose and need and/or resulted in fewer adverse effects on known or newly identified Section 4(f) resources.

The high pass, new bridge, and multilane alternatives were determined to have high capacity traffic improvements if implemented.

The I-110 frontage roads alternative was determined to be of moderate capacity traffic benefit.

The proposed action was determined to be of moderate capacity traffic benefit.

- 7) After reasonable mitigation, the magnitude of adverse impacts to non-Section 4(f) properties

The proposed action will have adverse impacts on non-Section 4(f) properties. **Table 4** outlines the total number of non-Section 4(f) properties that will be affected by the proposed project. All other alternatives required greater ROW and would have resulted in a greater number of impacts across all categories of properties. Impacts to other resources such as wetlands, parks, community facilities, and others are considered minimal or *de minimis* under the proposed action, which would not be the case under the other alternatives presented.

**TABLE 4
TOTAL NON-SECTION 4(F) PROPERTIES AFFECTED
BY THE PROPOSED ACTION**

Property Type – Not Section 4(f)	Number Affected
Commercial – building acquired	1
Commercial – property only	21
Billboard	5
Residential – building(s) acquired	14
Residential – property only	22
Vacant lots – full or partially acquired	55

- 8) 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, mitigation, or relocations. The following table (**Table 5**) provides the generalized cost comparison developed during the Feasibility Study.

**TABLE 5
ROUGH ALTERNATIVE COST ESTIMATE COMPARISON**

Alternative	2016 Estimated Cost (in Millions)
High Pass	\$1,200
New MRB	\$1,000
I-110 Frontage Roads	<\$500
Multilane Addition	\$850+
Preferred Alternative	\$350

Costs for east bank 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 on the east bank 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

4.5 Coordination with Officials with Jurisdiction

The Louisiana State Historic Preservation Officer (SHPO) is the official with jurisdiction over the historic properties. LADOTD and FHWA, in consultation with the SHPO, ACHP, and other parties, developed mitigation strategies for the Section 4(f) properties. The mitigation measures are presented in the attached Programmatic Agreement (**Appendix B**).

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.

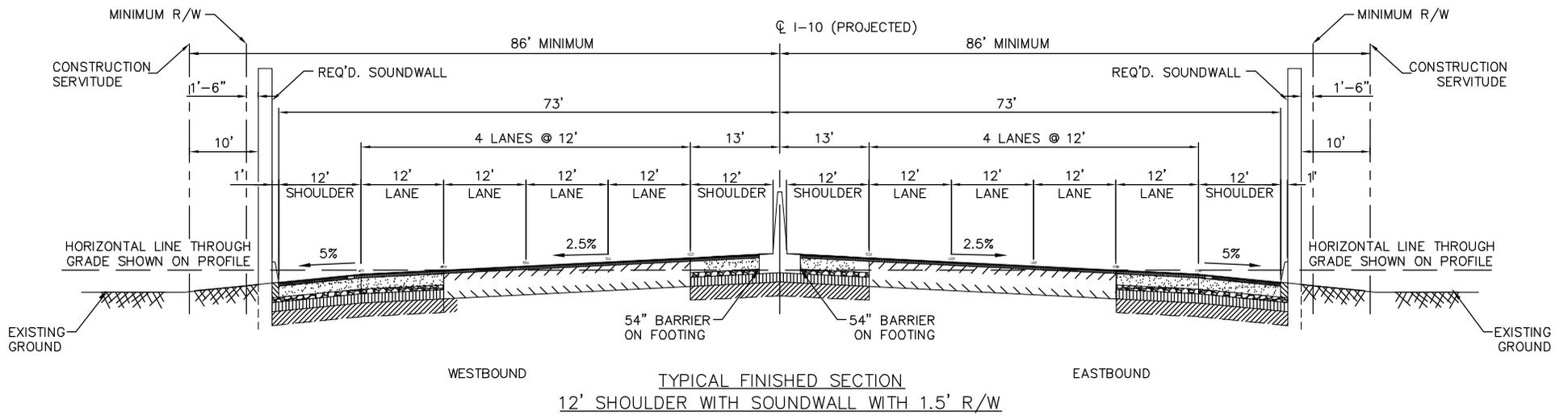
Without Noise Barriers – Right-of-way will be 10'-0" from the edge of the proposed roadway shoulder. This excludes areas which are tight, such as Braddock Street, where the existing edge of pavement was used as the marker for the 10'-0" construction servitude.

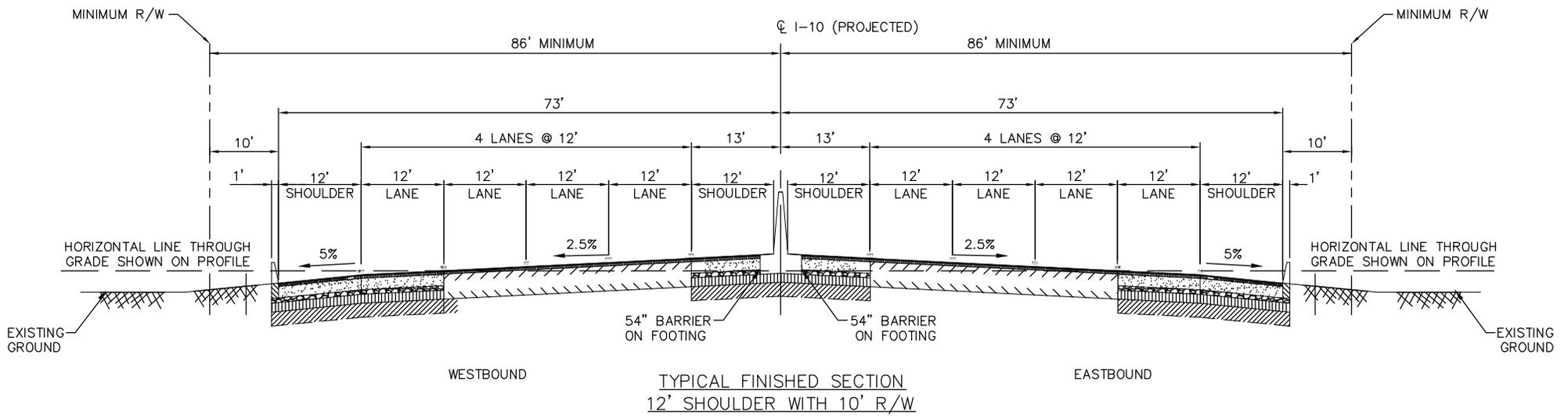
On the typical section exhibits, the improvements shown are for I-10 mainlines.

Elevated Roadways:

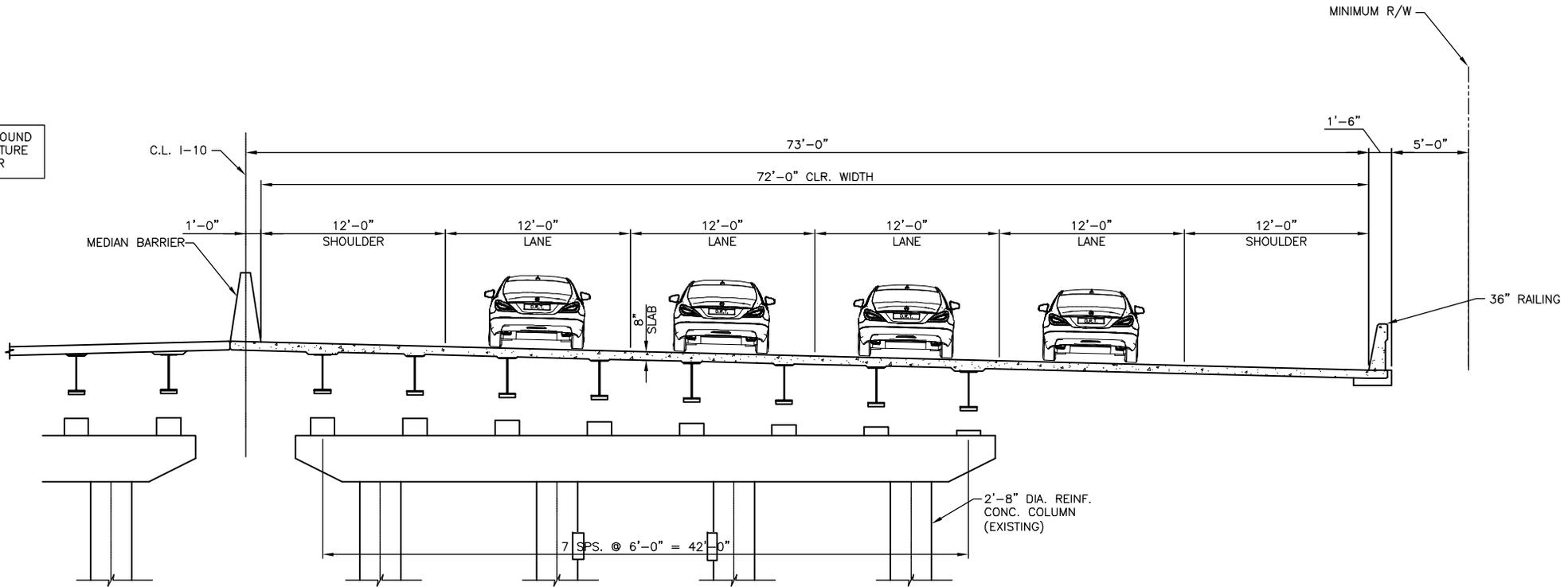
With or Without Noise Barriers – Right-of-way will be 5'-0" from the elevated structure. There will be no construction servitude shown along structures.

RIGHT-OF-WAY EXHIBITS





WESTBOUND
STRUCTURE
SIMILAR



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. TREATMENT 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 its 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 CFR §800.

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

_____ Date: _____
by Charles W. Bolinger, Division Administrator

THE LOUISIANA STATE HISTORIC PRESERVATION OFFICER

_____ Date: _____
by Kristin Sanders, LASHPO

THE ADVISORY COUNCIL ON HISTORIC PRESERVATION

_____ Date: _____
by John M. Fowler, Executive Director

INVITED SIGNATORIES:

THE LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

_____ Date: _____
by Shawn D. Wilson, Ph.D., Secretary

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

_____ Date: _____
by Brian M. Davis, Executive Director

RECREATION AND PARK COMMISSION FOR THE PARISH OF EAST BATON ROUGE

_____ Date: _____
by Corey K. Wilson, Superintendent

CONCURRING PARTIES:

OLD SOUTH BATON ROUGE ECONOMIC REDEVELOPMENT GROUP

by Brittany Zeno, Executive Director

Date: _____

KNOCK, KNOCK CHILDREN'S MUSEUM, INC.

by Peter Claffey, Executive Director

Date: _____

Appendix 1: Project Public Meeting Dates and Locations Held as of November 7, 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
SCHLITZ & 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
Utilize 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 4: Vibration Monitoring Specifications

TECHNICAL REPORT STANDARD PAGE

2001. Report No. FHWA/LA.11/483		2. Government Accession No.	3. Recipient's Catalog No.
4. Title and Subtitle Update LADOTD Policy on Pile Driving Vibration Management		5. Report Date 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 <p>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.</p> <p>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.</p> <p>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.</p>			
17. Key Words *Pile Driving Vibration		18. Distribution Statement 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 136	22. Price

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 rated 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

<u>Pay item</u>	<u>Pay unit</u>
Pre-construction condition survey.....	lump sum
Ground vibration monitoring.....	per day or event

Appendix 5. Anticipated Adversely Affected Historic Properties as of November 7, 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
STATE HISTORIC PRESERVATION OFFICE
CORRESPONDENCE



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
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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 Criteria 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 eligible 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



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

National Register Historic District Eligibility Questionnaire

District Name:

Address:

Parish:

City:

Resource Type:

- 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:

Current Function:

- Type of District:
- Residential
 - Commercial
 - Industrial
 - Institutional
 - Rural
 - Other (Archaeological)

Total Number of Properties:

Estimated Acreage:

Span of Construction Dates:

Primary Area of Significance:

Secondary Area of Significance (if applicable):

What is the setting of the district?

Description of Significance:

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 commercial 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:

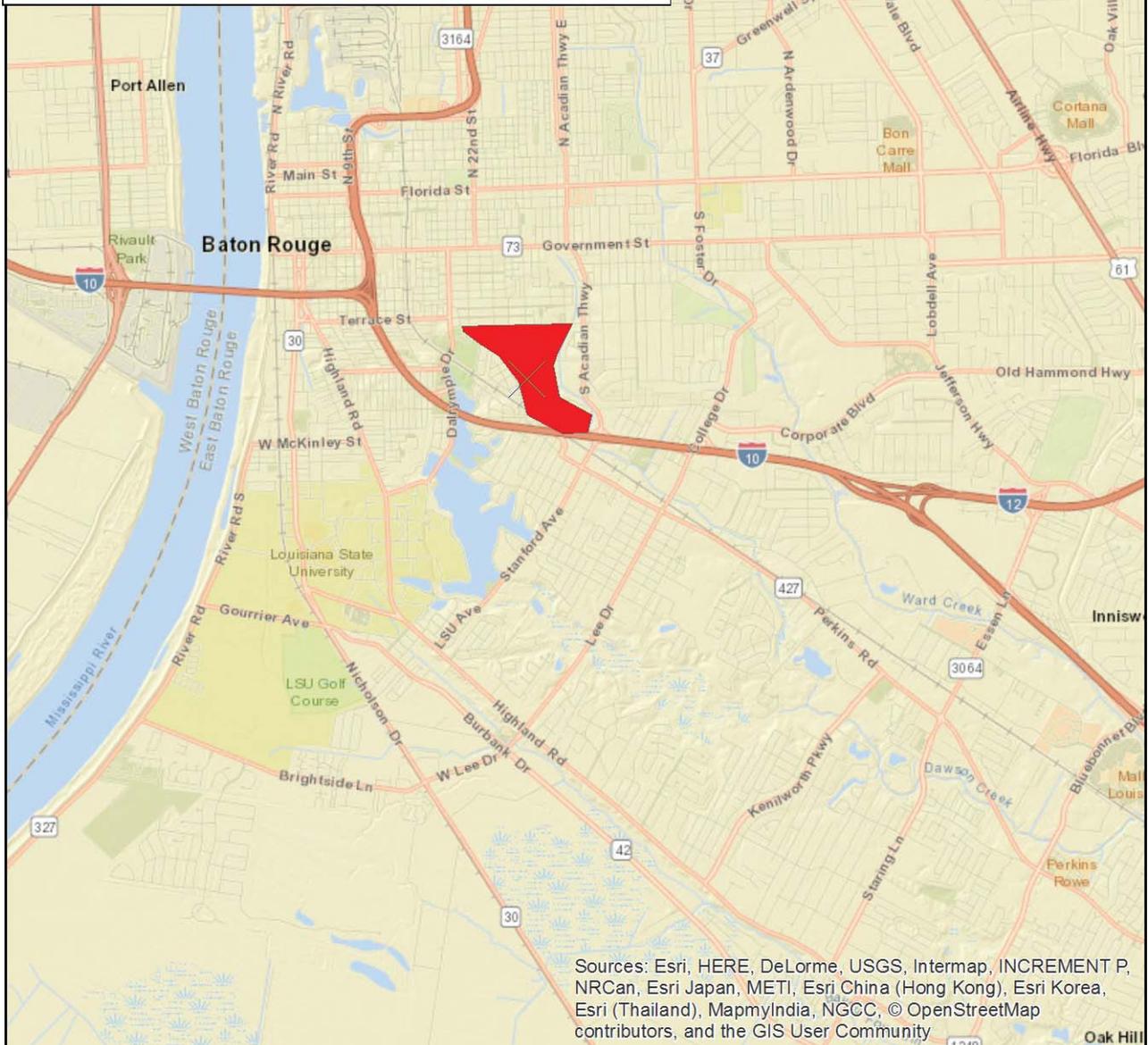
- a completed eligibility questionnaire form
- a map showing the districts's location within the parish and city (a map from the internet is acceptable)
- a map showing the proposed boundaries of the district
- submit photos of the district as a whole as well as any significant individual buildings within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



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) | 225-219-9772 (F)
www.louisianahp.org

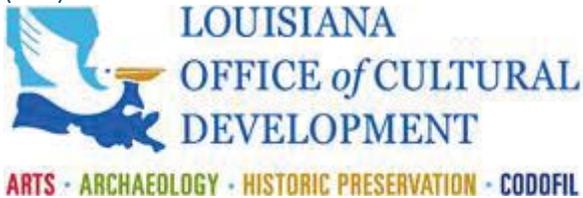


From: Andrea McCarthy
Sent: Wednesday, December 19, 2018 3:03 PM
To: Jessica G. Richardson <jrichardson@crt.la.gov>
Subject: RE: Hundred Oaks_DOE

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



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) | 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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BILLY NUNGESSER
LIEUTENANT GOVERNOR

State of Louisiana
OFFICE OF THE LIEUTENANT GOVERNOR
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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	Eligibility Concurrence	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	Eligibility Concurrence	District
17-02052	1174 Terrace Ave.	Ineligible	(Not Individually Eligible)
17-01892	3154 S. Eugene	Eligible (Contributing)	Hundred Oaks

February 8, 2019
Noel Ardoin
Re: I-10: Request for Concurrence with Eligibility Determinations
Page 2 of 2

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 Eligibility 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.gov or Nicole Hobson Morris nmorris@crt.la.gov in the Louisiana Division of Historic Preservation.

Sincerely,



Kristin Sanders
State Historic Preservation Officer



BILLY NUNGESSER
LIEUTENANT GOVERNOR

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

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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.

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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 Criteria 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:

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Sincerely,

Kristin Sanders
State Historic Preservation Officer