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



**SECTION 4(F) *DE  
MINIMIS* FINDING**

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

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**SECTION 4(f) EVALUATION FOR DE MINIMIS IMPACT OF  
I-10: LA 415 TO ESSEN LANE**

**1.0 INTRODUCTION**

Section 4(f) of the Department of Transportation (DOT) Act of 1966 (23 USC 138 and 49 USC 303) and its implementation regulations 23 CFR 774 prohibit use of significant publicly owned parks, recreation areas, wildlife and waterfowl refuges, and land of a historic site for transportation projects unless there is no feasible and prudent avoidance alternative and all possible planning to minimize harm has occurred.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (Pub. L. 109–59, Aug. 10, 2005, 119 Stat. 1144) amendment to the Section 4(f) requirements allows the U.S. DOT to determine that certain uses of Section 4(f) land are *de minimis* impacts.

This report documents the *de minimis* impact for the I-10: LA 415 to Essen Ln. improvement project's use of Section 4(f) resources; specifically, historic properties. Documentation of the planning, engineering, and coordination activities is provided that demonstrates the use of the properties is justified, necessary, and meets the *de minimis* impact requirements of the Section 4(f) legislation.

**2.0 PROPOSED PROJECT**

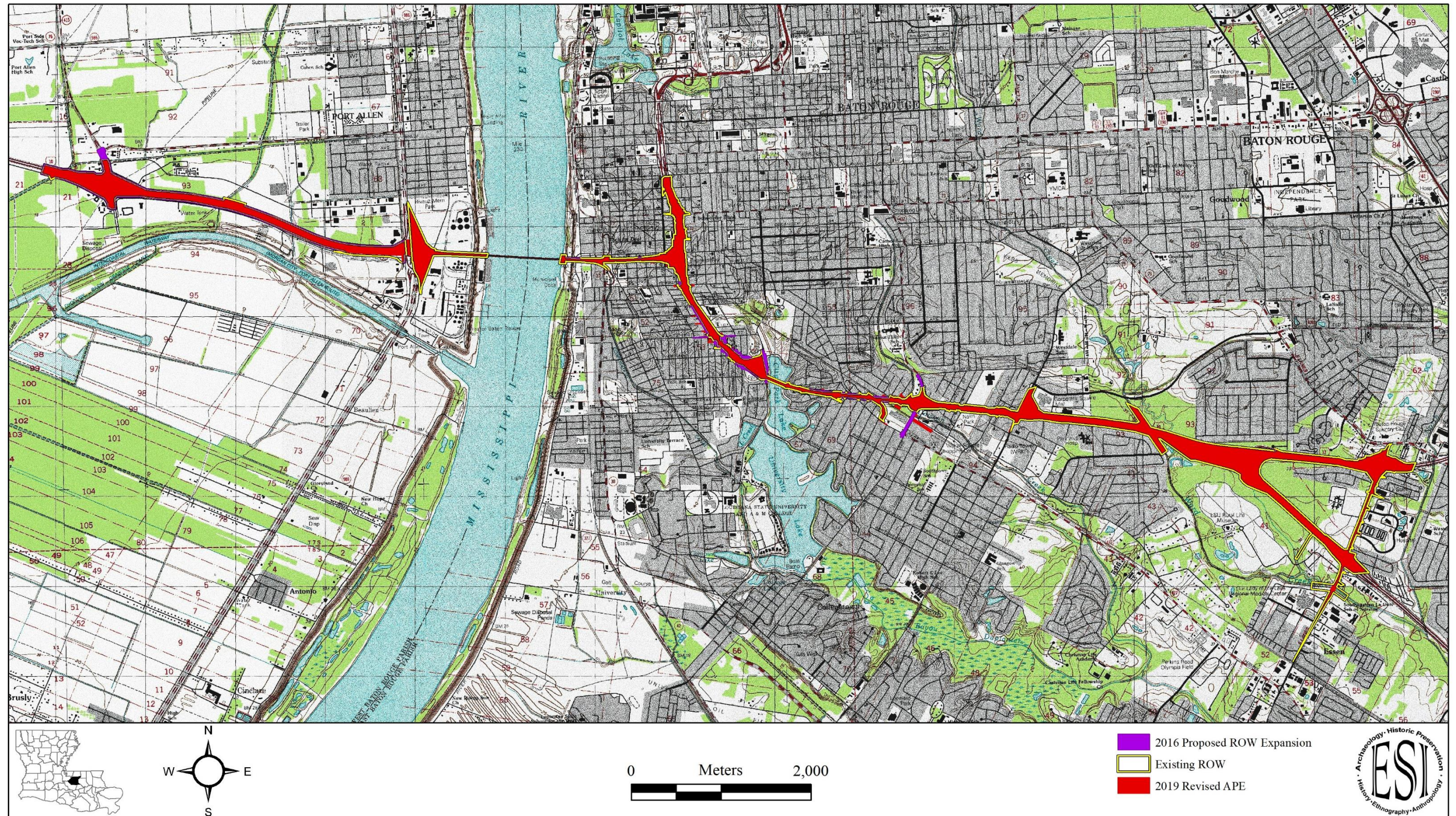
The Louisiana Department of Transportation and Development (LA DOTD) has identified a series of improvements that would enhance mobility and access along I-10 between LA 415 and Essen Ln. The proposed undertaking includes adding shoulders and an auxiliary lane from LA 415 to LA 1, ramp improvements at LA 1, adding shoulders and capacity from the Mississippi River Bridge (MRB) to I-110; adding a travel lane from I-10 to the I-10/I-12 split in both directions; consolidating the E. Washington Street (Washington) and Dalrymple Drive (Dalrymple) interchanges into a single interchange; modifying the Acadian Thruway (Acadian) interchange, which results in the closure and removal of the Perkins Road (Perkins) exit/entrance ramps; and building a dedicated exit ramp to College Drive (College) from I-10 via a flyover to the existing I-12 exit ramp, which may include a ramp to Trust Drive (Trust) (**Figure 1**). The figure reference to the 2019 Revised APE (Area of Potential Effect) is the currently proposed geometry for the preferred alternative.

**3.0 ALTERNATIVES ANALYSIS**

The Federal Highway Administration (FHWA) may make a determination of a *de minimis* impact for a transportation use of Section 4(f) property, after consideration of any impact avoidance, minimization, and mitigation or enhancement measures. After consideration of avoidance alternatives, the FHWA may make a determination that there is no feasible and prudent alternative to the use of the parklands and the historic properties and that the project has incorporated all possible planning to minimize harm. If a *de minimis* impact determination is made, an analysis of avoidance alternatives is not required and the Section 4(f) evaluation process is complete.

During the Feasibility Stage, 71 alternatives were considered for the I-10 mainline and associated interchanges. Traffic analysis and engineering data were used to identify structural and operational deficiencies, and alternatives developed to resolve the issues. A Tier 1 analysis was utilized to evaluate the alternatives against factors including traffic operations, safety, required rights-of-way (ROW), environmental and social impacts, cost, and construction factors. The only mainline alternative to pass through the Tier 1 analysis into the Planning and Environmental Study was the alternative calling for the addition of one travel lane in each direction.

FIGURE 1  
EXCERPT FROM THE USGS LOBDELL, BATON ROUGE WEST, AND BATON ROUGE EAST, LA 1:24,000 QUADRANGLE SHOWING APE



The Tier 1 analysis considered five alternative configurations for the Washington and Dalrymple areas. The Washington left exit alternative at Terrace Avenue (Terrace) was studied as a separate project and is under construction as of 2019. All alternatives with braided ramps were eliminated from further study due to the additional impacts associated with the required acquisition of more ROW than the consolidated interchange alternative.

There were two alternatives considered for the intersection of Washington and Braddock Street (Braddock). The intersection was studied as a signalized intersection and a roundabout. The signalized intersection requires that additional lanes be added to Washington westbound and eastbound through the intersection (Figure 2) all the way to Nicholson Drive. Georgia Street (Georgia) would remain open to Washington. The additional lanes require a linear strip of property along Washington resulting in the acquisition of multiple tracts of land, additional residences, more than 20 parking spaces associated with both Neely United Methodist Church and the Leo S. Butler Community Center as well as two buildings that are part of the Leo S. Butler Community Center. The alternative, a roundabout, handles the volume of traffic more efficiently and does not require the additional lanes on Washington, thereby eliminating the need to acquire portion of the community center and other tracts. Georgia would not connect to Washington with the roundabout alternative.

#### **4.0 APPLICATION OF SECTION 4(f)**

As defined in 23 CFR Section 774.17, with exceptions, the “use” of a Section 4(f) resource occurs when:

1. Land is permanently incorporated into a transportation facility.
2. There is a temporary occupancy of land that is adverse in terms of the statute’s preservation purposes.
3. There is a constructive use of the Section 4(f) property (i.e., the proximity of a transportation facility results in impacts so severe that the protected activities, features, or attributes that qualify the property for protection under Section 4(f) are substantially impaired).

#### **4.1 Historic Sites**

For historic sites, *de minimis* impact means that the FHWA has determined, in accordance with 36 CFR part 800 that no historic property is affected by the project or that the project will have “no adverse effect” on the historic property in question. This includes any historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register.

In the case of historic properties, the official with jurisdiction is the State Historic Preservation Officer (SHPO) for the State wherein the property is located or, if the property is located on tribal land, the Tribal Historic Preservation Officer (THPO). When the Section 4(f) property is a National Historic Landmark, the National Park Service is also an official with jurisdiction over that resource.

FIGURE 2

WASHINGTON STREET LAYOUT SHOWING THE LOCATIONS OF 1807 GEORGIA STREET (17-02082) AND 1855 KENTUCKY STREET (17-02099)





#### **4.1.1 Background**

The FHWA and LA DOTD conducted an Environmental Assessment (EA) for the proposed improvements to I-10 between LA 415 and Essen Lane. The EA evaluated the project's effect on historic properties and archaeological resources per Section 106 of the National Historic Preservation Act (NHPA).

A cultural resources survey was performed. The survey evaluated over 600 structures within the direct and indirect APE for the project. The survey found a number of eligible structures and historic districts. The project is adjacent to two listed and two proposed historic districts and one proposed multiple property submission (MPS). The project will affect a number of structures determined to be contributing elements to the proposed historic districts and MPS. Section 4(f) evaluations are being prepared for all uses of historic sites, and this report addresses only those historic properties where a *de minimis* impact occurs.

#### **4.1.2 Description of Properties**

The *de minimis* impact occurs when land is acquired but the contributing structure is unaffected or when the impact does not affect the historic integrity of the structure. These include acquisition of property adjacent to four historic residences, which were assigned Louisiana Historic Resource Inventory (LHRI) numbers 17-01882, 17-01894, 17-02082, 17-02099 and alterations to modern additions on one historic property (17-01915) (Figure 3).

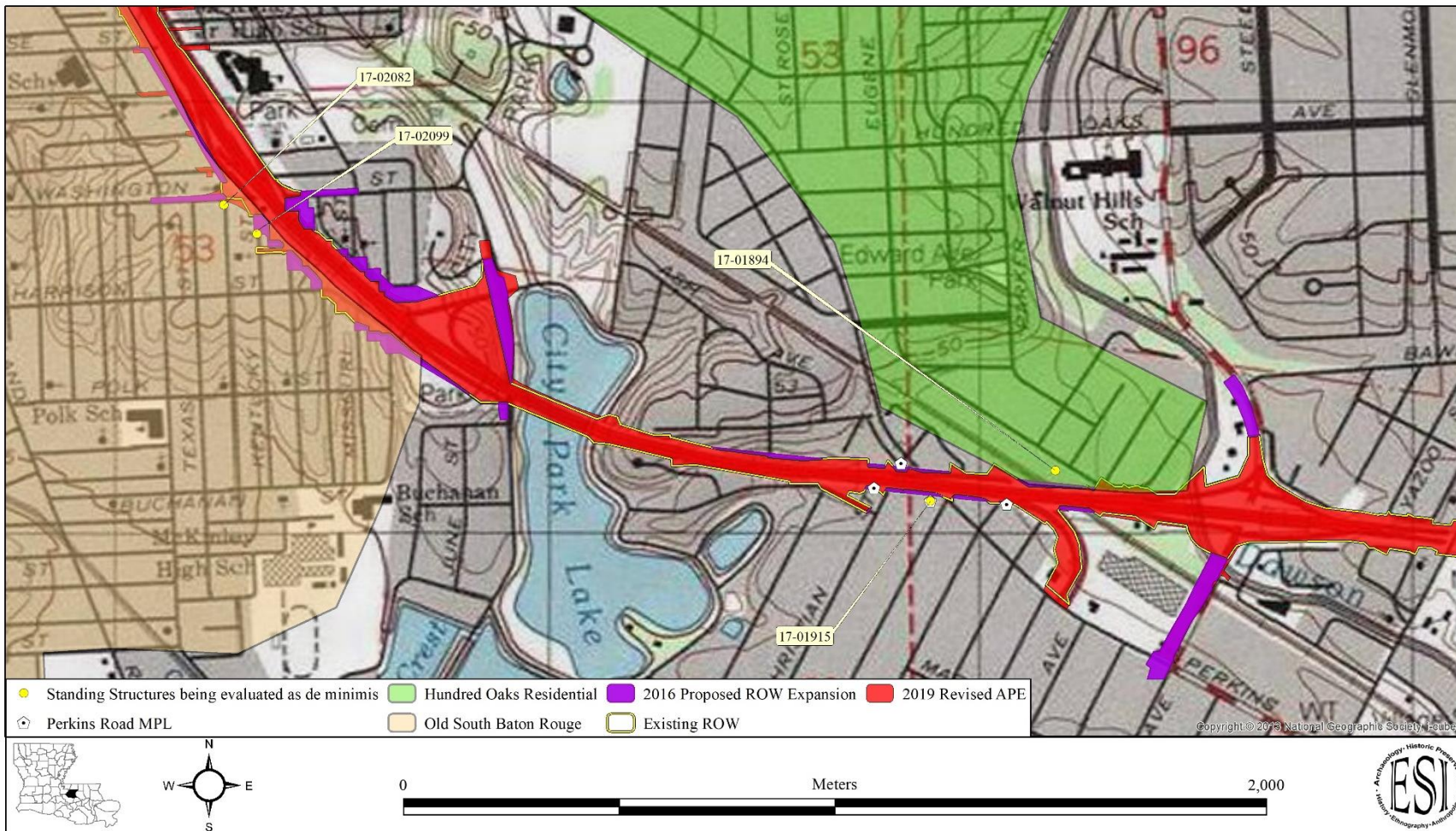
**Ivar's Sports Bar and Grill (2954 Perkins) (within 2958 Perkins, 17-01915).** This is one large commercial row building, which is a contributing element to the proposed Perkins Road Overpass Multiple Property Submission (PROMPS). The building houses Bolton's Pharmacy and several smaller stores including Ivar's Sports Bar and Grill. Ivar's storefront is at 2954 Perkins on the northwest side elevation of the overall commercial building (Figures 4 and 5).

The estimated construction date is the early 1940s. The building has a flat roof and brick exterior. Ivar's has metal doors at the entry and an attached shed roof porch supported by square wood posts. This attached porch is not original to the building and was probably added in the past decade or two.

**1807 Georgia (17-02082).** This is a vernacular wood frame cottage with a side gable roof and weatherboard cladding which has been painted a neutral peach (Figure 6). The house was constructed between 1923 and 1947. It has double hung 2/2 windows and rests on brick piers with lattice skirting. The replacement panel door is sheltered by a partial width integrated porch. One square wood column, resting on a large brick base, supports the north end of the porch and connects to a wood balustrade which ends at concrete steps. Short concrete columns 'bookend' the steps. The house is a contributing element to the proposed Old South Baton Rouge Historic District (OSBRHD).

FIGURE 3

EXCERPT FROM THE USGS *BATON ROUGE WEST, LA* 1:24,000 QUADRANGLE DEPICTING THE STANDING STRUCTURE BEING EVALUATED AS DE MINIMIS



**FIGURE 4**

**THIS LARGE COMMERCIAL BUILDING AT 2958 PERKINS ROAD (17-01915) HOUSES SEVERAL STORES. IT IS CONSIDERED PART OF THE PROPOSED PROMPS. PHOTOGRAPHER FACING WEST. MAY 2017.**



**FIGURE 5**

**IVAR'S SPORTS BAR AND GRILL AT 2954 PERKINS ROAD IS PART OF THE LARGE COMMERCIAL BUILDING AT 2958 PERKINS ROAD (17-01915). NOTE MODERN PORCH/AWNING ADDITION. PHOTOGRAPHER FACING SOUTHWEST. PHOTO FROM GOOGLE EARTH.**



**FIGURE 6**

**THE WOOD FRAME COTTAGE AT 1807 GEORGIA STREET (17-02082) IS A CONTRIBUTING ELEMENT TO THE PROPOSED OSBRHD. PHOTOGRAPHER FACING EAST. MAY 2017.**



**FIGURE 7**

**THE SHOTGUN HOUSE AT 1855 KENTUCKY STREET (17-02099) IS A CONTRIBUTING ELEMENT TO THE PROPOSED OSBRHD. PHOTOGRAPHER FACING EAST. MAY 2017.**



**1855 Kentucky (17-02099).** This shotgun house has a gable front and a full width integrated front porch (Figure 7). A wood vent is visible in the gable. The porch has decorative metal supports and a stoop leading from a concrete walkway. The front door is a replacement panel with a replacement screen door. A double set of 2/2 double hung wood windows are adjacent to the front door. Exposed rafter tails are at the eaves. A hipped roof addition has been added to the rear of the house. Foundation piers are both concrete block and brick piers with lattice skirting at the front. The roof is covered with metal. The exterior is clad in yellow painted weatherboard. The house was constructed between 1923 and 1947. It is within a row of three similar shotgun houses. The house is a contributing element to the proposed OSBRHD.

**3144 S. Eugene (17-01894).** This minimal traditional cottage has an asphalt shingle clad side gable roof with a moderately steep pitch and very close eaves (Figure 8). One gable front projection at the east end of the façade gives the house an asymmetrical appearance. A small recessed entry at this projection has wood column supports. Doors and windows appear to be replacement and the exterior is clad in vinyl siding. An addition at the east elevation is recessed back from the façade. The cottage rests on brick piers. The cottage sits on a shady landscaped lot with pine trees, crepe myrtles, and magnolia trees. A long driveway leads to a small detached garage behind the house. It is considered a contributing element to the proposed Hundred Oaks Historic District (HOHD).

**2536 Honeysuckle (17-01882).** This minimal traditional cottage has an asphalt shingle clad side gable roof with a moderately steep pitch and very narrow eaves (Figure 9). The partial width front porch is recessed under the roofline. The doors and windows appear to be replacement and the exterior is clad in vinyl siding. The cottage rests on brick piers. The cottage sits on a shady landscaped lot with shade trees, crepe myrtles, and shrubbery. A concrete driveway leads from the street to parking space adjacent to the house. A portion of the yard in front of the porch has been covered with concrete for parking, as well. Behind the house, a large backyard is enclosed with a privacy fence. The house is a contributing element to the proposed HOHD.

#### **4.1.3 Use of 4f Property and Minimization of Harm**

**Ivar's Sports Bar and Grill (17-01915).** This building is on the corner of Perkins and Hollydale just south of a raised portion of the interstate (Figure 10). The north elevation of the building, which is the side containing Ivar's, is approximately 31.4 ft (9.6 m) from the interstate. The added porch, mentioned earlier, is 18.5 ft (5.6 m) from the existing I-10. The proposed project overlaps the Ivar's edge of the building, namely the porch. The porch is not part of the original building. It does not appear on any historic maps and the materials suggest it is recent addition and possibly encroaches upon the existing interstate ROW. Therefore, this portion of the building is not considered to be part of the historic materials nor does it have historic integrity. The proposed plans provided by LA DOTD suggest that the modern porch will need to be removed. The alternative avoids impacts to the historic building itself.

**FIGURE 8**

**THIS MINIMAL TRADITIONAL COTTAGE AT 3144 S. EUGENE STREET (17-01894) IS CONSIDERED A CONTRIBUTING ELEMENT TO THE PROPOSED HOHD. PHOTOGRAPHER FACING SOUTH. MAY 2017.**



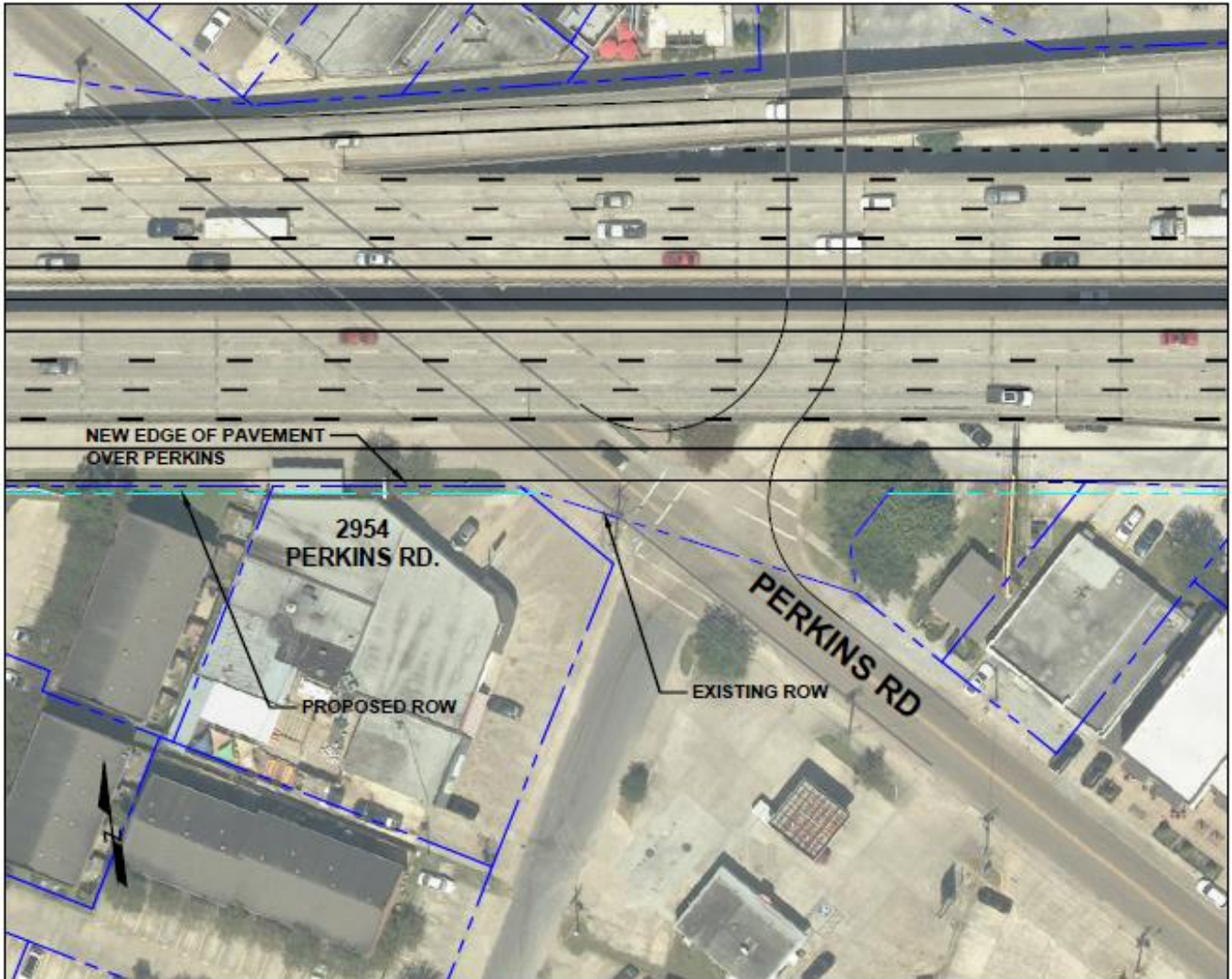
**FIGURE 9**

**THIS MINIMAL TRADITIONAL COTTAGE AT 2536 HONEYSUCKLE STREET (17-01882) IS CONSIDERED A CONTRIBUTING ELEMENT TO THE PROPOSED HOHD. PHOTOGRAPHER FACING WEST. MAY 2017.**



FIGURE 10

DE MINIMIS IMPACT PROPOSED PROMPS  
STANDING STRUCTURE 17-01915 (2954 PERKINS RD)



**1807 Georgia (17-02082).** This cottage is just west of a raised portion of the interstate that crosses Washington diagonally (Figure 11). The interstate basically creates the boundary of the proposed OSBRHD, so the building is on the eastern edge of the district. The rear of the house faces the interstate but is separated from the interstate by backyard trees, neighboring parking lot, and Braddock.

The property at 1807 Georgia is affected by Control of Access associated with the roundabout proposed for the intersection Washington and Braddock. The roundabout does result in the need to close Georgia at Washington for Control of Access. Standard road closure design would result in a Tee Turn at Georgia and Washington. The Tee Turn required ROW would result in acquisition of the house and parcel at 1807 Georgia. As an alternative, a through street concept was developed that would dead end Georgia and allow for a direct connection to Kentucky south of this parcel, which also then avoids having a Tee Turn at Kentucky near the new one ramp (Figure 12). The through street alternative avoids directly impacting the structure.

**1855 Kentucky (17-02099).** This shotgun house is just southwest of a raised portion of the interstate where it crosses Washington diagonally and slopes to grade behind the house. The interstate acts as the boundary of the proposed OSBRHD, so this shotgun, like the cottage at 1807 Georgia, helps create the eastern boundary of the district. Fronting Kentucky, the property backs up to the interstate and the northeast corner of the rear elevation of the building is approximately 76.3 ft (23 m) from the interstate at the nearest point. The shotgun is shielded from the interstate by a large group of trees and foliage. Historically, the rear of the house backed up to a lot with a cottage that fronted Maryland. The design of the Washington interchange necessitates the acquisition of a section of the northeast corner of the rear yard of this property (Figure 11). The portion of the yard that is considered for acquisition measures just .97 m<sup>2</sup> (10.4 ft<sup>2</sup>) and lies immediately adjacent to the existing ROW. The interchange alternative avoids direct impacts to the structure.

**3144 S. Eugene (17-01894).** This home and property backup to the Kansas City Southern rail line and I-10 westbound near Acadian Thruway (Figure 13). The cottage is approximately 109.51 ft (33.38 m) from the existing I-10. The addition of one travel lane in each direction on I-10 necessitates the acquisition of a linear section of the rear yard of this property. By minimizing the new ROW throughout the length of the project corridor, only a section measuring 7.26 m<sup>2</sup> (78.2 ft<sup>2</sup>) is required. This section is located immediately adjacent to the existing ROW. There will be no direct impacts to the structure.

**2536 Honeysuckle (17-01882).** The cottage is just north of a raised portion of the interstate. The shady lot backs up to the interstate and the cottage is shielded from the interstate by trees and shrubs in the backyard. The cottage is approximately 66.26 ft (20.20 m) from the existing I-10 (Figure 13). An additional travel lane requires the acquisition of a section of the rear yard of this property. By minimizing the new ROW throughout the length of the project corridor, only a portion measuring 17.2 m<sup>2</sup> (185.3 ft<sup>2</sup>) is required. This section is located immediately adjacent to the existing ROW. There will be no direct impacts to the structure.



FIGURE 11

DE MINIMIS IMPACT PROPOSED OSBRHD  
STANDING STRUCTURES 17-02082 (1807 GEORGIA ST) AND  
17-02099 (1855 KENTUCKY ST)

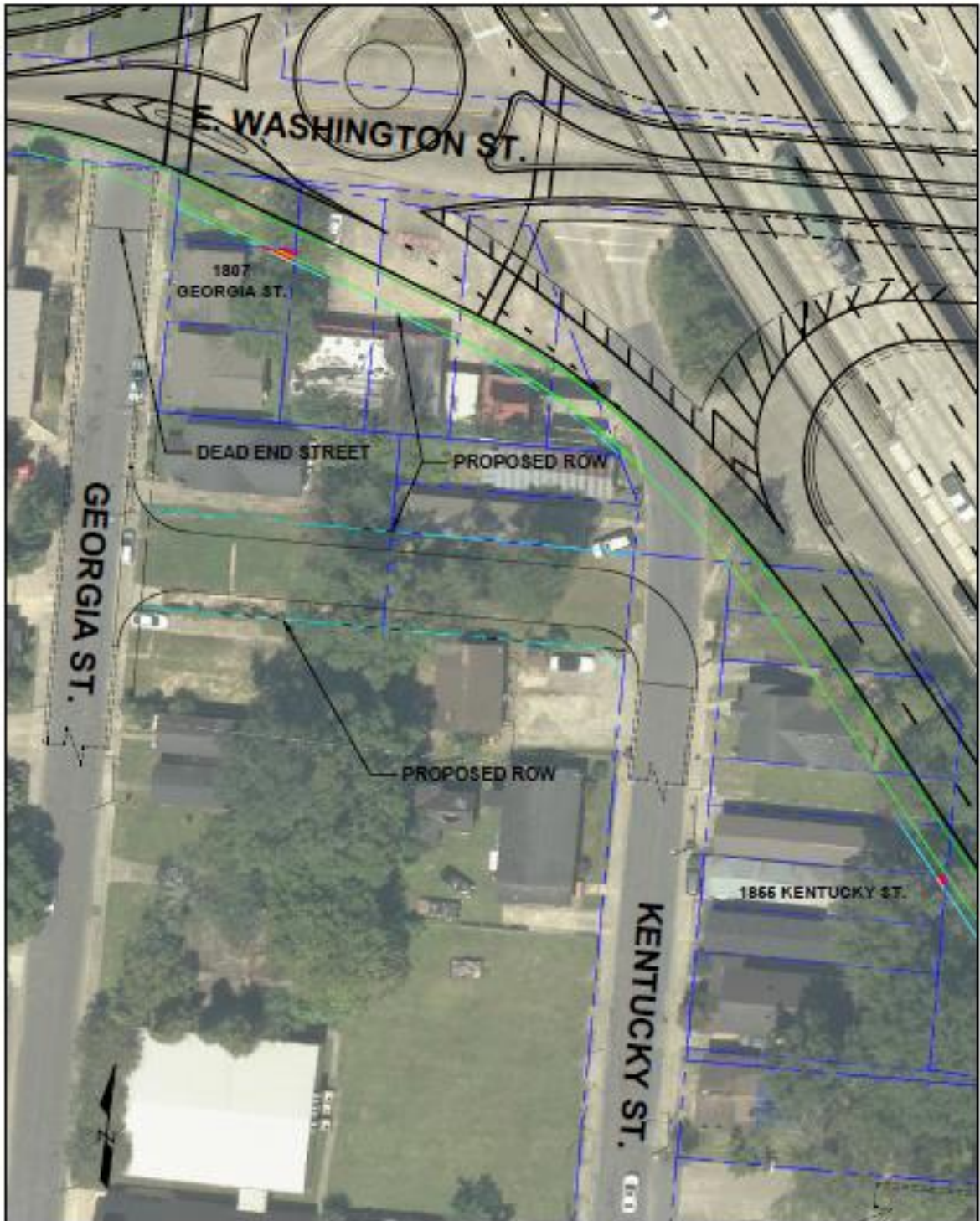


FIGURE 12

GEORGIA STREET AND KENTUCKY STREET. THRU STREET LAYOUT SHOWING HOW THE ALTERNATIVE AVOIDS 1807 GEORGIA STREET (17-02082).

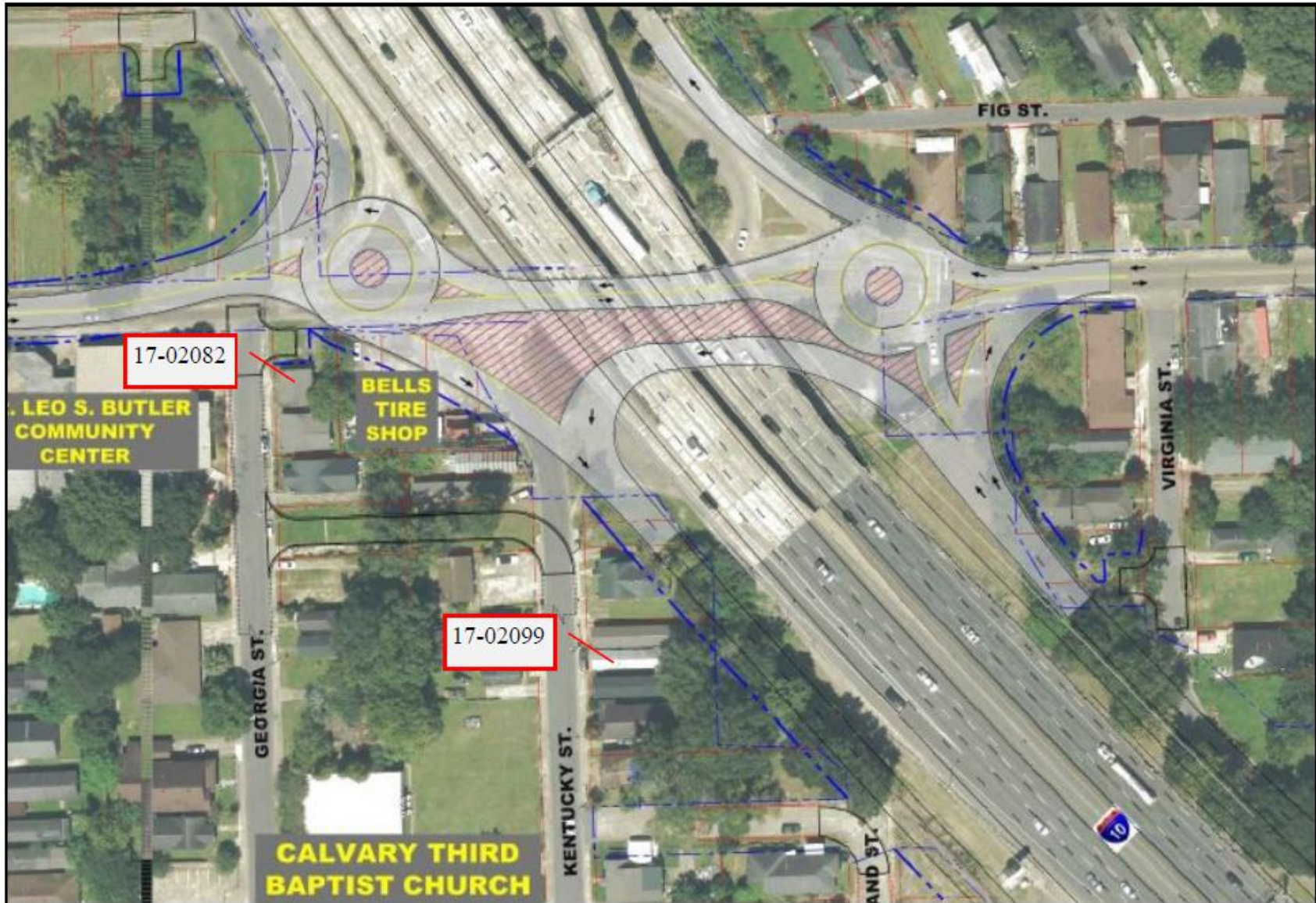
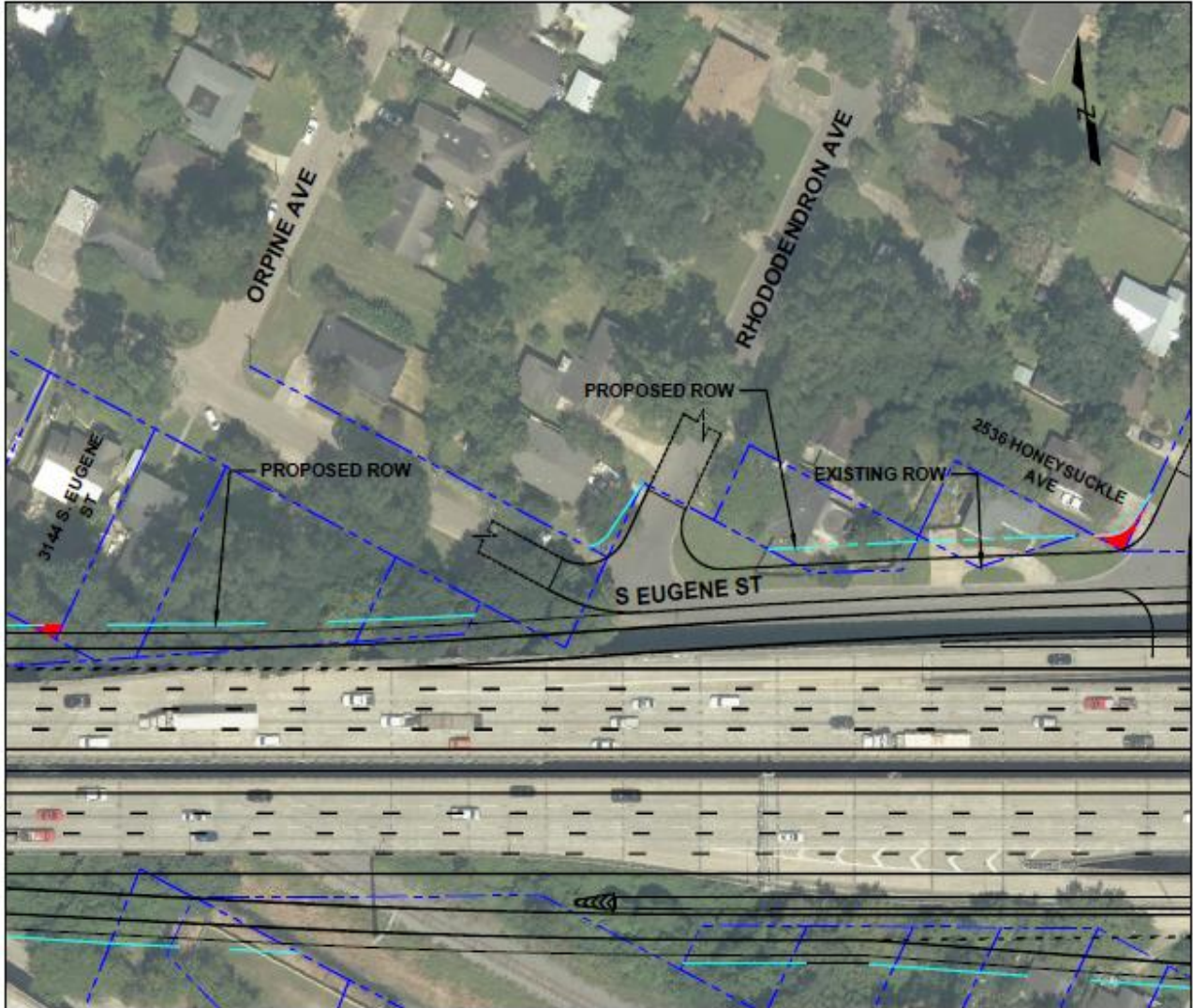


FIGURE 13

DE MINIMIS IMPACT PROPOSED HOHD  
STANDING STRUCTURES 17-01882 (2536 HONEYSUCKLE AVE)  
AND 17-01894 (3144 S. EUGENE ST)



**4.1.4 Coordination**

FHWA and LA DOTD are coordinating these efforts with the consulting parties and SHPO, the entity with jurisdiction over the properties. No additional coordination other than that mandated by Section 106 is required.