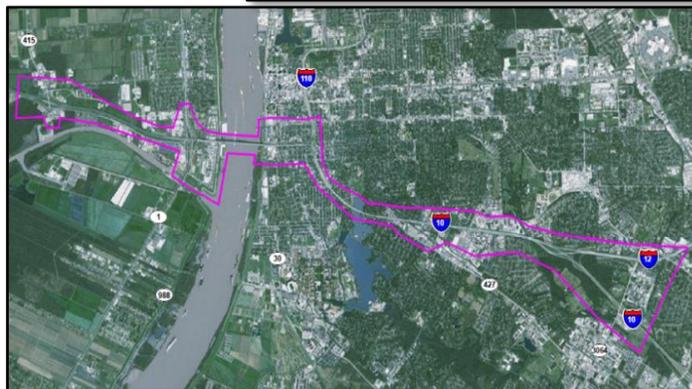


NOVEMBER 2020

**I-10 LA 415 to ESSEN LANE on I-10 AND I-12
STAGE 1 ENVIRONMENTAL ASSESSMENT
FINDING OF NO SIGNIFICANT IMPACT
AND SECTION 4(f) EVALUATION
STATE PROJECT NO. H.004100
FEDERAL AID PROJECT NO. H004100**



**EAST BATON ROUGE
AND WEST BATON
ROUGE PARISHES,
LOUISIANA**

FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT
FOR
STATE PROJECT NO. H.004100
FEDERAL AID PROJECT NO. H004100
I-10: LA 415 to ESSEN LANE on I-10 and I-12
ROUTE: I-10
PARISHES: WEST AND EAST BATON ROUGE

The FHWA has determined that the preferred alternative (Selected Alternative) will not have any significant impact on the human environment. This Finding of No Significant Impact (FONSI) is based on the referenced Environmental Assessment (EA), which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the referenced EA, as amended.

Date: February 12, 2021

Signature: *Lynn M. Heisler*

TABLE OF CONTENTS

<u>Section</u>	<u>Page No.</u>
F.1 PROJECT DESCRIPTION AND PURPOSE AND NEED	1
F.2 ALTERNATIVES DEVELOPMENT AND SCREENING	3
F.3 ENVIRONMENTAL CONSEQUENCES	5
F.4 AREAS OF CONTROVERSY/UNRESOLVED ISSUES	8
F.5 PROJECT COSTS	9
F.6 SUMMARY OF PERMITS, MITIGATION AND COMMITMENTS	10
F.7 ACTIVITIES FOLLOWING EA APPROVAL	12

LIST OF TABLES

<u>Table</u>	
F-1 POTENTIAL IMPACTS ASSOCIATED WITH THE PROJECT ALTERNATIVES	6
F-2 EJ ACQUIRED STRUCTURES ANALYSIS	7
F-3 OPINION OF PROBABLE COST	9
F-4 PERMITS, MITIGATION AND COMMITMENTS.....	10

LIST OF FIGURES

<u>Figure</u>	
1 Project Study Area	1

LIST OF APPENDICES

<u>Appendix</u>	
A Section 4(f) Evaluation and de Minimis Findings	
B EA Public Comments	

F.1 PROJECT DESCRIPTION AND PURPOSE AND NEED

Description of the Proposed Project

The Louisiana Department of Transportation and Development (DOTD) prepared the Environmental Assessment (EA) for 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** is the Project Study Area. The logical termini reflected in Figure 1 are the junction of LA 415 and I-10 to the west and the junction of I-10 and Essen Lane and I-12 and Essen Lane to the east. Appendix C of the EA contains additional detail on the logical termini justification in the FHWA approval letter dated March 2, 2017.

FIGURE 1 - PROJECT STUDY AREA



I-10 through the proposed project area is a major control of access (COA) urban freeway. I-10 supports substantial regional traffic as a primary east-west interstate in the southeast United States (US). Relative to location in the project area, I-10 mostly supports four (west bank) to six (east bank) travel lanes (2 or 3 in each direction) and may not have adequate shoulders, weave distances, or acceleration/deceleration lanes (Parsons Brinckerhoff, 1996).

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

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

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

- Washington Street/Dalrymple Drive (Washington/Dalrymple) – 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 Thruway will also be provided.
- Nairn Bridge – Replacement of this bridge with a signature feature bridge supporting both pedestrians and cyclists is proposed.

Details associated with the interchange modifications are provided in Appendices A (Line and Grade) and B (Interchange Modification Reports) of the EA.

Purpose and Need

Additional capacity in each direction is needed to alleviate congestion and reduce travel times. In addition, improvements are proposed to update current design, including the addition of shoulders for emergency use, longer acceleration and deceleration lanes for increased merge distance, and lane arrangements that reduce weaving and to extend the life expectancy of the existing infrastructure. The full purpose and need statement is in Chapter 1 of the EA.

F.2 ALTERNATIVES DEVELOPMENT AND SCREENING

Approximately 71 alternatives, including the No-build were initially considered for the mainline of I-10 and associated interchanges (*I-10 Corridor Improvement Stage 0 Feasibility Study, 2016*). The feasibility analysis evaluated the alternatives against multiple categories including traffic operations, safety, required right-of-way (ROW), environmental/social impacts, cost, and the ability to phase construction. Alternatives determined reasonable and prudent were carried forth for study in the EA and are discussed below. Complete details of the alternatives development process are in Chapter 2 of the EA as well as in the Section 4(f) Evaluation.

Mainline Alternative

The Mainline alternative is to add one travel lane to both eastbound and westbound I-10 in the project area. No other alternatives involving the mainline (the addition of two lanes or a highpass between the east and westbound lanes) were determined to be both reasonable and prudent.

Widening I-10 by one travel lane in each direction results in a need to modify interchanges, rebuild an overpass, and potentially relocate sound barriers. Interchanges to be modified are discussed below, other improvements accompanying the additional travel lanes include:

- Lengthening the acceleration/deceleration lanes on I-10 for the Highland Road/Nicholson Drive interchange to the MRB truss
- Replacement of the overpass at Nairn, due to the proximity of the travel lanes to the bridge piers of the Nairn overpass
- Shoulder improvements are proposed on I-10 westbound from I-110 to the MRB
- Addition of an auxiliary lane eastbound from LA 415 to LA 1

The additional travel lanes will be 12 feet wide. Typically, the mainline inside and outside shoulder widths will be 12 feet. In some elevated areas the shoulders will be narrowed to 10 feet wide to address constructability constraints which will require a design waiver. On the MRB approaches, the existing inside shoulder width of two feet will be maintained since realigning the travel lanes to provide 12-foot inside shoulders is not feasible. This will require a design exception. The two-

foot width for both the inside and outside shoulders through the main MRB truss will be maintained since no widening work is projected through this segment. Noise barriers, where warranted, will be located along the ROW line with a minimum of a 1.5-foot of ROW behind the barriers or mounted on structures. In some locations, a construction servitude of no more than 10 feet behind the barriers will be necessary.

Interchange Alternatives

LA 415

Another DOTD project, State Project Number (SPN) H.005121, the LA 1/LA 415 Connector, involves a new bridge over the Intracoastal Waterway and is likely to impact the I-10 bridge at LA 415. Due to the need to analyze and potentially redesign the LA 415 interchange as a result of SPN H.005121, all modifications to the LA 415 interchange were eliminated from consideration under this project.

LA 1

During the traffic and engineering study for the mainline widening, it was determined that modifications to LA 1 at I-10 could be beneficial and include proposed shoulder widening improvements, acceleration/deceleration lane extensions at the LA 1 ramps at I-10, and the continuation of a third westbound lane past the LA 1 WB exit ramp to LA 415.

Washington/Dalrymple

Four alternatives involving improvements to the existing interchanges including combining them were considered. The Washington/Dalrymple consolidated interchange alternative combines and relocates the current movements at the I-10/Washington and the I-10/Dalrymple partial interchanges. All other alternatives resulted in insufficient operations or the need to acquire more additional ROW.

A roundabout is proposed at the intersection of Terrace Street and Braddock Street and at the intersections at Washington and both the Eastbound Collector-Distributor Road/Braddock Street and the Eastbound Collector-Distributor Road/McCalop Street. In addition, a roundabout is proposed at the Dalrymple/ I-10 Ramp Terminals/East Lakeshore Drive signalized intersection. Roundabouts were determined to be more efficient and result in less ROW to be acquired.

Perkins/Acadian

Closure of the Perkins ramps was the only alternative considered for the Perkins interchange. Three interchange configurations were considered for Acadian: ramp lengthening with the existing diamond interchange, a Single Point Urban Interchange (SPUI), and a Diverging Diamond Interchange (DDI). Removal of the Perkins ramps would be required regardless of which interchange alternative was

selected at Acadian. Both the DDI and SPUI were observed to result in greater impacts to the community than the ramp lengthening alternative due to the acquisition of ROW.

College

The College Drive flyover (State Project H.013897) involves dedicated exit lanes from both I-10 and I-12. An exit ramp option is proposed to connect to Trust Drive (Trust). This will allow vehicles to access Corporate Boulevard without travelling to College Drive.

Preferred Alternative

The preferred alternative identified for the I-10: LA 415 to Essen Lane project is to add one travel lane in each direction on mainline I-10 in the study area from LA 415 to Essen excluding the MRB, with noted exceptions, modifications at LA 1 to include shoulder widening, acceleration/ deceleration lane lengthening, and an additional travel lane westbound to LA 415, an auxiliary lane eastbound from LA 415 to LA 1, lengthening the acceleration/deceleration lanes on I-10 for the Highland Road/Nicholson Drive interchange to the MRB truss, consolidation of the Washington and Dalrymple interchanges into one interchange, closure of the Perkins ramps, ramp lengthening of the existing diamond interchange at Acadian along with improvements along Acadian, and two options near the terminal of the ramp at College Drive. Option 1 includes an exit ramp to Trust Drive and Option 2 does not include the exit ramp. Under the identified preferred alternative, the twin bridges over the City Park Lake and the Nairn overpass will be replaced with signature feature bridges. Roundabouts are the intersection design at the Terrace off ramp, Dalrymple, and the Washington/Dalrymple ramp terminals.

The No-build was not identified as the preferred alternative because it does not meet the project's purpose and need.

Selected Alternative

The selected alternative is the preferred alternative with either option for Trust Street. The Trust Street option will be selected after the City completes the required traffic study.

F.3 ENVIRONMENTAL CONSEQUENCES

Tables F-1 provides a summary of potential impacts associated with the project alternatives, the Preferred Alternative, and the No-Build alternative.

**TABLE F-1
POTENTIAL IMPACTS ASSOCIATED WITH THE
PROJECT ALTERNATIVES**

Criteria	Preferred Alternative	No-Build Alternative
Purpose and Need		
Meets Purpose and Need	Yes	No
Potential Wetlands		
Jurisdictional Wetlands or Other Waters	<0.02 acres Other Waters	0 acres
Threatened/Endangered/Protected Species		
Potential Impact to Protected Species	None	None
Land Use		
Floodplains	0.46 acres	Future potential ¹
Hazardous Waste²		
Underground Storage Tanks (Adjacent with Concerns)	2	0
Other Adjacent Areas with Concerns (former auto shops, gas stations, etc.)	6	0
Cultural Resources		
Historic Structures Affected	2 Eligible Historic Districts (HD) & 1 Eligible Multiple Property Submission (MPS) (17 contributing elements)	0
Archaeological Resources Affected	0	0
Section 4(f) Resources		
Section 4(f) Use	2 Eligible HD & 1 Eligible MPS (17 contributing elements) and acquisition of vacant lots and property from 5 contributing elements	0
Section 4(f) <i>de minimis</i> parks/recreation	2 – East Polk Street Park/City Park Lake Trail	0
Community Impacts		
Residential structures to be acquired	27	0
Commercial structures to be acquired	5	0
Properties (full or partial)	111 (in addition to the 32 structures)	0

Notes:

¹ Future potential relates to the need to do something to address congestion, any construction in the I-10 ROW has the potential to affect some of the resource since it is in existing ROW.

² USTs noted have been determined to require additional investigation. Other concerns are areas where additional investigation may be warranted.

Noise impacts occur along the alignment in East Baton Rouge Parish, resulting in the need to provide federally funded noise barriers (9,792 linear feet) and a commitment to seek a special state appropriation for noise barriers (10,000 linear feet) that do not qualify for federal funding. The complete noise analysis is in Appendix E of the EA.

Five census tracts in the project study area support minority and/or low-income populations. Low income is defined by FHWA and the US Department of Health and Human Services (HHS) to be less than HHS defined poverty levels. Based on this data, Environmental Justice (EJ) concerns exist that required evaluation, special outreach efforts, and minimization and mitigation for any disproportionate impacts. With 64 percent of the acquired structures located in census tracts supporting a majority of minority residents, an EJ evaluation was initiated that considered acquisitions, demolitions, and preservation of structures from all affected communities. **Table F-2** reflects the structure impact analysis that was part of the EJ evaluation.

The Selected Alternative primarily utilizes I-10 existing ROW. I-10 threads between existing and proposed historic districts and a multiple property listing that are considered Section 4(f) resources protected under Section 4(f) of the Department of Transportation Act of 1966. **Appendix A** of this FONSI contains the Section 4(f) Evaluation conducted for the proposed project.

**TABLE F-2
EJ ACQUIRED STRUCTURES ANALYSIS**

Structure Actions	Total Number	EJ Community		Not EJ Community	
		Number	Percent	Number	Percent
Acquired Structures	33	21	64%	12	36%
Demolished Structures	23	12	52%	11	48%
Preserved Structures	10	9	90%	1	10%

As evidenced in **Table F-2**, the burden to this community is in the form of residential relocations. I-10 was routed through Beauregard Town and Old South Baton Rouge when it was constructed in the 1960s. While it is elevated through this area, it is basically the boundary between the neighborhoods, which historically have supported a majority of minority and low-income persons. The benefits to the community are in the form of reestablished community connectivity both along and under I-10, enhanced mobility, continued access with the provision of a new connector road between Georgia and Kentucky Streets, new multimodal pathways, and sound barriers. With these benefits, as outlined in the following paragraph, there is not a disproportionately high and adverse impact to the EJ community.

To restore community connectivity and develop uses compatible with the presence of the interstate, the preferred alternative includes mitigation, Community Connections (CC), and Context Sensitive Solutions (CSS) elements. In addition to the mitigation in the Old South Baton Rouge proposed historic district, the area benefits from CC and CSS which includes bike and pedestrian elements to connect Expressway Park to East Polk Street Park, Knock Knock Children’s Museum, City Park, and the City Park Lake. Those areas that have Joint Use Agreements or JUAs for parking under the interstate will have parking

restored and may include lighting for safety and aesthetics as well as landscaping. Streetscaping including landscaping and lighting will be included with the bike and pedestrian trails. Opportunities for public art areas are also included.

F.4 AREAS OF CONTROVERSY/UNRESOLVED ISSUES

There is a general concern for the maintenance of access to businesses and parking in the Perkins Road Overpass area during project construction. DOTD has initiated and has committed to continuing a positive dialog with business owners and operators in that area to ensure that concerns are addressed, and solutions developed to maintaining safe access to businesses during overhead construction. Additionally, DOTD has made a commitment to provide CSS and CC in this area including additional parking, a multiuse path, green space, and the addition of a connecting road often referred to as the extension of Greenwood Drive.

There is also concern relative to noise generated by the widening of I-10, particularly in areas that do not qualify for a federally funded noise barrier. DOTD has made a commitment to seek a special state appropriation to fund barriers in ineligible areas to alleviate noise concerns. This commitment is not a guarantee that noise barriers will be funded, and funding will only be sought if the affected public supports the installation of noise barriers in these areas.

Business owners located off Corporate Boulevard (Corporate), Trust, Hilton/Energy Drive and generally in the Citiplace area have expressed concerns that the option to provide a ramp/right exit at Trust off the College westbound exit may adversely affect traffic flow. Presently, travelers on Trust at the intersection of Corporate are permitted to go left, right, or straight. Corporate is a median restricted boulevard; left (west) turns at this location can back up traffic on Trust due to traffic volumes heading east on Corporate and/or vehicles waiting in the median to make the left or straight movement after crossing the eastbound lanes. Traffic studies for the proposed project did not include counts and analysis at Corporate, as the Trust right exit concept option was developed after the public meetings of August 2018. The potential effects of a right exit option at Trust on traffic flow at the Corporate intersection will be analyzed by the City Parish of East Baton Rouge post completion of this EA and a decision whether to exercise this option will be made at that time.

F.5 PROJECT COSTS

TABLE F-3
OPINION OF PROBABLE COST

POTENTIAL SECTIONS OF CONSTRUCTION	DESCRIPTION	CONSTRUCTION COST	ENGINEERING & PROJECT COSTS	UTILITY COSTS	RIGHT OF WAY & RELOCATION COSTS	TOTAL PROJECT COST
SEC-01	I-10: LA 415 to LA 1	\$25,900,000	\$4,921,000	\$1,036,000	\$0	\$31,857,000
SEC-02	I-10: MRB Westside Approach	\$108,100,000	\$20,539,000	\$4,324,000	\$4,388	\$132,967,388
SEC-03	I-10: MRB Eastside Approach	\$135,900,000	\$25,821,000	\$5,436,000	\$2,410	\$167,159,410
SEC-04	I-10 Eastbound Ramp	\$35,200,000	\$6,688,000	\$1,408,000	\$2,556,107	\$45,852,107
SEC-05	I-10: Washington/Dalrymple I/C Area	\$169,200,000	\$32,148,000	\$6,768,000	\$14,339,936	\$222,455,936
SEC-06	I-10: City Park Lake Bridge and Roadways	\$92,100,000	\$17,499,000	\$3,684,000	\$1,322,873	\$114,605,873
SEC-07	I-10: Perkins/KCSRR/Acadian Overpass	\$183,800,000	\$34,922,000	\$7,352,000	\$9,977,121	\$236,051,121
SEC-07(A)	Acadian Thwy I/C At-Grade Improvements	\$11,900,000	\$2,261,000	\$476,000	\$41,532	\$14,678,532
SEC-07(B)	Perkins Rd Area At-Grade Improvements	\$700,000	\$133,000	\$28,000	\$0	\$861,000
SEC-08	I-10: Acadian Thwy to College Dr	\$66,000,000	\$12,540,000	\$2,640,000	\$16,497	\$81,196,497
SEC-08(A)	Nairn Drive Overpass over I-10	\$22,200,000	\$4,218,000	\$888,000	\$1,956	\$27,307,956
SEC-09	I-10: College Drive to I-10/I-12 I/C	\$21,800,000	\$4,142,000	\$872,000	\$12,463	\$26,826,463
I-10 Corridor Totals		\$872,800,000	\$172,311,000	\$36,276,000	\$28,275,281	\$1,101,819,281

Note: All costs are 2019 dollars.

F.6 SUMMARY OF PERMITS, MITIGATION AND COMMITMENTS

The following permits, mitigation, and commitments will be implemented by the DOTD.

**TABLE F-4
PERMITS, MITIGATION AND COMMITMENTS**

ITEM AND AUTHORITY	OVERSITE AGENCY/TIMING	MITIGATION/COMMITMENT
Section 404 Permit <i>Section 404 of the Clean Water Act as amended</i>	United States Army Corps of Engineers (USACE)/ Pre-construction	The DOTD will obtain a Nationwide Permit through the USACE for the crossing of Other Waters of the US.
Levee Districts (Pontchartrain/City of Baton Rouge and/or Atchafalaya Basin <i>Louisiana Revised Statutes Title 38 Chapter 4</i>	Pontchartrain Levee District and/or City of Baton Rouge and Atchafalaya Basin Levee District/ Pre-construction	The DOTD will request a Letter of No Objection from the levee districts with authority over the Mississippi River levees for the proposed shoulder widening on the Mississippi River Bridge approaches. The LA DOTD will permit any laydown or staging areas in proximity to levees if they are deemed necessary.
Louisiana Pollutant Discharge Elimination System (LPDES) Storm Water Discharge Permit <i>Section 402 of the CWA</i>	LDEQ/ Pre-construction	The DOTD will apply its LPDES General Permit for the discharge of storm water associated with construction of the project. A Storm Water Pollution Prevention Plan will also be prepared.
Bridge Permit <i>Section 9 of the Rivers and Harbors Act of 1899 and the General Bridge Act of 1946</i>	DOTD/United States Coast Guard (USCG) / Pre-construction	DOTD will modify the existing Mississippi River Bridge permit as needed to accommodate modification to bridge approaches.
Cultural Resources <i>Section 106 of the National Historic Preservation Act (NHPA) of 1966</i>	DOTD/Federal Highway Administration (FHWA) / Pre/during/post construction	DOTD will comply with the stipulations of the Programmatic Agreement.
Noise barriers [as provided in 23 Code of Federal Regulations (CFR) part 772]	DOTD/FHWA/ Pre/during construction	Noise Barriers identified as qualifying for federal funding will be re-evaluated during design for reasonableness and feasibility. Noise barriers that are both reasonable and feasible will be constructed with federal funding. See Table 3-7 in the EA for locations of proposed barriers.
Noise barriers	DOTD/ Pre/during/post construction	DOTD, with public support, has committed to seek special state appropriation (state funding) for noise barriers that do not meet federal funding requirements.

FINDING OF NO SIGNIFICANT IMPACT-SPN H.004100

ITEM AND AUTHORITY	OVERSITE AGENCY/TIMING	MITIGATION/COMMITMENT
<p>Section 4(f) mitigation – East Polk Street Park <i>Section 4(f) of the Department of Transportation Act of 1966</i></p>	<p>DOTD/BREC/when agreements are in place pre-construction</p>	<p>DOTD has committed to mitigate for the acquisition of 0.04 acres of East Polk Street Park by assisting BREC with the installation of an internal trail and enhancements for the park as well as installation of plantings to restore the vegetation barrier to be removed by the project.</p>
<p>Relocations <i>Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Relocation Act)</i></p>	<p>DOTD/FHWA/ROW acquisition</p>	<p>Relocations will comply with the Uniform Relocation Act.</p>
<p>Hazardous Waste</p>	<p>DOTD/LDEQ/Pre-construction/ROW acquisition</p>	<p>During final design, further investigation/ assessments may be conducted to assess whether concerns exist that require remediation at the landfill site east of Nairn Road prior to construction or any sites noted as potential risks. Remediation of the site will be conducted if required.</p>
<p>CSS and CC at Perkins Road</p>	<p>DOTD/City Parish of East Baton Rouge/ when agreements are in place pre-construction (ramp removal must occur first)</p>	<p>DOTD has committed to implementing CSS and CC in the vicinity of the Perkins Road ramps including but not limited to a new connecting roadway, a multiuse path from the Perkins Road Overpass to Perkins Road near the Acadian Village Shopping Center, new parking areas, restoration of existing parking areas under I-10 and under the off ramp to be removed, and additional green space.</p>
<p>CSS and CC – Expressway Park and Expressway Park to Dalrymple</p>	<p>DOTD/ when agreements are in place pre-construction</p>	<p>DOTD has committed to implementing CSS and CC by assisting BREC with implementation of the portions of its Master Plan for Community Gathering spaces in Expressway Park and in the form of a multiuse path or greenway to run from 10th Street at Expressway Park to Dalrymple Drive within existing right of way including access to East Polk Street Park and a pedestrian crossing at March Street and Dalrymple Drive.</p>
<p>CSS and CC – Expressway Park to Highland Road</p>	<p>DOTD/ when agreements are in place pre-construction</p>	<p>DOTD is considering implementing CSS and CC in the form of a multiuse path connecting Expressway Park via existing sidewalks and streets to the South Boulevard levee trailhead.</p>

ITEM AND AUTHORITY	OVERSIGHT AGENCY/TIMING	MITIGATION/COMMITMENT
Signature Feature Bridge/CSS – City Park Lake	DOTD/FHWA/Final design	DOTD has committed to the construction of a “signature feature bridge” at this location. Two concepts were presented to the public – one was a variable depth box-girder superstructure and the other a Spandrel Arch.
Signature Feature Bridge/CSS and CC – Nairn Street Bridge	DOTD/FHWA/Final design	DOTD has committed to the construction of a “signature feature bridge” at this location. The signature feature bridge will have pedestrian and bicycle accommodations as well as decorative screening and possible rest areas or bump outs.

F.7 ACTIVITIES FOLLOWING EA APPROVAL

The EA was approved by FHWA on October 18, 2019 and was distributed to agencies, local officials, and outlets to allow for public review, including electronic retrieval from the various online sites on October 21, 2019. Open house public hearings were held on November 19 and 20, 2019 at two different locations covering both East and West Baton Rouge Parishes. Both hearings delivered identical information, beginning with a brief overview from DOTD leadership then launching into an informative audio recorded PowerPoint presentation with onscreen graphics. Participants then were able to walk through an open house exhibit area featuring the Preferred Alternative maps, project impact visuals, and exhibits depicting CSS and CC initiatives. A GIS mapping station was offered to provide site-specific answers to property questions, and the DOTD real estate team was on hand to answer potential acquisition questions. Each area was staffed by members of the project team and/or DOTD. A written comment station and a verbal station with a stenographer to record comments were available. During the final hour of both hearings, a formal public statement period was offered to all participants to verbalize their comments into the record.

A total of 181 members of the general public attended the hearings, which generated 84 verbal or written comments. **Appendix B** contains the comments received during the EA public comment period and the Public Hearing with responses.

APPENDIX A

**FINAL SECTION 4(f) EVALUATION
AND DE MINIMIS FINDINGS**

NOVEMBER 4, 2020

**LOUISIANA DEPARTMENT OF
TRANSPORTATION AND DEVELOPMENT**
STATE PROJECT NO. H.004100/FEDERAL AID PROJECT NO. H004100



**FINAL SECTION 4(f)
EVALUATION**

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

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

TABLE OF CONTENTS

<u>Chapter</u>	<u>Page No.</u>
1.0 PROPOSED ACTION	1
1.1 Project Description	1
1.2 Purpose and Need	3
2.0 SECTION 4(F) PROPERTY AND USE	5
2.1 Section 4(f) Resource 1 – Eligible Old South Baton Rouge Historic District (OSBRHD).....	11
2.1.1 Leo’s Service Market at 945 East Boulevard (17-01380).....	14
2.1.2 1006 Julia Street (17-01412)	14
2.1.3 Bell’s Tire Shop (17-02081)	14
2.1.4 1839 Kentucky St. (17-02101).....	15
2.1.5 996 Terrace St. (17-02146).....	15
2.1.6 944 Maximillian St. (17-02175).....	15
2.1.7 1010 Julia St. (17-02182).....	16
2.1.8 943 Maximillian St. (17-01159).....	16
2.1.9 1851 Kentucky St. (17-02100).....	16
2.1.10 1666 Braddock St. (17-02057).....	17
2.1.11 1704 Braddock St. (17-02056).....	17
2.1.12 1855 Kentucky St. (17-02099).....	17
2.1.13 1807 Georgia St. (17-02082).....	18
2.2 Section 4(f) Resource 2 – Eligible Hundred Oaks Residential Historic District (HOHD)	18
2.2.1 2547 Honeysuckle Ave. (17-01870).....	21
2.2.2 2567 Rhododendron Ave. (17-01887)	21
2.2.3 3218 S. Eugene St. (17-01888).....	21
2.2.4 3154 S. Eugene St. (17-01892).....	22
2.2.5 3144 S. Eugene St. (17-01894).....	22
2.2.6 2536 Honeysuckle Ave. (17-01882).....	22
2.3 Section 4(f) Resource 3 – Eligible Perkins Road Overpass Area Multiple Property Submission (PROMPS)	23
2.3.1 Fresh Salon at 2265 Christian St. (17-01905).....	23
2.3.2 Overpass Merchant at 2904 Perkins Rd. (17-01920).....	24
2.3.3 Ivar’s Sport Bar at 2954 Perkins Rd. (17-01915)	24
3.0 ALTERNATIVES ANALYSIS	24
3.1 Alternatives	24
3.2 Initial Review	29
3.2.1 Avoidance Alternatives	29
3.2.1.1 No-build Alternative	30
3.2.1.2 Movable Barrier Alternative.....	31
3.2.1.3 Direction Connection: I-10 to LA1/LA30 Alternative ...	33
3.2.2 Other Alternatives	35
3.2.2.1 High Pass Alternative	35

TABLE OF CONTENTS (continued)

<u>Chapter</u>		<u>Page No.</u>
	3.2.2.2 Multiple Additional Lanes Alternative (with New MRB)	37
	3.2.2.3 Single Lane Addition Alternatives	42
	3.2.2.3.1 Single Lane Addition in Each Direction	42
	3.2.2.3.2 Single Lane Addition in Each Direction with a New MRB (added bridge capacity).....	42
	3.2.2.3.3 Single Lane Addition in Each Direction with Frontage Roads	43
3.3	Least Overall Harm Analysis	45
3.4	Coordination with Officials with Jurisdiction.....	58
3.5	Areas of Controversy/Unresolved Issues and Federal Actions.....	58
4.0	CONCLUSIONS	59

TABLES

<u>Table</u>		<u>Page No.</u>
1	Section 4(F) Resources And Use For Proposed Action	9
2	Alternatives Considered For I-10 Capacity Improvements	26
3	Alternatives Comparison Of Section 4(F) Resource Use and/or Severity of Harm	46
4	Alternatives Comparison Of Least Overall Harm Factors 1, 2, And 3	47
5	Degree To Which Alternatives Meet Purpose And Need.....	51
6	Non-Section 4(F) Resources Affected By The Alternatives	52
7	Minority And Low-Income Community Impacts By Alternative.....	56
8	Rough Alternative Mainline Construction Cost Estimate Comparison	57

TABLE OF CONTENTS
(continued)

FIGURES

<u>Figure</u>		<u>Page No.</u>
1	Location Map For Proposed I-10 Capacity Improvements.....	2
2	Old South Baton Rouge Historic District.....	12
3	Affected Section 4F Properties In The Eligible Osbrhd	13
4	Eligible HOHD and Perkins Road Overpass Multiple Property Submission (Promps)	19
5	Affected 4F Properties In The Eligible Hohd And Promps.....	20
6a	I-10 Capacity Improvements Alternatives - Mainline Alternatives.....	27
6b	I-10 Capacity Improvements Alternatives – BR Loop and Direct LA1/LA30 Connection Alternatives.....	28
7	High Pass Typical Section Graphic	36
8	Signalized Washington Interchange Concept.....	40
9	Roundabouts At Washington With New Thru Street Shown	41
10	I-110 Frontage Roads Concept Layout	44

TABLE OF CONTENTS
(continued)

LIST OF EXHIBITS

<u>Exhibit</u>		<u>Page No.</u>
1	Existing Capacity on I-10	4
2	Proposed Capacity on I-10.....	4

APPENDICES

Appendix

- A I-10 Right-of-Way Memo
- B Programmatic Agreement
- C Agency Correspondence
- D Section 4(f) De Minimis Evaluations

LEAD AGENCIES

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1.0 PROPOSED ACTION

The Louisiana Department of Transportation and Development (DOTD) is proposing capacity improvements to Interstate 10 (I-10) from Louisiana Highway 415 (LA 415) in West Baton Rouge Parish to Essen Lane on I-10 and Interstate 12 (I-12) in East Baton Rouge Parish (**Figure 1**). The proposed project aims to reduce congestion and improve overall traffic flow along the corridor.

1.1 Project Description

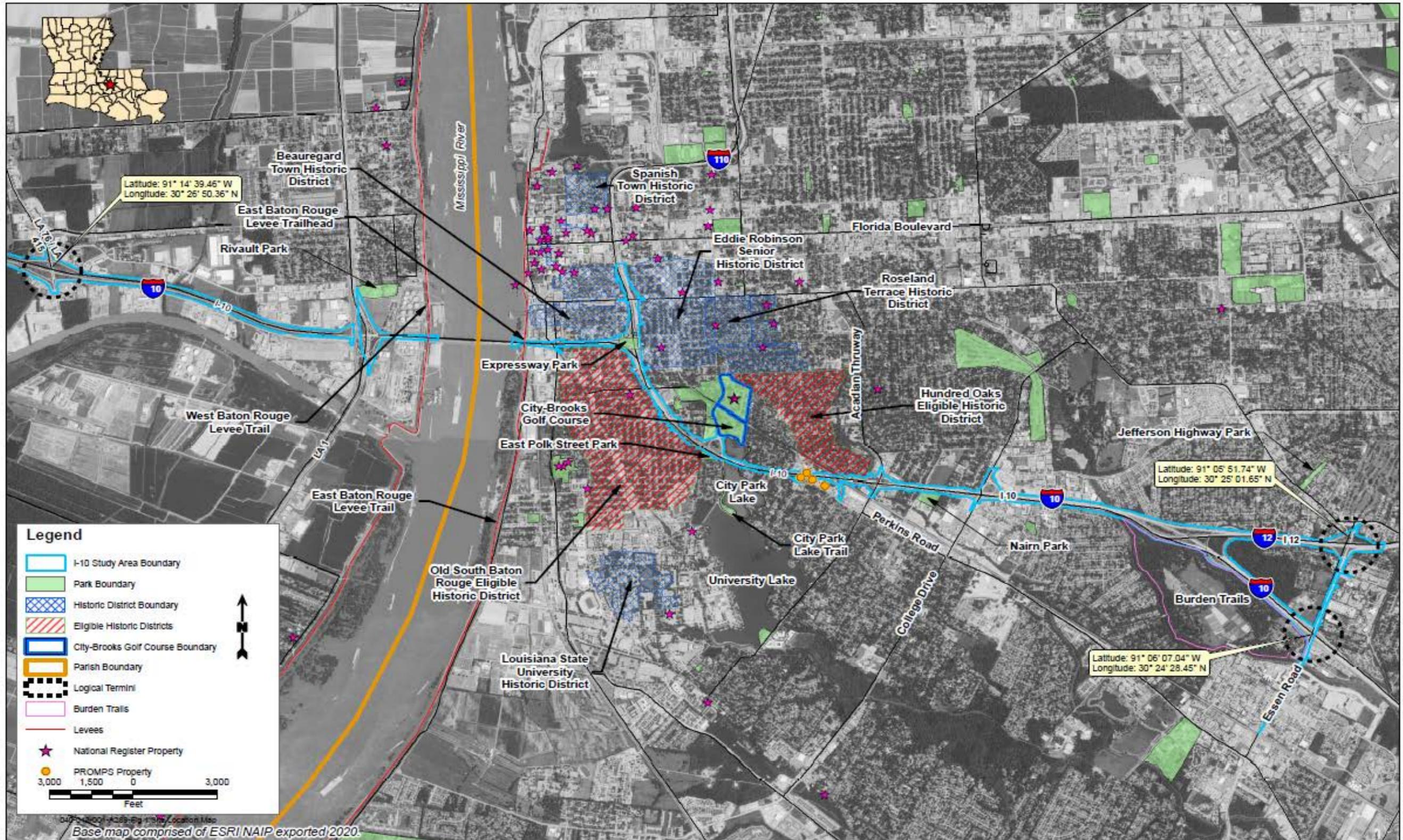
I-10 will be widened by the addition of one travel lane to both eastbound (EB) and westbound (WB) I-10 from LA 415 to the I-10/I-12 split. There are a few locations along the route where either no widening will occur, auxiliary lanes will be added, or the widening will only involve shoulder improvements.

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

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

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

FIGURE 1
LOCATION MAP FOR PROPOSED I-10 CAPACITY IMPROVEMENTS



1.2 Purpose and Need

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

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

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

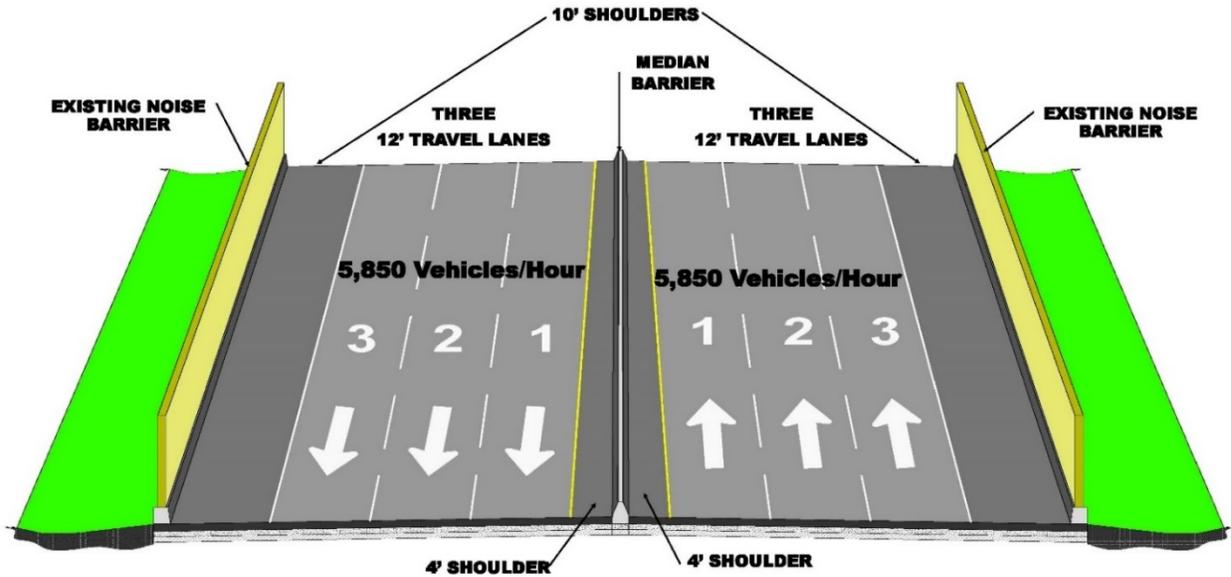
Additional capacity in each direction is needed to alleviate congestion and reduce travel times. In addition, improvements proposed should update the existing I-10 to current design criteria, including the addition of shoulders for emergency use, longer acceleration and deceleration lanes for increased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

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

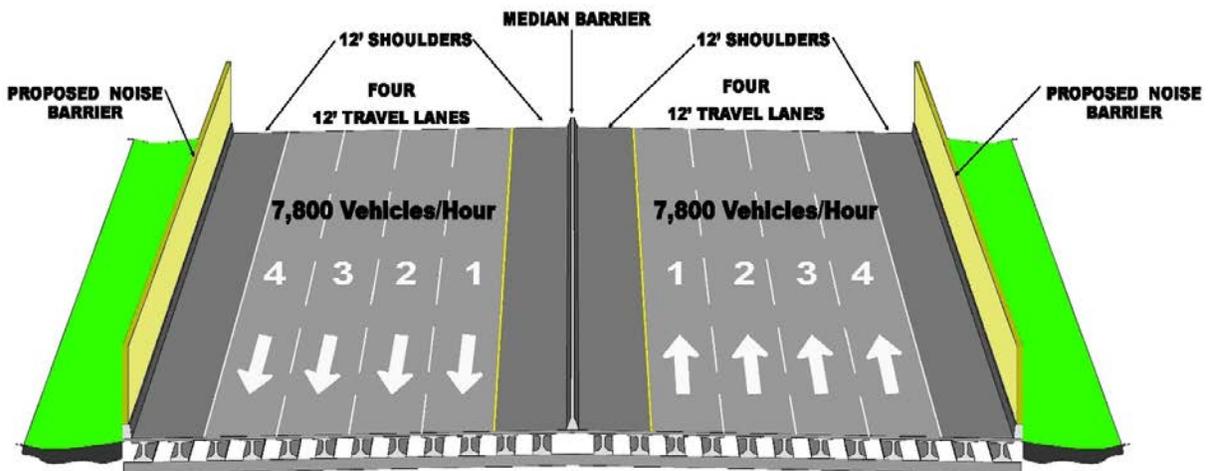
¹ Level of Service (LOS) is typically used when discussing capacity; however, for this project the LOS is not adequate to demonstrate improvement due to the volume of existing and projected traffic. To demonstrate improvement, travel time and design capacity are used.

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

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



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



2.0 SECTION 4(F) PROPERTY AND USE

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

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

- Beauregard Town National Historic District (BTND)
The BTND is a listed historic district in downtown Baton Rouge and is mostly residential with some warehouses; warehouse district is known as Catfish Town. There are approximately 510 structures both contributing and non-contributing within the district which encompasses approximately 122 acres.
- Eddie Robinson, Sr. Historic District (ERSHD)
The ERSHD is a listed historic district in Baton Rouge comprised of a mixed-use urban neighborhood occupying about 250 acres. This district contains 579 contributing elements and 225 non-contributing elements.
- Expressway Park
Located at 935 South 11th Street, Expressway Park is a Recreation and Park Commission for the Parish of East Baton Rouge (BREC) operated park in downtown Baton Rouge that includes a recreational center owned by BREC on about 0.8 acres, with the remaining park area owned by DOTD and located within existing interstate right-of-way (ROW) under the interstate structure. The park amenities include playground, picnic pavilions, outdoor fitness area, multipurpose field, lighted football field, basketball courts, and incorporates a portion of the Greenway trail. The park is approximately 40 acres which includes the portion under a joint use agreement with DOTD.
- Eligible Old South Baton Rouge Historic District (OSBRHD)
OSBRHD is an eligible historic district in downtown Baton Rouge that is mostly residential with some commercial elements. The district encompasses roughly 500 acres.
- Baranco-Clark YMCA
Located at 1735 Thomas H. Delpit Drive, the YMCA is a non-profit community service organization that is individually eligible for listing on the National Register of Historic Places. This branch serves Old South Baton Rouge. The center is approximately 25,000 square feet (ft²) and the property is about 1.8 acres.

- St. Francis Xavier Catholic Church and School
St. Francis occupies two properties, and both are individually eligible for listing on the National Register of Historic Places. The school is located at Julia and 12th Streets and the church at 1143 South 11th Street. It is a parochial school and church serving the downtown community since 1920 and 1919, respectively. The properties are about 2.2 acres.
- Progressive Baptist Church
Located at 998 Julia/1214 10th Street, this church in the OSBRHD is also eligible individually for listing on National Register. The property owned by the church is about 1.2 acres.
- City-Brooks Park and Golf Course
Located at 1515 Dalrymple Drive, this BREC owned park has numerous amenities serving communities around downtown and the Garden District. Park amenities include a recreational center and gallery, dog park, splash pad, labyrinth, fishing lake, tennis courts, basketball courts, ball fields, playground, soccer field, walking track, and golf course. The 25-acre golf course is listed on the National Register of Historic Places. This park, including the golf course, is approximately 154.53 acres.
- East Polk Street Park
Located at 1700 East Polk Street, this is an approximately 3-acre BREC owned neighborhood park in the OSBRHD with playground, basketball court and multi-use field.
- City Park Lake Trail
This is a City of Baton Rouge/Parish of East Baton Rouge (City Parish) owned and maintained trail. The City Park Lake trail runs along the west side of the lake and connects to City Park north of the lake. The trail is part of a larger bicycle and pedestrian system of approximately 1.5 miles which runs along Dalrymple Drive.
- Eligible Hundred Oaks Residential Historic District (HOHD)
HOHD is a suburban residential neighborhood eligible for listing on National Register. The district encompasses approximately 185 acres.
- Eligible Perkins Road Overpass Multiple Property Submission (PROMPS)
The PROMPS is a grouping of commercial structures on Perkins Road near the Perkins Road Overpass that are eligible for listing as an MPS. Four structures adjacent to the ROW are included in the grouping.
- Nairn Park
Located at 2900 Valley Street, Nairn Park is a 7.5-acre BREC owned neighborhood park with recreational center, multi-use fields, basketball court, walking track and playground.

- East Baton Rouge Levee Trail and Trailhead
Located at the junction of South Boulevard and River Road, this is the trailhead for the Baton Rouge Levee Bike Path/Trail and the trail. It extends along the east levee for about 4.8 miles, connecting downtown Baton Rouge to LSU and Farr Park.
- Burden Trails
Located on the Burden Plantation property, these trails wind through wetlands and other natural and planted habitats. The five miles of trails are on state-owned property and open to the public year-round for recreational purposes.
- West Baton Rouge Parish Levee Trail
This is a partially completed 5-mile trail along the levee on the west bank of the Mississippi River connecting Port Allen to points south.
- Rivault Park
Located at 900 Jefferson Avenue in Port Allen, Rivault Park is maintained by West Baton Rouge Parks and Recreation. The park serves Port Allen, is approximately 14.3 acres, and supports baseball and softball fields, a playground, and a pavilion.

In compliance with Section 106 of the National Historic Preservation Act, as amended (NHPA), a Phase I cultural resources survey was undertaken to identify and evaluate historic sites and structures that could be impacted by the proposed project. No archaeological sites were identified. A total of 605 buildings were recorded during the standing structure survey. Of these, 300 were considered contributing elements to historic districts that are either listed on or eligible for NRHP listing. The proposed action requires the acquisition and removal of 17 of the 300 buildings. Five properties experience an acquisition of minimal portions of property, but the contributing structure is unaffected, or the impact does not impact the historic integrity of the structure. Consultation with the State Historic Preservation Officer (SHPO) was completed in accordance with Section 106 regulations. A mitigation plan was developed in the form of a Programmatic Agreement (PA) which is included in **Appendix B**. The SHPO is the official with jurisdiction regarding the affected historic districts. Agency correspondence is in **Appendix C**.

Consideration of potential effects to the parks adjacent to I-10 resulted in the identification of *de minimis* impact to East Polk Street Park and a trail associated with City Park Lake. The finding of *de minimis* impact is addressed in separate documents, see **Appendix D**, and summarized in the Environmental Assessment (EA) prepared for the proposed action. No properties that utilized funds authorized under Section 6(f) of the Land and Water Conservation Act were determined to be affected by the proposed action (see Appendix C for email confirmation).

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

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

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

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

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

Table 1 identifies Section 4(f) resources effected by the proposed action, affected properties within the Section 4(f) resources, and the Section 4(f) proposed use. A brief description of the Section 4(f) resources and the affected structures therein follows in Subsections 2.1 through 2.3. All structures to be acquired include the acquisition of the structure, the lot on which they are located and all improvements.

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

Section 4(f) Resource and Properties			Section 4(f) Use
LHRI #	Name/Type of Property	Address	
Eligible OSBRHD – Section 4(f) Resource 1			Permanent incorporation of part of the resource, approximately 3.9 acres, involving acquisition of land and the below listed contributing elements
17-01159	Residence	943 Maximillian St.	Acquire and move or demolish
17-01370	Leo's Service Market	945 East Blvd.	Acquire and demolish
17-01412	Residence	1006 Julia St.	Acquire and move or demolish
17-02057	Residence	1666 Braddock St	Alter access and resale or demolish ¹
17-02056	Residence	1704 Braddock St	Alter access and resale ¹
17-02081	Bell's Tire Shop	1026 E. Washington St.	Acquire and demolish
17-02100	Residence	1851 Kentucky St.	Acquire and move or demolish
17-02101	Residence	1839 Kentucky St.	Acquire and move or demolish
17-02146	Residence	996 Terrace St.	Acquire and move or demolish
17-02175	Residence	944 Maximillian St.	Acquire and move or demolish
17-02182	Residence	1010 Julia St.	Acquire and move or demolish
17-02099	Residence	1855 Kentucky St.	Less than 27 sq ft of lot corner to be acquired
17-02082	Residence	1807 Georgia St.	Less than 20 sq ft of lot corner to be acquired
Eligible HOHD²– Section 4(f) Resource 2			Permanent incorporation of part of the resource, approximately 2.1 acres, involving acquisition of land and the below listed contributing elements
17-01870	Residence	2547 Honeysuckle Ave.	Acquire and move or demolish
17-01887	Residence	2567 Rhododendron Ave.	Acquire and move or demolish
17-01888	Residence	3218 S Eugene St.	Acquire and move or demolish
17-01892	Residence	3154 S Eugene St.	Acquire and move or demolish
17-01894	Residence	3144 S Eugene St.	Less than 60 sq ft of lot corner to be acquired
17-01882	Residence	2536 Honeysuckle Ave.	Less than 169 sq ft of driveway/corner to be acquired
Eligible PROMPS – Section 4(f) Resource 3			Permanent incorporation of part of the resource, approximately 0.13 acres, involving acquisition of land and removal of the below listed contributing elements
17-01905	Fresh Salon	2265 Christian St.	Acquire and demolish
17-01920	Overpass Merchant	2904 Perkins Rd.	Acquire and demolish or remove modern addition
17-01915	Ivar's Sports Bar	2954 Perkins Rd	Removal of awning/porch that intrudes on existing ROW

Section 4(f) Resource and Properties			Section 4(f) Use
LHRI #	Name/Type of Property	Address	
Parks			
	East Polk Street Park		<i>de minimis</i> – Permanent incorporation of 0.04 acres of the park
	City Park Lake Trail		<i>de minimis</i> – Permanent incorporation of less than 0.02 acres of servitude

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 eligible 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.

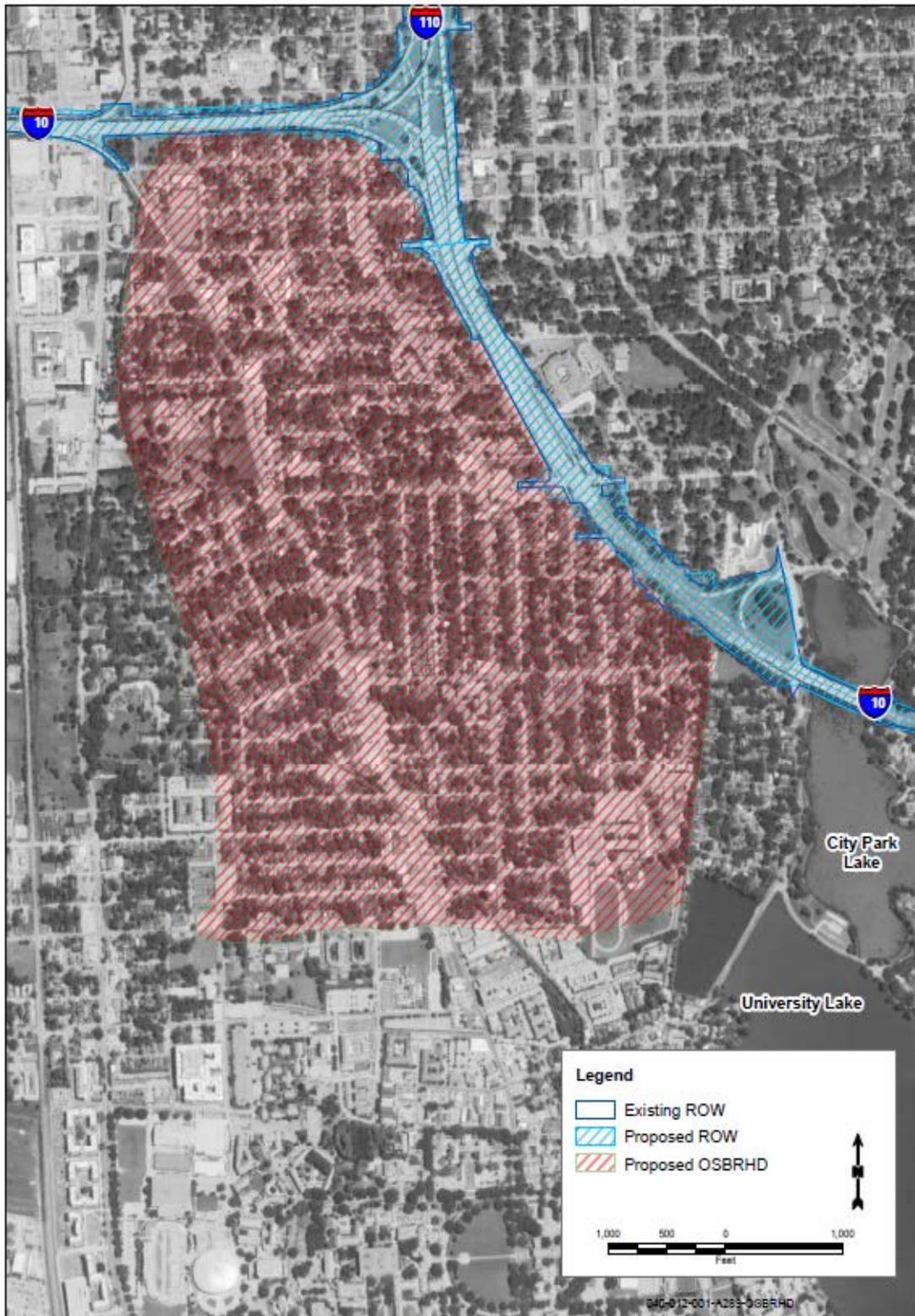
2.1 Section 4(f) Resource 1 – Eligible Old South Baton Rouge Historic District (OSBRHD)

The OSBRHD is an eligible proposed historic district located southwest of I-10, east of the Mississippi River, and north of Louisiana State University (LSU) (**Figure 2**). The eligible NRHP district encompasses approximately 0.79 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.

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

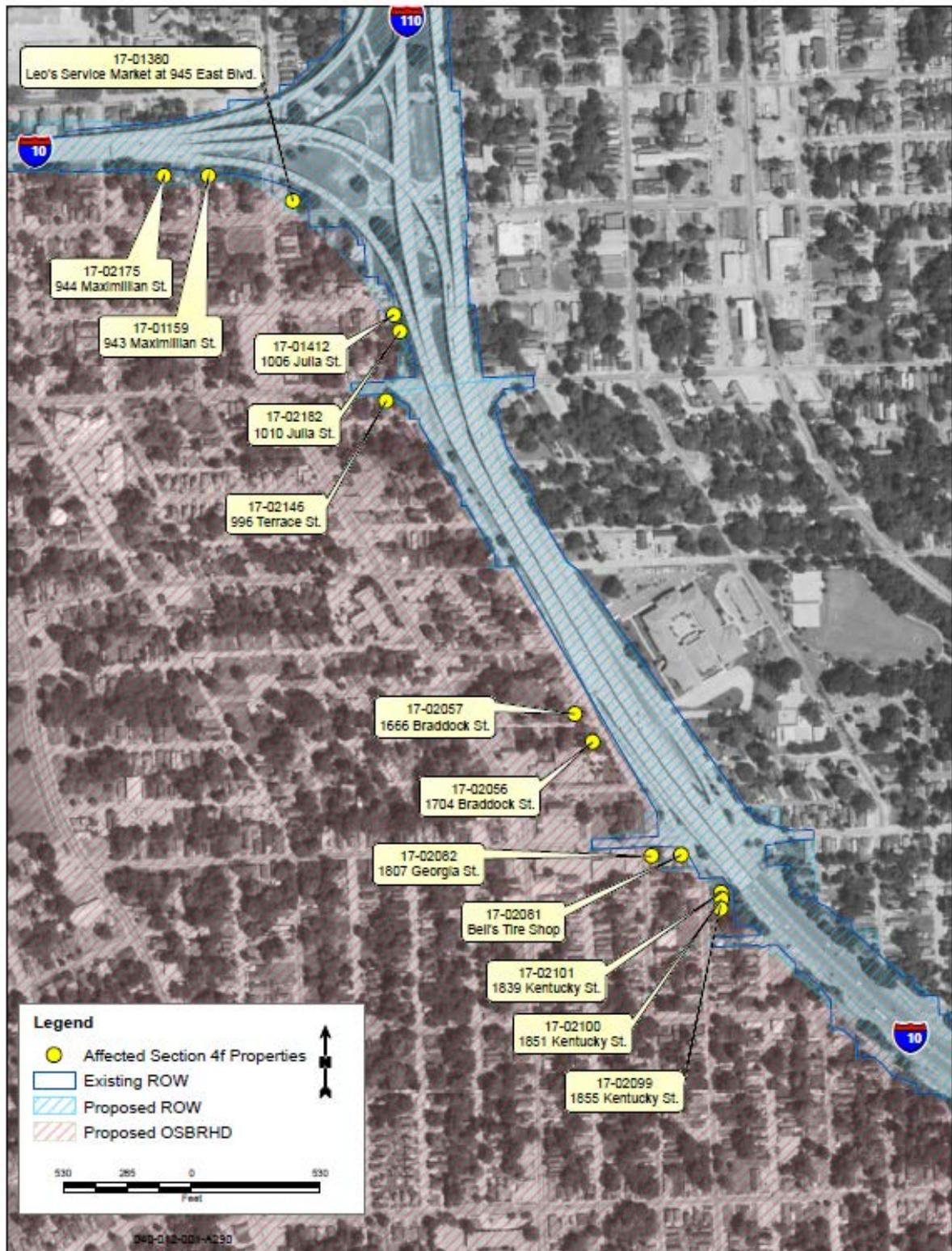
There are multiple buildings within the project’s APE that are considered contributing elements to the eligible district. Adverse effects are anticipated for 11 of these buildings and two properties that experience some reduction in lot size. These elements are shown on **Figure 3** and described below. The adverse effects include the purchase of properties and removal and/or demolition of the buildings and the acquisition of less than 27 ft² of land and less than 20 ft² of land off rear lot corners of two properties where the structures remain unaffected. Property acquisition and removal and/or demolition of the contributing elements constitutes an adverse effect to the Section 4(f) resource and is considered a permanent use.

FIGURE 2
OLD SOUTH BATON ROUGE HISTORIC DISTRICT



Base map comprised of ESRI NAIP exported 2020.

FIGURE 3
AFFECTED SECTION 4F PROPERTIES IN THE ELIGIBLE OSBRHD



Base map comprised of ESRI NAIP exported 2020.

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



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

2.1.2 1006 Julia Street (17-01412)



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

2.1.3 Bell's Tire Shop (17-02081)



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

2.1.4 1839 Kentucky St. (17-02101)



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

2.1.5 996 Terrace St. (17-02146)



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

2.1.6 944 Maximillian St. (17-02175)



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

2.1.7 1010 Julia St. (17-02182)



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

2.1.8 943 Maximillian St. (17-01159)



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

2.1.9 1851 Kentucky St. (17-02100)



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

2.1.10 1666 Braddock St. (17-02057)



1666 Braddock Street is at the corner of Braddock and Lettsworth Streets. The two-story building has a square footprint and a low-pitched hipped roof with deep eaves and centered hipped dormers. The form is known as American Foursquare, sometimes called the Prairie Box. The house is a contributing element to the eligible OSBRHD but is not

considered individually eligible for the NRHP.

2.1.11 1704 Braddock St. (17-02056)



The residence at 1704 Braddock Street was built in 1957. The form seems to be a vernacular interpretation and syncretic mix of a regional Baton Rouge bungalow and a nationally popular ranch style. The house is a contributing element to the eligible OSBRHD but is not considered individually eligible for the NRHP.

2.1.12 1855 Kentucky St. (17-02099)



1855 Kentucky Street supports a shotgun house built between 1923 and 1947. Approximately 27ft² of rear yard will be acquired. The house is a contributing element to the eligible OSBRHD but is not considered individually eligible for the NRHP.

2.1.13 1807 Georgia St. (17-02082)



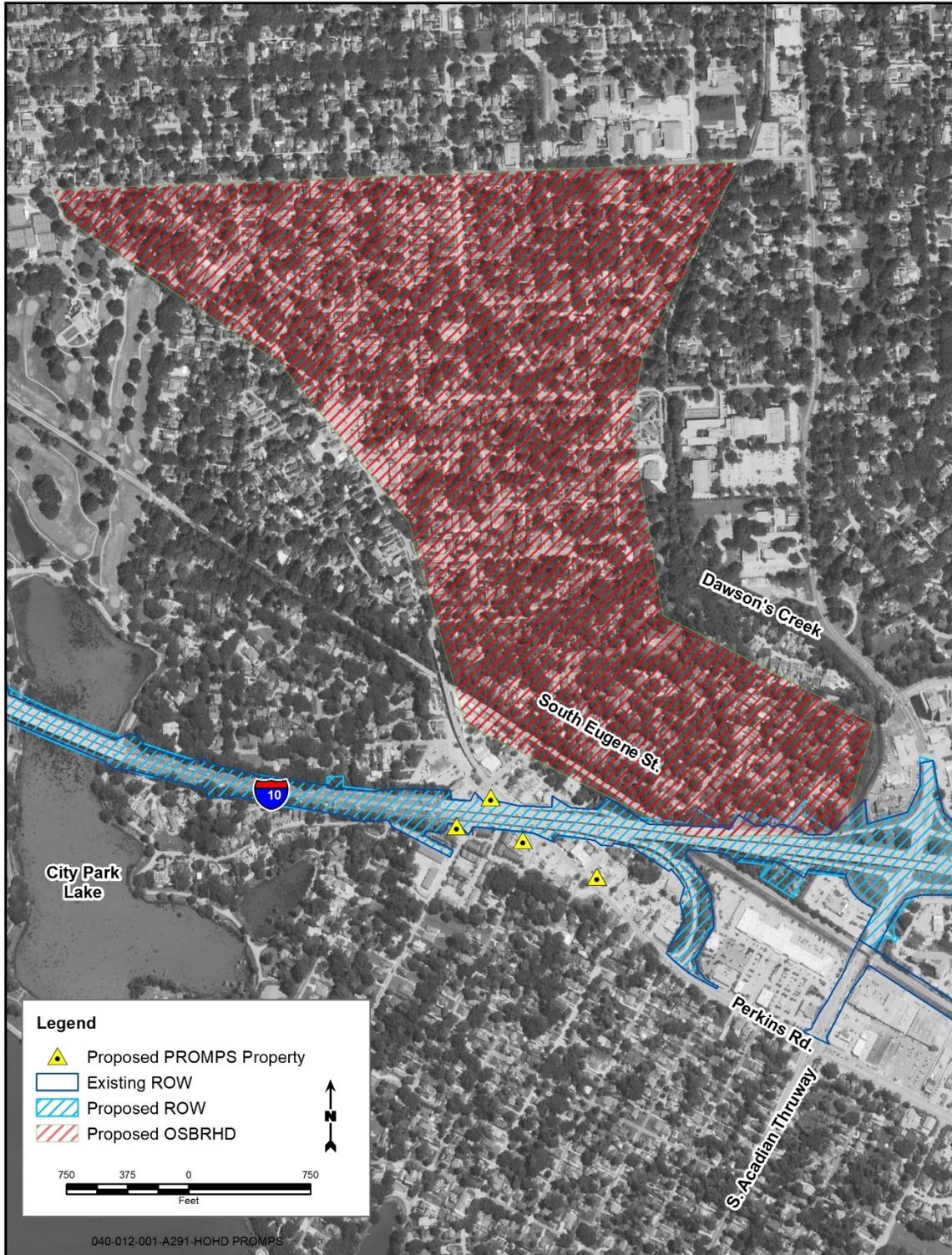
The wood frame cottage located at 1807 Georgia Street was built between 1923 and 1947. Approximately 20ft² of rear yard will be acquired. The house is a contributing element to the eligible OSBRHD but is not considered individually eligible for the NRHP.

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

The HOHD is an eligible district that lies north of I-10 and east of I-110 (**Figure 4**). This figure also shows the properties that comprise the PROMPS properties as they are adjacent to the HOHD and do not have a “district” boundary. The district encompasses about 0.32 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 eligible HOHD that will be adversely affected by and two properties that will experience a reduction in lot size from the proposed project (**Figure 5**). The adverse effects include the purchase of properties and removal and/or demolition of the buildings and the acquisition of approximately 60 ft² of land from the rear corner of one property and 169 ft² of driveway and front corner of another property. Property acquisition and removal and/or demolition of the contributing elements constitutes an adverse effect to the Section 4(f) resource and is considered a permanent use.

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



Base map comprised of ESRI NAIP exported 2020.

2.2.1 2547 Honeysuckle Ave. (17-01870)



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

2.2.2 2567 Rhododendron Ave. (17-01887)



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

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



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

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



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

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



This minimal traditional cottage at 3144 South Eugene Street is approximately 110 feet from existing I-10. Approximately 60 ft² of ROW will be acquired from the rear yard. The cottage is a contributing element to the eligible HOHD but is not considered individually eligible for the NRHP.

2.2.6 2536 Honeysuckle Ave. (17-01882)



This minimal traditional cottage at 2536 Honeysuckle Avenue is approximately 66 feet from I-10. Approximately 169 ft² of ROW will be acquired from the front yard/driveway. The cottage is a contributing element to the eligible HOHD but is not considered individually eligible for the NRHP.

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

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

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

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



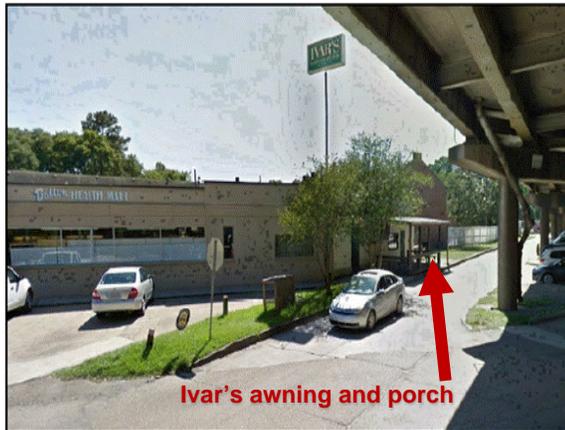
Fresh Salon at 2265 Christian Street is an irregular shaped pentagon-al building adjacent to an elevated portion of I-10. It is a mid-twentieth-century modern style building. This building is not individually eligible for the NRHP but is considered part of the eligible PROMPS.

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



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

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



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

3.0 ALTERNATIVES ANALYSIS

3.1 Alternatives

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

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

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

**TABLE 2
ALTERNATIVES CONSIDERED FOR I-10 CAPACITY IMPROVEMENTS**

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

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

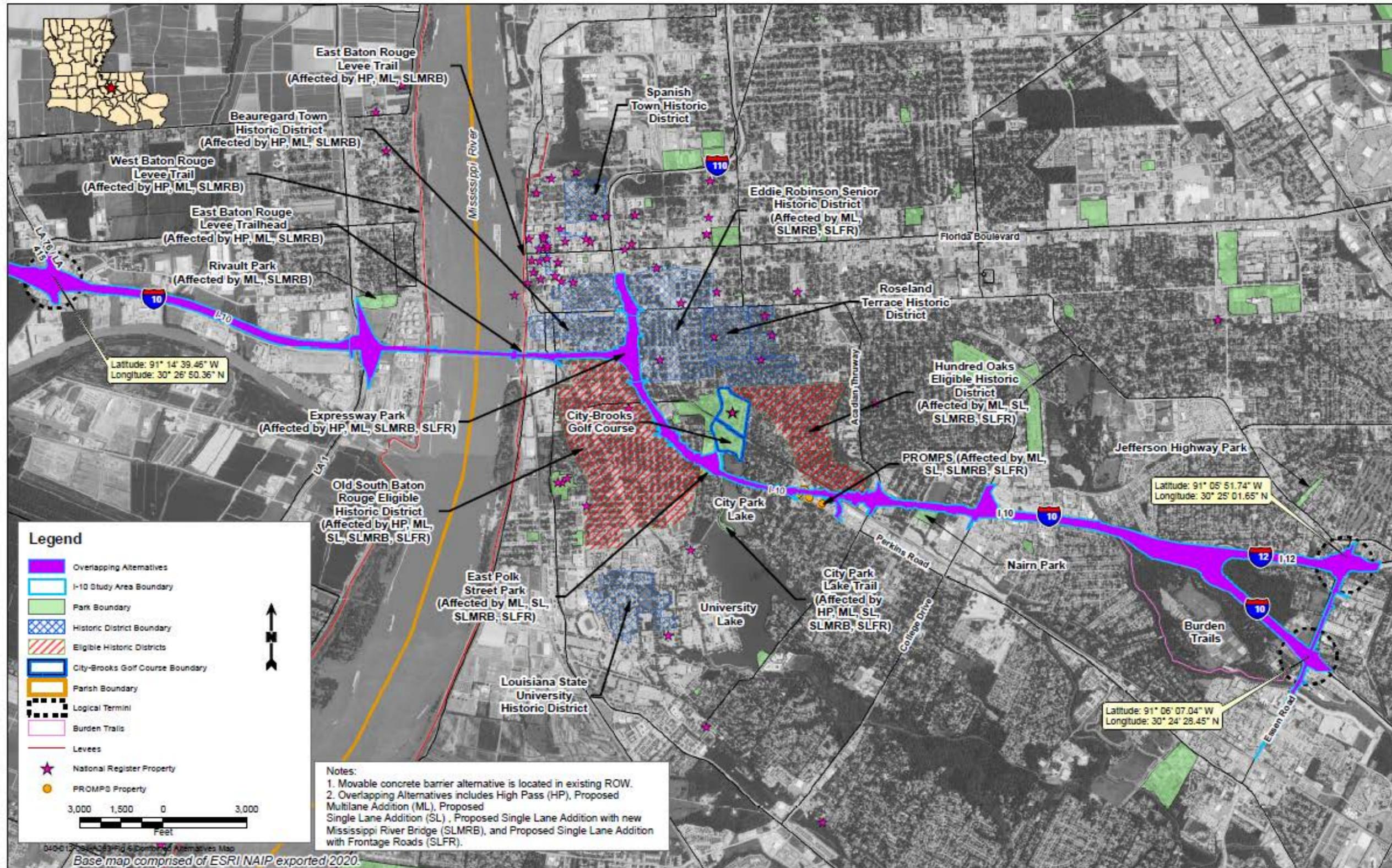
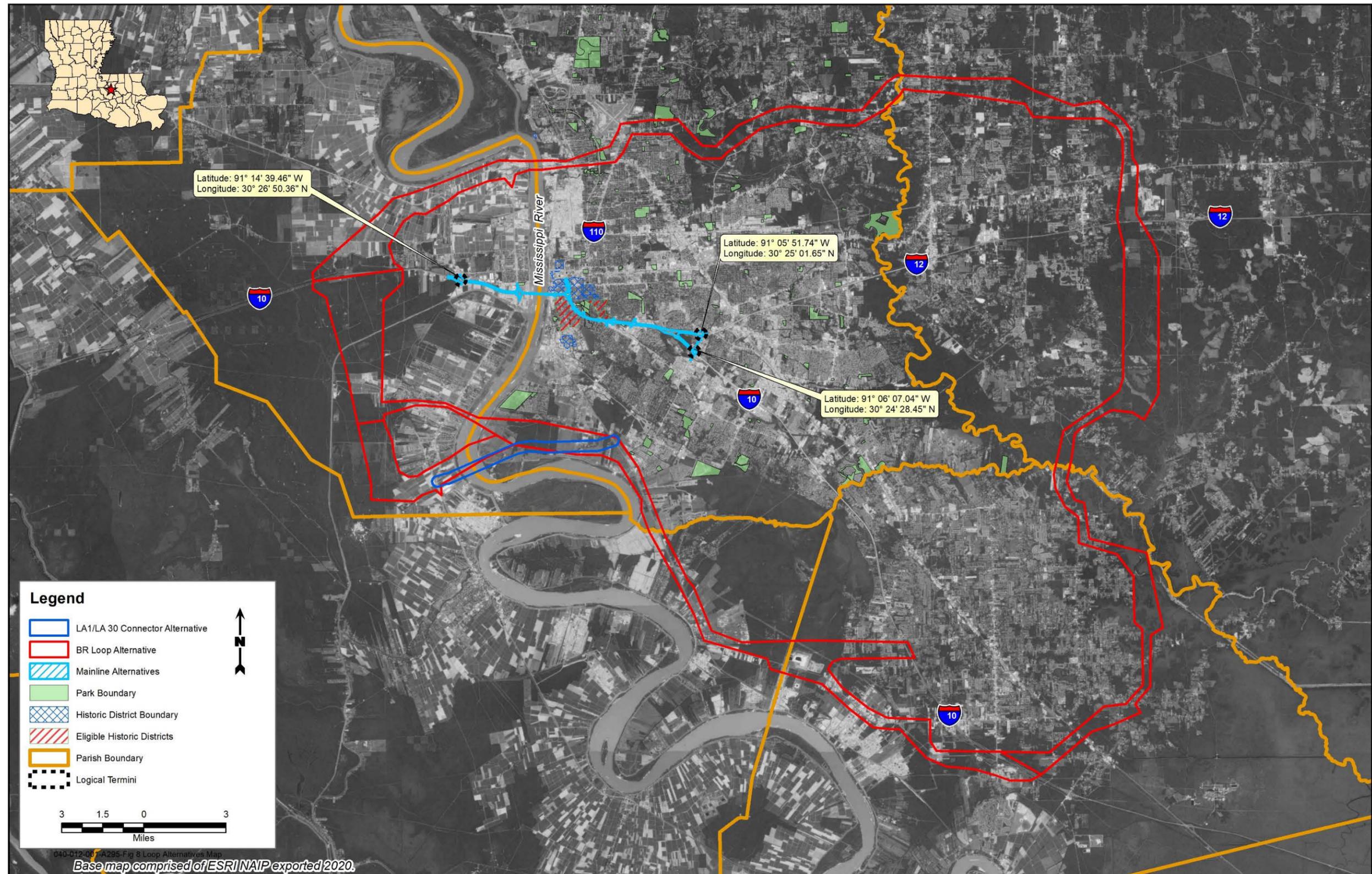


FIGURE 6b
I-10 CAPACITY IMPROVEMENTS ALTERNATIVES – BR LOOP AND DIRECT LA1/LA30 CONNECTION ALTERNATIVES



3.2 Initial Review

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

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

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

The remaining alternatives are presented in the following sections.

3.2.1 Avoidance Alternatives

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

3.2.1.1 No-build Alternative

Description

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

Prudence Analysis

1. The alternative does not address the purpose and need

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

2. The alternative will result in unacceptable safety problems

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

3. After reasonable mitigation, the alternative still causes severe social, economic, or environmental impacts; severe disruption to established communities; severe or disproportionate impacts to minority or low-income populations or severe impacts to environmental resources protected under other federal statutes

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

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

The No-build alternative results in continued maintenance and eventual rehabilitation/replacement of aging infrastructure.

5. The alternative causes other unique problems or unusual factors

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

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

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

Conclusion:

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

3.2.1.2 Movable Barrier Alternative

Description

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

Prudence Analysis

1. The alternative does not address the purpose and need

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

relief to the opposing direction. Overall traffic throughput would not improve, thereby not meeting the project's purpose and need.

2. The alternative will result in unacceptable safety problems

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

3. After reasonable mitigation, the alternative still causes severe social, economic, or environmental impacts; severe disruption to established communities; severe or disproportionate impacts to minority or low-income populations or severe impacts to environmental resources protected under other federal statutes

This factor is not applicable because the alternative does not acquire any new ROW.

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

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

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

5. The alternative causes other unique problems or unusual factors

The unique nature of this alternative and its operation results in unique operational and maintenance factors. The concept results in unacceptable operational problems as congestion

and travel time for one direction would be worsened to provide relief to the opposing direction.

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

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

Conclusion:

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

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

Description

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

Prudence Analysis

1. The alternative does not address the purpose and need

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

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

2. The alternative will result in unacceptable safety problems

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

3. After reasonable mitigation, the alternative still causes severe social, economic, or environmental impacts; severe disruption to established communities; severe or disproportionate impacts to minority or low-income populations or severe impacts to environmental resources protected under other federal statutes

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

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

This alternative results in continued maintenance and eventual rehabilitation/replacement of aging infrastructure.

5. The alternative causes other unique problems or unusual factors

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

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

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

Conclusion:

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

3.2.2 Other Alternatives

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

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

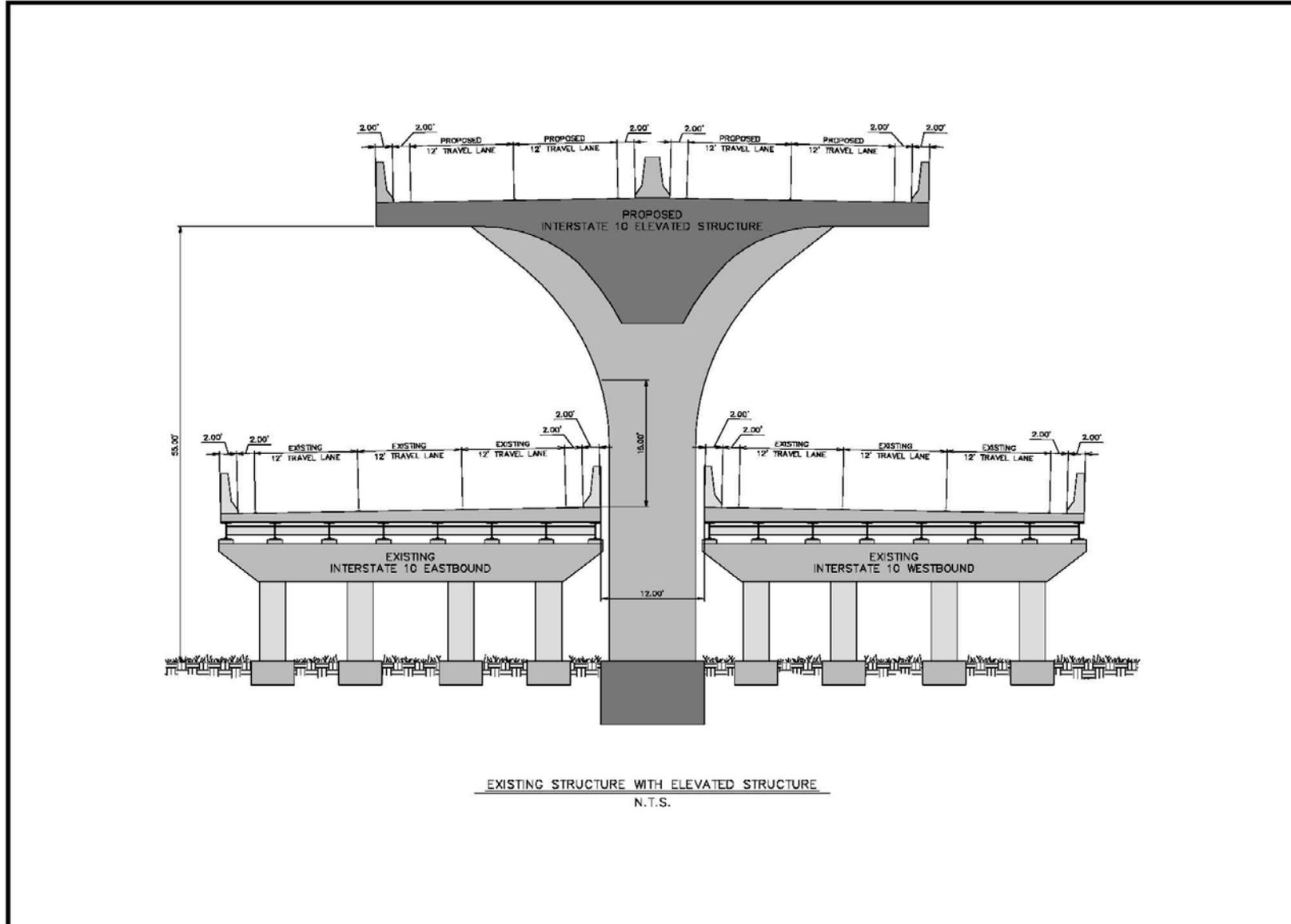
3.2.2.1 High Pass Alternative

Description

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

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

FIGURE 7
HIGH PASS TYPICAL SECTION GRAPHIC



Providence Engineering and Environmental Group LLC Drawing No.: 040-012-001-A298 Date: 08/10/20

Minimization Measures

1. Reduction of ROW

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

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

3.2.2.2 Multiple Additional Lanes Alternative (with New MRB)

Description

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

Minimization Measures

1. Reduction of ROW

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

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

2. Interchange Concepts

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

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

3. Roundabouts

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

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

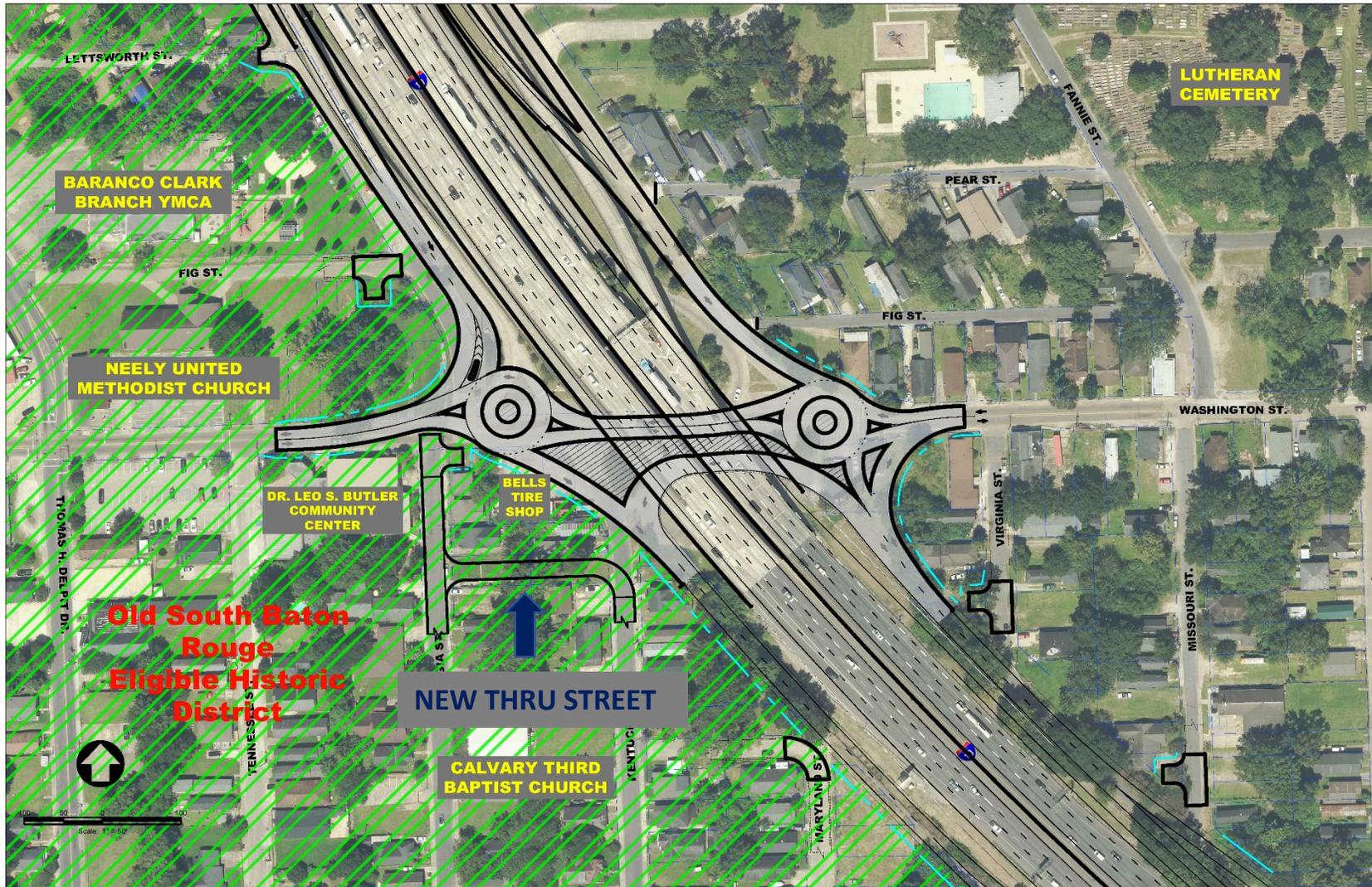
4. Connector Roads/Road Shifts

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

FIGURE 8
SIGNALIZED WASHINGTON INTERCHANGE CONCEPT



FIGURE 9
ROUNDBABOUTS AT WASHINGTON WITH NEW THRU STREET SHOWN



3.2.2.3 Single Lane Addition Alternatives

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

3.2.2.3.1 Single Lane Addition in Each Direction

Description

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

Minimization Measures

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

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

Description

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

Minimization Measures

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

3.2.2.3.3 Single Lane Addition in Each Direction with Frontage Roads

Description

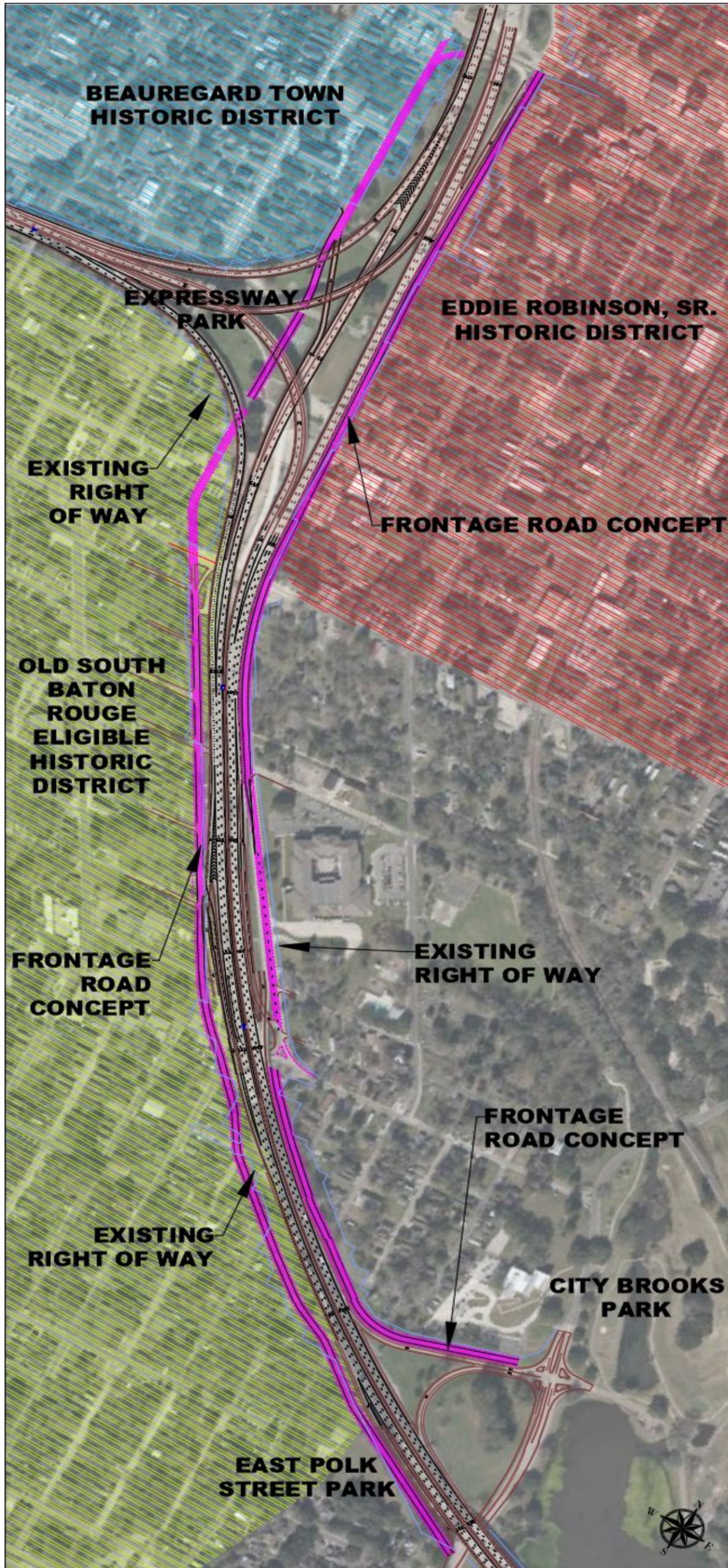
This concept adds to the Single Lane Addition alternative by providing frontage roads to carry traffic on at-grade roads between Government and Dalrymple rather than remain on I-10. Providing frontage roads eliminates the need to consolidate the Washington and Dalrymple interchanges.

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

Minimization Measures

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

FIGURE 10
I-110 FRONTAGE ROADS CONCEPT LAYOUT



3.3 Least Overall Harm Analysis

The evaluation for least overall harm involves seven analysis factors:

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

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

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

ALTERNATIVE	SECTION 4(F) RESOURCE USE AND/OR SEVERITY OF HARM													
	BTHD	OSBRHD	ERSHD	HOHD	PROMPS	East Baton Rouge Levee Trail	Expressway Park	City-Brooks Park	East Polk Street Park	City Park Lake Trail	Nairn Park	Burden Trails	Rivault Park	West Baton Rouge Levee Trail
High Pass	17 structures permanently incorporated, including individually eligible New St. Luke Baptist Church Anticipated increased traffic noise and visual impact	13 structures permanently incorporated Anticipated increased traffic noise and visual impact	Anticipated increased traffic noise Visual impact	Anticipated increased traffic noise Visual impact	Anticipated increased traffic noise Visual impact	Temporary use - use prohibited during overhead construction presumed <i>de minimis</i>	Presumed <i>de minimis</i> Anticipated increased traffic noise Changes to viewshed	Presumed <i>de minimis</i> Anticipated increased traffic noise Change to viewshed	Presumed <i>de minimis</i> Anticipated increased traffic noise Changes to viewshed	Presumed <i>de minimis</i> Anticipated increased traffic noise Changes to viewshed	Presumed <i>de minimis</i> Anticipated increased traffic noise Changes to viewshed	Permanent use of less than 0.1 acres presumed <i>de minimis</i> Changes to viewshed	NA	Temporary use - use prohibited during overhead construction presumed <i>de minimis</i>
Multiple Lane Addition (new MRB)	5 structures permanently incorporated, including individually eligible New St. Luke Baptist Church Anticipated increased traffic noise	25 structures permanently incorporated, including individually eligible Progressive Baptist Church Anticipated increased traffic noise	3 structures permanently incorporated, including individually eligible St. Francis Xavier Church and School Anticipated increased traffic noise	4 structures permanently incorporated Anticipated increased traffic noise	All 4 structures permanently incorporated, which eliminates the PROMPS	Temporary use - use prohibited during overhead construction presumed <i>de minimis</i>	Permanent use of about 0.17 acres Park building affected, replacement required	NA	Permanent use of about 0.22 acres	Temporary use - use prohibited during overhead construction – <i>de minimis</i> and Permanent use of 0.02 acres of servitude- trail not affected	NA	NA	Permanent use of about 0.12 acres presumed <i>de minimis</i>	Temporary use - use prohibited during overhead construction presumed <i>de minimis</i>
Single Lane Addition/ Proposed Action	Anticipated increased traffic noise	11 structures permanently incorporated Anticipated increased traffic noise	Anticipated increased traffic noise	4 structures permanently incorporated Anticipated increased traffic noise	2 structures permanently incorporated/ 50% loss of listing Anticipated increased traffic noise	NA	NA	NA	Permanent use of about 0.04 acres – <i>de minimis</i>	Temporary use - use prohibited during overhead construction – <i>de minimis</i> and Permanent use of 0.02 acres of servitude- trail not affected	NA	NA	NA	NA
Single Lane Addition w new MRB	5 structures permanently incorporated, including individually eligible New St. Luke Baptist Church Anticipated increased traffic noise	11 structures permanently incorporated Anticipated increased traffic noise	3 structures permanently incorporated, including individually eligible St. Francis Xavier Church and School Anticipated increased traffic noise	4 structures permanently incorporated Anticipated increased traffic noise	2 structures permanently incorporated/50% loss of listing Anticipated increased traffic noise	Temporary use - use prohibited during overhead construction presumed <i>de minimis</i>	Permanent use of about 0.17 acres Park building affected, replacement required	NA	Permanent use of about 0.04 acres- <i>de minimis</i>	Temporary use - use prohibited during overhead construction – <i>de minimis</i> and Permanent use of 0.02 acres of servitude- trail not affected	NA	NA	Permanent use of about 0.12 acres presumed <i>de minimis</i>	Temporary use - use prohibited during overhead construction presumed <i>de minimis</i>
Single Lane Addition with Frontage Roads	4 structures permanently incorporated	22 structures permanently incorporated, including individually eligible Progressive Baptist Church and about 0.05 acres of the individually eligible Baranco-Clark YMCA	7 structures permanently incorporated, including individually eligible St. Francis Xavier Church and School	4 structures permanently incorporated	2 structures permanently incorporated/50% loss of listing Anticipated increased traffic noise	NA	Permanent use of about 0.49 acres, sectioning the park into two parcels impairing or removing access and uses	NA	Permanent use of about 0.22 acres	Temporary use - use prohibited during overhead construction – <i>de minimis</i> and Permanent use of 0.02 acres of servitude- trail not affected	NA	NA	NA	NA

NA – No Affect

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

ALTERNATIVE	RESOURCES AND LEAST OVERALL HARM FACTORS													
	HISTORIC					RECREATIONAL								
	BTHD	OSBRHD	ERSHD	HOHD	PROMPS	East Baton Rouge Levee Trail	Expressway Park	City-Brooks Park	East Polk Street Park	City Park Lake Trail	Nairn Park	Burden Trails	Rivault Park	West Baton Rouge Levee Trail
LEAST OVERALL HARM FACTOR 1 – ABILITY TO MITIGATE ADVERSE IMPACT														
High Pass	<ul style="list-style-type: none"> Develop historic contexts, public information displays, recordation, vibration monitoring, and relocation of structures within districts, as applicable Apply aesthetic design to reduce visual impact Noise barriers where determined reasonable and feasible to reduce traffic noise 					<i>de minimis</i> Restore trail access when overhead construction complete	<i>de minimis</i> Apply aesthetic design to reduce visual impact	<i>de minimis</i> Apply aesthetic design to reduce visual impact	<i>de minimis</i> Apply aesthetic design to reduce visual impact	<i>de minimis</i> Apply aesthetic design to reduce visual impact	<i>de minimis</i> Apply aesthetic design to reduce visual impact	<i>de minimis</i> Apply aesthetic design to reduce visual impact	NA	<i>de minimis</i> Restore trail access when overhead construction complete
Multiple Lane Addition (new MRB)	<ul style="list-style-type: none"> Develop historic contexts, public information displays, recordation, vibration monitoring, and relocation of structures within districts, as applicable New cross-street to maintain access in OSBRHD Relocation of South Eugene maintains access in the HOHD Enhancements in the PROMPS in partnership with the City-Parish, possibly to include parking, paths, and greenspace Noise barriers where determined reasonable and feasible to reduce traffic noise 					<i>de minimis</i> Restore trail access when overhead construction complete	Relocate/replace park functions as possible with additional amenities to portion in DOTD ROW	NA	Park enhancements such as trails, landscaping, and amenities to be implemented	<i>de minimis</i> Restore trail access when overhead construction complete	NA	NA	<i>de minimis</i> Park enhancements such as landscaping to be implemented	<i>de minimis</i> Restore trail access when overhead construction complete
Single Lane Addition/Proposed Action	<ul style="list-style-type: none"> Develop historic contexts, public information displays, recordation, vibration monitoring, and relocation of structures within districts, as applicable New cross-street to maintain access in OSBRHD Relocation of South Eugene maintains access in the HOHD Enhancements in the PROMPS in partnership with the City-Parish, possibly to include parking, paths, and greenspace Noise barriers where determined reasonable and feasible to reduce traffic noise 					NA	NA	NA	<i>de minimis</i> Park enhancements such as trails, landscaping, and amenities to be implemented	<i>de minimis</i> Restore trail access when overhead construction complete	NA	NA	NA	NA
Single Lane Addition w new MRB	<ul style="list-style-type: none"> Develop historic contexts, public information displays, recordation, vibration monitoring, and relocation of structures within districts, as applicable New cross-street to maintain access in OSBRHD Relocation of South Eugene maintains access in the HOHD Enhancements in the PROMPS in partnership with the City-Parish, possibly to include parking, paths, and greenspace Noise barriers where determined reasonable and feasible to reduce traffic noise 					<i>de minimis</i> Restore trail access when overhead construction complete	Relocate/replace park functions as possible with additional amenities to portion in DOTD ROW	NA	<i>de minimis</i> Park enhancements such as trails, landscaping, and amenities to be implemented	<i>de minimis</i> Restore trail access when overhead construction complete	NA	NA	<i>de minimis</i> Park enhancements such as landscaping to be implemented	<i>de minimis</i> Restore trail access when overhead construction complete
Single Lane Addition with Frontage Roads	<ul style="list-style-type: none"> Develop historic contexts, public information displays, recordation, vibration monitoring, and relocation of structures within districts, as applicable Relocation of South Eugene to maintain access in the HOHD Enhancements in the PROMPS in partnership with the City-Parish, possibly to include parking, paths, and greenspace Noise barriers where determined reasonable and feasible to reduce traffic noise 					NA	Park enhancements in form of trails, gathering spaces, information displays, or additional/enhanced amenities to be implemented	NA	Park enhancements such as trails, landscaping, and amenities to be implemented	<i>de minimis</i> Restore trail access when overhead construction complete	NA	NA	NA	NA

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

ALTERNATIVE	RESOURCES AND LEAST OVERALL HARM FACTORS													
	HISTORIC					RECREATIONAL								
	BTHD	OSBRHD	ERSHD	HOHD	PROMPS	East Baton Rouge Levee Trail	Expressway Park	City-Brooks Park	East Polk Street Park	City Park Lake Trail	Nairn Park	Burden Trails	Rivault Park	West Baton Rouge Levee Trail
LEAST OVERALL HARM FACTOR 2 – RELATIVE SEVERITY OF REMAINING HARM														
High Pass ¹	<ul style="list-style-type: none"> An estimated 40% (about 7 of 17) of structures may be lost if they cannot be relocated within the district Loss of individually eligible New St. Luke Baptist Church Visual impact of High Pass and height of noise barriers on high pass would be a visual impact 	<ul style="list-style-type: none"> An estimated 40% (about 5 of 13) of structures may be lost if they cannot be relocated within the district Visual impact of High Pass and height of noise barriers on high pass would be a visual impact 	<ul style="list-style-type: none"> Visual impact remains, though softened by design - High Pass would dominate the viewshed Height of noise barriers would be a visual impact 			<i>de minimis</i>	Presumed <i>de minimis</i> <ul style="list-style-type: none"> Visual impact remains, though softened by design - High Pass would dominate the viewshed Height of noise barriers would be a visual impact 						NA	<i>de minimis</i>
Multiple Lane Addition (new MRB)	<ul style="list-style-type: none"> An estimated 40% (about 2 of 5) of structures may be lost if they cannot be relocated within the district Loss of individually eligible New St. Luke Baptist Church 	<ul style="list-style-type: none"> An estimated 40% (about 10 of 25) of structures may be lost if they cannot be relocated within the district Loss of individually eligible of Progressive Baptist Church 	<ul style="list-style-type: none"> An estimated 40% (about 1 of 3) of structures may be lost if they cannot be relocated within the district Loss of individually eligible St. Francis Xavier Church and School 	An estimated 3 of 4 structures may be lost due to lack of available land on which to relocate	100% (4 structures) of the PROMPS listing would be acquired, negating the listing	<i>de minimis</i>	Negligible after mitigation	NA	Negligible after mitigation	<i>de minimis</i>	NA	NA	Negligible after mitigation	<i>de minimis</i>
Single Lane Addition/Proposed Action	NA	<ul style="list-style-type: none"> An estimated 40% (about 4 of 11) of structures may be lost if they cannot be relocated within the district 	NA	An estimated 3 of 4 structures may be lost due to lack of available land on which to relocate	50% (2 structures) of the PROMPS listing would be acquired	NA	NA	NA	<i>de minimis</i>	<i>de minimis</i>	NA	NA	NA	NA
Single Lane Addition w new MRB	<ul style="list-style-type: none"> An estimated 40% (about 2 of 5) of structures may be lost if they cannot be relocated within the district Loss of individually eligible New St. Luke Baptist Church 	<ul style="list-style-type: none"> An estimated 40% (about 3 of 11) of structures may be lost if they cannot be relocated within the district Loss of individually eligible of Progressive Baptist Church 	<ul style="list-style-type: none"> An estimated 40% (about 1 of 3) of structures may be lost if they cannot be relocated within the district Loss of individually eligible St. Francis Xavier Church and School 	An estimated 3 of 4 structures may be lost due to lack of available land on which to relocate	50% (2 structures) of the PROMPS listing would be acquired	<i>de minimis</i>	NA	NA	Negligible after mitigation	<i>de minimis</i>	NA	NA	Negligible after mitigation	<i>de minimis</i>
Single Lane Addition with Frontage Roads	<ul style="list-style-type: none"> An estimated 40% (about 1 of 4) of structures may be lost if they cannot be relocated within the district 	<ul style="list-style-type: none"> An estimated 40% (about 9 of 22) of structures may be lost if they cannot be relocated within the district Loss of individually eligible of Progressive Baptist Church 	<ul style="list-style-type: none"> An estimated 40% (about 3 of 7) of structures may be lost if they cannot be relocated within the district Loss of individually eligible St. Francis Xavier Church and School 	An estimated 3 of 4 structures may be lost due to lack of available land on which to relocate	50% (2 structures) of the PROMPS listing would be acquired	NA	Expressway Park would have to be reconfigured, accessibility concerns remain, and the park may have fewer amenities	NA	<i>de minimis</i>	<i>de minimis</i>	NA	NA	NA	NA

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

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

NA – Not Applicable or Not Affected

Table Notes:

¹ To construct an overhead facility in a very small space while minimizing right of way acquisitions would require considerable equipment, atypical techniques, and lane closures for an extended period (multiple years). Closure of multiple lanes of traffic on the existing interstate for extended periods would result in serious traffic congestion which would be expected to result in increased traffic cutting through these four adjacent historic districts and MPS.

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

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

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

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

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

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

5) Degree to which each alternative meets purpose and need

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

**TABLE 5
DEGREE TO WHICH ALTERNATIVES MEET PURPOSE AND NEED**

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

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

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

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

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

Alternative	Non 4(f) Resource	Adverse Effects After Reasonable Mitigation
High Pass (includes a new MRB)	<ul style="list-style-type: none"> • General Populace • <0.05 Wetlands/ Other waters • 6 Non-residential buildings acquired • Odell Williams African American Museum • Christian Bible College • Vacant land • Mississippi River 	<ul style="list-style-type: none"> • Populace <ul style="list-style-type: none"> ○ Major impacts to travel time during construction (unable to maintain three lanes of traffic in each direction on I-10) may result in increased cost of living and decreased quality of life ○ Visual impacts to surrounding neighborhoods will remain regardless of aesthetic design ○ Noise impacts to surrounding residential areas may remain for some areas even with noise barriers • Mitigation for wetlands/other waters will resolve adverse effects • Replacement of commercial/industrial structures may relocate them away from necessary infrastructure or primary service areas • Permanent incorporation of the Odell Williams African American Museum and Christian Bible College • Permanent incorporation of approximately 14.3 acres of adjacent property for required ROW • Adverse effects to the Mississippi River and its flora and fauna would be expected during construction and should be mitigated by permit requirements (this only applies to alternatives with a new MRB)

Alternative	Non 4(f) Resource	Adverse Effects After Reasonable Mitigation
Multiple Additional Lanes (each direction on I-10) with a new MRB	<ul style="list-style-type: none"> • General Populace • < 0.5 acres Wetlands • 6 Non-residential buildings acquired • 32 Residential buildings acquired • Vacant land • Mississippi River 	<ul style="list-style-type: none"> • Populace <ul style="list-style-type: none"> ○ Noise impacts to surrounding residential areas may remain for some areas even with noise barriers • Mitigation for wetlands/other waters will resolve adverse effects • Replacement of commercial structures may relocate them away from primary service areas • 32 residential structures include 2 multifamily structures with 10 residences – relocation in existing neighborhoods may not be possible due to lack of available lots/residences • Permanent incorporation of approximately 18.0 acres of adjacent property for required ROW • Adverse effects to the Mississippi River and its flora and fauna would be expected during construction and should be mitigated by permit requirements
Single Lane Addition (each direction on I-10)	<ul style="list-style-type: none"> • General Populace • 1 Non-residential building acquired • 14 Residential buildings acquired • Vacant land 	<ul style="list-style-type: none"> • Populace <ul style="list-style-type: none"> ○ Noise impacts to surrounding residential areas may remain for some areas even with noise barriers • Commercial structure could be relocated within its primary service area, mitigating adverse effects • 14 residential structures – relocation in existing neighborhoods may not be possible due to lack of available lots/residences • Permanent incorporation of approximately 4.8 acres of adjacent property for required ROW

Alternative	Non 4(f) Resource	Adverse Effects After Reasonable Mitigation
Single Lane Addition w/a new MRB	<ul style="list-style-type: none"> • General Populace • <0.05 Wetlands/ Other waters • 4 Non-residential buildings acquired • 14 Residential buildings acquired • Odell Williams African American Museum • Vacant land • Mississippi River 	<ul style="list-style-type: none"> • Populace <ul style="list-style-type: none"> ○ Noise impacts to surrounding residential areas may remain for some areas even with noise barriers • Mitigation for wetlands/other waters will resolve adverse effects • Replacement of commercial/industrial structures may relocate them away from necessary infrastructure or primary service areas • 14 residential structures – relocation in existing neighborhoods may not be possible due to lack of available lots/residences • Permanent incorporation of Odell Williams African American Museum • Permanent incorporation of approximately 11.2 acres of adjacent property for required ROW • Adverse effects to the Mississippi River and its flora and fauna would be expected during construction and should be mitigated by permit requirements

Alternative	Non 4(f) Resource	Adverse Effects After Reasonable Mitigation
<p>Single Lane Addition with Frontage Roads</p>	<ul style="list-style-type: none"> • General Populace • 1 Non-residential building acquired • 14 Residential buildings acquired • Vacant land 	<ul style="list-style-type: none"> • Populace <ul style="list-style-type: none"> ○ Noise impacts to surrounding residential areas may remain for some areas even with noise barriers • Commercial structure could be relocated within its primary service area, mitigating adverse effects • 14 residential structures – relocation in existing neighborhoods may not be possible due to lack of available lots/residences • Permanent incorporation of approximately 5.1 acres of adjacent property for required ROW

**TABLE 7
MINORITY AND LOW-INCOME COMMUNITY IMPACTS BY ALTERNATIVE**

Alternative	EJ Community	Section 4(f) Resource	Impact
High Pass	Beauregard Town, Old South Baton Rouge	BTHD, OSBRHD	Acquisition of 36 properties on the boundaries of the BTHD and OSBRHD Section 4(f) resources and the introduction of tall highway structure to the viewshed of these same resources
Multilane Addition (w/ a new MRB)	Beauregard Town, Old South Baton Rouge, Eddie Robinson Sr.	BTHD, OSBRHD, ERSHD	Acquisition of 33 properties on the boundaries of the BTHD, OSBRHD, and ERSHD Section 4(f) resources
Single Lane Addition (each direction on I-10)	Old South Baton Rouge	OSBRHD	Acquisition of 11 properties on the boundaries of the OSBRHD Section 4(f) resource
Single Lane Addition w/new MRB	Beauregard Town, Old South Baton Rouge	BTHD, OSBRHD	Acquisition of 19 properties on the boundaries of the BTHD, OSBRHD, and ERSHD Section 4(f) resources
Single Lane Addition with Frontage Roads	Old South Baton Rouge, Eddie Robinson Sr.	BTHD, OSBRHD, ERSHD	Acquisition of 31 properties on boundaries of the BTHD, OSBRHD, and ERSHD and the loss of Expressway Park amenities, including walking, bike, and fitness trails, basketball court, and quiet contemplation areas as well as reduced access, all of which adversely impact this community's most centrally located and utilized park

7) Substantial differences in cost among alternatives

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

**TABLE 8
ROUGH ALTERNATIVE MAINLINE CONSTRUCTION COST ESTIMATE
COMPARISON**

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

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

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

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

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

3.4 Coordination with Officials with Jurisdiction

The Louisiana State Historic Preservation Officer (SHPO) is the official with jurisdiction over the historic properties. DOTD and FHWA, in consultation with the SHPO, ACHP, BREC, and other parties, developed mitigation strategies for the Section 4(f) properties. BREC is the entity with jurisdiction over parks in East Baton Rouge Parish. DOTD coordinated the mitigation for the *de minimis* impact to park and trails with BREC and the City. The mitigation measures are presented in the attached Programmatic Agreement (**Appendix B**).

3.5 Areas of Controversy/Unresolved Issues and Federal Actions

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

4.0 CONCLUSIONS

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

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

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

While the proposed action does impact Section 4(f) resources, it is the least harmful of the alternatives considered.

SIGNATURE PAGE

FHWA has determined that based upon the above considerations, there is no feasible and prudent alternative to the use of land from the eligible historic properties of OSBRHD, HOHD, and PROMPS and the proposed action includes all possible planning to minimize harm resulting from such uses.



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FHWA, LA Division

January 7, 2021
Date

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.

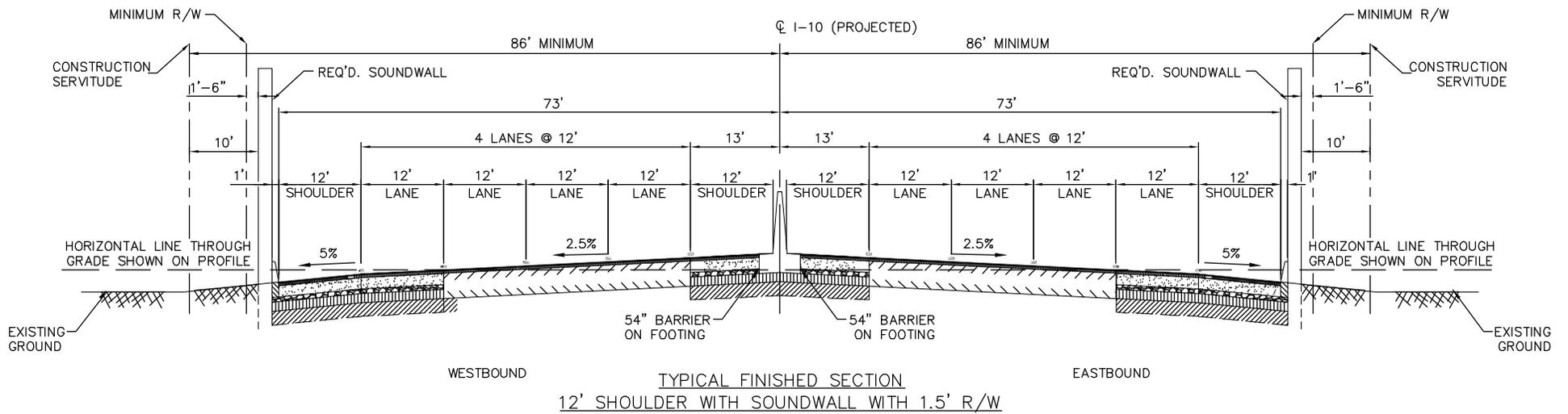
Without Noise Barriers – Right-of-way will be 10'-0" from the edge of the proposed roadway shoulder. This excludes areas which are tight, such as Braddock Street, where the existing edge of pavement was used as the marker for the 10'-0" construction servitude.

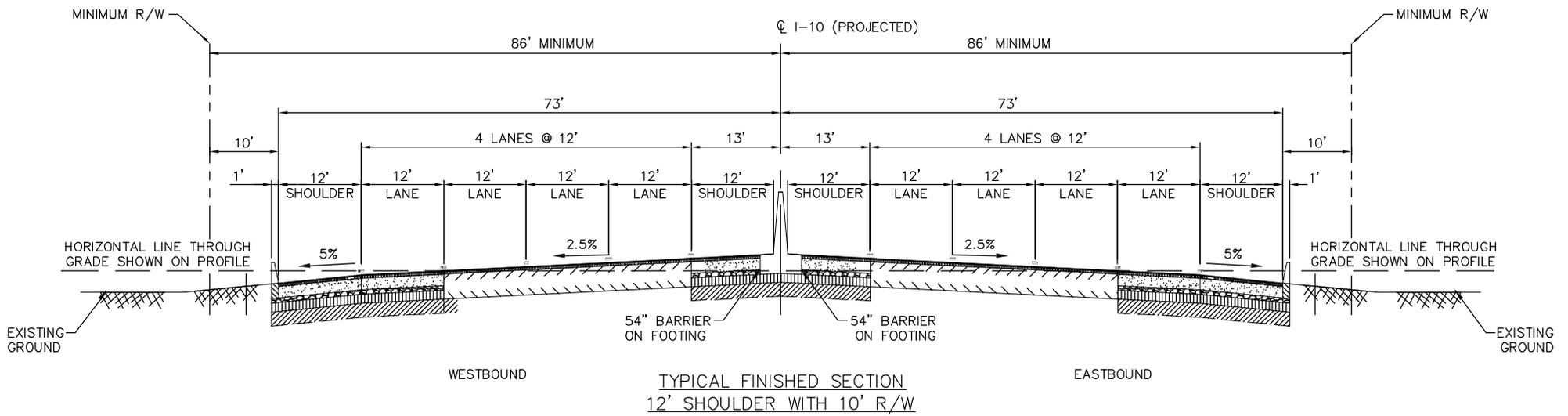
On the typical section exhibits, the improvements shown are for I-10 mainlines.

Elevated Roadways:

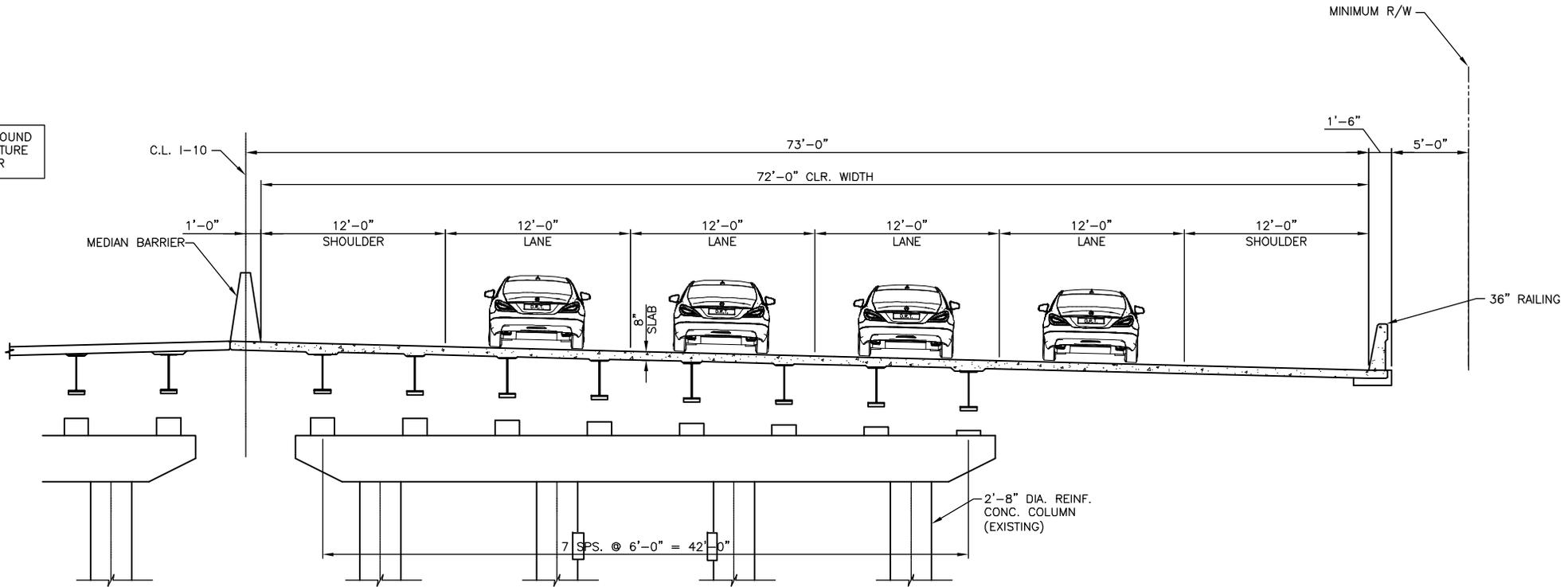
With or Without Noise Barriers – Right-of-way will be 5'-0" from the elevated structure. There will be no construction servitude shown along structures.

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

I. 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 I.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.

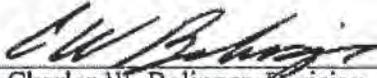
D. TERMINATION

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.

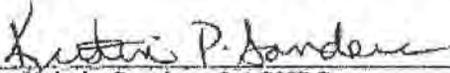
SIGNATORIES:

THE FEDERAL HIGHWAY ADMINISTRATION


by Charles W. Bolinger, Division Administrator

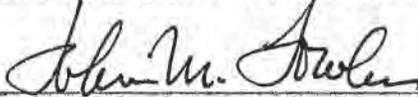
Date: 12-17-2019

THE LOUISIANA STATE HISTORIC PRESERVATION OFFICER


by Kristin Sanders, LASHPO

Date: 11/15/2019

THE ADVISORY COUNCIL ON HISTORIC PRESERVATION


by John M. Fowler, Executive Director

Date: 12/20/19

INVITED SIGNATORIES:

THE LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT


by Shawn D. Wilson, Ph.D., Secretary

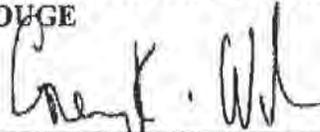
Date: 12/13/19

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


by Brian M. Davis, Executive Director

Date: 11/19/2019

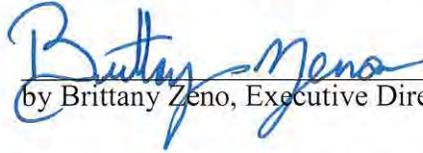
**RECREATION AND PARK COMMISSION FOR THE PARISH OF EAST BATON
ROUGE**


by Corey K. Wilson, Superintendent

Date: 11/21/2019

CONCURRING PARTIES:

OLD SOUTH BATON ROUGE ECONOMIC REDEVELOPMENT GROUP


by Brittany Zeno, Executive Director

Date: 1/31/20

KNOCK, KNOCK CHILDREN'S MUSEUM, INC.

by Peter Claffey, Executive Director

Date: _____

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

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

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

<u>Name/Title</u>	<u>Organization</u>	<u>City/State/Zip</u>
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
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BARNES, W. J.		GREENWELL SPRINGS, LA 70739
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TLC PROPERTIES, INC		BATON ROUGE, LA 70884
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BROWN, JOSEPH M., JR. & THELMA S.		BATON ROUGE, LA 70821
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Brittany Zeno, President	Old South Baton Rouge Economic Redevelopment Group	Baton Rouge, LA
Leon LeJeune (co- Timothy Cundiff)	dba Mud and Metal Craft Studios	Baton Rouge, LA 70808

Appendix 3: Proposed Area of Potential Effects Map.

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

FIGURE 1
EXCERPT FROM THE USGS LOBBIEL, BATON ROUGE WEST, AND BATON ROUGE EAST, LA 1:24 QUADRANGLE SHOWING APE



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 rate energy, when a hammer's rated energy exceeding 100,000 ft-lbf is planned to be used. These recommendations are based on the threshold PPV value for preconstruction of 0.5 in/s for the general scenario and 0.1 in/s for special conditions, respectively.

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

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

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

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

C) Particle Velocity Controls

Definitions. The *peak particle velocity* is the maximum rate of change of position with respect to time, measured on the ground. The velocity magnitude is given in units of inches per second.

The *frequency* of vibration is the number of oscillations that occur in 1 second. The frequency units given are in hertz (cycles per second).

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

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

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

Table 16
Limiting particle velocity [25]

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

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

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

D) Monitoring of Ground Vibrations

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

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

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

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

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

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

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

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

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

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

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

E) Pile Driving

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

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

F) Engineering Measures to Mitigate Vibrations

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

G) Basis of Payment

<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 15, 2019.

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

APPENDIX C
AGENCY CORRESPONDENCE



BILLY NUNGESSER
LIEUTENANT GOVERNOR

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

RICHARD H. HARTLEY
DEPUTY SECRETARY

KRISTIN P. SANDERS
ASSISTANT SECRETARY

September 7, 2018

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

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

Mr. Coxe:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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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?

Situated in east Baton Rouge, Hundred Oaks is an early residential garden suburb with mature oak trees, sidewalks, and small lots with rear garages.

Description of Significance:

Hundred Oaks is of local significance in the area of community planning and development, as it is a intact example of a small garden suburb which demonstrates Baton Rouge's planned eastward expansion after the turn of the twentieth century. It is anchored by Perkins Road, which includes small scale commercial development, and the adjacent neighborhoods which are part of the larger Garden District Neighborhood.

Brief History of the District:

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

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

District is mostly made up of residential buildings, but does include some small scale 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:

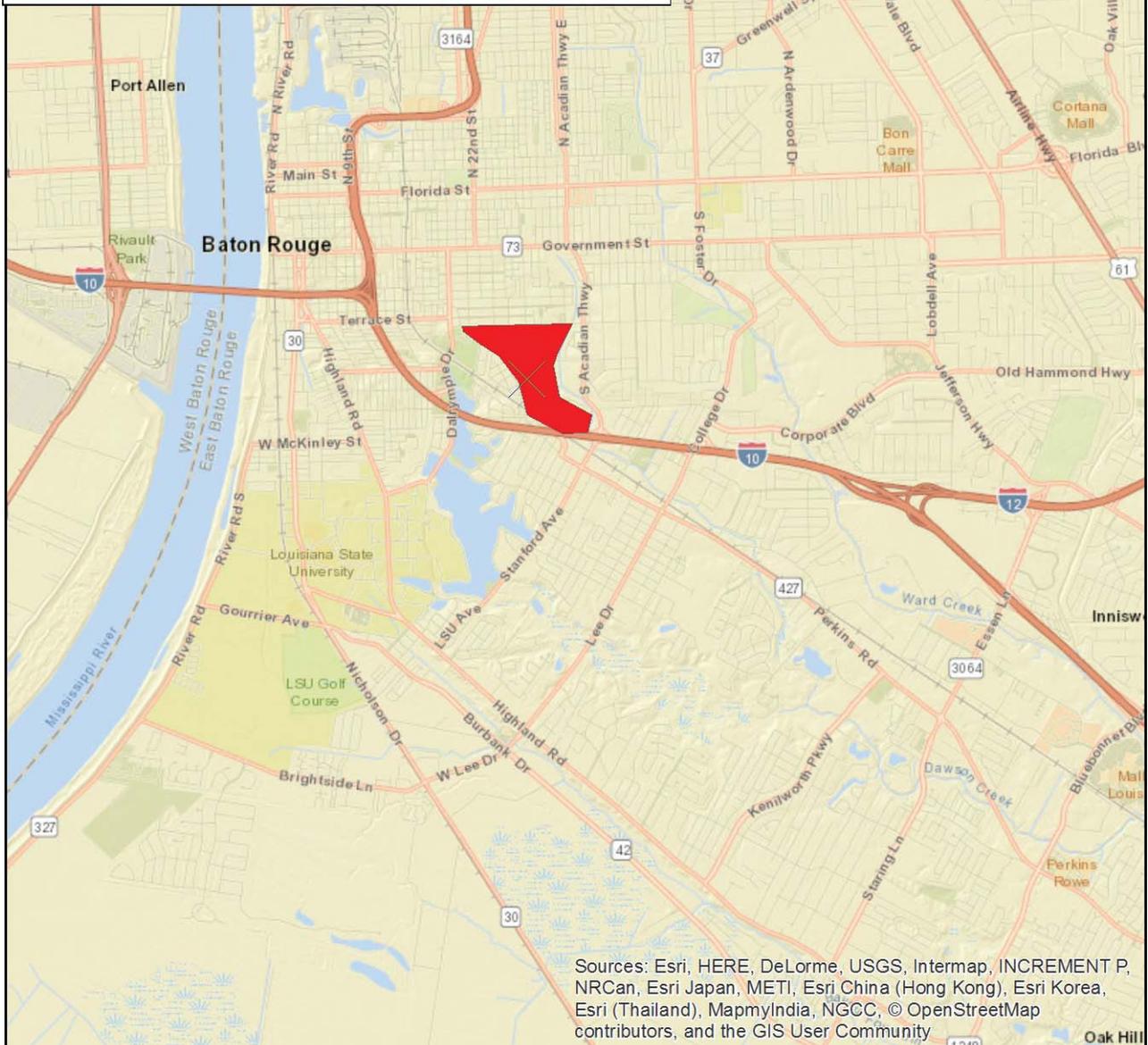
- a completed eligibility questionnaire form
- a map showing the districts's location within the parish and city (a map from the internet is acceptable)
- a map showing the proposed boundaries of the district
- submit photos of the district as a whole as well as any significant individual buildings within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

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

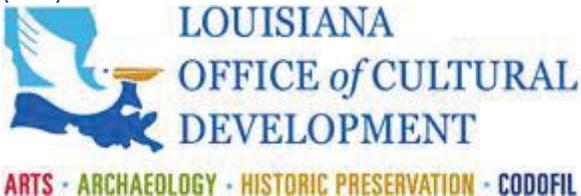


From: Andrea McCarthy
Sent: Wednesday, December 19, 2018 3:03 PM
To: Jessica G. Richardson <jrichardson@crt.la.gov>
Subject: RE: Hundred Oaks_DOE

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!

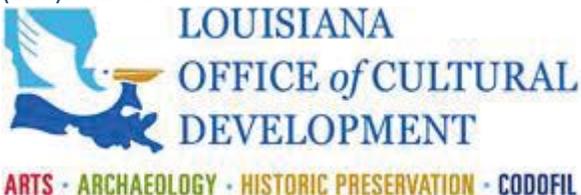
Andrea McCarthy

LA Division of Historic Preservation

P.O. Box 44247

Baton Rouge, LA 70804

(225) 342-8164





BILLY NUNGESSER
LIEUTENANT GOVERNOR

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

RICHARD H. HARTLEY
DEPUTY SECRETARY

KRISTIN P. SANDERS
ASSISTANT SECRETARY

February 8, 2019

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

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

Ms. Ardoin,

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

LHRI No.	Address	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
OFFICE OF CULTURAL DEVELOPMENT

RICHARD H. HARTLEY
DEPUTY SECRETARY

KRISTIN P. SANDERS
ASSISTANT SECRETARY

September 7, 2018

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

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

Mr. Coxe:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



United States Department of the Interior

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

ER 19/0518

December 2, 2019

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

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

Dear Mr. Bolinger:

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

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

Section 4(f) Comments

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

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

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

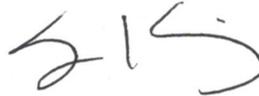
The EA and Section 4(f) evaluation discusses an ongoing coordination effort with the Louisiana Office of Cultural Development, Division of Historic Preservation (SHPO) in compliance with Section 106 of the National Historic Preservation Act (54 U.S.C. § 306108), as amended, and codified in its implementing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

Summary Comments

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

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

Sincerely,

A handwritten signature in black ink, appearing to read 'SK', is written above the typed name.

Susan King
Regional Environmental Officer
Albuquerque, NM



United States Department of the Interior

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

ER 19/0518

December 2, 2020

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

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

Dear Mr. Bolinger:

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

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

Section 4(f) Comments

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

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

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

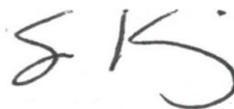
In addition, two public parks will be affected by the proposed action. They are the East Polk Street Park and the City Park Lake Trail. A Section 4(f) *de minimis* finding was found for the East Polk Street Park after mitigating the permanent incorporation of 0.04 acres of the park. The Recreation and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

Summary Comments

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

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

Sincerely,

A handwritten signature in black ink, appearing to read 'S King'.

Susan King
Regional Environmental Officer

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

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

Thanks,

Reed Richard, CPRP, AICP, ASLA

Assistant Superintendent System Planning

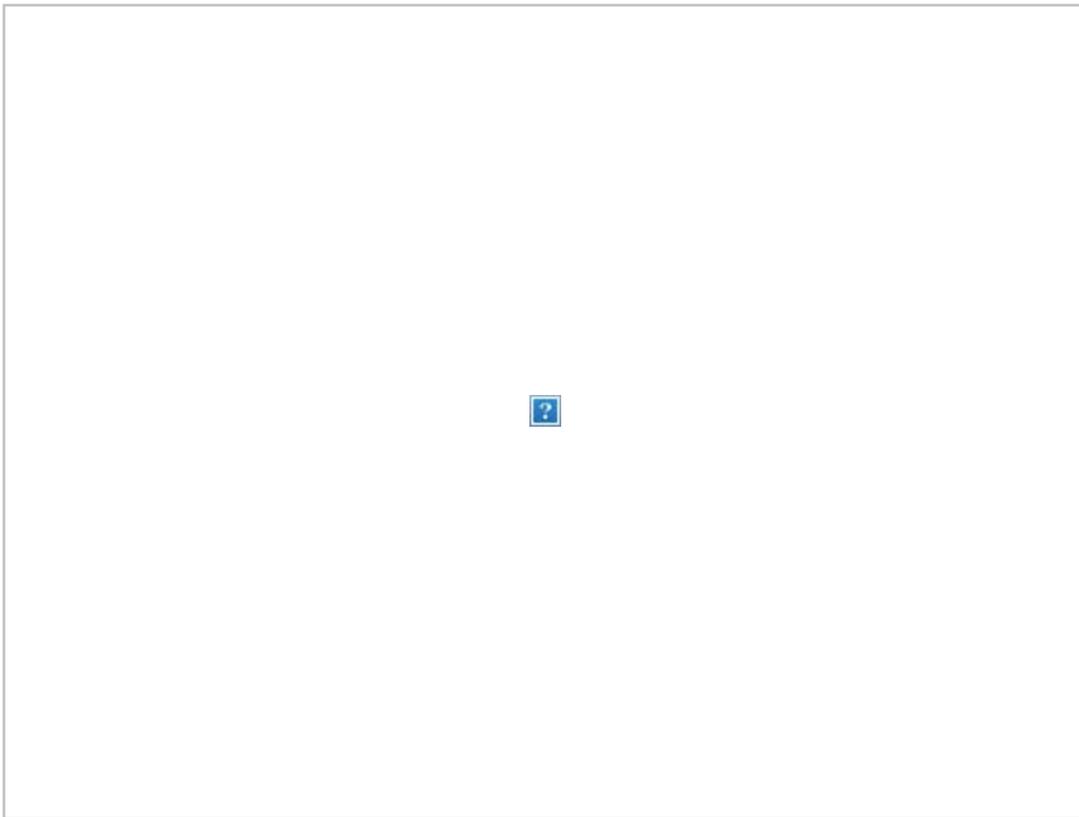
6201 Florida Boulevard / Baton Rouge, LA 70806
Office: 225-273-6405 **EXT** 369 / rreid@brec.org
Cell: 225-250-9947

BREC.ORG

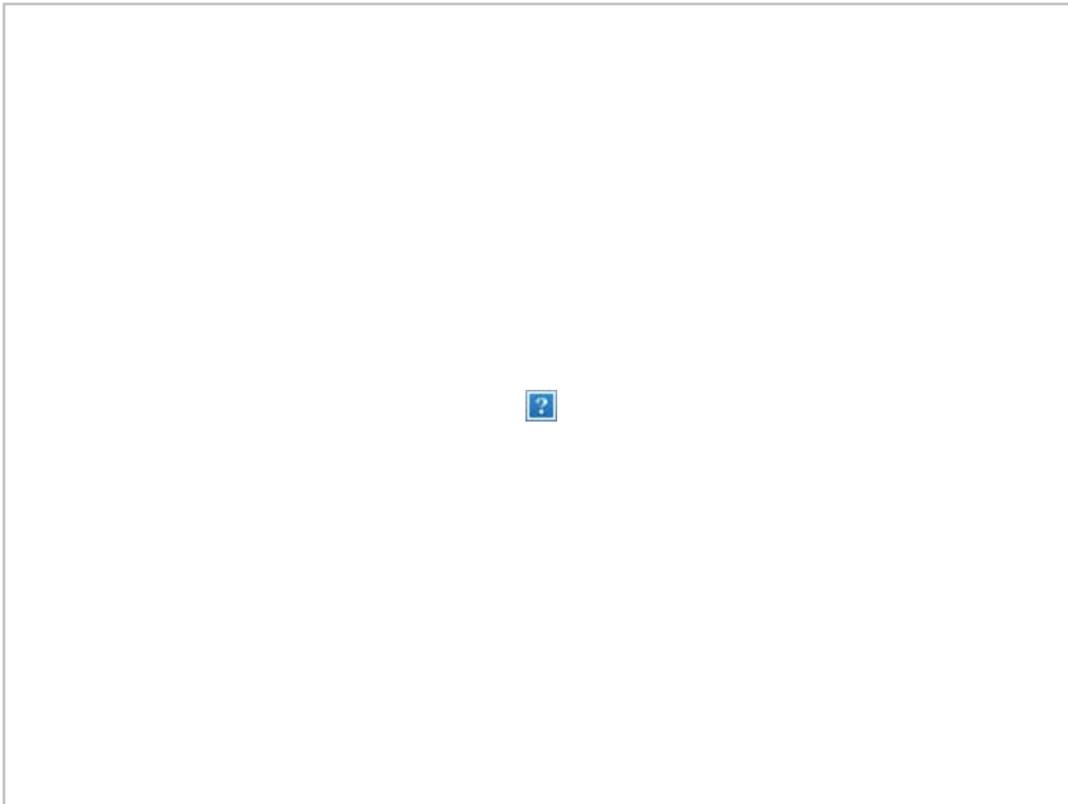
From: Cleve Hardman [mailto:ghardman@crt.la.gov]
Sent: Friday, March 16, 2018 12:30 PM
To: 'Kerry Oriol' <kerryoriol@providenceeng.com>
Cc: Reed Richard <RRichard@brec.org>
Subject: LWCF Projects in I-10 Widening Area

Ms. Oriol,

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



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



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

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

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

Cleve Hardman
Director of Outdoor Recreation
Louisiana Office of State Parks
P.O. Box 44426
Baton Rouge, LA 70804-4426
Tel: (225) 342-8111



[2014-2019 SCORP](#)



[FIND LOUISIANA OUTDOOR FUN ON FACEBOOK](#)

APPENDIX D

SECTION 4(f) DE MINIMIS EVALUATIONS

NOVEMBER 2020

**LOUISIANA DEPARTMENT OF
TRANSPORTATION AND DEVELOPMENT**
STATE PROJECT NO. H.004100/FEDERAL AID PROJECT NO. H004100



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

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

Prepared By:

**Providence Engineering and
Environmental Group LLC**

1201 Main Street
Baton Rouge, Louisiana 70802

(225) 766-7400

www.providenceeng.com

Project Number 040-012-001



TABLE OF CONTENTS

<u>Section</u>	<u>Page No.</u>
1.0 INTRODUCTION	1
2.0 PROPERTY DESCRIPTION AND USE	1
3.0 <i>DE MINIMIS</i> IMPACT	3
4.0 PUBLIC INPUT AND AGENCY COORDINATION	3

FIGURES

<u>Figure</u>	
1 East Polk Street Park	2
2 Greenway Trail from Expressway Park to Dalrymple Drive	4

ATTACHMENTS

<u>Attachment</u>	
1 Summary of Comments from Public Meetings and Hearings	
2 BREC Correspondence	

1.0 INTRODUCTION

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

Section 4(f) of the Department of Transportation (DOT) Act of 1966 (23 USC 138 and 49 USC 303) and its implementation regulations (23 CFR 774) restrict use of significant publicly owned parks, recreation areas, wildlife and waterfowl refuges, and historic properties for transportation projects unless there is no feasible and prudent avoidance alternative and all possible planning to minimize harm has occurred. Uses are categorized as either permanent incorporation, temporary occupancy, or constructive use and can be approved by preparing a *de minimis* determination, a programmatic Section 4(f) evaluation, or preparing an individual Section 4(f) evaluation.

This document represents justification for determining that the impact to East Polk Street Park qualifies as *de minimis* under 23 CFR 774.7(b). A *de minimis* impact is one that, after accounting for measures to minimize harm results in either:

- 1) A Section 106 finding of no adverse effect or no historic properties affected on a historic property, or
- 2) A determination that the project would not adversely affect the activities, features, or attributes qualifying a park, recreation area, or refuge for protection under Section 4(f).

2.0 PROPERTY DESCRIPTION AND USE

East Polk Street Park is a triangular shaped three-acre neighborhood park bounded by I-10 to the northeast, the Old South Baton Rouge neighborhood to the west and the Lake Crest neighborhood to the south (**Figure 1**). Residents in the surrounding neighborhoods occasionally hold barbeques and engage in recreational opportunities within the park's boundaries. The park has two striped parking spaces, one of which is designed for handicapped parking and supports a playground that is surrounded by and connected to the parking area by a sidewalk, a concrete basketball court, an unlighted multiuse field, and green space. The playground equipment consists of a multi-activity unit with slide, two sets of swings, and a bench. Primary park users are from the adjacent neighborhoods of Old South Baton Rouge and Lake Crest.



Figure 1 – East Polk Street Park



3.0 DE MINIMIS IMPACT

As proposed, the project will acquire a linear section of East Polk Street Park that amounts to approximately 0.04 acres. All efforts were made to minimize the amount of additional ROW required; however, the new ramps would not meet the design criteria required without affecting this small portion of the park property. This section of the park property is green space and does not support any playground equipment, the basketball court, or ball fields. Acquiring this small section of the park's property does not affect the functions or features of the park. The adjacent photograph was taken within the park facing north to indicate the area to be acquired.



DOTD has committed to install a multiuse trail, referred to as the Greenway Trail that would run from Expressway Park to Dalrymple Drive (**Figure 2**). This trail will be adjacent to East Polk Street Park (see **Figure 1** for close-up view). As mitigation, DOTD committed to assisting Recreation and Park Commission of East Baton Rouge (BREC), the entity with jurisdiction over East Polk Street Park, with the installation of plant material to restore the plant buffer that will be removed as a result of the reconfigured interchange as well as an internal trail (shown on **Figure 1**). This internal trail will connect to the Greenway Trail thereby providing a link from East Polk Street Park to Expressway Park and Dalrymple Drive. This mitigation is exempt from Section 4(f) per 23 CFR 774.13(g)(1)(2).

4.0 PUBLIC INPUT AND AGENCY COORDINATION

The public was informed of the *de minimis* impact during the public meetings held August 28-30, 2018 and the public hearings held November 19 and 20, 2019. A summary of comments related to the park and multiuse path is included as Attachment 1. Generally, the public is in favor of more connections between the parks and the lakefront.

Coordination with BREC and the Office of State Parks has been ongoing throughout the planning and development of the I-10 project. Coordination with BREC specific to East Polk Street Park related to the *de minimis* impact on the park and proposed mitigation can be found in Attachment 2. BREC concurred with the *de minimis* determination and mitigation.

Figure 2 – Greenway Trail from Expressway Park to Dalrymple Drive



ATTACHMENT 1

**SUMMARY OF COMMENTS
FROM PUBLIC MEETINGS AND HEARINGS**

PUBLIC MEETINGS	
COMMENT	RESPONSE
PLEASE keep the bike/pedestrian design elements included thus far. These items have a way of vanishing from the "plans" and are an essential safety feature. THANK YOU.	Thank you for your comments.
I support the Expressway Park to Dalrymple initiative. I also strongly support the 'softening' of the I-10 bridge as it crosses over the City Park Lake. While this project (State Project No. H.004100.2) may be needed, Baton Rouge also needs BOTH a North and South loop around Baton Rouge. Had we built true bypasses around Baton Rouge 25 or 30 years ago, we may have avoided a need to consider this project.	Thank you for your comments.
Please try to avoid destroying as many trees as possible. Particularly concerned about section 4-F where the new exit will run.	DOTD will be replacing trees in accordance with their Significant Tree policy and will replant where, possible in coordination with Baton Rouge Green. The 0.04 acre slice of East Polk Street Park has no direct impact on any active or passive park uses. Additionally, the proposed multiuse path may utilize some of this space.
Polk Street Park should be maintained as much as possible. Create safe connection for OSBR to lakes.	East Polk Street Park is part of a concept plan to provide a trail from Expressway Park to the City Park Lake/Dalrymple Drive. No impact to active park uses are anticipated as a result of the acquisition of .04 acres along the existing right-of-way nor from a concept trail.
Will pedestrian access be preserved for those needing to cross under the interstate at Terrace, Louise and Washington streets? We're pleased to see a multi-use path on the west side of Acadian, even though it's merely conceptual at this point, but what about those needing to walk along the east side of Acadian between Perkins Rd. and Bawell?	Pedestrian access under the interstate at Terrace, Louise and Washington will remain. Context sensitive design elements will be identified in the Environmental Assessment. Concepts at Acadian remain under development, it is possible additional sidewalks and crosswalks may be incorporated.
4) Braddock Complete Street Proposal The LADOTD proposed complete street improvements on Braddock Street connecting Expressway Park to Dalrymple Drive provide citizens a safe route to travel as a pedestrian or on a bicycle and should be implemented as part of this project. Expressway Park is a component of the overall Downtown Greenway, a pedestrian and bicycling corridor that links inner city residential neighborhoods to downtown parks, businesses, and cultural attractions. The connection of the Braddock Street Complete Street to the Downtown Greenway at Expressway Park should be thoroughly analyzed and developed to ensure a safe transition between the two bicycle/pedestrian systems. I applaud the project teams' effort to connect and develop safe bicycle and pedestrian infrastructure.	Thank you for your comment. We will continue to work with BREC and the DDD to select a route that compliments other routes both existing and planned.

PUBLIC MEETINGS	
COMMENT	RESPONSE
Please keep bike lanes on Dalrymple on lake side rather than crossing streets.	Thank you for your comment, we will take them under advisement while working through potential mitigation and enhancements for the project.
Public bath/showers for homeless/joggers	Thank you for your comment.
to provide lighting and a cement path along the bridge from Government to Washington St. including bike area with park benches	Thank you for your comment.
Include the amenities of this project - parks, bike paths, places, for kids to play	Thank you for your comment.
Improved bike lanes, landscaping, lighting, public art, sidewalks, would be greatly appreciated.	Thank you for your comments.
Why is the downtown greenway proposed trail going thru the graveyard?	The Downtown Greenway trail is a concept, it has not been designed as of yet. The Downtown Development District is aware of the cemetery.
Preserve pedestrian access on Terrace, Louise and Washington Streets, so that people can safely cross under the interstate.	Thank you for your comments. Pedestrian access will be restored where it exists and additional access is included in project concepts.
I'd like to see an open area for outdoor activities such as movie outside area keep an area for bike riding without traveling in the way of traffic.	Thank you for your comments.
The area south of the golf course needs to be converted to parking for the Knock Knock museum. We do not need a boat dock.	Thank you for your comments. The proposed project does not intend to change the uses of existing BREC facilities.
To keep streets open to flow through to the other side of interstate & instead of going around on out of the way to get to certain location.	Thank you for your comments. Due to control of access concerns, several streets will have to close connections to Braddock or Washington; none of the affected streets currently run under I-10.
Definitely want pedestrian and bike pathway!	Thank you for your comments.
I like the designs as proposed for the multiuse trail (Red) paralleling I-10 project. I would prefer the path not underneath the bridge (parallel). This will attract the homeless, creating a trail less likely to be used by commuters.	Thank you for your comments.
I would hope that the trails will be lighted at night for safety. I would like to see something functional placed at the Trail connection at Dalrymple Drive - a waterway station, pumps for bicycles, rest stops, etc.	Thank you for your comments.
Skate Park, Bike Path, Running Path, Water Fountains (Like at the Shaw Center)	Thank you for your comments.
Build an elevated ramp over Dalrymple so we don't have to fight cars to cross the lakes. Thanks. Love this!	Thank you for your comments. An elevated pedestrian bridge over Dalrymple is not under consideration at this time. Additional trail access and a safe, pedestrian signal crossing has been included.
Well-lit areas are key. Signals and beacons that will help to alert vehicles of peds + cyclists. Connectivity to the greater network of trails.	Thank you for your comments.

PUBLIC MEETINGS

COMMENT

RESPONSE

However, with consideration of Dalrymple, I would like to request that you consider sidewalks on all four sides of the roundabout. The current designs only have sidewalks on three sides, so leave Dalrymple without connections on both sides of the streets, which in effects makes the area difficult for transit. Lets say a kid is playing at the East Polk St. Park. She does not have a direct route under these designs to Knock Knock or Central Park. To be safe and integrated the round-about (which I applaud) needs to have four sides of crossing and sidewalks, or at least three if the crossing at the exit-ingress location is too difficult. I recognize that design at that point is difficult, but it needs a little more thought if it wants to protect pedestrian safety and convenience. Please take pedestrian and cyclist accessibility and safety in to greater consideration when considering finalized plans for the intersections and exit ramps.

Thank you for your comments. A new pedestrian crossing is proposed at March Street that would allow for users of East Polk Street Park to cross safely enroute to the Knock Knock Museum, the boat launch, or just around the lakes. The roundabout at East Lakeshore Drive connects existing sidewalks through the roundabout.

..my interest remains with Expressway Park. There is supposed to be bleachers underneath. They're still not there. There was supposed to be an Olympic size pool in that recreation facility out there, its still not there. There are things that can be done to make it an attractive park, not just for residents of Louisiana but for people all over the United States. There is a proposed bicycle trail out there. That would be grand... It will allow people who are limited in transportation to also utilize their bicycles and other means of transportation, other than the pollutant vehicles. There supposed to be placards of my deceased friends on those poles where they perished in that area of construction..would like to see those placards on the poles...also want tanks strapped to the columns to trap (spills before the materials fall on the park).

Thank you for your comments. BREC and DOTD are working to increase the park's amenities and expand its use.

ATTACHMENT 2
BREC CORRESPONDENCE



THE RECREATION AND PARK COMMISSION FOR THE PARISH OF EAST BATON ROUGE

December 2, 2018

Kerry Oriol, Project Manager
Providence Engineering and Design, LLC
1201 Main St
Baton Rouge, LA 70802

RE: SPN H.004100.2
FAP H004100
I-10 Widening
East Polk Street Park

Kerry,

Thank you for reaching out to us on the potential impacts to BREC's E. Polk Street Park under the provisions of Section 4(f). We appreciate the opportunities DOTD has provided for BREC to discuss Community Connections and Context Sensitive Solutions with regard to the I-10 Widening project and its potential impacts to some of our parks. We also appreciate the proposed trail along the proposed ROW to link the park with the lakefront area and hopefully, to the north toward downtown.

We understand that DOTD seeks to reach a finding of de minimus impact on this 4(f) property. BREC, however feels that the potential impacts to the park go beyond the physical footprint of the .04 acres for required right-of-way. The figure attached to your letter indicates a new Washington/Dalrymple Eastbound Connector that will be approximately 35 to 40 ft closer to the park's edge than the current exit lane. The location of the proposed connector combined with the proposed retaining wall would necessitate the removal of about 400 linear feet of mature shade trees and shrubs. This vegetation is a contributing natural resource to the park that provides qualities that make it a special park where people go to nourish themselves by walking, playing sports, resting and relaxation. E. Polk Street Park is a hidden gem and, in a way, an inner sanctum to the surrounding neighborhood. The trees and vegetation provide a visual and sound buffer from the existing interstate and add to its appeal as a special place. Currently, their contribution to the park may seem benign, but they fundamentally contribute to the emotion of the park user.

FHWA's community connections are intended to promote opportunities for connectivity, revitalizing communities, creating community cohesion, and improving public health and safety. One of FHWA's Context Sensitive Solutions Core Principles is "Design outcomes meet or exceed the expectations of both designers and stakeholders, thereby adding lasting value to the community, the environment, and the transportation system."



With this in mind, we have identified some mitigation measures and enhancements that we hope you consider that would help mitigate these impacts to E. Polk Street Park:

1. To replace the existing tree and vegetation line, construct a green buffer that consists of earthen berms and masses of new shade tree and understory plant material. This will help maintain a strong buffer between two incompatible uses, minimize transmission of noise, and lessen visual pollution. It will reestablish a greater sense of privacy from visual and sound intrusion and help retain the park's current qualities as a natural outdoor room.
2. Create an extension of the proposed trail into the park and create an internal walking loop within the park. This will not only activate the park's positive usage but provide a strong connection for the neighborhood to the trails system and greater community context.

We sincerely appreciate the work you have done in the design to incorporate the critically needed trail system to connect the Dalrymple / City Park area to Downtown. We will continue to work with you and DOTD in a spirit of partnership during the EA process and toward successful implementation.

Sincerely,



O. Reed Richard
Asst. Superintendent, BREC Planning

CC: Ms. Carolyn McKnight /BREC Superintendent
Mr. Corey Wilson/BREC Chief of Management & Business Services
Mr. Brian Kendrick/LA DOTD
Ms. Noel Ardoin/LA DOTD
Mr. Perry Franklin/Franklin Associates



RECREATION AND PARK COMMISSION

FOR THE PARISH OF EAST BATON ROUGE

June 14, 2019

Kerry Oriol, Project Manager
Providence Engineering and Design, LLC
1201 Main St
Baton Rouge, LA 70802

RE: SPN H.004100.2
FAP H004100
I-10 Widening
East Polk Street Park

Kerry,

Based on our previous letter back to you that recommended solutions to the removal of trees and vegetation in the right-of-way and DOTD's acceptance to mitigate these impacts, along with the construction of a new multi-use Bike/Ped path from Expressway Park running along the new Braddock Street service road to Dalrymple Drive, BREC concurs that the impact to East Polk Street Park are de minimis contingent upon the agreed commitments stated below:

1. Replace the existing tree and vegetation line, construct a green buffer that consists of earthen berms and masses of new shade tree and understory plant material. This will help maintain a strong buffer between two incompatible uses, minimize transmission of noise, and lessen visual pollution. It will reestablish a greater sense of privacy from visual and sound intrusion and help retain the park's current qualities as a natural outdoor room.
2. Create an extension of the proposed trail into the park and create an internal walking loop within the park. This will not only activate the park's positive usage but provide a strong connection for the neighborhood to the trails system and greater community context.

We sincerely appreciate the work you have done in the design to incorporate the critically needed trail system to connect the Dalrymple / City Park area to Downtown.

Sincerely,

O. Reed Richard
Asst. superintendent, BREC Planning

CC: Mr. Corey Wilson/BREC Superintendent
Mr. Brian Kendrick/LA DOTD
MS. Noel Ardoin/ LA DOTD

6201 Florida Boulevard, Baton Rouge, Louisiana 70806

225.272.9200 | 225.273.6404 | brec.org



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

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

October 23, 2020

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

Mr. Corey Wilson
BREC Superintendent
via email (CWilson@brec.org)

SUBJECT: Section 4(f) Determinations regarding East Polk Street Park (Polk Park)

The Louisiana Department of Transportation and Development (LADOTD), in conjunction with the Federal Highway Administration (FHWA), proposes to widen Interstate 10 from LA 415 to Essen Lane in the Cities of Port Allen and Baton Rouge, East and West Baton Rouge Parishes. Portions of the construction will impact the East Polk Street Park (Polk Park) in the City of Baton Rouge. This public neighborhood park has been identified as a Section 4(f) resource.

Polk Park is located at 1700 East Polk Street, Baton Rouge, Louisiana. The park is triangular in shape with the interstate on its northeastern border, the Old South Baton Rouge neighborhood on its western border, and the Lake Crest neighborhood on its southern border. This 3-acre neighborhood park includes several recreational features: multipurpose field, outdoor basketball court, and playground. The park includes a concrete area with 2 parking spaces, one of which is designated specifically for handicapped parking. There are no trails, but a sidewalk runs from the parking area to and around the playground area. The playground includes a young child's slide/climbing feature, 2 swing sets and one bench. The basketball court is asphalt, and the multiuse field is unlighted. The I-10 project requires approximately 0.04 acre of right of way from Polk Park. The required right of way is located along the northwest edge of the park. See attached figure. Acquisition of this acreage will not impact the park's function as a neighborhood park and will not impact any of the features/attributes within the park. BREC, the entity with jurisdiction over Polk Park, concurred with the deminimis finding on June 14, 2019, contingent upon LADOTD providing a vegetative buffer and extension of the proposed "Greenway" trail into Polk Park.

LADOTD will provide funds to BREC for landscaping (vegetative buffer) and for the construction of a multi-use trail with amenities within Polk Park. The multi-use trail will connect to the Greenway trail which links Expressway Park to Polk Park and the City Park Lake trail. LADOTD has determined that the trail within Polk Park to be constructed by BREC is excepted from 4(f) pursuant to 23 CFR 774.13(g). Section (g)(1) of the regulation states that transportation enhancement activities, transportation

alternatives projects, and mitigation activities are exempt from Section 4(f) when the use of the Section 4(f) property is solely for the purpose of preserving or enhancing an activity, feature, or attribute that qualifies the property for Section 4(f) protection. The official with jurisdiction over the Section 4(f) resource must agree in writing to the determination pursuant to Section (g)(2) of the regulation. Hence, LADOTD is herein requesting written concurrence from BREC, as the official with jurisdiction, pursuant to Section (g)(2) regarding the exception.

Should you, as the official with jurisdiction, agree with the determinations that the acquisition of 0.04 acres is de minimis and the construction of the trail, amenities and landscaping is solely for the purpose of preserving or enhancing an activity, feature, or attribute of the park, please respond by signing and returning this letter by November 6, 2020, to the below email address. A copy of this letter with your signature will be added to the de minimis determination sent to FHWA for approval. Additionally, if you have any questions or need additional information, please contact me at noel.ardoin@la.gov or via phone at 225-242-4501.

Sincerely,



Noel Ardoin
Environmental Engineer Administrator

attached figure depicting impact to park

cc: FHWA, Lynn Heisler (via e-mail to Lynn.Heisler@dot.gov)
Brian Kendrick (via e-mail to Brian.Kendrick@la.gov)
Reed Richard (via e-mail to RRichard@BREC.org w/ attachment)

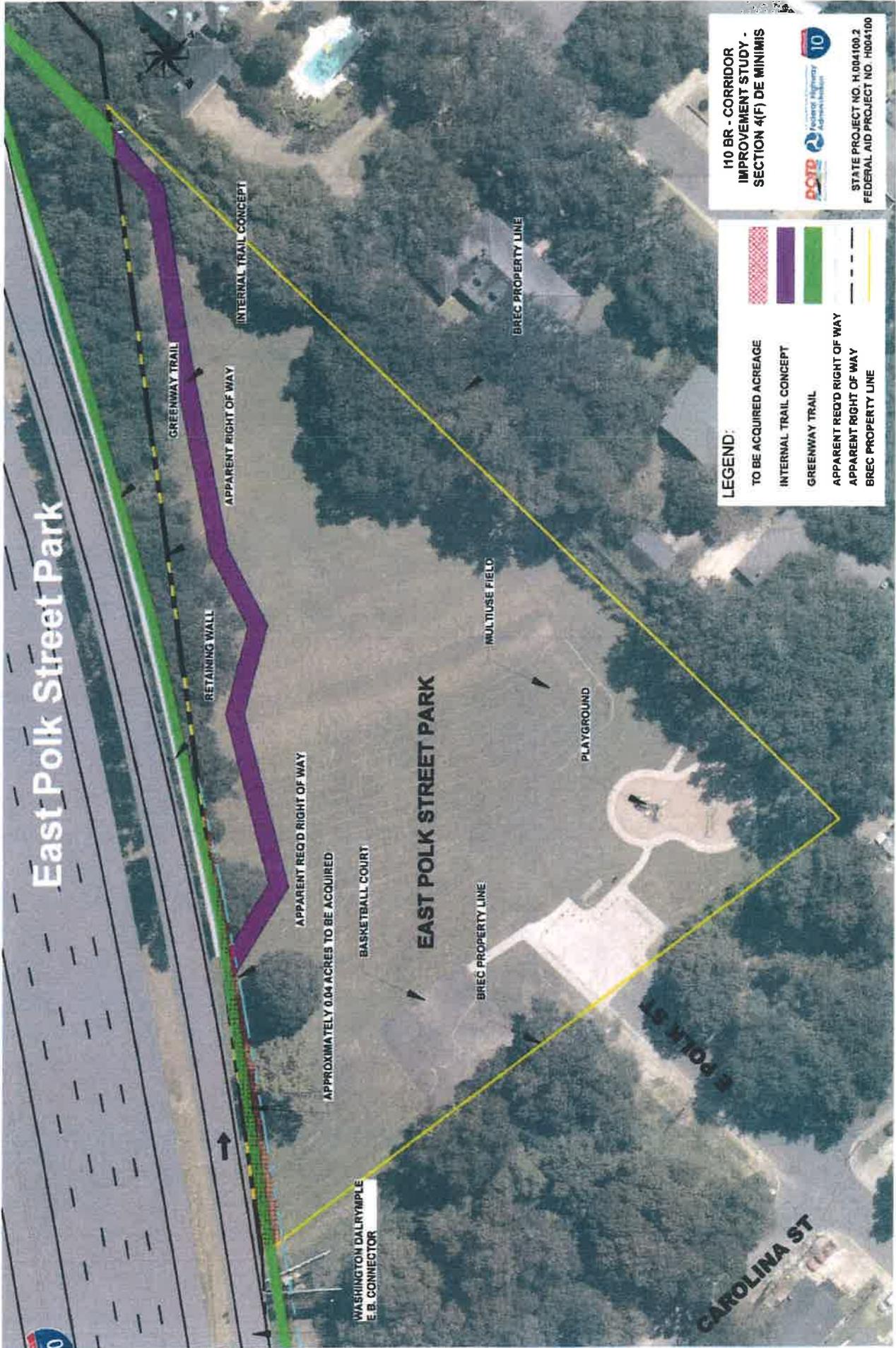
Concur:


Title: ASSISTANT Supt. Planning

Date:

Nov. 3, 2020

East Polk Street Park



LEGEND:

- TO BE ACQUIRED ACREAGE
- INTERNAL TRAIL CONCEPT
- GREENWAY TRAIL
- APPARENT R/O RIGHT OF WAY
- APPARENT R/O RIGHT OF WAY
- BREC PROPERTY LINE

110 BR - CORRIDOR
IMPROVEMENT STUDY -
SECTION 4(F) DE MINIMIS



STATE PROJECT NO. H.004100.2
FEDERAL AID PROJECT NO. HD04100

NOVEMBER 2020

**LOUISIANA DEPARTMENT OF
TRANSPORTATION AND DEVELOPMENT**
STATE PROJECT NO. H.004100/FEDERAL AID PROJECT NO. H004100



**SECTION 4(F) *DE*
MINIMIS FINDING –
CITY PARK LAKE TRAIL**

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

Prepared By:

**Providence Engineering and
Environmental Group LLC**

1201 Main Street

Baton Rouge, Louisiana 70802

(225) 766-7400

www.providenceeng.com

Project Number 040-012-001



TABLE OF CONTENTS

<u>Section</u>	<u>Page No.</u>
1.0 INTRODUCTION	1
2.0 PROPERTY DESCRIPTION AND USE	1
3.0 <i>DE MINIMIS</i> IMPACT	3
4.0 PUBLIC INPUT AND AGENCY COORDINATION	4

FIGURES

Figure

Figure 1 – City Park Lake Trail	2
Figure 2 – Greenway Trail from Expressway Park to Dalrymple Drive.....	5

ATTACHMENTS

Attachment

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

1.0 INTRODUCTION

The Louisiana Department of Transportation and Development (DOTD) is proposing the Interstate 10 (I-10) LA 415 to Essen Lane project (State Project Number H.004100), which provides for the widening of I-10 by one travel lane in each direction and replacement of the I-10 bridges over City Park Lake. The new bridges with additional travel lanes require additional right-of-way (ROW) in the lake and between the lake and the east side of Dalrymple Drive (**Figure 1**). As conceptually designed, the project will require acquisition of servitude that extends over approximately 0.013 acres of the multiuse trail that links with the multiuse lane on Dalrymple Drive to allow for off-street biking and walking along the City Park and University Lakes. The trail is under the jurisdiction of and maintained by the City of Baton Rouge/Parish of East Baton Rouge (City-Parish) in conjunction with the Recreation and Park Commission of East Baton Rouge (BREC).

Section 4(f) of the Department of Transportation (DOT) Act of 1966 (23 USC 138 and 49 USC 303) and its implementation regulations (23 CFR 774) restrict use of significant publicly owned parks, recreation areas, wildlife and waterfowl refuges, and historic properties for transportation projects unless there is no feasible and prudent avoidance alternative and all possible planning to minimize harm has occurred. Uses are categorized as either permanent incorporation, temporary occupancy, or constructive use and can be approved by preparing a *de minimis* determination, a programmatic Section 4(f) evaluation, or preparing an individual Section 4(f) evaluation.

This document represents justification for determining that the impact to the City Park Lake Trail qualifies as *de minimis* under 23 CFR 774.7(b). A *de minimis* impact is one that, after accounting for measures to minimize harm results in either:

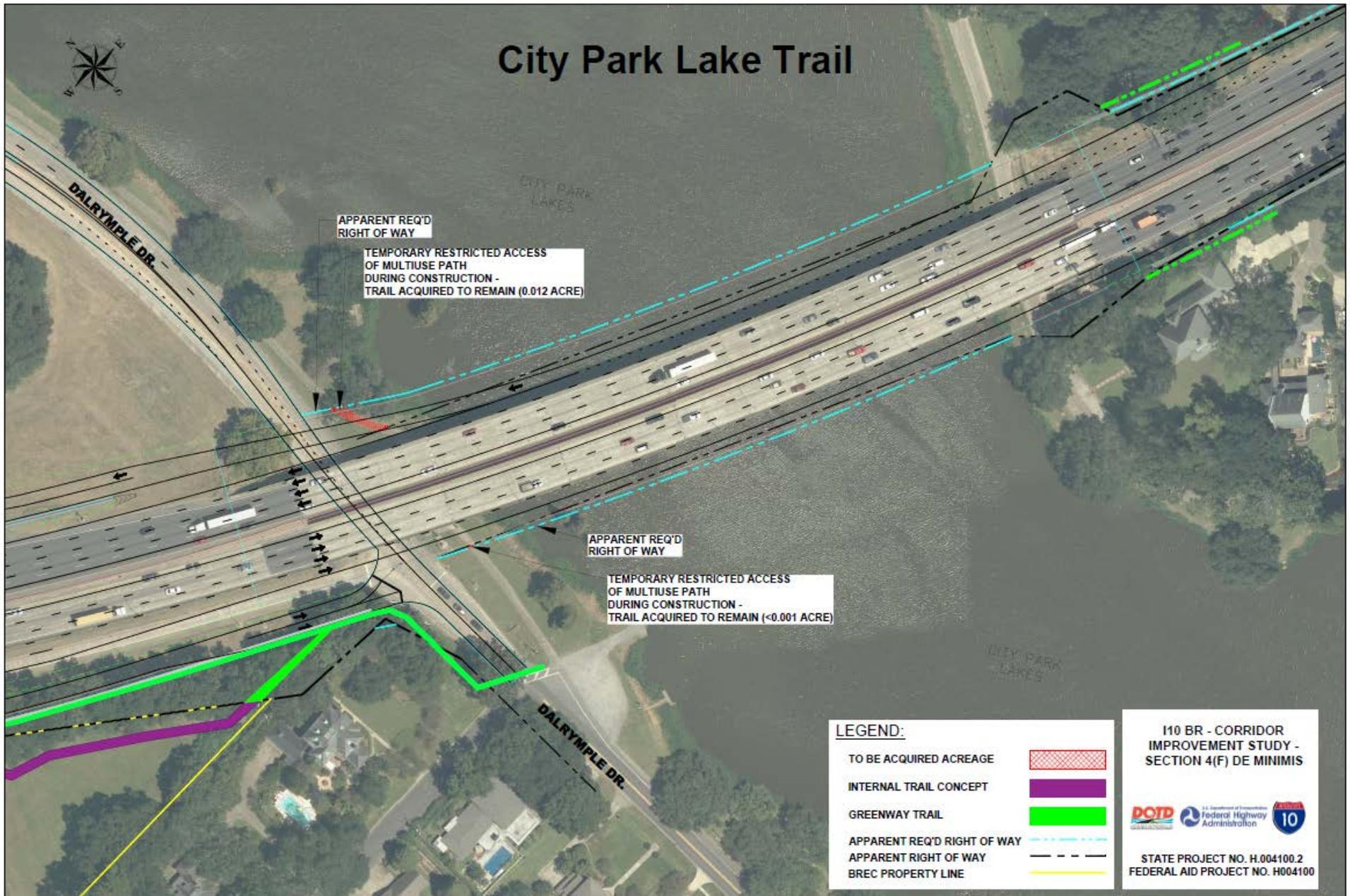
- 1) A Section 106 finding of no adverse effect or no historic properties affected on a historic property, or
- 2) A determination that the project would not adversely affect the activities, features, or attributes qualifying a park, recreation area, or refuge for protection under Section 4(f).

2.0 PROPERTY DESCRIPTION AND USE

The City Park Lake Trail is a portion of a larger multiuse trail (pedestrian and bicycle) that runs along Dalrymple Drive and both the City Park and University Lakes for approximately 1.5 miles (see photo to right). The trail draws users from Louisiana State University and neighboring communities including Lakeshore, Lake Crest, Old South Baton Rouge, City Park, Hillsdale, Hundred Oaks, Poets Corner, Zeeland, Southdowns, and others. While predominately utilized by cyclists and pedestrians, the trail does link to the kayak launch off March Street.

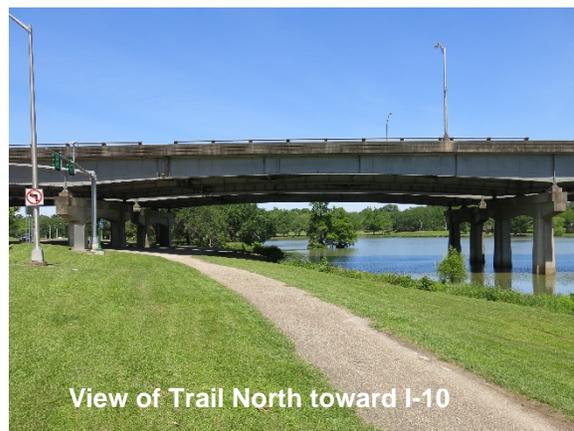


Figure 1 – City Park Lake Trail



3.0 DE MINIMIS IMPACT

As proposed, the project will acquire less than 0.013 acres of servitude over the trail adjacent to I-10 on the east side of Dalrymple Drive. All efforts were made to minimize the amount of additional ROW required; however, the widening of I-10 and replacement of the bridges could not be accomplished without affecting this minimal trail area. Although DOTD will be acquiring this minimal area of servitude over the trail as ROW, it will not affect the use of the trail. The trail will be incorporated into I-10 ROW as is, with its functions intact and available for all users.



Additionally, the portion of the trail under I-10 will experience temporary closures to pedestrians and cyclists for varying durations during the construction of the new I-10 bridges over City Park Lake. These are times when it will not be safe to pass under the structure, such as during removal of existing bridge sections, installation of beams, and other overhead construction activities. These circumstances will require closing the portion of the trail passing underneath the interstate until it is determined safe to pass under the structure.

Although details regarding the sequence and method of construction will not be developed until the project is designed, it is roughly estimated that construction of this section of the I-10 widening will last around four to five years with some type of prohibition of passage underneath the bridges occurring approximately 20 to 25% of the time. DOTD will require that the contractor keep the trail underneath the bridges open to the extent possible. Information regarding temporary closures will be made available in advance and signage will be provided on the site. A system of roads loop around the lake, so passage may be possible on the east side of the lake when the west side is closed and vice versa.

While the temporary closures of roughly 200 feet of the City Park Lake Trail during construction will be an inconvenience, the temporary closures will not adversely affect the features, attributes or activities of the trail. The portion of the trail affected within the I-10 servitude will be restored to at least the same condition once the removal of the existing bridges and the construction of the new bridges are completed.

4.0 PUBLIC INPUT AND AGENCY COORDINATION

The public was informed of the *de minimis* impact during the public meetings held August 28-30, 2018 and the public hearings held November 19 and 20, 2019. City Park Lake Trail specific comments were not received, other than an overall theme to provide connectivity to the City Park amenities. DOTD has committed to install a multiuse trail, referred to as the Greenway Trail that would run from Expressway Park to Dalrymple Drive (**Figure 2**). The new trail would create a linkage between Expressway and East Polk Street Parks and the bike and pedestrian trails and launch along City Park Lake.

A summary of comments related to area parks and the multiuse path is included as Attachment 1. Generally, the public is in favor of more connections between the parks and the lakefront.

Coordination with the City-Parish, BREC and the Office of State Parks has been ongoing throughout the planning and development of the I-10 project. Coordination with the City-Parish and BREC specific to the *de minimis* impact on the trail can be found in Attachment 2. Both entities concurred with the *de minimis* determination, in accordance with 23 CFR 774.5(b).

Figure 2 – Greenway Trail from Expressway Park to Dalrymple Drive



ATTACHMENT 1
SUMMARY OF COMMENTS FROM PUBLIC MEETINGS

PUBLIC MEETINGS	
COMMENT	RESPONSE
PLEASE keep the bike/pedestrian design elements included thus far. These items have a way of vanishing from the "plans" and are an essential safety feature. THANK YOU.	Thank you for your comments.
The proposed designs for the city lake bridge and proposed walking trail connections looked very enjoyable.	Thank you for your comment.
Please keep bike lanes on Dalrymple on lake side rather than crossing streets.	Thank you for your comment, we will take them under advisement while working through potential mitigation and enhancements for the project.
Improved bike lanes, landscaping, lighting, public art, sidewalks, would be greatly appreciated.	Thank you for your comments.
The area south of the golf course needs to be converted to parking for the Knock Knock museum. We do not need a boat dock.	Thank you for your comments. The proposed project does not intend to change the uses of existing BREC facilities.
Definitely want pedestrian and bike pathway!	Thank you for your comments.
I like the designs as proposed for the multiuse trail (Red) paralleling I-10 project. I would prefer the path not underneath the bridge (parallel). This will attract the homeless, creating a trail less likely to be used by commuters.	Thank you for your comments.
I would hope that the trails will be lighted at night for safety. I would like to see something functional placed at the Trail connection at Dalrymple Drive - a waterway station, pumps for bicycles, rest stops, etc.	Thank you for your comments.
Well lit areas are key. Signals and beacons that will help to alert vehicles of peds + Cyclists. Connectivity to the greater network of trails.	Thank you for your comments.
PUBLIC HEARINGS	
COMMENT	RESPONSE
Is there a study being done for the population of pedestrians, bikers and vehicle use to justify expense in the beautification project at the different locations?	The City, in coordination with DOTD, is completing a bicycle and pedestrian master plan for the greater Baton Rouge area. The bike and pedestrian elements of the project are consistent with the master plan, DOTD Complete Streets and FHWA Community Connections initiatives.
Improvements under I-10 at Dalrymple and Lakeshore were not considered in the designs at the focus group meeting on May 14, 2018. There are more pedestrians, joggers, bikers, and vehicles that use these areas for exercise and passage than I know of the other areas that were mentioned at the meetings.	Thank you for your comment. Context Sensitive Solutions proposed for the project did not include the trails associated with the City Park and University Lakes, as these are included in the Lakes Master Plan developed in conjunction with the Baton Rouge Area Foundation.

ATTACHMENT 2
CITY-PARISH/BREC CORRESPONDENCE



May 16, 2019

City of Baton Rouge/Parish of East Baton Rouge
Attn: Mayor-President Sharon Weston Broome
222 St. Louis, 3rd Floor
Baton Rouge, LA 70802

Re: SPN H.004100.2
FAP H004100
I-10 LA 415 to Essen Lane on I-10 and I-12
De Minimis Determination
City Park Lake Trail
Providence Project No. 040-012-001

Dear Mayor-President Broome:

Providence Engineering and Design, LLC (Providence) is in the process of preparing an Environmental Assessment (EA) for capacity improvements to Interstate 10 (I-10) from Louisiana Highway 415 (LA 415) in West Baton Rouge Parish to the I-10/Interstate 12 (I-12) split near Essen Lane in East Baton Rouge under the direction of the Louisiana Department of Transportation and Development (LA DOTD) in coordination with the Federal Highway Administration (FHWA).

City Park Lake supports a multiuse trail that links with the multiuse lane on Dalrymple Drive to allow for off-street biking and walking around City Park and University Lake (Figure 1). The trail is under the jurisdiction of and maintained by the City of Baton Rouge/Parish of East Baton Rouge (City-Parish). Since the trail is publicly owned, with the primary purpose of recreation, not transportation, compliance with Section 4(f) of the Department of Transportation Act of 1966 (49 USC 303) is required.

The impact to the City Park Lake Trail will be in the form of the temporary closure of the trail to pedestrians and cyclists for varying durations during the construction of the new City Park Lake Bridge. There will be times during construction when it will not be safe to pass under the structure, such as during removal of existing bridge sections, installation of beams, and other overhead construction activities. These circumstances will require closing the portion of the trail passing underneath the interstate until it is determined safe to pass under the structure. Construction is proposed to occur around the clock, which will minimize trail closure periods.

Providence Engineering and Design, LLC

WWW.PROVIDENCE.ENG.COM

040 012-001-095A1 CityParish de Minimis Ltr v2

Mayor-President Broome
May 16, 2019
Page 2 of 2

Due to the short duration and lack of permanency of the impact, we determined that it qualifies as a *de minimis* impact under Section 4(f). A *de minimis* impact is an impact that results in no adverse effect to the activities, features, or attributes qualifying a park or recreation area for protections under Section 4(f).

On behalf of LA DOTD and by this letter, Providence is requesting your concurrence that the impact to the trail along City Park Lake is *de minimis* in nature. If you agree, a written response is required and can be provided in the form of a signature on this letter or by sending a separate letter or email.

Should you have any questions or require additional information, please contact me at 225-766-7400 or via email at kerryoriol@providenceeng.com. We appreciate your time and consideration of this request.

Sincerely,



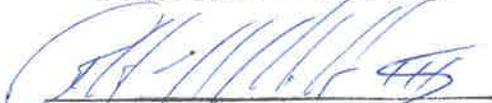
Kerry Oriol
Project Manager

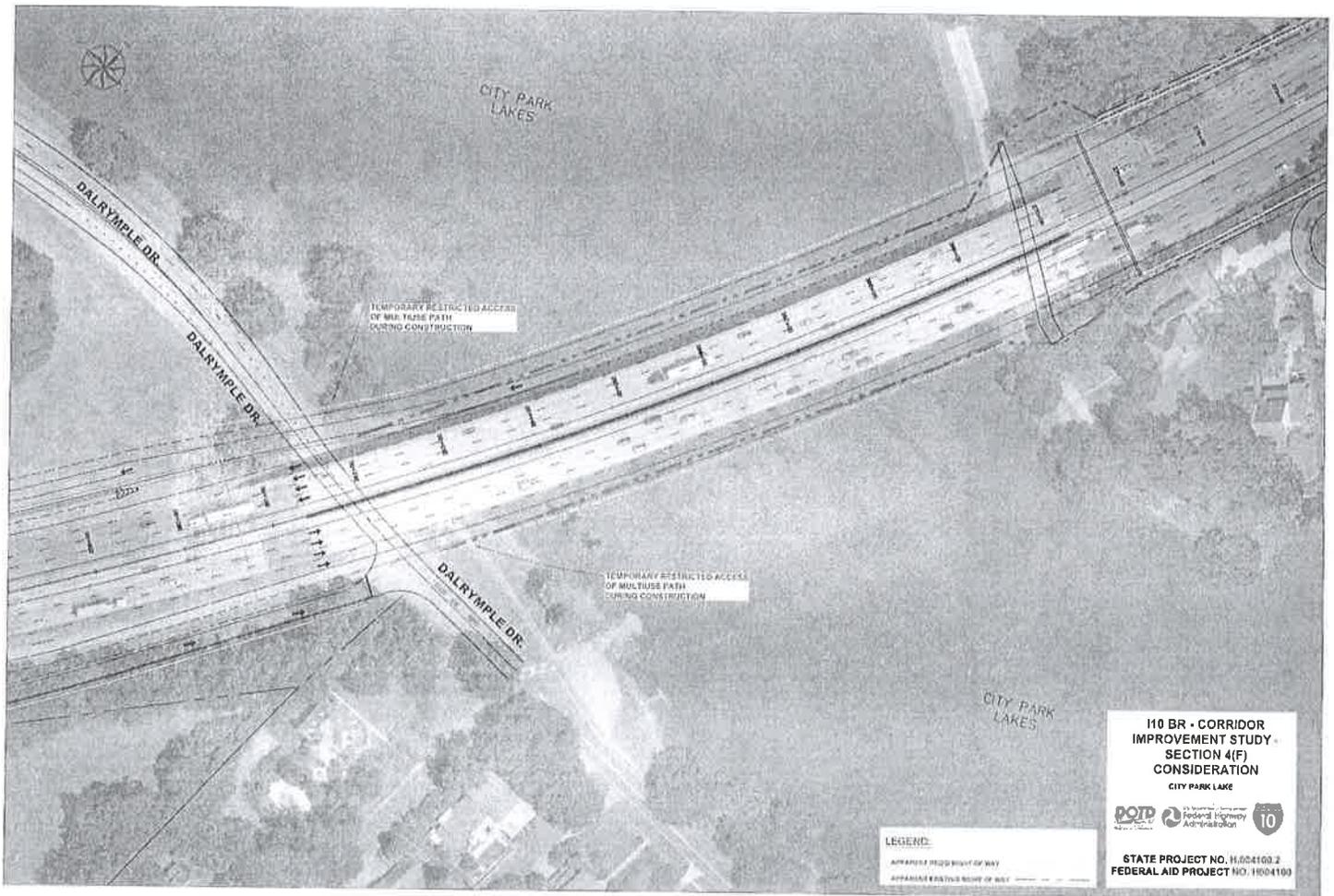
cc: Mr. Fred Raiford, Director/City Parish Department of Transportation and Drainage
Mr. Brian Kendrick/LA DOTD
Ms. Noel Ardoin/LA DOTD
Mr. Perry Franklin/Franklin Associates


Sharon Weston Broome – Mayor President

6-13-19
Date

APPROVED AS TO FORM


PARISH ATTORNEY'S OFFICE



TEMPORARY RESTRICTED ACCESS
OF MULTIUSE PATH
DURING CONSTRUCTION

TEMPORARY RESTRICTED ACCESS
OF MULTIUSE PATH
DURING CONSTRUCTION

LEGEND:
 APPROXIMATE RIGHT-OF-WAY
 APPROXIMATE EXISTING RIGHT-OF-WAY

**I10 BR - CORRIDOR
 IMPROVEMENT STUDY -
 SECTION 4(F)
 CONSIDERATION**
 CITY PARK LAKE

DOTD Louisiana Department of Transportation and Development
 Federal Highway Administration

**STATE PROJECT NO. H.054100.2
 FEDERAL AID PROJECT NO. 1004100**



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

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

October 27, 2020

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

City of Baton Rouge/Parish of East Baton Rouge
Attn: Mr. Fred Raiford, Director Public Works
via email (FRaiford@brla.gov)

Mr. Corey Wilson
BREC Superintendent
via email (CWilson@brec.org)

SUBJECT: Section 4(f) Determinations regarding City Park Lake bike/ped path

The Louisiana Department of Transportation and Development (LADOTD), in conjunction with the Federal Highway Administration (FHWA), proposes to widen Interstate 10 from LA 415 to Essen Lane in the Cities of Port Allen and Baton Rouge, West and East Baton Rouge Parishes, respectively. Portions of the construction will impact City Park Lake and the adjacent bike/ped facility (hereinafter referred to as CPL trail) which runs along the west side of the lake along Dalrymple Drive in the City of Baton Rouge. The CPL trail has been identified as a Section 4(f) resource.

I-10 crosses City Park Lake via two bridges serving east and west bound traffic, respectively. The CPL trail which provides for off street biking and walking passes underneath the bridges and is located between Dalrymple Drive and the lakeshore. Bicycle and pedestrian accommodations exist along the length of Dalrymple Drive from Broussard Street south to the campus of Louisiana State University (LSU) for approximately 1.5 miles. The CPL trail is part of a larger bicycle/pedestrian network that connects City Brooks Community Park, Knock Knock Children's Museum, City Park Lake, University Lake, and LSU. The route provides a non-motorized connection between the parks, lakes, university and surrounding neighborhoods. The typical section (how bicycles and pedestrians are accommodated) varies along the route, but the route is continuous.

The CPL portion of the trail is asphalt except for under the bridge where it is constructed of concrete. The I-10 project requires roughly 0.02 acre of servitude over the CPL trail. Most of the servitude will be on the north side. See the attached figure. South of the interstate bridges, at the intersection of March Street and Dalrymple Drive, is a small gravel parking area which also includes a small pier and gravel launch. This area will not be affected by the servitude.

Sincerely,



Noel Ardoin
Environmental Engineer Administrator

attached figure depicting impact to City Park Lake trail and servitude

cc: FHWA, Lynn Heisler (via e-mail to Lynn.Heisler@dot.gov)
Brian Kendrick (via e-mail to Brian.Kendrick@la.gov)
Nicholas Olivier (via e-mail to Nicholas.Olivier@la.gov)
Reed Richard (via e-mail to RRichard@BREC.org)
Thomas Stephens (via e-mail to TStephens@brla.gov)

City-Parish Concur:

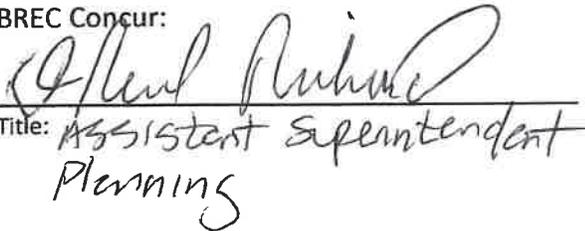


Title: CHIEF DESIGN AND
CONSTRUCTION ENGINEER

Date:

10/27/2020

BREC Concur:



Title: Assistant Superintendent
Planning

Date:

10/30/2020