



TRANSCRIPT OF OPEN HOUSE PUBLIC HEARING HELD DECEMBER 1, 2016

LA 3064 (Essen Lane) to LA 1248 (Bluebonnet Blvd)
Dijon Drive Extension, Phases 1 & 2
Environmental Assessment
East Baton Rouge Parish
State Project Nos. H.012233 & H.012232
F.A.P. Nos. H012233 & H012232

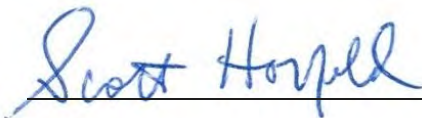
March 2, 2017

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HOUSE PUBLIC
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DECEMBER 1, 2016**



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Prepared for:

Capital Region Planning Commission,
Louisiana Department of Transportation and
Development, and Federal Highway
Administration

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APPENDICES

A	Advertisement Copy of the Public Hearing Notice and Affidavit of Publication
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G	Comments Received – Provided at the Hearing, Mailed, and Email

1 INTRODUCTION

A Public Hearing for the Dijon Drive Extension Environmental Assessment (EA) was held at the Drury Inn & Suites, 7939 Essen Park Avenue in Baton Rouge, Louisiana, on Thursday, December 1, 2016. The hearing was held from 5:00 p.m. to 7:00 p.m. and was open to the public. An officials meeting was also held from 4:00 p.m. to 4:30 p.m.

This document provides copies of the public hearing materials, sign-in sheets, and a summary of the December 1, 2016, hearing events. Comments received from the date of the public hearing through the close of the comment period on December 12, 2016, are also provided.

2 HEARING NOTIFICATION

A public hearing notice was published in *The Advocate* on November 1, 2016, and November 26, 2016. The advertisement copy of the hearing notice and affidavit of publication are provided in Appendix A. The Louisiana Department of Transportation and Development (LADOTD) posted the notice on the Environmental Section website, and notices were distributed to the state and parish Solicitation of Views list and hospital and emergency services in the Baton Rouge area (Appendix B).

In preparation for the public hearing and utilizing a mailing list of interested parties developed in coordination with Capital Region Planning Commission and LADOTD, federal, state, and local officials were invited to a meeting at the Drury Inn & Suites, Baton Rouge on December 1, 2016, from 4:00 p.m. to 4:30 p.m. The invitation reminded the addressees that the public hearing would be held at the same location on the same day from 5:00 p.m. to 7:00 p.m. A flyer was included with all invitations.

A sample of the public hearing letter of invitation and flyer along with a copy of the mailing list are provided in Appendix C.

To ensure that local emergency services and area hospitals were provided the opportunity to review the EA prior to the public hearing, a separate Notice of Availability was distributed.

A public hearing postcard indicating the project name and purpose, date, place, and time of the hearing was sent via U.S. mail to property owners/residents within the Study Area on November 16, 2016. A sample of the public hearing postcard and copy of the mailing list are also provided in Appendix C.

3 HEARING EVENTS

The officials meeting preceded the public hearing which provided them an opportunity to preview the current materials and displays related to the EA process for the project. City of Baton Rouge, LADOTD, and Federal Highway Administration representatives were available to discuss the project and answer questions in preparation for the public hearing.

The hearing was organized in an informal, open-house format. The purpose of the hearing was to present an overview of the proposed project and provided an opportunity to obtain comments. A presentation was shown and informational handouts, maps, and graphic displays were made available at the public hearing. Attendees received a comment form and handout that included project-related information and graphics of the Preferred Alignment. Attendees also obtained information informally from

exhibits displayed at the hearing and from consultant and agency staff. A copy of the comment form and handout is provided in Appendix D.

A PowerPoint presentation introduced the project, alternatives studied, project impacts, and right-of-way requirements. The PowerPoint presentation continued as a looping presentation during the course of the hearing (Appendix E).

Exhibits were displayed around the hearing room including the study area, preferred alignment, typical sections, and a preliminary screening matrix. A second copy of the preferred alignment was placed on tabletops as an alternate viewing option.

4 HEARING ATTENDANCE

A total of 44 persons registered their attendance on the sign-in sheets including 25 members of the public, 10 public or agency officials, and 9 members of the project consultant team. Copies of the sign-in sheets are provided in Appendix F.

5 COMMENTS

The public was offered two opportunities for submitting their comments for the record during the hearing. A comment form was provided with the hearing handout (Appendix D) and a transcriber was available during the course of the hearing to record verbal comments. Written comments received via U.S. mail and postmarked by the close of the comment period, which was established as December 12, 2016, are provided in Appendix G. Comments received by electronic mail through the close of the comment period are also provided in Appendix G. Fourteen written comments were received and no verbal comments were recorded by the transcriber at the public hearing.

5.1 Written Comments

Two comments expressed concern specific to the portion of Dijon Drive Extension that is located between Ralph & Kacoo's restaurant and the Hyatt Place hotel and the potential business impacts to these properties. Two comments were specific to the roundabout at the proposed Midway Boulevard and Picardy Avenue. One comment expressed the need for an additional railroad crossing south of the study area and Picardy Avenue. One comment was received regarding the extension of Midway Boulevard beyond the project limits extending south from Picardy Avenue to Perkins Road.

5.2 Summary Responses to Written Comments

Written comments received have been summarized in Table 1 and a response has been provided.

Table 1. Summary of Public Hearing Comments and Responses

Individual Written Comments		Section(s) in EA where topic is discussed in more detail, if applicable
Scott Wester, Baton Rouge, LA 70809		
Comment:	Am supportive of the proposed Dijon Drive Extension and Midway Boulevard. It is imperative for the Health District and Children’s Hospital.	
Response:	Comment noted.	
Coletta C Barnett, Baton Rouge, LA 70810		
Comment:	I am in full support of a new road off Essen to the Bluebonnet Boulevard while helping to support the Children’s Hospital. The road will also help alleviate traffic on Essen Lane.	
Response:	Comment noted.	
Edgardo J. Tenreiro, Baton Rouge, LA 70809		
Comment:	My team at the Baton Rouge General, along with our master plan consulting team, have reviewed the proposed Dijon Extension plan and would like to express our support for this badly needed infrastructure project. As Baton Rouge’s health district grows and more patients visit Baton Rouge for their healthcare, it’s vital that we can provide the necessary access to healthcare in the area. In addition, the current master plan for our hospital campus includes several hundred thousand square feet of new care facilities, including hospital support services, medical office buildings, and patient care buildings. The Dijon Extension, combined with the proposed Midway project, will allow patients and emergency vehicles to reach our facilities as quickly as possible.	
Response:	Comment noted.	
Jeff Mosely, Prairieville, LA 70769		
Comment:	I work at the Lake and we are very excited to see this Blvd completed as designed. This road will help congestion in our area around Essen Ln and is great for our community as well.	
Response:	Comment noted.	
Paula Sonnier, Maurepas, LA 70449		
Comment:	As an employee of OLOL I am greatly in favor of our Children’s Hospital and its ultimate affect on our culture and economy. This Dijon Drive Extension will only enhance travel to the businesses in its path and ultimately create more tax revenue for our city and parish.	
Response:	Comment noted.	
Angela Keller, Baton Rouge, LA 70810		
Comment:	As an Our Lady of the Lake employee, I regularly get caught in traffic on Essen and the street which feed into Essen. In my opinion, having another street that allows traffic to flow from Essen to Bluebonnet would improve the situation.	
Response:	Comment noted.	

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Individual Written Comments		Section(s) in EA where topic is discussed in more detail, if applicable
Suzy Sonnier, Baton Rouge, LA 70808		
Comment:	Summary: Comment received on behalf of the Baton Rouge Health District, which is in support of the implementation and development of the Dijon Drive Extension and Midway Boulevard noting the improvements as key infrastructure priorities for the Baton Rouge Health District. Both phases are critical to alleviating traffic congestion and supporting access to development within Health District such as the Children's Hospital. The Baton Rouge Health District is a coalition of patient-focused, innovative healthcare organizations committed to a world-class, high performing health destination. Collaboration among healthcare providers, government officials, higher education institutions, and others, is key to implement a plan that will enhance healthcare and economic development in the greater Baton Rouge community.	
Response:	Comment noted.	
Paul Woodward, Baton Rouge, LA		
Comment:	As an employee of Our Lady of the Lake I have been privileged to see the passion and energy that has gone into the Children's Hospital up to this point. I believe in the importance of the Dijon Drive Extension project as an item of particular importance to the ultimate success of the hospital. I am strongly in favor of anything that can be done to ensure that our area can continue to grow as a regional healthcare leader. The Children's Hospital is an important project and this road Extension is a critical piece of its success. Thank you.	
Response:	Comment noted.	
C.R. Tessier, Baton Rouge, LA 70809		
Comment:	Re Midway Picardy Roundabout – This will slow down traffic on Picardy. BR traffic is too congested already.	
Response:	It is true that roundabouts slow down vehicular speeds, but roundabouts have actually been proven to reduce congestion over more conventional alternatives. Because roundabouts reduce all movements to yielding right turns, drivers have more opportunities to proceed into the intersection than they would at a stop sign or a traffic signal. This results in fewer delays than at signalized intersections where drivers arriving during the red phase must wait until the signal cycles back to green. At a roundabout, vehicles should never truly stop. The end result is not only slower speeds, but a continuous movement of vehicles into and around the roundabout.	
Bill Jolly, Baton Rouge, LA 70898		
Comment:	I was sorry to see that the proposals were limited to north of the railroad. We need an additional full time crossing to facilitate emergency vehicles.	
Response:	The City has included an Extension of Midway from Perkins to Picardy in their Green Light Phase II (GLPII) project. The GLPII plan will be implemented, and projects will be prioritized, once funding for the program/projects is identified.	
Bob Abbott, Baton Rouge, LA 70808		
Comment:	Summary: Expressed concern over the Preferred Alternative proposed improvements and the portion located between Hyatt Place hotel and Ralph & Kacoo's restaurant, the associated parking impacts, and right-of-way (ROW) costs. Additional comment was made regarding the Dijon terminus at Bluebonnet	See EA Section 3.4.1;

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Individual Written Comments		Section(s) in EA where topic is discussed in more detail, if applicable
	Boulevard with North Mall Drive versus a connection via Picardy and a local roadway project, Paulat [sic] Boulevard, and access to I-10 via Mall of Louisiana Boulevard.	Appendices CD-1
Response:	Acknowledged. The location of the Dijon Drive Extension connection at Bluebonnet Boulevard has been set to balance/minimize impacts to the two commercial properties. Costs for property acquisition, including mitigation costs, will be further developed during the ROW acquisition phase of the project in accordance with federal requirements. Preliminary cost estimates are presented in Table 11 of the EA. Options to connect Dijon Drive Extension to Bluebonnet Boulevard at other locations along Bluebonnet Boulevard were considered during concept development and were eliminated from further consideration. The traffic capacity analysis completed for concept alignments terminating at other Bluebonnet Boulevard locations resulted in these concepts being eliminated from further consideration. The preliminary traffic analysis to connect using the existing Picardy/Bluebonnet intersection indicated an LOS E in the AM peak hour and LOS D in the PM peak hour for the design year. More detailed discussion can be found in Section 3.4.1. Data are included in CD-1A.	Traffic Study and CD-1A Bluebonnet Screening Analysis
Bill Jeansonne, Saurage Rotenberg Real Estate		
Comment:	Summary: Questioned location of roundabout at Picardy Blvd and coordination with the Green Light Perkins to Picardy project noting the owner of Tract C (Midway Blvd) is negatively impacted. Commented that no Extension of Midway Blvd south of the roundabout. Access to Tract C from the north or east is blocked.	
Response:	Currently no engineering design is in progress or funding sources identified for the City's GLPII project. The roundabout location shown in the EA is considered the best location considering roadway design geometry and properties affected. The southern limit of Midway Boulevard that is part of this EA ends at Picardy Avenue. Although a fourth roundabout leg south of Picardy Avenue will not be included as part of this project, this project will not preclude the City's GLP II project from connecting in the future. When the GLPII project proceeds, the project will likely connect to the roundabout at Picardy Avenue. The precise location of the GLPII roadway, south of the roundabout, will be determined as part of the roadway design and engineering of that future GLPII project. The Dijon Drive Extension project will include access at the western edge of Tract C on Picardy Avenue so that the property will have a connection to Picardy Avenue outside the limits of the Midway-Picardy roundabout.	
Chaffe McCall, New Orleans, 70163 Letter Dated December 12, 2016		
Comment 1: The Proposed Road Configuration Changes	Summary: Based on the diagrams and schematics comments discuss the increased traffic between the hotel and Ralph & Kacoo's restaurant, increased noise, access to the hotel, parking impacts, impacts to guest satisfaction, and impacts to the brand label and franchise agreement resulting in property value reduction, and costs that would be incurred by ARC.	See EA Sections 2 and 3; Appendices CD-1
Response:	Acknowledged. The location of the Dijon Drive Extension connection to Bluebonnet Boulevard was previously included as part of the City of Baton Rouge Master Street Plan. This Master Street Plan shows a roadway connection at the existing Bluebonnet Boulevard signal. In addition, the location of the roadway is intended to balance/minimize impacts to adjacent commercial properties.	Traffic Study and CD-1A Bluebonnet Screening Analysis

Individual Written Comments		Section(s) in EA where topic is discussed in more detail, if applicable
	<p>The proposed connection of Dijon Drive Extension with Bluebonnet Boulevard meets the project purpose and need for the project. Other connection locations, including options to connect using the existing Picardy/Bluebonnet intersection, were studied as part of the preliminary traffic analysis.</p> <p>The traffic capacity analysis completed for concept alignments terminating at other Bluebonnet Boulevard locations resulted in these concepts being eliminated from further consideration. The preliminary traffic analysis to connect using the existing Picardy/Bluebonnet intersection indicated an LOS E in the AM peak hour and LOS D in the PM peak hour for the design year. More detailed discussion can be found in Section 3.4.1. Data are included in CD-1A.</p> <p>Costs for property acquisition, including mitigation costs, will be developed further during the ROW acquisition phase of the project in accordance with federal requirements. The acquisition process will be based on final engineering drawings that will include construction features within the roadway ROW to mitigate concerns where feasible. Through the acquisition process, it will be determined whether or not a full property acquisition is justified based on the impacts.</p>	
Comment 2: Proposed Road Issues	<p>Summary: Squeezing the road between the narrow space between Hyatt Place and Ralph & Kacoo's Restaurant also does not fulfill the stated purpose and need for the road. Having the road start wide (at the Essen end, with more than four lanes of travel, including turn lanes) and then become narrower between the two businesses (at the Bluebonnet end) would not only fail to alleviate congestion, but would instead be likely to increase traffic queuing between the businesses due to the resulting "bottleneck", has no traffic capacity increase over time and does not take into account the future development of the medical district or the increase in traffic. Future expansion is dependent on a subsequent taking of one or both of the businesses.</p>	See EA Sections 2 and 3.5; Appendix CD-1 Traffic Study
Response:	<p>The purpose of the proposed project is to provide transportation infrastructure to improve the transportation network and improve connectivity of the transportation system; support planned institutional and business growth within the medical district; relieve existing and future congestion on area roadways; and improve area-wide mobility and system reliability. The project as proposed and the analyses completed support the purpose and need. The proposed roadway maintains four lanes along its length. Reducing the right of way width to avoid or reduce impacts to adjacent properties is accomplished by narrowing the median. Because traffic is approaching an intersection, vehicles are slowing and the reduced median does not affect capacity or cause a "bottleneck." The proposed configuration performed operationally under future year conditions in the traffic analysis. Additional lanes are not necessary at this location due to the restricted access coming out of the Mall of Louisiana. The fact that the Mall exit functions as a right-out only causes the Dijon intersection to operate as a T-intersection with Dijon Drive as the third leg with its own phase within the signal. The two-lane approach is common for T-intersections and is sufficient based on the future year analysis performed in the traffic report.</p> <p>The traffic analysis utilized the Capital Region Planning Commission (CRPC) travel demand model (TDM) to evaluate existing-year (2015) and design-year (2037) traffic volumes for the No Build, the Build alternative including the addition of the Dijon Drive Extension, and a supplemental alternative including Midway Boulevard without the Dijon Drive Extension. The CRPC is responsible for long- and short-term roadway and transportation planning for the metropolitan area and maintains the TDM to forecast traffic conditions. They will continue to model the transportation network in future years and determine needed roadway improvements as part of their Transportation Improvement Plan (TIP). See Response to Comment 6 below for a more detailed discussion regarding the TDM.</p>	

Individual Written Comments		Section(s) in EA where topic is discussed in more detail, if applicable
Comment 3 The Planning Process:	At the public meeting it was admitted there has been no detailed analysis of the various routes for the proposed Dijon extension. All of the other options were ruled out simply because it was believed that this was the only route that easily lined up with a traffic light on Bluebonnet and the Mall of Louisiana entrance. However, this conclusion was reached without any analysis or study of various options for reconfiguring Bluebonnet and a connecting street that would allow the path of the proposed road not to be squeezed through the narrow space between the Hyatt Place and the Ralph & Kacoo's Restaurant. This is a manifest error in the approach to this issue.	See EA Section 3.4; Figure 11; Table 5
Response:	Reasonable and feasible Build alternatives were considered for evaluation in this EA. Alternatives design consisted of concept alignment development followed by refinement of concepts and selection of an alternative to move forward for full evaluation as part of this EA. To minimize impacts and reduce the amount of ROW required, concept alignments were developed to meet the purpose and need for the project taking into consideration the East Baton Rouge Parish Major Street Plan, the Baton Rouge Health District (BRHD), and future hospital development within the Study Area. LADOTD policies such as roadway design, intersection configuration, traffic, noise, and minimization of social and environmental impacts were considered in the concept alignment development. LADOTD signal spacing policy precluded a new intersection between the existing Mall Drive 1 and Picardy and a direct connection of Dijon Drive Extension with Picardy was unacceptable from a traffic operations standpoint. A discussion of the concept development process and evaluation is presented in Section 3.4.1.	
Comment 4 Drainage:	ARC has not been provided any information, nor has any analysis been conducted with respect to, the drainage implications of the current plan. As detailed in our prior comments, drainage is a concern because of the significant change in grade between the hotel and the restaurant. Despite this obvious challenge, we were told drainage was a future design issue, rather than a current environmental assessment issue. Therefore, there is no current information to determine how the drainage will be handled, how the Hyatt Place would be affected, or whether any further taking would be necessary to address drainage. The project should not proceed further until a hydrologist has conducted a drainage/flooding analysis.	See EA Section 4.6.3
Response:	The roadway in this area is proposed below the existing elevation of the Hyatt site. The rainfall on the roadway, as well as any water flowing to the roadway from adjacent properties, will be collected and conveyed to Ward's Creek through a series of subsurface drainage systems. The roadway drainage system will not be designed to flow across the Hyatt site. These subsurface systems will be designed during the plan development phase to all state and local requirements.	
Comment 5: Traffic Study	What are 2017 to 2037 traffic count estimates for the intersections of Dijon with Midway, Mancusa [sic] and Dijon, Summa and Midway, Summa and Mancusa, Picardy and Summa, Picardy and Midway, Picardy and Mancusa?	
Response:	The traffic analysis utilized the Capital Region Planning Commission (CRPC) travel demand model (TDM) to evaluate existing-year (2015) and design-year (2037) traffic volumes for the No Build, the Build alternative including the addition of the Dijon Drive Extension, and a supplemental alternative including Midway Boulevard without the Dijon Drive Extension. The CRPC is responsible for long- and short-term roadway and transportation planning for the metropolitan area and maintains the TDM to forecast traffic conditions. They will continue to model the transportation network in future years and determine needed roadway improvements as part of their Transportation Improvement Plan (TIP). See Response to Comment 6 below for a more detailed discussion regarding the TDM.	

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	The CRPC TDM model runs are included in the Appendix G of the traffic study. For instance, in the year 2037, Dijon Drive and Midway are projected to carry 6500 ADT and 2000 ADT, respectively.	
Comment 6: Traffic Study	What is the parking capacity of Our Lady of the Lake today, Baton Rouge General today, the to-be-built parking capacity at the new Children's hospital in its first phase for the 80 beds and the subsequent phase for 130 beds, and the Ochsner Hospital today at Picardy?	See Appendix CD-1
Response:	The TDM does not use parking to forecast traffic because parking demand does not directly correlate to traffic demand. Peak times vary between traffic and parking peak hours. The TDM assigns built-out conditions to developed land and assigns land use to undeveloped land. The undeveloped land is where growth will occur resulting in increased traffic or travel demand. The TDM analyzes the regional travel demand, and the transportation network as a whole, not just within the Study Area. Utilization of the TDM is the industry standard for transportation planning and is completed by the Metropolitan Planning Organization as outlined in the current federal transportation act. The projected traffic growth associated with the available developable land can be found in Appendix G of the traffic study.	Traffic Study; EA Sections 2 and 3
Comment 7: Traffic Study	What is the parking capacity of the Mall of Louisiana today within its ring road?	See Appendix CD-1
Response:	Parking data for the mall were not collected as part of the traffic study. Please see response to Comment 6 above.	Traffic Study
Comment 8: Traffic Study	What parking capacity and growth in vehicle traffic volume did you assume for the 2017 to 2037 time period for Our Lady of the Lake Hospital, Baton Rouge General Hospital, Ochsner Hospital, the new Children's hospital, and the Mall of Louisiana?	See Appendix CD-1
Response:	Please see response to Comment 6 above.	Traffic Study; Appendix G
Comment 9: Traffic Study	Is there an estimate of the traffic flows to and from the likely future Interstate service road connection to Midway as shown in the Baton Rouge Medical District master plan, and if so, what is that estimate?	See Appendix CD-1
Response:	Interstate service road connection to Midway is not a committed project, and is not part of this project.	Traffic Study,
Comment 10: Traffic Study	What is the traffic flow today and through the 2037 forecast period on the service road from I-10 to Bluebonnet on the Mall of Louisiana side of the I-10.	See Appendix CD-1
Response:	This is not a committed project and not part of this project. However, the service road volumes just east of Bluebonnet can be determined by adding up the northbound right, eastbound through, and southbound left volumes shown on Figure 19, page 4.16; Figure 22, page 4.19; Figure 34, page 4.34; and Figure 37, page 4.37 of the traffic study.	Figure 19, page 4.16; Figure 22, page 4.19; Figure 34, page 4.34; and Figure 37, page 4.37

Individual Written Comments		Section(s) in EA where topic is discussed in more detail, if applicable											
Comment 11: Traffic Study	What is the traffic flow from the Essen service road at I-10 onto Essen lane in the direction of the Our Lady of the Lake today, and the expected increase in traffic volume in the 2017 to 2037 time period?	See Appendix CD-1 Figure 7, page 4.4; Figure 13, page 4.10; Figure 16, page 4.13; Figure 28, page 4.28; and Figure 31, page 4.31											
Response:	Please see Figure 7, page 4.4; Figure 13, page 4.10; Figure 16, page 4.13; Figure 28, page 4.28; and Figure 31, page 4.31 of the traffic study.												
Comment 12: Traffic Study	How many ambulance arrival and departures to each of the emergency rooms (Our Lady of the Lake, Baton Rouge General, and the new Our Lady of the Lake Children's hospital) by day of the week and time period were included in the traffic counts or forecast for Essen, Bluebonnet, Picardy and Dijon for the 2017 to 2037 build and no build estimates?												
Response:	The exact number of ambulance arrivals and departures was not separated out from the overall traffic counts; however, those trips were included in the traffic counts provided. The Institute for Transportation Engineers (ITE) Trip Generation Manual was used for traffic projections. The ITE manual does provide formulas to calculate the number of total trips arriving and departing during peak hours and over a 24-hour weekday period, but does not specify distributions of different vehicle types such as ambulance-only trips. Therefore, the ambulance trips are included in the projected volumes, but there is not a reasonable means of estimating the exact number.												
Comment 13: Traffic Study	What is the count of the number of ambulance trips (arrivals and departures) that now occur daily for Our Lady of the Lake including the existing Children's hospital and Baton Rouge General Hospital?												
Response:	<p>There are three types of ambulance transits. Code I is a nonemergency transit with no audible or visual devices activated with strict adherence to all city, parish, and state traffic ordinances. Code II transits require visual and/or audio devices activated, and Code III transits are first-responder emergencies where audio and visual devices are activated continuously or near continuously.</p> <p>EBR Parish EMS provides lights and sirens transport to area hospitals. Acadian Ambulance transports are approximately 90 percent non-emergency, and Acadian does provide backup to EBR Parish EMS. Non-emergency patients typically do not use ambulance transport. If EMS transport is used for an emergency case, then lights and sirens are used no matter what time of the day.</p> <p>Below is a summary of emergency transports for July through December 2016 as reported by EBR Parish EMS.</p> <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th>Hospital</th> <th>Total Transports</th> <th>Total Non-Emergency Transports</th> <th>Total Emergency Transports</th> </tr> </thead> <tbody> <tr> <td>OLOL</td> <td>10,369</td> <td>8,932</td> <td>1,437</td> </tr> <tr> <td>BRG</td> <td>3,717</td> <td>3,364</td> <td>353</td> </tr> </tbody> </table>		Hospital	Total Transports	Total Non-Emergency Transports	Total Emergency Transports	OLOL	10,369	8,932	1,437	BRG	3,717	3,364
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Individual Written Comments		Section(s) in EA where topic is discussed in more detail, if applicable
	At this time, we are unable to determine the number of ambulance trips to the Children’s hospital because it is currently under construction.	
Comment 14: Traffic Study	What are the forecast number of ambulance trips to the three hospital emergency rooms expected to be daily from 2017 to 2037? Is there an hour of the day (AM, noon, PM and evening) categorization of these expected ambulance travels to and from the emergency rooms?	
Response:	In general, emergencies are not that predictable. Overall ER visits do increase from late afternoon to early evening (around 6:00 pm), with midnight to 6:00 am being less busy. This is also true for hospital employee shifts. Sunday evenings through Mondays are typically the busiest days of the week. The 2017 and 2037 total vehicular counts include emergency traffic, but do not categorize emergency room traffic separately. The ITE trip generation formulas and CRPC TDM model, based on total traffic counts, account for all trips	
Wade Ragas, Letter Report for Hyatt Place Hotels, November 29, 2016		
Summary of Comment:	Page 12 Potential Elements of Damage <ol style="list-style-type: none"> 1. . . .loss of parking, high noise, levees and poor roadway access and egress. 2. . . . failure to meet East Baton Rouge zoning requirements and Hyatt Hotels parking requirements 3. Loss of 17 parking spaces for new necessary circulation road 4. Sound levels above 71dBA. . . with spikes to much higher sound levels due to . . . ambulances . . bus and truck traffic. 5. Loss of repeat business 6. Loss of business . . . during the construction period. 7. . . .functional and locational obsolescence 8. . . .reduction in market value 9. Likely loss of Hyatt flag . . . 10. Cost to relocate and rebuild. . . 11. Franchise agreement issues including franchise financial penalties. 12. De-identification of property. 13. . . .reduction in market appeal 	
Response:	Comment noted. Individual topics addressed in the following responses.	
Summary of Comment:	Page 14 Hyatt hotels are likely to view parking for less than 90 rooms on the remaining site for a suburban select service hotel site as unacceptable.	
Response:	There is a sufficiently sized unused parking area abutting the hotel property that would allow for development of replacement parking. A conceptual layout was developed to determine the feasibility of mitigation and a cost estimate for this EA. Details regarding these impacts will be handled by the City’s Real Estate following the public hearing and FHWA decision.	
Summary of Comment:	Page 14 . . . a variance for a hotel with only 54.6% of the required parking spaces as required by zoning is problematic and unlikely to be granted.	
Response:	Coordination with the City of Baton Rouge Department of Public Works suggests that maintaining the existing “grandfathered” approval of 121 parking places for the 131 parking spaces required by ordinance should not be a problem. However, there is sufficient undeveloped property abutting the property to allow development of replacement parking to accommodate the 131 spaces required by the Hyatt franchise agreement.	

Individual Written Comments			Section(s) in EA where topic is discussed in more detail, if applicable											
Summary of Comment:	Page 15	. . . The risk of accidents and congestion may increase substantially.	See Appendix CD-1 Traffic Study											
Response:		The safety analysis completed for Bluebonnet Boulevard indicates a higher number of crashes at Bluebonnet Boulevard and Picardy Avenue/Mall Drive 2 than at Mall Drive 1. The termination at Bluebonnet Boulevard does not introduce any new conflicting movements near the termini. Analysis suggests that increases in traffic congestion, queues, and accidents are anticipated, but no new conflicting traffic movements are being created.												
Summary of Comment:	Page 20-21	. . . Dijon Extensions to be “critical with regard to giving emergency vehicles more access options.” . . . There are three emergency rooms with access to Dijon – Baton Rouge General, Our Lady of the Lake, and Out[sic] Lady of the Lake Children’s hospital.												
Response:		<p>There are three types of ambulance transits. Code I is a nonemergency transit with no audible or visual devices activated with strict adherence to all city, parish, and state traffic ordinances. Code II transits require visual and/or audio devices activated, and Code III transits are first-responder emergencies where audio and visual devices are activated continuously or near continuously.</p> <p>EBR Parish EMS provides lights and sirens transport to area hospitals. Acadian Ambulance transports are approximately 90 percent non-emergency and Acadian does provide backup to EBR Parish EMS. Non-emergency patients typically do not use ambulance transport. If EMS transport is used for an emergency case, then lights and sirens are used no matter what time of the day.</p> <p>Below is a summary of emergency transports for July through December 2016 as reported by EBR Parish EMS.</p> <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th style="width: 15%;">Hospital</th> <th style="width: 25%;">Total Emergency Transports</th> <th style="width: 25%;">Total Non-Emergency Transports</th> <th style="width: 35%;">Total Emergency Transports</th> </tr> </thead> <tbody> <tr> <td>OLOL</td> <td>10,369</td> <td>8,932</td> <td>1,437</td> </tr> <tr> <td>BRG</td> <td>3,717</td> <td>3,364</td> <td>353</td> </tr> </tbody> </table> <p>In general, emergencies are not that predictable. Overall ER visits do increase from late afternoon to early evening (around 6:00 pm), with midnight to 6:00 am being less busy. This is also true for hospital employee shifts. Sunday evenings through Mondays are typically the busiest days of the week.</p>		Hospital	Total Emergency Transports	Total Non-Emergency Transports	Total Emergency Transports	OLOL	10,369	8,932	1,437	BRG	3,717	3,364
Hospital	Total Emergency Transports	Total Non-Emergency Transports	Total Emergency Transports											
OLOL	10,369	8,932	1,437											
BRG	3,717	3,364	353											
Summary of Comment:	Page 22	Traffic exiting from the Mall Entrance road must turn . . . right . . . and cannot enter the Dijon Extension. . .												
Response:		This movement is the existing movement from Mall Drive 1 to Bluebonnet Boulevard and is maintained in order to reduce the number of traffic signal phases and improve operations. Furthermore, improvements are being proposed at the Bluebonnet Boulevard / I-10 interchange to help improve safety and operations on Bluebonnet Boulevard between I-10 and Mall Drive 1. If a driver needs to access the west side of Bluebonnet Boulevard, they would use the Bluebonnet Boulevard/Picardy Avenue-Mall Drive 2 signal.												

TRANSCRIPT OF OPEN HOUSE PUBLIC HEARING HELD DECEMBER 1, 2016

Individual Written Comments			Section(s) in EA where topic is discussed in more detail, if applicable
Summary of Comment:	Page 22	Traffic traveling [west] on Dijon can only enter the Hyatt site at the current port cochere.	
Response:		In conjunction with the conceptual layout developed to determine the feasibility of parking mitigation, additional access to the Hyatt hotel was also evaluated and indicates a second point of access is potentially possible to the west of the hotel.	
Summary of Comment:	Page 22	The 62 spaces at the rear of the Hyatt of the 121 [existing] spaces. . .have no roadway access from Dijon or the internal circulation road system after the taking.	See EA Section 5
Response:		In conjunction with the conceptual layout developed to determine the feasibility of parking mitigation, additional access to the Hyatt hotel was also evaluated and indicates a second point of access is potentially possible to the west of the hotel. Please see the layout included in Section 5.	
Summary of Comment:	Page 22	Ambulance, van, bus, truck, and thousands of cars will be within a few feet of the hotel throughout the day and evening . . .Fire safety on northward or west side of building is likely to be compromised and very difficult to implement	
Response:		In conjunction with the conceptual layout developed to determine the feasibility of parking mitigation, additional access to the Hyatt hotel was also evaluated and indicates a second point of access is potentially possible to the west of the hotel. It is anticipated that access to the Hyatt for fire protection will be improved.	
Summary of Comment:	Page 22	Total traffic on Dijon Drive may be higher. . . than Picardy Avenue because of its superior connectivity to the Baton Rouge General. . . and its connection to Midway and Mancuso Boulevards as well as rapid through traffic from Essen Lane to Bluebonnet Boulevard and lack of traffic lights.	See Appendix CD-1 Traffic Study
Response:		The traffic analysis considered future land use in an around the facility, and the traffic projections were reviewed and approved for use by LADOTD and FHWA. Total traffic on Picardy Avenue is projected to be higher than Dijon Drive Extension.	
Summary of Comment:	Page 28	An internal loop road of 24 feet in width would also have to be constructed. . . [and] remove 17 parking spaces. Connecting the rear parking lot to Dijon Drive would have to occur across land owned by Ralph and Kacoo's. Further, the sharp drop in grade. . . makes drainage of the Hyatt site more complex . . .	See EA Section 4.6.3; Section 5
Response:		The loop road and parking spaces have been considered and a feasible potential alternative layout is presented in Section 5. The existing site drainage for the Hyatt property appears to discharge into Ward's Creek. Any improvements to the site drainage needed because of any additional circulation drive would be designed at the same time as any revised parking and circulation layout design.	
Summary of Comment:	Page 28	It is not generally accepted by the market to use a port cochere covered, narrow entry for every coming and going by a guest vehicle	
Response:		Access to the Hyatt property would also be available at the west side of the hotel.	
Summary of Comment:	Page 34	In March of 2015, ARC . . . paid approximately \$13,000,000 for Hyatt Place. This summer (2016) the renovation . . . cost is \$2 million for the required PIP (property improvement program). . .	

Individual Written Comments			Section(s) in EA where topic is discussed in more detail, if applicable
		Altogether, a direct cost of \$15 million or more. . . \$119,000 per hotel room or \$166 per gross foot. . . . A cumulative replacement cost new of about \$18 million or more is likely, or \$142,800 per room. . . .	
Response:		Comment noted.	
Summary of Comment:	Page 34	Re-skinning a building with more soundproof materials can theoretically be done.	See Appendix CD-4 Traffic Noise Analysis Technical Report
Response:		Comment noted.	
Summary of Comment:	Page 34	High noise peak levels or random, frequent truck noise and ambulance sirens are a substantial deterrent to repeat customer business.	
Response:		Comment noted.	
Summary of Comment:	Page 34	Higher levels of congestion at the mall access road and Dijon will occur, deterring hotel guests from choosing this hotel.	
Response:		Comment noted.	
Summary of Comment:	Page 35	During shift changes high daily traffic flows could peak, again deterring hotel guests.	
Response:		Comment noted. The peak hours were determined and analysis completed as part of the Traffic Study.	
Summary of Comment:	Page 35	The likely path of emergency vehicles with sirens is unknown, but . . . could be in close proximity to the west side of the hotel.	See Appendix CD-1 Traffic Study
Response:		Comment noted.	
Summary of Comment:	Page 35	The Mall Entrance No. 1/Bluebonnet intersection] is likely to become more complex and congested.	See Appendix CD-1 Traffic Study
Response:		Analysis suggests that there are some increases in queue lengths and vehicle delay during the AM and PM peak periods compared to the No Build scenario.	
Summary of Comment:	Page 35	During construction . . . substantial disruptions of hotel market demand are likely. Prior to Dijon construction a new roadway from the port cochere to the area of the hotel site would have to be designed and constructed.	See EA Section 4.12
Response:		Access to commercial properties will be maintained during construction, and best practices will be used to minimize access disruption during construction.	

Individual Written Comments			Section(s) in EA where topic is discussed in more detail, if applicable
Summary of Comment:		All of these traffic flows and noise levels will need to be studied by a traffic engineer, but cannot be adequately addressed until accurate demand modeling of traffic for autos, ambulances, and trucks has been provided for all of the affected sites.	See Appendix CD-1 Traffic Study
Response:	Page 35	The traffic analysis considered future land use in an around the facility, and the traffic projections were reviewed and approved for use by LADOTD and FHWA. Total traffic on Picardy Avenue is projected to be higher than Dijon Drive Extension. The traffic noise analysis complied with FHWA protocols for new transportation improvements. No additional studies are planned.	

APPENDIX A

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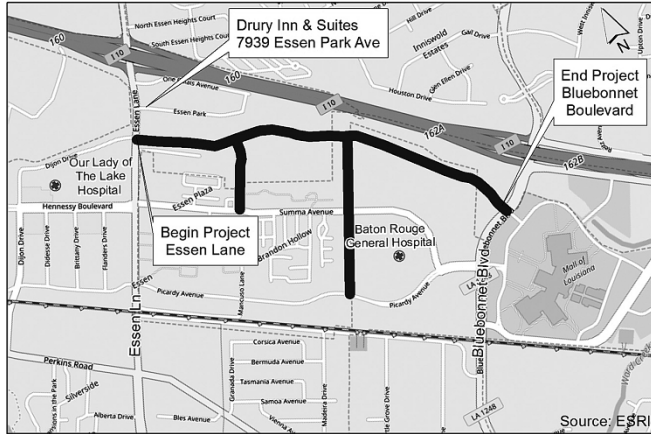


OPEN HOUSE PUBLIC HEARING

State Project Nos. H.012233 and H.012232 LA 3064 (Essen Lane) to LA 1248 (Bluebonnet Boulevard) Dijon Drive Extension, Phases 1 & 2 East Baton Rouge Parish

The City of Baton Rouge and the Capital Region Planning Commission (CRPC), in coordination with the Louisiana Department of Transportation and Development (LADOTD) and the Federal Highway Administration (FHWA), proposes the Dijon Drive Extension, a roadway on new alignment connecting Essen Lane (LA 3064) to the west and Bluebonnet Boulevard to the east. The LADOTD encourages the public to attend at the following time and place:

**Thursday, December 1, 2016
5:00pm – 7:00pm
Drury Inn Baton Rouge
7939 Essen Park Avenue
Baton Rouge, LA 70809**



Informational handouts, maps, and graphic displays will be available at the hearing. A looping presentation will be shown describing the project, alternatives studied, and impacts from the project, including wetlands, and acquisition of right-of-way and relocation assistance. Representatives from the City of Baton Rouge, the CRPC, LADOTD, FHWA, and the consultant team will be present to receive comments and discuss issues. Verbal comments will be recorded. Written statements will be received at the hearing and can also be mailed to the address shown below. Written statements received at the meeting or mailed to the address below, if postmarked **by December 11, 2016**, will become part of the record of this hearing.

Detailed information about the project is available in the Environmental Assessment (EA). Copies are available for public review at the following locations: East Baton Rouge Parish Library, Goodwood Branch, 7711 Goodwood Blvd, Baton Rouge and Bluebonnet Branch, 9200 Bluebonnet Boulevard, Baton Rouge; Capital Region Planning Commission, 333 N. 19th Street, Baton Rouge. The EA can be reviewed and/or purchased at the LADOTD District 61 Office, 8100 Airline Highway, Baton Rouge. Should you require special assistance due to a disability to participate in this public hearing, please contact ARCADIS U.S., Inc. at the address below, or by telephone at (225) 292-1004, **at least 5 working days prior** to the date of the Public Hearing.

**ARCADIS U.S., Inc.
10352 Plaza Americana Drive
Baton Rouge, Louisiana 70816
Attn: Dijon Drive Extension Project Manager**

The EA is also available for review on the LADOTD website at http://www.sp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Environmental/Pages/default.aspx

COLD CASE

Continued from page 1A

morning in an Iberville Parish courtroom where Francise, 61, appeared for his bail hearing following his arrest last week on two counts of second-degree murder.

Her testimony, along with that of Arlene Randall, resulted in Judge Alvin Batiste denying Francise's request for bail.

Francise, of 22330 Talbot Drive, is accused of killing Curtis "Cochise" Smith, who was last seen alive Feb. 21, 1991, in Plaquemine; and George Barrett, who was discovered dead in his Plaquemine home on March 2, 2002, with two bullet wounds to his head. Both men had previously worked for Francise in varying capacities.

Authorities revealed Monday that Francise has 20 prior arrests dating back to 1985, most of which were misdemeanor offenses.

"You pose a threat to witnesses and prosecutors in this matter," Batiste told Francise, who represented himself in Monday's proceedings.

Francise denied having a role in the deaths of Smith or Barrett. His words were in sharp contrast to the testimony from his ex-girlfriends.

Both women provided new insight into the crimes Francise is accused of committing. The more shocking details being that Barrett was involved in the cover up of Smith's death before being a victim himself 11 years later. And Himell revealed to the court she had gotten Francise to admit to killing Smith while she was wearing a wire for law enforcement 20 years ago.

"He was proud of what he had done," Himell said. "He tried to tell me those things to make me scared. He told me he could get away with murder."

When questioned about Himell's taped confession from Francise after Monday's hearing, Maj. Ronnie Hebert, who heads the Criminal Division for the Iberville Parish Sheriff's Office, said the Sheriff's Office

didn't have the best working relationship with the District Attorney's Office to prosecute Francise at the time.

Assistant District Attorney Tony Clayton responded that new technology, which wasn't around 20 years ago, helped bring closure to the two cold cases.

"Back then, we were looking for blood in (Francise's) house. We didn't understand why there wasn't a body where it was supposed to be," Clayton said. "We didn't test for bleach. Now, we were able to find bleach was used all in the area."

However, Randall claimed the sheriff's lead detective at the time was afraid of her former boyfriend.

Randall, who shares a son with the suspect and dated him for several years, testified Francise admitted to her that he had shot and killed Smith because he suspected the victim had stolen his air compressor while working for Francise in 1991.

She said the night Smith was killed, Francise took him to the home the couple shared and confronted him about the stolen equipment, which Smith denied taking. When things got heated, Randall said Francise ordered her to leave the house. The following day she heard rumors Smith, who was 30 years old at the time, had been murdered.

Randall said Francise admitted to killing the man when she confronted him about it.

"I basically told him, 'There's no way you took a human life over an air compressor?' " she said. "He told me: Yes he did."

Randall claimed Francise also described how he covered up Smith's death, with the help of Barrett and another man, by stuffing the body in a barrel, drilling holes in it and weighing it down before dumping it into Bayou Pigeon.

Randall's testimony was consistent with what Himell said Francise told her in their taped conversation.

Years later, Randall said she also tried to warn Barrett that Francise would kill him for filing a workman's compensation lawsuit against him. Barrett,

who was 53 when he died, was doing "spot jobs" for Francise at the time.

Randall said her former boyfriend stalked Barrett before killing him. She claimed she saw Barrett at a gas station days before he was to appear in court and told him to go to the Sheriff's Office because he was in danger. Barrett told her he wasn't afraid of Francise, she said.

"I was at court the morning of George's hearing, and he never showed up," Randall testified on the stand Monday. "When he didn't show up I looked over at Tommy and he told me, 'George won't be showing up.' "

She learned from Francise that Barrett was shot in the head while watching TV and eating a sandwich in his home.

"Anybody who went against him was a threat to him," Randall said.

Himell later testified Francise has threatened to hurt her son and vandalized her business when she tried to leave him. He also threatened to hurt some of her friends who worked with the Sheriff's Office at the time and even said he would kill prosecutors if they attempted to go after him for Smith's death.

"Everything he does, he plans out," Himell said after Monday's court hearing. "I just prayed they would do the right thing and keep him behind bars."

Barrett's son, George Barrett III, said the judge's ruling has put the family "somewhat at ease."

"This has been a long time coming," George Barrett III said outside the courtroom. "I feel some closure. But this is just a start."

Clayton said having Francise locked up until his day in court will not only keep both women safe to testify at trial, but will provide them relief from a man who they've been afraid of since they were able to break free.

"Those ladies will now be able to enjoy their holidays," he said.

Follow Terry Jones on Twitter, @tjonesreporter.

SHERIFF

Continued from page 1A

days in office eight years ago.

Many of the allegations are tied to the 2011 contraband sweep, where prosecutors allege Ackal directed beatings and was physically present while at least two inmates were abused.

After an inmate made a lewd comment to a deputy during the 2011 sweep, Jarzabek said, the sheriff told his men to "take care of that for me, baby," the spark that allegedly set off a series of beatings as inmates were taken in turn to the jail's chapel, a location chosen because there were no surveillance cameras.

"What followed was nothing short of brutal," Jarzabek said.

Prosecutors also say the abuse was not confined to the jail.

Ackal is accused of ordering deputies to arrest and rough up a man who had assaulted one of his relatives, and one of his top supervisors is accused of sticking a gun in a man's mouth and threatening to kill him for fighting with a narcotics agent during an arrest.

When three off-duty deputies got drunk one night and decided to beat up two young black men for no reason, Jarzabek said, Ackal showed little interest in disciplining his men when they came to his office to confess their mistake.

Jarzabek said Ackal told the deputies, "It sounds like a good old n**** knockin' to me," and then had a report about the incident deleted.

The sheriff later ordered all of his department's internal affairs records destroyed to prevent any of the files from becoming public and then disbanded the internal affairs unit, prosecutors allege.

Jurors will likely hear the tales of abuse and cover-ups directly from those involved.

Ten deputies have pleaded guilty in the investigation, and several are set to testify



ADVOCATE PHOTO BY DOUGLAS COLLIER
Iberia Parish Sheriff Louis Ackal, left, leaves the U.S. District Court in Shreveport with his attorney John McLindon following jury selection Monday in his trial.

against Ackal in a trial expected to last roughly two weeks.

Ackal's attorney, John McLindon, told jurors on Monday they should be wary of what those deputies say, considering all are awaiting sentencing and likely trying to win favor with prosecutors.

He referred to a case relying heavily on the testimony of convicted deputies as "paycheck prosecution" and said the witnesses "really hope to be compensated for that story."

McLindon characterized Ackal as a no-nonsense law enforcement veteran whose tough tactics might have led some deputies to believe abuse would be tolerated, even if the sheriff never directed abuse or condoned crossing the line.

"Sheriff Ackal is not Andy Griffith, but Iberia Parish is not Mayberry," McLindon told jurors. "... They used it as a license, in their minds, to justify their illegal behavior."

McLindon also told jurors that Ackal is "never there when they are doing these things."

The overall case is built around Ackal's alleged role

in directing and encouraging abuse, turning a blind eye to it and covering it up, but prosecutors say he was present for at least two inmate beatings.

The first prosecution witness in the case testified he saw Ackal in the jail's chapel during two inmate beatings during the April 2011 contraband sweep, though the witness had difficulty remembering other details.

"Yes, sir, I know the sheriff was definitely there," said Alphonse Burrell, a Franklin police officer who worked at the Iberia Parish jail in 2011.

Burrell, who was not charged in the case, said he felt bad about the inmate abuse but didn't feel he could intervene.

"If the sheriff didn't stop it, who was I to stop it?" he said.

The trial, which is being held in Shreveport, is scheduled to continue at 9 a.m. Tuesday.

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BRAZILE

Continued from page 1A

be just perceived as another reason to dislike Hillary Clinton," he said. "I think Hillary receives the backlash. Secondly, the Democratic Party will receive the backlash."

U.S. Rep. Debbie Wasserman Schultz, Brazile's predecessor, was ousted earlier this year after emails showed a pro-Clinton stance by her and other party officials.

"Schultz gets into trouble because she used her position to favor Hillary Clinton, and now her replacement does the same thing," Stockley said.

Pearson Cross, a political science professor at the University of Louisiana at Lafayette, said the issue "is not that great for the Clinton campaign," or backers of Sanders who already thought the party apparatus was stacked against them.

Whether Sanders' backers will vote for Clinton or sit out the contest has been a question for months.

"This action is less about Bernie Sanders, and it is more about Donald Trump," Stockley said.

"I would expect them to inflame the existing rhetoric that the system is rigged and there are individuals conspiring against them," he added, a reference to Trump's campaign.

During a campaign stop Monday, Trump said "Donna Brazile did it again, WikiLeaks today, she gave the questions to a debate to Hillary Clinton," according to a CBS transcript.

"Now they're all blaming Donna Brazile, and, frankly, I think she just got fired from the network. She should be fired from the DNC, by the way, could you imagine if I did that? ... Electric chair, I think. The electric chair."

In a tweet, Trump's state campaign director Ryan Lambert posted a link to the CNN story on Brazile's resignation and added a "See Ya!"

Brazile got her start in politics when she was 9 years old and worked for a Kenner City Council candidate.

She later became a Democratic political operative and a commentator for CNN and ABC News.

Brazile's ascension to party chairwoman was widely praised

by state Democrats, who called her a steadying hand.

On Aug. 10, Brazile addressed the Progressive National Baptist Convention, which met in New Orleans.

State party officials also touted her appearance earlier this month at the Jefferson-Jackson dinner in New Orleans.

Party officials Monday did not return requests for comment.

However, Cross said Brazile's place in the news is not bad for the state.

"I don't think it is particularly embarrassing to Louisiana," he said. "I don't think people consider that she represents the state in any capacity to allow us to be embarrassed."

Brazile enjoys the confidence of President Barack Obama, spokesman Josh Earnest told reporters Monday.

"The president believes she has done a fine job, stepping in to a very difficult situation to lead the Democratic Party," Earnest said.

Brazile's role as a contributor for CNN was suspended in July after she became chairwoman of the DNC.

The latest emails, according to news accounts, involved Brazile tipping off Clinton's campaign that a mother from Flint, Michigan, would ask what she would do about water problems there.

An earlier email chain appeared to show Brazile letting Clinton forces know before a CNN town hall event in March about an upcoming question on the death penalty.

Elizabeth Crisp, of the Capitol news bureau, contributed to this report.

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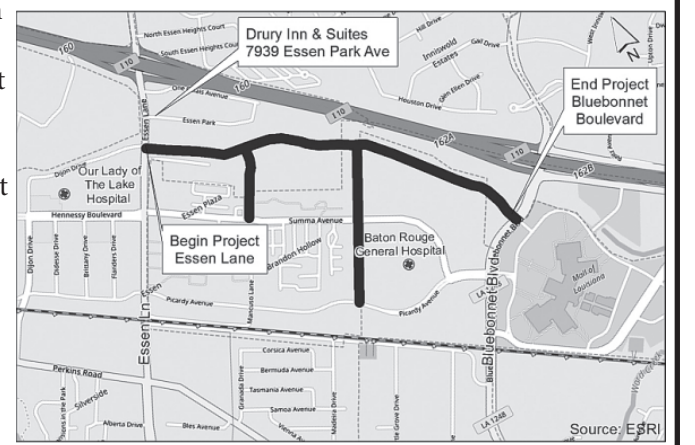
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OPEN HOUSE PUBLIC HEARING

State Project Nos. H.012233 and H.012232
LA 3064 (Essen Lane) to LA 1248 (Bluebonnet Boulevard)
Dijon Drive Extension, Phases 1 & 2
East Baton Rouge Parish

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Thursday, December 1, 2016
5:00pm - 7:00pm
Drury Inn Baton Rouge
7939 Essen Park Avenue
Baton Rouge, LA 70809



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ARCADIS U.S., Inc.
10352 Plaza Americana Drive
Baton Rouge, Louisiana 70816
Attn: Dijon Drive Extension Project Manager

The EA is also available for review on the LADOTD website at http://www.sp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Environmental/Pages/default.aspx

APPENDIX B

Louisiana Department of Transportation and Development
Public Hearing Notice Posting





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Public Hearing for H.012232 Dijon Drive Extension, East Baton Rouge

Friday, November 18, 2016 at 3:22:46 PM

State Project Nos. H.012233 and H.012232
LA 3064 (Essen Lane) to LA 1248 (Bluebonnet Boulevard)
Dijon Drive Extension, Phases 1 & 2
East Baton Rouge Parish

The City of Baton Rouge and the Capital Region Planning Commission (CRPC), in coordination with the Louisiana Department of Transportation and Development (LADOTD) and the Federal Highway Administration (FHWA), proposes the Dijon Drive Extension, a roadway on new alignment connecting Essen Lane to the west and Bluebonnet Boulevard to the east. Detailed information about the project is available in the Environmental Assessment (EA) located at the East Baton Rouge Parish Library's Goodwood and Bluebonnet Branches, or you may access an electronic copy of the EA by clicking the following link, [Dijon EA](#).

Written comments on the EA may be submitted to Ms. Elizabeth Beam in writing (10352 Plaza Americana Drive, Baton Rouge, Louisiana 70816) or via email at elizabeth.beam@arcadis.com. Comments may also be submitted at the public hearing scheduled for the date and time noted below. All public hearing comments received or postmarked by December 11, 2016, will be included in the transcript of the hearing.

Open House Public Hearing
December 1, 2016
5:00 p.m. to 7:00 p.m.
Drury Inn Baton Rouge
7939 Essen Park Avenue

If you require special assistance to participate in the hearing, please contact Ms. Beam at the email address above at least 5 days in advance of the hearing.

APPENDIX C

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Subject:
Environmental Assessment
LA 3064 to LA 1248 (Phases 1 & 2)
Dijon Drive Extension (Essen Lane to Bluebonnet Blvd.)
State Project No. H.012233 and H.012232
FAP No. H012233 and H012232
East Baton Rouge Parish

INFRASTRUCTURE

Date:
November 10, 2016

Contact:
Elizabeth Beam

Phone:
225 292 1004

Email:
elizabeth.beam@arcadis.com

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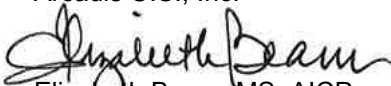
Dear «Salutation»:

On behalf of the City of Baton Rouge and the Capital Region Planning Commission (CRPC), in coordination with the Louisiana Department of Transportation and Development (LADOTD) and the Federal Highway Administration (FHWA), we invite you to an officials' meeting for the above-referenced project. This meeting will be held at the Drury Inn & Suites, 7939 Essen Park Avenue, in Baton Rouge from **4:00 p.m. to 4:30 p.m.** on **Thursday, December 1, 2016**, and will provide officials an opportunity to view materials that will be presented at the **Open House Public Hearing**, which will be held at the same location on the same day from **5:00 p.m. to 7:00 p.m.**

The purpose of the open-house-style public hearing is to present an overview of the project, alternatives studied, project impacts, and right-of-way relocation and assistance. A presentation will be shown and informational handouts, maps, and graphic displays will be available at the public hearing. Representatives from the City of Baton Rouge, CPRC, LADOTD, and FHWA, as well as the consultant team, will be present at the public hearing to receive comments and discuss issues. Comments will be accepted at the hearing and by mail postmarked no later than **December 12, 2016**. If you should have any questions, please contact me at 225-292-1004.

Sincerely,

Arcadis U.S., Inc.


Elizabeth Beam, MS, AICP
Associate Project Manager

From: Beam, Elizabeth
To: [Elizabeth Beam \(Elizabeth.Beam@arcadis.com\)](mailto:Elizabeth.Beam@arcadis.com)
Bcc: "JSetze@brgov.com"; "info@brac.org"; "bob@brcats.com"; "MOHSEP@brgov.com"; "susan.Veillon@LA.gov"; "Rob.Heffner@usace.army.mil"; "cmichon@wlf.la.gov"; "william.day@la.gov"; "mvarnado@crt.la.gov"; "ecrockett@brcats.com"
Subject: Dijon Drive Extension (H.012233/H.012232): Open House Public Hearing Invitation
Date: Thursday, November 10, 2016 7:45:00 AM
Attachments: [19b-Dijon Drive Extension H.012233-H.012232\) Public Hearing Flyer.pdf](#)

Subject:
Environmental Assessment
LA 3064 (Essen Lane) to LA 1248 (Bluebonnet Boulevard)
Dijon Drive Extension, Phases 1 & 2
East Baton Rouge Parish
State Project No. H.012233 & H.012232
F.A.P. No. H012233 & H012232

On behalf of the City of Baton Rouge and the Capital Region Planning Commission (CRPC), in coordination with the Louisiana Department of Transportation and Development (LADOTD) and the Federal Highway Administration (FHWA), we invite you to an officials' meeting for the above-referenced project. This meeting will be held at the Drury Inn & Suites, 7939 Essen Park Avenue, in Baton Rouge from **4:00 p.m. to 4:30 p.m.** on **Thursday, December 1, 2016**, and will provide officials an opportunity to view materials that will be presented at the **Open House Public Hearing**, which will be held at the same location on the same day from **5:00 p.m. to 7:00 p.m.**

The purpose of the open-house-style public hearing is to present an overview of the project, alternatives studied, project impacts, and right-of-way relocation and assistance. A presentation will be shown and informational handouts, maps, and graphic displays will be available at the public hearing. Representatives from the City of Baton Rouge, CPRC, LADOTD, and FHWA, as well as the consultant team, will be present at the public hearing to receive comments and discuss issues. Comments will be accepted at the hearing and by mail postmarked no later than **December 12, 2016**. If you should have any questions, please contact me at 225-292-1004.

Sincerely,

Sincerely,
ARCADIS U.S., Inc.

Elizabeth Beam, MS, AICP
Associate Project Manager

Attachment

Elizabeth Beam MS, AICP, ENV SP | elizabeth.beam@arcadis.com
Arcadis | M. +1 225 335 0134
www.arcadis.com

From: Beam, Elizabeth
To: [Elizabeth Beam \(Elizabeth.Beam@arcadis.com\)](mailto:Elizabeth.Beam@arcadis.com)
Bcc: ["brinfo@brgov.com"](mailto:brinfo@brgov.com); ["Dtatman@ebschools.org"](mailto:Dtatman@ebschools.org); ["metro council@brgov.com"](mailto:metro council@brgov.com); ["mayor@brgov.com"](mailto:mayor@brgov.com); ["marcelled@legis.la.gov"](mailto:marcelled@legis.la.gov); ["iveyb@legis.la.gov"](mailto:iveyb@legis.la.gov); ["erdeyd@legis.la.gov"](mailto:erdeyd@legis.la.gov); ["honored@legis.la.gov"](mailto:honored@legis.la.gov); ["claitord@legis.la.gov"](mailto:claitord@legis.la.gov); ["edmondsr@legis.la.gov"](mailto:edmondsr@legis.la.gov); ["james.ted@legis.la.gov"](mailto:james.ted@legis.la.gov); ["foilf@legis.la.gov"](mailto:foilf@legis.la.gov); ["whitem@legis.la.gov"](mailto:whitem@legis.la.gov); ["smithp@legis.la.gov"](mailto:smithp@legis.la.gov); ["joprdane@legis.la.gov"](mailto:joprdane@legis.la.gov); ["wardr@legis.la.gov"](mailto:wardr@legis.la.gov); ["broomes@legis.la.gov"](mailto:broomes@legis.la.gov); ["carters@legis.la.gov"](mailto:carters@legis.la.gov); ["dorseyy@legis.la.gov"](mailto:dorseyy@legis.la.gov)
Subject: Dijon Drive Extension (H.012233/H.012232): Open House Public Hearing Invitation
Date: Thursday, November 10, 2016 7:43:00 AM
Attachments: [19b-Dijon Drive Extension H.012233-H.012232\) Public Hearing Flyer.pdf](#)

Subject:

Environmental Assessment

LA 3064 (Essen Lane) to LA 1248 (Bluebonnet Boulevard)

Dijon Drive Extension, Phases 1 & 2

East Baton Rouge Parish

State Project No. H.012233 & H.012232

F.A.P. No. H012233 & H012232

On behalf of the City of Baton Rouge and the Capital Region Planning Commission (CRPC), in coordination with the Louisiana Department of Transportation and Development (LADOTD) and the Federal Highway Administration (FHWA), we invite you to an officials' meeting for the above-referenced project. This meeting will be held at the Drury Inn & Suites, 7939 Essen Park Avenue, in Baton Rouge from **4:00 p.m. to 4:30 p.m.** on **Thursday, December 1, 2016**, and will provide officials an opportunity to view materials that will be presented at the **Open House Public Hearing**, which will be held at the same location on the same day from **5:00 p.m. to 7:00 p.m.**

The purpose of the open-house-style public hearing is to present an overview of the project, alternatives studied, project impacts, and right-of-way relocation and assistance. A presentation will be shown and informational handouts, maps, and graphic displays will be available at the public hearing. Representatives from the City of Baton Rouge, CRPC, LADOTD, and FHWA, as well as the consultant team, will be present at the public hearing to receive comments and discuss issues. Comments will be accepted at the hearing and by mail postmarked no later than **December 12, 2016**. If you should have any questions, please contact me at 225-292-1004.

Sincerely,

Sincerely,
ARCADIS U.S., Inc.

Elizabeth Beam, MS, AICP
Associate Project Manager

Attachment

From: Beam, Elizabeth
To: [Elizabeth Beam \(Elizabeth.Beam@arcadis.com\)](mailto:Elizabeth.Beam@arcadis.com)
Bcc: "basilnola@yahoo.com"; "jrichardson@cjbrown.com"; "angela.isbell3@gmail.com"; "ggs14all@hotmail.com"; "kclcl04@msn.com"; "ghoward@adamspmc.com"; "jeff.mosely@ololrnc.com"; "jgregg@hntb.com"; "GGL2574@aol.com"; "NedJewett@aol.com"; "cyrus@therugstoreus.com"; "nicole.kleinpeter@brgeneral.org"; "Geordy@waterspettit.com"; "chandra.bondzie@gmail.com"; "mwtturner17@cox.net"; "jarnold9024@yahoo.com"; "douglas.burket@cox.net"; "rooth@chaffe.com"; "Crosby@chaffe.com"; "Peyton.Grant@brgeneral.org"
Subject: Dijon Drive Extension (H.012233/H.012232): Open House Public Hearing Invitation
Date: Thursday, November 10, 2016 7:55:00 AM
Attachments: [19b-Dijon Drive Extension H.012233-H.012232\) Public Hearing Flyer.pdf](#)

Subject:
Environmental Assessment
LA 3064 (Essen Lane) to LA 1248 (Bluebonnet Boulevard)
Dijon Drive Extension, Phases 1 & 2
East Baton Rouge Parish
State Project No. H.012233 & H.012232
F.A.P. No. H012233 & H012232

On behalf of the City of Baton Rouge and the Capital Region Planning Commission (CRPC), in coordination with the Louisiana Department of Transportation and Development (LADOTD) and the Federal Highway Administration (FHWA), we invite you to an **Open House Public Hearing** for the above-referenced project. This hearing will be held at the Drury Inn & Suites, 7939 Essen Park Avenue, in Baton Rouge from **5:00 p.m. to 7:00 p.m.** on **Thursday, December 1, 2016.**

The purpose of the open-house-style public hearing is to present an overview of the project, alternatives studied, project impacts, and right-of-way relocation and assistance. A presentation will be shown and informational handouts, maps, and graphic displays will be available at the public hearing. Representatives from the City of Baton Rouge, CRPC, LADOTD, and FHWA, as well as the consultant team, will be present at the public hearing to receive comments and discuss issues. Comments will be accepted at the hearing and by mail postmarked no later than **December 12, 2016.** If you should have any questions, please contact me at 225-292-1004.

Sincerely,

Sincerely,
ARCADIS U.S., Inc.

Elizabeth Beam, MS, AICP
Associate Project Manager

Attachment

Elizabeth Beam MS, AICP, ENV SP | elizabeth.beam@arcadis.com
Arcadis | M. +1 225 335 0134
www.arcadis.com

Open House Public Hearing

LA 3064 (ESSEN LANE) TO LA 1248 (BLUEBONNET BOULEVARD) DIJON DRIVE EXTENSION, PHASES 1 & 2 EAST BATON ROUGE PARISH STATE PROJECT NOS. H.012233 and H.012232

The City of Baton Rouge and the Capital Region Planning Commission (CRPC), in coordination with the Louisiana Department of Transportation and Development (LADOTD) and the Federal Highway Administration (FHWA), will hold an Open House Public Hearing for the Dijon Drive Extension project and encourage the public to attend at the following time and place:

**Thursday, December 1, 2016
5:00 p.m.-7:00 p.m.
Drury Inn & Suites
7939 Essen Park Avenue
Baton Rouge, LA 70809**

The City of Baton Rouge and CRPC, in coordination with LADOTD and FHWA, propose the Dijon Drive Extension, a roadway on new alignment connecting Essen Lane (LA 3064) to the west and Bluebonnet Boulevard to the east. Informational handouts, maps, and graphic displays will be available at the hearing. A looping presentation will be shown, describing the project, alternatives studied, and impacts from the project, including wetlands, and acquisition of right-of-way and relocation assistance. Representatives from the City of Baton Rouge, CRPC, LADOTD, FHWA, and the consultant team will be present to receive comments and discuss issues.

Verbal comments will be recorded. Written statements will be received at the hearing and can also be mailed to the address shown below. Written statements received at the hearing or mailed to the address below, if postmarked by **December 12, 2016**, will become part of the record of this hearing.

Detailed information about the project is available in the Environmental Assessment (EA). Copies of the EA are available for public review at the following locations: East Baton Rouge Parish Library, Goodwood Branch, 7711 Goodwood Boulevard, Baton Rouge, and Bluebonnet Branch, 9200 Bluebonnet Boulevard, Baton Rouge; and Capital Region Planning Commission, 333 N. 19th Street, Baton Rouge. The EA can be also reviewed and/or purchased at the LADOTD District 61 Office, 8100 Airline Highway, Baton Rouge.

The EA is also available for review on the LADOTD website at http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Environmental/Pages/default.aspx

Should you require special assistance due to a disability to participate in this public hearing, please contact Arcadis U.S., Inc., at the address shown or by telephone at (225) 292-1004 at **least 5 working days** prior to the date of the public hearing.

Arcadis U.S., Inc.
10352 Plaza Americana Drive
Baton Rouge, Louisiana 70816
Attn: Dijon Drive Extension Project Manager





OPEN HOUSE PUBLIC HEARING

DIJON DRIVE EXTENSION (ESSEN LANE TO BLUEBONNET BLVD)

State Project No. H.012233 and H.012232

LA 3064 (Essen Lane) to LA 1248 (Bluebonnet Blvd)

East Baton Rouge Parish

THURSDAY
December 1, 2016

5:00-7:00 PM

DRURY INN
BATON ROUGE
7939 Essen Park Ave
Baton Rouge, LA

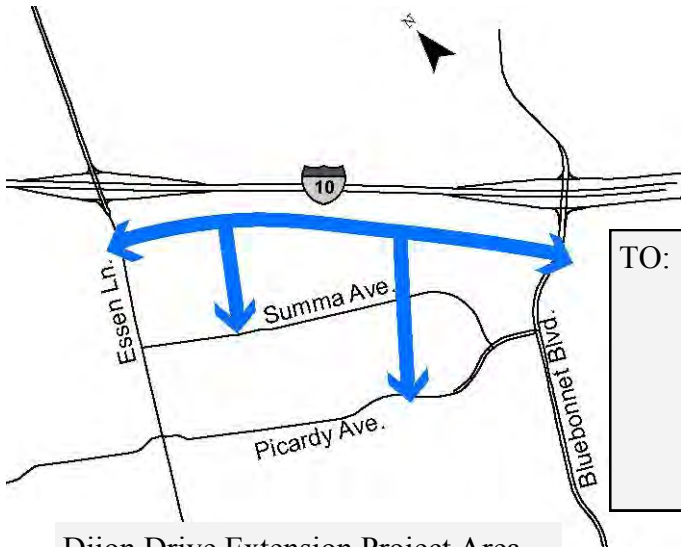
**Dijon Drive Extension
Project Manager
ARCADIS U.S., Inc.
10352 Plaza Americana
Drive
Baton Rouge, LA 70816**

An open house public hearing will be held for the Dijon Drive Extension project. A presentation, informational handouts, maps, and graphic displays describing the project, alternatives studied, and impacts will be available at the hearing. Representatives from CRPC, LADOTD, FHWA, and the consultant team will be present to receive comments and discuss issues. Verbal comments will be recorded. Written statements received at the hearing or mailed to the address below, if postmarked by **December 11, 2016**, will become part of the record of this public hearing. Detailed information about the project is available in the Environmental Assessment (EA). Copies are available for public review at the East Baton Rouge Parish Library, Goodwood and Bluebonnet Branches and the CRPC . The EA can be reviewed and/or purchased at the LADOTD District 61 Office and is also available for review on the LADOTD website at http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Environmental/Pages/default.aspx



If you require special assistance to participate in this public hearing due to a disability, please contact ARCADIS at **225-292-1004** at least **5 days** prior to the date of the event.

Dijon Drive Extension Project Manager
ARCADIS U.S., Inc.
10352 Plaza Americana Drive
Baton Rouge, LA 70816



TO:

Dijon Drive Extension Project Area

Officials/Agency List

Tommy Thompson
8638 Aspin Court
Baton Rouge, LA 70809

Bill Jeansonne
5135 Bluebonnet Blvd
Baton Rouge, LA 70809

M Miller
13642 Parwood Avenue
Baton Rouge, LA 70816

Robert & Robin Breazeale
4946 Summa Court
Baton Rouge, LA 70809

Dominic Bondzie
5010 Mancuso Lane, Apt 704
Baton Rouge, LA 70810

Jeff Kuehwy
4560 Essen Lane
Baton Rouge, LA 70809

Crystal French
1111 E Stanwick Place
Baton Rouge, LA 70810

Baton Rouge Bicycle Club
P.O. Box 253
Baton Rouge, LA 70821

Louisiana Good Roads & Transportation
Association
P.O. Box 3713
Baton Rouge, LA 70821

Officials/Agency List

Sheriff Sid Gautreaux III
East Baton Rouge Parish Sheriff's Office
P.O. Box 2406
Baton Rouge, LA 70821

The Honorable Charles Boustany, Jr., MD
U.S. House of Representatives (District 3)
800 Lafayette Street, Suite 1400
Lafayette, LA 70501

The Honorable Bill Cassidy, MD
United States Senate
5555 Hilton Avenue, Suite 100
Baton Rouge, LA 70808

The Honorable David Vitter
United States Senate
2800 Veterans Boulevard, Suite 201
Metairie, LA 70002

The Honorable Erich Edward Ponti
Louisiana House of Representatives
(District 69)
7341 Jefferson Highway, Suite J
Baton Rouge, LA 70806

The Honorable Ralph Abraham
U.S. House of Representatives (District 5)
417 Cannon House Office Building
Washington, DC 20515

The Honorable Cedric Richmond
U.S. House of Representatives (District 2)
2021 Lakeshore Drive, Suite 309
New Orleans, LA 70122

Baton Rouge Police Department
9000 Airline Highway
Baton Rouge, LA 70815

The Honorable John Fleming, MD
U.S. House of Representatives (District 4)
6425 Youree Drive, Suite 350
Shreveport, LA 71105

The Honorable Garret Graves
U.S. House of Representatives (District 6)
2351 Energy Drive, Suite 1200
Baton Rouge, LA 70808

The Honorable Steve Scalise
U.S. House of Representatives (District 1)
110 Veterans Boulevard, Suite 500
Metairie, LA 70005

Public List

STRIKMILLER, STEPHEN WARREN &
5323 BLAIR LANE #A-1
BATON ROUGE LA 70809

DANIELSON, JEFFREY ROBERT
5233 BLAIR LN. #20-D
BATON ROUGE LA 70809

GULLEDGE, STEPHEN RENE
5223 BLAIR LN. #21-B
BATON ROUGE LA 70809

WARNER, SUZANNA JARRELL &
5143 BLAIR LN. #24-D
BATON ROUGE LA 70809

RITTER, TROY MICHAEL
5133 BLAIR LN. #25-A
BATON ROUGE LA 70809

CTATE ENTERPRISES, LLC
5132 BLAIR LN. #A
BATON ROUGE LA 70809

BORNE, MELISSA ANN
5212 BLAIR LN. #A
BATON ROUGE LA 70809

FERMAN, MYRIAM
5142 BLAIR LN. #A
BATON ROUGE LA 70809

WAGNER, ROBIN; JON WAGNER &
5152 BLAIR LN. #C
BATON ROUGE LA 70809

LILJEDAHN, LINDA A.
5222 BLAIR LN. #C
BATON ROUGE LA 70809

RK RESTAURANTS HOLDINGS, INC.
6110 BLUEBONNET BLVD.
BATON ROUGE LA 70809

BRUNS FAMILY DENTAL CENTER, L.L.C.
6860 BLUEBONNET BLVD, #B
BATON ROUGE LA 70810

MWIII HOSPITALITY, L.L.C.
7000 BLUEBONNET BLVD.
BATON ROUGE LA 70810

MALL OF LOUISIANA, L.L.C.
6757 BLUEBONNET BLVD.
BATON ROUGE LA 70836

W2007 EQUITY INNS REALTY, L.L.C.
6080 BLUEBONNET BLVD.
BATON ROUGE LA 70809

MALL OF LOUISIANA, L.L.C.
6401 BLUEBONNET BLVD.
BATON ROUGE LA 70836

HIGBEE LOUISIANA, L.L.C.
6601 BLUEBONNET BLVD.
BATON ROUGE LA 70836

HOSPITALS - GENERAL HEALTH SYSTEM
6700 BLUEBONNET BLVD.
BATON ROUGE LA 70809

MALL OF LOUISIANA, LLC.
6171 BLUEBONNET BLVD.
BATON ROUGE LA 70836

SRC FACILITES STATUTORY TRUST NO.
6501 BLUEBONNET BLVD.
BATON ROUGE LA 70836

MALL OF LOUISIANA, LLC.
6457 BLUEBONNET BLVD.
BATON ROUGE LA 70836

MALL OF LOUISIANA, LLC
6851 BLUEBONNET BLVD.
BATON ROUGE LA 70836

MALL OF LOUISIANA, LLC
6571 BLUEBONNET BLVD.
BATON ROUGE LA 70836

MALL OF LOUISIANA, L.L.C.
6353 BLUEBONNET BLVD.
BATON ROUGE LA 70836

THE MAY DEPARTMENT STORES CO.
6301 BLUEBONNET BLVD.
BATON ROUGE LA 70836

BONAKCHI BROTHERS, L.L.C.
6060 BLUEBONNET BLVD.
BATON ROUGE LA 70809

RACETRAC PETROLEUM, INC.
6240 BLUEBONNET BLVD.
BATON ROUGE LA 70809

NORTH AMERICAN FINANCIAL GROUP,
5550 BLUEBONNET BLVD.
BATON ROUGE LA 70809

MALL OF LOUISIANA, LLC D/B/A JARED
6071 BLUEBONNET BLVD.
BATON ROUGE LA 70836

MALL OF LOUISIANA, L.L.C.
6051 BLUEBONNET BLVD.
BATON ROUGE LA 70836

Public List

SRC FACILITES STATUTORY TRUST NO.
6551 BLUEBONNET BLVD.
BATON ROUGE LA 70836

MALL OF LOUISIANA, L.L.C.
6255 BLUEBONNET BLVD.
BATON ROUGE LA 70836

YBR, L.L.C.
9118 BLUEBONNET CENTRE BLVD
BATON ROUGE LA 70810

MWIII HOSPITALITY II, L.L.C.
9138 BLUEBONNET CENTRE BLVD.
BATON ROUGE LA 70810

SIX TWO THREE ZERO (6230)
BLUEBONNET
6230 BLUEBONNET RD.
BATON ROUGE LA 70809

EISWORTH, LESLIE RUSSELL
5212 BUTTER CREEK LN. #D-1
BATON ROUGE LA 70809

GPWJRW, L.L.C.
5212 BUTTER CREEK LN. #D-7
BATON ROUGE LA 70809

SIMPSON, KARL C. &
5232 BUTTER CREEK LN. #F-1
BATON ROUGE LA 70809

GRACE, JOHN MALLORY, III
5242 BUTTER CREEK LN. #G-2
BATON ROUGE LA 70809

HATFIELD, PATRICIA YEAGER
5243 BUTTER CREEK LN. #H-1
BATON ROUGE LA 70809

STANFORD, JAMIE N.
5233 BUTTER CREEK LN. #J-2
BATON ROUGE LA 70809

CHENG, WAYNE SUN & CONNIE YU JIAN
5223 BUTTER CREEK LN. #K-1
BATON ROUGE LA 70809

GEOFFROY, HEATHER LYNN
5141 BUTTER CREEK LN. #M107
BATON ROUGE LA 70809

PEAK, RITA COLLEEN
5131 BUTTER CREEK LN. #N105
BATON ROUGE LA 70809

TVO COBBLESTONE, L.L.C.
5431 ESSEN LANE
BATON ROUGE LA 70809

CAMPANELLA, BRENT O.
5131 ESSEN LANE
BATON ROUGE LA 70809

CULLEN'S PLAYLAND & DISTRIBUTORS
5778 ESSEN LANE
BATON ROUGE LA 70810

REGIONS BANK
5111 ESSEN LANE
BATON ROUGE LA 70809

STATE - THROUGH SOUTHEASTERN LA.
4849 ESSEN LANE
BATON ROUGE LA 70809

BROOKWOOD-ESSEN, L.L.C.
5121 ESSEN LANE
BATON ROUGE LA 70809

L & C BATON ROUGE, L.L.C.
4675 ESSEN LANE
BATON ROUGE LA 70809

NCFE, L.L.C.
5112 ESSEN LANE
BATON ROUGE LA 70809

RED RIVER BANK
5063 ESSEN LANE
BATON ROUGE LA 70809

XI LIMITED LIABILITY COMPANY
4171 ESSEN LANE
BATON ROUGE LA 70809

BENNY'S CARWASH, L.L.C.
5235 ESSEN LANE
BATON ROUGE LA 70809

COPELAND'S OF NEW ORLEANS, LLC
4957 ESSEN LANE
BATON ROUGE LA 70809

TESSIER, CHARLES ROBERT, III
5475 ESSEN LANE
BATON ROUGE LA 70809

JACOBS ENGINEERING GROUP INC.
4949 ESSEN LANE
BATON ROUGE LA 70809

RACETRAC PETROLEUM, INC. #0492R
4665 ESSEN LANE
BATON ROUGE LA 70809

SCOTT, HARRIET HILLIARD
4912 ESSEN LANE
BATON ROUGE LA 70809

Public List

ZODIAC DEVELOPMENT
5353 ESSEN LANE, SUITE 110
BATON ROUGE LA 70809

THREE RING REMAINDER I, L.L.C.
5474 ESSEN LANE
BATON ROUGE LA 70809

STATE - THROUGH SOUTHEASTERN LA.
4849 ESSEN LANE
BATON ROUGE LA 70809

HOSPITALS - OUR LADY OF THE LAKE
5220 ESSEN LN.
BATON ROUGE LA 70809

MCDONALD'S CORPORATION
5464 ESSEN LN.
BATON ROUGE LA 70809

MUCCIACCIARO, GIOVANNI
ENTERPRISES
5625 ESSEN LN.
BATON ROUGE LA 70810

WENDY'S INTERNATIONAL, LLC
5322 ESSEN LN.
BATON ROUGE LA 70809

YSR CORPORATION
5230 ESSEN LN.
BATON ROUGE LA 70809

TRIMEN, L.L.C.
5565 ESSEN LN.
BATON ROUGE LA 70809

HIX ENTERPRISES, INC.
5615 ESSEN LN.
BATON ROUGE LA 70810

ANIMATE CORP.
5745 ESSEN LN.
BATON ROUGE LA 70810

SUMMIT HOSPITALITY I, L.L.C.
7979 ESSEN PARK AVE.
BATON ROUGE LA 70809

SUMMIT HOSPITALITY I, L.L.C.
7959 ESSEN PARK AVE.
BATON ROUGE LA 70809

VA VENTURE BATON ROUGE, L.L.C.
7968 ESSEN PARK AVE.
BATON ROUGE LA 70809

DDC HOTELS, INC.
7939 ESSEN PARK AVE.
BATON ROUGE LA 70809

WATERS INVESTMENTS, L.L.C.
5131 EVERETT LN.
BATON ROUGE LA 70809

NOLA, BASIL JOSEPH
5140 EVERETT LN. #3-D
BATON ROUGE LA 70809

KAPLAN, VALERIE JUNE
5160 EVERETT LN. #A
BATON ROUGE LA 70809

RIGBY, SHEILA ANDERSON
5150 EVERETT LN. #A
BATON ROUGE LA 70809

LOY, BARRY ALAN & SUE LOY
5223 EVERETT LN. #A
BATON ROUGE LA 70809

EVANS, BARBARA ANN
5222 EVERETT LN. #B
BATON ROUGE LA 70809

DAIGLE, JAMIE ANN
5213 EVERETT LN. #B
BATON ROUGE LA 70809

LAM, MANUEL GUM LEE &
5160 EVERETT LN. #B
BATON ROUGE LA 70809

MADLIE, L.L.C.
5151 EVERETT LN. #C
BATON ROUGE LA 70809

HOSPITALS - OUR LADY OF THE LAKE
5000 HENNESSY BLVD.
BATON ROUGE LA 70808

HOSPITALS - OUR LADY OF THE LAKE
7777 HENNESSY BLVD. #6002, Plaza II
BATON ROUGE LA 70808

FELICIANA HOME HEALTH, INC.
5702 MANCUSO LANE
BATON ROUGE LA 70809

VSH2008, L.L.C.
5130 MANCUSO LANE
BATON ROUGE LA 70809

MANCUSO LANE, L.L.C.
4848 MANCUSO LANE
BATON ROUGE LA 70809

CITISCAPE 5010, L.L.C.
5010 MANCUSO LANE
BATON ROUGE LA 70809

Public List

VSH2008, L.L.C.
5130 MANCUSO LANE
BATON ROUGE LA 70809

CLIMASTOR 7, L.L.C.
5252 MANCUSO LN.
BATON ROUGE LA 70809

HOSPITALS - OUR LADY OF THE LAKE
8080 MARGARET ANN AVE.
BATON ROUGE LA 70809

MARQUERING, MICHAEL W.
8041-A PENNTH AVE.
BATON ROUGE LA 70809

HESS, BRITTNEY ELIZABETH
8011-C PENNTH AVE.
BATON ROUGE LA 70809

HARDY, CHRISTOPHER SHANNON &
8011-A PENNTH AVE.
BATON ROUGE LA 70809

PEEVY, DAWN ELAINA
8041-D PENNTH AVE.
BATON ROUGE LA 70809

FEIGLEY, RACHEL L.
8011-D PENNTH AVE.
BATON ROUGE LA 70809

PELTIER, STEPHANIE ANNE
8041-C PENNTH AVE.
BATON ROUGE LA 70809

TURUNC, PELIN
8011-B PENNTH AVE.
BATON ROUGE LA 70809

ANTHROIMAGING, LLC
8041-B PENNTH AVE.
BATON ROUGE LA 70809

PERCLE, JONATHAN & TERRY PERCLE
7968 PENNTH AVE. #A
BATON ROUGE LA 70809

GREEMAN, ANDREA C. &
8030 PENNTH AVE. #A
BATON ROUGE LA 70809

GHASSEMI, RAHIM PAUL
8020 PENNTH AVE. #A
BATON ROUGE LA 70809

CEDARS, HENRY ROY, JR.
7979 PENNTH AVE. #A
BATON ROUGE LA 70809

MILLER, ANNE CONWAY
7958 PENNTH AVE. #A
BATON ROUGE LA 70809

THOMAS, HEATHER ALYSE &
8060 PENNTH AVE. #A
BATON ROUGE LA 70809

MLH CASSIDY HOLDINGS, L.L.C.
8040 PENNTH AVE. #A
BATON ROUGE LA 70809

WATERS INVESTMENTS, L.L.C.
7959 PENNTH AVE. #A
BATON ROUGE LA 70809

CARVILLE, DAVID J., III
8050 PENNTH AVE. #A
BATON ROUGE LA 70809

ROY, MARSHALL PRESCOTT, II
8060 PENNTH AVE. #B
BATON ROUGE LA 70809

WATERS INVESTMENTS, L.L.C.
7959 PENNTH AVE. #B
BATON ROUGE LA 70809

LAWS, JAMES P.
7958 PENNTH AVE. #B
BATON ROUGE LA 70809

JOHNSON, DEREK M.
7979 PENNTH AVE. #B
BATON ROUGE LA 70809

DAVIS, KEVIN C.
7968 PENNTH AVE. #B
BATON ROUGE LA 70809

WEBSTER, CHARLES E. &
8020 PENNTH AVE. #B
BATON ROUGE LA 70809

ULKINS, SARAH BETH
8030 PENNTH AVE. #B
BATON ROUGE LA 70809

DOUGLAS PROPERTIES OF ZACHARY,
LLC
8050 PENNTH AVE. #B
BATON ROUGE LA 70809

TANG, MING JEAN
7958 PENNTH AVE. #C
BATON ROUGE LA 70809

MLH CASSIDY HOLDINGS, L.L.C.
8040 PENNTH AVE. #C
BATON ROUGE LA 70809

Public List

BROWN, HELEN F.
8030 PENNTH AVE. #C
BATON ROUGE LA 70809

PEARSON, KATHRYN CASSELL
8060 PENNTH AVE. #C
BATON ROUGE LA 70809

GHASSEMI, RAHIM PAUL &
8020 PENNTH AVE. #C
BATON ROUGE LA 70809

CASE, MARIA SULAY
8050 PENNTH AVE. #C
BATON ROUGE LA 70809

LEDET, KENNETH J. &
7968 PENNTH AVE. #C
BATON ROUGE LA 70809

BROWN, ELIZABETH
7979 PENNTH AVE. #C
BATON ROUGE LA 70809

WATERS INVESTMENTS, L.L.C.
7959 PENNTH AVE. #C
BATON ROUGE LA 70809

HARRIS, DARONDA
8030 PENNTH AVE. #D
BATON ROUGE LA 70809

MLH CASSIDY HOLDINGS, L.L.C.
8040 PENNTH AVE. #D
BATON ROUGE LA 70809

HOLLOWAY, ELIZABETH A.
7968 PENNTH AVE. #D
BATON ROUGE LA 70809

WATERS INVESTMENTS, L.L.C.
7959 PENNTH AVE. #D
BATON ROUGE LA 70809

SANDLIN, DONALD R.
7958 PENNTH AVE. #D
BATON ROUGE LA 70809

BREEDLOVE, RONALD C.
7979 PENNTH AVE. #D
BATON ROUGE LA 70809

SIBLEY, TENNEY GRANTHAM
8020 PENNTH AVE. #D
BATON ROUGE LA 70809

GIEZENTANNER, KEITH IRVIN &
8060 PENNTH AVE. #D
BATON ROUGE LA 70809

DOWDEN, LINDA METHVIN
8050 PENNTH AVE. #D
BATON ROUGE LA 70809

CLIMASTOR 6, L.L.C.
7355 PERKINS RD.
BATON ROUGE LA 70808

SEVEN FIVE ONE FIVE (7515) PERKINS
7515 PERKINS RD.
BATON ROUGE LA 70808

BARCELONA, DOROTHY GAGLIANO, 1/2
7932 PICARDY (SUITES A-D)
BATON ROUGE LA 70809

ONCOLOGY PROPERTIES, L.L.C.
8119 PICARDY AVE.
BATON ROUGE LA 70809

DOUBLE DIAMOND RENTALS, LLC
8108 PICARDY AVE.
BATON ROUGE LA 70809

KIDD, JAMES MARION, III
8017 PICARDY AVE.
BATON ROUGE LA 70809

BRRG PROPERTIES, L.L.C.
7887 PICARDY AVE.
BATON ROUGE LA 70809

BLEWSTER-BRADLEY PROPERTIES, L.L.C.
8026 PICARDY AVE.
BATON ROUGE LA 70809

BROUSSARD, THAD S. & LISA LYNN
HERR
8037 PICARDY AVE.
BATON ROUGE LA 70809

DOUBLE DIAMOND RENTALS, L.L.C.
8108 PICARDY AVE.
BATON ROUGE LA 70809

CWLCO PICARDY I, LLC
7703 PICARDY AVE.
BATON ROUGE LA 70808

WATERS INVESTMENTS, L.L.C.
7941 PICARDY AVE.
BATON ROUGE LA 70809

ONCOLOGY PROPERTIES, L.L.C.
8119 PICARDY AVE.
BATON ROUGE LA 70809

SWEENEY & MILLER, L.L.C.
7921 PICARDY AVE.
BATON ROUGE LA 70809

Public List

POLYGON, L.L.C.
7922 PICARDY AVE.
BATON ROUGE LA 70809

HOSPITALS - BATON ROUGE GENERAL
8595 PICARDY AVE.
BATON ROUGE LA 70809

M.E.P.S. ENTERPRISES, L.L.C.
7648 PICARDY AVE. #100
BATON ROUGE LA 70808

ATKINS, MARJORY ALANE
8018 PICARDY AVE. #B
BATON ROUGE LA 70809

WATERS INVESTMENTS, L.L.C.
8054 SUMMA AVE.
BATON ROUGE LA 70809

RUTTLEY, KEVIN CHARLES; CANDICE
8069-A SUMMA AVE.
BATON ROUGE LA 70809

SHAH, SONAL
8079-A SUMMA AVE.
BATON ROUGE LA 70809

WATERS INVESTMENTS, L.L.C.
8522 SUMMA AVE.
BATON ROUGE LA 70809

DURHAM, BRENDA JOYCE TRAHAN
8069-C SUMMA AVE.
BATON ROUGE LA 70809

JARREAU, MEGAN D.
8069-B SUMMA AVE.
BATON ROUGE LA 70809

CRAMER FAMILY TRUST, THE, BY:
8631 SUMMA AVE.
BATON ROUGE LA 70809

TUBAS, LLC
8049-D SUMMA AVE.
BATON ROUGE LA 70809

GOUDEAU, JACKIE LEE ASHLEY
8079-B SUMMA AVE.
BATON ROUGE LA 70809

BENNETT, ANDREW JACKSON, JR. &
8079-D SUMMA AVE.
BATON ROUGE LA 70809

MOLL, ALYSON NANETTE
8049-B SUMMA AVE.
BATON ROUGE LA 70809

HESS, AMBER L.
8109-C SUMMA AVE.
BATON ROUGE LA 70809

ESQUIVEL, HEIDI ANN
8079-C SUMMA AVE.
BATON ROUGE LA 70809

DELFINO, KATHERINE A.
8109-A SUMMA AVE.
BATON ROUGE LA 70809

BROUSSARD, JACQUELINE L.
8109-D SUMMA AVE.
BATON ROUGE LA 70809

LAPLACE, LEA M.
8049-C SUMMA AVE.
BATON ROUGE LA 70809

FAEC HOLDING (LA), L.L.C.
8000 SUMMA AVE.
BATON ROUGE LA 70809

THE CRAMER FAMILY TRUST
8621 SUMMA AVE.
BATON ROUGE LA 70809

SUMMA PROPERTIES, LLC, 99%; LIMA
8110 SUMMA AVE.
BATON ROUGE LA 70809

ORGS. - LA. SCHOOL BOARDS ASSN.
7912 SUMMA AVE.
BATON ROUGE LA 70809

GAL LEASING, LLC
8212 SUMMA AVE.
BATON ROUGE LA 70809

LAKWOOD QUARTERS, L.L.C.
8225 SUMMA AVE.
BATON ROUGE LA 70809

SUMMIT HOSPITALITY I, L.L.C.
8735 SUMMA AVE.
BATON ROUGE LA 70809

BAYOU FEDERAL CREDIT UNION
8601 SUMMA AVE.
BATON ROUGE LA 70809

HERZOG, CHRISTOPHER & MARIE
8109-B SUMMA AVE.
BATON ROUGE LA 70809

PHUNG, RYLAN MINHTAI
8049-A SUMMA AVE.
BATON ROUGE LA 70809

Public List

LAKWOOD QUARTERS ASSISTED 8585
LLC
8585 SUMMA AVE.
BATON ROUGE LA 70809

WATERS INVESTMENTS, L.L.C.
8224 SUMMA AVE.
BATON ROUGE LA 70809

IMAGING CENTER OF LOUISIANA, L.L.C.
8338 SUMMA AVE.
BATON ROUGE LA 70809

WATERS INVESTMENTS, L.L.C.
8054 SUMMA AVE.
BATON ROUGE LA 70809

BYRD, PATRICIA
8059 SUMMA AVE. #A
BATON ROUGE LA 70809

GAUTHREAUX, RUSSELL J. & LISA D.
8119 SUMMA AVE. #A
BATON ROUGE LA 70809

HSIEH, CHENEN & WANLIN HSIEH
8029 SUMMA AVE. #A
BATON ROUGE LA 70809

BROOKS, IM
8119 SUMMA AVE. #B
BATON ROUGE LA 70809

LEE INVESTMENT PROPERTIES, L.L.C.
8019 SUMMA AVE. #B
BATON ROUGE LA 70809

GIL, ANGELA
8119 SUMMA AVE. #C
BATON ROUGE LA 70809

LEE INVESTMENT PROPERTIES, L.L.C.
8019 SUMMA AVE. #C
BATON ROUGE LA 70809

PARRISH, EUGENE M. &
8029 SUMMA AVE. #C
BATON ROUGE LA 70809

GOSSERAND, CARLOS
8119 SUMMA AVE. #D
BATON ROUGE LA 70809

LEE INVESTMENT PROPERTIES, L.L.C.
8019 SUMMA AVE. #D
BATON ROUGE LA 70809

HERZOG, CONWAY L., III
8029 SUMMA AVE. #D
BATON ROUGE LA 70809

DANIEL, LOYD BRYANT
8335 SUMMA AVE. #G-4
BATON ROUGE LA 70809

SMITH, VIRGINIA LOUISE
8508 SUMMA AVE. #P-1
BATON ROUGE LA 70809

BAUMANN, JULES JOSEPH
8508 SUMMA AVE. #P-11
BATON ROUGE LA 70809

NETTERVILLE, E. R. TRUST, BY:
8508 SUMMA AVE. #P-13
BATON ROUGE LA 70809

RUFFNER, CHERYL R.
8545 SUMMA AVE. #Q-13
BATON ROUGE LA 70809

CAVALIER, RICKEY J. &
4823 SUMMA COURT
BATON ROUGE LA 70809

GIAMALVA, VICKIE G.
5008 SUMMA COURT
BATON ROUGE LA 70809

RICHARDSON, JENNIFER CADDO
4833 SUMMA COURT
BATON ROUGE LA 70809

GROMER, JACK R. &
4936 SUMMA COURT
BATON ROUGE LA 70809

GRANADA, BONNIE MISTRETTA, 1/2
USUF
5130 SUMMA COURT
BATON ROUGE LA 70809

ROBINSON, JOHN G. & DEBORAH G.
5120 SUMMA COURT
BATON ROUGE LA 70809

BRYDELS PROPERTIES, LLC
5212 SUMMA COURT
BATON ROUGE LA 70809

LEBLANC, RITA
4815 SUMMA COURT
BATON ROUGE LA 70809

MONTEGUDO, JOHN SIDNEY, JR.
FAMILY
5038 SUMMA COURT
BATON ROUGE LA 70809

PIXLEY, MILLIE CHAPMAN
5202 SUMMA COURT
BATON ROUGE LA 70809

Public List

PHAM, HUYEN VAN
5029 SUMMA COURT
BATON ROUGE LA 70809

BREAZEALE, ROBERT A., II & ROBIN
4946 SUMMA COURT
BATON ROUGE LA 70809

WHITFORD, WOODROW F. &
4906 SUMMA COURT
BATON ROUGE LA 70809

STANSBURY, KELLIE ANN
4955 SUMMA COURT
BATON ROUGE LA 70809

HAYS, JIMMIE BEUHLER
4926 SUMMA COURT
BATON ROUGE LA 70809

HARRIS, ALICIA NICOLE
4905 SUMMA COURT
BATON ROUGE LA 70809

FAY, SHANNON M.
5028 SUMMA COURT
BATON ROUGE LA 70809

GREENE, WILLIAM BRANDSFORD, JR. &
4935 SUMMA COURT
BATON ROUGE LA 70809

FORD, DARLENE NOBLE
4925 SUMMA COURT
BATON ROUGE LA 70809

BALDEN, KATHLEEN MCCARTHY
4833 SUMMA COURT
BATON ROUGE LA 70809

SMITH, VELMA ROBINSON REVOCABLE
5140 SUMMA COURT
BATON ROUGE LA 70809

CATALDIE, CHRISTOPHER L.
5110 SUMMA COURT
BATON ROUGE LA 70809

WATERS INVESTMENTS, L.L.C.
8230 SUMMA DR.
BATON ROUGE LA 70809

LAWRENCE MESSINA & BARBARA
NICHOLAS
8391 ANSELMO LANE
BATON ROUGE LA 70808

PUBLIC NOTICE OF AVAILABILITY

**State Project Nos. H.012233 and H.012232
LA 3064 (Essen Lane) to LA 1248 (Bluebonnet Boulevard)
Dijon Drive Extension, Phases 1 & 2
East Baton Rouge Parish**

The City of Baton Rouge and the Capital Region Planning Commission (CRPC), in coordination with the Louisiana Department of Transportation and Development (LADOTD) and the Federal Highway Administration (FHWA), propose the Dijon Drive Extension, a roadway on new alignment connecting Essen Lane (LA 3064) to the west and Bluebonnet Boulevard to the east.

The study of the alternatives developed in this environmental assessment (EA) and the associated environmental consequences were evaluated according to the National Environmental Policy Act (NEPA), LADOTD's Stage 1 Planning/Environmental Manual of Standard Practice, and FHWA's Guidance for Preparing and Processing Environmental and Section 4(f) Documents.

Detailed information about the project is available in the EA. Any person desiring to review the EA may do so at: the State Library of Louisiana, 701 North 4th Street, Baton Rouge, LA 70802; East Baton Rouge Parish Library, Goodwood Branch, 7711 Goodwood Boulevard, Baton Rouge, and Bluebonnet Branch, 9200 Bluebonnet Boulevard, Baton Rouge; Capital Region Planning Commission, 333 N. 19th Street, Baton Rouge. The EA can be reviewed and/or purchased at the LADOTD District 61 Office, 8100 Airline Highway, Baton Rouge.

The EA is also available for review on the LADOTD website at http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Environmental/Pages/default.aspx

A public hearing will be held December 1, 2016, from 5:00 p.m. to 7:00 p.m. at the Drury Inn Baton Rouge located at 7939 Essen Park Avenue. All comments received or postmarked by December 11, 2016, will be included in the transcript of the hearing. Written comments on the EA may be submitted to Ms. Elizabeth Beam in writing or via email at elizabeth.beam@arcadis.com.

Arcadis U.S., Inc.
10352 Plaza Americana Drive
Baton Rouge, Louisiana 70816
Attn: Elizabeth Beam

From: Beam, Elizabeth
To: [Noel Ardoin \(Noel.Ardoin@LA.GOV\)](mailto:Noel.Ardoin@LA.GOV)
Subject: Dijon EA (H012233/2): Draft NOA for EMS/Hospitals
Date: Tuesday, November 01, 2016 8:07:00 AM
Attachments: [draft NOA Dijon Drive Extension PubHrg 11-1-16.docx](#)

Noel,

Attached please find a draft NOA and listing of hospitals and EMS.

Upon your review/approval we will distribute the notice.

Thank you,

Beth

Baton Rouge General
Mid City
3600 Florida Boulevard
Baton Rouge, LA 70806

Our Lady of the Lake Regional Medical Center
5000 Hennessy Boulevard
Baton Rouge, LA 70808

Baton Rouge General
Bluebonnet Campus
8585 Picardy Avenue
Baton Rouge, LA 70809

Ochsner Medical Center Baton Rouge
17000 Medical Center Drive
Baton Rouge, LA 70816

The Neuro Medical Center-Surgical Hospital
10105 Park Rowe Circle
Baton Rouge, LA 70810

Surgical Specialty Center of Baton Rouge
8080 Bluebonnet Boulevard
Baton Rouge, LA 70810

Woman's Hospital
100 Woman's Way
Baton Rouge, LA 70817

EMS

Ems Communications Inc.

10985 N Harrells Ferry Road
Baton Rouge, LA 70816
(225) 338-6444

Emergency Medical Services
3773 Harding Blvd
Baton Rouge, LA 70807
(225) 389-5155

East Baton Rouge Parish
Department of Emergency Medical Services
Post Office Box 1471
Baton Rouge, LA 70821
Collin Sommerfield
225-389-5155

APPENDIX D

Comment Form and Handout



ENVIRONMENTAL ASSESSMENT
LA 3064 (ESSEN LANE) TO LA 1248 (BLUEBONNET BOULEVARD)
DIJON DRIVE EXTENSION, PHASES 1 & 2
EAST BATON ROUGE PARISH
STATE PROJECT NOS. H.012233 and H.012232

Public Hearing

Thursday, December 1, 2016 5:00 p.m. to 7:00 p.m.
Drury Inn & Suites, 7939 Essen Park Avenue, Baton Rouge 70809

PUBLIC HEARING COMMENT FORM

Please provide input on the Environmental Assessment, the Preferred Alternative, and any other comments regarding the project. When complete, please return the form to the Comment Station. Comments received tonight will become part of the public hearing record. Comments mailed must be postmarked no later than **December 12, 2016** to become part of the public hearing record.

(Please Print Clearly)

Name:

Address / City/State / Zip Code:

Email:

Telephone:



Comments mailed (see reverse side for address) must be postmarked no later than December 12, 2016 to become part of the meeting record.

(Use space on reverse side for additional comments or attach additional pages as necessary)

Close with tape here

Use this space for additional comments as needed.

Return Address

Fold Over For Mailing

Place Postage
Here

ARCADIS U.S., Inc.
10352 Plaza Americana Drive
Baton Rouge, Louisiana 70816
Attn: Dijon Drive Extension Project Manager

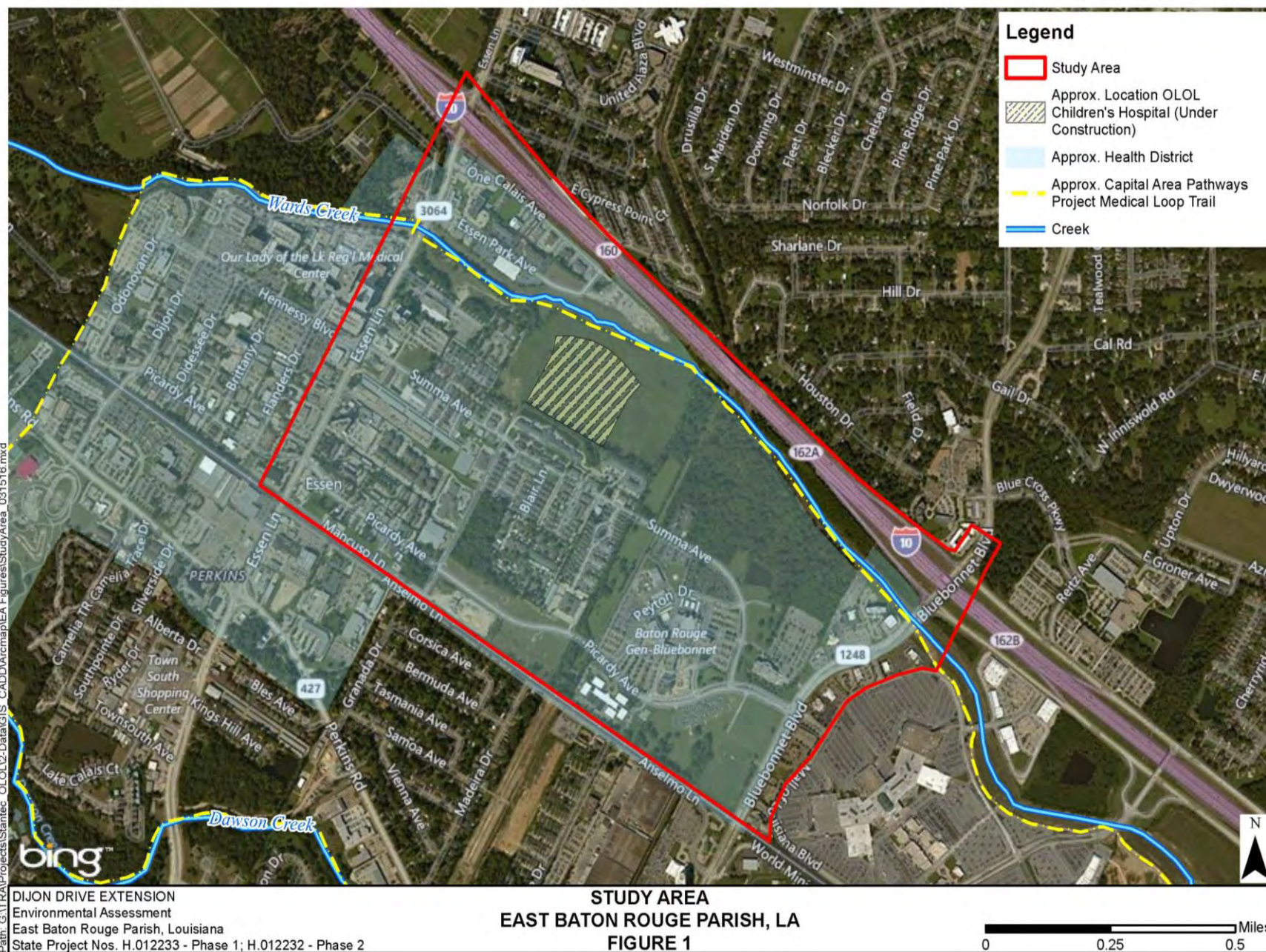
PUBLIC HEARING

Environmental Assessment

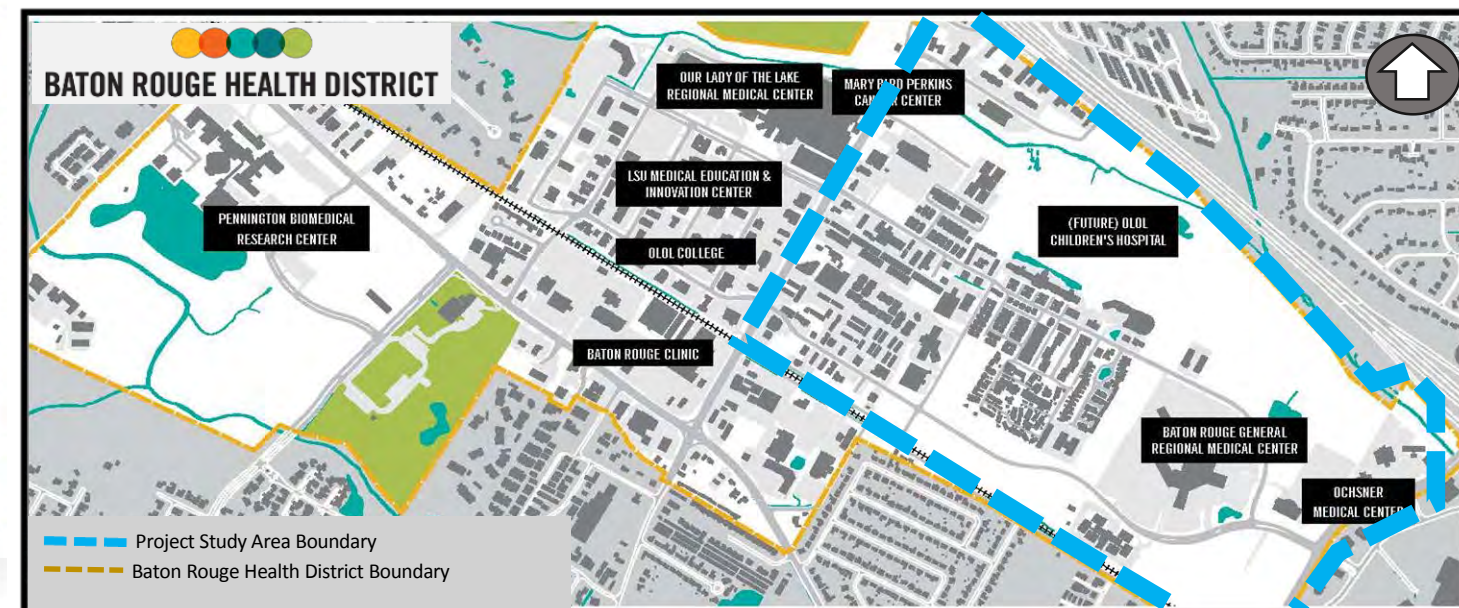
Essen Lane (LA 3064) to Bluebonnet Blvd (LA 1248)
 Phases 1 & 2
 Dijon Drive Extension
 East Baton Rouge Parish
 State Project Nos. H.012233 and H.012232
 F.A.P. Nos. H012233 and H012232

PROJECT OVERVIEW

The City of Baton Rouge/Parish of East Baton Rouge, the Louisiana Department of Transportation and Development (LADOTD), and the Federal Highway Administration (FHWA), in cooperation with the Capital Region Planning Commission (CRPC), proposes the Dijon Drive Extension, a roadway on new alignment connecting Essen Lane (Louisiana State Highway 3064 [LA 3064]) to the west and Bluebonnet Boulevard (LA 1248) to the east with additional points of north-south connectivity along Mancuso Lane and Midway Boulevard.



The roadway is proposed to be constructed in two phases: Phase 1 begins at Essen Lane and continues east approximately 0.65 mile to Midway Boulevard; Phase 2 begins at Midway Boulevard and continues east approximately 0.60 mile, terminating at Bluebonnet Boulevard. The total length of the Dijon Drive Extension is approximately 1.25 miles. Proposed improvements include connections from the new Dijon Drive Extension south to Summa Avenue along Mancuso Lane (0.25 mile) and south to Picardy Avenue along Midway Boulevard (0.5 mile). Additional improvement at Bluebonnet Boulevard and Interstate 10 (I-10) are also proposed and include additions to the eastbound exit ramp, southbound Bluebonnet Boulevard at North Mall Drive, and the I-10 East Access Road at the intersection with Bluebonnet Boulevard.



PUBLIC HEARING

Environmental Assessment

Essen Lane (LA 3064) to Bluebonnet Blvd (LA 1248)
Phases 1 & 2
Dijon Drive Extension
East Baton Rouge Parish
State Project Nos. H.012233 and H.012232
F.A.P. Nos. H012233 and H012232

PURPOSE & NEED

Purpose

Provide transportation infrastructure to

- improve the transportation network
- improve connectivity of the transportation system

Need

- improve connectivity
- support planned institutional and business growth within the medical district
- relieve existing and future congestion on area roadways
- improve area-wide mobility and system reliability

ALTERNATIVES DEVELOPMENT

The study of the alternatives developed in the environmental assessment (EA) for the Dijon Drive Extension project and evaluation of the associated environmental consequences were completed according to the National Environmental Policy Act (NEPA), LADOTD's Stage 1 Planning/Environmental Manual of Standard Practice, and FHWA's Guidance for Preparing and Processing Environmental and Section 4(f) Documents.

NEPA requires that doing nothing be considered during the environmental review process. This alternative was designated as the No-Build Alternative, signifying that no new structures or major construction would take place. Although this alternative does not meet the purpose and need for the project, it will be considered in the EA as a baseline for comparison.

PREFERRED ALTERNATIVE

As a result of the comprehensive resources evaluation, transportation and traffic studies, involvement of the public, local officials, and federal and state resource agencies, sufficient information exists to identify Alternative 1 as the Preferred Alternative. This alternative includes a four lane roadway on new alignment from Essen Lane east to Bluebonnet Boulevard. Sidewalks are separated from the roadway by a buffer and the median is a variable-width raised center median. As the Dijon Drive Extension approaches Bluebonnet Boulevard, the four-lane roadway narrows and has no median.

The Preferred Alternative includes connecting Mancuso Lane, a two-lane undivided roadway with sidewalks, from the Dijon Drive Extension south to Summa Avenue and driveway connection from the Dijon Drive Extension to Margaret Ann Drive. A new roadway, Midway Boulevard, connects Dijon Drive Extension south to Picardy Avenue. Midway Boulevard is a two lane undivided roadway with bike lanes and sidewalks and proposed roundabouts at its intersection with Summa and Picardy Avenues.

The identification of the Preferred Alternative addresses the stated purpose and need and satisfies, to the fullest extent possible, the objectives of NEPA. Impacts from the Preferred Alternative were avoided where possible and minimized to the greatest extent practicable.

SCHEDULE/NEXT STEPS

- Project team review of public hearing comments.
- Finalize EA
- FHWA Decision

ALTERNATIVE 1



PUBLIC HEARING

Environmental Assessment

Essen Lane (LA 3064) to Bluebonnet Blvd (LA 1248)
 Phases 1 & 2
 Dijon Drive Extension
 East Baton Rouge Parish
 State Project Nos. H.012233 and H.012232
 F.A.P. Nos. H012233 and H012232

IMPACT ANALYSIS

An analysis of the potential beneficial or adverse impacts of the project's Preferred Alternative and No-Build Alternative has been completed. The project is evaluated with respect to transportation, social, economic, cultural, physical, natural, and biological resources. The Environmental Assessment document discusses direct impacts (loss of a resource), indirect impacts (changes in function or quality of a resource), and cumulative impacts (historical, project-related, and foreseeable impacts) in further detail.

PRELIMINARY COST ANALYSIS

Evaluation Factors	Alternatives		
	Phase 1	Phase 2	No Build
	Alternative 1 (Yellow)	Alternative 1 (Yellow)	
Total Length (miles)	0.9	1.10	0
Cost (million dollars)			
Roadway Construction	5,827,500	7,122,500	0
I-10/Bluebonnet Boulevard Improvements	0	1,700,000	
Right-of-Way Acquisition	0	2,500,000	0
Construction Cost to Cure	0	1,300,000 ¹	0
Donated Right-of-Way	2,550,000	1,800,000	0
Wetland Mitigation	15,000	60,000	0
Surveying, Engineering, Construction Supervision & Inspection	1,125,000	1,375,000	0
TOTAL	9,517,500	15,857,500	0

¹Cost to cure does not include the cost of engineering or ROW.

CONTACT

By Mail:
 Mr. Scott Hoffeld, Project Manager
 ARCADIS U.S., Inc.
 10352 Plaza Americana Drive
 Baton Rouge, LA 70816

By E-mail:
 scott.hoffeld@arcadis-us.com

SUMMARY OF ENVIRONMENTAL IMPACTS

Evaluation Factors	Alternatives		
	Phase 1	Phase 2	No Build
	Alternative 1 (Yellow)	Alternative 1 (Yellow)	
Physical Impacts			
Residence	0	0	0
Potential Relocations - Residential	0	0	0
Business/Commercial	3	2	0
Potential Relocations - Business/Commercial	0 ¹	0	0
Underground Storage Tanks	3	0	0
Water Wells	1	0	0
Monitoring Wells (P&A)	0	0	0
Oil and Gas Wells	0	0	0
Parking Spaces	0	103	0
Noise	1	1	1
Air Quality	0	0	0
Natural Resources Impacts			
100-Year Floodplain (acres)	9	9	0
Surface Waters (acres)	0.60	0.03	0
Wetland (acres)	0.81	7.91	0
Prime Farmland (acres)	0	0	0
Archaeological	0	0	0
Historic Resources > 50 Years Old	0	0	0
Historic Resources—Potentially Eligible	0	0	0
Parks/Recreation	0	0	0
Populations			
Minority Populations	0	0	0
Low-Income Populations	0	0	0
Limited English-Speaking Proficiency (LEP)	0	0	0
Traffic Impacts			
Permanent Road Closures	0	0	0
Temporary Detour	0	1	0

¹Phase 1 ROW requirements result in impacts to three structures at the OLOL Tau Center. These buildings are no longer in use and will be demolished by OLOL as part of the OLOL Children's Hospital development and construction.

APPENDIX E

PowerPoint Presentation with Script



**A 10-minute
slide presentation
will begin shortly.**

Please take a seat



Silence

WELCOME

PUBLIC HEARING

Environmental Assessment

December 1, 2016

5:00 PM to 7:00 PM

Essen Lane (LA 3064) to Bluebonnet Blvd (LA 1248)

Phases 1 & 2

Dijon Drive Extension

East Baton Rouge Parish

State Project Nos. H.012233 and H.012232

F.A.P. Nos. H012233 and H012232

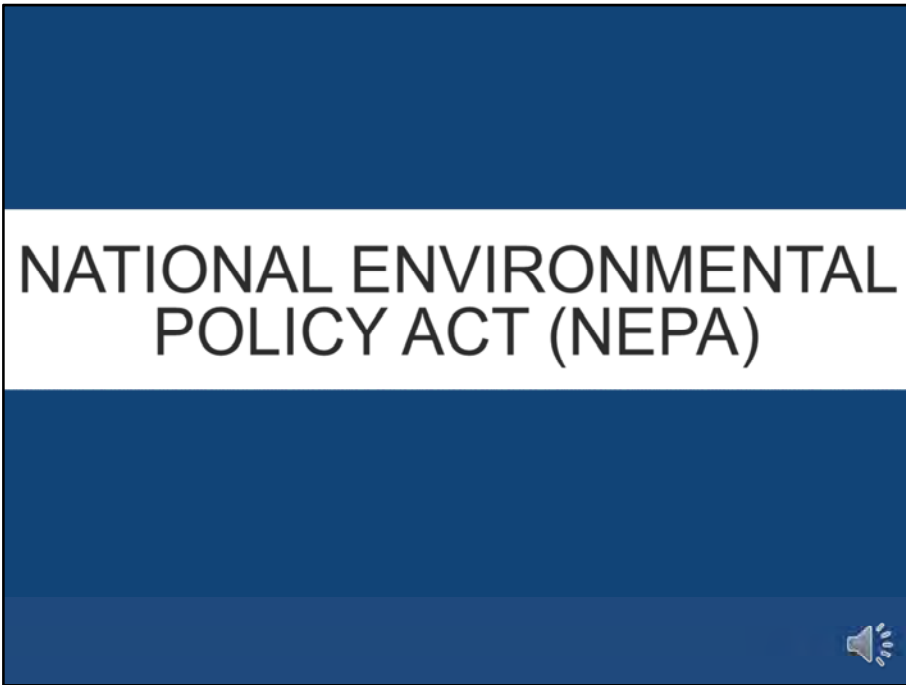
On behalf of the City of Baton Rouge and the Capital Region Planning Commission, in cooperation with the Louisiana Department of Transportation and Development and the Federal Highway Administration, we would like to welcome you to the Public Hearing for the Dijon Drive Extension project.



(CLICK)



The proposed project is located between Essen Lane (CLICK) and Bluebonnet Boulevard (CLICK) and extends south to Summa Avenue (CLICK) and Picardy Avenue (CLICK).



The National Environmental Policy Act, known as NEPA (CLICK)

NEPA

NEPA Review Process

- Alternatives Analysis
- Impact Analysis
- Public and Agency Involvement
- Environmental Assessment (EA)
- FHWA Decision Document



requires that any proposed action involving federal funds and/or federal permitting must be evaluated by interested agencies to assess whether, and to what degree, the environment would be effected. For this project, the LADOTD and the FHWA have determined that the significance of potential impacts is uncertain. When this is the case, an Environmental Assessment or EA is the appropriate level of study (CLICK)



(CLICK)

PURPOSE AND NEED

Purpose

Provide transportation infrastructure to

- improve the transportation network
- improve connectivity of the transportation system

Need

- improve connectivity
- support planned institutional and business growth within the medical district
- relieve existing and future congestion on area roadways
- improve area-wide mobility and system reliability



The Purpose of the project

is to

Provide transportation infrastructure to

- improve the transportation network
- improve connectivity of the transportation system

The project is needed in order to

- improve connectivity
- support planned institutional and business growth within the medical district
- relieve existing and future congestion on area roadways
- impr (CLICK)

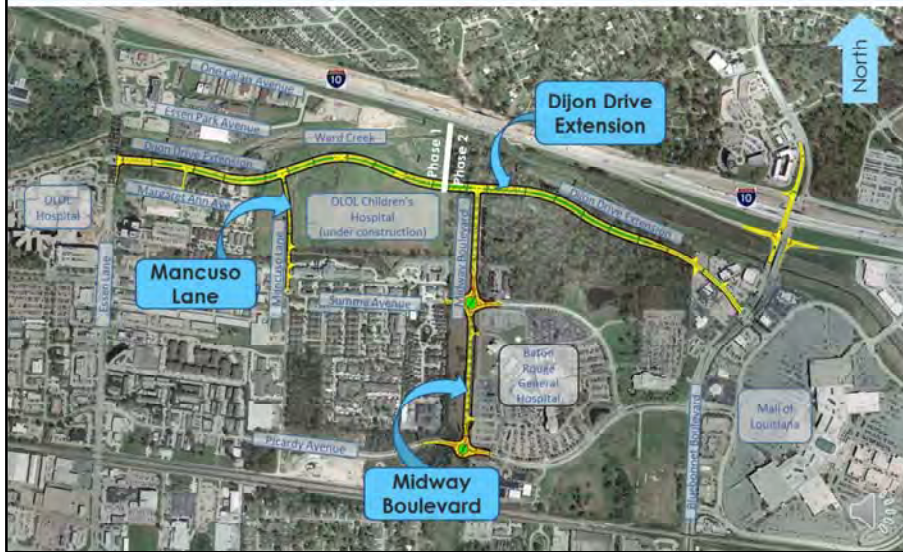


(CLICK)

ALTERNATIVES DEVELOPMENT



ALTERNATIVE 1 - PREFERRED



ALTERNATIVE 1 – PHASE 1



Phase 1 includes the Dijon Drive Extension from Essen Lane to Midway Boulevard (CLICK) and includes (CLICK) Mancuso Lane(CLICK) and a driveway connection from Dijon Drive Extension to Margaret Ann Ave (CLICK)

ALTERNATIVE 1 – PHASE 2



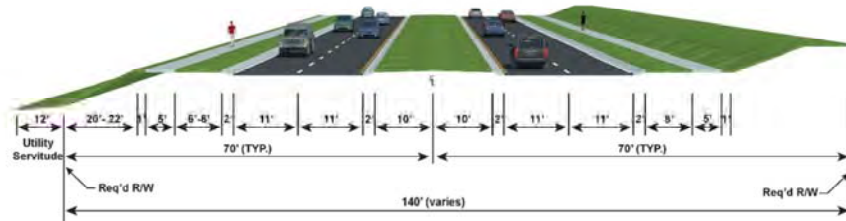
Phase 2 includes the Dijon Drive Extension (CLICK) from Midway Boulevard to Bluebonnet Boulevard and includes Midway Boulevard (CLICK) along with lane improvements at Bluebonnet Boulevard (CLICK) and I-10 (CLICK)



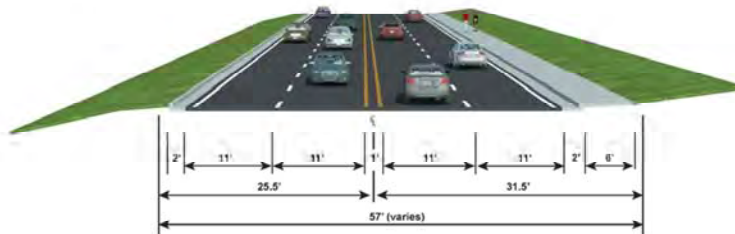
TYPICAL
SECTIONS

(CLICK)

TYPICAL SECTION: 4-LANE



Dijon Drive Extension: 4-Lane Boulevard with Sidewalks

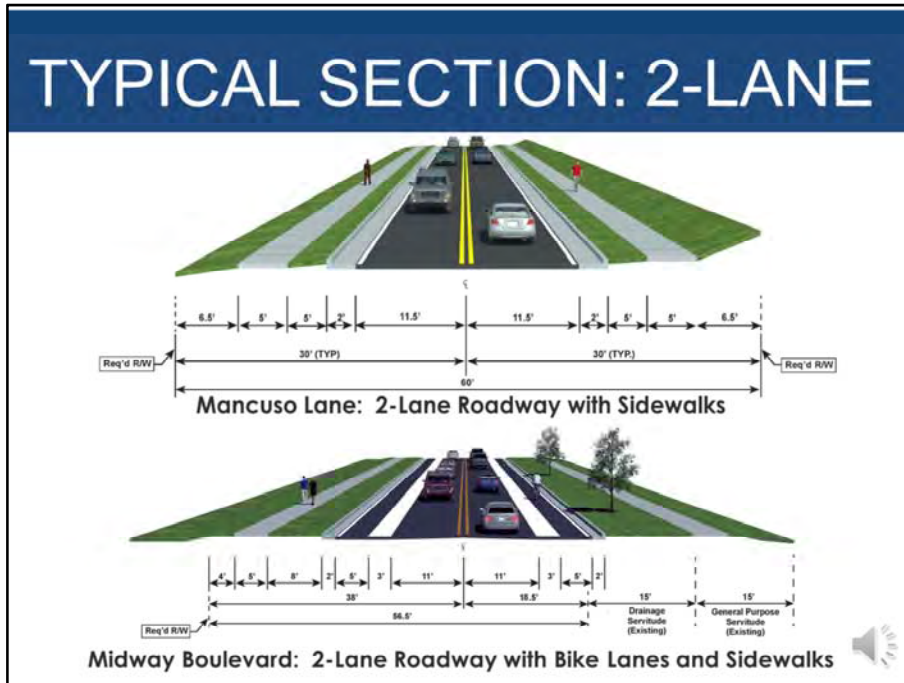


Dijon Drive Extension: 4-Lane Roadway with Sidewalk

Typical roadway sections include a 4-lane boulevard with sidewalks for the Dijon Drive extension (CLICK)

and an undivided 4-lane roadway section with a sidewalk near Bluebonnet Boulevard (CLICK).

TYPICAL SECTION: 2-LANE



The typical roadway section for Mancuso Lane includes a 2-lane roadway with sidewalks (CLICK)

The typical roadway section for Midway Boulevard includes a 2-lane roadway with bike lanes sidewalks (CLICK)

ROUNDBABOUTS



Roundabout - Midway Boulevard at Summa Avenue



Roundabout - Midway Boulevard at Picardy Avenue

Typical roadway sections for Midway Boulevard include 2 roundabouts (CLICK)



(CLICK)

IMPACT ANALYSIS	Evaluation Factors	Alternatives		
		Phase 1	Phase 2	No Build
		Alternative 1 (Yellow)	Alternative 1 (Yellow)	
Physical Impacts				
Residence	0	0	0	
Potential Relocations - Residential	0	0	0	
Business/Commercial	3	2	0	
Potential Relocations - Business/Commercial	0 ¹	0	0	
Underground Storage Tanks	3	0	0	
Water Wells	1	0	0	
Monitoring Wells (P&A)	0	0	0	
Oil and Gas Wells	0	0	0	
Parking Spaces	0	103	0	
Noise	1	1	1	
Air Quality	0	0	0	
Natural Resources Impacts				
100-Year Floodplain (acres)	9	9	0	
Surface Waters (acres)	0.60	0.03	0	
Wetland (acres)	0.81	7.91	0	
Prime Farmland (acres)	0	0	0	
Archaeological	0	0	0	
Historic Resources > 50 Years Old	0	0	0	
Historic Resources - Potentially Eligible	0	0	0	
Parks/Recreation	0	0	0	
Populations				
Minority Populations	0	0	0	
Low-Income Populations	0	0	0	
Limited English-Speaking Proficiency (LEP)	0	0	0	
Traffic Impacts				
Permanent Road Closures	0	0	0	
Temporary Detour	0	1	0	

¹Phase 1 ROW requirements result in impacts to three structures at the OLOL Tau Center. These buildings are no longer in use and will be demolished by OLOL as part of the OLOL Children's Hospital development and construction.

The project is evaluated with respect to transportation, social, economic, cultural, physical, natural, and biological resources.

The anticipated effects of the Preferred Alternative are presented in this table.

The EA document, describes the resources evaluated and the effects in more detail.

PRELIMINARY COST ANALYSIS

Evaluation Factors	Alternatives		
	Phase 1	Phase 2	No Build
	Alternative 1 (Yellow)	Alternative 1 (Yellow)	
Total Length (miles)	0.9	1.10	0
Cost (dollars)			
Roadway Construction	5,827,500	7,122,500	0
I-10/Bluebonnet Boulevard Improvements	0	1,700,000	0
Right-of-Way Acquisition	0	2,500,000	0
Construction Cost to Cure	0	1,300,000 ¹	0
Donated Right-of-Way	2,550,000	1,800,000	0
Wetland Mitigation	15,000	60,000	0
Surveying, Engineering, Construction Supervision & Inspection	1,125,000	1,375,000	0
Total	9,517,500	15,857,500	0

¹Cost to cure does not include the cost of engineering or ROW.



Preliminary cost analysis for the preferred alternative is shown here. ROW along Dijon Drive Extension and Mancuso Lane is being donated by Our Lady of the Lake hospital for Phase 1 and by Baton Rouge General Hospital for Phase 2.

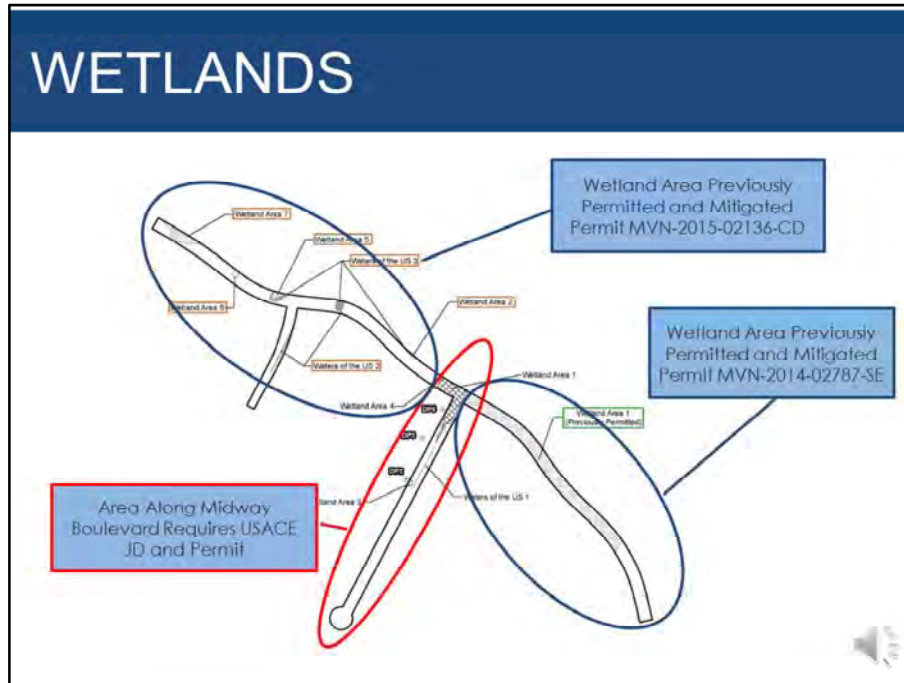
Additional ROW is required along Midway Boulevard and along Dijon Drive from commercial properties located at Bluebonnet Boulevard.

Funding sources include state, local, and private monies.



(CLICK)

WETLANDS



Seven wetland areas were identified totaling 8.7 acres. The wetland areas include 7.3 acres that were previously permitted (CLICK) and mitigated

Approximately 1.5 acres of wetlands (CLICK) are located within the Midway Boulevard alignment.

Final mitigation requirements for the Midway Boulevard impacted areas will be determined upon review by the USACE New Orleans District.



(CLICK)

NOISE



A total of 71 noise receivers were identified within the noise analysis area.

In the future 2037 build scenario, exterior sound levels at one receiver location will equal or exceed the LADOTD threshold.

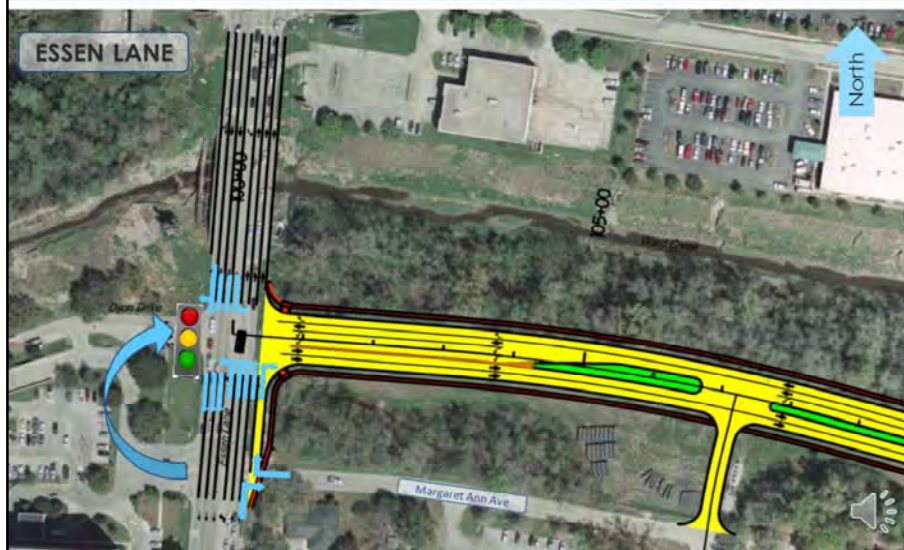
All impacted receivers were reviewed in detail for noise abatement.

A sound barrier along Dijon Drive Extension is not feasible as the source of the noise is the Interstate 10 rather than the Dijon Drive Extension.

TRAVEL PATTERN CHANGES



TRAVEL PATTERN CHANGES



In addition to the new intersection at Dijon Drive with Essen Lane, some travel pattern changes will occur.

The existing Essen Lane - Margaret Ann Avenue traffic signal (CLICK) would be relocated slightly north to the new Dijon Drive/Essen Lane intersection.

The Margaret Ann Avenue intersection would become a right-in (CLICK), right-out (CLICK) only.

At this new intersection, northbound Essen Lane includes one left-turn lane, three through lanes, and one right-turn lane (CLICK).

Southbound Essen Lane includes one shared right-turn and through lane, one left-turn and two through lanes.

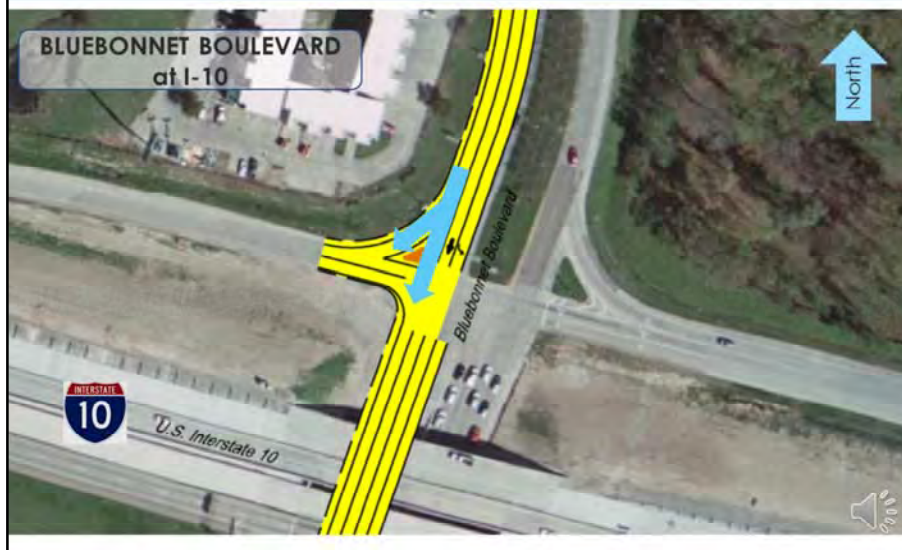
TRAVEL PATTERN CHANGES



Changes to travel patterns along northbound Bluebonnet Boulevard include one left-turn lane onto the Dijon Drive Extension (CLICK), three through lanes, and one right-turn lane onto North Mall Drive.

Southbound Bluebonnet Boulevard includes two left-turn lanes onto North Mall Drive (CLICK) three through lanes, and one right-turn lane onto the Dijon Drive Extension.

TRAVEL PATTERN CHANGES



Changes to travel patterns along southbound Bluebonnet Boulevard north of I-10 include a shared through/right-turn lane (CLICK) at the westbound I-10 on ramp (CLICK).

TRAVEL PATTERN CHANGES



Lane improvements under the I-10 overpass include the addition of a southbound Bluebonnet Boulevard to eastbound I-10 (CLICK) left-turn lane

Conversion of the Bluebonnet Blvd shoulder to a travel lane (CLICK)

And two signalized right turn lanes (CLICK) at the eastbound I-10 off ramp (CLICK)



(CLICK)

The image shows the cover of an 'Environmental Assessment' report on the left and a list of distribution locations on the right. The report cover includes the title 'Environmental Assessment', project details: 'LA 3064 (East Laro) to LA 1248 (Bluebonnet Boulevard) Dyon Drive Extension, Phases 1 & 2', 'East Baton Rouge Parish', 'State Project Nos. H012233 & H012232', 'F.A.P. Nos. H012233 & H012232', and the date 'November 1, 2016'. The distribution list on the right includes: LADOTD Headquarters Baton Rouge; Capital Region Planning Commission Office; LADOTD District 61 Office Baton Rouge; East Baton Rouge Parish Library, Goodwood and Bluebonnet Branches; State Library, Baton Rouge; and LADOTD's Website at: [http://wwwsp.dotd.la.gov/Inside LaDOTD/Divisions/Engineering/Environmental/Pages/default.aspx](http://wwwsp.dotd.la.gov/Inside%20LaDOTD/Divisions/Engineering/Environmental/Pages/default.aspx).

Detailed information about the project is available in the Environmental Assessment (EA).

Copies are available for public review at the locations listed here. The EA is also available on LADOTD’s environmental section website at the link provided.

- ~~LADOTD Environmental Section Office, 1201 Capitol Access Road, Room 502P, Baton Rouge;~~
- ~~FHWA Office at 5304 Flanders Drive, Suite A, Baton Rouge;~~
- ~~East Baton Rouge Parish Library, Goodwood and Bluebonnet Branches;~~
- ~~The State Library in Baton Rouge; and~~
- ~~The EA is also available for review on the LADOTD website and~~
- ~~can be reviewed and/or purchased at the LADOTD District 61 Office, in Baton Rouge, Louisiana.~~

SCHEDULE/ NEXT STEPS



SCHEDULE / NEXT STEPS

Complete EA: FHWA Decision Document – January 2017

PHASE 1

Design – **April 2017**
ROW Acquisition – **May 2017**
Utility Relocation – **July 2017**
Construction – **March 2018**
Open to Traffic – **March 2018**

PHASE 2

Design – **October 2017**
ROW Acquisition – **Nov 2017**
Utility Relocation – **Dec 2017**
Construction – **February 2019**
Open to Traffic – **February 2019**

Dates shown represent estimated task end date and are subject to change



The EA is anticipated to be completed in January 2017

Phase 1 design, ROW acquisition, and construction are scheduled to be completed by March 2018 and the roadway is planned to be open to traffic at this time.

Phase 2 design, ROW acquisition, and construction are scheduled to be completed by February 2019 and the roadway is planned to be open to traffic at this time.

QUESTIONS & COMMENTS



Your knowledge and opinions matter (CLICK)

QUESTIONS & COMMENTS

- Verbal Comments may be made at the Comment Station at tonight's meeting.
- Written Comments may be made at the Comment Station or by mail, postmarked by December 12, 2016 to:

ARCADIS U.S., Inc.
10352 Plaza Americana Drive
Baton Rouge, Louisiana 70816
Attn: Dijon Drive Extension Project Manager



There's a transcriber here tonight to record your verbal statement. Or, you may write them on your comment form and place them at the Comment Station. If you choose to mail the comment form, please be sure that it is postmarked no later than December 12, 2016. The address for mailing is pre-printed on the Comment Form.

Many of the graphics displayed in this presentation are available for viewing tonight.



The LADOTD has an established program for ROW acquisition and assistance. Please listen to the following message about the process.
(CLICK)

BROCHURE

- Detailed information on Right-of-way Acquisition and Relocation Assistance may be found in the **Right-of-Way Acquisition and Relocation Assistance** brochure.



LOUISIANA DEPARTMENT OF
TRANSPORTATION & DEVELOPMENT

ACQUISITION OF RIGHT OF WAY AND RELOCATION ASSISTANCE

This brochure printing (1000 copies) of this public document is published at a
cost of \$100.00. 1000 copies of this public document were prepared in
the first printing of a total of \$100.00. 1000 copies of this public document
were prepared in the second printing of a total of \$100.00. 1000 copies of this
public document were prepared in the third printing of a total of \$100.00. The
Louisiana Department of Transportation & Development is committed to
transparency and accountability. This document is published in the Louisiana Department of Transportation and
Development Information and Communication System (LDCIS) to ensure that all
Louisiana citizens have access to the information and resources they need to
make informed decisions about the actions of the DOTD. This document was
published in accordance with the provisions of the Louisiana Freedom of Information
Act (FOIA).

Revised: July 30, 2015

Detailed information on Right-of-way Acquisition and Relocation Assistance may be found in the **Right-of-Way Acquisition and Relocation Assistance** brochure available here tonight.

APPRAISAL AND OFFER

- Objective is to pay just compensation
 - Contact by appraiser or appraisers
 - Evaluation of the property
 - Contact by Real Estate Agent
 - Set forth the amount of the offer for purchase

The brochure states that it is the objective of the Louisiana Department of Transportation and Development (the Department) to pay just compensation for a property, or portion of property, required for the project. Owners of required property may be contacted by an appraiser or appraisers and given the opportunity to go with them on the inspection of the property. This will provide owners an opportunity to point out things that may be important to the evaluation of the property.

After the evaluations have been reviewed by a review appraiser and approved by the Department, a Real Estate Agent will contact each property owner. He will present a letter setting forth the amount of the Department's cash offer for the purchase of the property. He will also explain the property value and discuss any alternate offers including possible options to keep and move any buildings, fencing, etc.

RELOCATION ASSISTANCE

- Relocation Advisory Services
 - Current and continuing Information
 - Availability and prices of comparable properties; Finance charges;
 - Federal and State programs offering assistance

 - Purpose of locating a suitable replacement property

In addition, the Department will have an Agent contact all families and businesses being displaced by this project to explain relocation assistance. Relocation Assistance includes advisory services and payments. Advisory services shall include current and continuing information on the availability and prices of comparable, decent, safe and sanitary dwellings, comparable commercial properties and locations for displaced businesses; supplying information concerning finance charges, Federal and State programs offering assistance to displaced persons.

Relocation assistance services are offered for the purpose of locating a suitable replacement property. Relocation assistance payments are separate and in addition to payments made by the Department for the purchase of your property and may include moving expense payments, replacement housing payments, and business reestablishment expense payments.

MOVING COSTS AND RELATED EXPENSES

- Payments
 - Moving costs and certain related moving expense payments will be made
 - Will depend on actual costs; or
 - Can be a fixed cost based on room count
- See page 13 of the brochure

Moving costs and certain related moving expense payments will be made to any individual, family, or business, in legal occupancy of the property either at the start of negotiations or at the time of purchase by the Department. The amount of the payment to displaced persons will depend on actual costs supported by receipts, or a fixed cost based on room count. More detailed information is available beginning on Page 13 of the brochure. Replacement housing payments are also available to qualifying owners and tenants. Three of the basic requirements are as follows:

- First, you must be occupying the property at the start of negotiations;
- Second, you must have been there at least 90 days; and
- Third, you must move into decent, safe, and sanitary replacement housing.

The amount of your maximum supplemental payment will be given to you in writing. Additional requirements and payment limits may be found beginning on Page 14 of the brochure.

Certain owners and tenants not in occupancy for at least 90 days or who become occupants after negotiations have started may qualify for replacement housing payments. Two of the basic requirements are that you must have been in occupancy at the time the property was acquired by the Department and you must move into decent, safe, and sanitary replacement housing.

BUSINESSES, FARMS, AND NON-PROFITS

- Payments
 - Based on actual, reasonable moving costs and related expenses or a fixed payment
 - May be eligible for certain unrelated expenses such as: Personal property losses, business reestablishment expenses
 - May be may eligible to receive a payment based on the average annual net earnings of the business
- See page 22 of brochure

Displaced businesses, farms and non-profit organizations may be paid on the basis of actual, reasonable moving costs and related expenses or a fixed payment. Some businesses, farms, non-profits may also be eligible for certain unrelated expenses such as personal property losses and business reestablishment expenses. Instead of payment for actual moving and other related expenses, some businesses, farms, non-profits may be eligible to receive a payment based on the average annual net earnings of the business. Moving cost reimbursement information for businesses, farms, non-profits may be found beginning on Page 22 of the brochure.

RIGHT TO APPEAL

- Appeals must be submitted to the Department. Final decisions on eligibility and payments will be made by the Department's Real Estate Administrator in Baton Rouge.

- See page 26 of the brochure.

An aggrieved person has the right to appeal the Department's determination of their eligibility for relocation assistance advisory services or payment and/or the amount of payment. Appeals must be submitted to the Department. Final decisions on eligibility and payments will be made by the Department's Real Estate Administrator in Baton Rouge. Additional information on appeals may be found on Page 26 of the brochure.

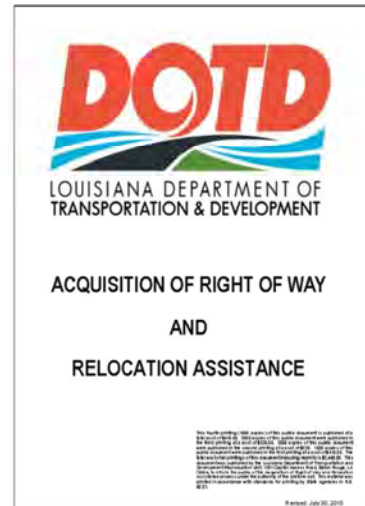
LADOTD REAL ESTATE

LADOTD Real Estate
LADOTD Headquarters Building
1201 Capitol Access Road
Baton Rouge, LA 70802
225-242-4593

Prior to the Department's negotiating for purchase of your property a District Real Estate Agent will personally contact and interview all persons who will be required to relocate. The benefits will be explained and a determination made of individual needs and intentions for relocating. If you do not have the brochure explaining the Department's Acquisition of Right of Way and Relocation Assistance Program, they are available at the Real Estate Table or can be obtained from DOTD Real Estate Office, Baton Rouge, 225-242-4593.

SPECIAL WORD OF CAUTION

- Before moving or purchasing replacement housing, contact the Department to assure your eligibility and the prompt payment of your relocation benefits. If you move without prior notification to the Department, you risk losing all possible benefits provided by the Relocation Assistance Program.



We suggest you read the brochure carefully and if you have any questions regarding your individual situation, consult with the agent when he meets with you, or contact him at the District Real Estate Office.

A SPECIAL WORD OF CAUTION - Before moving or purchasing replacement housing, contact the Department to assure your eligibility and the prompt payment of your relocation benefits. If you move without prior notification to the Department, you risk losing all possible benefits provided by the Relocation Assistance Program.

The Department's Real Estate Agent will be available to answer any questions pertaining to Right of Way Acquisition or Relocation until the end of the public hearing.

THANK YOU

CONTACT INFORMATION

Scott Hoffeld, CEP ARCADIS
Project Manager

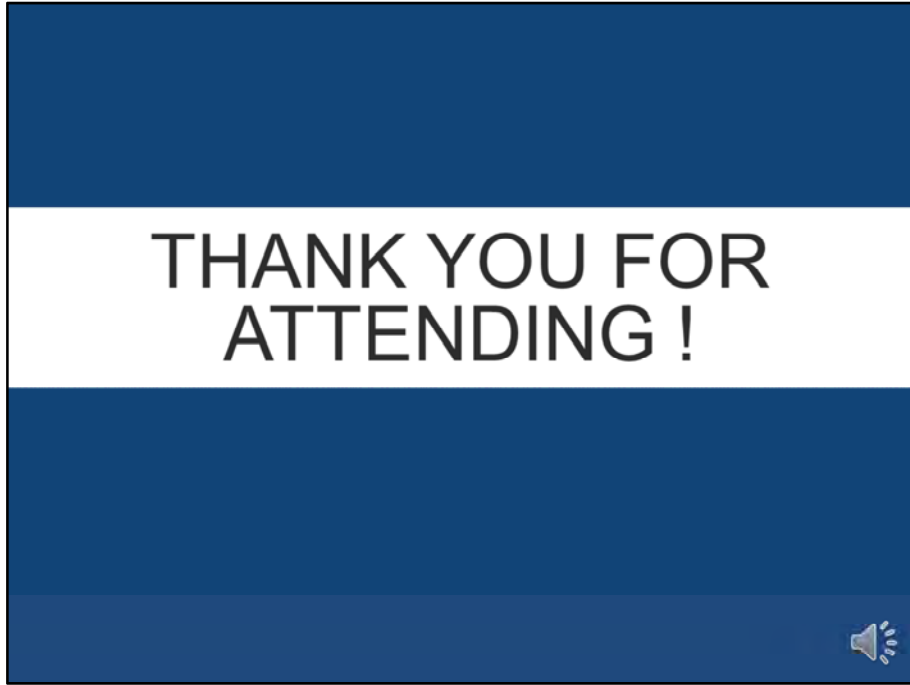
- scott.hoffeld@arcadis.com

Elizabeth Beam, AICP, ARCADIS
Associate Project Manager / Project Planner

- elizabeth.beam@arcadis.com



We appreciate that you've taken the time to attend this public hearing. Please proceed to view the exhibits and speak with our project team, ask questions, and provide your comments.



This is the end of the presentation. It will be repeated until 7:00 pm tonight.

APPENDIX F

Officials and Public Hearing Sign-In Sheets



ENVIRONMENTAL ASSESSMENT
 LA 3064 TO LA 1248 (PHASES 1 & 2)
 DIJON DRIVE EXTENSION (ESSEN LANE TO BLUEBONNET BLVD.)
 EAST BATON ROUGE PARISH
 STATE PROJECT NOS. H.012233 and H.012232

Officials Meeting

Thursday, December 1, 2016 4:00 p.m. to 4:30 p.m.
 Drury Inn & Suites, 7939 Essen Park Avenue, Baton Rouge 70809

Please Print Clearly		
NAME / ORGANIZATION	EMAIL ADDRESS / PHONE NUMBER	MAILING ADDRESS
Lynn Heisler BRPO	(225) 757-7607 lynn.heisler@dot.gov Btjohnson@brgov.com	5304 Flanders Dr. 70808
Brandon Johnson (Sgt.)	225-445-1147	9000 Airline Hwy 70809
Joey Lafante	joey.lafante@stantec.com 504-322-3050	1615 Poythres St, Suite 850 NOLA 70112
Matt Davis	matt.davis@stantec.com 225-765-7400	500 main st. Baton Rouge, LA 70801
Jake Wilson	jacob.wilson@ggp.com	
Doug Clothier	d.clothier@col.com	

ENVIRONMENTAL ASSESSMENT
 LA 3064 TO LA 1248 (PHASES 1 & 2)
 DIJON DRIVE EXTENSION (ESSEN LANE TO BLUEBONNET BLVD.)
 EAST BATON ROUGE PARISH
 STATE PROJECT NOS. H.012233 and H.012232

Public Hearing

Thursday, December 1, 2016 5:00 p.m. to 7:00 p.m.
 Drury Inn & Suites, 7939 Essen Park Avenue, Baton Rouge 70809

Please Print Clearly		
NAME / ORGANIZATION	EMAIL ADDRESS	MAILING ADDRESS
Steve Bonnot		City of BR / Parish of ERB
Gregory Badon	greg.badon@arcadis.com	3850 N Careway Blvd Ste 990 Metairie, LA 70002
Wade Rivas	wvrivas@gmail.com	3012 Harvard Ave, suite 209 Metairie, LA 70006
Mark Fowler	mfowler@ar-global.com	3950 University DR #201 Fairfax VA 22030
Paul Reynolds	preynolds@ar-global.com	3850 University Blvd. Fairfax, VA 22030
CHARLES TESSIER	cr't3and@hotmail.com	5475 Essen Lane BR LA 70809
Suzy Sannier	suzy.sannier@brhealthdistrict.com	5246 Brittany Dr. BR LA 70808
Koss Shuffell	kshuff11@att.com	6665 Complex Drive, Unit A Baton Rouge, LA 70809
Patricia Byrd	pat.byrd@me.com	8059 A Summer Ave BR

ENVIRONMENTAL ASSESSMENT
 LA 3064 TO LA 1248 (PHASES 1 & 2)
 DIJON DRIVE EXTENSION (ESSEN LANE TO BLUEBONNET BLVD.)
 EAST BATON ROUGE PARISH
 STATE PROJECT NOs. H.012233 and H.012232

Public Hearing

Thursday, December 1, 2016 5:00 p.m. to 7:00 p.m.
 Drury Inn & Suites, 7939 Essen Park Avenue, Baton Rouge 70809

Please Print Clearly		
NAME / ORGANIZATION	EMAIL ADDRESS	MAILING ADDRESS
Noel Ardoin/DOTD	noel.ardoin@la.gov	
Erica Darville / DOTD	erica.darville@la.gov	
Kiawasha White/DOTD	Kiawasha.white@la.gov	
Thomas Montz	Thomas.montz@arcodis.com	
Jesse Tisdale	jesse.tisdale@stantec.com	
Lynn Heisler / FHWA	lynn.heisler@dot.gov	
Keith Strickland / Stantec DOTD		
Christina Brignac	christina.brignac@dot.gov	
Skyler Waaso	skyler.waaso@la.gov	

ENVIRONMENTAL ASSESSMENT
 LA 3064 TO LA 1248 (PHASES 1 & 2)
 DIJON DRIVE EXTENSION (ESSEN LANE TO BLUEBONNET BLVD.)
 EAST BATON ROUGE PARISH
 STATE PROJECT NOs. H.012233 and H.012232

Public Hearing

Thursday, December 1, 2016 5:00 p.m. to 7:00 p.m.
 Drury Inn & Suites, 7939 Essen Park Avenue, Baton Rouge 70809

Please Print Clearly		
NAME / ORGANIZATION	EMAIL ADDRESS	MAILING ADDRESS
KEN PEROUT	KAPLEBP@COX.NET	19423 CARLE HART CT BR LA
Lilied LeBlanc	L.LEBLANC@COX-NET	4425 BLUEBONNET Rd BR 70809
Graham Howard	ghoward@adamspmc.com	4326 Lake Lawrence Dr. BR, LA 70816
Geordy Waters	Geordy@WaterspeHt.com	8054 SUMMIT #E 70809
Mike & Louise Bruce	louisebruce@cox.net	2107 Laurel Lakes - 70820
BOB MAHONEY	robert.mahoney@dot.gov	
Mark Stinson	mark.stinson@dot.sw	

ENVIRONMENTAL ASSESSMENT
 LA 3064 TO LA 1248 (PHASES 1 & 2)
 DIJON DRIVE EXTENSION (ESSEN LANE TO BLUEBONNET BLVD.)
 EAST BATON ROUGE PARISH
 STATE PROJECT NOs. H.012233 and H.012232

Public Hearing

Thursday, December 1, 2016 5:00 p.m. to 7:00 p.m.
 Drury Inn & Suites, 7939 Essen Park Avenue, Baton Rouge 70809

Please Print Clearly		
NAME / ORGANIZATION	EMAIL ADDRESS	MAILING ADDRESS
Peter Rotolo Chaffe McCell	RotoloChaffe.com	1100 Poydres St. Suite 2300 New Orleans, LA 70163
Agnie Gurik	agnie.gurik@crestlinehotels.com	
JEFF MOSELY ^{OUR LADY OF THE LAKE}	JEFF.MOSELY@OLALMC.COM	5000 HENRISSY BLVD
Lea Alpha	Lele2U@yahoo.com	
Angela Gil	angela.isbell3@gmail.com	8119 Summa Ave Apt C Baton Rouge LA 70809
Bill Jeanesane	bill@SR-CRB.COM	9135 Bluebonnet BR 70809
Bill Jolly	bill.jolly47@gmail.com	Po Box 80043 BR 70898
Claude M. LaMotte Jr	CR All lower case claude.lamotte.cl@gmail.com	4812 Essen Lane BR LA 70809
Timothy W. Nickel	Timothy.Nickel@la.gov	1201 Capitol Access BR

APPENDIX G

Comments Received – Provided at the Hearing, Mailed, and Email



ENVIRONMENTAL ASSESSMENT
LA 3064 (ESSEN LANE) TO LA 1248 (BLUEBONNET BOULEVARD)
DIJON DRIVE EXTENSION, PHASES 1 & 2
EAST BATON ROUGE PARISH
STATE PROJECT NOS. H.012233 and H.012232

Public Hearing

Thursday, December 1, 2016 5:00 p.m. to 7:00 p.m.
Drury Inn & Suites, 7939 Essen Park Avenue, Baton Rouge 70809

PUBLIC HEARING COMMENT FORM

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(Please Print Clearly)

Name:

ANGELA KELLER

Address / City/State / Zip Code:

14093 WETHERLY DR BR, LA 70810

Email:

angelackeller@gmail.com

Telephone:

As an Our Lady of the Lake employee I regularly get caught in traffic on Essen and the streets which feed into Essen. In my opinion having another street that allows traffic to flow from Essen to Bluebonnet would improve the situation.



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(Use space on reverse side for additional comments or attach additional pages as necessary)

ENVIRONMENTAL ASSESSMENT
LA 3064 (ESSEN LANE) TO LA 1248 (BLUEBONNET BOULEVARD)
DIJON DRIVE EXTENSION, PHASES 1 & 2
EAST BATON ROUGE PARISH
STATE PROJECT NOS. H.012233 and H.012232

Public Hearing

Thursday, December 1, 2016 5:00 p.m. to 7:00 p.m.
Drury Inn & Suites, 7939 Essen Park Avenue, Baton Rouge 70809

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(Please Print Clearly)

Name:

Coletta C Barrett

Address / City/State / Zip Code:

17943 Neritape Estates Dr BR LA 70870

Email:

coletta.barrette@gmail.com

Telephone:

225 752 7586

I am in full support
a new road off Essen to the
Bluebonnet Blvd. While helping to
support the Children's Hospital - the
road will also help alleviate traffic
on Essen Lane.

Coletta Barrett 12/7/16



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(Please Print Clearly)

Name: Edgardo J. Tenreiro, interim President and Chief Executive Officer at Baton Rouge General

Address / City/State / Zip Code: 8585 Picardy Avenue, Baton Rouge, LA 70809

Email: Edgardo.Tenreiro@brgeneral.org Telephone: 225-237-1660

My team at the Baton Rouge General, along with our master plan consulting team, have reviewed the proposed Dijon extension plan and would like to express our support for this badly needed infrastructure project. As Baton Rouge's health district grows and more patients visit Baton Rouge for their healthcare, it's vital that we can provide the necessary access to healthcare in the area. In addition, the current master plan for our hospital campus includes several hundred thousand square feet of new care facilities, including hospital support services, medical office buildings and patient care buildings. The Dijon extension, combined with the proposed Midway project, will allow patients and emergency vehicles to reach our facilities as quickly as possible.



12/7/16



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(Please Print Clearly)

Name:

JEFF MOSELY

Address / City/State / Zip Code:

38170 W. LAKEVIEW DR / PRAIRIEVILLE / LA / 70769

Email:

JD MOSELY@GMAIL.COM

Telephone:

706-765-7030

I WORK AT THE LAKE AND WE ARE VERY
EXCITED TO SEE THIS BLVD COMPLETED AS
DESIGNED. THIS ROAD WILL HELP CONGESTION
IN OUR AREA AROUND ESSEN LN AND IS
GREAT FOR OUR COMMUNITY AS WELL.



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(Please Print Clearly)

Name:

PAULA SONNIER

Address / City/State / Zip Code:

PO BOX 1 MAUREPAS LA 70449

Email:

paula.sonnier@ololrmc.com

Telephone:

225-615-2158

As an employee of OLOL I am greatly in favor of our Children's Hospital and its ultimate affect on our culture and economy. This Dijon Drive extusion will only enhance travel to the businesses in its path and ultimately create more tax revenue for our city and parish.

Thank You,
Paula Sonnier



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(Please Print Clearly)

Name:

Bill Jemson - representing the owner of Lot B-1-B

Address / City/State / Zip Code:

5175 Bluebonnet

Email:

bill@sr-cre.com

Telephone:

225-802-2932

See Attached



Comments mailed (see reverse side for address) must be postmarked no later than December 12, 2016 to become part of the meeting record.

(Use space on reverse side for additional comments or attach additional pages as necessary)

From: [Hoffeld, Scott](#)
To: [Beam, Elizabeth](#); [Tisdale, Jesse](#)
Subject: FW: Public Hearing - Dijon Drive Extension 1 & 2
Date: Wednesday, December 07, 2016 11:23:11 AM
Attachments: [image001.png](#)
[20161207100558010.pdf](#)
[image002.png](#)

FYI -

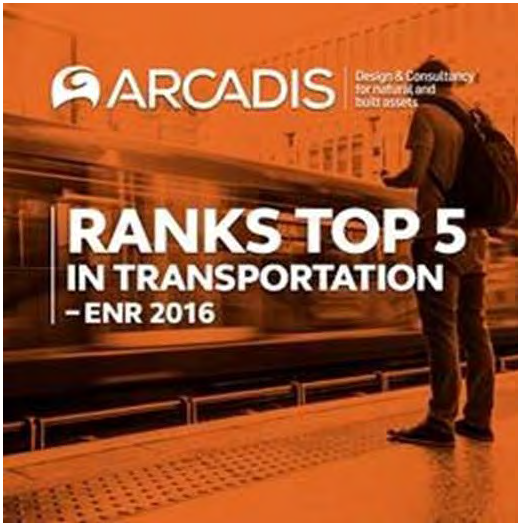
Scott Hoffeld CEP | Sr. Project Manager and Assoc. V.P. | scott.hoffeld@arcadis.com
Arcadis | Arcadis U.S., Inc.
10352 Plaza Americana Drive Baton Rouge LA | 70816 | USA
T. +1 225 292 1004 | M. + 1 225 572 7111

Certified Environmental Professional / CEP/US No. 02040408

Connect with us! www.arcadis.com | [LinkedIn](#) | [Twitter](#) | [Facebook](#)



Be green, leave it on the screen.



From: Bill Jeansonne [mailto:bill@sr-cre.com]
Sent: 7 December, 2016 10:11 AM
To: Hoffeld, Scott <Scott.Hoffeld@arcadis.com>
Cc: Larry Messina (larmess12@gmail.com) <larmess12@gmail.com>; Bodin, Gregory <gbodin@bakerdonelson.com>
Subject: Public Hearing - Dijon Drive Extension 1 & 2

My clients own Lot B-1-B and have a number of concerns with the currently proposed design and its impact upon their property located between Picardy and the KCS railroad.

1. As presented, the Project Overview (area impacted by these designs) includes the resubdivided Lot B-1-B (referred to as Tract C) which is located between Picardy and the KCS

railroad but without a design for Midway Road on Tract C. As presented, Midway only extends from Dijon to Picardy. The proposed Green Light GLP2 Community Enhancement Projects include Project: MIDWAY (Perkins – Picardy) with no coordination of roadway placement to the proposed roundabout at Picardy and Midway. This lack of coordinated planning negatively impacts the owners use of Tract C.

2. As currently designed, the impact of the roundabout at Picardy and Midway is placed entirely on Tract C. No provision has been made for the extension of Midway south beyond the roundabout. The current design would suggest that Midway would traverse Tract C in such a way as to minimize future use of that property. This lack of planning negatively impacts the owners property value.
3. The owners of Tract C must be given full access to their property; therefore the design must indicate approved access on both the north and east side of Tract C. As currently designed, access to Tract C from traffic traveling from north or east is completely blocked due the roundabout barrier (shown in orange).
4. No access from the roundabout is indicated for Midway as it would extend south toward the railroad. Access to Tract C between the roundabout and the railroad must be indicated and approved.
5. Alignment with the existing railroad crossing and existing right of way for Midway south of Anselmo would suggest placement of Midway farthest to the east of Tract C (along the existing office property). If Midway were not designed farthest to the east, Midway would likely dogleg twice between Picardy and the railroad thus further severely impacting the use of Tract C.

It is the request of the owners of Tract C that design include:

1. Expand the Project Overview to recognize and clarification impact upon Tract C.
2. Redesign and relocate the roundabout at Picardy and Midway to the east and north to allow access to Tract C from the north and east while allowing improved alignment with Midway to the south.
3. Modify the design of the roundabout to determine the southern exit toward the railroad.

Thanks,

Bill Jeansonne, CCIM

Saurage Rotenberg Commercial Real Estate, LLC

5135 Bluebonnet Blvd.

Baton Rouge, LA 70809

Ph: 225-766-0000

Fax: 225-766-2229

Cell: 225-802-2932

email: Bill@sr-cre.com

Licensed in Louisiana



NOTE NEW EMAIL ADDRESS

Bill@sr-cre.com

The information contained in this electronic message is confidential information intended only for the use of the owner of the email address listed as the recipient of this message. If you are not the intended recipient, or the employee or agent responsible for delivering this message to the intended recipient, you are hereby notified that any disclosure, dissemination, distribution, or copying of this communication is strictly prohibited. If you have received this transmission in error, please immediately notify me by telephone at (225) 448-2921 and return the original message to Saurage Rotenberg Commercial Real Estate, 5135 Bluebonnet Blvd., Baton Rouge, LA 70809 via the United States Postal Service.

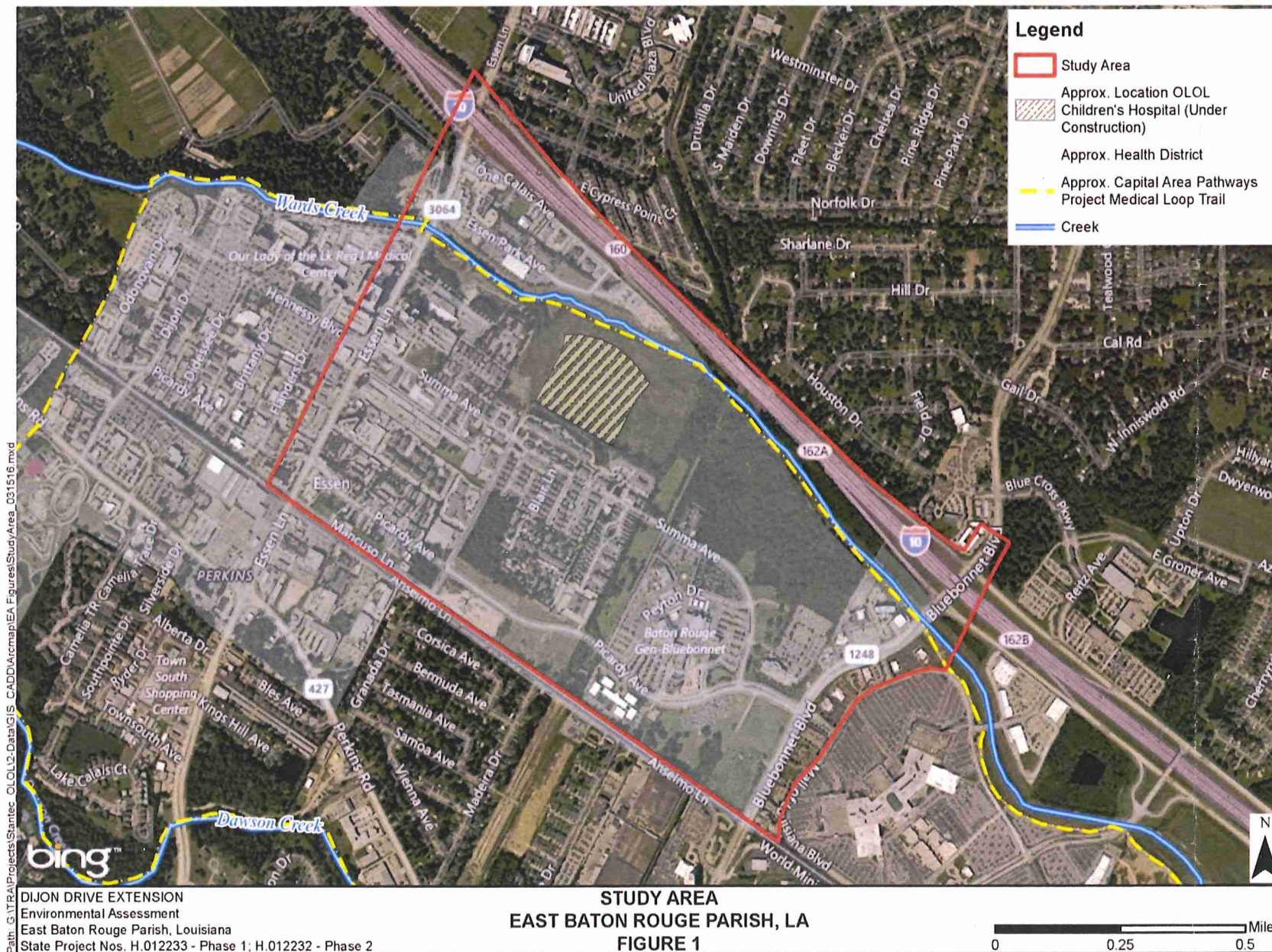
PUBLIC HEARING

Environmental Assessment

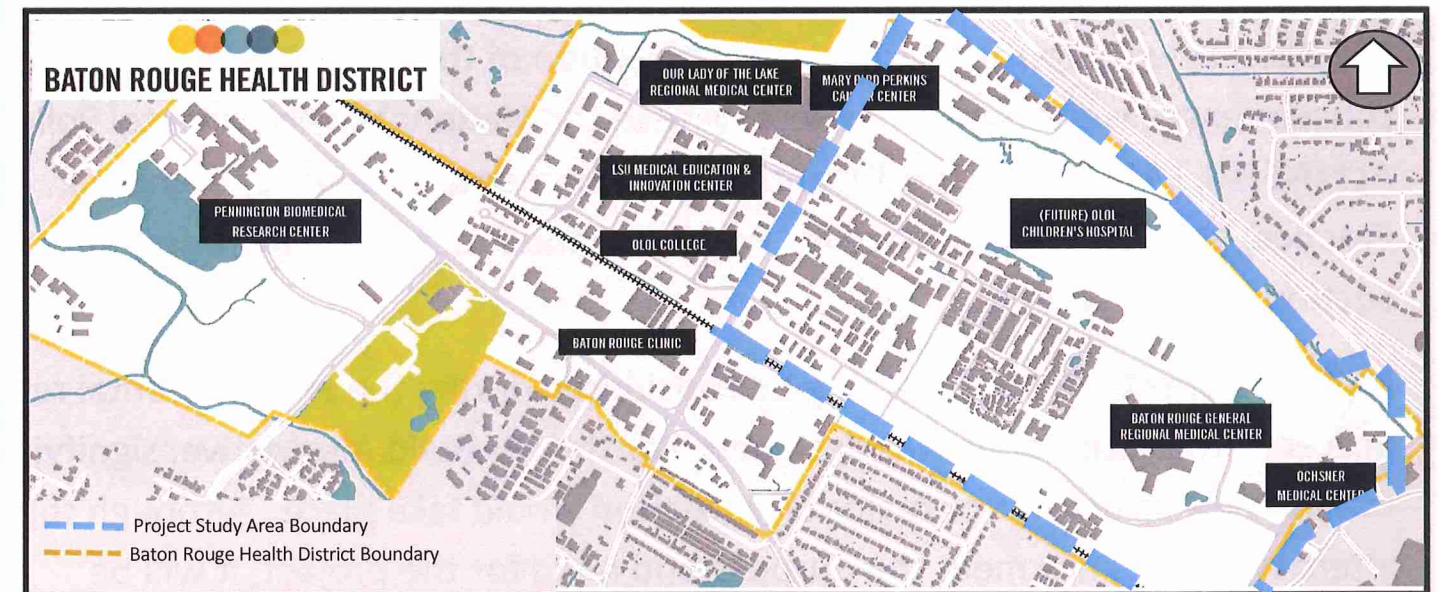
Essen Lane (LA 3064) to Bluebonnet Blvd (LA 1248)
 Phases 1 & 2
 Dijon Drive Extension
 East Baton Rouge Parish
 State Project Nos. H.012233 and H.012232
 F.A.P. Nos. H012233 and H012232

PROJECT OVERVIEW

The City of Baton Rouge/Parish of East Baton Rouge, the Louisiana Department of Transportation and Development (LADOTD), and the Federal Highway Administration (FHWA), in cooperation with the Capital Region Planning Commission (CRPC), proposes the Dijon Drive Extension, a roadway on new alignment connecting Essen Lane (Louisiana State Highway 3064 [LA 3064]) to the west and Bluebonnet Boulevard (LA 1248) to the east with additional points of north-south connectivity along Mancuso Lane and Midway Boulevard.



The roadway is proposed to be constructed in two phases: Phase 1 begins at Essen Lane and continues east approximately 0.65 mile to Midway Boulevard; Phase 2 begins at Midway Boulevard and continues east approximately 0.60 mile, terminating at Bluebonnet Boulevard. The total length of the Dijon Drive Extension is approximately 1.25 miles. Proposed improvements include connections from the new Dijon Drive Extension south to Summa Avenue along Mancuso Lane (0.25 mile) and south to Picardy Avenue along Midway Boulevard (0.5 mile). Additional improvement at Bluebonnet Boulevard and Interstate 10 (I-10) are also proposed and include additions to the eastbound exit ramp, southbound Bluebonnet Boulevard at North Mall Drive, and the I-10 East Access Road at the intersection with Bluebonnet Boulevard.



PUBLIC HEARING

Environmental Assessment

Essen Lane (LA 3064) to Bluebonnet Blvd (LA 1248)
Phases 1 & 2
Dijon Drive Extension
East Baton Rouge Parish
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F.A.P. Nos. H012233 and H012232

PURPOSE & NEED

Purpose

Provide transportation infrastructure to

- improve the transportation network
- improve connectivity of the transportation system

Need

- improve connectivity
- support planned institutional and business growth within the medical district
- relieve existing and future congestion on area roadways
- improve area-wide mobility and system reliability

ALTERNATIVES DEVELOPMENT

The study of the alternatives developed in the environmental assessment (EA) for the Dijon Drive Extension project and evaluation of the associated environmental consequences were completed according to the National Environmental Policy Act (NEPA), LADOTD's Stage 1 Planning/Environmental Manual of Standard Practice, and FHWA's Guidance for Preparing and Processing Environmental and Section 4(f) Documents.

NEPA requires that doing nothing be considered during the environmental review process. This alternative was designated as the No-Build Alternative, signifying that no new structures or major construction would take place. Although this alternative does not meet the purpose and need for the project, it will be considered in the EA as a baseline for comparison.

PREFERRED ALTERNATIVE

As a result of the comprehensive resources evaluation, transportation and traffic studies, involvement of the public, local officials, and federal and state resource agencies, sufficient information exists to identify Alternative 1 as the Preferred Alternative. This alternative includes a four lane roadway on new alignment from Essen Lane east to Bluebonnet Boulevard. Sidewalks are separated from the roadway by a buffer and the median is a variable-width raised center median. As the Dijon Drive Extension approaches Bluebonnet Boulevard, the four-lane roadway narrows and has no median.

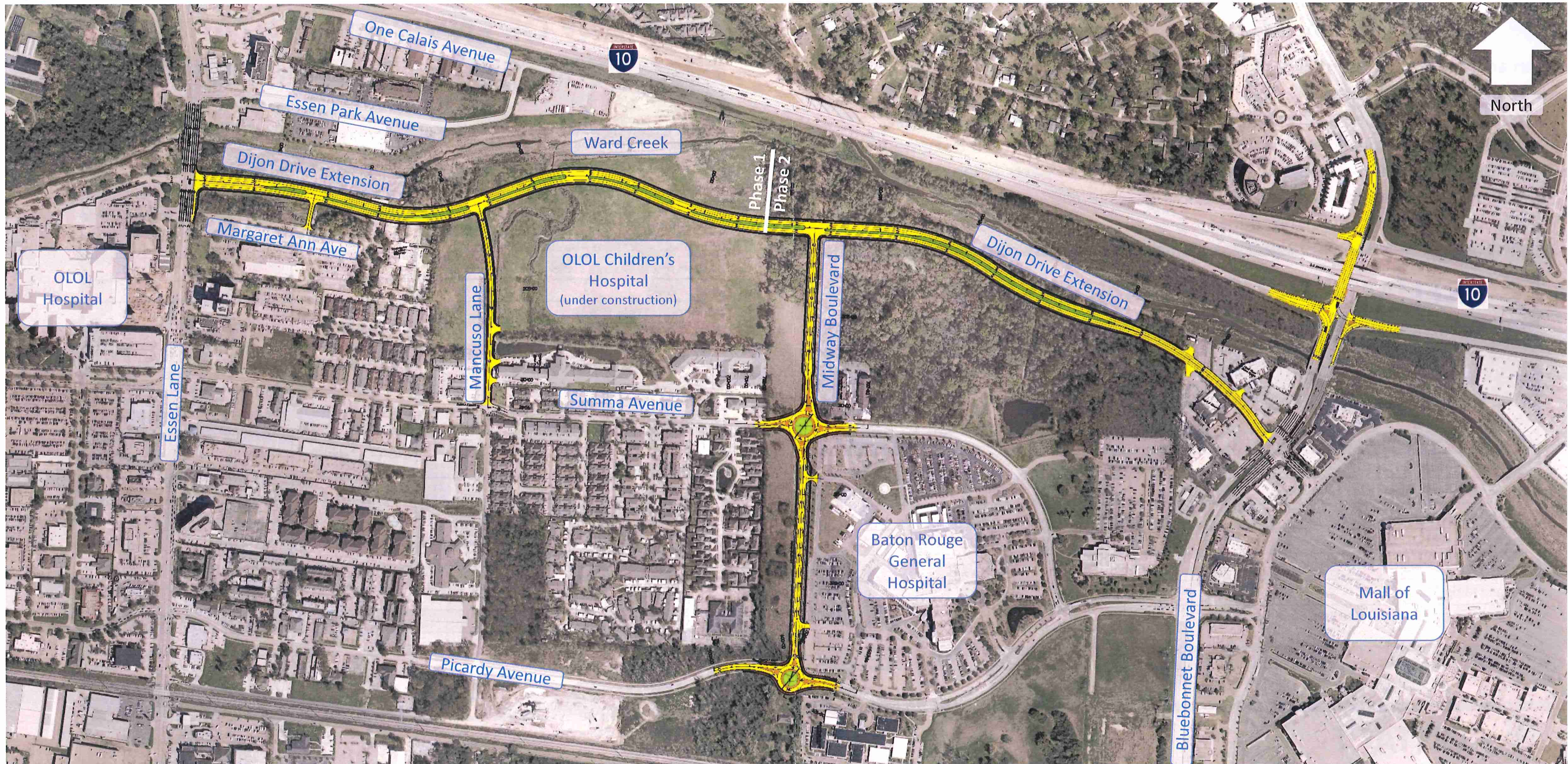
The Preferred Alternative includes connecting Mancuso Lane, a two-lane undivided roadway with sidewalks, from the Dijon Drive Extension south to Summa Avenue and driveway connection from the Dijon Drive Extension to Margaret Ann Drive. A new roadway, Midway Boulevard, connects Dijon Drive Extension south to Picardy Avenue. Midway Boulevard is a two lane undivided roadway with bike lanes and sidewalks and proposed roundabouts at its intersection with Summa and Picardy Avenues.

The identification of the Preferred Alternative addresses the stated purpose and need and satisfies, to the fullest extent possible, the objectives of NEPA. Impacts from the Preferred Alternative were avoided where possible and minimized to the greatest extent practicable.

SCHEDULE/NEXT STEPS

- Project team review of public hearing comments.
- Finalize EA
- FHWA Decision

ALTERNATIVE 1



PUBLIC HEARING

Environmental Assessment

Essen Lane (LA 3064) to Bluebonnet Blvd (LA 1248)
 Phases 1 & 2
 Dijon Drive Extension
 East Baton Rouge Parish
 State Project Nos. H.012233 and H.012232
 F.A.P. Nos. H012233 and H012232

IMPACT ANALYSIS

An analysis of the potential beneficial or adverse impacts of the project's Preferred Alternative and No-Build Alternative has been completed. The project is evaluated with respect to transportation, social, economic, cultural, physical, natural, and biological resources. The Environmental Assessment document discusses direct impacts (loss of a resource), indirect impacts (changes in function or quality of a resource), and cumulative impacts (historical, project-related, and foreseeable impacts) in further detail.

PRELIMINARY COST ANALYSIS

Evaluation Factors	Alternatives		
	Phase 1	Phase 2	No Build
	Alternative 1 (Yellow)	Alternative 1 (Yellow)	
Total Length (miles)	0.9	1.10	0
Cost (dollars)			
Roadway Construction	5,827,500	7,122,500	0
I-10/Bluebonnet Boulevard Improvements	0	1,700,000	
Right-of-Way Acquisition	0	2,500,000	0
Construction Cost to Cure	0	1,300,000 ¹	0
Donated Right-of-Way	2,550,000	1,800,000	0
Wetland Mitigation	15,000	60,000	0
Surveying, Engineering, Construction Supervision & Inspection	1,125,000	1,375,000	0
TOTAL	9,517,500	15,857,500	0

¹Cost to cure does not include the cost of engineering or ROW.

SUMMARY OF ENVIRONMENTAL IMPACTS

Evaluation Factors	Alternatives		
	Phase 1	Phase 2	No Build
	Alternative 1 (Yellow)	Alternative 1 (Yellow)	
Physical Impacts			
Residence	0	0	0
Potential Relocations - Residential	0	0	0
Business/Commercial	3	2	0
Potential Relocations - Business/Commercial	0 ¹	0	0
Underground Storage Tanks	3	0	0
Water Wells	1	0	0
Monitoring Wells (P&A)	0	0	0
Oil and Gas Wells	0	0	0
Parking Spaces	0	103	0
Noise	1	1	1
Air Quality	0	0	0
Natural Resources Impacts			
100-Year Floodplain (acres)	9	9	0
Surface Waters (acres)	0.60	0.03	0
Wetland (acres)	0.81	7.91	0
Prime Farmland (acres)	0	0	0
Archaeological	0	0	0
Historic Resources > 50 Years Old	0	0	0
Historic Resources—Potentially Eligible	0	0	0
Parks/Recreation	0	0	0
Populations			
Minority Populations	0	0	0
Low-Income Populations	0	0	0
Limited English-Speaking Proficiency (LEP)	0	0	0
Traffic Impacts			
Permanent Road Closures	0	0	0
Temporary Detour	0	1	0

¹Phase 1 ROW requirements result in impacts to three structures at the OLOL Tau Center. These buildings are no longer in use and will be demolished by OLOL as part of the OLOL Children's Hospital development and construction.

CONTACT

By Mail:
 Mr. Scott Hoffeld, Project Manager
 ARCADIS U.S., Inc.
 10352 Plaza Americana Drive
 Baton Rouge, LA 70816

By E-mail:
 scott.hoffeld@arcadis-us.com

ENVIRONMENTAL ASSESSMENT
LA 3064 (ESSEN LANE) TO LA 1248 (BLUEBONNET BOULEVARD)
DIJON DRIVE EXTENSION, PHASES 1 & 2
EAST BATON ROUGE PARISH
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(Please Print Clearly)

Name:

Scott Wester

Address / City/State / Zip Code:

7017 Woodstock Dr. Baton Rouge, LA 70809

Email:

K.Wester@gmail.com

Telephone:

225-924-5050

I am supportive of the proposed Dijon Drive Extension and Midway Blvd. It is imperative for the Health District and the Children's Hospital.



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(Please Print Clearly)

Name:

C. D. TESSIER

Address / City/State / Zip Code:

5475 ESSEN LANE

Email:

BATON ROUGE LA 70809

Telephone:

er.t3md@hotmail.com

Re Midway Picardy Roundabout - This will slow down traffic on Picardy. BR Traffic is too congested already



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(Please Print Clearly)

Name:

Bill Jolly

Address / City/State / Zip Code:

P.O. Box 80043 BR 70898

Email:

Telephone:

I was sorry to see that the proposals were limited to north of the rail road. We need an additional full time crosswalk to facilitate emergency vehicles.



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(Please Print Clearly)

Name: Paul Woodward
Address / City/State / Zip Code: 5000 Hennessy Blvd Baton Rouge LA 70808
Email: Paul.Woodward@dolnmc.com Telephone: 225-765-5332

As an employee of Our Lady of the Lake I have been privileged to see the passion and energy that has gone into the Children's Hospital up to this point. I believe in the importance of the Dijon Drive extension project as an item of particular importance to the ultimate success of the hospital. I am strongly in favor of anything that can be done to ensure that our area can continue to grow as a regional healthcare leader. The Children's Hospital is an important project and this road extension is a critical piece of its success. Thank-You.



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(Please Print Clearly)

Name:

Suzy Sonnier

Address / City/State / Zip Code:

5246 Brittany Drive Baton Rouge, LA 70808

Email:

suzy.sonnier@brhealthdistrict.com

Telephone:

(225) 757-4214

Please see the letter attached. Thank you.

Suzy



Comments mailed (see reverse side for address) must be postmarked no later than December 12, 2016 to become part of the meeting record.

(Use space on reverse side for additional comments or attach additional pages as necessary)



BATON ROUGE HEALTH DISTRICT

5246 Brittany Drive | Baton Rouge, LA 70808 | 225-757-4216 | BRHealthDistrict.com

December 7, 2016

Arcadis U.S., Inc.
10352 Plaza Americana Drive
Baton Rouge, Louisiana 70816
Attn: Dijon Drive Extension Project Manager

Re: Environmental Assessment, Dijon Drive Extension, Phases 1 & 2
LA 3054 (Essen Lane) to LA 1248 (Bluebonnet Boulevard)
State Project Nos. H.012233 and H.012232

Dear Project Manager,

On behalf of the Baton Rouge Health District, I am writing in support of proceeding with the environmental assessment, implementation and development of the Dijon Drive Extension and Midway Boulevard as recently proposed at the December 1st Public Hearing. The extension of Dijon Drive and the development of Midway Boulevard are key infrastructure priorities for the Baton Rouge Health District. Timely implementation of both Phases 1 and 2 are essential to alleviating traffic congestion in an area of our community that provides essential healthcare services to thousands of citizens. In addition, the roads will be critically needed to support access to new developments within the Health District such as the Children's Hospital.

The Baton Rouge Health District is a coalition of patient-focused, innovative healthcare organizations committed the vision of a world-class, high performing health destination at the heart of a healthy and vibrant community. The Health District promotes collaboration among healthcare providers, government officials, payors, higher education institutions and others to implement a plan that will enhance healthcare and economic development in the greater Baton Rouge community.

We sincerely appreciate the opportunity to provide feedback and comments regarding these important projects. Please do not hesitate to contact me at 225-802-1823 or by email at suzy.sonnier@brhealthdistrict.com if you have any questions or if I can be of additional assistance.

Warmest regards,

Suzy Sonnier
Executive Director

From: [Bob Abbott](#)
To: [Beam, Elizabeth](#)
Subject: Dijon Drive Extension Public Hearing
Date: Thursday, December 01, 2016 2:18:53 PM

As an assistant Parish Attorney with East Baton Rouge Parish and a Louisiana and East Baton Rouge taxpayer, I would like my comments made part of the public record for this project.

As I understand the alignments being considered for this project, in particular the Bluebonnet intersection end, at least one will have a significant economic impact on the public fisc. One of the alignments, I'm told it is the "preferred alignment", purports to build a four lane road between two existing businesses, the Hilton Garden Inn and Ralph & Kacoo's Restaurant. The physical distance between the building structures for these two businesses appears to be less than 100 feet, probably closer to 90 feet. Combined with the close proximity to the buildings, the alignment would significantly reduce parking for both businesses and may restrict access. Based on those factors alone, each business could make a case that they either be relocated or purchased for their business valuation. Of course at this time, no research has been done on the relationship between the landowner and the business owner and that relationship would also affect the valuation issues. There is the potential that the right of way acquisition cost could be in the tens of millions of dollars with this alignment.

The public ROW of Dijon in this proposed alignment would dead end at Bluebonnet as crossing Bluebonnet places you on a private portion of the ring road around the Mall of Louisiana. By contrast, the alignment that intersects Dijon with Summa, with an outlet to Bluebonnet (and also the Mall of Louisiana property) via Picardy, probably has the lowest ROW acquisition cost. It also allows additional access on public streets to Perkins Road and I-10. The public right of way of Picardy crosses Bluebonnet and then turns right and connects up with Mall of Louisiana Boulevard. A local project scheduled to begin construction shortly, Paulat Boulevard, would eventually allow alternate access to Perkins Road, while continuing along Mall of Louisiana Boulevard allows an alternate access to I-10.

In my 19 years of public right of way acquisition experience, I find that too often design firms fail to take into consideration right of way cost and acquisition problems. My experience is that consulting with acquisition specialists during the design process to avoid potential acquisition problems can significantly reduce the cost of a project.

Robert H. Abbott III
Sr. Special Asst. Parish Attorney
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PETER J. ROTOLO, III

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December 12, 2016

VIA US EXPRESS MAIL AND EMAIL

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Via Email: scott.hoffeld@arcadis-us.com
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Via Email: elizabeth.beam@arcadis.com
Ms. Elizabeth Beam
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10352 Plaza Americana Drive
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Re: H.012232 & H.012233
LA 3064 to LA 1284 (DIJON EXTENSION)
EAST BATON ROUGE PARISH
Hyatt Place Hotel
Our File No. 47414

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Ladies and Gentlemen:

As you know, we represent the interests of ARC Hospitality Portfolio I TRS, LLC, as tenant, and ARC Hospitality Portfolio I Owner, LLC, as owner/landlord, of the recently renovated, six-story, 126-room Hyatt Place Hotel at 6080 Bluebonnet Blvd. in Baton Rouge (together, "ARC"), in connection with the above-referenced state projects (the "Projects").

On November 29, 2016, we submitted ARC's comments and concerns in connection with the Projects, demonstrating that the proposed Dijon extension would destroy or seriously damage our clients' hotel business at this site and result in significant damages outlined in that correspondence. We submit these additional comments regarding the Projects, and especially with respect to the continued changes to the proposed road's path that became apparent at the public meeting on December 1, 2016. We also submit additional questions which were either not answered or inadequately addressed at the public meeting.

The Proposed Road Configuration Changes

Based on the diagrams and schematics presented at the public meeting, and the discussions in which we engaged at the meeting, it appears the proposed solution to ARC's concerns and comments is to narrow the width of the road to possibly as little as 46 feet. We believe that it is abundantly clear that such changes would not alleviate the concerns and harms that we previously identified. These include:

1. The Hyatt Place Hotel and the Ralph and Kacoo's Restaurant on Bluebonnet are physically separated by a distance of 97 feet or less depending on the location for measurement. Placing a heavily-trafficked road, with traffic backups likely to block the hotel entrance/exit, so close to the hotel and the restaurant would create serious life-safety issues. The road curvature and higher speeds pose additional concerns.
2. The stated purpose of the Projects is to alleviate traffic problems, but the building of the proposed road would obviously divert a large amount of traffic onto the Dijon extension past the hotel, increasing traffic noise levels dramatically above acceptable levels for hotel guest satisfaction.
3. The proposed route would (a) substantially lower hotel guest satisfaction, through increased traffic noise, difficulty with ingress/egress, mostly certainly confusion related to parking and the challenges related to construction of this roadway in such close proximity to the hotel, and (b) take away 33 or more of the hotel's parking spaces. Each of these impacts would be highly likely to trigger termination of the hotel's 20-year franchise agreement with Hyatt and result in multi-million dollar losses to our clients.
4. Each of the foregoing impacts would also likely prevent the property from being operated as a hotel at all, much less as a premium-branded select service hotel such as a Hyatt Place or other prestigious, well-known hotel "flag." At best, the property might be operated under a low-budget flag. Such a change in the nature of operations

would result in at least a 79% decline in the value of the property according to our experts.

5. Termination of the franchise agreement would also result in huge contractual penalties being assessed against our clients under the franchise agreement.
6. Termination of the franchise agreement would require our clients to spend huge sums to “de-identify” the hotel as a Hyatt Place hotel.
7. During construction of the proposed road, access to the hotel would be cut off or severely limited, resulting in a major loss of revenues during construction.
8. Construction activities would create noise and dust and further impair the operation of the hotel.
9. The hotel would lose its charm and become isolated with an “island effect” of having roadway and parking surrounding all sides of the building

The current proposed narrower design is still completely unacceptable, and will not alleviate the foregoing concerns to any appreciable degree. The minimal added space between the proposed road and the hotel is still insufficient and continues to create a safety hazard. It still also does not create an adequate distance to alleviate noise, does not solve the ingress/egress problems and still land locks the hotel. The new plan continues to take at least 33 prime parking spaces for the hotel.

The new proposal seems to assume that the hotel’s concerns could be alleviated by building a circular road to the back of the hotel with sufficient room obtained from narrowing the proposed road to allow traffic to pass on the left side of the hotel property to create a circular traffic pattern around the hotel. However, such a proposal would cause loss of primary parking spaces and shift the entry of parking to the rear of the hotel. We are also unaware of any legal or other authority that would force the hotel to design and construct such a circular drive over public or other third-party property it would have to obtain or to develop additional parking spaces on land purchased from third parties in the rear of the property to mitigate its harm.

It is apparent that your representatives at the meeting misunderstand or lack knowledge of the hotel industry. As we indicated previously, a hotel’s business is dependent on customer satisfaction and repeat business. While the effects caused by the proposed road that we have outlined may have a lesser effect on some other types of business, the effects on the hotel would be devastating. Unless all the issues we have outlined in our prior correspondence are resolved or addressed, the proposed road would still cause the hotel to sustain the damages we outlined in our November 29, 2016 correspondence.

Proposed Road Issues

Squeezing the road between the narrow space between Hyatt Place and Ralph & Kacoo’s Restaurant also does not fulfill the stated purpose and need for the road.

Having the road start wide (at the Essen end, with more than four lanes of travel, including turn lanes) and then become narrower between the two businesses (at the Bluebonnet end) would not only fail to alleviate congestion, but would instead be likely to increase traffic queuing between the businesses due to the resulting “bottleneck.” While officials at the public meeting stated that they did not want a road going from large and wide to small and narrow, just as you would not want a water hose to be designed that way, that is exactly what is being proposed here.

Further, the current design does not address the need to alleviate future congestion (most certainly the need to add turn lanes at the Bluebonnet intersection) or to support planned growth within the medical district. The current design at the Bluebonnet end, has no capacity to increase traffic capacity over time and does not take into account the future development of the medical district or the increase in traffic. The proposed road, even if it were built, would be bounded by the hotel and the restaurant, making future expansion dependent on a subsequent taking of one or both of the businesses.

The Planning Process

At the public meeting it was admitted there has been no detailed analysis of the various routes for the proposed Dijon extension. All of the other options were ruled out simply because it was believed that this was the only route that easily lined up with a traffic light on Bluebonnet and the Mall of Louisiana entrance. However, this conclusion was reached without any analysis or study of various options for reconfiguring Bluebonnet and a connecting street that would allow the path of the proposed road not to be squeezed through the narrow space between the Hyatt Place and the Ralph & Kacoo’s Restaurant. This is a manifest error in the approach to this issue.

Drainage

ARC has not been provided any information, nor has any analysis been conducted with respect to, the drainage implications of the current plan. As detailed in our prior comments, drainage is a concern because of the significant change in grade between the hotel and the restaurant. Despite this obvious challenge, we were told drainage was a future design issue, rather than a current environmental assessment issue. Therefore, there is no current information to determine how the drainage will be handled, how the Hyatt Place would be affected, or whether any further taking would be necessary to address drainage. The project should not proceed further until a hydrologist has conducted a drainage/flooding analysis.

Traffic Study

There were a number of questions posed at the public meeting regarding the traffic study. Most of those questions went unanswered at the meeting. We therefore submit these comments/questions for your official response:

- What are 2017 to 2037 traffic count estimates for the intersections of Dijon with Midway, Mancusa and Dijon, Summa and Midway, Summa and Mancusa, Picardy and Summa, Picardy and Midway, Picardy and Mancusa?
- What is the parking capacity of Our Lady of the Lake today, Baton Rouge General today, the to-be-built parking capacity at the new Children's hospital in its first phase for the 80 beds and the subsequent phase for 130 beds, and the Ochsner Hospital today at Picardy?
- What is the parking capacity of the Mall of Louisiana today within its ring road?
- What parking capacity and growth in vehicle traffic volume did you assume for the 2017 to 2037 time period for Our Lady of the Lake Hospital, Baton Rouge General Hospital, Ochsner Hospital, the new Children's hospital, and the Mall of Louisiana?
- Is there an estimate of the traffic flows to and from the likely future Interstate service road connection to Midway as shown in the Baton Rouge Medical District master plan, and if so, what is that estimate?
- What is the traffic flow today and through the 2037 forecast period on the service road from I-10 to Bluebonnet on the Mall of Louisiana side of the I-10?
- What is the traffic flow from the Essen service road at I-10 onto Essen lane in the direction of the Our Lady of the Lake today, and the expected increase in traffic volume in the 2017 to 2037 time period?
- How many ambulance arrival and departures to each of the emergency rooms (Our Lady of the Lake, Baton Rouge General, and the new Our Lady of the Lake Children's hospital) by day of the week and time period were included in the traffic counts or forecast for Essen, Bluebonnet, Picardy and Dijon for the 2017 to 2037 build and no-build estimates?
- What is the count of the number of ambulance trips (arrivals and departures) that now occur daily for Our Lady of the Lake including the existing Children's hospital and Baton Rouge General Hospital?
- What are the forecast number of ambulance trips to the three hospital emergency rooms expected to be daily from 2017 to 2037? Is there an hour of the day (AM, noon, PM and evening) categorization of these expected ambulance travels to and from the emergency rooms?

We would appreciate responses to these questions and a further opportunity to comment once we receive the responses since these questions could not be answered at the public meeting.

Options

It has become clear that the choice was made to squeeze the proposed road between the Hyatt Place and Ralph & Kacoo's Restaurant in order to avoid taking either of the two properties or as a "Wisdom of Solomon" approach to "split the baby". However, this proposed resolution would inflict harm on both businesses and devastate the Hyatt Place business resulting in millions of dollars in damages.

There are a number of potential other options that we submit should be analyzed and given serious consideration.

1. Not build the road due to its damage to the Hyatt Place.
2. Investigate another route which would take the proposed road down current green space behind the businesses onto Bluebonnet and exit on to Bluebonnet at another designated location or at Picardy, and reconfigure the Picardy/Bluebonnet intersection. At the public meeting, some DOTD officials suggested that proposed route was a viable alternative. It is more advantageous, because the Picardy/Bluebonnet intersection already has six lanes (current proposed route at Bluebonnet would have a maximum of four lanes, with no turn lanes) and open land that would not require the taking of any business. There could also be the potential to add a fly-over into the mall.
3. Take the entire Hyatt Place property and pay just compensation.
4. Take the Ralph and Kacoo's Restaurant (or part of it) and push the road further over to alleviate or lessen the effects on the Hyatt Place. (The taking of either the Hyatt Place or Ralph and Kacoo's will allow the road to be built to handle the anticipated present and future volume).

Our clients do not wish to stand in the way of efforts to reduce traffic congestion or help patients gain access to health care in the medical district, but they submit that the Dijon extension must not be constructed as currently proposed. Should you have any questions about this letter, please contact me.

Yours sincerely,



Peter J. Rotolo, III

PJR/sbr

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November 29, 2016

VIA US EXPRESS MAIL AND EMAIL

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Re: H.012232 & H.012233
LA 3064 to LA 1284 (DIJON EXTENSION)
EAST BATON ROUGE PARISH
Hyatt Place Hotel
Our File No. 47414

Ladies and Gentlemen:

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ARC Hospitality Portfolio I TRS, LLC, as tenant, and ARC Hospitality Portfolio I Owner, LLC, as owner/landlord of the six-story, 126-room Hyatt Place Hotel at 6080 Bluebonnet Blvd. in Baton Rouge (together, "ARC"), have engaged our firm to represent their interests in connection with the above-referenced state projects (the "Projects"). These proposed Projects contemplate construction of a new four-lane road connecting Bluebonnet Blvd. to Essen Lane on the west side of Interstate 10 within the East Baton Rouge Parish city limits. The currently-proposed route for this road runs within 10 feet of the Hyatt Place Hotel and the Ralph and Kacoo's restaurant.

This proposed road would destroy or seriously damage our clients' hotel business at this site. It would create a dangerous intersection getting to and from the hotel for guest and vendors.

We have consulted with leading experts in hotel operations, hotel valuation, traffic and noise issues. Our clients and these experts have concluded that:

1. The Hyatt Place Hotel and the Ralph and Kacoo's restaurant on Bluebonnet are physically separated by a distance of only 97 feet. Placing a heavily-trafficked road so close to the hotel (within 10 feet) and the restaurant would create serious life safety issues. The road curvature and higher speeds pose additional concerns.
2. The stated purpose of the Projects is to alleviate traffic problems, but the building of the proposed road would obviously divert a large amount of traffic onto the Dijon extension past the hotel, increasing traffic noise levels dramatically above acceptable levels for hotel guest satisfaction.
3. The proposed route would (a) substantially lower guest satisfaction, and (b) take away 33 or more of the hotel's parking spaces. Each of these impacts would be highly likely to trigger termination of the hotel's 20-year franchise agreement with Hyatt and result in multi-million dollar losses to our clients.
4. Each of the foregoing impacts would also likely prevent the property from being operated as a hotel at all, much less as a premium-branded select service hotel such as a Hyatt Place or other prestigious, well-known hotel "flag." At best, the property might be operated under a low-budget flag. Such a change in the nature of operations would result in at least a 79% decline in the value of the property according to our experts.
5. Termination of the franchise agreement would also result in huge contractual penalties being assessed against our clients under the franchise agreement.
6. Termination of the franchise agreement would require our clients to spend huge sums to "de-identify" the hotel as a Hyatt Place hotel.

7. Also, the proposed road would eliminate vehicular access between the front and rear parking areas of the hotel.
8. During construction of the proposed road, access to the hotel would be cut off or severely limited, resulting in a loss of revenues during construction.
9. Construction activities would create noise and dust and further impair the operation of the hotel.
10. The hotel would lose its charm and become isolated with an island effect of having roadway and parking surrounding all sides of the building

We are providing to your the attached summary letter report prepared by Wade R. Ragas, PhD, MAI, SRA, which details and describes the categories of forecasted losses.

Our clients purchased this hotel property in early 2015 at a cost of \$13,000,000. In order to upgrade the property to operate as a Hyatt Place hotel, our clients have spent an additional \$2,200,000 improving the property. Our experts believe that the replacement cost new of the hotel is greater than \$18,000,000 at present.

In contrast, if the proposed road were constructed as planned, the hotel's revenue streams would dry up and force closure of the hotel, adversely impacting the local economy's tax and employment base. Our experts have concluded that our client's property would lose at least seventy-nine percent (79.00%) of its value when compared to the actual acquisition cost and the cost of improvements. Obviously, the loss in value will be substantially greater when compared to the hotel's full current value and/or its replacement cost, rather than the cost of acquisition plus renovations.

ARC Hospitality Portfolio I TRS, LLC is a party to a 20-year franchise agreement with Hyatt Place Franchising, Inc. dated February 27, 2015. Pursuant to this franchise agreement, the franchisor has the right to terminate the agreement if, among other things, the franchisee fails to comply with the franchisor's system standards. These system standards call for a parking ratio of one parking space per guest room, plus five (5) additional parking spaces for employees. The Dijon Road extension, if built as proposed, would deprive our client of the required number of parking spaces for this 126-room hotel and, therefore, trigger a default and termination of the franchise agreement. The system standards likewise permit the brand to terminate the agreement if guest satisfaction scores are not maintained above a specific standard, which would be virtually impossible to meet if the construction proceeds as currently planned.

The franchise agreement calls for the franchisee to pay liquidated damages to the franchisor in the event of such termination. Liquidated damages payable would be calculated as the greater of (a) \$4,000 times the number of rooms at the hotel (\$4,000 x 126 rooms = \$504,000), or (b) the product of either 36 months or the number of months remaining in the term of the franchise agreement, whichever is shorter, multiplied by the average monthly royalty fees and contributions to the Hyatt marketing, central reservations and technology fund that the

franchisee owed the franchisor during the 12-month period prior to the termination. Thus, the liquidated damages alone could far exceed \$504,000.

In addition to liquidated damages, our client would become subject to numerous other costs, expenses and penalties, such as those associated with “de-identifying” the hotel as a Hyatt Place hotel and other post-termination obligations. The franchisee’s post-termination obligations include, without limitation, (a) removing all structures and items identifying the hotel as a Hyatt Place hotel, including all elements of the trade dress (for example, the edge design on the Hotel’s roof line) and other distinctive features, devices, and/or other associated items, such as (for example) furniture, fixtures and equipment that is uniquely identified with a Hyatt Place Hotel and/or other Hyatt-affiliated hotels, interior signage, lobby signage, door identifier signage, directional signage, phone face plates, memo pads, pens, cups, glasses, signage on the back of guest room doors, and all other signage bearing one or more of the proprietary Hyatt trademarks, trade names and service marks (“Proprietary Marks”); (b) immediately scheduling the permanent removal of all exterior signage bearing any of the Proprietary Marks, immediately covering all exterior signage in a professional manner, and permanently removing all exterior signage within thirty (30) days after the franchise agreement terminates; (c) changing the hotel’s telephone listing and immediately stopping answering the telephone in any way that would lead a current or prospective customer, vendor, or other person to believe that the Hotel still is associated with the Hyatt Place Hotel network or Hyatt; (d) stopping all uses of the Proprietary Marks on any franchisee website and requiring all third party websites to remove any references that directly or indirectly associate the Hotel with the Proprietary Marks; and (e) canceling all fictitious, assumed, or other business name registrations relating to the franchisee’s use of the Proprietary Marks. In addition, the franchisee would have to make, at its expense, such specific additional changes that Hyatt reasonably requests to de-identify the Hotel. If the franchisee could not timely complete all of these numerous post-termination obligations within 15 days of the franchise termination, it could become subject to penalties of \$5,000 per day under the franchise agreement.

Of course, these liquidated damages and de-identification costs and expenses would be in addition to other losses our client would suffer as a result of the proposed taking of its property, as outlined in Dr. Ragas’ summary letter report.

Our experts have reviewed the noise and traffic studies performed by the DOTD’s consultants. Jack Randorff, a nationally-recognized noise expert we have consulted, has informed us that he believes that noise levels would exceed the applicable standards if this road were built as proposed.

Based on information that the Louisiana Department of Transportation and Development has provided to us, we also believe that serious unanswered questions remain regarding the width and alignment of the right-of way, the width, line and grade of the proposed road, potential violations of the DOTD’s Engineering and Directives and Standards Manual, and the need for retaining walls on one or both sides of the roadway, among other things.

The plans for this proposed roadway have obviously changed since the diagram depicted at the public meeting held last December (indicating a 90-foot wide roadway). The current plans as depicted in publicly-available documents are completely unworkable. Among other things, they do not even afford access to the hotel for motorists traveling south on Dijon Road or egress from the hotel onto Dijon Road to head south to Bluebonnet.

The traffic study does not explain the assumptions underlying its projections of traffic counts on Dijon for the year 2037. The traffic study does not appear to take into account traffic that will be generated by the new \$235,000,000 Our Lady of the Lake Children's Hospital currently under construction, nor does it appear to take into account traffic to be generated by the proposed Midway Road link to the I-10 Service Road that is part of the Baton Rouge Health District's master plan. Both of these projects would surely increase traffic, including emergency vehicles and large trucks, on the proposed Dijon Road extension.

My client remains convinced that the Dijon Extension, if constructed as proposed adjacent to the Hyatt Place Hotel, will cause it to suffer damages in the amount of many millions of dollars. The \$2.5 million that has been budgeted for land acquisition for the Projects is thus woefully inadequate to compensate my clients (let alone any other harmed persons).

For these reasons, we continue to urge the responsible parties to select the no build option or re-route the proposed road to eliminate the taking of any of our clients' valuable property. Alternatively, we urge the DOTD to consider taking other, far less valuable property, such as the Ralph & Kacoo's property, and routing the road farther away from our clients' hotel, if the DOTD determines to proceed with the proposed road at all.

Should you have any questions about this letter, please contact me.

Yours sincerely,



Robert S. Rooth

RSR/sbr

Attachment

cc: Anita L. Jones (via email aljones@brgov.com)
Pierre Donahue (via email pierre.donahue@crestlinehotels.com)
Mark Fowler (via email MFowler@ar-global.com)
Howard Chan (via email HChan@ar-global.com)

**SUMMARY COMMENT LETTER REPORT
FOR
PROPOSED DIJON DRIVE EXTERIOR POTENTIAL IMPACTS
ON HYATT PLACE HOTEL IN BATON ROUGE**

**MARKET AND CONSULTING STUDY
NOT AN OPINION OF MARKET VALUE**

For

**Mr. Robert Rooth
Chaffe McCall LLP**

November 29, 2016

By

***Wade R. Ragas PhD MAI SRA
Real Property Associates, Inc.***

November 29, 2016

Mr. Robert Rooth
Chaffe McCall LLP
24th Floor Energy Centre, 1100 Poydras St.
New Orleans, Louisiana 70130

**Re: Potential Taking of a Part of the Hyatt Place Hotel and Site
6080 Bluebonnet Blvd, Baton Rouge, Louisiana By State of Louisiana**

Dear Mr. Rooth,

Attached is a preliminary consulting report addressing the changes in market appeal today of the Hyatt Place Hotel in Baton Rouge and various potential negative externality or external obsolescence items due to a proposed taking of a portion of the site and construction of a high traffic volume bypass road in close proximity to the existing hotel rooms. This is not an appraisal. I have been asked to write this preliminary summary of comments I have received from sound/noise expert (Dr. Jack Randorff), hotel market and financial feasibility expert (Mr. Charles Pinkowski) and my own views as an expert on commercial property valuation and the effects of negative externalities or obsolescence on property valuations.

The Baton Rouge Hyatt Place is a 126-room modern hotel focused on select serve, business oriented customers. It has 121 automobile parking spaces. Although the hotel has fewer parking spaces than would be required under current the East Baton Rouge Parish unified zoning and development code, the hotel has “grandfathered” treatment allowing it to operate without about 9 more spaces. The Hyatt Hotel reservation service, operating standards, franchise agreements and national advertising program all are part of the competitive components of this national hotel chain. The proposed Dijon Drive extension is proposed to be squeezed between the Hyatt’s existing six-story 126-room tower of about 90,000 square feet (excluding the porte-cochere) and the approximately 28,000 square feet of footprint of the Ralph and Kacoo’s Cajun restaurant. The maximum wall-to-wall distance between the hotel and restaurant is about 87 linear feet (based on preliminary site measurements) excluding electrical vault placement (which needs 11 feet). The state’s proposed roadway is 66 feet wide and is proposed to be about 10 feet from the ROW to the hotel facility.

Both the Hyatt and the Ralph & Kacoo’s share a direct roadway access onto Bluebonnet Blvd. and across Bluebonnet into the Mall of Louisiana, which is the largest and most successful regional mall in Baton Rouge. The Hyatt’s primary entry is over 250 linear feet from the Bluebonnet right of way border with the subject property. It is a quiet site with low levels of exterior noise at all hours of the day and night. The proposed alternative right of ways for Dijon Dr. are presented after page 4. The Hyatt is located along Route I. Routes H and G are the Interstate 10 right of way. In 2014 Interstate 10 generated between North and South bound traffic about 180,000 vehicles during weekdays transiting in both directions at the Bluebonnet intersection. The Hyatt also adjoins the over million foot Mall of Louisiana and other numerous freestanding retail

Chaffe McCall LLP
Mr. Robert Rooth
November 29, 2016
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and restaurants. Adjoining the Bluebonnet Hyatt site is Baton Rouge General Hospital-- One of two major hospitals in the region. Also the new Our Lady of the Lake Children's Hospital, which expects to serve 100,000 patients a year, will have direct access to Dijon Dr extension from Midway Blvd, Mancuso Lane and Summa Ave and the facility parking. Parking for Baton Rouge General Hospital is partly on the south side of the hospital near all of the proposed Dijon Dr. right of ways and Summa Ave. and Midway Blvd. This will be a very congested confluence of intersections and roadways between Bluebonnet, I-10 and Essen Lane all of which tie directly into Dijon. I have not seen a traffic study which fully takes into account the confluence of roads to Dijon over the next decade with high levels of medical clients and staff vehicle use as well as traffic diverting from I-10 and Essen to Bluebonnet and the reverse. Following this introductory letter is a map of the proposed right of ways. Also following this letter are land plans for the Dijon extension, new Midway Blvd. from Perkins to Dijon, a new I-10 Service Road access at Dijon, a new Midway Blvd. extension from Picardy to Dijon at Children's Hospital, a new Mancuso Lane from Summa Ave. at Children's to Dijon and new Bluebonnet Interchange construction at I-10 to Dijon.

The new Children's Hospital owned by Our Lady of the Lake is under construction between Bluebonnet and Essen Lane which adjoins the new Dijon Drive along the I-10 drainage right-of-way, which would open in 2018. Summa (Connects to Baton Rouge General Parking to Dijon via Midway Blvd.), Mancuso Lane, Midway Blvd. with I-10 access on the service road and Children's Hospital all connect to Dijon and will greatly increase traffic on Dijon.

As currently configured and built, the Dijon roadway at Bluebonnet high current traffic counts and signalization at the entry to the site all work to the benefit of a business class select serve hotel. The existing road onto the site is a quiet dead end used only for the hotel and the restaurant. The proposed Dijon right of way based on visuals presented at a 2016 public hearing is at least 66 feet with no median. The drawings show also a 90 foot wide roadway in a four-lane configuration with 4 foot median and sidewalks and drainage. Picardy Ave which is similar in configuration linking Essen to Bluebonnet has about a 110 foot as built width with a six lane configuration plus sidewalks and median strip. Picardy does not have direct access to the new Children's hospital nor to the new Midway Blvd and I-10 connection and new Mancuso Lane Extension. (See the land plan drawings after the Table of Contents pages 7, 8, and 9.)

The minimum width for a four lane road with sidewalks and only a four foot raised concrete median (not 24 feet) and little road buffer is about 66 feet in width. A right of way of only 66 feet for a future high traffic volume alternative route from Essen Lane and Bluebonnet and I-10 to the entry of the Mall of Louisiana at Bluebonnet had not been presented in the LDOTD proposed preliminary roadway drawing for the street cross

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sections which were at 90 to 140 feet wide at the last public hearing. The width of the useable distance from the Hyatt western edge and Ralph and Kacoo's is about 87 feet. This is 87 feet of existing parking and internal roadway which excludes an electrical vault for the Hyatt Place which protrudes about 11 feet from the west side of the Hyatt.

At a distance of about 59 feet wide from the western edge of the Hyatt is a sharp change in grade onto the parking drive lane for the Ralph and Kacoo's. This is a decline in grade of four or more feet downward toward the restaurant. The remaining distance of about 38 feet includes a single narrow row of parallel parked cars for the restaurant and its driveway lane of about 19 feet to the rear parking. The sharp grade change would cause drainage problems for the use of this narrow strip between buildings adjoining Dijon Drive on top of other issues identified herein. Pictures of the exterior site area are in Addendum B.

The diversion road (Dijon Dr.) with substantial auto and truck traffic in close proximity to the Hyatt would also take a large part of the Hyatt's parking lots. The large loss of about 33 parking spaces poses many elements of a negative externality or external obsolescence damages to the existing hotel. Further the internal circulation of the hotel parking lot is disrupted requiring a new, circuitous route around the perimeter of the hotel which would consume about 17 more parking spaces. I have individually briefly addressed the issues that at this time may cause the long term creation of property valuation reductions, possible hotel relocation requirements and potential diminishment of future business net operating income. I understand that Dr. Jack K. Randorff (PhD PE FASA) has agreed to evaluate the proposed roadway impacts. He is a nationally recognized expert on measuring sound levels and changes in sound level which can negatively impact the quiet enjoyment and use of the property. Based on preliminary data he expects the dBA at the edge of the road at the hotel face to be in excess of 71 dBA when more accurate roadway expected traffic counts exist. The expected traffic flows on Dijon should over time become similar to or higher than the traffic flows on Picardy Ave since they connect similar or more extensive roadway configurations to the Dijon and Bluebonnet intersection.

The 71 dBA sound level or higher over 24 hours is consistent with the noise study published for this project using much lower rates of traffic flows than Picardy Ave. instead of potentially traffic flows much higher than Picardy Ave. when Dijon exists from Essen to Bluebonnet.

I also understand that Mr. Charles Pinkowski of the Pinkowski Co., who is an expert in hotel market and financial feasibility, has also agreed to participate in an analysis of the Hyatt Place in connection with this proposed permanent taking and temporary road construction, and the long term change in the Hyatt place market appeal that may occur. Mr. Pinkowski is a nationally known expert on hotel operations as well as financial and market feasibility issues. My credentials as a real estate expert on valuation issues, negative externalities and market analysis are attached.

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The hotel owner's franchise agreement with Hyatt dated February 2015 required that a \$2 million renovation and enhancements or property improvement program (PIP) be completed within two years (December 2016). This work is now well underway and should be nearing completion. My observations are preliminary and subject to change as more factual information becomes available. It was delayed by the huge rainstorm event in August of this year.

There are few alternative routes for the proposed Dijon Dr. extension instead of the one route selected by the DOTD's consultants. The Ralph & Kacoo's restaurant ownership may find the road construction and alignment less detrimental to their operations due to increased traffic flows and less susceptibility to noise issues than the Hyatt Place as a select service hotel. Also, the restaurant is very large and may be able to redesign its east side to accommodate a smaller building footprint through partial demolition of one wing. The Hyatt Place is an over 90,000 foot six story building that can not be reasonably partially removed. The six-story, concrete and steel hotel structure is all subject to negative externality impacts. I am not addressing herein the future negative externalities or external obsolescence impacts on the Ralph & Kacoo's restaurant.

No estimates of market valuation before and after the taking as well as other damages are included, although the possible costs to replace and relocate the Hyatt are briefly described. The Hyatt Place \$13 million acquisition cost in February 2015 is also discussed and their current renovation plan of \$2 million in PIP is briefly discussed. Addendum C is a review of environmental conditions identified by East Baton Rouge Parish. About 15 issues are identified which are beyond the scope of my expertise and require the analyses of a traffic engineer.

I am also greatly concerned that ROW appraisals may already have been ordered as of September 29, 2016 along with a schedule for final bid documents for construction due as of July 21, 2017. The 15 issues are raised by the E. Baton Rouge Parish Environmental Review (see Addendum D) which are noted by question marks next to each item. These issues are relevant to the Dijon Extension impact on the Hyatt Place hotel.

Various aspects of the taking of numerous parking spaces, increased noise levels, loss of site area, changes in roadway access and egress and other detriments to the Baton Rouge Hyatt Place are discussed as preliminary comments herein.

Sincerely,

Wade R. Ragas PhD MAI SRA

November 29, 2016

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Dec. 10: Major plans revealed for new Baton Rouge Health District involving hospitals, high... http://www.theadvocate.com/baton_rouge/news/business/article_737000fe-6c5d-5163-b009-...



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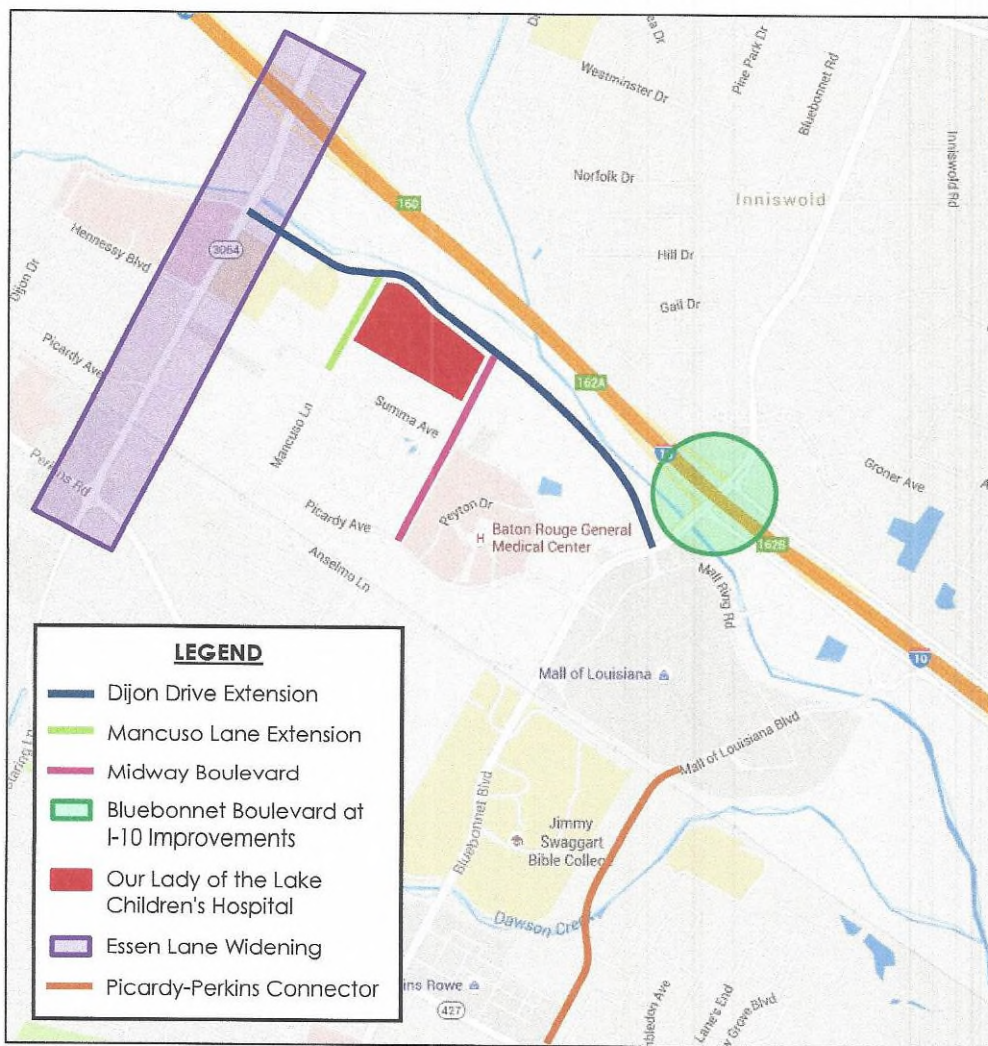
**H.012232/3:
DIJON EXTENSION TRAFFIC STUDY
(LA 3064 TO LA 1248)**

Future Conditions
June 17, 2016

3.0 FUTURE CONDITIONS

2017 has been chosen as the project implementation year while 2037 will serve as the 20-year design year. The following is a description of future projects that are anticipated to be completed by the design year and will be considered as part of the traffic study.

Figure 6: Future Conditions



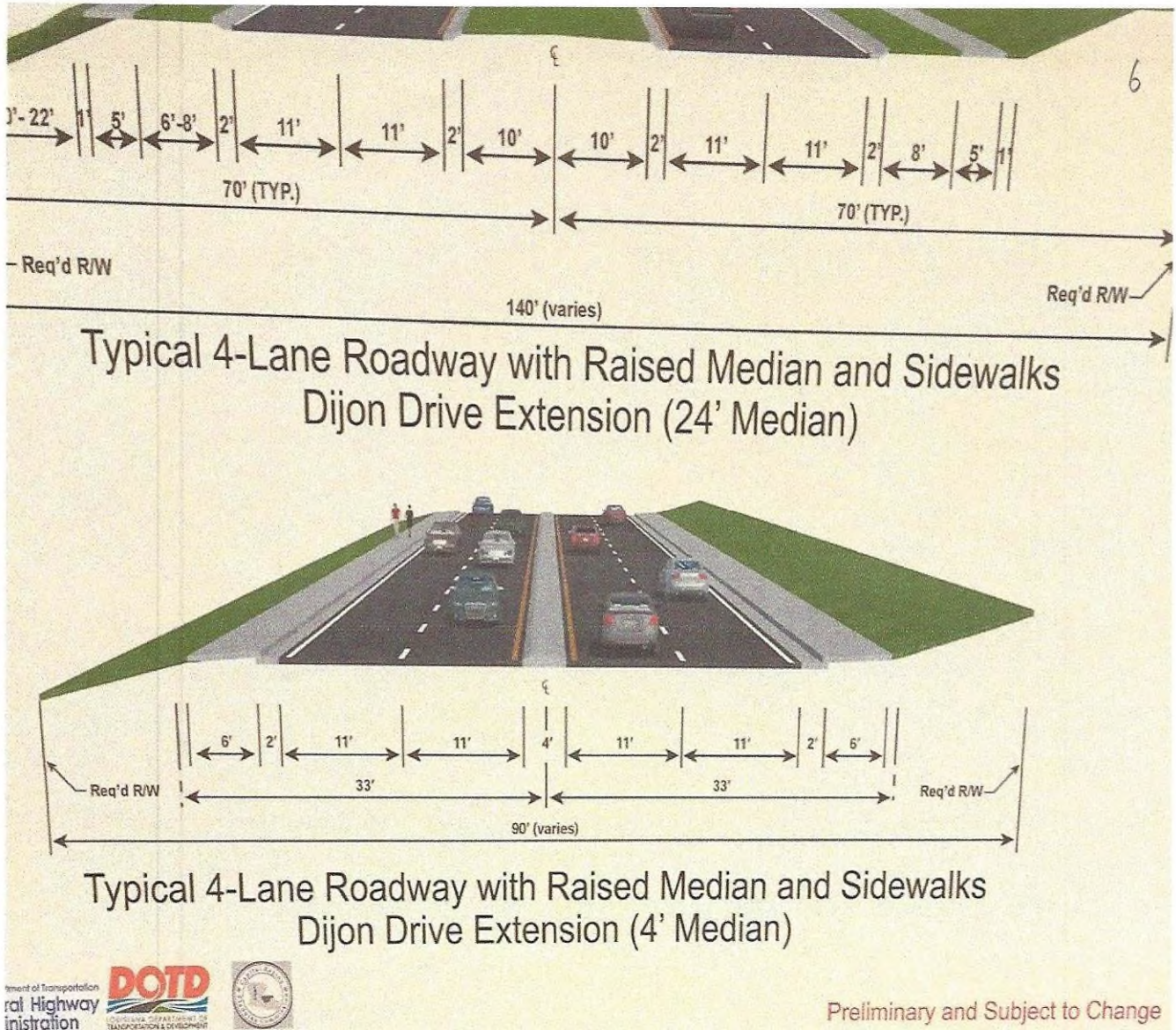
AERIAL VIEW OF HEALTH DISTRICT AND MALL OF LA. AND I-10



MAP ONE- DIJON DR. PROPOSED ROUTES



MAP TWO-DIJON ROADWAY CROSS SECTION



Preliminary and Subject to Change

POTENTIAL ELEMENTS OF DAMAGE

The preliminary potential elements of damages are:

1. Likely reduction in hotel occupancy, average daily room rates and revenue per day due to loss of parking, high noise, levees and poor roadway access and egress.
2. Loss of parking from 121 spaces to possibly about 88 or fewer spaces and failure to meet East Baton Rouge zoning requirements and Hyatt Hotels parking requirements.
3. Potential further loss of 17 parking spaces for new necessary circulation road around the hotel building.
4. Sound levels above 71 dBa in the morning and afternoon with spikes to much higher sound levels due emergency room ambulances (Children's Hospital) and bus and truck traffic within a few feet of the hotel building external wall.
5. Loss of repeat business customers due to loss of parking, noise and access/egress inferiority to numerous other competing hotels
6. Loss of business and net operating income during the construction period
7. Long Term Reduction in Net Operating Income and Earnings Before Interest and Income Taxes due to functional and locational obsolescence caused by items one to six.
8. Long Term Reduction in Market Value
9. Likely loss of National Hyatt Place flag and reservation system and marketing due to likely customer dissatisfaction with noise traffic levels, insufficient parking, and poor access/egress to Dijon and Bluebonnet.
10. Cost to relocate and rebuild the hotel at a quiet site with equivalent traffic flows, road visibility, and parking (But For analysis), and proximity to the Mall of Louisiana and the existing medical complex at a new site with construction of a replacement facility. These are unique locational attributes which may or may not be able to be reproduced at an equivalent site as part of the But For analysis.
11. Franchise agreement issues including franchise financial penalties, restrictions on the right to relocate the hotel to a new site with a Hyatt Place flag franchise, conditions when loss of flag may occur, and flag change timing restrictions for a hotel relocation program are further costly items for the owners.
12. De-identification of the property as a Hyatt Place Hotel is a very expensive and costly process which must be completed in a short period of time once Hyatt decides their flag and marketing agreement are no longer appropriate for this property.
13. Long term reduction in market appeal could result in the loss of the Hyatt Place flag and the substitution of an inexpensive budget hotel use and franchise agreement or no national flag at all. Down-grading the quality of service would lead to a further substantial reduction in market value, net operating income and level of operational quality standards for the existing hotel facility.

The combination of all these factors supports a likely loss of net operating income and property value of millions of dollars. The ability to support a 126-room hotel plus meeting space with less than 80 parking spaces is far below the normal levels for a Hyatt

POTENTIAL ELEMENTS OF DAMAGE (CONT.)

Place hotel. (one parking space per room plus five for employees, or 131 spaces) Zoning parking requirements are similar with at least one parking space per room plus one space per 300 feet of meeting area or 130 or more spaces for this site. A further loss of 17 more parking spaces to a new internal circulation roadway along with excessive noise levels and most parking at the far rear of the site would also make the loss of Hyatt Place flag likely.

I next briefly discuss various factual issues which may be relevant in understanding the possible elements of damage. It will be necessary to employ a traffic planning expert in addition to the expert categories and persons mentioned herein. A separate traffic and noise study with more complete considerations for future traffic volumes at Dijon and the Bluebonnet intersection due to the numerous new streets to be added, new terminus points and new large employers (Our Lady of the Lake Children's Hospital) is needed and connections of parking at Baton Rouge General to Dijon via Midway Blvd as well as an I-10 New exit and entrance (Health District Proposed Road Projects Page 7).

SUPPORTING DOCUMENTS AND DESCRIPTIVE COMMENTS

Parking Issues

Approximate minimum distance between the Southwest external wall of the Hyatt Place and Ralph & Kacoo's restaurant is about 87 feet at its narrowest (page 16). Along the western edge of the Hyatt Place are about 33 existing parking spaces that would be taken or no longer usable due to the Dijon Drive right of way extension.

Also likely to be taken is the parking internal circulation access lane across from Ralph and Kacoo's for the parking at the rear of the hotel site as a two way 24 foot wide lane which removes access to 62 existing spaces at the rear of the hotel. The 62 parking spaces at the rear of the site cannot be accessed without this 24 foot wide transit lane on the western side. Back of house trash disposal blocks a future parking lane from the east side access. The pool and deck location also limits the placement of a replacement parking access lane at the rear of the hotel site. Any new access lane at the rear requires a sharp right-angle turn and adjoins a publicly owned drainage site with a sharp, steep drop-off and canal (see Addendum B photos).

The outdoor swimming pool and deck now have little exterior noise and are not visible from traffic flows on Bluebonnet. After the construction of the Dijon diversion road with highway traffic flow and emergency room ambulance use, much higher noise levels will be present. Traffic will be in close proximity to the outdoor pool which disrupts its serenity and privacy. Rear of hotel parking is generally more distant from the hotel elevator lobby and front desk than the parking to be taken. The best located parking for the convenience of guests is the proposed location for the Dijon ROW extension (to be taken).

The Dijon Dr. right of way is likely to reduce parking spaces to only 88. This is too few parking spaces for the existing 126 guest rooms, meeting rooms, catering area and bus parking. Hyatt hotels are likely to view parking for less than 90 rooms on the remaining site for a suburban select service hotel site as unacceptable. Conversations with the property owner's legal counsel indicate a loss of the franchise is likely due to the lack of parking in violation of Hyatt standards. Loss of 17 more spaces to provide a traffic circulation roadway to the rear of the property and to connect to the Dijon right of way would make it very difficult to operate any business oriented hotel at this site or any hotel for that matter with 71 spaces for 126 rooms. Further, a variance for a hotel with only 54.6% of the required parking spaces as required by zoning is problematic and unlikely to be granted. In addition, large scale rear of hotel parking for nearly all guests is usually considered to be undesirable by most guests and especially by female guests. There are 55 or more hotels in the Baton Rouge Metro area which will not have many of these site and location problems.

Access Connections and Traffic Accidents

The existing I-10 exit lane to Bluebonnet and the mall ends adjacent to a rug supplier facility. Many of these vehicles exiting from I-10 are crossing two lanes of traffic in order to reach the Mall access road. This takes place in the space of just 200 or so feet, directly in front of the Hyatt Place hotel. Mixing this lane crossing traffic to the Mall of Louisiana with many thousands of cars per day from Dijon also seeking to enter the Mall of Louisiana Ring Road or Bluebonnet to I-10 is likely to make entry and exit to and from the Hyatt Place hotel far more difficult and slower than it is today. The risk of accidents and congestion may increase substantially.

Pages 14 to 19

Page 17 shows the Stantec traffic study found numerous traffic conditions produced more likely accidents at Dijon and Bluebonnet or Mall Drive 2 than typical of the statewide highway system.

The Stantec discussion (page 17 to 19) for the Dijon and Mall 1 intersection is expected to have 0.87 crash rate per million entering vehicles. The Bluebonnet and Mall Drive 2 forecast rate is 1.21 crashes per MEV. The state average MEV for urban intersections on six lane roads is 0.45 MEV. Dijon is forecast to be nearly double the state average which would be an abnormal crash location. Mall Drive 2 is almost triple the state average of 0.45 MEV.

MAP THREE – MAXIMUM DISTANCE BETWEEN EXISTING BUILDINGS



**H.012232/3:
DIJON EXTENSION TRAFFIC STUDY
(LA 3064 TO LA 1248)**

Safety Analysis
June 17, 2016

Table 28: Crash Severity (Mall Drive 1)

Crash Severity	# Crashes	Proportion
PDO	48	90.6%
Fatal	0	0.0%
Injury	5	9.4%

Table 29: Manner of Collisions (Mall Drive 1)

Manner of Collision	# Crashes	Proportion	Statewide Avg
Left Turn Angle	1	1.89%	1.82%
Non Collision	2	3.77%	3.78%
Other	2	3.77%	7.12%
Rear End	24	45.28%	38.57%
Right Turn Angle	2	3.77%	1.93%
Right Angle	9	16.98%	15.99%
Side Swipe Same Directi	13	24.53%	20.29%

Table 30: Crash Severity (Bluebonnet Blvd at Mall Drive 2)

Crash Severity	# Crashes	Proportion
PDO	57	76.0%
Fatal	0	0.0%
Injury	18	24.0%

Table 31: Manner of Collision (Mall Drive 2)

Manner of Collision	# Crashes	Proportion	Statewide Avg
Left Turn Angle	2	2.67%	4.70%
Left Turn Opposite Direction	4	5.33%	3.55%
Left Turn Same Direction	1	1.33%	2.47%
Non Collision	2	2.67%	3.78%
Other	1	1.33%	7.12%
Head On	1	1.33%	0.71%
Rear End	41	54.67%	38.57%
Right Turn Angle	1	1.33%	1.93%
Right Turn Opposite Direction	1	1.33%	0.35%
Right Angle	11	14.67%	15.99%
Side Swipe Same Direction	10	13.33%	20.29%



**H.012232/3:
DIJON EXTENSION TRAFFIC STUDY
(LA 3064 TO LA 1248)**

Safety Analysis
June 17, 2016

6.3 INTERSECTION CRASH RATES

Annual Average daily traffic (AADT) counts for traffic entering each of the intersections in the study are not available; therefore volumes used for the crash rates are based on estimates¹. The peak hour turning movement counts were grown by the K-factor to arrive at the AADT needed to calculate the crash rates. The intersection crash rate for Margaret Ann Avenue was estimated at 0.79 crashes per million entering vehicles (MEV). The crash rate for Dijon Drive was estimated at 0.28 crashes per MEV.

The intersection crash rate for Mall Drive 1 at Bluebonnet Blvd was estimated to be 0.87 crashes per MEV. The intersection crash rate for Mall Drive 2 at Bluebonnet Boulevard was estimated to be 1.21 crashes per MEV. The statewide average for intersections on urban 6-lane roadway is 0.45 crashes per million entering vehicles. Intersections with crash rates more than two times the statewide average are classified as abnormal locations. Consequently, the intersection of Bluebonnet Boulevard at Mall Drive 2 can be classified as an abnormal crash location.

6.4 IMPACTS OF PROPOSED IMPROVEMENTS ON SAFETY

The AADTs on Essen Lane and Bluebonnet Boulevard exceed the limits of the HSM predictive tool and therefore no reliable crash predictions or quantitative analysis can be provided to assess the safety impacts of the proposed alignment. A surrogate measure for safety using conflict points was therefore used to evaluate safety performance: the higher the number of conflict points traversed on an alignment, the higher the probability of a crash.

The proposed roadway configuration near Dijon Drive and Essen Lane includes terminating Dijon Extension at the existing intersection of Essen Lane at Dijon Drive. The Margaret Ann Avenue intersection would be reconfigured into a T-intersection with the access to the hospital closed, and a right-in-right-out access to and from Margaret Anne Avenue east of Essen Lane. This closure and restriction of access will reduce the conflict points from 32 to 2. The fewer the conflicts points, the lesser the potential for crashes. In addition to reducing the number of conflict points, the skew between Dijon Drive and Margaret Ann will be eliminated and therefore any unsafe maneuvers because of the short distance (less than 200 feet) between the intersections that could consequently lead to crashes on Essen Lane will be removed. Furthermore, the driving task will be simplified for drivers from Margaret Ann who can only make right turns onto Essen Lane. Traffic that needs to make a left turn onto southbound Essen Lane can use Dijon Extension which will be a signalized intersection and safer for left turning vehicles. Simplifying operations generally enhances safety. The proposed median access on Dijon Extension to Margaret Ann Avenue will introduce nine (9) new conflict points at that location.

¹ Volumes used in the analyses are estimates and may differ significantly from actual volumes that entered the intersection



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However the lower volume of traffic on Dijon Extension compared to Essen Lane should reduce the exposure and hence the number of crashes expected.

The proposed roadway configuration near Bluebonnet Boulevard terminates the proposed Dijon Extension at the existing intersection of Mall Drive 1 and Bluebonnet Boulevard. This alignment does not introduce any new conflicting movements near the terminal point because the driveway already exists. However, an increase in the volume of traffic entering this intersection could increase the number of crashes experienced over time. The crash performance of the existing intersection (Mall Drive 1 at Bluebonnet Boulevard) has a crash rate of 0.87 crashes per MEV.



NOISE AND EMERGENCY VEHICLES

The Stantec study also found the proposed Dijon extensions to be “critical with regard to giving emergency vehicles more access options.” (Conclusions 7.0 next page)

The Stantec study using its modest traffic count forecast for Dijon shows increases in queue lengths and delay at the Dijon Extension termini locations during AM and PM peak periods compared to the No Build Scenario. [Bluebonnet and Dijon intersection] These are queue lengths smaller than Picardy, although the interconnections with Children’s Baton Rouge General Parking lots and Midway Blvd, Summa and Mancuso and the new I-10 access to Midway all appear to point to higher traffic flows.

**H.012232/3:
DIJON EXTENSION TRAFFIC STUDY
(LA 3064 TO LA 1248)**

Conclusion
June 17, 2016

7.0 CONCLUSION

The proposed Dijon Extension would provide an additional route connecting Essen Lane and Bluebonnet Boulevard along with access to new medical developments. This roadway would help provide a more thorough street grid within the medical district, which is critical with regard to giving emergency vehicles more access options.

The traffic models confirm that the Dijon Extension project will mainly provide additional circulation for traffic accessing medical sites that are present in both the No Build and Build scenarios. The results show that with the implementation of Dijon Extension there is neither a negative nor positive impact on the intersections outside of the Dijon Extension termini.

There are, however, increases in queue lengths and delay at the Dijon Extension termini locations during the AM and PM peak periods compared to the No Build scenario. While these operational degradations may exist, there are potential significant safety and access improvements associated with the deployment of Dijon Extension along with operational improvements at the Bluebonnet Boulevard and I-10 interchange.

Clearly Dijon is planned to be used as an emergency vehicle access road from I-10 at Bluebonnet and at Essen and probably at Midway as well as from the surrounding roadway system. There are three emergency rooms with access to Dijon – Baton Rouge General, Our Lady of the Lake, and Our Lady of the Lake Children’s hospital. I could not find a specific noise and traffic study component related to the use of emergency vehicles on Dijon at the Bluebonnet Intersection.

PROPOSED FOUR LANE DIJON EXTENSION

A 66 foot wide extension of Dijon Drive is proposed with a total of four lanes of 12 feet width each and a concrete barrier. The concrete roadway median barrier does not allow Hyatt Place guests to cross Dixon and to also not make a U turn. Traffic eastbound on Bluebonnet at the Mall Road can turn left at signal light into Dijon and access the Hyatt parking area.

Traffic exiting from the Mall Entrance road must turn east (to the right) and can not enter the Dijon Extension and the entry to the Hyatt in this signalization proposal. Traffic from I-10 or from east to west can turn north into Dijon from either the I-10 Service Road exit or Bluebonnet.

Traffic traveling south on Dijon can not enter the Hyatt site due to the lack of a median turning lane and the continuous concrete barrier. Traffic traveling north on Dijon can only enter the Hyatt site at the current Port Cochere.

However, once on the site these cars can no longer access the former north/south internal circulation lanes nor can they access the 33 former parking spaces on the west edge of the Hyatt site in close proximity to the westside entry of the hotel building.

The 62 spaces at the rear of the Hyatt of the 121 spaces before the taking have no roadway access from Dijon or the internal circulation road system after the taking.

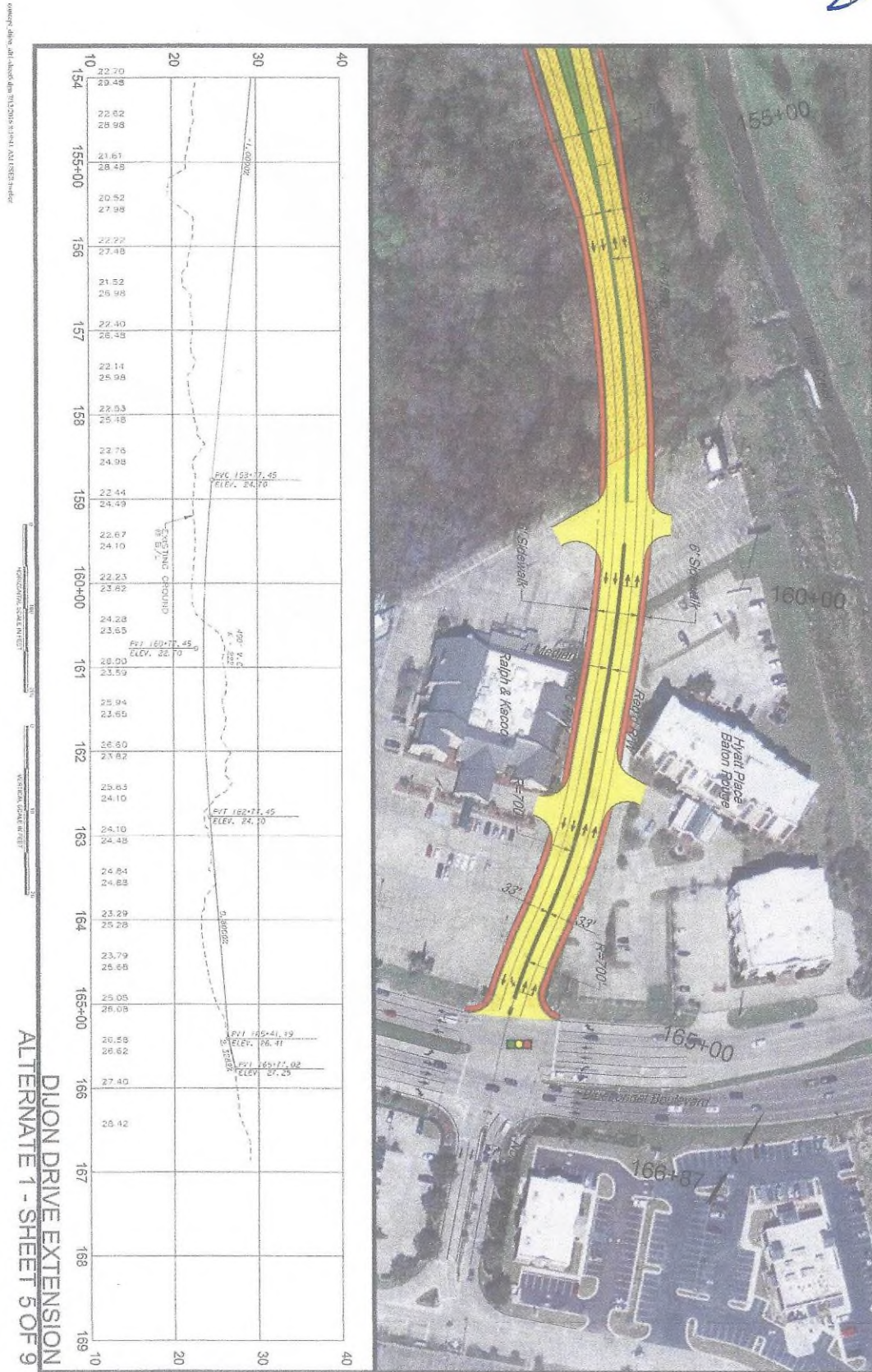
The Dijon traffic is just a few feet from the Hyatt building wall. Ambulance, van, bus, truck and thousands of cars will be within a few feet of the hotel throughout the day and evening. Two sidewalks of six feet each and a four foot concrete median plus 44 feet of roadway (11 foot lanes) total 66 feet (proposed right of way on page 24).

Fire safety in the case of a fire on the northward or west side of the building is likely to be compromised and very difficult to implement. Fire vehicle access to the rear of the site and north face of the building does not exist. (See page 24 to 26.) The total potential ROW width from the corner of the hotel to the structural members of the Ralph and Kacoo's is about 87 feet. All of the west edge parking spaces are consumed by the ROW and access to the rear of the parking site will not exist for the Hyatt.

The ROW for Picardy at Bluebonnet (page 27) is about 110 feet and supports six lanes plus center median. Turning lanes are part of the design.

Total traffic on Dijon may be higher volumes than Picardy Ave. because of its superior connectivity to the Baton Rouge General parking lot using Summa Ave. and its connection to Midway Blvd. and Mancuso Blvd. as well as rapid through traffic from Essen to Bluebonnet and lack of traffic lights. This would be likely to draw more traffic to Dijon than Picardy. The traffic volume estimates are beyond my scope but need to be addressed for 2017, 2027, and 2037 including the development and growth of the Children's hospital and overall medical district.

None of Picardy Ave. is within 45 feet of existing buildings from Summa Ave. to the Mall Ring Road. Yet with potentially higher traffic flows at Dijon, the new road is within 10 feet or less of the external walls of the restaurant and hotel (page 27).



DIJON DRIVE EXTENSION
 ALTERNATE 1 - SHEET 5 OF 9

MAP FOUR – APPARENT LIKELY ROUTE WITH 65-70 FOOT ROW





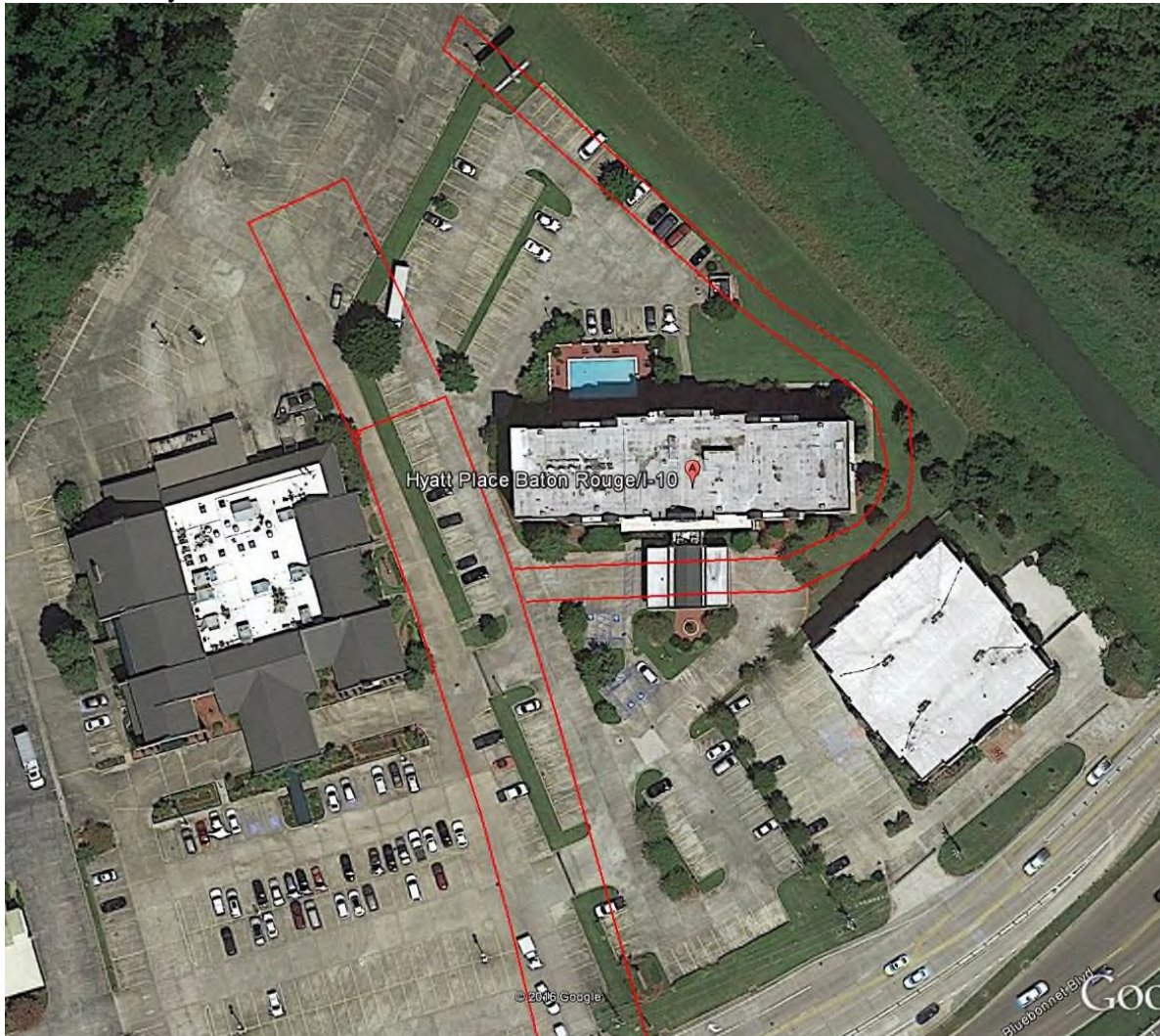


INTERNAL CIRCULATION

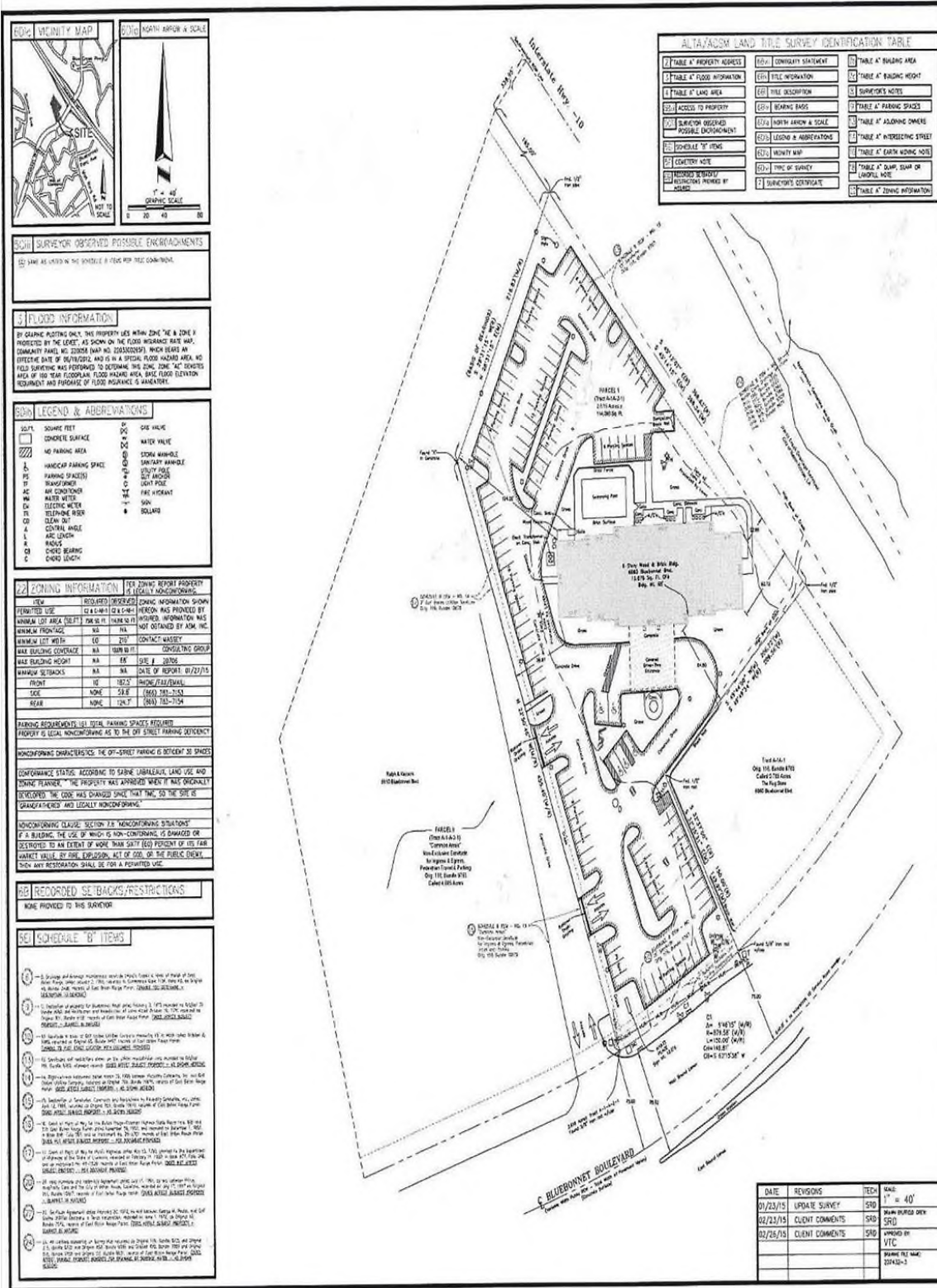
The rear area with the 66 parking spaces also includes all service area access and trash and large delivery vehicles. All handicap parking would be relocated here as well.

Pages 23 and 24 show the approximate loss of parking spaces and disruption to accessing large parts of the hotel site. An internal loop road of 24 feet in width would also have to be constructed on the hotel site (below). It would remove 17 more parking spaces. Connecting the rear parking lot to Dijon would have to occur across land owned by Ralph and Kacoo's. Further, the sharp drop in grade along the west and east edge of the site makes drainage of the Hyatt site more complex and reliant upon surface slopes that may differ from the current grades.

It is not generally accepted by the market to use a port cochere covered, narrow entry for every coming and going by a guest vehicle as would be true in the current loop road drawing. The merging of I-10 off ramp traffic in front of the Rugs store and the Hyatt, with increased traffic flows on Dijon and a loop road, also poses more accident risk. Repeat customers would be facing many unacceptable design issues which would make their future repeat visits to the Hyatt Place much less likely.



SITE DRAWING WITH PARKING



ALATAZCAM LAND TITLE SURVEY IDENTIFICATION TABLE		
TABLE A PROPERTY ADDRESS	TABLE C CONSULT STATEMENT	TABLE G BUILDING AREA
TABLE B FLOOD INFORMATION	TABLE D TITLE INFORMATION	TABLE H EARTH MOVING NOTE
TABLE E LAND AREA	TABLE F TITLE DESCRIPTION	TABLE I SURVEYOR'S NOTES
TABLE J ACCESS TO PROPERTY	TABLE K BEARING ANGLES	TABLE L PARKING SPACES
TABLE M SURVEYOR OBSERVED POSSIBLE ENCROACHMENTS	TABLE N NORTH ARROW & SCALE	TABLE O ADJOINING OWNERS
TABLE P EASEMENTS	TABLE Q LEGEND & ABBREVIATIONS	TABLE R INTERSECTING STREET
TABLE S CONVEYOR NOTES	TABLE T MOUNTAIN MAP	TABLE U EARTH MOVING NOTE
TABLE V EASEMENTS	TABLE W TYPE OF SURVEY	TABLE X DUMP, SLUMP OR LANDFILL NOTE
TABLE Y SURVEYOR'S CERTIFICATE	TABLE Z ZONING INFORMATION	

SECTION 1: TITLE INFORMATION
 THE TITLE DESCRIPTION AND SCHEDULE B ITEMS HEREON ARE FROM...
SECTION 2: TITLE DESCRIPTION
 THIS SECTION IS A PART OF...
SECTION 3: LEGEND & ABBREVIATIONS
 CONCRETE SURFACE, ASPHALT, DRIVEWAY, etc.
SECTION 4: ZONING INFORMATION
 THE ZONING INFORMATION FOR THIS PROJECT IS...
SECTION 5: SURVEYOR'S NOTES
 1. NO ENCROACHMENTS WERE OBSERVED...
 2. ALL EASEMENTS WERE...
SECTION 6: LAND AREA
 TOTAL SQUARE FEET: 2,878 SQUARE FEET
SECTION 7: LEGENDARY NOTE
SECTION 8: PARKING SPACES
 REQUIRED: 118; PROVIDED: 130
SECTION 9: ACCESS TO PROPERTY
SECTION 10: EARTH MOVING NOTE
SECTION 11: DUMP, SLUMP OR LANDFILL NOTE
SECTION 12: CONTIGUITY STATEMENT
SECTION 13: SURVEYOR'S CERTIFICATE

HYATT PLACE BATON ROUGE
 6080 Bluebonnet Boulevard
 BATON ROUGE, LOUISIANA

ALATAZCAM LAND TITLE SURVEY

2022
 REALTY & SURVEYING
 3017 HARVARD AVENUE, SUITE 204
 METAIRIE, LOUISIANA 70033
 PHONE: (504) 885-1111
 FAX: (504) 885-1111

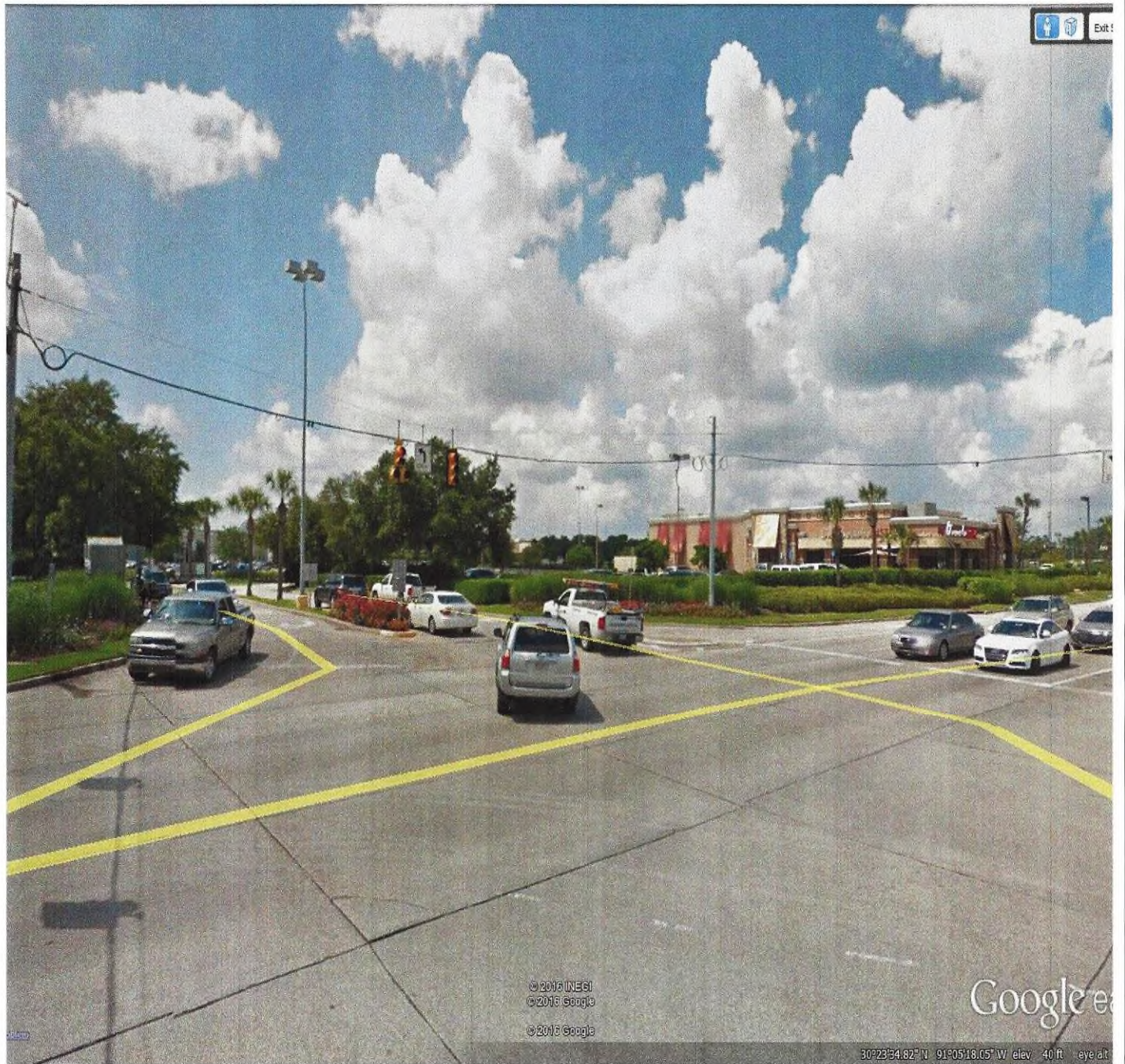
DATE	REVISIONS	TECH	SCALE
01/23/15	UPDATE SURVEY	SRD	1" = 40'
02/23/15	CLIENT COMMENTS	SRD	
02/25/15	CLIENT COMMENTS	SRD	

DATE: 02/25/15
 REVISIONS: 02/25/15
 TECH: SRD
 SCALE: 1" = 40'

DESIGNED BY: COLLINS
 DRAWN BY: COLLINS
 CHECKED BY: COLLINS
 SURVEYOR: COLLINS
 LICENSE NO.: 10000



**VIEW OF BLUEBONNET TURNING TRAFFIC TO MALL ROAD AT FUTURE
DIJON ROAD**



**H.012232/3:
DIJON EXTENSION TRAFFIC STUDY
(LA 3064 TO LA 1248)**

Safety Analysis
June 17, 2016

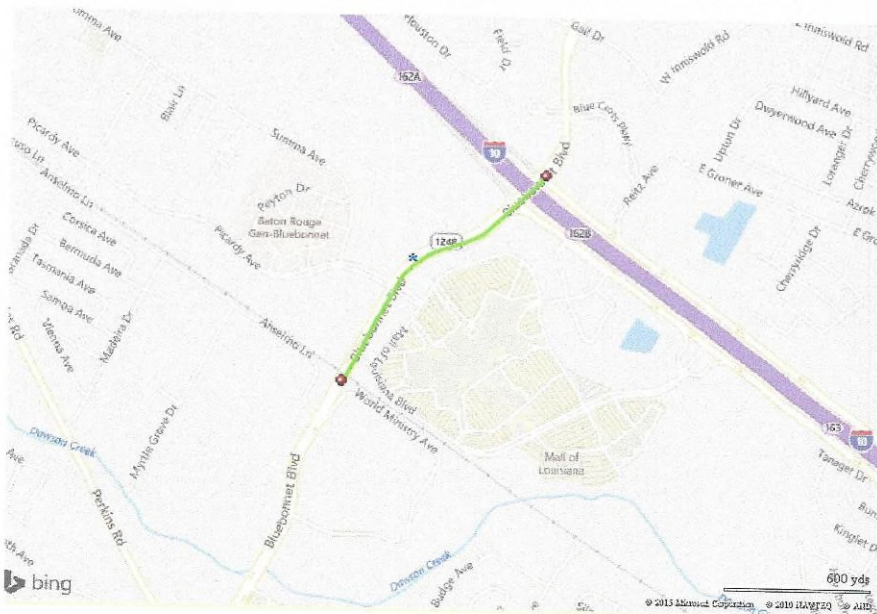
6.0 SAFETY ANALYSIS

The following safety analyses were performed as part of the proposed Dijon Extension project using crash data for years 2012, 2013 and 2014. The crashes were analyzed for the types of collision, severity of crashes and their proportions compared to statewide averages. Overrepresented crashes are identified for mitigation. The crash rates for the intersections were also developed based on available AADT information or turning movement counts. The intersections considered in the analyses are listed below:

1. LA 3064 (Essen Lane) at Dijon Drive
2. LA 3064 (Essen Lane) at Margaret Ann Avenue
3. LA 1248 (Bluebonnet Boulevard) at Mall Drive 1
4. LA 1248 (Bluebonnet Boulevard) at Mall Drive 2/Picardy Avenue

Figure 40 and Figure 41 show the segments of Bluebonnet Blvd and Essen Lane respectively that have abnormal crash rates.

Figure 40: Abnormal Crash Location on Bluebonnet Blvd



**H.012232/3:
DIJON EXTENSION TRAFFIC STUDY
(LA 3064 TO LA 1248)**

Safety Analysis
June 17, 2016

**6.2 SAFETY ANALYSIS (MALL DRIVE 1 AND MALL DRIVE 2 AT
BLUEBONNET BOULEVARD)**

Crashes for Mall Drive 1 analysis were limited to those that occurred with Csect 258-33 from logmile 5.4 to logmile 5.6. A total of 53 intersection related crashes occurred within this location during the three-year period. Crashes for Mall Drive 2 analysis were obtained from Csect 258-33 logmile 5.32 to logmile 5.39. A total of 75 intersection related crashes occurred at this location during the three year period. **Figure 43** shows the locations of the crashes near Mall Drive 1 and Mall Drive 2. **Table 28, Table 29, Table 30** and **Table 31** show the crash proportions for severity and manner of collision for Mall Drive 1 and Mall Drive 2 at Bluebonnet Boulevard. Crashes highlighted in yellow show crashes that are proportionally higher than the statewide average for the roadway classification, also known as overrepresented crashes.

Figure 43: Spatial distribution of crashes (Mall Drive 1 and Mall Drive 2)



COST TO REPLACE BATON ROUGE HYATT PLACE

In March of 2015 ARC Hospitality Real Estate Investment Trust paid approximately \$13,000,000 for the Hyatt Place. This summer (2016) the renovation of hotel rooms, common area, parking related to the porte-cochere and handicap parking all began. The preliminary renovation cost is \$2 million for the required PIP (property improvement program) of room renovations, common area renovations, handicap parking and porte-cochere drive-up. Altogether, a direct cost of \$15 million or more for the building and land is a minimum \$119,000 per hotel room or \$166 per gross foot of the hotel building (excluding the porte-cochere drive up) and land and parking, which are consistent with typical market costs. This does not include franchise fee cost and penalties. It does not include any profit and indirect costs for the property owner. A cumulative replacement cost new of about \$18 million or more is likely, or \$142,800 per room. This is consistent with and analyses by the Pinkowski Company and recent market sales.

2015 costs per foot or per room by Marshall Valuation Service, RS Means Costs Service, and Hotel Valuation Services (HVS) all are corroborative of these costs. Replacement of the property at an equivalent site near the Mall of Louisiana and I-10, if possible, may exceed these typical costs because of a land shortage for suitable parcels.

The possibility of any remediation actions which would reduce likely future noise levels, if the Dijon Dr. extension were built and operating, have not yet been addressed by Dr. Jack Randorff. Reskinning a building with more soundproof materials can theoretically be done, but this process is often destructive to much of the interior. It also may not work, depending on the traffic counts, ambulance emergency runs, and truck versus car mix of traffic. High noise peak levels or random, frequent truck noise and ambulance sirens are a substantial deterrent to repeat customer business. Reskinning also requires shutting down large parts of the building as the dust, noise, and disruptions of construction occur for a reskin of the building. Sometimes the entire property must be shut down, which means disrupting all existing reservations for months and laying off all of the staff. Then, the hotel, with additional traffic and parking problems, would have to begin a long start-up process to attempt to return to stabilized occupancy and rents for whatever time period it takes. And this of course would be with whatever flag (if any) was allowed by Hyatt Hotels within the franchise agreement.

The \$15 million is cost spent to purchase and cost to renovate. Actual replacement of the site at an equivalent location is likely to substantially increase the cost new to construct and replace the building above the recent acquisition price plus partial renovation. Plus, franchise fee penalties will have to be paid and there will be indirect costs for a new site.

Dijon Dr. is likely to be at high levels of traffic during holiday seasons. These drivers are not likely to be potential hotel guests. Instead, higher levels of congestion at the mall access road and Dijon will occur, deterring hotel guests from choosing this hotel.

Traffic generated by employees, patients and visitors from Baton Rouge General Hospital and Our Lady of the Lake Children's Hospital is also likely to use the Dijon Dr.

COST TO REPLACE BATON ROUGE HYATT PLACE (CONT.)

extension as proposed. During shift changes high daily traffic flows could peak, again deterring hotel guests. The likely path of emergency vehicles with sirens is unknown, but depending upon their route back to the hospital, these vehicles could be in close proximity to the west side of the hotel.

Hotel guests currently exit directly onto Bluebonnet with a signalized crossing which will also be much more congested and prone to creating a traffic queue by the hotel rooms where none now exists. Traffic crossing Bluebonnet from the I-10 exit road to the mall road entry will pass in front of two lines of traffic as they try to access the mall turning lane. This is likely to become more complex and congested, with Dijon Dr. being used as a busy alternative access point instead of Bluebonnet.

During construction of Dijon Drive substantial disruptions of hotel market demand are likely. Prior to Dijon construction a new roadway from the port cochere to the rear of the hotel site would have to be designed and constructed (if that is even possible).

If the franchise agreement were terminated it would trigger cash penalties of at least \$4,000 per room and probably much more based on multiples of franchise fees paid in the prior 36 months as a penalty.

All of these traffic flows and noise levels will need to be studied by a traffic engineer, but cannot be adequately addressed until accurate demand modeling of traffic for autos, ambulances, and trucks has been provided for all of the affected sites. The loss of 33 or more parking spaces out of only 121 (including handicap parking) is likely to produce large-scale operational and market appeal problems. Losses of millions of dollars in net operating income and property value diminishments are likely.

Budget hotels with and without national flags in the Baton Rouge metro area are averaging about \$25,000 per room in the 2014 to 2016 time period. This is a 79% diminishment in the recent sales price with PIP of \$15,000,000 excluding franchise penalties and indirect costs and profits (\$25,000 vs. \$119,000). A future operator is likely to seek an even lower price since the \$25,000 per room is for a hotel without inadequate parking problems or noise problems and a highly congested roadway. It may be a hotel with deferred maintenance and an inferior location or an older building with inferior or no flag.

Market valuation of the Hyatt Hotel "but for" the taking and a valuation after the taking have not yet been attempted but can be estimated in the future using generally accepted methodologies.

Conclusion

A large scale loss in net operating income and property value is likely to be caused by the Dijon Dr. Extension property taking and the operation of Dijon Drive at Bluebonnet as

proposed. Franchise penalties associated with loss of the Hyatt Place flag or relocation of the Hyatt Place hotel also must be analyzed and estimated. The available time to do these may be a short time interval if a quick take is used by the taking entity and construction proceeds forward during 2017. It usually takes a year or more to find an existing alternative building and site and buy it (if one existed). Three years are likely to be needed if a new site can be found, all approvals secured, all designs drawn up and approved and franchises transferred and dual operation maintained and all construction occurs and is completed according to Hyatt and building codes. Restaffing may also be necessary if the Hyatt Place has to be closed for an extended period due to the road project.

Sincerely,

Wade R. Ragas PhD MAI SRA
Louisiana State Certified General Appraiser (G0043)

ADDENDUM A
EXERCEPTS FROM STANTEC NOISE
AND TRAFFIC STUFY

**H.012232/3:
DIJON EXTENSION TRAFFIC STUDY
(LA 3064 TO LA 1248)**

Future Conditions
June 17, 2016

3.1 DIJON DRIVE EXTENSION

The Dijon Drive Extension project will be constructed in two phases and, when complete, will provide a 4-lane connection between Essen Lane (LA 3064) and Bluebonnet Boulevard (LA 1248). Phase 1 of the project consists of the portion from Essen Lane to just west of the new Midway Boulevard. Phase 2 includes Midway Boulevard between Dijon Extension and Picardy Avenue, extends Dijon Extension to Bluebonnet Boulevard, and adds improvements at the Bluebonnet Boulevard and I-10 Interchange.

3.1.1 Mancuso Lane Extension

The Mancuso Lane Extension is needed to provide a secondary access point to the Our Lady of the Lake Children's Hospital and would consist of extending Mancuso Lane north to Dijon Extension. The roadway would be part of Phase 1 of the Dijon Extension project if it is implemented. If the Dijon Extension project is not implemented, the Mancuso Lane Extension will be constructed regardless to provide the needed access to the hospital. The cross-section will consist of one lane in each direction.

3.1.2 Midway Boulevard

Midway Boulevard is a proposed two lane roadway that would connect Picardy Avenue to Dijon Extension, further building upon the street grid within the study area. The roadway is currently planned as part of Phase 2 of the Dijon Extension project. There are two roundabouts being proposed as part of the Midway Boulevard alignment: one at its intersection with Picardy Avenue and the other at its intersection with Summa Avenue.

3.1.3 Bluebonnet Boulevard at Interstate 10 Improvements

There is currently a weaving issue along southbound Bluebonnet Boulevard between the Interstate 10 eastbound off-ramp and the Mall Drive 1 / future Dijon Drive Extension intersection. The intersection spacing is very short, requiring the use of physical barriers to prohibit drivers from exiting the Interstate and entering the Mall of Louisiana at Mall Drive 1. The current I-10 eastbound off-ramp geometry includes an uncontrolled right turn into a dedicated lane on southbound Bluebonnet Boulevard. Proposed improvements include protecting this right turn movement with signalized control, and increasing it to a dual lane right turn. This would provide safety and operational benefits along Bluebonnet Boulevard by allowing the removal of the physical barriers. In order to provide sufficient green time to the right turn movement to mitigate potential queueing on the off-ramp, additional geometric changes proposed at the interchange include widening southbound Bluebonnet Boulevard between the two ramp terminals to provide two southbound left turn lanes onto the Interstate 10 frontage road. The interchange improvements are currently planned as part of Phase 2 of the Dijon Extension project.



**H.012232/3:
DIJON EXTENSION TRAFFIC STUDY
(LA 3064 TO LA 1248)**

Future Conditions
June 17, 2016

3.2 OUR LADY OF THE LAKE CHILDREN'S HOSPITAL

Our Lady of the Lake Children's Hospital is currently being planned on a large tract of land between Ward Creek and Summa Avenue, east of the Southeastern Louisiana Nursing School. The development is to consist of 100 hospital beds and roughly 95,000 square feet of medical offices. Access to the hospital from Essen Lane and Bluebonnet Boulevard would be provided by Summa Avenue and Margaret Ann Avenue if an alternative roadway is not built. The new Children's Hospital will be located along Phase 1 of the Dijon Drive Extension.

3.3 ESSEN LANE WIDENING

Currently, there is severe congestion during the afternoon peak period on Essen Lane between I-10 and Perkins Road. To help improve traffic flow and mitigate congestion, Essen Lane is to be widened from a six lane cross-section to a seven lane cross-section by 2017, adding an additional northbound thru lane. The bridge across Ward Creek is currently being widened in anticipation of the roadway project, and utilities along the corridor are being relocated.

Stantec performed the traffic study and design of the Essen Lane Widening project with Final Plans being submitted in 2014. As part of the traffic study, peak hour turning movement counts were obtained from a corridor study performed in 2011. Those counts were grown by 0.43% annum to the analysis year of 2013. In 2013, Stantec obtained unmet demand queue data along Essen Lane during the peak periods and added those volumes to the grown 2013 volumes.

3.4 PICARDY-PERKINS CONNECTOR

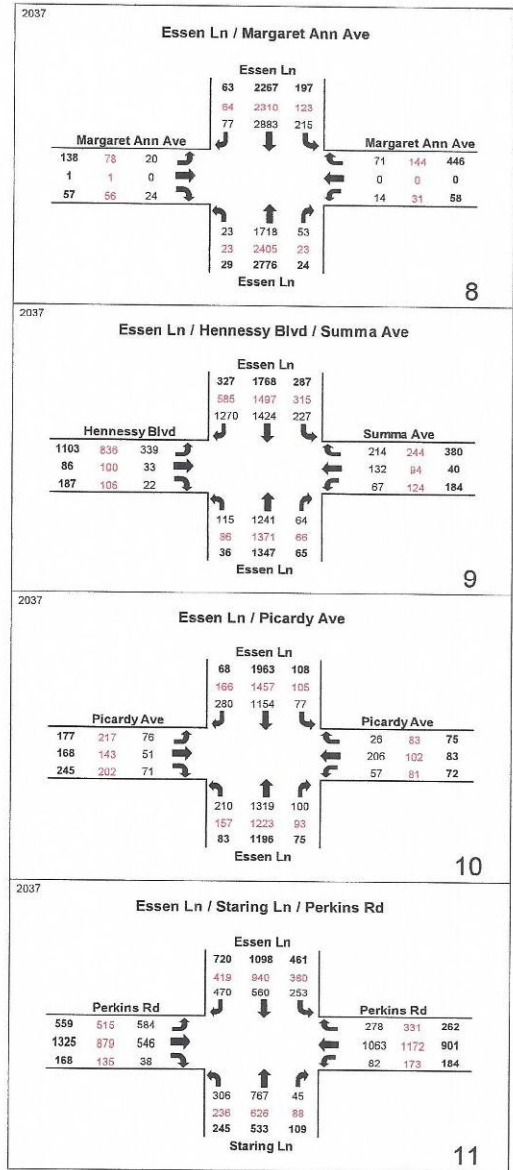
The Picardy-Perkins Connector is a roadway project planned by the City of Baton Rouge to provide a new connection between the Mall Ring Road near Picardy Avenue and Perkins Road near the Perkins Rowe development. This planned project will provide an alternate route to Bluebonnet Boulevard, and will connect to the Mall of Louisiana access to Interstate 10 between Bluebonnet Boulevard and Essen Lane. A Stage 0 study was previously developed for this project and has been used to help determine expected changes to the study area stemming from the implementation of this connector road.



**H.012232/3:
DIJON EXTENSION TRAFFIC STUDY
(LA 3064 TO LA 1248)**

Scenarios
June 17, 2016

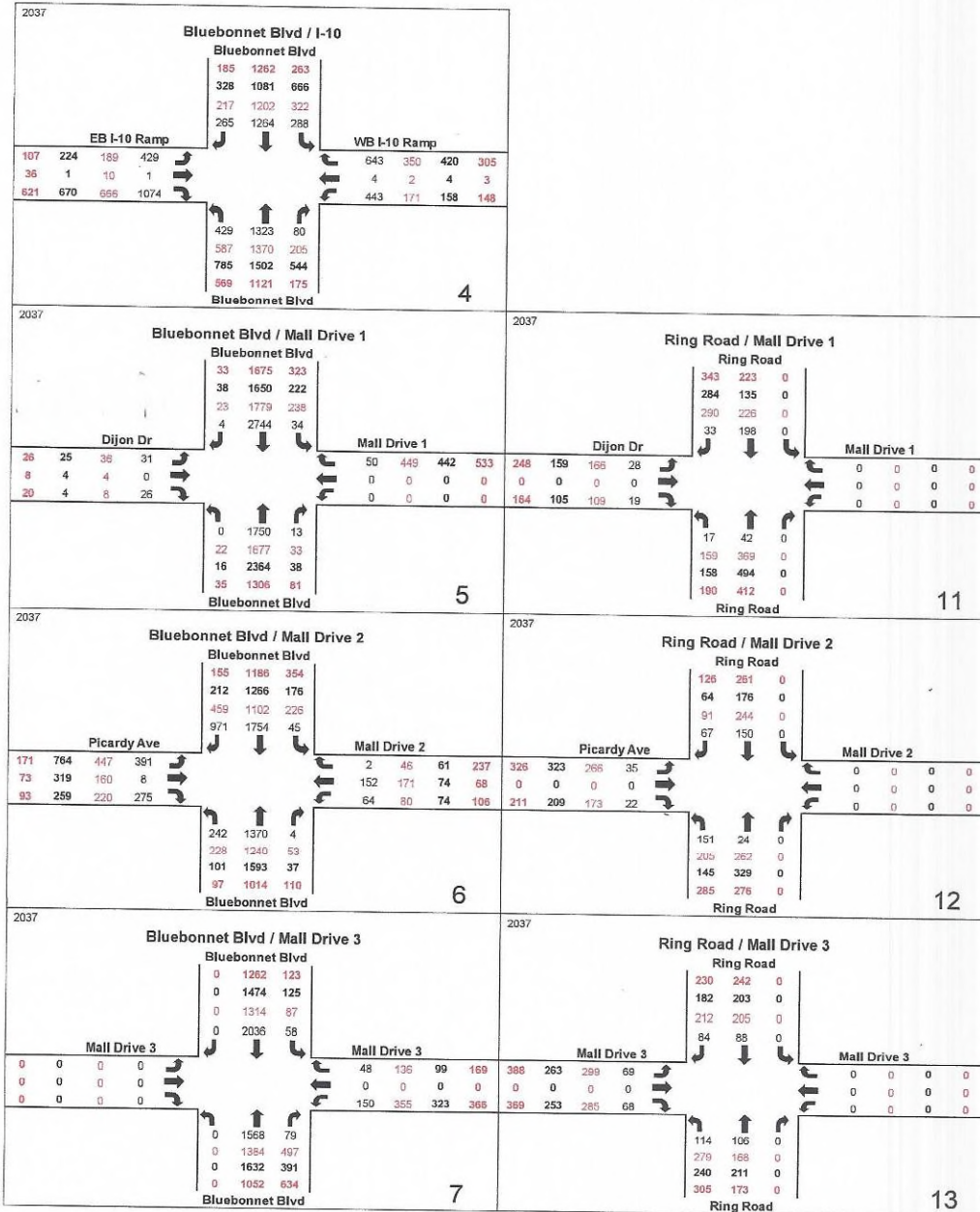
Figure 18: Essen Lane 2037 No Build Peak Hour Volumes



**H.012232/3:
DIJON EXTENSION TRAFFIC STUDY
(LA 3064 TO LA 1248)**

Scenarios
June 17, 2016

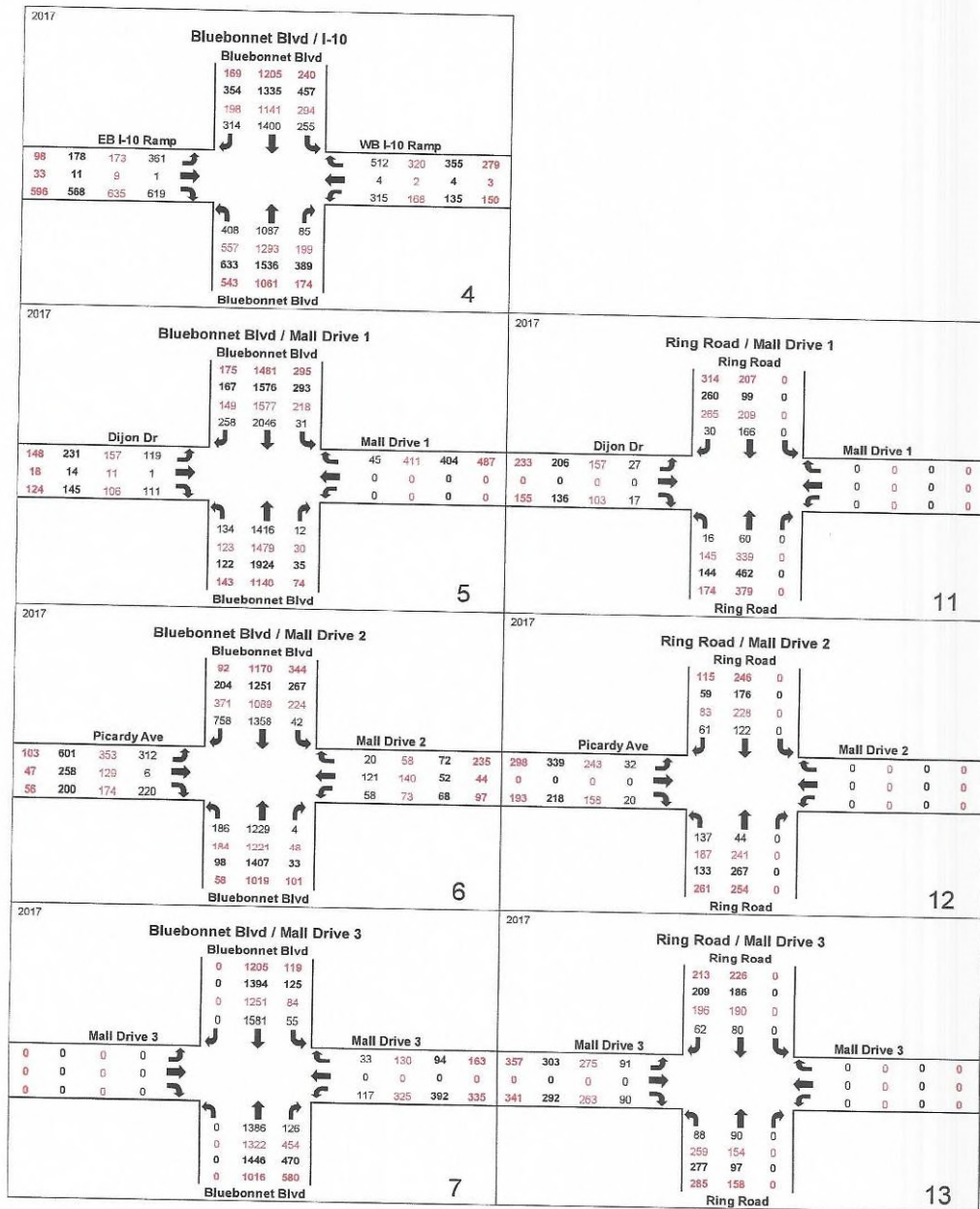
Figure 23: Bluebonnet Blvd 2037 No Build Peak Hour Volumes



H.012232/3:
DIJON EXTENSION TRAFFIC STUDY
 (LA 3064 TO LA 1248)

Scenarios
 June 17, 2016

Figure 35: Bluebonnet Blvd 2017 Build Peak Hour Volumes



**H.012232/3:
DIJON EXTENSION TRAFFIC STUDY
(LA 3064 TO LA 1248)**

Scenarios
June 17, 2016

Figure 38: Bluebonnet Blvd 2037 Build Peak Hour Volumes

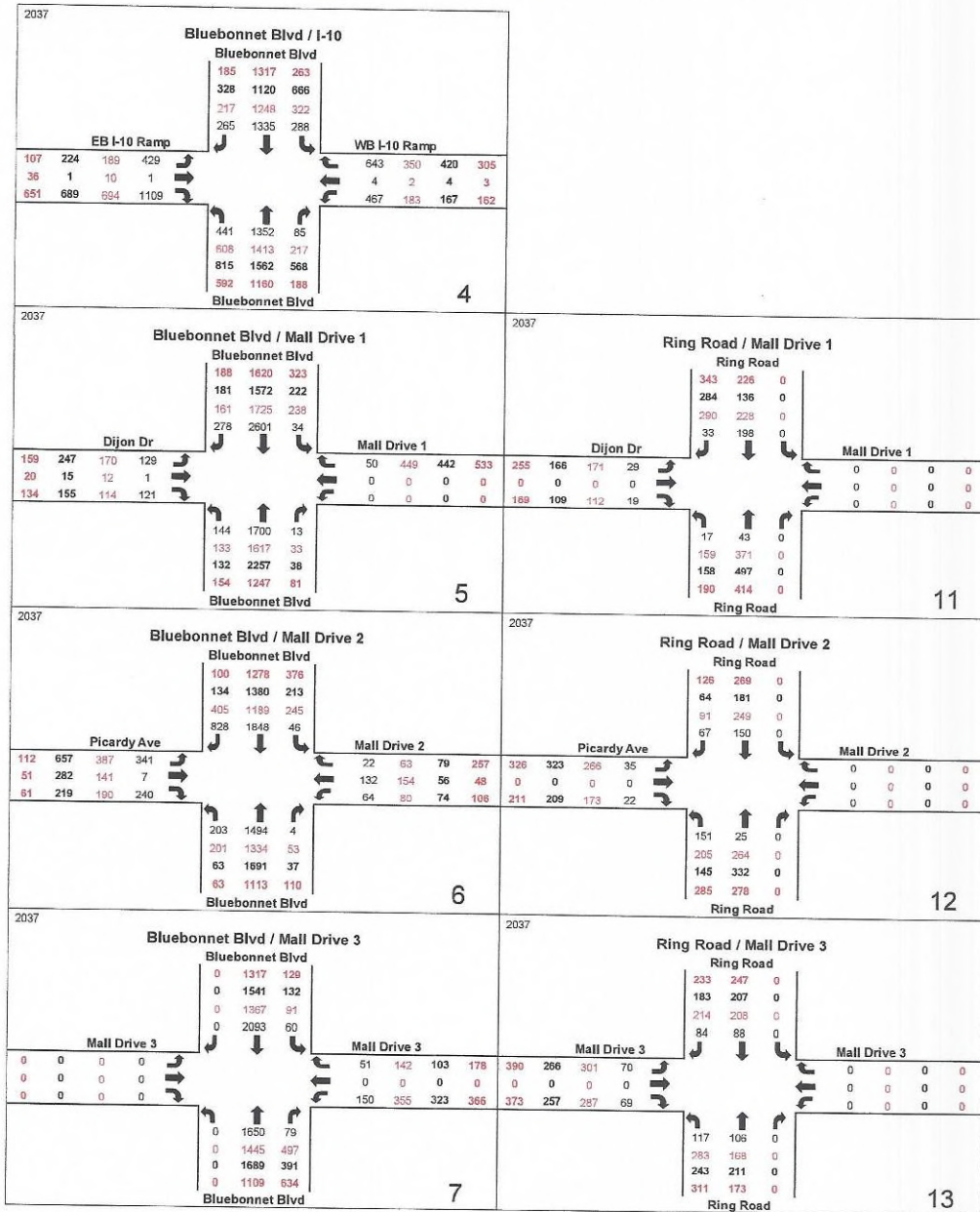


Table 13: Bluebonnet Boulevard Analysis Results AM Continued

	2015 Existing				2017 No Build				2017 Build				2037 No Build				2037 Build				Available Storage Length (feet)
	Delay (sec.)	LOS	50% Queue (feet)	95% Queue (feet)	Delay (sec.)	LOS	50% Queue (feet)	95% Queue (feet)	Delay (sec.)	LOS	50% Queue (feet)	95% Queue (feet)	Delay (sec.)	LOS	50% Queue (feet)	95% Queue (feet)	Delay (sec.)	LOS	50% Queue (feet)	95% Queue (feet)	
I-10 EB at Bluebonnet Blvd																					
Northbound Thru (Bluebonnet)	14.2	B	121	159	18.1	B	228	315	16.0	B	232	265	13.9	B	259	190	24.1	C	389	426	775
Northbound Right (Bluebonnet)	1.4	A	4	10	5.6	A	2	20	2.5	A	3	m7	4.2	A	8	19	8.5	A	15	m33	775
Southbound Left (Bluebonnet)	65.8	E	215	m#267	81.5	F	~214	m#320	35.6	D	103	m138	69.9	E	226	m#279	53.5	D	119	m#167	300
Southbound Thru (Bluebonnet)	49.1	D	240	m#785	25.9	C	154	#459	31.2	C	687	#826	52.3	D	407	m#824	61.5	E	~827	#943	300
Eastbound Left (EB I-10 Ramp)	118.8	F	~189	#354	59.7	E	153	224	48.9	D	146	230	87.2	F	175	#330	51.3	D	162	253	1925
Eastbound Thru (EB I-10 Ramp)	119.9	F	~190	#355	60.1	E	155	226	49.0	D	147	233	87.2	F	176	#331	51.3	D	163	253	1925
Eastbound Right (EB I-10 Ramp)	2.8	A	0	0	2.1	A	0	0	42.1	D	394	#546	2.9	A	0	0	74.1	E	460	#636	1925
Overall	34.2	C			24.0	C			29.6	C			32.8	C			49.8	D			
Mall Drive 1/Dijon Ext at Bluebonnet Blvd																					
Northbound Left (Bluebonnet)	0.0	A	0	0	0.0	A	0	0	41.5	D	89	m#284	0.0	A	0	0	57.6	E	101	m160	145
Northbound Thru (Bluebonnet)	3.9	A	94	m138	7.0	A	53	147	5.4	A	99	106	4.6	A	171	167	10.3	B	255	217	940
Northbound Right (Bluebonnet)	0.1	A	0	m0	0.0	A	0	m0	0.0	A	0	m0	0.0	A	0	m0	0.0	A	0	m0	255
Southbound Left (Bluebonnet)	48.0	D	12	m14	59.8	E	11	m13	54.4	D	11	m12	58.1	E	12	m14	58.5	E	13	m12	325
Southbound Thru (Bluebonnet)	8.5	A	538	m549	7.4	A	609	592	21.0	C	606	m527	10.0	B	710	m755	19.6	B	649	m708	750
Southbound Right (Bluebonnet)	0.0	A	0	m0	0.0	A	0	m0	3.3	A	36	m3	0.0	A	0	m0	6.3	A	41	m38	95
Eastbound Left (Dijon Extension)	62.0	E	24	57	58.3	E	21	51	68.5	E	90	153	58.8	E	24	56	69.4	E	98	#168	1300
Eastbound Thru (Dijon Extension)	0.8	A	0	0	0.5	A	0	0	22.8	C	20	77	0.5	A	0	0	13.5	B	1	57	1300
Eastbound Right (Dijon Extension)	0.8	A	0	0	0.5	A	0	0	22.8	C	20	77	0.5	A	0	0	13.5	B	1	57	1300
Westbound Right (Mall Drive 1)	3.2	A	0	0	1.3	A	0	0	2.1	A	0	0	1.5	A	0	0	2.0	A	0	0	220
Overall	7.3	A			7.8	A			16.6	B			8.5	A			18.0	B			
Mall Drive 1 at Mall Ring Rd																					
Northbound Left (Mall Ring Rd)	2.2	A	1	1	3.2	A	1	1	8.2	A	8	23	1.8	A	0	1	0.6	A	0	1	720
Northbound Thru (Mall Ring Rd)	1.6	A	4	1	2.8	A	1	5	7.4	A	20	42	1.5	A	1	1	0.7	A	1	2	720
Southbound Left (Mall Ring Rd)	53.2	D	450	215	53.7	D	138	201	53.7	D	138	201	56.5	E	151	216	54.0	D	151	216	1150
Southbound Right (Mall Ring Rd)	6.3	A	0	19	6.4	A	0	18	5.4	A	0	16	6.0	A	0	18	4.9	A	0	17	1150
Eastbound Left (Mall Drive 1)	66.7	E	14	34	67.1	E	13	32	61.0	E	13	33	64.6	E	13	35	66.4	E	14	34	200
Eastbound Right (Mall Drive 1)	66.7	E	14	34	67.1	E	13	32	61.0	E	13	33	64.6	E	13	35	66.4	E	14	34	200
Overall	41.5	D			42.1	D			41.9	D			43.0	D			40.1	D			
Mall Drive 2/Picardy Ave at Bluebonnet Blvd																					
Northbound Left (Bluebonnet)	98.4	F	~211	#373	64.0	E	183	m#285	47.3	D	146	m#177	85.0	F	~187	m#270	55.1	E	148	m#189	235
Northbound Thru (Bluebonnet)	12.7	B	12	38	24.0	C	96	42	16.0	B	33	82	14.6	B	19	112	14.6	B	48	92	855
Northbound Right (Bluebonnet)	0.8	A	0	m0	1.0	A	1	m0	1.2	A	0	m0	1.5	A	0	m1	1.0	A	0	m0	250
Southbound Left (Bluebonnet)	63.1	E	19	m29	62.4	E	14	m26	75.0	E	16	m0	66.4	E	16	m25	65.0	E	16	m19	330
Southbound Thru (Bluebonnet)	14.7	B	174	217	27.1	C	250	401	30.5	C	269	#492	35.9	D	376	#592	21.0	C	356	409	970
Southbound Right (Bluebonnet)	35.7	D	285	#1017	23.8	C	212	#423	15.8	B	161	360	33.4	C	254	#1005	11.2	B	53	m174	195
Eastbound Left (Picardy)	180.5	F	~196	#297	40.1	D	124	172	39.0	D	106	150	40.9	D	137	187	44.3	D	123	171	355
Eastbound Thru (Picardy)	12.4	B	8	51	5.6	A	2	36	5.8	A	1	34	5.6	A	2	37	6.5	A	2	37	590
Eastbound Right (Picardy)	12.4	B	8	51	5.6	A	2	36	5.8	A	1	34	5.6	A	2	37	6.5	A	2	37	590
Westbound Left (Mall Drive 2)	65.4	E	27	52	59.1	E	25	49	55.8	E	25	49	59.3	E	27	52	62.4	E	27	52	300
Westbound Thru (Mall Drive 2)	97.1	F	66	#131	112.4	F	61	#130	86.6	F	52	#110	135.1	F	~69	#144	105.8	F	57	#123	300
Westbound Right (Mall Drive 2)	56.5	E	1	8	45.5	D	1	m7	41.8	D	16	44	45.5	D	1	m7	49.3	D	18	46	300
Overall	37.4	D			30.3	C			26.2	C			34.3	C			22.9	C			
Mall Drive 2 at Mall Ring Rd																					
Northbound Left (Mall Ring Rd)	19.4	B	84	177	31.5	C	95	170	31.3	C	101	171	32.7	C	111	183	29.6	C	109	182	950
Northbound Thru (Mall Ring Rd)	13.4	B	12	43	27.8	C	15	43	27.7	C	16	45	28.2	C	17	46	22.9	C	17	48	950
Southbound Left (Mall Ring Rd)	4.0	A	9	16	9.2	A	8	14	6.0	A	8	14	13.1	B	22	16	15.5	B	122	23	720
Southbound Right (Mall Ring Rd)	0.1	A	0	0	0.1	A	0	0	0.1	A	0	0	0.2	A	0	0	0.1	A	0	0	720
Eastbound Left (Mall Drive 2)	77.2	E	30	m63	61.0	E	26	59	63.0	E	27	60	62.4	E	29	63	66.9	E	30	65	300
Eastbound Right (Mall Drive 2)	0.0	A	0	m0	0.1	A	0	0	0.1	A	0	0	0.0	A	0	0	0.0	A	0	0	300
Overall	14.6	B			19.9	B			19.0	B			21.8	C			21.6	C			

m - indicates that upstream metering is in effect | # - indicates that the 95th percentile volume exceeds capacity | ~ - indicates that the volume exceeds capacity and queue is theoretically infinite

Table 16: Bluebonnet Boulevard Analysis Results Noon Continued

	2015 Existing				2017 No Build				2017 Build				2037 No Build				2037 Build				Available Storage Length (feet)
	Delay (sec.)	LOS	50% Queue (feet)	95% Queue (feet)	Delay (sec.)	LOS	50% Queue (feet)	95% Queue (feet)	Delay (sec.)	LOS	50% Queue (feet)	95% Queue (feet)	Delay (sec.)	LOS	50% Queue (feet)	95% Queue (feet)	Delay (sec.)	LOS	50% Queue (feet)	95% Queue (feet)	
I-10 EB at Bluebonnet Blvd																					
Northbound Thru (Bluebonnet)	8.9	A	158	210	14.5	B	179	192	10.8	B	180	207	14.2	B	304	211	10.7	B	193	228	775
Northbound Right (Bluebonnet)	1.8	A	18	34	3.3	A	24	35	1.8	A	19	7	2.7	A	25	27	1.3	A	15	m6	775
Southbound Left (Bluebonnet)	56.7	E	252	m#384	36.4	D	231	m#302	35.0	D	120	169	39.8	D	241	m#316	35.1	D	139	181	300
Southbound Thru (Bluebonnet)	16.0	B	113	151	7.5	A	60	66	8.6	A	70	101	8.1	A	65	122	9.9	A	75	109	300
Eastbound Left (EB I-10 Ramp)	57.7	E	77	132	71.6	E	75	134	56.3	E	72	132	74.3	E	83	146	58.0	E	81	143	1925
Eastbound Thru (EB I-10 Ramp)	57.8	E	78	133	71.7	E	76	135	56.4	E	73	133	73.9	E	83	146	57.9	E	81	143	1925
Eastbound Right (EB I-10 Ramp)	1.7	A	0	0	0.8	A	0	0	27.5	C	205	272	0.9	A	0	0	29.2	C	233	307	1925
Overall	13.9	B			13.9	B			15.6	B			14.3	B			16.2	B			
Mall Drive 1/Dijon Ext at Bluebonnet Blvd																					
Northbound Left (Bluebonnet)	48.1	D	17	m16	37.4	D	17	m15	24.1	C	39	m93	27.1	C	7	m17	26.2	C	41	m115	145
Northbound Thru (Bluebonnet)	5.7	A	130	176	6.8	A	161	169	9.5	A	166	147	7.6	A	191	182	9.9	A	156	162	940
Northbound Right (Bluebonnet)	0.2	A	0	m0	0.0	A	0	m0	0.0	A	0	m0	0.0	A	0	m0	0.1	A	0	m0	255
Southbound Left (Bluebonnet)	41.3	D	76	m93	63.1	E	80	114	46.4	D	75	m98	56.8	E	87	m117	42.5	D	80	m99	325
Southbound Thru (Bluebonnet)	10.9	B	348	564	7.0	A	26	457	21.7	C	415	451	13.2	B	423	555	21.9	C	500	454	750
Southbound Right (Bluebonnet)	0.1	A	0	m0	0.0	A	0	m1	0.8	A	5	m3	0.0	A	0	m1	5.0	A	25	m38	96
Eastbound Left (Dijon Extension)	67.1	E	26	61	52.9	D	26	57	72.3	E	124	#218	51.9	D	28	61	78.0	E	134	#245	1300
Eastbound Thru (Dijon Extension)	40.3	D	3	21	31.4	C	3	22	15.3	B	8	65	30.6	C	3	22	15.3	B	9	67	1300
Eastbound Right (Dijon Extension)	40.3	D	3	21	31.4	C	3	22	15.3	B	8	65	30.6	C	3	22	15.3	B	9	67	1300
Westbound Right (Mall Drive 1)	45.0	D	104	161	15.9	B	29	88	40.8	D	114	162	21.6	C	56	115	42.0	D	132	174	220
Overall	13.7	B			11.5	B			21.4	C			14.6	B			22.0	C			
Mall Drive 1 at Mall Ring Rd																					
Northbound Left (Mall Ring Rd)	2.1	A	25	2	2.9	A	10	27	3.7	A	8	29	2.6	A	7	33	3.7	A	22	36	720
Northbound Thru (Mall Ring Rd)	2.2	A	116	4	2.8	A	23	59	3.6	A	36	69	2.5	A	16	80	3.4	A	60	88	720
Southbound Thru (Mall Ring Rd)	52.5	D	164	227	52.5	D	162	225	52.5	D	164	227	50.5	D	176	239	50.4	D	177	241	1150
Southbound Right (Mall Ring Rd)	3.3	A	0	43	2.8	A	0	39	2.5	A	0	39	2.6	A	0	38	2.4	A	0	38	1150
Eastbound Left (Mall Drive 1)	66.0	E	94	87	70.6	E	95	133	65.7	E	96	131	70.4	E	104	143	65.9	E	103	140	200
Eastbound Right (Mall Drive 1)	66.0	E	94	87	70.6	E	95	133	65.7	E	96	131	70.4	E	104	143	65.9	E	103	140	200
Overall	24.7	C			25.5	C			25.0	C			24.9	C			24.6	C			
Mall Drive 2/Picardy Ave at Bluebonnet Blvd																					
Northbound Left (Bluebonnet)	38.3	D	121	m170	43.0	D	165	223	39.5	D	133	m183	43.8	D	161	m231	36.5	D	135	m166	235
Northbound Thru (Bluebonnet)	19.9	B	189	241	20.3	C	125	220	21.9	C	141	271	19.4	B	153	263	20.8	C	210	267	855
Northbound Right (Bluebonnet)	4.4	A	6	m6	5.1	A	4	m9	5.2	A	4	m9	4.9	A	4	m10	4.9	A	5	m8	250
Southbound Left (Bluebonnet)	62.9	E	68	103	48.0	D	64	103	44.2	D	44	109	57.0	E	71	112	54.5	D	74	119	330
Southbound Thru (Bluebonnet)	13.1	B	104	52	16.6	B	133	116	11.4	B	28	146	18.1	B	74	189	17.9	B	76	236	970
Southbound Right (Bluebonnet)	6.7	A	64	53	9.7	A	50	149	7.4	A	20	129	11.5	B	1	194	11.1	B	64	164	195
Eastbound Left (Picardy)	57.7	E	146	#243	52.1	D	161	213	54.2	D	142	184	53.4	D	170	234	53.5	D	151	202	355
Eastbound Thru (Picardy)	24.5	C	53	106	19.5	B	54	100	20.8	C	49	90	19.7	B	56	107	20.4	C	52	96	590
Eastbound Right (Picardy)	24.5	C	53	106	19.5	B	54	100	20.8	C	49	90	19.7	B	56	107	20.4	C	52	96	590
Westbound Left (Mall Drive 2)	45.7	D	0	52	33.2	C	29	m49	33.0	C	27	m49	33.6	C	32	m53	33.7	C	0	m53	300
Westbound Thru (Mall Drive 2)	54.6	D	0	109	41.7	D	70	101	39.2	D	57	91	42.9	D	76	111	41.0	D	0	100	300
Westbound Right (Mall Drive 2)	38.7	D	32	70	19.7	B	26	m51	20.3	C	41	m69	21.9	C	33	m50	21.7	C	43	m67	300
Overall	24.6	C			24.9	C			23.1	C			25.9	C			25.3	C			
Mall Drive 2 at Mall Ring Rd																					
Northbound Left (Mall Ring Rd)	19.3	B	93	189	53.2	D	131	208	54.0	D	132	209	50.9	D	143	225	51.5	D	140	227	950
Northbound Thru (Mall Ring Rd)	15.5	B	125	287	38.0	D	170	262	37.9	D	174	266	35.3	D	185	283	35.0	D	189	288	950
Southbound Thru (Mall Ring Rd)	10.4	B	55	188	40.2	D	197	270	36.9	D	203	275	34.1	C	215	289	31.5	C	221	294	720
Southbound Right (Mall Ring Rd)	0.1	A	0	0	0.1	A	0	0	0.1	A	0	0	0.1	A	0	0	0.1	A	0	0	720
Eastbound Left (Mall Drive 2)	38.9	D	130	156	9.1	A	50	75	9.3	A	46	79	11.4	B	57	88	11.7	B	52	98	300
Eastbound Right (Mall Drive 2)	0.1	A	0	0	0.1	A	0	0	0.1	A	0	0	0.1	A	0	0	0.2	A	0	0	300
Overall	16.8	B			26.7	C			26.3	C			25.0	C			24.7	C			

m - indicates that upstream metering is in effect | # - indicates that the 95th percentile volume exceeds capacity | ~ - indicates that the volume exceeds capacity and queue is theoretically infinite

Table 19: Bluebonnet Boulevard Analysis Results PM Continued

	2015 Existing				2017 No Build				2017 Build				2037 No Build				2037 Build				Available Storage Length (feet)
	Delay (sec.)	LOS	50% Queue (feet)	95% Queue (feet)	Delay (sec.)	LOS	50% Queue (feet)	95% Queue (feet)	Delay (sec.)	LOS	50% Queue (feet)	95% Queue (feet)	Delay (sec.)	LOS	50% Queue (feet)	95% Queue (feet)	Delay (sec.)	LOS	50% Queue (feet)	95% Queue (feet)	
I-10 EB at Bluebonnet Blvd																					
Northbound Thru (Bluebonnet)	29.1	C	628	690	28.3	C	643	623	21.2	C	501	585	23.5	C	617	555	19.5	B	399	559	775
Northbound Right (Bluebonnet)	17.5	B	406	634	10.3	B	118	232	7.1	A	98	290	10.3	B	133	293	5.8	A	112	m167	775
Southbound Left (Bluebonnet)	90.9	F	~666	m#820	114.6	F	~758	#988	39.9	D	314	352	131.6	F	~845	m#967	62.9	E	340	m#432	300
Southbound Thru (Bluebonnet)	10.7	B	91	148	6.3	A	61	77	8.7	A	71	82	8.7	A	71	m116	10.8	B	79	131	300
Eastbound Left (EB I-10 Ramp)	84.2	F	107	175	95.2	F	109	#189	78.9	E	108	180	111.3	F	122	#240	78.5	E	117	192	1925
Eastbound Thru (EB I-10 Ramp)	84.5	F	108	177	96.0	F	110	#191	79.2	E	109	182	111.5	F	123	#241	78.6	E	118	193	1925
Eastbound Right (EB I-10 Ramp)	0.9	A	0	0	0.8	A	0	0	29.7	C	241	309	0.9	A	0	0	32.9	C	286	360	1925
Overall	28.5	C			31.3	C			22.4	C			32.6	C			25.9	C			
Mall Drive 1/Dijon Ext at Bluebonnet Blvd																					
Northbound Left (Bluebonnet)	53.3	D	12	m10	55.8	E	17	m11	29.5	C	44	m113	57.1	E	18	m13	32.1	C	84	m132	146
Northbound Thru (Bluebonnet)	11.8	B	269	645	9.5	A	298	313	13.3	B	267	360	12.0	B	308	329	17.0	B	567	586	940
Northbound Right (Bluebonnet)	0.4	A	0	m0	0.0	A	0	m0	0.1	A	0	m0	0.0	A	0	m0	0.7	A	1	m1	255
Southbound Left (Bluebonnet)	59.2	E	91	119	73.1	E	98	131	75.2	E	101	138	63.9	E	104	142	71.4	E	121	m163	325
Southbound Thru (Bluebonnet)	7.5	A	228	477	7.3	A	110	451	30.2	C	412	463	10.1	B	257	584	32.0	C	481	530	750
Southbound Right (Bluebonnet)	0.1	A	0	m0	0.1	A	0	m0	8.7	A	46	m57	0.2	A	0	m3	7.2	A	39	m38	95
Eastbound Left (Dijon Extension)	83.6	F	26	56	65.9	E	22	52	79.2	E	232	311	65.1	E	24	55	78.4	E	248	328	1300
Eastbound Thru (Dijon Extension)	54.8	D	4	23	46.2	D	4	22	25.3	C	56	122	45.9	D	4	22	27.5	C	69	137	1300
Eastbound Right (Dijon Extension)	54.8	D	4	23	46.2	D	4	22	25.3	C	56	122	45.9	D	4	22	27.5	C	69	137	1300
Westbound Right (Mall Drive 1)	64.7	E	154	207	44.5	D	106	159	39.6	D	81	139	53.4	D	136	192	48.6	D	111	#209	220
Overall	16.9	B			15.3	B			26.8	C			17.8	B			29.6	C			
Mall Drive 1 at Mall Ring Rd																					
Northbound Left (Mall Ring Rd)	5.5	A	46	56	3.6	A	17	73	6.3	A	52	82	6.4	A	49	94	9.0	A	55	117	720
Northbound Thru (Mall Ring Rd)	7.6	A	238	215	4.4	A	54	292	8.0	A	225	254	7.8	A	195	325	10.7	B	183	323	720
Southbound Thru (Mall Ring Rd)	44.1	D	116	164	64.7	E	122	188	56.1	E	118	175	64.0	E	132	205	55.3	E	127	192	1150
Southbound Right (Mall Ring Rd)	3.1	A	0	44	4.6	A	0	58	2.5	A	0	38	4.4	A	0	60	2.3	A	0	40	1150
Eastbound Left (Mall Drive 1)	83.3	F	110	92	90.5	F	113	153	76.7	E	112	151	92.0	F	123	164	51.1	D	122	165	200
Eastbound Right (Mall Drive 1)	83.3	F	110	92	90.5	F	113	153	76.7	E	112	151	92.0	F	123	164	51.1	D	122	165	200
Overall	24.7	C			27.4	C			25.4	C			29.2	C			21.5	C			
Mall Drive 2/Picardy Ave at Bluebonnet Blvd																					
Northbound Left (Bluebonnet)	42.0	D	68	m81	32.2	C	76	m97	30.3	C	49	m57	35.7	D	73	m101	36.0	D	42	m58	235
Northbound Thru (Bluebonnet)	15.0	B	153	184	23.4	C	479	348	25.4	C	563	423	24.5	C	334	471	26.9	C	384	546	855
Northbound Right (Bluebonnet)	3.6	A	2	m2	5.4	A	10	m5	6.5	A	15	m10	4.5	A	6	m5	4.3	A	4	m5	250
Southbound Left (Bluebonnet)	131.5	F	98	#186	58.8	E	61	103	54.4	D	51	112	70.4	E	66	120	81.2	F	86	151	330
Southbound Thru (Bluebonnet)	18.9	B	462	60	17.7	B	304	126	6.6	A	45	72	20.8	C	297	143	14.3	B	101	191	970
Southbound Right (Bluebonnet)	2.8	A	3	3	5.2	A	38	17	2.1	A	5	13	6.0	A	38	39	6.0	A	19	55	195
Eastbound Left (Picardy)	72.7	E	351	#533	66.0	E	358	410	68.6	E	310	359	66.2	E	390	450	67.1	E	339	389	355
Eastbound Thru (Picardy)	46.6	D	202	281	39.3	D	192	240	40.3	D	164	211	39.9	D	215	267	40.4	D	184	231	590
Eastbound Right (Picardy)	46.6	D	202	281	39.3	D	192	240	40.3	D	164	211	39.9	D	215	267	40.4	D	184	231	590
Westbound Left (Mall Drive 2)	75.1	E	37	67	63.6	E	38	67	68.2	E	38	67	62.8	E	41	72	61.4	E	41	71	300
Westbound Thru (Mall Drive 2)	74.5	E	38	68	63.0	E	38	68	65.2	E	30	56	62.1	E	42	73	57.9	E	32	59	300
Westbound Right (Mall Drive 2)	66.8	E	54	104	41.9	D	43	66	46.6	D	53	120	46.3	D	59	106	48.0	D	76	128	300
Overall	33.5	C			32.4	C			29.4	C			34.1	C			33.1	C			
Mall Drive 2 at Mall Ring Rd																					
Northbound Left (Mall Ring Rd)	23.3	C	86	182	41.3	D	118	167	42.8	D	88	186	39.8	D	119	184	39.0	D	123	187	950
Northbound Thru (Mall Ring Rd)	27.4	C	331	439	44.1	D	282	369	44.8	D	208	420	42.8	D	322	422	42.0	D	320	439	950
Southbound Thru (Mall Ring Rd)	9.0	A	60	96	35.4	D	173	247	32.7	C	174	241	24.4	C	181	218	23.8	C	182	119	720
Southbound Right (Mall Ring Rd)	0.1	A	0	0	0.1	A	0	0	0.1	A	0	0	0.1	A	0	0	0.1	A	0	0	720
Eastbound Left (Mall Drive 2)	45.9	D	171	m123	20.9	C	65	252	19.8	B	83	168	25.9	C	95	301	25.0	C	89	319	300
Eastbound Right (Mall Drive 2)	0.2	A	0	m0	0.2	A	0	0	0.2	A	0	0	0.2	A	0	0	0.2	A	0	0	300
Overall	23.0	C			26.9	C			26.7	C			26.1	C			25.5	C			

m - indicates that upstream metering is in effect | # - indicates that the 95th percentile volume exceeds capacity | ~ - indicates that the volume exceeds capacity and queue is theoretically infinite

ADDENDUM B

**EXTERIOR SITE PHOTOGRAPHS OF
HYATT PLACE IN BATON ROUGE, LOUISIANA
OCTOBER 12, 2016**



Parking between hotel and Bluebonnet is limited. On the right are spaces to be lost to Dijon Dr.



Measured 97 feet from Hyatt to walls of Ralph & Kacoo's



Electric vault extends 11 feet from Hyatt side door



Hyatt side door begins at a distance of 97 feet including 11 feet for electric vault



View of spaces to be lost at rear of Hyatt



Outside hotel storage uses part of parking spaces today



Pool area extends over 50 feet from rear of hotel fire lane which must be preserved



Steep decline in grade from Hyatt to Ralph & Kacoo's along proposed Dijon Dr. right-of-way



Rear of site to be taken for continuation of Dijon Dr.



Cell tower and parking below Hyatt grade on rear lot of Ralph & Kacoo's to be separated by Dijon Dr. from restaurant



Rear parking may not be accessible from east side of hotel site



Sharp drop-off in public drainage adjoins site limiting any new access to rear of site



Relocation of highway sign may be necessary for new rear access



Rear parking access from east is mostly blocked by trash and dumpster and outdoor pool areas, fire lane and fire hydrant



Existing pool and deck protrude far from building on north side limiting or stopping any new road access



Narrow area between pool, deck and trash which overlaps fire lane



Steep site decline toward east from edge of hotel site



New access road would be outside site (probably) and requires creating a sharp 90 degree turn for guest cars



No under-utilized green space is available for parking at the rear of the site



Location for narrow new access road would require relocation of fire hydrant



Flags are near property line at east side – very narrow open space from building corner



Very narrow open space between rug high-rise and Hyatt on east side



View at rear from east to west of appropriate landscape



East side steep drainage ditch area limits any new parking access road



View of rug center property line with narrow space to hotel building



Wide pool and deck area are an expected hotel amenity



Trucks (FedEx) need open space for maneuvering at north of site not constrained by new road system



Ralph & Kacoo's east side, 4 feet or more below grade of hotel site along proposed Dijon Dr.



Signalized exit makes access and egress safe for Hyatt today



Front view from entry of quiet Hyatt Place site



Front parking area would lose spaces on right side of Hyatt site to Dijon Dr.



Easy, low-congestion access today from Bluebonnet



Front of Ralph & Kacoo's



High grade difference between Ralph & Kacoo's restaurant foundation and parking access road as compared to grade of parking for hotel. Dijon Dr. elevation could cause storm flood risk for either or both of these commercial properties.



Front of rug zone at a grade higher than Hyatt hotel parking

ADDENDUM C

CREDENTIALS OF ANALYST

CERTIFICATIONS AND ASSUMPTIONS
AND LIMITING CONDITIONS

SUMMARY OF CREDENTIALS

Wade R. Ragas PhD, MAI
September 2016

Education

Doctorate in Business Administration within the Finance Department (Real Estate and Urban Analysis track) from the Ohio State University, 1976
Masters in Business Administration, University of New Orleans, 1971
Bachelor of Arts in Economics, University of New Orleans, 1969

Professional Certifications or Honors

Endowed Research Professorship in Real Estate Finance, UNO, 1991-9/2005
Louisiana Real Estate Commission Research Professorship
Senior Residential Appraiser (SRA) 1984, Senior Real Estate Analyst (SREA), 1990
Member Appraisal Institute (MAI), 1991
Weimer Post Doctoral Fellow, Homer Hoyt Institute, 1991-92, continuing
Certified General Appraiser, Louisiana 1991 #0043
Research Fellow, Texas A&M Real Estate Center, 1993
Professor of Finance Emeritus, 2005 - current

Professional Associations

Society of Office and Industrial Realtors, Academic Associate 1991-2007
Appraisal Institute, SRA, SREA, & MAI, 1991 to current
American Real Estate and Urban Economics Association 1971-2003

Employment Summary

Real Property Associates Inc, President/Consultant 1982-current
Endowed Research Professor in Finance, 1991-Sept 2005, University of New Orleans
Director of Real Estate Market Data Center, 1982- Sept 2005, University of New Orleans
Full Professor of Finance, University of New Orleans, 1986- 2005, retired Emeritus
Associate Professor of Finance, University of New Orleans, 1980-1986
Assistant Professor of Finance, University of New Orleans, 1976-1980
Doctoral Research Fellow, Ohio State University, 1973-1975
Assistant Vice-President, Pringle-Associated Mortgage Corporation, 1972-1973
(mortgage and construction lending)
Assistant Vice-President, Smolkin-Siegel Corporation, 1971-1972 (national real estate market research)

**Contact Information: Real Property Associates Inc, 3017 Harvard Ave. Suite 204, Metairie, Louisiana 70006 (504) 324 3994 wrragas@gmail.com
waderagas@waderagas.com**

SUMMARY OF CREDENTIALS

Wade R. Ragas

Book and Journal Academic Reviewer

Books: Irwin Books AIREA Dryden Press Wiley, Inc.
Question contributor and reviewer: Education Testing Service, ASI, Inc.
Ad hoc reviewer, Journal of the American Real Estate and Urban Economics Association,
and Economic Development Quarterly, Journal of Real Estate Research
Member, Board of Reviewers, Review of Financial Economics (1993-1996), Professional
Report of the Society of Industrial and Office Realtors (1991-1998)

Education/Instruction Experience

Instructional Venues: NOMAR Regional Annual Real Estate Forecast, 2011 to 2015
University of New Orleans annual Real Estate Forecast seminar 1990 to 2005.

Distance Learning courses for 45 hours each of instruction in Real Estate Principles, Real Estate Investments, Real Estate Finance (Spring 1997- 2005) approved by LREC for agent and broker education credit and appraiser credit hours

Monthly public television informational broadcast of 30 minutes duration on issues of interest to consumer and real estate professionals called Real Estate Trends (WLAE TV New Orleans Aug. 1996-Aug. 1997)

Undergraduate and graduate instruction in real estate principals and practice, finance, investments, site and market feasibility analysis, and real estate valuation annually 1974-2005 for undergraduates, MBA and Doctoral Students. Chairperson of two doctoral dissertations- measurement of externalities caused by oil refinery proximity and savings/loan regulatory changes.

SREA Courses 102, Applied Residential Property Valuation , national instructor and national exam grader, (17 sites nationally 1978-1991), SREA Course 201 Commercial Property Valuation, national administrative instructor; Course 102 served approximately 30,000 residential appraisers; Grader for course nationally.

Appraisal Institute approved instructor, Residential and Commercial Courses (210 and 310), selected to teach Course 210 nationally. Chaired National Residential Seminar Committee in the year after the merger of Appraisal and Society of Real Estate Appraisers to transition all seminars for merged organization.

Short courses for Louisiana Real Estate Commission on Risk Management, Condominiums, Energy Efficient Housing, Residential Valuation, Owner Financing, Wetlands, Appraisal, Louisiana and Gulf Coast Real Estate Markets, Appraisal Standards, Digital Technology and the Real Estate Industry, Property Management

SUMMARY OF CREDENTIALS

Wade R. RagaS

offered throughout Louisiana. National Outstanding Seminar Award of the National Association of Realtors Education Foundation in 1993 for **Wetlands Seminars**. Total adult audience members for my seminars exceeds 28,000 persons not counting Appraisal Institute course.

National and State Educational Committee Memberships:

1. Member, Academic Liaison Committee of American Institute of Real Estate Appraisers 1983-1985 (national)
2. SREA Committee on Re-Certification, national, 1988-89 Author, SREA Louisiana certification materials, 1991
3. Appraisal Foundation Qualification Board Taskforce on Appraisal Examination Content (national); Taskforce on Review of Course Materials, 1989-1990 (national)
4. Residential Continuing Education and Seminars, Chairperson (national) Appraisal Institute 1990-91 Residential Education Board, (national), Appraisal Institute, 1990-1991.
5. Contractor to Appraisal Qualifications Board (national) to advise on process for reviewing and evaluating state certification exams, 1990
6. Research and Publications Committee (national), Society of Industrial and Office Realtors (1991-1998)
7. Louisiana Joint Legislative Taskforce on Real Estate Continuing Education 2000-01
8. Consultant to Louisiana Appraiser Certification Board for Design of all required educational content for residential and general certification within Louisiana
9. NOMAR Real Estate Forecast Committee 2011 to 2015, annual regional seminar

Publications

Applied Residential Property Valuation, 1981, 1983, Society of Real Estate Appraisers (30,000 attendees used in the training of residential appraisers nationally from 1981 to 1991)

Urban Land Institute Chapter author in **Office Development Handbook (ULI, 1999, Ch.2) on Market and Financial Feasibility Analysis**; Also recurring market analyses for Urban Land Institute;

Sales and Leasebook monograph, Urban Land Institute with Patricia Harrison, 1995

Co-author with Dr Jay Brinkman, Senior Vice President for Research for the Mortgage Bankers of America, a monograph entitled "**An Estimate of the Costs of Hurricane Katrina to Single Family Residential Structures in Orleans Parish**", February 2006 (submitted to Whitehouse as part of revisions in Katrina damages assessment and federal funding adjustments)

SUMMARY OF CREDENTIALS

Wade R. Ragas

Publications continued

Author or co-author of over 30 articles in national publications (provided upon request) including: **Journal of Real Estate Research, Journal of Real Estate Finance and Economics, Land Economics, Economic Development Quarterly, Appraisal Journal, Real Estate Review, Real Estate Appraiser and Analyst, Professional Report of SIOR, Tierra Grande(Texas A&M journal), Review of Financial Economics, Environmental Watch, Louisiana CPA Society plus book chapters for Urban Land Institute Office Development Handbook**

Annual author of **New Orleans Real Estate Market Analysis** (a 100+ page semiannual review of residential and commercial market conditions on the Gulf Coast distributed to 800 subscribers nationally) 1978 to 2005 (35 volumes)

Housing Market Analysis for New Orleans Metropolitan Association of Realtors by zip codes or other geographic areas, printed by Times Picayune and New Orleans Advocate (2013 to current) twice a year as a front page and 2 interior pages story with mapping. (1981 to February 2015)

Dissertation & Regional Monograph

Brueggman, W.; Racster, R.; Ragas, W. and Kolhepp, D. "Population Movement, Fiscal Incentives, and Suburban Housing Values in Cleveland, Cincinnati and Columbus, Ohio," (Ohio Real Estate Commission, 1975) 200 pages.

SUMMARY OF CREDENTIALS

Wade R. Ragas

Board of Directors or Advisors

Mutual Savings and Loan; Metairie, LA, 1984 - current.
Rummel High School Development Committee and Blue Ribbon Committee, '94-'98
University of New Orleans Research Park Development Committee, '93-'98
Chair of College of Business Building Committee, 1995 (\$15 million project)
Historic Restorations Inc., advisory board, 1995-1997 (developer of apartments and hotels nationally)
New Orleans Apartment Association, 1995-1997
Louisiana Realtors Education Foundation, 1996-97
Will Woods Foundation Development Board, 1997-99; Chairperson for multifamily housing 1999 -2001
UNO Research and Technology Foundation Board of Directors 2004-2006
Providence Board of Directors, 2006 to February 2008, redevelopment of Treme and Lafitte, low income housing and ten elderly housing communities (1,100 housing units) chair Development Committee, Chair Real Estate Committee

Valuation Assignment Property Types

Wide range of property types including office buildings, multifamily housing, hotels, retail, wetlands/marshes, subdivisions, Miss. River batture; golf courses; large vacant tracts; mixed-use development, manufacturing facilities, pipeline ROW's, condominiums, timeshares, single-family houses, dry boat/recreation facilities, truck stops and RV parks. Assignments have included opinions of market value, market feasibility with discounted cash flow studies ; land use plan analyses, negative externality impact analyses, reviews of commercial appraisals, investment analyses and 404 wetland permit needs assessments. Clients include numerous law firms, domestic and foreign commercial banks, savings and loans, RTC, FDIC, Gulf Oil, Williams Cos/Transco, Dynegy, Exxon, Chevron, BP, Shell Pipeline Co., Targa, Joseph C. Canizaro Interests, Monteleone Interest, Browning Ferris Industries, Texaco, Shell Pipeline Co, Cahn Family Interest, Targa, Kailis Family Interest, Jefferson Parish, HANO, Murphy Oil Corp., parish governments, Don McMath/Lonesome Development, Sunrise Homes, Williams Pipeline Co., IMTT and numerous holders of significant private property rights.

Expert witness for FDIC and RTC as reviewer of appraisals for large commercial loans in eight states from 1989 to 1995 involving 5 savings and loans. Expert opinions on commercial and residential valuations, anti-trust geographic market analysis for federal court, wetland litigation, large scale development (including land use plans and discounted cash flow analysis), environmental externalities measurements, going concern business valuation, loss business profits, mortgage backed bond underwriting market analyses (six issues 84 to 1994).

SUMMARY OF CREDENTIALS

Wade R. Ragas

Property Valuation Oriented Articles and Books

Textbooks

Ragas, W. Applied Residential Property Valuation. Society of Real Estate Appraisers (1981, revised 1982, 1984.), Chicago. (required text for all residential appraisers for SRA designation nationally from 1983-1992).

Peer Reviewed Publications on Property Valuation

Ragas, W. "Vacancy in Space City: Houston's Office Scene." **Tierra Grande. Journal of Texas A&M Real Estate Research Center** Vol. 2, No. 1, (Spring 1994), 14-15.

Johnson M., and Ragas, Wade R. "CBD Land Values and Multiple Externalities." **Land Economics**, Vol. 3, No. 4, (November 1987).

Ragas, Wade R. "Timeshares Inflation Expectations and Market Value." **Appraisal Journal**, Vol. LIV (2), (April 1987), 246.

Ragas, Wade R. "Addendum to Historic Properties." **Real Estate Appraiser & Analyst** (July-August, 1980), 36 and Note, (September-October, 1980).

Ragas, Wade R. and Miestchovich, Ivan J. "Historic Properties and Tax Incentives: New Opportunities for the Investor and New Challenges for the Appraiser." **Real Estate Appraiser and Analyst**, (May, June, 1980), 9-13.

Ragas, Wade R. and Miestchovich, Ivan J. "Historic Preservation and the 1976 Tax Reform Act." **The Appraisal Journal**, (January 1978), 44-52.

Ragas, Wade R. "Commercial Land Valuation Model of the New Orleans CBD (Parts I and II). **Louisiana Business Survey** (April & June 1977).

Monograph

Ragas, Wade; Davis, Alvin; and Harrison, Patricia. "**Real Estate Sale-Leaseback: A Review of Advantages and Disadvantages.**" **Monograph for the Society of Industrial and Office Realtors, (1994), 100 pages.**

SUMMARY OF CREDENTIALS
Wade R. Ragas

Property Valuation Projects

Large tracts of mixed-use property (office, housing, commercial) - East Baton Rouge, Jefferson, Orleans, St. Charles and St. Tammany Parishes, Louisiana

Pipeline rights of way in St. John, St. James, Plaquemines, Ascension, Assumption, East Baton Rouge, West Baton Rouge, Pointe Coupe, East and West Feliciana, Terrebonne, Lafourche, Iberville, Cameron and Calcasieu Parishes.

Commercial, large vacant sites or office parks sites: East Baton Rouge, Jefferson, Orleans, St. Charles, Feliciana, St. Tammany, Houston/Galveston (including DCF anal.)

Hotels in New Orleans, Jefferson, E. Baton Rouge, Biloxi

Going Concern Business Valuations or Loss of Profits: subdivision developers, realtor, contractors, multifamily operators, private real estate partnership, retail facilities, hotel/multifamily developer, hotel owner, commercial property developer,

Major Office Buildings: 201 St. Charles, 225 Baronne, FNBC , Regions Bank Building, World Trade Center in Orleans CBD, various suburban mid-rise structures.

Multifamily Properties in New Orleans area, Biloxi, Mississippi, and Baton Rouge

Retail Properties in New Orleans area including The Shops at Canal Place, strip centers, community centers, neighborhood centers, freestanding facilities

Warehouse/Industrial Properties in West Baton Rouge, Orleans, Jefferson, Plaquemines, West Feliciana, East Baton Rouge, St. Barnard Parishes, Louisiana.

Golf courses- Mississippi Gulf Coast and Jefferson Parish, Louisiana.

Waterway Batture properties in Jefferson, Orleans, West Feliciana, St Bernard Plaquemines, St Charles Parishes.

Pipeline/Storage Terminal and Gas Storage Salt Domes River Batture/Ship Dockages; pipelines and facilities in 15+ parishes, Legacy Oil Field Disputes (12 locations).

Anti-Trust Market Analyses and Damage Estimates for retail gas stations, jewelry stores, animal food product and dessert food equipment manufacturer.

SUMMARY OF CREDENTIALS

Wade R. Ragas

Property Valuation Projects Continued

Subdivision Analyses of Single-Family Houses or Condominiums in St. Tammany, Jefferson, Orleans, Livingston, Tangipahoa, Ascension, St. Bernard Parishes, East Baton Rouge, Baldwin & Mobile Counties, Gulf Shores Alabama, Harrison County Mississippi, Galveston, Texas and various other Midwestern states.

Historic Structures in Orleans, East Baton Rouge and St. Tammany Parishes including dozens of French Quarter and Warehouse District commercial and residential properties.

Retail Facilities and Restaurants in Jefferson, Orleans (including Antoine's), St. Tammany.

Complex Retrospective Appraisals of Large Tracts of vacant land or wetlands in Jefferson, Orleans, East Baton Rouge, St. Tammany, St. Charles, Terrebonne, Lafourche, Calcasieu, and Cameron Parishes, St Bernard Parishes of Louisiana.

Environmental Externality Focused Valuations of properties in Orleans, East Baton Rouge, West Baton Rouge, Jefferson, Plaquemines Parishes, St. Bernard, St. Charles, Bossier, Ouachita, Pointe Coupee, St. Mary, St. Landry, Lafayette, Washington, Terrebonne, Lafourche Parishes of Louisiana.

Partial Interest Estate Valuation of Large Estates of \$10 million or More in Assets in Orleans, Jefferson Parish, St Tammany, French Quarter, New Orleans CBD, Orleans Warehouse District, St. Bernard

Ship Dockages in Orleans, St. Bernard, Plaquemines Parishes

Barge Dockages Orleans, Jefferson, St. Charles Parishes

SUMMARY OF CREDENTIALS

Wade R. Ragas

Appraisal Reviews in the Course of Litigation or Regulatory Actions

New Orleans Board of Assessor Appeals/Review: Chief Review Appraiser and directed assessment review valuation process—2007 – 6,400 properties, 2008 - 700 income properties, 2009 - 300 income properties. State approval rate of appeal amounts over 90%.; New Orleans City Council approvals near 100%.

Murphy Oil Spill(August 2005) voluntary settlement process design, methodology of valuations on over 3,000 houses and over 200 businesses. Methodology became basis of court-ordered class action settlement for remaining 2,000 or so plaintiffs.

Resolution Trust Corporation and FDIC (1985-1989)

Office Buildings: Los Angeles; Dallas; Houston; Kansas City
Condominiums: Honolulu; Vail, CO.; Idaho; Corpus Christi, Galveston & Dallas, TX.; Washington, D.C.; New Orleans, Lafayette, and Baton Rouge, LA
Office Parks: San Francisco, CA.; Baton Rouge, LA.; Lafayette, LA
Hotels: Dallas, TX.; Baton Rouge, LA.; New Orleans Metro, LA; Biloxi, MS.; Lafayette, LA
Large Tracts: Hilton Head, S.C.; New Orleans, LA.; Baldwin Co., AL.

Large-Scale Valuations with Wetland Environmental Issues

Jefferson Parish parcels inside and outside of the hurricane protection levees in the course of litigation in the Barataria Corridor or for development.

Master land plan and valuation of 3,000 acres south of the V Levee in Jefferson Parish in the course of litigation involving the Environmental Protection Agency.

Pipeline right of ways including some wetlands in Cameron, Calcasieu, West Baton Rouge, Terrebonne, St. John, St. James, Ascension Parish, St. Mary, Lafourche and Plaquemines Parishes.

Commercial parcels subject to levee takings and severance in St. Charles Parish, Jefferson, Orleans, Plaquemines

SUMMARY OF CREDENTIALS

Wade R. Ragas

Journal Articles on Environmental Externalities with Peer Reviews

1. Flower, P. and Ragas, W. "The Effects of Refineries on Neighborhood Property Values." **Journal of Real Estate Research**, Vol. 9, No. 3 (1994), 319-338.
2. Ragas W. and Flower, P. "Refineries and Neighborhood Housing Values." **Texas Real Estate Center Technical Report 1018**, Vol. 54, No. 4 (April 1994), 17 pages.
3. Ragas, W. and Speyrer, J. "Housing Prices and Flood Risk: An Examination Using Spline Regression." **The Journal of Real Estate Finance and Economics**, Vol. 4, No. 4 (December 1991), 395-407.
4. Ragas, W. and Loeb, D. "Impact of the Federal Wetlands Act on Real Estate." **Texas Real Estate Center Technical Report 964** (January 1993).
5. Ragas, W. and Flower P. "Petroleum Refineries- Can Larger Site Buffers Limit Adjacent Property Value Impacts?" **Professional Report of the Society of Industrial and Office Realtors** (October 1994).
6. Ragas, W. and Loeb, D. "Wetland Determination from the Buyer's and Seller's Views." **The Society of Industrial and Office Realtor Perspective**, Vol. 38 (1993).
7. Ragas, W. and Argote, D. "Valuation of Office Buildings Containing Friable Asbestos." **Environmental Watch**, Chicago, Ill: Appraisal Institute (Spring 1991).
8. Johnson, M. and Ragas, W. "CBD Land Values and Multiple Externalities." **Land Economics**, Vol. 3, No. 4 (November 1984)
9. Ragas, W. and Miestchovich, Ivan. "Stadium Parking Attracts Office Developers in New Orleans." **Journal of Urban Land**, July 1986.
10. Ragas, W. & Miestchovich, Ivan. "Incentives for Historic Preservation in the 1976 Tax Reform Act." **Real Estate Review** (Winter 1978), pp. 54-59.
11. Ragas, W. "Residential Energy Conservation and Housing Values, Energy Notes." National Savings & Loan League Association, Washington, D.C. 1978.

Seminar

"Wetlands and the Effects on the Real Estate Industry" for the Louisiana Real Estate Commission, 1992 Statewide Seminar, 13 sites (national award as "Outstanding Seminar by a Mid-Sized State" awarded by National Association of Realtors.)

Recent Studies: 1992-2015 with Environmental Externalities for Litigation Or Regulatory Issues

1. Land Use Master Plan for Jefferson Parish covering 3,000 acres of West Jefferson for Jefferson Parish
2. Chemical plant explosion and residential property values in Sterlington, Louisiana.
3. Rain-induced street flooding and property valuation impacts on the Lower Coast of Algiers (Orleans) for Lafayette Insurance.
4. Residential property valuations and proximity to an existing EPA approved solid waste disposal site (St. Bernard)
5. Economic needs, market demand and land use plan for the Cortana Mall as part of the retroactive master wetland permit (wetlands in urban East Baton Rouge)
6. Property value diminishment due to zoning restrictions of a Mississippi River batture parcel in Jefferson Parish (Lucas type taking)
7. Chemical plant discharges, costs to cure and residential/commercial land values for 600 acres outside of Opelousas, Louisiana.
8. Housing valuation patterns in relation to a creosote plant in Bossier Parish, LA
9. Industrial Canal Inner Harbor Lock and Neighborhood Property Values (1970-1997) (noise)
10. Industrial Canal Inner Harbor Lock and Neighborhood Property Values (1998 & 1999) (noise)
11. Effects of improper curtain wall and roofing materials on a national flag hotel in Orleans Parish (mold & water leaks).
12. Analysis of housing values in relation to petrochemical and refinery facility explosions in Baton Rouge, LA (two separate events)
13. Oil and gas exploration and production facilities and nearby property values in Pointe Coupee, LA
14. Assessment of external obsolescence in Bogalusa, LA related to explosion at a paper mill
15. Market demand, opinion of market value and land plan for a 3,000 acre tract of Jefferson Parish (master wetland permit and need assessment approved).
16. Market demand analysis and opinion of market value for several parcels along Barataria Blvd. in Jefferson Parish for several property owners (wetlands).
17. Industrial Canal levee breach and property value impacts due to Hurricane Katrina with proposed class members in Orleans and St Bernard, settled 2010
18. Katrina caused oil spill from a refinery with impacts on 6,000 housing units and 200 businesses- St. Bernard, Murphy Oil Corp, settled 2006-2009
19. Levee failure in East Bank Plaquemines and property values(settled 2010)
20. Continuing oil/chemical contamination and diminution of value on a large commercial and residential tract- St. Charles Parish (settled 2009)
21. Superfund valuation impact in Walker, Louisiana
22. Alleged value diminishment in St. Bernard Parish individual plaintiffs (settled)
23. Slab failures along canals in Jefferson Parish and Kenner, LA
24. Industrial facility contamination from airborne releases, West Baton Rouge
25. Single-family house foundation cracks and separation (Jefferson)
26. Mold contamination of a single family house (Orleans) 2007

27. Slab subsidence due to airport taxiways for a multicolor printing facility (Jefferson)
28. Valuation of a drainage canals in Jefferson Parish, 2011
29. Airport runway valuation and taking, 2012, Armstrong International Airport
30. Water intrusion in business oriented hotel, Orleans Parish 2010
31. East Bank Plaquemines Parish housing diminution due to levee failures 2011-12, 2014
32. Valuation before and after taking by West Jefferson Levee District of residence and lands 2015
33. Takings of portions of residential lots and site improvements, 17th St. Canal 2015
34. Severance Damages due to noise, traffic and visibility of Hotel in Metairie, LA 2014
35. Noise and dust pollution damages for luxury subdivisions and surrounding areas, Slidell, LA 2014-15
36. Street flooding property damages, Western St. Tammany (2014-15) in process
37. Uptown New Orleans public project damages to adjacent property owners in process

SUMMARY OF CREDENTIALS

Wade R. Ragas

Market Analysis Related Research

Published Articles or Book Chapters

Book chapter author: "Office Market and Financial Feasibility Analysis." **Handbook of Office Development**. Urban Land Institute, 1998. Chapter Two on discounted cash flow and feasibility - one of four co-authors for entire text book.

Ragas, W. "Vacancy in Space City: Houston's Office Scene." **Tierra Grande, Texas A&M University**, Vol. 2, No. 1 (Spring 1994).

Ragas, W; Lacho, K; Miestchovich, I.; Nebel, E.; and Ryan T. "Louisiana Superdome: Costs and Benefits 1975-1985." **Economic Development Quarterly** (August 1987) 222-239.

Ragas, W. and Miestovich, I. **New Orleans and the Gulf South Market Analysis**. Vol. I to XXI (1978 to 1995), UNO Real Estate Market Data Center (100+ page study covering Southeast Louisiana, Coastal Mississippi and Alabama, sold by subscription nationally).

Ragas, W. **New Orleans and Gulf South Market Analysis**. Vol. XXII to XXXV (1996 to 2005)

Ragas, W. "New Orleans Metropolitan Area Market Conditions." **Urban Land Institute Market Profiles** (1993, 1994, 1995, 1996, 1997, 1998, 2000, 2001) distributed nationally.

Ragas, W.; Ryan R. and Grissom, T. "Forecasting Office Space Demand and Office Space Per Worker Estimates." **Professional Report of the Society of Industrial and Office Realtors**. Vol. 51, No. 2 (March/April 1992).

Jay Brinkman, Senior Vice President for Research for the Mortgage Bankers of America and Ragas, W. a monograph entitled "**An Estimate of the Costs of Hurricane Katrina to Single Family Residential Structures in Orleans Parish**," February 2006.

Seminars

"New Orleans Economy and Real Estate Market Forecast," 1991 to 2005, 2016 (planned) annually, 400-600 attendees.

"New Orleans Economy and Real Estate Forecast 2011, 2012, 2013, 2014, 2015 with NOMAR, 350 or more attendees per year

SUMMARY OF CREDENTIALS

Wade R. Ragas

“**Real Estate Market Trends**” for the Louisiana Real Estate Commission, 1994 and 1996 statewide at 10 sites each year.

Economic Impact Studies

- Superdome 1975-1984 economic impact (published)
- Elmwood Office Industrial Park expansion (1998), Jefferson Parish
- St. Charles International Airport proposal (2004)
- Residential and commercial development in St. Charles Parish (2000-2004)
- Master wetland permit for Jefferson Parish for 4,000 acres (2004)
- Hyatt/Jazz District redevelopment; \$700 million project; City of New Orleans (2006-07)
- ALIVE, \$305 million indoor nature/entertainment, recreational facility Baton Rouge 2009, for Audubon Institute
- Audubon Nature Institute – Zoo, Aquarium, IMAX, Insectarium and Research Center 2008
- Transfer of New Orleans International Airport to State of Louisiana and \$1.5 billion in economic development projects for New Orleans Business Council 2008

Unique Economic Analyses

- Business interruption expenses for Canal Place and other businesses post-Katrina (2006) with Dr. James Richardson
- Market recovery analysis post-Katrina for Financial Services Roundtable (2006) with Dr. James Richardson
- Assist Greater New Orleans Inc. in recovery strategy for the multi-family housing market (2005-2006) (successfully implemented)
- Assist in a redevelopment plan for the Treme' neighborhood and Lafitte public housing community covering \$400 million in projects (successfully implemented)

Article

Ragas, W. “Louisiana Superdome: Cost and Benefits (1975-1985),” **Economic Development Quarterly**, August 1987.

SUMMARY OF CREDENTIALS

Wade R. Ragas

Market Analysis: Indicative Consulting Opinions and Studies

- **Festival Retail Malls:** Canal Place Mall, Millhouse and Marketplace Market Demand Post Katrina
- **Land Use Plan** for 9,000 acres and 500 acres in Jefferson and East Baton Rouge Parishes
- **Solid Waste Disposal** facility market demand and land plan for 2,000 acres
- **1,200 and 2,400 Acre Vacant Marshland and Wetland Parcels** for recreational, nature and housing in Jefferson Parish
- **Hotel and Condominium Feasibilities** for UNO Research Park (twice); Four Seasons Hotel, Various hotels in litigation
- **Retail Mall: Cortana Mall** in Baton Rouge market demand analysis
- **UNO Research Park Land Plan, Zoning Analysis, Market**
- **Analysis of Hickory Avenue Extension** for the Elmwood Industrial Park
- **Housing Demand** related to the citing of a new Causeway Bridge across Lake Pontchartrain
- **Office Market Forecast in the New Orleans CBD** for an Owner of Several Class A Office Towers, recurring analyses for others (office building owners)
- **Multifamily Market Analysis and Financial Feasibility** for a collection of apartment and hotel properties in the New Orleans CBD, French Quarter and Warehouse District for a major developer/owner
- **Apartment Property Foregone Business Profit** in Metairie,
- **Condominium and Commercial Mixed-Use Projects** in the French Quarter.
- **Mixed Use Commercial and Residential Developments** in Western St. Tammany market, financial feasibility and valuation of three projects
- **Identification of Large Vacant Parcels Suitable for Industrial Development** in Jefferson, Orleans, St. Bernard and Plaquemines Parishes (approximately 20,000 acres analyzed.) for the Louisiana Department of Economic Development

SUMMARY OF CREDENTIALS

Wade R. Ragas

Market Analysis, Appraisal Reviews and Underwriting Standards Violations

Analysis for the Resolution Trust Corp. and the FDIC for Properties in 8 states covering over \$1 billion in assets under litigation involving several financial institutions (1987-93)

Market Demand for Pipelines and Terminal Facility in Plaquemines Parish including opinion of market value

Parking Garage Market Study and Feasibility Analysis, French Quarter of New Orleans

Multifamily Feasibility and Market Studies in Orleans, Jefferson, St Charles, post-Katrina in Orleans and St Tammany Parishes

Subdivision Financial Feasibility, Valuation and Market Analyses throughout Southeast Louisiana and Baldwin County, Alabama.

Market Analysis and Land Use Recommendations for the remainder of the Elmwood Office Industrial Park in Jefferson Parish

Pipeline Right of Way, land uses and market sales, 155-mile pipeline across Louisiana 2012

1971 to 1992

Market and financial analyses of apartments, condominiums, office buildings, hotels and single-family developments in New Orleans area, Mississippi Gulf Coast, Houston, Iowa, Illinois, Minnesota, Michigan, Ohio, Texas/Mexican border and Kentwood, LA.

SUMMARY OF CREDENTIALS

Wade R. Ragas

Technology Oriented Services

Peer Reviewed Publications

Ragas, Wade R. "Operant Conditioning- Application Problems of the Technology to Business Organizations." Bulletin of Research, (October 1974), Columbus, Ohio: Ohio State University.

Ragas, W. and Richard, Golden. "Digital Convergence and Technological Chance in Commercial Real Estate." Professional Report of SIOR, (Fall 1997).

Practitioner Peer Review

Ragas, Wade R. "Research/Technology Parks and the Role of Universities." Journal of the National Association of Research Parks, (Summer 1991).

Ragas, Wade. "University-Related Research Parks – Business Center for the 90's and Beyond." Professional Report of Society of Industrial and Office Realtors, Vol. 50, No. 4, (1991), 7-9.

Ragas, Wade R. and Wyatt, J. "Residential Energy Capitalization Technique and Single-Family Home Underwriting." Real Estate Appraiser, (January 1978), 13-16.

Software Commercial Copyrights

Ragas, Wade R and Trinh, Thong. New Orleans Housing History and Appraisal Data Service, CD Rom, Visual Basic, 1998 (copyrighted) and leased to subscribers.

Ragas, Wade R. and Wong, Julio. Internal housing record support software in Visual Basic 1998.

Ragas, Wade R. and Fatemi, Farshad. REDS, a commercial property database and analysis written in DBASE, 1994.

Ragas, Wade R. and Richard, Golden. Copyrighted software: Comps-Extract, a single family appraisal and data management program written in C, 1989.

SUMMARY OF CREDENTIALS

Wade R. Ragas

Ragas, Wade R. and Richard, Golden. Copyrighted software: CPS, a commercial property database and analysis program written in C, 1989. Modified 1992, 1994, 1997

Ragas, Wade R. Copyrighted software UNO COMPS, New Orleans Housing History, supporting data entry, editing and geocoding software written in Visual Basic 5. 1998. Technologically Advanced or Complex Presentations

Host and producer of Real Estate Trends, Public Television show, monthly 1996-97.

Instructor and designer of three semester length television video courses each having 400 to 550 PowerPoint visuals for real estate principles, real estate investments real estate finance courses broadcast three times per year since 1997 to 2005 to students in seven parishes.

Thirty hour Residential Post Licensing Course delivered by video statewide, three four hour continuing education seminars delivered statewide, registration and testing by internet

Two ten-city presentations of Digital Technology and Real Estate (1998) and Property Management (1999) using a multimedia computerized portable presentation system.

Numerous presentations with complex visuals before domestic and foreign groups of 20 to 500 persons.

Teleconference educational offering for the Appraisal Institute on Post Katrina valuation issues for 350 persons - April 2006

Developed CD ROM housing databases and software covering 300,000 housing transactions with complete physical attribute descriptions and geocoding for New Orleans metro area.

Author, designer and producer of subscription publication for real estate professionals sold semi-annually from 1980 to 1999 with primary data covering 100,000 houses, 50,000 apartments, 50 million feet of warehousing, 30 million feet of retail and 30 million feet of office space.

Testimony before U.S. Senate Select Committee on Immigration, Louisiana legislative committees, Louisiana Board of Tax Appeals, parish councils, city councils, zoning boards, RTC advisory committee

SUMMARY OF CREDENTIALS

Wade R. Ragas

Deposition or Court Appearances 1992 to 2015

1. Cousins vs. Realty Ventures
24th Judicial District, Jefferson, 2001
*Office Building and Foregone Business Income
2. Lafourche Levee Basin District vs. Texaco
*Deposition on Wetland Valuation and Externalities (settled)
3. Various plaintiffs vs. Browning Ferris Industries and
New Orleans Sewer and Water Board (St. Bernard, settled)
*property damages & environmental issues
4. Hoy vs. Texaco
24th Judicial District, Jefferson
* wetland valuation and externalities (settled)
5. Maynard vs. Jefferson Parish
24th Judicial District, Jefferson Parish
*regulatory taking
6. Isaac and Christina vs. United States (Department of Interior)
Federal District Court, New Orleans
*eminent domain and regulatory taking, loss of development profits
7. N.O. Aviation Board vs. Franklin-Southland Printing
24th Judicial District, Jefferson Parish
*eminent domain of a leasehold and loss net business income
8. West Jefferson Levee District vs. Dr. & Mrs. Zaslow
24th Judicial District, Jefferson Parish
*eminent domain and foregone development profits
9. Saden et al vs. Kirby
Civil District Court of New Orleans
*environmental damages by flooding
10. Crepel, et al vs. United States (Environmental Protection Agency)
Federal Claims Court 91-12626 (settled) (1991)
*regulatory taking valuation and foregone development profits
11. West Jefferson Levee District vs. Coast Quality Construction et al (1991)
24th Judicial District, Jefferson Parish (No. 384-086)
 - a. Fifth Circuit Court of Appeal (No. 92-CA-00506
 - b. Louisiana Supreme Court (No. 93-C-1718)*property taken and foregone development profits
12. Newport LTD vs. Sears Roebuck (1986)
Eastern Federal District Court, New Orleans (No. 86-2319)
*property damages

Deposition or Court Appearances 1992 to 2015 (Continued)

13. Jefferson Highway District No. 1 (Kenner) vs. Marie G. Krantz
24th Judicial District, Jefferson Parish, 1994
*eminent domain
14. Chevron Pipeline vs. Bertha Coleman Riley et al, 1994
24th Judicial District, Plaquemines Parish
*eminent domain
15. Monteleone, et al vs. Pontchartrain Levee District, St. Charles Parish, 2000
*levee right of way taking and foregone business profits
16. Various claimants vs. Combustion Engineering
U.S. Western Federal District of Louisiana (settled)
*environmental damages
17. Tessier, et al vs Moffatt, et al, Eastern Federal District Court, New Orleans
*limited partnership damages (deposition) settled
18. Various claimants vs. Joslyn Industries, Bossier LA, environmental externalities
(settled)
19. Various claimants vs. IMC Global, Sterlington, LA (deposition and settled)
environmental externalities
20. Terrebonne School Board vs. Columbia Gas Pipeline
Deposition, Eastern Federal District Court
*property damages & environmental issues (dismissed)
21. Rigolets Partners vs. BP, settled 2005
22. CAA associates vs. US Dept of Housing and Urban Development, Federal Circuit
Court of Claims 2006
*foregone business profits and damages
23. Williams Cos vs. Matilda Grey et (Calcasieu, Federal District, 2004)
*pipeline right of way (settled)
24. Geurcio vs. City of New Orleans, Orleans Civil District 2006
*road condemnation and sale, foregone business profits
25. Shell Pipeline Company in 7 parishes for a 73-mile pipeline with 250 parcel
acquisitions settled without trial 2005, 2006 (various depositions) eminent domain
26. Class plaintiffs vs. various defendants for chemical explosion in Bogalusa (Gaylord
Chemicals), Louisiana (2003) [measure of property damages from externality]
27. Class and individual plaintiffs vs. Murphy Oil Co. (settled without trial on damages in
2007, damages from oil spill)
28. Historic Restoration, Inc. and various hotel partners vs. defendants (construction
malpractice), Orleans Parish CDC (mold and water intrusion, damages from
externality) (settled)
29. Suhren vs. Nehrus, Inc. business valuations and ownership dispute (settled) Jefferson
Parish, 2009
30. GNOFHC vs. St Bernard Parish, Eastern District Fed Ct., 2009, Market Analysis
31. St. Charles Airline Land, Inc. vs. British Petroleum, Orleans Parish, settled
September 2009, *environmental externality damages
32. Various members of the Daniel estate vs. LA Department of Transportation and
Development (in process), eminent domain

33. Shoe Show, Inc. vs. Palace Properties, Eastern District Federal Court, June 2009 (settled) *foregone business profits
34. LDOTD vs. Lauricella Land, 24th Judicial District, November 2009, *eminent domain
35. Forest Isle vs. various insurers, Eastern District Federal Court 2009
36. Dreher vs. LDOTD (settled 2010) *eminent domain (settled) & *loss of business profits
37. Frazier vs. City of Baton Rouge, 2010, *eminent domain
38. Port of West Baton Rouge vs. Bowden (2008 settled), *eminent domain
39. 2400 Canal LLC vs. LSU/VA Medical Center taking and loss profits (settled 2011), *eminent domain
40. Sandra Bernard vs. Chevron, Vermilion Parish, 2010 (settled)
41. Bernard vs. British Petroleum, Cameron Parish, 2010 (settled)
42. Harris vs. British Petroleum, Cameron Parish, 2010 (settled)
43. Vermilion Parish School Board vs. Chevron/Unical, 2011 deposition (settled)
44. Stansel/Alliance et al vs. Unical et al, Vermilion Parish 2011 (settled)
45. Hardee et al vs. Atlantic Richfield, Vermillion Parish 2011(settled)
46. Various (4) legacy oil field suits (settled) Southwest Louisiana
47. Lonestar Cement vs. City of New Orleans Assessor 2011 (settled), real estate damages
48. Oreo vs. LSU, New Orleans Civil District, Deposition 2011, trial 2013 (settled), *eminent domain
49. Boudreaux Tire vs. LSU, Orleans, deposition and trial 2012, eminent domain
50. ENOMIP Industrial Park vs. New Orleans Levee District, Orleans, deposition 2011, trial 2012, *eminent domain, settled
51. Picard, et al vs. BP & Chevron, St Landry Parish, deposition (settled 2011), *legacy oil field
52. Monteleone, et al vs. NOAB, St Charles Parish, airport runway taking deposition, 2012, trial 2013, *eminent domain
53. Homeowner and Claimants vs. Bertucci and NASDI, Limitation Petitioners classification (Federal Eastern District) settled, 2015, *environmental damages
54. Various plaintiffs vs. Plaquemine Parish, class certification deposition settled 2013, *Katrina Levee Breach damages
55. GLK LLP vs. LSU, Orleans, deposition (settled), 2013, *taking of car rental facility
56. St. Bernard Port and Harbor District vs. Violet Dock Port, deposition, trial 2013-14, (St. Bernard Parish) *eminent domain taking
57. Tillman vs. Chevron USA, legacy oil field (settled), *legacy oil field
58. Southern Electronics vs. LSU, Orleans, deposition 2013, trial 2014, *eminent domain
59. Hotel Investors LLC vs. LDOTD, 24 Jud. Dist., Depos. 2013, trial 2014, *eminent domain
60. Various plaintiffs vs. Insurers of Plaquemines Parish, 2014, Plaquemines Parish Court
61. LSU vs. Tukandu, Civil District Court Orleans (settled), 2014 *eminent domain
62. Bellaire Dr. owners vs. New Orleans Levee District, 2015, CDC (settled) *eminent domain
63. LDOTD vs. Kimco Realty, taking, 24th Judicial, deposition, settled, 2015, *eminent domain
64. LSU vs. PFD Group, *taking, eminent domain, settled, 2016 CDC
65. LSU vs. Blood Center, in progress, 2015-17 CDC New Orleans

66. West Jefferson Levee Dist. vs Maghee, *taking, report, trial September 2016, 24th Judicial Court
67. LDOTD vs. E. Daniel, Audubon Bridge *taking, revised report, St. Francisville, March 2015 (settled)
68. LDOTD vs. various plaintiffs, New Roads area, 2009 to 2015 depositions and Reports (settled, 2016)
69. LDOTD vs. Goodyear/Gay Interest, New Roads (settled 2015)

Anti-Trust Economic Analyses

Federal Eastern District of Louisiana Court (1980-89)

- Mexic Bros. vs. Zales, 1980 (*breach of contract and anti trust) Eastern District Federal District Court (settled)
- Exxon vs. Gulf Oil, 1983 (*anti trust) Eastern District Federal District Court (settled)
- Exxon vs. Berwick Oil, 1984 (*anti trust) Eastern District Federal District Court (settled)
- Snow Wizard vs. Scontrino, 1985 (*anti trust) Eastern District, Federal Court
- Purina Mills vs. a distributor, 1989 (*anti trust) Eastern District Federal Court (settled)

Business Net Income Losses (1989-2016)

- Real Estate Brokerage, 1989, Baton Rouge Civil District Court, *business valuation (settled)
- Real Estate Developer, 1989, Orleans Parish Civil District Court, *business valuation (settled)
- Real Estate Broker, 2000, St. Tammany, LA, *business valuation (settled)
- Real Estate Developer, 2002, St. Tammany, LA, *business valuation (settled)
- CAA vs. HUD, Federal Circuit Court of Claims, 2006 trial
- S. Peters Garden Inn Hotel vs. various contractors, Orleans Civil District Court, 2011 (settled)
- Show Shoe vs. Palace Properties, Eastern District Federal Court, 2010 (settled)
- Metairie Hotel Investors vs. DOTD, 2014, trial

Savings and Loan Board of Director Responsibilities and

Appraisal Practices for RTC Litigation (1987-1992) Eastern District Federal Court RTC or FDIC as Plaintiff vs. the Board of Directors or Appraisers of:

- Security Homestead appraisers and board member (settled)
- Sunbelt Federal Savings appraisers (settled)
- Twin Cities Federal Savings appraisers (settled)
- Acadian Federal Savings (settled) appraisers
- Crescent Federal Savings (settled) appraisers

CERTIFICATIONS, ASSUMPTIONS AND LIMITING CONDITIONS

I. Assumptions and Limiting Conditions

- A.** It is assumed that the utilization of the land and improvements is within the boundaries of property lines of the property described and there is no encroachment or trespass plat unless noted with the report. No surveys of individual tracts by a registered surveyor were provided to this analyst. No survey of the exact dimensions of the property has been provided to the analyst.
- B.** The undersigned analyst (s) assumes that title to the property is free and clear, unencumbered, and there are no leases, easements, liens or other encumbrances on the property other than those listed in this report; however, no responsibility is assumed by the consultant for any aspect of the title.
- C.** No consideration is given any mineral rights or other subterranean interest (i.e., water, gravel, salt, etc.), unless specifically identified in the letter of transmittal and other appropriate portions of this consulting report.
- D.** No responsibility is herein assumed for any matters which are legal or political, social or economic changed conditions after the analysis time periods which could have an effect on the real estate market for which changes in market expectations take place after the date of this valuation.
- E.** In this consulting assignment, the existence of potentially hazardous materials used in the construction or maintenance of the improvements, such as the presence of urea formaldehyde foam insulation or lead paint, or the existence of toxic wastes in the land, which hazardous materials may or may not be present on the property, has not been considered.
- F.** This market analysis is unaffected by current wetlands regulations unless specifically detailed in the Letter of Transmittal and other appropriate portions of this report (see *Certifications* under Part 1 of the **Certifications, Assumptions and Limiting Conditions**).
- G.** The consulting report is based on the premise that there is full compliance with all applicable federal, state and local environmental regulations and laws unless otherwise stated in the report; further that all applicable zoning, building and use regulations and restrictions of all types have been complied with unless otherwise stated in the report; further, it is assumed that all required licenses, consents, permits, or other legislative or administrative authority – local, state, federal and/or private entity/or organization – have been or can be obtained for the use(s) considered in the value estimate.
- H.** The Americans with Disabilities Act (ADA) became effective January 26, 1992. I have not made a specific compliance survey and analysis of this property to determine whether or not it is in conformity with the various detailed requirements of the ADA; I am not professionally qualified to accomplish this task. Further, no formal study, as accomplished, by qualified experts, has been provided to the appraiser(s) nor is one known to exist. It is possible that a compliance survey of the property together with a detailed analysis of the requirements of ADA could reveal that the property is not in compliance with one or more of the requirements of the act. If so, this fact could have a negative effect upon the value of the property. Since I have no direct evidence

**CERTIFICATIONS, ASSUMPTIONS AND LIMITING CONDITIONS
(Continued)**

relating to this issue, I did not consider possible noncompliance with the requirements of ADA in estimating the contract rents of the property.

- I.** This report is intended to comply with the Uniform Standards of Professional Appraisal Practice and the Uniform Standards for Federal Land Acquisitions for Consulting and Market Analysis Reports.

II. Restriction Upon Disclosure and Use

Disclosure of the contents of this market study and consulting report is governed by the By-Laws and Regulations of the Appraisal Institute.

This consulting and market analysis report is prepared for the sole and exclusive use of the analyst's client, as specifically cited herein. No third parties are authorized to rely upon this report without the express written consent of the analyst. Neither all nor any part of the contents of this report, especially any conclusions as to value, the identity of the analyst or the firm with which he is connected, or any reference to the Appraisal Institute shall be disseminated to the public through advertising media, public relations media, new media, sales media or any other public means of communication without the prior written consent and approval of the undersigned.

III. Professional Assistance

The names of those who provided substantial assistance to the appraiser(s) are listed below.
Brian Pittman LoGiudice in computerized data file assembly and data retrieval.

IV. Special/Extraordinary Certifications, Assumptions and Limiting Conditions:

None

V. Certifications

The undersigned does hereby certify that to the best of his/their knowledge and belief and except as otherwise noted in this consulting report:

- A. The statements of fact contained in this report are true and correct; however, no responsibility is assumed for the accuracy of such information as survey, title information, measurements, and other information such as comparable and other data furnished by others.
- B. The analyst has the training, knowledge, and experience to complete the appraisal assignment competently and/or has taken all steps necessary (as disclosed herein where appropriate) to complete the assignment competently.
- C. The reported analyses, opinions and conclusions are limited only by the reported assumptions, limiting conditions and the stated market value premise (imposed by the terms of the assignment), and are my/our personal, unbiased professional analyses, opinions and conclusions.

**CERTIFICATIONS, ASSUMPTIONS AND LIMITING CONDITIONS
(Continued)**

- D. Both the analyst and this company do not have any present or prospective interest in the property that is the subject of this report, and he/they do not have any personal interest or bias with respect to the parties involved.
- E. My compensation is not contingent upon the reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulated result, or the occurrence of a subsequent event.
- F. This is to certify that during the inspection and records research of the property that is the subjects of these analyses, the analyst observed/discovered no evidence of potential environmental hazards, excepting those specifically detailed in the Letter of Transmittal and other appropriate portions of this report. However, this is not to imply that the analyst has conducted any environmental audit inasmuch as he/she (they) is not qualified to accomplish same. Even though the analyst observed no obvious conditions, other than those specifically identified, which may or may not indicate the presence of hazardous materials, those wishing to assure themselves that none exist should retain an expert in this field. I have not previously evaluated this property.
- G. During customary inspection and research of subject property, the analyst observed/discovered no evidence to suggest the property to be affected by current wetlands regulations, unless specifically detailed in the Letter of Transmittal, and other appropriate portions of this report. This is not to imply that the analyst has made a wetland determination as same can only be accomplished by the U.S. Army Corps of Engineers at the request of the property owner.
- H. The reported analyses, opinions and conclusions were developed and this report has been prepared, in conformity with the requirements of the Code of Professional Ethics and Standards of Professional Practice of the Appraisal Institute.
- I. The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.
- J. No one, other than those specifically cited herein, provided significant real property consulting assistance to the person(s) signing this certification (see *Professional Assistance* under Part IV of the Certifications, Assumptions, and Limiting Conditions).
- K. Wade R. Ragas has made a personal exterior inspection of the property that is the subject of this report. Dr. Ragas was responsible for inspecting and photographing subject, interviewing parties, researching and analyzing data, narrative writing, reconciling and conclusion of the estimated value. Dr. Ragas has also relied upon photographs. A preliminary report has been prepared.

CERTIFICATIONS, ASSUMPTIONS AND LIMITING CONDITIONS
(Continued)

- L. Wade R. Ragas is currently a Louisiana Certified General Real Estate Appraiser (No. G-0043). As of the date of this report, I have completed the continuing education program of the Appraisal Institute and the State of Louisiana.

November 29, 2016

Wade R. Ragas, PhD MAI SRA

Louisiana Certified General Real Estate Appraiser License No. G0043

ADDENDUM D

**EAST BATON ROUGE PARISH
ENVIRONMENTAL REVIEW**

**H.012232 & H.012233
LA 3064 TO LA 1284 (DIJON EXTENSION)
EAST BATON ROUGE PARISH**

Below are the comments I received for the Line and Grade Submitted.

Environmental Comments

On page 6, second paragraph, should this be a four-lane divided highway rather than two-lane divided highway to match the typical section on page 8? Also, remove the identification of the archaeological site (orange circle). The locations of archeological sites are protected. If they must show that area as an area that should not be disturbed, then show it as a broad area, no-work zone.

Response: Incorporated

Road Design Comments

Based on the information provided, the proposed R.O.W. does not appear to be sufficient due to the following:

- 1) The proposed vertical alignment requires large amounts of fill throughout; the required R.O.W. does not appear to be sufficient to build the proposed typical section and tie to existing ground.

?

Response: The final ground elevation adjacent to and beyond the right-of-way within the development is proposed to be higher and will have been constructed to final grade by the time the roadway construction has begun. Stantec is responsible for both the site and roadway plan development, therefore right-of-way needs will be coordinated to contain the toe of roadway slope within the required right-of-way.

- 2) The alignment crosses natural drainage channels at station 115+00 and Station 121+00; how will the natural drainage be conveyed? The 17' of elevation difference between the existing ground and finished grade will make it difficult to build the proposed typical section inside the R.O.W. shown.

Response: The site development will provide its own drainage system that accommodates the existing features in the areas identified. The site development's final ground elevation adjacent to the right-of-way will be filling in and raising the ground elevation throughout the limits of the site. Stantec is responsible for both the site and roadway plan development, therefore right-of-way and drainage needs will be coordinated to ensure that drainage patterns are maintained and

accommodated throughout the alignment. The design shown in the exhibits will be expanded upon and finalized during the plan development phase of the project.

- ? 3) The horizontal alignment from Station 160+00 to Station 165+00 encroaches on existing structures, the required R.O.W. for this section does not appear to be adequate for a fill section as indicated by the grades.

? **Response: Profile to be adjusted to better follow the existing grade. There may be a need for a short retaining wall on one side of the roadway or both due to the difference in grades between the restaurant and the hotel. To be investigated further during plan development.**

- ? How much freeboard is there between the proposed grade and the flood elevation of Wards Creek and what design event is used (100 yr)?

? **Response: The profile was designed to achieve 1' of freeboard above the 50 yr flood stage for Ward's Creek.**

Traffic and Geometric related comments:

- ? 1) Many of the median openings on Dijon Drive do not meet our EDSM's. Uncontrolled left-out moves are not recommended on multi-lane roadways.

? **Response: While these do violate the LADOTD EDSM the project is intended to be granted to the city, and the City standards have not been violated.**

- ? 2) The proposed Dijon Drive Typical Section has no additional pavement between curb for bicycle/shoulder etc. A Complete Streets waiver may be needed.

? **Response: BREC has plans for the construction of a shared use path along Wards Creek (parallel to the roadway), and that will accommodate any Bike traffic.**

- ? 3) The proposed horizontal curve length information did not seem apparent so it is assumed that aashto minimum recommendations were considered.

? **Response: Curve data has been provided for horizontal curves on the plan & profile layout exhibits. All curves lengths exceed 500 feet with the exception of the intersection geometry approaching Bluebonnet Blvd., which is a signalized condition and not considered open highway conditions.**

- 4) The proposed Essen Lane\Dijon Drive intersection analysis included the opposing double left turn lanes to be able to run concurrently. It does not appear that the intersection alignment will allow this with the apparent negative offset. We recommend at least lining up the double lefts and run autoturn with the design vehicle to ensure a comfortable offset for the concurrent left turn signal phase. The proposed double left turn lanes are more

than 300' long. Please ensure that the existing west side Dijon 100' turn lanes will be sufficient since no work is shown on that leg of the intersection.

Response: Geometry has been modified to line up the double lefts. Also, the double left turn lanes on Dijon on the west side of the Essen Lane intersection are to be improved by others. Traffic analysis currently shows a required queue length of 127 feet.

- 5) Please consider showing a short taper for the proposed right turn lane to Dijon to keep Margaret Ann traffic from using it as an Essen acceleration lane.

Response: Margaret Ann will be dead ended and redirected to the median opening at approx. Sta. 107+00. The exhibit has been updated to reflect this more clearly.

- ? 6) Sheet 5 – Please confirm the intent to keep the double right from the mall to northbound Bluebonnet and not allow the thru move.

Response: Yes, this is still the intent. During design, a median island modification may be investigated to discourage the through movement.

- ? 7) Sheet 9 – Some proposed work on Bluebonnet north of I-10 is missing. Details are needed concerning introducing the Bluebonnet southbound left turn lane and moving the 2 thru lanes to the right. Since the existing right turn to I-10 westbound is proposed to become the Bluebonnet southbound thru lane, is it possible to add a right turn lane next to it?

Response: To add an exclusive southbound right turn lane after shifting the two thru lanes to the east would result in the length of right turn storage lane being shorter than the existing right turn lane storage. The southbound queue length on Bluebonnet Blvd. approaching I-10 is expected to reach Blue Cross Parkway; therefore queuing traffic would block entry to a shortened right turn lane during peak periods. It should be noted that while this significant queuing is expected the intersection should operate below capacity with the proposed improvements and queues clearing every cycle. It is also important to note that the addition of a right turn lane would have possible impacts to utilities and drainage in the area.

- ? 8) All turn lane alterations to the I-10/Bluebonnet interchange should be designed for a WB-67 vehicle.

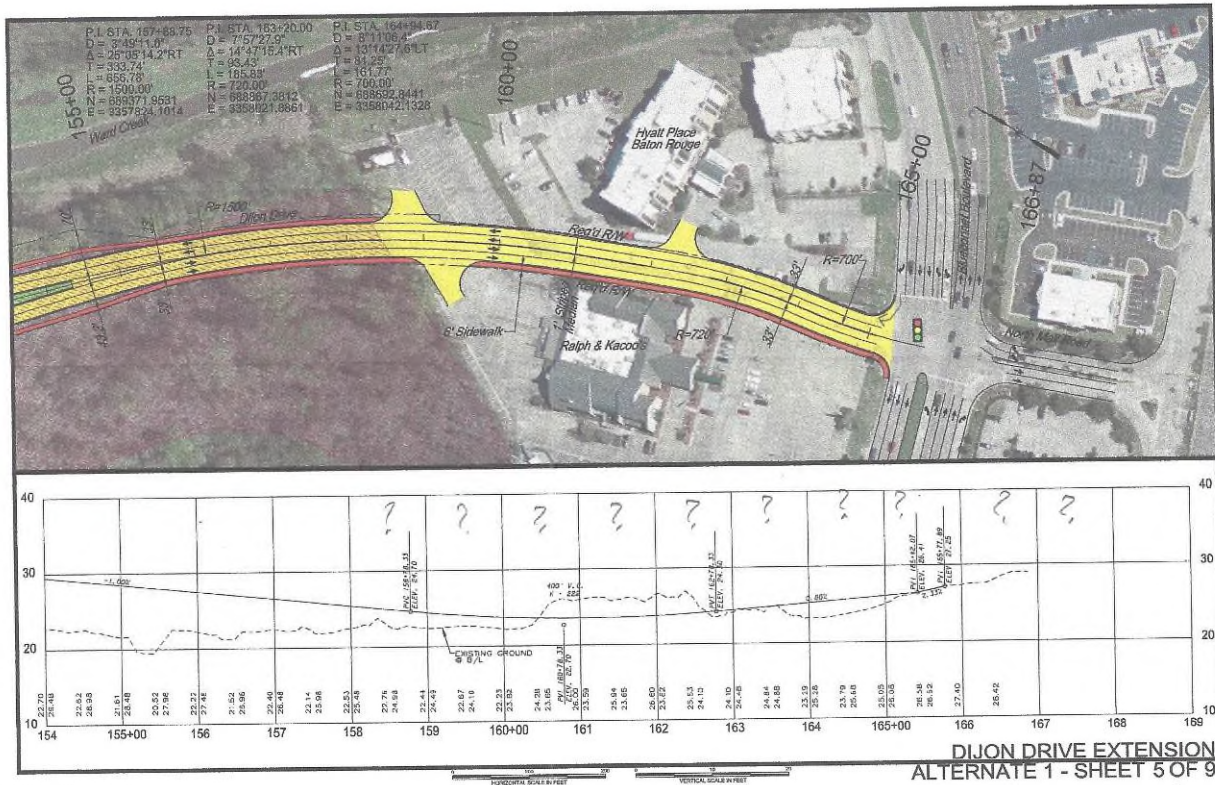
Response: The intersections at I-10 were designed to run a WB-67 and an SU-40 simultaneously side by side where dual left turn lanes are present.

Comments from the City of Baton Rouge:

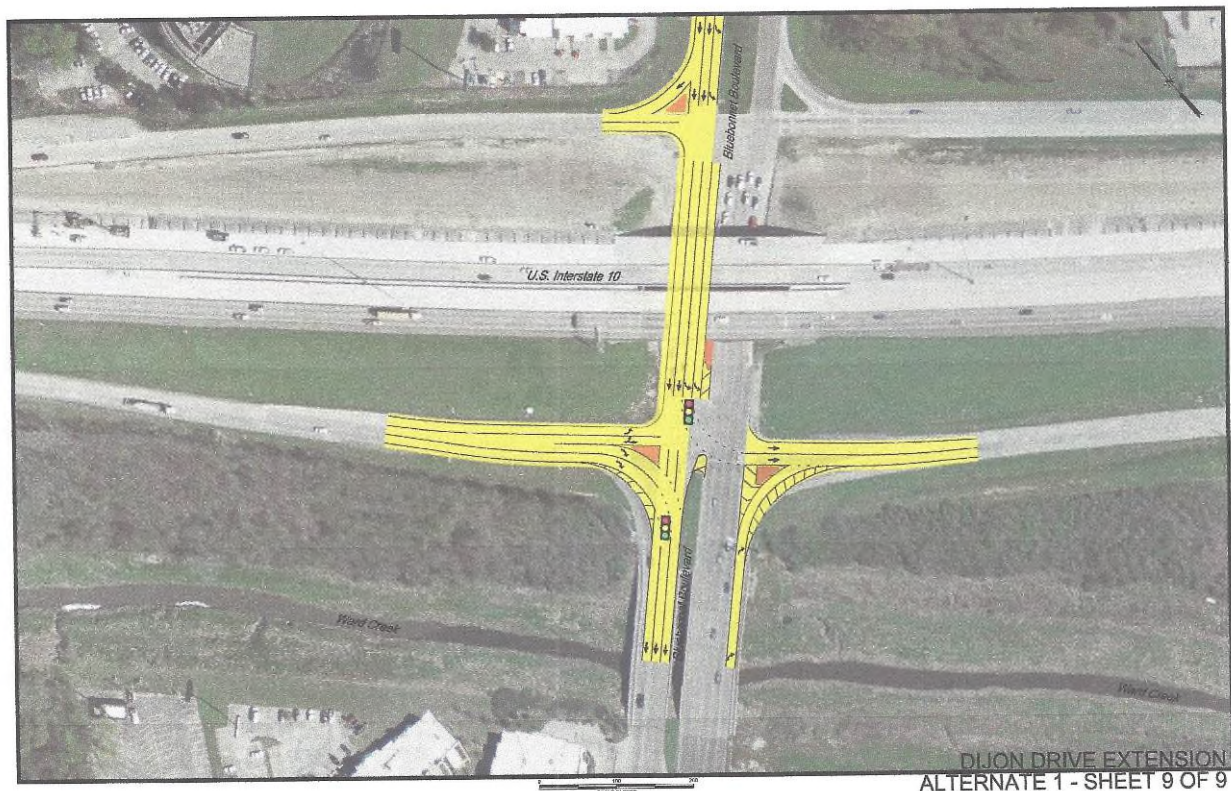
- Page 6, 2nd paragraph, line 3, "roadways narrows". The term refers to a single roadway so I suggest you strike the "s" in roadways.
Response: Incorporated
- Page 6, 5th paragraph, 4th line, Capitalize "Bluebonnet"
Response: Incorporated
- Page 6, 5th paragraph, 6th line, "turn lane one..." should read "turn lane on..."
Response: Incorporated
- Page 6, 6th paragraph, 4th line, "There are also..." is an incomplete sentese that is repeated on the first line of the next page. Please edit paragraph.
Response: Incorporated

Regarding the line and grade plan/profiles:

- ? In general, on Dijon the plans depict crosswalk ramps on the sidewalks along the east-bound side, but they do not show connecting ramps to the walks on the west-bound side. The final design will need to provide for pedestrian crossings. Please consider indicating some suggested locations for curb ramps so we can prompt a discussion about crossing now rather than at ACP's.
Response: Crosswalk ramps have been added to the exhibits.
- ? If at all possible the median width transitions between station 150+00 and 160+00 should be accomplished with offset curves rather than reverse curves.
Response: The median width transition is accomplished by first providing a tangent then utilizing a curve to the undivided section.
- ? The section between station 158+00 and Bluebonnet Blvd. shows the roadway with the 66-ft R/W per the typical section, however the profile shows the road to be in 3-ft to 7-ft fill condition which would require a r/w width of 84-ft to as much as 108-ft. Should this section of the roadway be adjusted to provide a better match to the adjacent properties? It appears the Base flood level at the intersection may be as low as 27.7 and the 25-yr level may be around 26.5 as compared to ground elevations 22.7 to 26.6. The roadway section was narrowed through this section and the profile needs to also be lowered to accommodate the existing development.
Response: The proposed profile will be lowered to fit between the restaurant and hotel site. A small retaining wall on one or both sides may be necessary due to a grade difference between the restaurant and the hotel.



DIJON DRIVE EXTENSION
ALTERNATE 1 - SHEET 5 OF 9



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**Dijon Drive Extension Roadway Improvements
Dijon/Margaret Ann (Essen to Bluebonnet);
Mancuso Lane Extension (Summa to Dijon/Margaret Ann);
Midway Boulevard Connection (Summa to Dijon/Margaret Ann)**

**Proposed Project Development Process - FINAL
September 10, 2015**

Environmental Clearance, Traffic Study and Line & Grade	Begin Date	End Date
Traffic Study	8/31/2015	9/14/2016
Line & Grade Study	8/31/2015	12/15/2015
<i>DOTD/FHWA Review of Draft L&G/Traffic Study</i>	11/30/2015	11/30/2015
Environmental Clearance	9/7/2015	4/20/2016
Biological Studies	9/14/2015	11/23/2015
<i>DOTD/FHWA Review of Biological Study Documentation</i>	11/3/2015	11/23/2015
Noise Analysis	9/7/2015	12/7/2015
<i>DOTD/FHWA Review of Noise Analysis Documentation</i>	11/17/2015	12/7/2015
Cultural Resources Investigation and Reporting	9/12/2015	2/8/2016
<i>DOTD/FHWA Review of Cultural Study Documentation</i>	12/15/2015	1/5/2016
Cultural Resources - SHPO Approval and Section 106 Consultation Meetings		2/8/2016
Phase I ESA	10/26/2015	11/18/2015
<i>DOTD/FHWA Review of Phase I ESA Documentation</i>	10/31/2015	11/18/2015
Public/Agency Involvement	9/5/2015	4/6/2016
Draft EA Preparation and Distribution	1/6/2016	2/15/2016
<i>DOTD/FHWA Review of Full Preliminary Draft EA</i>	1/20/2016	2/3/2016
LADOTD/FHWA Approval of Draft EA		2/3/2016
Final EA/FONSI Preparation and Distribution	3/15/2016	4/25/2016
<i>DOTD/FHWA Review of Final EA/FONSI</i>	4/7/2016	4/21/2016
<i>LADOTD/FHWA Approval of Final EA/FONSI and Recommended Action</i>		4/21/2016
Geotechnical Investigation and Pavement Design	9/14/2015	2/4/2016
<i>DOTD Review of Pavement Design</i>	2/4/2016	2/12/2016
Dijon/Margaret Ann (Essen to OLOL East Property Line) and Mancuso		
Topo Survey	9/15/2015	11/23/2015
<i>DOTD Review of Control Sketch</i>	9/29/2015	10/6/2015
Property Survey	11/24/2015	12/15/2015
ROW Mapping	12/15/2015	2/18/2016
<i>DOTD JPR Meeting</i>		1/18/2016
<i>DOTD Review of Final ROW Maps</i>	2/11/2016	2/18/2016
Preliminary Plans (Definitive Design)	11/23/2015	1/18/2016
<i>DOTD Review of Preliminary Plans</i>	1/18/2016	2/15/2016
<i>DOTD DD Review Meeting</i>		2/15/2016
Right of Way Appraisals and Acquisition	2/18/2016	7/29/2016
60% Final Plans Submittal	1/12/2016	4/15/2016
<i>DOTD Review of 60% Final Plans</i>	4/15/2016	4/28/2016
<i>60% Final - Review Meeting</i>		4/28/2016
95% PS&E Package Submittal	4/15/2016	6/3/2016
<i>DOTD Review of 95% PS&E Package</i>	6/3/2016	6/17/2016
<i>95% DOTD Review Meeting</i>		6/17/2016
100% PS&E Package	6/17/2016	7/15/2016
<i>DOTD Prep Bid Documents Package</i>	7/15/2016	10/24/2016
<i>Advertise</i>		10/24/2016
<i>Letting Date</i>		11/28/2016
Dijon/Margaret Ann (OLOL East Property Line to Bluebonnet) and Midway		
Topo Survey	12/19/2015	5/1/2016
<i>DOTD Review of Control Sketch</i>	1/6/2016	1/13/2016
Property Survey	5/1/2016	7/3/2016
ROW Mapping	7/3/2016	9/29/2016
<i>DOTD JPR Meeting</i>		8/15/2016
<i>DOTD Review of Final ROW Maps</i>	9/13/2016	9/29/2016
Preliminary Plans (Definitive Design)	7/17/2016	10/9/2016
<i>DOTD DD Review Meeting</i>		11/9/2016
<i>DOTD Review of Preliminary Plans</i>	10/9/2016	11/9/2016
<i>DOTD DD Review Meeting</i>		11/9/2016
Right of Way Appraisals & Acquisition	9/29/2016	10/24/2016
60% Final Plans Submittal	11/9/2016	2/24/2017
<i>DOTD Review of 60% Final Plans</i>	2/24/2017	3/16/2017
<i>60% Final - Review Meeting</i>		3/16/2017
95% PS&E Package Submittal	3/16/2017	5/26/2017
<i>DOTD Review of 95% PS&E Package</i>	5/26/2017	6/23/2017
<i>95% DOTD Review Meeting</i>		6/23/2017
100% PS&E Package	6/23/2017	7/21/2017
<i>DOTD Prep Bid Documents Package</i>	7/21/2017	10/27/2017
<i>Advertise</i>		10/27/2017
<i>Letting Date</i>		12/1/2017

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